

## SUPERBIKE\*IDM - 3. Lauf Oschersleben

### Moto3 - Qualifying 2

14 - 16 June 2013

### Laps and Sector Times

Oschersleben - 3667 mtr.

7 Aris Michail					KTM Moto3 250cc						
1	Out	36.624	164.4	29.835	1:45.027	10	35.320	35.989	153.2	27.881	1:39.190
2	35.516	34.362	165.6	28.227	1:38.105	11	34.409	34.229	167.4	27.829	1:36.467
3	807.165	37.042	158.6	28.385	9:12.592	12	34.630	34.040	167.2	27.826	1:36.496
4	34.734	33.927	168.0	27.905	1:36.566	13	9.11.859	34.133	166.7	27.971	10:13.963
5	34.341	34.138	168.8	27.869	1:36.348	14	34.270	<del>33.588</del> 169.3		27.667	1:35.525
6	34.623	34.124	168.0	27.722	1:36.469	15	34.360	33.647	167.7	27.627	1:35.634
7	34.508	33.959	169.0	28.024	1:36.491	16	34.141	33.603	168.5	<del>27.448</del>	<b>1:35.187</b>
8	34.362	34.208	168.0	27.768	1:36.338	17	<del>34.121</del>	41.644	<del>169.3</del>	27.856	1:43.621
9	34.319	33.778	168.8	27.565	1:35.662	18					

12 Daniel Kathreininger					KTM RCR 250R						
1	Out	35.311	165.1	28.371	1:44.224	9	Out	34.664	166.7	28.039	4:13.080
2	35.183	33.876	168.0	27.913	1:36.972	10	34.738	33.592	168.8	<del>27.531</del>	1:35.861
3	813.762	36.616	168.2	28.044	9:18.422	11	9.58.083	34.443	167.2	27.923	11:00.449
4	34.926	33.799	167.4	27.669	1:36.394	12	34.522	33.621	169.0	27.716	1:35.859
5	<del>34.375</del>	33.822	<del>170.1</del>	27.589	1:35.786	13	34.430	<del>33.315</del> <del>170.1</del>		27.634	<b>1:35.379</b>
6	34.652	33.590	169.0	27.699	1:35.941	14	34.469	33.567	169.8	27.801	1:35.837
7	34.527	33.599	169.8	27.720	1:35.846	15	34.857	34.147	168.2	27.679	1:36.683
8	36.261 50.3	35.223	126.2	In	1:51.096 P	16					

13 Ladislav Chmelik					Moto FGR Honda						
1	35.601	34.500	165.4	28.410	1:38.511	9	35.157	33.860	166.4	27.918	1:36.935
2	8.26.466	44.498	113.4	29.298	9:40.262	10	36.060 52.9	34.729	139.5	In	1:54.488 P
3	35.643	35.474	163.4	28.188	1:39.305	11	Out	34.554	162.7	27.937	11:36.727
4	35.077	34.249	167.2	27.971	1:37.317	12	34.857	33.778	164.9	27.805	1:36.440
5	35.824	33.769	164.9	27.989	1:37.582	13	34.775	33.886	165.6	27.701	1:36.362
6	35.361	33.960	166.7	28.128	1:37.449	14	34.603	<del>33.754</del> 165.9		<del>27.613</del>	1:35.970
7	34.902	34.258	166.4	28.059	1:37.219	15	<del>34.478</del>	33.784	166.7	27.676	<b>1:35.938</b>
8	42.928	44.710	118.3	28.253	1:55.891	16					

17 Marçal Alves Rodrigues					KTM RC 250R						
1	Out	34.777	166.9	28.731	1:43.377	6	<del>34.241</del>	33.508	<del>170.6</del>	27.528	<b>1:35.277</b>
2	34.672	33.913	169.5	27.999	1:36.584	7	35.138 55.6	34.218	165.9	In	1:52.969 P
3	7:38.497	37.872	161.0	29.127	8:45.496	8	Out	33.863	169.3	<del>27.499</del>	3:16.912
4	35.015	<del>33.465</del>	169.3	27.844	1:36.344	9	34.297	33.487	170.1	27.607	1:35.391
5	34.412	33.518	167.2	27.664	1:35.594	10					

21 Jerry van de Bunt					Honda NSF 250R						
1	Out	35.596	167.7	28.927	1:44.376	8	34.507	33.707	170.1	27.489	1:35.703
2	35.313	34.777	169.5	28.037	1:38.127	9	34.468	33.618	168.8	27.554	1:35.640
3	810.357	34.445	169.8	28.215	9:13.017	10	9.21.433	34.267	166.2	27.791	10:23.491
4	34.897	33.933	169.3	27.869	1:36.699	11	34.373	33.396	170.3	27.422	1:35.191
5	34.566	33.805	170.1	27.667	1:36.038	12	34.300	33.192	170.3	<del>27.316</del>	<b>1:34.808</b>
6	34.782 56.4	34.344	168.0	In	1:51.932 P	13	<del>34.223</del>	33.245	169.5	27.404	1:34.872
7	Out	34.147	169.0	27.899	5:58.967	14	34.225	<del>33.150</del> <del>170.6</del>		27.471	1:34.846

22 Timo Kugler					Honda NSF 250R						
1	Out	37.936	156.7	28.868	1:51.985	9	35.023	33.938	<del>165.1</del>	27.812	1:36.773
2	35.595	33.980	163.4	27.857	1:37.432	10	34.836	33.886	163.4	27.847	1:36.569
3	7:44.524	35.826	157.9	28.190	8:48.540	11	34.825	33.883	163.9	27.688	<b>1:36.396</b>
4	35.361	34.029	163.6	27.723	1:37.113	12	35.410	34.221	162.4	27.845	1:37.476
5	35.228	33.933	160.0	27.700	1:36.861	13	1014.098	34.066	162.7	27.558	11:15.722
6	34.863	33.901	163.4	27.833	1:36.597	14	35.908	33.805	159.1	<del>27.462</del>	1:37.175

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7	35.044	34.102	164.4	28.562	1:37.708	15	<del>34.736</del>	14.9	<del>33.578</del>	164.4	In	3:00.476	P
8	34.962	33.828	164.9	27.762	1:36.552	16							

<b>24</b>	<b>Tasia Rodink</b>					<b>Honda RS 125</b>							
1	Out	35.554	161.2	29.612	1:46.640	7	Out	35.372	159.5	29.178		17:39.732	
2	9.20.462	35.739	153.8	29.226	10:25.427	8	36.238	34.448	164.4	28.648		1:39.334	
3	36.385	34.840	161.2	28.737	1:39.962	9	<del>35.988</del>	34.427	164.4	28.559		1:38.984	
4	36.241	34.773	161.7	28.904	1:39.918	10	36.133	<del>34.240</del>	163.4	<del>28.310</del>		<b>1:38.683</b>	
5	36.208	34.657	161.9	28.775	1:39.640	11	36.000	34.546	<del>164.6</del>	28.804		1:39.350	
6	38.750	56.9	37.653	149.2	In	12							

<b>26</b>	<b>Joel Boerboom</b>					<b>Honda NSF 250R</b>							
1	Out	34.726	159.8	28.435	1:43.995	6	38.109	36.024	157.9	28.454		1:42.587	
2	35.045	33.829	<del>167.2</del>	27.879	1:36.753	7	35.811	59.8	35.272	164.9	In	1:55.122	P
3	8.25.705	34.247	163.1	27.846	9:27.798	8	Out	36.545	136.2	27.838		4:19.891	
4	34.728	33.966	164.4	27.774	1:39.468	9	34.626	33.743	165.6	<del>27.491</del>		<b>1:35.860</b>	
5	34.799	34.045	165.4	27.796	1:36.640	10							

<b>45</b>	<b>Christoph Beinlich</b>					<b>Honda NSF 250R</b>							
1	Out	35.656	156.3	28.734	1:44.559	9	34.611	57.2	36.078	166.9	In	1:56.624	P
2	35.380	34.474	164.9	28.087	1:37.941	10	Out	36.088	139.5	28.381		3:44.603	
3	7.43.342	38.461	162.2	29.304	8:51.107	11	10.28.404	34.366	164.9	27.771		11:30.541	
4	34.954	33.842	164.4	28.108	1:36.904	12	34.753	33.882	164.4	27.819		1:36.454	
5	34.394	<del>33.600</del>	166.4	27.725	1:35.789	13	34.688	33.921	166.4	27.848		1:36.457	
6	<del>34.279</del>	33.788	<del>167.7</del>	<del>27.575</del>	<b>1:35.642</b>	14	43.917	40.825	96.3	28.248		1:52.990	
7	34.849	35.012	155.2	27.983	1:37.844	15	34.783	34.066	166.2	27.596		1:36.445	
8	34.763	34.121	<del>167.7</del>	27.637	1:36.521	16							

<b>56</b>	<b>Thomas Gradinger</b>					<b>KTM RC 250R</b>							
1	Out	60.9	37.298	131.2	In	2:06.169	P	8	Out	34.098	166.4	27.922	4:06.974
2	Out		37.699	160.5	28.230	10:36.137		9	36.254	35.529	153.8	27.681	1:39.464
3	34.941		33.656	169.8	27.931	1:36.528		10	9.34.962	34.795	167.2	27.693	10:37.450
4	34.442		33.980	171.2	27.851	1:36.273		11	35.033	33.541	165.1	<del>27.277</del>	1:35.851
5	34.809		34.018	170.6	27.701	1:36.528		12	<del>34.256</del>	<del>33.456</del>	172.2	27.397	<b>1:35.109</b>
6	34.688		33.665	171.4	28.692	1:37.045		13	34.466	33.534	<del>173.1</del>	27.639	1:35.639
7	36.058	53.7	38.307	139.2	In	1:54.091	P	14	34.914	33.751	169.0	28.009	1:36.674

<b>61</b>	<b>Ernst Dubbink</b>					<b>Honda NSF 250R</b>							
1	Out	34.885	167.7	28.565	1:41.129	9	37.679	54.5	35.846	146.1	In	1:55.511	P
2	35.026	35.376	169.8	28.003	1:38.405	10	Out	33.865	168.5	27.790		2:29.054	
3	8.07.260	55.949	98.1	29.025	9:32.234	11	34.776	34.174	169.5	27.864		1:36.814	
4	34.779	34.157	168.5	28.190	1:37.126	12	9.43.222	34.257	168.8	27.984		10:45.463	
5	34.736	33.891	170.3	27.588	1:36.215	13	34.667	33.649	170.9	27.859		1:36.175	
6	34.456	33.687	171.2	27.733	1:35.876	14	34.601	33.660	167.4	27.790		1:36.051	
7	<del>34.276</del>	<del>33.608</del>	171.2	27.550	<b>1:35.429</b>	15	34.295	33.765	<del>171.7</del>	27.605		1:35.665	
8	34.651	34.734	136.7	<del>27.389</del>	1:36.754	16	34.778	34.747	156.3	27.676		1:37.201	

<b>64</b>	<b>Bo Bendsneijder</b>					<b>Honda NSF 250R</b>							
1	Out	36.522	155.4	29.360	1:45.925	9	34.525	35.581	155.2	28.285		1:38.391	
2	10.21.018	35.324	156.7	28.614	11:24.956	10	34.318	33.158	168.2	27.253		1:34.729	
3	34.585	33.391	166.7	27.316	1:35.292	11	10.00.738	34.020	168.0	27.822		11:02.580	
4	34.111	33.195	167.7	27.128	1:34.434	12	33.981	33.069	167.7	27.163		1:34.213	
5	34.708	33.835	164.4	27.360	1:35.903	13	33.929	<del>32.963</del>	168.5	<del>26.929</del>		<b>1:33.821</b>	
6	34.059	33.229	168.2	27.228	1:34.516	14	<del>33.776</del>	33.043	<del>169.8</del>	27.117		1:33.936	

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7	34.065	33.230	166.9	27.248	1:34.543	15	34.629	34.192	168.8	27.306	1:36.127
8	34.160	41.644	167.4	30.820	1:46.624	16					

<b>71</b>	<b>Thomas van Leeuwen</b>					<b>EvL250/Bakker-Frames</b>							
1	Out	38.565	131.4	30.152	1:56.375	9	37.363	46.9	34.879	162.9	In	1:56.991	P
2	38.124	34.276	167.4	28.066	1:40.466	10	Out		35.025	164.6	28.438	3:07.792	
3	7:57.899	43.075	94.9	28.894	9:09.868	11	34.763		33.456	169.5	27.485	1:35.704	
4	35.175	35.931	157.0	28.269	1:39.375	12	9.10.864		35.187	166.4	27.962	10:14.013	
5	34.903	33.689	168.5	27.627	1:36.219	13	34.505		33.278	170.1	27.496	1:35.279	
6	34.465	33.306	169.8	27.644	1:35.415	14	34.396		33.270	169.8	27.357	1:35.023	
7	34.379	33.208	<del>171.2</del>	27.360	1:34.947	15	34.540		33.148	<del>171.2</del>	<del>27.280</del>	1:34.968	
8	34.395	33.231	170.9	27.444	1:35.070	16	<del>34.238</del>		<del>33.077</del>	170.9	27.311	<b>1:34.701</b>	

<b>86</b>	<b>Wesley Jonker</b>					<b>Honda RS 125</b>							
1	36.822	35.020	162.9	28.324	1:40.166	8	35.591	53.6	34.825	163.9	In	1:56.182	P
2	8:22.260	41.794	154.7	29.520	9:33.574	9	Out		35.765	158.1	28.972	3:44.996	
3	35.777	35.325	162.7	27.986	1:39.088	10	10:04.043		34.667	162.7	28.149	11:06.859	
4	35.622	34.407	162.7	27.665	1:37.694	11	35.559		34.195	163.1	27.891	1:37.645	
5	<del>35.226</del>	<del>33.928</del>	164.6	<del>27.591</del>	<b>1:36.700</b>	12	35.329		34.157	163.9	28.361	1:37.847	
6	38.124	34.665	159.3	28.269	1:41.058	13	35.545		34.296	162.9	27.794	1:37.635	
7	35.340	34.482	<del>165.9</del>	27.698	1:37.520	14	35.302		34.238	163.9	27.791	1:37.331	

<b>94</b>	<b>Damien Raemy</b>					<b>GPD-M3</b>							
1	Out	37.295	152.8	30.823	1:50.332	6	Out		34.237	163.1	28.054	21:05.518	
2	37.267	35.579	158.8	28.476	1:41.322	7	34.909		33.419	164.9	27.762	1:36.090	
3	8:36.930	36.352	157.0	28.657	9:41.939	8	<del>34.746</del>		33.413	<del>166.2</del>	27.558	1:35.717	
4	35.509	34.134	161.4	27.940	1:37.583	9	34.757		<del>33.352</del>	165.1	<del>27.517</del>	<b>1:35.626</b>	
5	35.427	56.1	33.954	162.9	In	1:48.306	P	10	34.947	33.770	<del>166.2</del>	28.374	1:37.091

<b>95</b>	<b>Scott Deroue</b>					<b>Kalex-KTM 250 R</b>							
1	34.344	33.403	171.7	27.420	1:35.167	4	34.126		<del>33.252</del>	170.9	27.562	<b>1:34.940</b>	
2	33.27.770	34.193	169.8	27.776	34:29.739	5	41.787		35.304	122.4	<del>27.229</del>	1:44.320	
3	34.175	33.386	169.8	27.559	1:35.120	6	<del>33.857</del>		33.456	<del>174.2</del>	27.631	1:34.944	

<b>96</b>	<b>Jonas Geitner</b>					<b>KTM RC 250R</b>							
1	Out	35.433	166.4	28.613	1:46.675	9	34.140		33.520	168.2	27.346	1:35.006	
2	34.697	33.842	168.2	27.864	1:36.403	10	34.729		33.412	165.4	27.361	1:35.502	
3	8:27.335	33.996	167.2	27.800	9:29.131	11	10:21.722		33.666	168.0	27.278	11:22.666	
4	34.268	33.967	169.5	27.509	1:35.744	12	34.116		33.107	168.2	27.220	1:34.443	
5	34.004	33.156	168.2	27.038	1:34.198	13	34.726		33.288	168.8	27.126	1:35.140	
6	34.691	33.061	<del>170.3</del>	27.746	1:35.498	14	<del>33.788</del>		<del>33.028</del>	169.8	<del>26.872</del>	<b>1:33.683</b>	
7	34.323	51.1	33.823	<del>170.3</del>	In	1:52.026	P	15	34.755	33.141	<del>170.3</del>	26.927	1:34.823
8	Out	33.842	168.2	27.515	3:58.644	16							

<b>97</b>	<b>Maximilian Kappler</b>					<b>Honda FTR</b>							
1	Out	34.647	167.4	28.162	1:41.788	9	Out		33.389	170.3	27.755	2:28.677	
2	34.749	34.154	170.3	27.889	1:36.792	10	34.426		33.382	168.8	27.546	1:35.354	
3	7:53.760	38.845	163.1	29.020	9:01.625	11	34.204		33.102	169.8	27.458	1:34.764	
4	34.654	33.516	169.0	27.753	1:35.923	12	9.43.425		35.153	126.9	28.010	10:46.588	
5	34.386	33.325	168.8	27.745	1:35.456	13	34.286		<del>32.928</del>	171.4	<del>27.257</del>	<b>1:34.471</b>	
6	34.240	33.072	170.1	27.601	1:34.913	14	34.277		35.668	171.7	27.512	1:37.457	
7	36.895	34.797	141.4	27.542	1:39.234	15	33.997		33.650	170.1	27.395	1:35.042	
8	33.953	53.6	33.670	171.4	In	1:50.884	P	16	<del>33.910</del>	33.572	<del>172.0</del>	27.467	1:34.949