



ZomeravondCometitie Auto's - 2024-09-17

SLK Cup / Peugeot 206GTi Cup

Rondetijden - Tijd Training

17 - 18 september 2024
Assen - 4555mtr.

Nr.	Naam	Laps					Merk / Model																					
		Lap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
18	Thijs v. d. Weide				5		Peugeot 206 GTi																					
		1 - 25	2:20.944	2:21.405	2:02.2871	2:15.675	2:16.511																					
20	Tom Jansen				5		Peugeot 206 GTi																					
		1 - 25	2:16.718	2:19.391	2:03.4687	2:14.692	2:14.358																					
28	Tycho Blom				5		Peugeot 206 GTi																					
		1 - 25	2:25.498	2:22.606	2:03.9808	2:22.883	2:21.810																					
33	Alexander Japin				4		Peugeot 206 GTi																					
		1 - 25	2:17.963	2:256.205	2:14.888	2:13.307																						
36	Rudy Schenkeveld				5		Peugeot 206 GTi																					
		1 - 25	2:27.346	2:16.003	2:03.4842	2:15.140	2:15.246																					
48	Edw in llbrink				5		Peugeot 206 GTi																					
		1 - 25	2:24.661	2:15.758	2:03.6142	2:14.234	2:12.149																					
59	Arend llbrink				3		Peugeot 206 GTi																					
		1 - 25	2:32.537	2:250.269	2:33.742																							
70	Ronald Damhuis				5		Peugeot 206 GTi																					
		1 - 25	2:24.064	2:23.216	2:04.5608	2:18.426	2:19.593																					
81	Donna van Dam				5		Peugeot 206 GTi																					
		1 - 25	2:29.772	2:22.025	2:03.8568	2:19.819	2:18.284																					
95	Cor Japin & Maurice Tak				4		Peugeot 206 GTi																					
		1 - 25	2:29.442	2:303.644	2:20.567	2:18.562																						
102	Cedric Gerrits				4		Peugeot 206 GTi																					
		1 - 25	2:26.884	2:255.909	2:20.498	2:18.143																						
103	Mavis van Dam				5		Peugeot 206 GTi																					
		1 - 25	2:25.328	2:17.876	2:03.6901	2:15.954	2:14.265																					



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106	Raymon Kuil				3																							
		1 - 25	2:17.527	2:15.235	2:052.645																							
116	Olivier Larsen				5																							
		1 - 25	2:16.183	2:12.918	2:033.963	2:11.667	2:12.341																					
501	Law rence Hoven				5																							
		1 - 25	2:29.064	2:15.713	2:038.123	2:12.948	2:11.611																					
521	Peter Timmermans				5																							
		1 - 25	2:17.156	2:12.949	2:045.862	2:13.341	2:11.484																					
526	Maarten Hermsen				5																							
		1 - 25	2:24.446	2:11.865	2:033.662	2:09.127	2:08.714																					
532	Pieter Klarenbeek				1																							
		1 - 25	2:44.733																									
533	Gino van Dartel				5																							
		1 - 25	2:09.040	2:07.474	2:053.887	2:08.319	2:07.188																					
536	Erik Broekhuizen				5																							
		1 - 25	2:24.646	2:26.730	2:035.191	2:18.331	2:09.045																					
537	Daniel Maar				5																							
		1 - 25	2:15.339	2:17.211	2:038.679	2:09.974	2:08.825																					
550	Yves Timmermans				5																							
		1 - 25	2:16.315	2:11.190	2:048.720	2:11.680	2:09.361																					
556	Nando Smits				5																							
		1 - 25	2:07.807	2:07.391	2:054.872	2:07.554	2:13.189																					
557	Tim Voeten				5																							
		1 - 25	2:10.601	2:08.941	2:055.375	2:08.325	2:07.772																					



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559	Jamie Mels						5	Mercedes-Benz SLK																				
		1 - 25	2:17.882	2:12.975	2:041.546	2:13.174	2:13.281																					
575	Peter Kool						5	Mercedes-Benz SLK																				
		1 - 25	2:25.972	2:16.428	2:035.344	2:13.480	2:10.723																					
577	Martijn te Nuyt						5	Mercedes-Benz SLK																				
		1 - 25	2:22.816	2:13.621	2:029.365	2:12.884	2:10.894																					
582	Joep Muller						5	Mercedes-Benz SLK																				
		1 - 25	2:10.912	2:07.399	2:045.347	2:06.531	2:06.323																					
592	Ad Bouwman						5	Mercedes-Benz SLK																				
		1 - 25	2:13.829	2:08.408	2:045.377	2:07.169	2:07.428																					
595	Sander Borgsteijn						5	Mercedes-Benz SLK																				
		1 - 25	2:15.566	2:14.425	2:051.368	2:13.985	2:07.303																					