

HARC Historic Trophy Assen 2014

Historische Auto Ren Club

Classic Sidecars - Race 1

12 - 13 July 2014
Assen - 4550 mtr.

Class = Klasse CRT

| Pos | Nbr | Name / Team name | City | Car | Year | Ref.time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Points | |
|-----|-----|----------------------|------|------------------|------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------|------|
| 1 | 75 | Klijn-Kruyt | | Trabant | 1952 | | 3:26.142 | 3:25.088 | 3:24.140 | 3:23.808 | 3:21.487 | 3:23.298 | 3:21.562 | | | | | 917 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | | | |
| 2 | 33 | Geert Knevelman | | BMW MRE | 1972 | | 2:29.059 | 2:24.784 | 2:23.610 | 2:23.808 | 2:26.147 | 2:23.049 | 2:24.532 | 2:23.633 | 2:28.350 | 2:24.946 | | 1483 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | |
| 3 | 12 | Dijkshoorn-Verschoor | | Susuki | 1972 | | 3:08.326 | 3:01.557 | 3:01.422 | 3:03.798 | 3:00.838 | 3:01.707 | 3:06.552 | 3:11.962 | | | | 1738 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | | |
| 4 | 4 | de Jong-Horn | | Kawasaki Z1000 | 1972 | | 2:41.945 | 2:38.562 | 2:41.045 | 2:33.617 | 2:34.595 | 2:34.327 | 2:35.395 | 2:32.505 | 2:33.778 | | | 1778 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 5 | 3 | Berghorst-v.d. Brink | | BMW Kneeler 1000 | 1970 | | 2:42.407 | 2:35.945 | 2:33.031 | 2:34.140 | 2:33.048 | 2:36.793 | 2:40.132 | 2:33.867 | 2:34.654 | | | 2218 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 6 | 99 | Barneveld-Kuipers | | BMW/KMS | 1971 | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |

Class = Camathias Cup

| Pos | Nbr | Name / Team name | City | Car | Year | Ref.time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Points |
|-----|-----|-------------------------|------|---------------|------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------|
| 1 | 7 | Lewis-Bar | | BMW Hogg | 1972 | | 2:16.827 | 2:17.084 | 2:20.516 | 2:17.286 | 2:16.095 | 2:16.674 | 2:17.322 | 2:16.649 | 2:15.529 | 2:17.308 | 1227 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 2 | 46 | Vermeulen-Vermeulen | | Trident MRE | 1970 | | 2:31.790 | 2:23.275 | 2:23.340 | 2:23.785 | 2:23.078 | 2:22.298 | 2:24.438 | 2:25.855 | 2:24.214 | 2:24.887 | 1360 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 3 | 1 | Sauaders-Kiff | | MRE BMW | 1970 | | 2:18.007 | 2:19.562 | 2:22.428 | 2:19.479 | 2:19.520 | 2:20.821 | 2:22.576 | | | | 1490 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | | |
| 4 | 62 | Verwijmeren-van der Bor | | Trident MRE | 1971 | | 2:29.295 | 2:24.569 | 2:24.124 | 2:30.237 | 2:24.857 | 2:20.706 | 2:24.104 | 2:25.329 | 2:23.939 | 2:26.053 | 1506 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 5 | 29 | Messerli-Monti | | BMW-PMC R75-5 | 1970 | | 2:30.694 | 2:23.774 | 2:26.118 | 2:25.146 | 2:24.155 | 2:25.431 | 2:26.654 | 2:25.368 | 2:27.621 | 2:25.741 | 1508 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |

Fastest time : 2:13.610 in lap 10 by nbr. 88 : Koster-Tebrecht (BMW Haller)

Publication-time

Results and Laptimes : www.raceresults.nu

Timekeeping by : TT Circuit Assen

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| Clerk of the Course | Steward | Timekeeper |
| Martin v.d. Pavert | Gerard du Pre | Jans Eising |
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|----|----|---------------------------|--|-------------------|------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| 6 | 32 | Williams-Weston | | Honda | 1970 | | 2:30.434 | 2:24.680 | 2:25.110 | 2:26.672 | 2:23.884 | 2:24.272 | 2:26.968 | 2:33.386 | 2:26.879 | 2:25.701 | 1522 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 7 | 5 | Lewis-Reid | | Weslake windle | 1972 | | 2:27.844 | 2:24.289 | 2:25.406 | 2:26.500 | 2:23.106 | 2:26.075 | 2:24.423 | 2:27.497 | 2:27.758 | 2:26.201 | 2077 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 8 | 52 | Hawes-Bedford | | BMW MRE | 1972 | | 2:43.369 | 2:40.370 | 2:39.977 | 2:42.060 | 2:40.350 | 2:43.022 | 2:43.887 | 2:39.258 | 2:39.596 | | 2200 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | |
| 9 | 10 | Durand-Crosnier | | BMW R75 | 1972 | | 2:44.096 | 2:32.287 | 2:31.117 | 2:33.737 | 2:35.659 | 2:32.597 | 2:31.408 | 2:34.439 | 2:31.993 | 2:32.229 | 2620 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 10 | 74 | Sylvestre Baron-Sylvestre | | BMW Busch | 1973 | | 2:24.614 | 2:24.788 | 2:27.586 | 2:26.684 | 2:23.608 | 2:22.833 | 2:25.733 | 2:27.377 | 2:30.636 | 2:22.705 | 2628 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 11 | 78 | Claude Pietu-Pietu | | BMW Cailletet | 1975 | | 2:43.188 | 2:35.647 | 2:34.431 | 2:37.169 | 2:39.052 | 2:38.683 | 2:40.627 | 2:41.359 | 2:38.672 | | 3458 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | |
| 12 | 45 | Owen-Martiny | | BMW R100 | 1971 | | 2:29.116 | 2:23.403 | 2:25.771 | 2:27.664 | 2:35.515 | 2:29.316 | 2:25.216 | 2:21.242 | 2:21.439 | 2:22.727 | 4100 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 13 | 36 | Braas-Bouman | | Triumph T140 | 1972 | | 2:51.341 | 2:51.468 | 2:51.274 | 2:52.150 | 2:53.980 | 2:54.287 | | | | | 13013 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | | | |
| 14 | 13 | Jonker-Cremers | | Moto Guzzi | 1972 | | 2:22.993 | 2:55.540 | 8:26.271 | 2:20.069 | 2:21.050 | 2:24.210 | | | | | 18282 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | | | |
| 15 | 77 | Hodgkins-Vloeman | | Norton Commando | 1969 | | 2:28.708 | 2:24.896 | 2:23.945 | 2:29.175 | | | | | | | 30000 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | | | | | | | |
| 16 | 53 | Faulkner-Robsen | | IMP MRE | 1971 | | 2:19.120 | 2:32.129 | 2:27.878 | | | | | | | | 40000 |
| | | | | | | | 10000 | 10000 | 10000 | | | | | | | | |
| 17 | 72 | Claude Bigot-Davoust | | Honda MRE | 1973 | | 2:31.966 | 2:26.656 | 2:26.820 | | | | | | | | 40000 |
| | | | | | | | 10000 | 10000 | 10000 | | | | | | | | |
| 18 | 21 | Pouwels-van Loon | | HarleyDavidson XR | 1971 | | 2:35.855 | 2:29.214 | | | | | | | | | 50000 |
| | | | | | | | 10000 | 10000 | | | | | | | | | |
| 19 | 51 | Bouman-van Paassen | | Weslake Nourich | 1972 | | 2:34.656 | 2:27.290 | | | | | | | | | 50000 |
| | | | | | | | 10000 | 10000 | | | | | | | | | |

Fastest time : 2:13.610 in lap 10 by nbr. 88 : Koster-Tebrecht (BMW Haller)

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|----|----|-----------------|--|--------------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|
| 20 | 55 | Klatte-Vernooij | | Triumph Bonneville | 1972 | | | | | | | | | | | | | |
|----|----|-----------------|--|--------------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|

Class = Vrije Klasse

| Pos | Nbr | Name / Team name | City | Car | Year | Ref.time | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | Points |
|-----|-----|---------------------|------|-----------------|------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--------|
| 1 | 31 | Schouw-Schouw | | BMW EMS | 1971 | | 3:11.269 | 3:06.385 | 3:04.675 | 3:05.015 | 3:05.322 | 3:05.430 | 3:05.621 | 3:06.489 | | | 598 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 2 | 18 | Becker-Hofer | | BMW Fink R 90 S | 1976 | | 2:40.795 | 2:35.403 | 2:34.203 | 2:37.583 | 2:35.894 | 2:35.553 | 2:35.937 | 2:35.839 | 2:35.996 | | 768 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | |
| 3 | 20 | Helbig-Etz | | BMW | 1972 | | 2:25.836 | 2:23.883 | 2:23.552 | 2:23.374 | 2:24.896 | 2:22.993 | 2:24.553 | 2:22.622 | 2:21.175 | 2:21.771 | 902 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 4 | 28 | Arends-Zwiers | | BMW | 1957 | | 2:52.873 | 2:53.131 | 2:53.952 | 2:54.073 | 2:52.097 | 2:53.011 | 2:52.721 | 2:52.651 | | | 1035 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 5 | 59 | Maibom-Stuckstedte | | BMW Wendel | 1974 | | 2:22.896 | 2:18.713 | 2:17.669 | 2:19.906 | 2:18.858 | 2:19.531 | 2:17.663 | 2:18.486 | 2:17.541 | 2:15.524 | 1054 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 6 | 58 | de Wit-Hijink | | Suzuki Schmid | 1972 | | 2:35.846 | 2:31.402 | 2:31.918 | 2:34.312 | 2:31.672 | 2:33.665 | 2:31.155 | 2:32.726 | 2:30.804 | | 1410 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | |
| 7 | 39 | Medema-Julia Medema | | BSA A65 | 1962 | | 2:59.659 | 7:21.344 | 2:48.089 | 2:48.700 | 2:47.591 | 2:47.205 | 2:44.475 | | | | 1495 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | | |
| 8 | 93 | Visscher-Visscher | | BMW R75 | 1972 | | 3:10.586 | 3:03.774 | 3:04.251 | 3:01.989 | 3:00.413 | 3:01.849 | 3:00.829 | 2:57.928 | | | 1576 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 9 | 8 | Slot-Sok | | BMW Kneeler | 1972 | | 2:52.636 | 2:52.789 | 2:55.300 | 2:54.130 | 2:52.033 | 2:52.454 | 2:53.989 | 2:52.166 | | | 1732 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 10 | 44 | vom Eysset-Enters | | BMW R50 | 1962 | | 2:41.805 | 2:34.713 | 2:33.240 | 2:36.586 | 2:35.880 | 2:36.905 | 2:37.657 | 2:35.066 | 2:34.199 | | 1777 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | |
| 11 | 71 | Ventur-Ventur | | BMW | 1973 | | 2:55.838 | 2:43.152 | 2:44.569 | 2:43.614 | 2:43.605 | 2:36.156 | 2:42.656 | 2:35.403 | 2:37.408 | | 1913 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | |

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|----|-----|-------------------------|--|-----------------|------|--|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| 12 | 70 | Salter-van Berckel | | Norton Equipe | 1972 | | 2:43.990 | 2:37.290 | 2:38.105 | 2:37.793 | 2:33.711 | 2:36.475 | 2:39.112 | 2:37.241 | | | 2637 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 13 | 64 | Christian-Handsty | | Norton Commando | 1967 | | 2:42.726 | 2:37.622 | 2:38.001 | 2:39.948 | 2:42.439 | 2:40.920 | 2:43.218 | 2:45.467 | 2:42.914 | | 3270 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | |
| 14 | 2 | Bakker-Kuijjer | | honda CB750 | 1970 | | 3:17.213 | 3:08.163 | 3:13.876 | 3:08.839 | 3:08.637 | 3:10.471 | 3:04.463 | 3:08.032 | | | 3668 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 15 | 100 | Kindermann-Kokkot | | Moto Guzzi | 1976 | | 2:23.851 | 2:18.471 | 2:18.074 | 2:22.323 | 2:20.214 | 2:18.464 | 2:16.003 | 2:15.969 | 2:17.596 | 2:16.467 | 4211 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 16 | 88 | Koster-Tebrecht | | BMW Haller | 1972 | | 2:22.385 | 2:17.727 | 2:15.880 | 2:23.151 | 2:18.323 | 2:13.649 | 2:14.621 | 2:15.634 | 2:15.505 | 2:13.610 | 4462 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | |
| 17 | 50 | van Lier-van Lier | | BMW | 1972 | | 3:03.288 | 2:58.967 | 3:03.323 | 2:57.537 | 2:52.691 | 2:51.311 | 2:49.904 | 2:52.120 | | | 5574 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | 10000 | | | |
| 18 | 42 | Lassuitzer-Hoff | | Norton Manx M30 | 1955 | | 3:12.985 | 3:07.335 | 3:10.416 | 3:05.922 | 3:10.473 | | | | | | 29102 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | 10000 | | | | | | |
| 19 | 49 | Nienhuis-van den IJssel | | Vellocette MSS | 1938 | | 3:11.599 | 3:07.985 | 3:07.352 | 3:05.818 | | | | | | | 30000 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | | | | | | | |
| 20 | 9 | Sponsteen-Drost | | BMW | 1962 | | 3:00.727 | 2:55.420 | 2:53.171 | 3:43.916 | | | | | | | 30000 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | | | | | | | |
| 21 | 6 | de Jong-de Vos | | Susuki GT 750 | 1972 | | 2:55.201 | 2:54.504 | 5:47.793 | 2:52.737 | | | | | | | 30000 |
| | | | | | | | 10000 | 10000 | 10000 | 10000 | | | | | | | |
| 22 | 101 | Bas-Bas | | BMW R80s | 1969 | | 3:27.059 | | | | | | | | | | 50000 |
| | | | | | | | 10000 | | | | | | | | | | |

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