

# DRDO 2013-08-06

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## DRDO - Qualifying Laps and Sector Times

06 August 2013  
Zandvoort GP - 4307 mtr.

<b>3</b>	<b>Emile Drummen</b>					<b>BMW M3</b>								
1	Out	218.6	32.822	37.635	218.6	2:04.539	6	56.132	<del>227.4</del>	32.916	37.354	<del>227.4</del>	2:06.402	
2		55.125	220.4	33.382	37.119	220.4	2:05.626	7	55.203	226.4	32.346	37.026	226.4	2:04.575
3		55.682	219.1	32.358	38.220	219.1	2:06.260	8	54.851	204.5	32.439	38.972	204.5	2:06.262
4		55.656	221.8	33.867	38.690	221.8	2:08.213	9	55.882	226.9	33.463	37.018	226.9	2:06.363
5		56.099	220.9	34.398	37.436	220.9	2:07.933	10	<del>54.491</del>	219.5	<del>32.257</del>	<del>36.989</del>	219.5	<b>2:03.717</b>
<b>4</b>	<b>Mark Bol Raap</b>					<b>BMW M3</b>								
1	Out	220.0	32.693	37.397	220.0	2:02.921	6	Out	220.0	32.562	<del>36.877</del>	220.0	4:39.358	
2		53.422	224.1	<del>32.102</del>	37.246	224.1	<b>2:02.770</b>	7	53.757	220.9	32.216	36.999	220.9	2:02.972
3		54.951	<del>226.4</del>	32.665	36.913	<del>226.4</del>	2:04.529	8	53.997	223.6	32.751	37.631	223.6	2:04.379
4		<del>53.248</del>	222.2	32.823	36.947	222.2	2:03.018	9	1:02.979		37.939	In		2:34.813 <b>P</b>
5		54.772		36.769	In		2:19.905 <b>P</b>	10						
<b>9</b>	<b>Wouter Boerekamps</b>					<b>BMW M3</b>								
1	Out	224.1	32.898	40.152	224.1	2:04.922	4	51.959	224.5	<del>31.299</del>	35.863	224.5	<b>1:59.121</b>	
2		<del>51.835</del>	<del>225.9</del>	31.837	<del>36.615</del>	<del>225.9</del>	1:59.287	5	1:00.944	224.1	40.394	37.737	224.1	2:19.075
3		52.447	217.7	31.607	36.836	217.7	2:00.890	6	52.152		33.024	In		2:08.733 <b>P</b>
<b>10</b>	<b>vd Linden-Peene</b>					<b>BMW M3</b>								
1	Out	218.6	33.500	37.725	218.6	2:10.917	5	Out	222.7	32.610	37.407	222.7	5:44.208	
2		53.063	217.7	31.718	37.721	217.7	2:02.502	6	52.374	197.8	31.342	38.025	197.8	2:01.741
3		<del>52.246</del>	<del>223.1</del>	<del>31.019</del>	<del>36.118</del>	<del>223.1</del>	<b>1:59.383</b>	7	55.768	<del>223.1</del>	32.240	36.306	<del>223.1</del>	2:04.314
4		52.282		31.900	In		2:07.360 <b>P</b>	8	52.728	222.7	31.366	36.379	222.7	2:00.473
<b>11</b>	<b>Marc Dijkhuis</b>					<b>BMW M3</b>								
1	Out	220.9	32.155	37.019	220.9	2:02.977	6	53.264	222.7	32.765	36.591	222.7	2:02.620	
2		53.338	220.4	<del>31.294</del>	36.719	220.4	2:01.351	7	52.912	224.1	31.562	36.424	224.1	2:00.898
3		<del>52.567</del>	223.6	31.336	<del>36.118</del>	223.6	<b>2:00.021</b>	8	57.362		32.425	In		2:18.782 <b>P</b>
4		53.550	222.2	31.392	36.580	222.2	2:01.522	9	Out	156.7	31.507	37.512	156.7	3:34.746
5		53.560	<del>225.5</del>	33.594	37.700	<del>225.5</del>	2:04.854	10						
<b>16</b>	<b>Jan Hein Witzand</b>					<b>BMW M3</b>								
1	Out	224.1	32.666	<del>36.900</del>	224.1	2:05.222	5	58.312	<del>225.9</del>	33.695	37.037	<del>225.9</del>	2:09.044	
2		<del>54.031</del>	223.6	32.429	37.050	223.6	<b>2:03.560</b>	6	55.072		33.385	In		2:14.380 <b>P</b>
3		54.873	<del>225.9</del>	<del>32.286</del>	37.215	<del>225.9</del>	2:04.374	7	Out	223.6	33.113	37.475	223.6	4:45.782
4		55.033	200.0	34.936	38.683	200.0	2:08.652	8	56.098	<del>225.9</del>	32.864	36.991	<del>225.9</del>	2:05.953
<b>20</b>	<b>Henk van Dijk</b>					<b>BMW M3</b>								
1	Out	220.0	33.172	39.694	220.0	2:08.688	6	55.155	221.3	32.781	37.366	221.3	2:05.302	
2		56.300	221.8	35.922	38.863	221.8	2:11.085	7	54.888	220.9	32.623	37.146	220.9	2:04.657
3		54.914	221.3	<del>32.423</del>	37.446	221.3	2:04.783	8	54.886	<del>223.6</del>	32.463	<del>37.052</del>	<del>223.6</del>	<b>2:04.401</b>
4		54.815	218.6	33.691	39.035	218.6	2:07.541	9	55.670	220.0	34.472	38.425	220.0	2:08.567
5		<del>54.784</del>	220.0	35.592	38.367	220.0	2:08.743	10	59.814		38.242	In		2:29.436 <b>P</b>
<b>28</b>	<b>Kivits-van Rooij</b>					<b>BMW M3</b>								
1	Out	224.1	32.555	38.400	224.1	2:06.333	4	<del>53.857</del>	225.0	32.377	37.067	225.0	<b>2:03.301</b>	
2		53.974	224.1	32.670	<del>36.788</del>	224.1	2:03.432	5	55.231	<del>225.9</del>	33.035	38.634	<del>225.9</del>	2:06.900
3		54.977	<del>225.9</del>	<del>32.037</del>	37.071	<del>225.9</del>	2:04.085	6	55.689		32.544	In		2:14.120 <b>P</b>
<b>32</b>	<b>Thierry Kohler</b>					<b>Diesel</b>								
1	Out	<del>207</del>	34.523	39.368	<del>207</del>	2:13.347	4	<del>56.688</del>	199.3	33.730	38.682	199.3	<b>2:09.070</b>	
2		56.968	199.6	34.112	38.905	199.6	2:09.985	5	56.985	199.3	33.929	38.902	199.3	2:09.816
3		58.169	<del>207</del>	<del>33.680</del>	<del>38.555</del>	<del>207</del>	2:10.424	6	57.117		35.814	In		2:21.020 <b>P</b>

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35 de Weerd-van Schaijk						VW Golf TDI							
1	Out	194.2	37.861	39.555	194.2	2:15.457	4	57.252	187.5	33.930	40.404	187.5	2:11.586
2	57.520	<del>198.5</del>	34.339	<del>39.170</del>	<del>198.5</del>	2:11.029	5	1:01.468	194.9	36.361	40.556	194.9	2:18.385
3	58.666	194.9	34.650	42.031	194.9	2:15.347	6	<del>56.991</del>	193.9	<del>33.785</del>	39.523	193.9	<b>2:10.300</b>

37 Michael Hermans						BMW 123 D							
1	Out	200.4	33.962	38.368	200.4	2:07.534	6	56.770	199.3	34.564	38.490	199.3	2:09.824
2	57.349	200.4	34.184	38.846	200.4	2:10.379	7	<del>56.236</del>	<del>202.6</del>	33.493	<del>38.341</del>	<del>202.6</del>	<b>2:08.070</b>
3	56.270	196.0	34.185	38.668	196.0	2:09.123	8	57.110	200.0	<del>33.437</del>	38.694	200.0	2:09.241
4	57.876	199.6	33.763	38.354	199.6	2:09.993	9	56.881	201.1	33.511	38.683	201.1	2:09.075
5	57.272	200.7	34.328	38.436	200.7	2:10.036	10	56.657	198.5	33.448	38.564	198.5	2:08.669

38 Rianneke Bakker						VW Golf TDI							
1	Out	191.2	37.397	40.540	191.2	2:16.629	6	59.523	192.2	35.097	40.204	192.2	2:14.824
2	1:00.532	192.2	35.734	41.434	192.2	2:17.700	7	59.209	191.2	35.465	40.577	191.2	2:15.251
3	59.737	191.2	35.864	40.400	191.2	2:16.001	8	<del>59.088</del>	190.5	<del>34.921</del>	40.086	190.5	<b>2:14.095</b>
4	59.964	190.5	35.833	40.786	190.5	2:16.583	9	59.300		35.388	In		2:24.297 <b>p</b>
5	59.269	<del>192.9</del>	35.026	<del>40.054</del>	<del>192.9</del>	2:14.349	10						

41 Jeroen Dik						Diesel							
1	Out	204.2	33.976	38.616	204.2	2:10.161	3	<del>53.094</del>	213.0	<del>31.840</del>	<del>36.196</del>	213.0	<b>2:01.070</b>
2	57.076	<del>215.1</del>	32.620	37.108	<del>215.1</del>	2:06.804	4	1:02.200		34.408	In		2:22.209 <b>p</b>

42 Robert den Engelsman						Diesel							
1	Out	190.5	35.857	40.675	190.5	2:17.173	5	58.561	192.2	<del>34.068</del>	40.142	192.2	2:12.771
2	59.363	185.9	37.050	41.209	185.9	2:17.622	6	<del>58.136</del>	191.5	34.457	<del>39.524</del>	191.5	<b>2:12.117</b>
3	1:00.103	191.2	34.768	40.554	191.2	2:15.425	7	58.799	190.8	35.211	39.843	190.8	2:13.853
4	1:01.048	<del>192.2</del>	34.603	39.862	<del>192.2</del>	2:15.513	8	1:00.182	189.1	34.139	39.583	189.1	2:13.904

61 Andre van der Laan						Special							
1	Out	200.0	34.799	39.923	200.0	2:11.040	6	57.929	195.3	<del>34.057</del>	40.960	195.3	2:12.946
2	58.892	201.5	34.456	39.451	201.5	2:12.799	7	58.035	200.0	34.839	39.881	200.0	2:12.755
3	58.025	<del>204.9</del>	34.876	39.610	<del>204.9</del>	2:12.511	8	<del>57.708</del>	198.9	51.028	40.260	198.9	2:28.996
4	58.904	198.5	34.756	39.540	198.5	2:13.200	9	58.010	201.5	34.183	<del>39.352</del>	201.5	<b>2:11.545</b>
5	57.970	200.4	34.340	39.644	200.4	2:11.954	10						

66 Rob Gilhuis						BMW 320i							
1	Out	188.2	35.527	40.787	188.2	2:19.414	6	58.933	191.8	35.145	40.311	191.8	2:14.389
2	59.072	190.8	35.300	40.380	190.8	2:14.752	7	58.879	189.5	35.452	40.278	189.5	2:14.609
3	1:01.025	191.8	34.625	40.353	191.8	2:16.003	8	1:02.833	186.9	37.905	45.909	186.9	2:26.647
4	59.128	191.5	35.639	41.585	191.5	2:16.352	9	<del>58.812</del>	<del>192.5</del>	<del>34.457</del>	<del>39.923</del>	<del>192.5</del>	<b>2:13.192</b>
5	59.420	189.5	35.177	40.507	189.5	2:15.104	10						

68 Gerwin Schuring						Specials							
1	Out	219.5	31.785	35.710	219.5	1:59.439	5	54.206	218.2	33.147	36.032	218.2	2:03.385
2	51.940	221.3	<del>30.900</del>	<del>35.412</del>	221.3	<b>1:58.252</b>	6	52.376	219.1	31.455	35.668	219.1	1:59.489
3	<del>51.876</del>	209.7	34.5811	38.002	209.7	5:15.689	7	52.290	<del>225.9</del>	31.533	35.620	<del>225.9</del>	1:59.443
4	52.915	221.3	31.494	36.149	221.3	2:00.558	8	54.960	217.3	33.131	36.110	217.3	2:04.201

69 Ellenkamp-Sluiser						BMW Compact							
1	Out	198.9	33.796	39.326	198.9	2:09.452	6	56.385	199.3	33.557	39.570	199.3	2:09.512
2	56.431	<del>201.5</del>	33.242	38.936	<del>201.5</del>	2:08.609	7	56.861	200.0	35.912	38.784	200.0	2:11.557
3	56.403	196.4	<del>33.241</del>	39.537	196.4	2:09.181	8	56.723	200.0	33.439	38.668	200.0	2:08.820
4	58.322	201.1	33.672	38.848	201.1	2:10.842	9	<del>56.237</del>	<del>201.5</del>	33.272	<del>38.521</del>	<del>201.5</del>	<b>2:08.030</b>
5	56.657	<del>201.5</del>	34.116	38.548	<del>201.5</del>	2:09.321	10	1:01.640		38.800	In		2:36.340 <b>p</b>

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<b>70</b>	<b>Dirk van Vuure</b>						<b>Specials</b>							
1	Out	1925	35.804	40.415	1925	2:14.851	4	58.156	1905	34.541	39.855	1905	2:12.552	
2		58.856	192.2	35.313	41.164	192.2	2:15.333	5	58.305	190.8	<del>33.924</del>	<del>39.445</del>	190.8	<b>2:11.674</b>
3		<del>58.124</del>	185.9	34.170	40.000	185.9	2:12.294	6	1:00.907		35.146	In		2:26.423 p

<b>71</b>	<b>Alexander Berger</b>						<b>BMW 130i</b>							
1	Out		35.367	In		2:26.956 P	3	<del>59.087</del>		34.252		In		2:28.505 p
2	Out	1985	<del>33.701</del>	<del>39.802</del>	1985	3:34.873	4							

<b>72</b>	<b>Willem Willemstein</b>						<b>BMW 130i</b>							
1	Out	216.4	32.905	37.425	216.4	2:04.863	6	54.690	216.0	32.574	37.259	216.0	2:04.523	
2		<del>54.645</del>	216.4	<del>32.238</del>	<del>37.160</del>	216.4	<b>2:04.098</b>	7	55.218	204.5	32.935	39.510	204.5	2:07.663
3		54.750	<del>217.3</del>	32.573	37.214	<del>217.3</del>	2:04.537	8	54.853	212.6	32.338	37.708	212.6	2:04.899
4		55.283	213.9	33.567	37.308	213.9	2:06.158	9	54.670	211.8	32.586	37.841	211.8	2:05.097
5		54.930	213.9	32.710	37.631	213.9	2:05.271	10						

<b>77</b>	<b>Stan van Oord</b>						<b>Suzuki Swift</b>							
1	Out	179.7	37.384	44.312	179.7	2:27.850	5	<del>59.213</del>	179.4	34.791	42.295	179.4	2:16.299	
2		1:00.085	179.7	34.765	40.656	179.7	2:15.506	6	59.327	178.5	34.778	41.181	178.5	2:15.286
3		1:00.379	178.5	35.242	40.921	178.5	2:16.542	7	59.405	180.6	36.294	<del>40.604</del>	180.6	2:16.303
4		59.744	178.2	35.524	41.008	178.2	2:16.276	8	59.217	<del>182.1</del>	<del>34.346</del>	40.964	<del>182.1</del>	<b>2:14.527</b>

<b>78</b>	<b>Cas Renders</b>						<b>BMW 130i</b>							
1	Out	<del>216.4</del>	33.372	37.768	<del>216.4</del>	2:08.591	6	<del>53.751</del>	215.1	32.390	<del>36.800</del>	215.1	<b>2:02.991</b>	
2		55.089	213.0	32.816	37.489	213.0	2:05.394	7	54.307	215.1	32.392	37.173	215.1	2:03.872
3		53.950	213.4	<del>32.140</del>	37.195	213.4	2:03.285	8	55.457		32.488	In		2:21.212 p
4		53.945	213.0	32.429	37.290	213.0	2:03.664	9	Out		32.721	In		3:55.278 p
5		53.968	214.7	33.089	37.105	214.7	2:04.162	10						

<b>80</b>	<b>van Steen-van Steen</b>						<b>BMW</b>							
1	Out	191.5	35.590	41.368	191.5	2:13.467	6	58.542	193.5	34.822	42.053	193.5	2:15.417	
2		59.149	191.8	35.326	40.314	191.8	2:14.789	7	58.022	186.5	34.362	40.590	186.5	2:12.974
3		59.014	192.5	34.889	40.057	192.5	2:13.960	8	59.654	192.2	34.761	39.400	192.2	2:13.815
4		59.374	<del>194.6</del>	36.221	40.378	<del>194.6</del>	2:15.973	9	<del>57.989</del>	192.5	<del>34.335</del>	<del>39.372</del>	192.5	<b>2:11.666</b>
5		58.054	191.2	37.316	39.775	191.2	2:15.145	10						

<b>81</b>	<b>Rob ten Herkel</b>						<b>BMW 130i</b>							
1	Out	<del>216.9</del>	38.198	38.762	<del>216.9</del>	2:13.259	5	56.157	214.7	34.942	39.828	214.7	2:10.927	
2		53.974	215.6	34.150	37.186	215.6	2:05.310	6	55.137	214.3	32.652	37.435	214.3	2:05.224
3		54.403	215.1	<del>32.119</del>	<del>37.008</del>	215.1	<b>2:03.525</b>	7	58.861		35.230	In		2:30.487 p
4		<del>53.911</del>	214.3	32.983	37.400	214.3	2:04.294	8						

<b>82</b>	<b>Mark van Doesburg</b>						<b>Specials</b>							
1	Out	201.1	33.553	38.279	201.1	2:07.928	5	<del>54.912</del>	<del>204.2</del>	32.484	<del>37.494</del>	<del>204.2</del>	<b>2:04.890</b>	
2		55.365	203.8	32.700	37.814	203.8	2:05.879	6	55.483	203.4	32.476	37.632	203.4	2:05.591
3		54.920	203.8	<del>32.160</del>	37.916	203.8	2:04.996	7	55.175		32.631	In		2:13.704 p
4		55.065	203.8	33.117	37.515	203.8	2:05.697	8						

<b>83</b>	<b>Euser-Meixner</b>						<b>BMW</b>							
1	Out	200.0	34.383	39.648	200.0	2:11.195	5	56.850	204.2	34.263	39.114	204.2	2:10.227	
2		57.649	201.9	33.855	39.401	201.9	2:10.905	6	58.100		34.965	In		2:16.920 p
3		58.046	203.0	34.022	39.167	203.0	2:11.235	7	Out	198.9	33.155	37.792	198.9	3:35.901
4		57.611	<del>207.3</del>	34.241	38.631	<del>207.3</del>	2:10.483	8	<del>54.976</del>	200.4	<del>32.448</del>	<del>37.513</del>	200.4	<b>2:04.937</b>

<b>84</b>	<b>John Jansen</b>						<b>Specials</b>							
1	Out	231.8	<del>31.300</del>	36.055	231.8	2:02.071	5	54.513	232.8	32.186	36.515	232.8	2:03.214	
2		52.701	<del>237.9</del>	31.328	<del>35.919</del>	<del>237.9</del>	1:59.948	6	53.227	237.4	31.807	35.976	237.4	2:01.010

**DRDO 2013-08-06**

DRDO

**DRDO - Qualifying**  
**Laps and Sector Times**

**06 August 2013**  
**Zandvoort GP - 4307 mtr.**

<b>3</b>	<b>52.071</b>	236.3	31.388	35.965	236.3	<b>1:59.424</b>	<b>7</b>	53.725	32.484	In	2:14.433 <b>P</b>
<b>4</b>	54.687	234.3	32.356	36.104	234.3	2:03.147	<b>8</b>				