

DRDO 2013-08-06

DRDO

DRDO - Race 2

Laps and Sector Times

06 August 2013

Zandvoort GP - 4307 mtr.

1 Philip Romijn						BMW M3							
1	56.394	221.3	32.437	36.835	221.3	2:05.666	13	53.592	221.8	31.880	36.902	221.8	2:02.374
2	52.679	221.3	31.912	36.947	221.3	2:01.538	14	53.413	220.4	31.893	37.007	220.4	2:02.313
3	52.697	224.1	31.704	36.728	224.1	2:01.129	15	53.728	222.2	31.966	36.904	222.2	2:02.598
4	52.987	225.0	31.904	37.114	225.0	2:02.005	16	54.190	226.4	32.361	36.692	226.4	2:03.243
5	52.943	220.9	31.860	37.052	220.9	2:01.855	17	53.555	225.9	32.876	36.760	225.9	2:03.191
6	53.023	221.8	32.050	36.745	221.8	2:01.818	18	53.887	220.0	31.954	36.850	220.0	2:02.691
7	53.672	220.9	32.043	37.510	220.9	2:03.225	19	53.385	220.9	32.078	36.876	220.9	2:02.339
8	55.475	220.9	31.858	37.624	220.9	2:04.957	20	53.372	223.1	32.002	36.951	223.1	2:02.325
9	54.172	220.9	31.859	36.878	220.9	2:02.909	21	53.465	220.9	32.594	37.086	220.9	2:03.145
10	53.241		32.034	In		2:06.451 P	22	54.127	218.2	32.325	37.241	218.2	2:03.693
11	Out	225.5	32.254	37.808	225.5	3:59.812	23	55.106	217.7	33.979	39.989	217.7	2:09.074
12	54.435	220.0	32.403	39.329	220.0	2:06.167	24	55.774	206.5	33.236	37.909	206.5	2:06.919

3 Emile Drummen						BMW M3							
1	59.470	216.0	32.455	37.317	216.0	2:09.242	13	55.645	225.0	33.039	37.256	225.0	2:05.940
2	56.778	215.6	1:09.239	38.398	215.6	2:44.415	14	55.292	223.6	32.696	37.258	223.6	2:05.246
3	58.930	218.6	32.859	37.706	218.6	2:09.495	15	55.456	225.0	32.640	37.163	225.0	2:05.259
4	57.423	220.0	33.247	37.522	220.0	2:08.192	16	55.172	225.9	32.405	36.957	225.9	2:04.534
5	55.625	221.3	32.634	39.268	221.3	2:07.527	17	55.108	220.0	32.712	37.254	220.0	2:05.074
6	56.394	225.5	33.849	37.626	225.5	2:07.869	18	57.738	223.6	34.199	37.382	223.6	2:09.319
7	55.394	225.0	32.653	38.060	225.0	2:06.107	19	55.007	225.9	32.401	37.010	225.9	2:04.418
8	55.392	225.9	32.426	39.645	225.9	2:07.463	20	54.863	226.4	32.699	36.920	226.4	2:04.482
9	55.129	225.5	32.450	37.403	225.5	2:04.982	21	54.579	225.9	32.025	36.991	225.9	2:03.596
10	55.000		32.370	In		2:13.218 P	22	55.445	225.9	32.450	37.034	225.9	2:04.929
11	Out	219.1	32.350	37.018	219.1	3:31.831	23	55.103	224.5	32.623	37.254	224.5	2:04.980
12	59.659	224.5	32.858	36.955	224.5	2:09.472	24	1:02.426	27.9	35.728	1:04.620	27.9	2:42.774

4 Mark Bol Raap						BMW M3							
1	55.064	222.7	31.852	36.552	222.7	2:03.478	13	53.909		32.202	In		2:11.779 P
2	52.934	223.1	31.877	36.745	223.1	2:01.556	14	Out	222.2	32.184	39.103	222.2	3:37.102
3	53.019	222.7	31.520	36.871	222.7	2:01.420	15	53.299	223.1	32.222	36.792	223.1	2:02.313
4	52.866	222.2	32.012	36.827	222.2	2:01.705	16	53.461	223.1	32.962	37.436	223.1	2:03.859
5	53.274	222.7	31.952	36.855	222.7	2:02.081	17	54.159	223.1	32.167	37.455	223.1	2:03.781
6	53.009	222.7	32.141	36.920	222.7	2:02.070	18	53.549	223.6	32.414	37.038	223.6	2:03.001
7	52.699	221.8	32.279	36.806	221.8	2:01.784	19	53.824	222.7	32.058	36.931	222.7	2:02.813
8	53.495	219.1	32.254	37.150	219.1	2:02.899	20	53.942	225.0	32.438	37.089	225.0	2:03.469
9	52.745	225.4	32.813	38.039	225.4	2:03.597	21	53.073	220.9	32.385	37.199	220.9	2:02.657
10	53.403	220.4	32.039	36.973	220.4	2:02.415	22	53.841	223.1	32.218	37.279	223.1	2:03.338
11	53.978	219.5	32.820	37.309	219.5	2:04.107	23	53.486	223.6	32.185	37.111	223.6	2:02.782
12	53.665	206.9	32.938	38.152	206.9	2:04.755	24	53.604	220.9	32.355	37.375	220.9	2:03.334

9 Wouter Boerekamps						BMW M3							
1	54.909	221.3	31.927	35.848	221.3	2:01.684	13	52.358	225.0	31.308	35.999	225.0	1:59.665
2	51.833	222.7	30.965	35.988	222.7	1:58.786	14	52.223	225.5	31.843	35.995	225.5	2:00.061
3	51.724	223.6	31.028	35.760	223.6	1:58.512	15	52.119	223.1	31.438	36.705	223.1	2:00.262
4	51.879	223.6	31.086	35.855	223.6	1:58.820	16	52.230	225.9	31.631	36.234	225.9	2:00.095
5	51.977	222.7	31.151	35.912	222.7	1:59.040	17	53.332	223.1	32.382	36.673	223.1	2:02.387
6	52.116	223.1	31.213	36.419	223.1	1:59.748	18	52.408	225.9	31.382	35.933	225.9	1:59.723
7	52.118	224.1	31.525	36.326	224.1	1:59.969	19	52.481	225.9	31.378	36.057	225.9	1:59.916
8	52.834	225.0	31.344	36.007	225.0	2:00.185	20	52.245	225.9	31.465	36.372	225.9	2:00.082
9	52.025	211.8	31.326	38.015	211.8	2:01.366	21	53.191	223.6	31.632	36.782	223.6	2:01.605
10	52.471	224.1	31.168	36.051	224.1	1:59.690	22	52.658	224.1	31.562	37.330	224.1	2:01.600
11	52.328		31.564	In		2:04.833 P	23	52.981	223.1	31.647	36.634	223.1	2:01.262
12	Out	222.7	31.485	39.069	222.7	4:37.605	24	53.605	194.9	31.877	38.267	194.9	2:03.749

10 vd Linden-Peene						BMW M3							
1	56.730	222.7	31.749	36.601	222.7	2:05.080	13	Out	218.2	32.499	37.590	218.2	3:51.510
2	53.190	223.6	31.535	36.511	223.6	2:01.236	14	55.098	220.9	32.421	37.559	220.9	2:05.078

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3	52.974	223.1	31.706	36.650	223.1	2:01.330	15	53.775	223.1	32.084	37.077	223.1	2:02.936	
4	53.161	214.5	31.908	36.613	224.5	2:01.682	16	53.611	222.7	33.020	36.960	222.7	2:03.591	
5	53.086	222.2	31.884	37.007	222.2	2:01.977	17	53.970	218.2	32.138	38.661	218.2	2:04.769	
6	53.153	221.8	31.892	37.201	221.8	2:02.246	18	54.587	218.6	32.034	37.374	218.6	2:03.995	
7	52.969	222.2	32.062	36.674	222.2	2:01.705	19	53.668	223.6	31.957	36.661	223.6	2:02.286	
8	53.781	218.2	32.049	37.174	218.2	2:03.004	20	54.403	222.2	31.832	36.671	222.2	2:02.906	
9	52.919	221.8	31.855	37.391	221.8	2:02.165	21	53.417	223.6	32.084	36.987	223.6	2:02.488	
10	53.429	220.4	31.749	36.886	220.4	2:02.064	22	53.476	223.1	32.383	36.932	223.1	2:02.791	
11	53.695	222.7	32.109	37.703	222.7	2:03.507	23	53.915	222.7	31.829	36.998	222.7	2:02.742	
12	53.976		32.393	In		2:12.042	P	24	53.503	221.3	31.875	37.095	221.3	2:02.473

11	Marc Dijkhuis						BMW M3							
1	59.165	221.3	32.138	36.979	221.3	2:08.282	13	57.689	219.1	32.641	37.017	219.1	2:07.347	
2	54.152	222.2	32.320	37.046	222.2	2:03.518	14	54.645	217.7	32.414	37.048	217.7	2:04.107	
3	54.503	223.1	33.004	37.162	223.1	2:04.669	15	54.417	220.0	32.137	37.065	220.0	2:03.619	
4	54.468	224.1	32.569	36.753	224.1	2:03.790	16	54.058	220.4	32.306	37.135	220.4	2:03.499	
5	52.974	223.6	31.914	36.544	223.6	2:01.432	17	55.425	219.1	32.189	37.138	219.1	2:04.752	
6	53.080	221.8	31.721	36.659	221.8	2:01.460	18	53.958	220.9	32.487	37.074	220.9	2:03.519	
7	53.279	220.0	32.284	37.849	220.0	2:03.412	19	54.635	222.2	32.405	37.094	222.2	2:04.134	
8	55.325	220.0	35.935	37.333	220.0	2:08.593	20	54.440	221.8	32.308	36.958	221.8	2:03.706	
9	54.386	220.4	32.028	37.385	220.4	2:03.799	21	54.504	223.1	32.066	36.834	223.1	2:03.404	
10	54.853		32.297	In		2:12.727	P	22	53.768	224.5	32.025	36.964	224.5	2:02.757
11	Out	221.3	32.080	38.203	221.3	3:40.822	23	53.488	224.5	31.904	37.054	224.5	2:02.446	
12	54.315	190.5	32.259	39.742	190.5	2:06.316	24	54.927	213.9	32.525	37.762	213.9	2:05.214	

16	Jan Hein Witzand						BMW M3							
1	56.936	225.0	32.506	37.973	225.0	2:07.415	13	55.428	224.5	32.681	37.464	224.5	2:05.573	
2	54.167	223.6	32.005	37.461	223.6	2:03.633	14	54.891	226.9	32.811	37.179	226.9	2:04.881	
3	54.426	222.7	32.390	37.502	222.7	2:04.318	15	54.206	225.0	32.237	36.977	225.0	2:03.420	
4	54.418	226.9	33.619	37.183	226.9	2:05.220	16	54.816	226.4	32.393	36.955	226.4	2:04.144	
5	53.645	227.4	32.912	37.280	227.4	2:03.837	17	54.350	227.4	32.355	37.424	227.4	2:04.129	
6	53.693	225.0	31.925	37.242	225.0	2:02.931	18	55.471	222.2	32.905	38.110	222.2	2:06.486	
7	53.898	225.5	32.393	37.340	225.5	2:03.631	19	55.112	225.5	33.086	37.185	225.5	2:05.383	
8	55.421	223.6	33.603	38.188	223.6	2:07.212	20	54.767	225.5	32.430	36.986	225.5	2:04.183	
9	54.907	222.7	32.757	38.317	222.7	2:05.981	21	55.493	225.0	32.497	37.226	225.0	2:05.216	
10	55.526	221.8	32.926	38.507	221.8	2:06.959	22	54.748	225.5	32.434	37.272	225.5	2:04.454	
11	55.449		33.454	In		2:12.734	P	23	54.230	224.5	32.002	37.424	224.5	2:03.656
12	Out	221.3	32.568	38.028	221.3	3:25.838	24	54.880	224.1	32.430	37.931	224.1	2:05.241	

20	Henk van Dijk						BMW M3							
1	1:03.092	220.9	34.233	37.818	220.9	2:15.143	13	Out	221.3	31.991	36.902	221.3	3:33.794	
2	54.532	222.7	32.735	37.300	222.7	2:04.567	14	55.469	221.8	31.722	37.340	221.8	2:04.531	
3	54.405	222.2	31.967	37.463	222.2	2:03.835	15	54.559	220.4	32.272	37.649	220.4	2:04.480	
4	54.490	222.2	32.083	37.398	222.2	2:03.971	16	54.204	220.4	31.970	37.377	220.4	2:03.551	
5	54.381	222.7	31.954	37.739	222.7	2:04.074	17	54.008	221.3	32.896	37.433	221.3	2:04.337	
6	54.654	221.3	31.765	37.634	221.3	2:04.053	18	53.957	222.2	32.089	36.900	222.2	2:02.956	
7	54.575	220.4	32.189	38.860	220.4	2:05.624	19	55.422	219.5	31.881	37.476	219.5	2:04.779	
8	54.817	217.7	32.410	37.879	217.7	2:05.106	20	54.731	212.6	32.206	38.280	212.6	2:05.217	
9	54.744	218.6	32.115	37.244	218.6	2:04.103	21	54.719	221.3	31.924	37.126	221.3	2:03.769	
10	54.598	218.2	32.550	37.605	218.2	2:04.753	22	54.706	219.1	32.668	37.832	219.1	2:05.206	
11	54.726	220.9	32.303	37.610	220.9	2:04.639	23	55.144	219.1	32.500	37.629	219.1	2:05.273	
12	55.206		32.121	In		2:13.941	P	24	55.949	208.9	32.866	38.940	208.9	2:07.755

32	Thierry Kohler						Diesel						
1	1:01.154	201.2	33.774	38.403	201.2	2:13.331	13	56.839	200.7	33.337	38.538	200.7	2:08.714
2	56.177	201.9	34.563	38.612	201.9	2:09.352	14	56.223	201.9	33.536	38.775	201.9	2:08.534
3	56.140	203.0	33.851	38.616	203.0	2:08.607	15	57.503	199.3	33.562	38.449	199.3	2:09.514
4	55.920	200.7	33.304	38.330	200.7	2:07.554	16	56.801	200.7	33.832	39.131	200.7	2:09.764
5	56.264	199.6	33.195	38.584	199.6	2:08.044	17	57.238	201.9	33.495	38.859	201.9	2:09.592
6	56.670	199.6	33.634	38.419	199.6	2:08.723	18	57.512	200.4	34.463	38.926	200.4	2:10.901

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7	56.381	198.5	33.555	38.770	198.5	2:08.706	19	57.089	199.6	33.551	38.720	199.6	2:09.360
8	56.976	198.2	33.503	39.649	198.2	2:10.128	20	57.253	197.4	34.014	38.925	197.4	2:10.192
9	56.893	199.3	33.735	38.622	199.3	2:09.250	21	57.383	202.6	34.684	39.238	202.6	2:11.305
10	56.380	199.6	33.436	38.577	199.6	2:08.393	22	56.960	197.4	34.141	38.892	197.4	2:09.993
11	56.675		33.245	In		2:12.825 P	23	57.417	143.2	34.392	43.690	143.2	2:15.499
12	Out	199.6	33.394	38.484	199.6	4:04.060	24						

35 de Weerd-van Schaijk							VW Golf TDI						
1	1:01.131	195.3	34.409	39.247	195.3	2:14.787	13	55.650	196.4	32.656	37.966	196.4	2:06.272
2	56.462	194.6	33.351	39.883	194.6	2:09.696	14	55.900	196.4	32.772	38.337	196.4	2:07.009
3	56.298	196.0	33.346	38.907	196.0	2:08.551	15	55.790	195.7	32.562	38.130	195.7	2:06.482
4	56.391	193.5	33.240	38.778	193.5	2:08.409	16	55.935	198.5	32.553	37.855	198.5	2:06.353
5	56.938	194.2	33.327	38.695	194.2	2:08.960	17	55.746	198.5	32.391	38.419	198.5	2:06.559
6	56.678	193.2	33.355	38.697	193.2	2:08.730	18	55.558	198.9	32.517	38.511	198.9	2:06.586
7	56.646	193.5	33.416	38.484	193.5	2:08.546	19	55.366	197.1	32.541	38.273	197.1	2:06.180
8	56.842	193.2	33.508	39.620	193.2	2:09.970	20	55.313	198.2	32.587	37.933	198.2	2:05.833
9	56.693	193.5	33.348	38.794	193.5	2:08.835	21	55.708	198.2	32.508	38.029	198.2	2:06.245
10	56.239	193.5	33.335	38.607	193.5	2:08.181	22	55.728	196.4	33.020	38.024	196.4	2:06.772
11	56.469		33.053	In		2:12.392 P	23	56.078	196.4	32.487	38.157	196.4	2:06.722
12	Out	200	33.037	37.897	200	4:02.260	24						

37 Michael Hermans							BMW 123 D						
1	1:01.085	201.9	35.532	39.485	201.9	2:16.102	13	Out	198.5	34.460	39.674	198.5	3:39.547
2	57.694	191.5	34.330	41.513	191.5	2:13.597	14	57.041	200.4	34.040	39.006	200.4	2:10.087
3	58.015	199.3	34.589	38.879	199.3	2:11.483	15	57.934	198.9	33.928	38.689	198.9	2:10.551
4	57.520	204.2	34.448	38.931	204.2	2:10.899	16	56.783	200.7	35.179	39.251	200.7	2:11.213
5	57.878	200.4	34.242	38.641	200.4	2:10.761	17	57.532	200.7	34.417	39.492	200.7	2:11.441
6	58.562	199.6	34.623	40.346	199.6	2:13.531	18	58.120	202.6	35.533	38.907	202.6	2:12.560
7	57.204	201.5	34.008	38.666	201.5	2:09.878	19	56.850	201.5	34.404	39.482	201.5	2:10.736
8	55.553	201.1	34.032	39.491	201.1	2:10.076	20	57.539	200.4	34.248	38.816	200.4	2:10.603
9	57.028	200.4	33.967	38.819	200.4	2:09.814	21	57.524	201.9	34.193	39.033	201.9	2:10.750
10	57.151	199.6	34.568	39.083	199.6	2:10.802	22	57.545	198.9	34.502	38.826	198.9	2:10.873
11	57.270	196.7	34.412	39.226	196.7	2:10.908	23	57.994	187.8	34.474	39.001	187.8	2:11.469
12	59.219		34.429	In		2:20.157 P	24						

38 Rianneke Bakker							VW Golf TDI						
1	1:03.190	191.5	37.543	41.214	191.5	2:21.947	12	58.562	190.8	34.626	39.938	190.8	2:13.126
2	58.063	191.5	34.875	40.051	191.5	2:12.989	13	58.946	191.2	35.006	39.914	191.2	2:13.866
3	58.335	193.9	34.779	39.500	193.9	2:12.614	14	58.875	192.9	34.951	39.518	192.9	2:13.344
4	58.569	195.3	34.352	39.255	195.3	2:12.226	15	58.107	194.2	34.628	39.298	194.2	2:12.033
5	58.213		34.570	In		2:54.180 P	16	58.744	190.5	34.938	40.050	190.5	2:13.732
6	Out	191.5	35.929	40.079	191.5	4:29.353	17	58.193	192.2	34.526	39.427	192.2	2:12.146
7	59.570	190.8	36.287	40.756	190.8	2:16.613	18	58.008	193.9	34.612	40.398	193.9	2:13.013
8	58.789	191.5	35.131	40.196	191.5	2:14.116	19	58.509	192.9	34.742	39.800	192.9	2:13.051
9	58.448		34.538	In		2:19.157 P	20	58.908	192.2	34.538	39.536	192.2	2:12.982
10	Out	191.2	34.640	40.523	191.2	3:40.395	21	58.033	193.5	34.443	39.748	193.5	2:12.224
11	58.453	192.5	34.653	39.596	192.5	2:12.702	22						

41 Jeroen Dik							Diesel						
1	59.148	216.0	32.017	37.060	216.0	2:08.225	13	53.766		32.319	In		2:10.540 P
2	55.402	211.8	33.344	37.974	211.8	2:06.720	14	Out	214.7	32.287	37.022	214.7	3:36.609
3	53.000	216.9	31.922	36.279	216.9	2:01.271	15	53.835	216.4	32.397	36.441	216.4	2:02.673
4	52.908	209	32.119	36.207	209	2:01.229	16	53.831	217.3	32.225	36.665	217.3	2:02.721
5	53.337	218.2	32.567	36.288	218.2	2:02.192	17	54.357	216.0	32.555	36.526	216.0	2:03.438
6	53.113	215.6	32.176	36.392	215.6	2:01.681	18	54.143	216.0	32.739	36.754	216.0	2:03.636
7	53.301	216.9	32.384	36.814	216.9	2:02.499	19	54.072	215.6	32.655	36.889	215.6	2:03.616
8	54.111	216.9	33.434	36.372	216.9	2:03.917	20	54.826	215.1	32.627	36.678	215.1	2:04.131
9	54.644	213.4	32.114	36.881	213.4	2:03.639	21	54.342	217.7	32.458	36.730	217.7	2:03.530
10	53.712	214.7	32.572	37.507	214.7	2:03.791	22	58.285	214.7	32.965	37.095	214.7	2:08.345
11	53.912	215.1	32.533	36.676	215.1	2:03.121	23	55.486	213.0	32.961	37.807	213.0	2:06.254

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12	53.838	216.9	32.439	36.410	216.9	2:02.687	24	55.227	209.7	33.144	38.861	209.7	2:07.232
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42 Robert den Engelsman							Diesel							
1	1:03.425	191.8	36.193	40.292	191.8	2:19.910	13	58.255	34.676	In			2:17.429	P
2	59.100	192.2	34.802	39.961	192.2	2:13.863	14	Out	192.9	34.393	41.253	192.9	3:31.866	
3	58.869	187.5	34.481	40.185	187.5	2:13.535	15	1:00.020	192.2	35.611	40.094	192.2	2:15.725	
4	58.846	191.8	34.093	39.406	191.8	2:12.345	16	58.890	191.9	34.568	39.880	191.9	2:13.338	
5	58.498	191.8	34.383	39.641	191.8	2:12.522	17	59.874	189.1	34.870	40.400	189.1	2:15.144	
6	59.483	192.2	34.501	39.601	192.2	2:13.585	18	59.509	191.8	34.401	39.726	191.8	2:13.636	
7	58.401	177.9	33.871	40.162	177.9	2:12.434	19	58.631	193.9	34.600	40.207	193.9	2:13.438	
8	58.374	190.8	33.936	39.825	190.8	2:12.135	20	59.012	192.9	34.540	40.275	192.9	2:13.827	
9	58.224	192.5	34.344	39.517	192.5	2:12.085	21	59.777	191.2	35.591	40.830	191.2	2:16.198	
10	57.914	194.6	33.912	39.467	194.6	2:11.293	22	59.522	189.8	34.772	40.208	189.8	2:14.497	
11	58.463	190.1	35.517	40.803	190.1	2:14.783	23	58.656	188.2	34.213	40.297	188.2	2:13.166	
12	58.870	187.2	35.208	41.237	187.2	2:15.310	24							

61 Andre van der Laan							Special								
1	1:04.329	190.8	37.375	42.353	190.8	2:24.057	12	Out	190.5	35.986	41.424	190.5	3:43.852		
2	1:02.112	181.5	37.504	42.808	181.5	2:22.424	13	1:00.689	196.0	36.112	41.729	196.0	2:18.530		
3	1:04.587	184.0	37.007	42.793	184.0	2:24.387	14	1:00.309	194.6	35.986	41.523	194.6	2:17.818		
4	1:03.110	186.5	37.181	43.039	186.5	2:23.330	15	1:00.770	195.7	36.195	41.799	195.7	2:18.764		
5	1:02.494	185.9	36.829	42.949	185.9	2:22.272	16	1:00.703	191.5	36.773	41.634	191.5	2:19.110		
6	1:01.575	190.8	36.843	42.918	190.8	2:21.336	17	1:00.894	193.5	35.907	41.227	193.5	2:18.028		
7	1:01.551	191.5	36.840	41.998	191.5	2:20.389	18	59.993	196.4	35.688	40.708	196.4	2:16.384		
8	1:01.450	186.5	36.537	42.273	186.5	2:20.260	19	1:00.121	191.2	35.535	41.518	191.2	2:17.174		
9	1:01.185	187.8	36.721	41.774	187.8	2:19.680	20	1:00.609	196.4	35.488	41.459	196.4	2:17.566		
10	1:00.593	190.5	36.023	41.724	190.5	2:18.340	21	59.831	196.0	35.670	41.285	196.0	2:16.786		
11	1:00.193		35.941	In		2:25.886	P	22	59.934	192.9	35.630	41.038	192.9	2:16.602	

66 Rob Gilhuis							BMW 320i							
1	1:03.120	189.8	37.857	42.321	189.8	2:23.298	12	1:02.401	35.494	In			2:27.719	P
2	1:00.890	189.1	38.007	42.343	189.1	2:21.240	13	Out	185.2	35.565	41.896	185.2	3:44.612	
3	1:02.093	186.9	35.311	41.255	186.9	2:18.659	14	1:00.233	190.1	34.763	40.455	190.1	2:15.481	
4	59.630	189.5	34.759	41.188	189.5	2:15.577	15	59.521	189.1	34.843	40.983	189.1	2:15.347	
5	1:01.117	182.1	35.102	42.268	182.1	2:18.487	16	1:00.761	190.5	34.714	40.999	190.5	2:16.474	
6	59.743	185.9	35.141	42.194	185.9	2:17.078	17	1:00.764	185.6	35.004	41.349	185.6	2:17.117	
7	59.976	191.8	35.117	41.264	191.8	2:16.357	18	1:00.850	185.2	35.951	41.431	185.2	2:18.232	
8	1:00.722	187.2	35.560	41.738	187.2	2:18.020	19	1:00.749	186.9	35.216	41.134	186.9	2:17.099	
9	1:00.528	184.6	36.882	42.771	184.6	2:20.181	20	1:00.905	186.5	35.176	41.225	186.5	2:17.306	
10	1:00.494	188.5	35.219	41.104	188.5	2:16.817	21	1:01.096	187.2	35.236	41.796	187.2	2:18.128	
11	59.950	189.8	34.712	41.209	189.8	2:15.871	22	1:00.461	177.9	35.610	42.303	177.9	2:18.374	

68 Gerwin Schuring							Specials							
1	57.987	214.3	32.957	37.355	214.3	2:08.309	11	52.739	217.7	32.087	36.691	217.7	2:01.517	
2	54.048	221.8	31.366	37.025	221.8	2:02.439	12	54.090		32.969	In		2:15.629	P
3	52.731	223.1	33.163	36.454	223.1	2:02.348	13		220.0	32.764	37.553	220.0	3:48.406	
4	54.002	220.4	32.578	35.927	220.4	2:02.507	14	55.297	219.5	32.182	37.749	219.5	2:05.228	
5	52.217	221.3	31.685	36.589	221.3	2:00.491	15	54.501	218.2	32.336	38.600	218.2	2:05.437	
6	52.743	222.7	31.766	35.810	222.7	2:00.319	16	54.997	217.7	32.572	37.479	217.7	2:05.048	
7	52.626	219.5	31.682	36.852	219.5	2:01.160	17	55.365	217.7	32.835	37.142	217.7	2:05.342	
8	53.731	221.8	32.007	36.203	221.8	2:01.941	18	57.210	219.5	33.688	37.530	219.5	2:08.428	
9	52.613	213.0	31.750	37.013	213.0	2:01.376	19	55.121	216.9	33.120	37.018	216.9	2:05.259	
10	52.376	223.1	32.055	35.645	223.1	2:00.076	20	54.721	215.1	32.770	36.997	215.1	2:04.488	

69 Ellenkamp-Sluiser							BMW Compact							
1	1:00.832	202.6	35.083	39.965	202.6	2:15.880	12	Out	199.3	34.133	39.160	199.3	3:50.217	
2	57.534	208.8	33.807	38.892	208.8	2:10.233	13	57.168	202.2	33.695	38.948	202.2	2:09.811	
3	56.325	208.8	33.651	38.746	208.8	2:08.722	14	56.546	202.6	33.685	39.517	202.6	2:09.748	
4	55.288	201.5	33.659	39.451	201.5	2:09.408	15	56.418	201.1	33.592	38.950	201.1	2:08.960	
5	56.962	203.4	33.716	38.893	203.4	2:09.571	16	57.190	200.4	33.646	38.802	200.4	2:09.638	

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6	56.632	197.1	33.502	40.692	197.1	2:10.826	17	56.984	201.9	33.555	38.892	201.9	2:09.431
7	1:04.334		38.369	In		2:36.926 P	18	57.031	198.9	33.818	39.308	198.9	2:10.157
8	Out	201.5	33.907	39.797	201.5	2:54.133	19	57.344	197.8	33.596	39.315	197.8	2:10.255
9	57.137	197.1	34.465	39.765	197.1	2:11.367	20	57.394	198.5	33.537	39.260	198.5	2:10.191
10	58.084	203.0	33.794	39.132	203.0	2:11.010	21	57.195	198.9	33.483	39.055	198.9	2:09.743
11	56.420		33.938	In		2:17.658 P	22	57.529	200.0	33.517	39.215	200.0	2:10.261

70	Dirk van Vuure						Specials						
1	1:02.243	191.5	35.343	39.787	191.5	2:17.373	13	57.499	185.6	33.877	39.804	185.6	2:11.180
2	57.476	191.5	33.827	40.077	191.5	2:11.380	14	58.307	189.5	33.918	39.505	189.5	2:11.730
3	57.658	189.8	33.785	39.616	189.8	2:11.059	15	57.438	189.5	33.867	39.198	189.5	2:10.503
4	57.797	186.5	33.809	39.663	186.5	2:11.269	16	57.840	191.5	34.061	40.669	191.5	2:12.570
5	57.703	188.5	33.753	39.623	188.5	2:11.079	17	57.756	191.8	33.705	39.215	191.8	2:10.676
6	58.791	189.1	33.994	39.787	189.1	2:12.572	18	58.056	193.5	33.754	39.260	193.5	2:11.070
7	57.750	189.8	33.673	39.492	189.8	2:10.915	19	57.743	190.1	34.015	39.352	190.1	2:11.110
8	57.40	189.1	33.603	40.812	189.1	2:11.845	20	57.658	189.8	33.577	39.138	189.8	2:10.373
9	58.540	190.5	33.830	39.502	190.5	2:11.872	21	57.823	192.9	34.010	39.311	192.9	2:11.144
10	58.228	191.2	33.857	39.558	191.2	2:11.643	22	57.968	191.5	33.842	39.253	191.5	2:11.063
11	57.769		33.660	In		2:16.806 P	23	57.891	192.2	33.517	39.425	192.2	2:10.827
12	Out	189.8	33.718	39.589	189.8	3:37.942	24						

71	Alexander Berger						BMW 130i						
1	1:01.473	209.7	34.343	39.864	209.7	2:15.680	4	55.84	216.4	32.610	38.474	216.4	2:06.928
2	57.666	208.9	33.675	38.965	208.9	2:10.306	5		In	In			9:10.571 P
3	57.451	216.0	33.199	39.152	216.0	2:09.802	6	Out	In	In			9:25.424 P

72	Willem Willemstein						BMW 130i						
1	1:01.203	213.4	34.175	38.532	213.4	2:13.910	13	Out	211.8	33.297	38.982	211.8	3:25.708
2	55.321	210.5	33.135	38.959	210.5	2:07.415	14	55.771	212.2	32.712	37.743	212.2	2:06.226
3	55.616	210.1	32.835	38.388	210.1	2:06.839	15	56.117	212.2	34.422	38.003	212.2	2:08.542
4	55.645	210.5	33.261	38.326	210.5	2:07.232	16	56.003	210.9	33.229	37.923	210.9	2:07.155
5	55.611	212.2	33.285	37.868	212.2	2:06.764	17	55.591	207.7	32.681	39.319	207.7	2:07.591
6	55.463	215.6	33.649	37.829	215.6	2:06.941	18	55.552	211.8	33.309	37.513	211.8	2:06.374
7	55.701	214.7	33.061	37.571	214.7	2:06.333	19	55.437	211.4	33.019	37.752	211.4	2:06.208
8	55.641	213.9	32.902	38.872	213.9	2:07.415	20	55.785	216.4	32.254	37.759	216.4	2:05.798
9	55.293	213.0	33.233	37.380	213.0	2:05.906	21	55.434	211.8	33.253	38.157	211.8	2:06.844
10	56.299	209.7	32.836	38.482	209.7	2:07.617	22	55.151	210.9	32.922	37.866	210.9	2:05.939
11	55.779	211.8	33.109	37.582	211.8	2:06.470	23	54.96	216.4	34.045	37.329	216.4	2:06.300
12	56.929		33.231	In		2:18.248 P	24	55.151	215.6	32.867	38.028	215.6	2:06.046

77	Stan van Oord						Suzuki Swift						
1	1:02.594	180.6	38.124	41.544	180.6	2:22.262	12	59.229	179.7	34.481	40.470	179.7	2:14.180
2	1:01.109	178.8	35.118	41.249	178.8	2:17.476	13	59.675	181.2	35.087	40.902	181.2	2:15.664
3	59.837	179.7	34.589	41.020	179.7	2:15.446	14	59.475	178.5	34.530	40.819	178.5	2:14.824
4	59.982	180.0	34.610	40.860	180.0	2:15.452	15	59.415	180.0	34.624	40.901	180.0	2:14.940
5	1:00.089	177.9	35.247	41.528	177.9	2:16.864	16	59.514	180.0	34.468	40.471	180.0	2:14.453
6	59.857	177.9	34.761	41.160	177.9	2:15.778	17	59.505	180.6	34.865	40.818	180.6	2:15.188
7	59.949	180.0	34.631	40.720	180.0	2:15.300	18	58.86	181.5	34.228	40.199	181.5	2:13.293
8	59.510	180.9	35.288	43.701	180.9	2:18.499	19	58.874	183.7	34.556	40.591	183.7	2:14.021
9	1:00.113		36.119	In		2:25.387 P	20	58.871	181.5	34.308	40.424	181.5	2:13.603
10	Out	180.9	34.572	42.349	180.9	3:43.019	21	59.182	181.2	34.836	40.476	181.2	2:14.494
11	1:00.409	179.7	35.362	41.194	179.7	2:16.965	22	59.164	170.6	34.357	42.471	170.6	2:15.992

78	Cas Renders						BMW 130i						
1	58.437	216.4	32.759	37.634	216.4	2:08.830	13	56.825	211.8	32.840	37.524	211.8	2:07.189
2	56.025	210.5	33.169	38.490	210.5	2:07.684	14	55.418	219.1	32.644	37.425	219.1	2:05.487
3	54.287	213.0	32.236	37.379	213.0	2:03.902	15	56.008	216.4	32.679	37.494	216.4	2:06.181
4	54.423	218.6	32.16	37.712	218.6	2:04.281	16	54.788	217.3	32.388	37.308	217.3	2:04.484
5	54.425	213.0	32.226	37.367	213.0	2:04.018	17	54.862	214.7	32.440	37.144	214.7	2:04.446
6	54.178	217.3	32.461	37.834	217.3	2:04.473	18	54.719	221.3	32.269	36.999	221.3	2:03.987

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7	54.119	218.6	32.325	37.649	218.6	2:04.093	19	55.451	217.7	32.412	37.300	217.7	2:05.163
8	54.025	219.1	32.315	37.504	219.1	2:03.825	20	54.390	217.3	32.597	37.555	217.3	2:04.542
9	54.328	219.5	32.600	37.363	219.5	2:04.291	21	54.767	219.1	32.622	37.414	219.1	2:04.803
10	54.841	220.4	32.634	37.478	220.4	2:04.953	22	55.535	218.2	32.466	37.834	218.2	2:05.835
11	54.389		33.577	In		2:14.867 P	23	54.572	219.1	32.310	37.621	219.1	2:04.503
12	Out	156.1	32.992	54.751	156.1	4:07.958	24	54.086	219.1	32.460	37.106	219.1	2:03.652

80	van Steen-van Steen						BMW						
1	1:02.334	187.5	35.272	40.796	187.5	2:18.402	12	Out	186.2	36.025	41.905	186.2	3:45.259
2	58.918	194.6	34.088	40.201	194.6	2:13.207	13	1:02.508	185.9	37.263	42.364	185.9	2:22.135
3	58.367	190.5	34.632	40.189	190.5	2:13.188	14	1:02.028	182.1	36.037	41.527	182.1	2:19.592
4	58.538	193.2	34.418	40.010	193.2	2:12.966	15	1:00.312	185.9	35.331	41.240	185.9	2:16.883
5	58.311	191.8	34.458	40.312	191.8	2:13.081	16	59.556	183.4	35.211	41.787	183.4	2:16.554
6	58.850	192.5	35.031	40.168	192.5	2:14.099	17	1:00.588	187.5	35.247	40.703	187.5	2:16.538
7	58.544	192.2	34.541	39.739	192.2	2:12.824	18	58.874	186.9	34.977	42.688	186.9	2:16.539
8	58.468	191.8	34.383	39.669	191.8	2:12.520	19	1:00.034	188.5	36.573	40.656	188.5	2:17.263
9	58.294	193.5	34.197	39.617	193.5	2:12.108	20	59.540	189.5	35.025	42.152	189.5	2:16.717
10	57.957	193.2	34.088	39.280	193.2	2:11.325	21	59.245	189.1	34.845	40.578	189.1	2:14.668
11	57.871		34.514	In		2:21.044 P	22	59.270	190.5	35.110	42.001	190.5	2:16.381

81	Rob ten Herkel						BMW 130i						
1	59.469	216.0	33.458	37.372	216.0	2:10.299	13	Out	219.1	32.504	37.057	219.1	3:37.557
2	54.679	215.6	34.150	37.397	215.6	2:06.226	14	1:02.404	200.7	33.038	38.567	200.7	2:14.009
3	54.771	216.4	32.057	37.696	216.4	2:04.524	15	56.359	207.3	32.738	38.461	207.3	2:07.558
4	54.289	220.0	32.233	37.287	220.0	2:03.809	16	56.768	207.3	32.679	37.815	207.3	2:07.262
5	54.498	217.7	32.188	37.800	217.7	2:04.486	17	56.398	200.4	32.429	38.066	200.4	2:06.893
6	53.809	217.7	32.264	37.901	217.7	2:03.974	18	56.607	201.9	32.611	37.925	201.9	2:07.143
7	54.168	219.1	32.294	38.196	219.1	2:04.658	19	55.791	201.5	32.366	37.729	201.5	2:05.886
8	53.520	217.7	32.342	37.763	217.7	2:03.605	20	56.013	202.6	32.566	39.315	202.6	2:07.894
9	53.962	218.2	33.079	37.244	218.2	2:04.285	21	55.844	200.7	32.372	38.902	200.7	2:07.118
10	54.750	216.4	32.325	37.988	216.4	2:05.063	22	56.075	201.1	32.463	38.271	201.1	2:06.809
11	54.451	197.8	32.940	38.977	197.8	2:06.368	23	56.158	203.4	32.344	38.142	203.4	2:06.644
12	54.957		32.025	In		2:14.709 P	24	55.687	198.2	32.815	37.780	198.2	2:06.282

82	Mark van Doesburg						Specials						
1	1:00.913	201.9	34.362	38.614	201.9	2:13.889	13	57.016	197.8	34.457	38.612	197.8	2:10.085
2	56.500	222.0	34.687	40.077	222.0	2:11.264	14	56.610	198.2	34.202	38.741	198.2	2:09.553
3	56.759	201.9	33.673	38.327	201.9	2:08.759	15	56.572	200.0	34.047	39.022	200.0	2:09.641
4	55.741	198.9	35.076	39.324	198.9	2:10.541	16	56.508	201.1	34.320	38.819	201.1	2:09.647
5	56.480	201.1	33.583	38.706	201.1	2:08.769	17	57.366	195.7	34.032	38.733	195.7	2:10.181
6	56.622	198.2	33.836	38.782	198.2	2:09.240	18	56.681	197.8	33.527	38.706	197.8	2:08.914
7	56.535	198.5	33.550	39.032	198.5	2:09.117	19	57.506	199.6	34.010	38.724	199.6	2:10.240
8	56.521	201.9	33.617	38.807	201.9	2:08.945	20	56.485	195.7	33.882	39.546	195.7	2:09.913
9	56.174	201.5	33.386	38.396	201.5	2:07.956	21	56.996	198.9	34.649	38.221	198.9	2:09.849
10	56.276	201.1	33.436	38.848	201.1	2:08.560	22	56.388	197.8	33.180	38.471	197.8	2:08.039
11	56.269		33.910	In		2:16.278 P	23	56.331	201.9	33.320	38.438	201.9	2:08.089
12	Out	201.1	33.812	39.144	201.1	3:37.511	24						

83	Euser-Meixner						BMW						
1	1:01.922	203.4	34.771	39.434	203.4	2:16.127	13	55.354	198.9	32.670	38.589	198.9	2:06.613
2	56.184	226.1	32.794	39.058	226.1	2:08.036	14	56.166		32.622	In		2:10.726 P
3	55.263	201.1	33.041	38.034	201.1	2:06.338	15	Out	201.1	32.678	38.459	201.1	3:44.257
4	55.400	201.9	32.649	38.006	201.9	2:06.055	16	55.013	202.6	32.541	37.587	202.6	2:05.141
5	55.183	203.0	32.639	37.646	203.0	2:05.468	17	55.073	196.4	32.573	38.574	196.4	2:06.220
6	55.160	200.7	32.825	37.765	200.7	2:05.750	18	55.428	203.8	33.534	37.545	203.8	2:06.507
7	55.214	200.4	32.652	37.988	200.4	2:05.854	19	56.125	203.4	33.006	37.660	203.4	2:06.791
8	55.180	199.6	32.518	38.533	199.6	2:06.231	20	55.049	204.5	32.733	37.629	204.5	2:05.411
9	55.438	200.7	32.588	37.840	200.7	2:05.866	21	55.457	203.0	33.147	37.675	203.0	2:06.279
10	55.165	200.4	32.809	37.629	200.4	2:05.603	22	55.458	204.9	32.951	37.746	204.9	2:06.155
11	55.327	200.7	32.720	37.769	200.7	2:05.816	23	55.066	201.1	32.620	37.514	201.1	2:05.200

DRDO 2013-08-06

DRDO

DRDO - Race 2

Laps and Sector Times

06 August 2013

Zandvoort GP - 4307 mtr.

12	55.089	200.0	32.515	38.159	200.0	2:05.763	24	55.166	200.7	32.408	31.475	200.7	2:05.044
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84 John Jansen							Specials						
1	59.482	229.8	32.708	37.052	229.8	2:09.242	13	Out	234.8	31.926	36.522	234.8	3:43.312
2	52.979	238.9	31.370	36.170	238.9	2:00.519	14	53.114	234.8	31.912	36.342	234.8	2:01.368
3	54.463	229.3	31.818	37.600	229.3	2:03.881	15	53.441	236.8	31.660	36.150	236.8	2:01.251
4	52.641	235.8	31.672	35.857	235.8	2:00.170	16	53.373	231.3	32.027	37.027	231.3	2:02.427
5	52.208	238.4	31.496	36.171	238.4	1:59.875	17	53.664	233.8	32.687	36.522	233.8	2:02.873
6	52.461	237.9	31.736	36.159	237.9	2:00.356	18	52.854	237.4	31.823	35.903	237.4	2:00.580
7	53.162	232.8	31.979	37.095	232.8	2:02.236	19	53.748	232.3	32.167	36.638	232.3	2:02.553
8	53.619	235.8	32.079	36.608	235.8	2:02.306	20	53.289	233.3	32.157	36.490	233.3	2:01.936
9	53.229	237.4	31.442	35.668	237.4	2:00.339	21	53.272	233.8	31.836	36.456	233.8	2:01.564
10	52.982	233.3	32.177	36.266	233.3	2:01.425	22	53.448	232.8	32.039	36.914	232.8	2:02.401
11	53.512	231.8	31.756	37.166	231.8	2:02.434	23	53.235	236.8	31.759	35.928	236.8	2:00.922
12	53.986		32.322	In		2:12.606 P	24	53.291	235.8	31.468	35.599	235.8	2:00.358