



## Norsk Mesterskap - Bollandsmoen Motorbane - 8-9 august 2014

NMK Melhus

### Supernasjonal Klasse 3 - Omgang 2

| Pl | Nr  | Deltager Klubb                                | Merke Sted                       | Tid Førerlisens       | Poeng | 1      | 2      | 3      | 4      | 5 | 6 |
|----|-----|---|----------------------------------|-----------------------|-------|--------|--------|--------|--------|---|---|
| 1  | 301 | Stian Haugan<br>KNA Telemark                  | Citroen Xsara WRC<br>Notodden    | 2:23.785<br>23930     | 1     | 37.548 | 34.175 | 37.117 | 34.945 |   |   |
| 2  | 304 | Hans-Jøran Østreng<br>NMK Trøgstad            | BMW M3 bruktbilbanken.n<br>Løken | 2:24.934<br>???       | 2     | 41.382 | 34.179 | 34.563 | 34.810 |   |   |
| 3  | 330 | Per A Jørgensen<br>NAF Nordre Vestfold        | Volvo S40<br>Holmestrand         | 2:25.782<br>1419785   | 3     | 38.316 | 34.470 | 37.682 | 35.314 |   |   |
| 4  | 399 | Hans Olav Opheim<br>Naf Motorsport Trøndelag  | Volvo S40<br>Hegra               | 2:26.418<br>25105     | 4     | 42.350 | 34.672 | 34.733 | 34.663 |   |   |
| 5  | 307 | Rune Engesvoll<br>NMK Gardermoen              | Lexus IS 200<br>Brandbu          | 2:26.472<br>14-26867  | 5     | 38.894 | 34.936 | 34.876 | 37.766 |   |   |
| 6  | 310 | Ola Frøshaug<br>NMK Trøgstad                  | Volvo S40 E18 16V<br>Båstad      | 2:26.719<br>14.12633  | 6     | 39.884 | 34.847 | 34.568 | 37.420 |   |   |
| 7  | 319 | Kai Eidsand<br>NMK Hadeland                   | Volvo S40<br>Oslo                | 2:27.462<br>1416413   | 7     | 38.623 | 35.210 | 38.304 | 35.325 |   |   |
| 8  | 344 | Markus Johannessen<br>NMK Trøgstad            | Volvo 242 EVO<br>Trøgstad        | 2:28.483<br>rc1436633 | 8     | 39.671 | 38.169 | 35.751 | 34.892 |   |   |
| 9  | 305 | Bjørn Magne Molan Enge<br>NMK Vikedal         | Citroen c4<br>Sandeid            | 2:28.834<br>14.32068  | 9     | 39.481 | 35.186 | 38.077 | 36.090 |   |   |
| 10 | 314 | Terje Morstad<br>NMK Gardermoen               | BMW M3<br>Gran                   | 2:29.166<br>14.12794  | 10    | 41.209 | 35.071 | 37.964 | 34.922 |   |   |
| 11 | 318 | Thomas Tørnby<br>NMK Trøgstad                 | volvo s 40 EVO<br>Rømskog        | 2:29.566<br>14.25214  | 11    | 41.807 | 37.769 | 35.039 | 34.951 |   |   |
| 12 | 309 | Øyvind Myhren<br>NAF Motorsport Gjøvik        | BMW 1M<br>Lena                   | 2:29.791<br>32500     | 12    | 41.472 | 37.990 | 35.064 | 35.265 |   |   |
| 13 | 348 | Ove Halvorsen<br>NMK Gardermoen               | Volvo 242<br>Dal                 | 2:30.240<br>14.22762  | 13    | 40.400 | 35.591 | 38.676 | 35.573 |   |   |
| 14 | 317 | Børre Håkelia<br>NMK Trøgstad                 | Toyota Corolla<br>Trøgstad       | 2:30.276<br>14.13021  | 14    | 38.620 | 35.944 | 38.787 | 36.925 |   |   |
| 15 | 341 | Trond Arne Stavne<br>NAF Motorsport Trøndelag | Volvo S 40<br>Malvik             | 2:31.071<br>14.26633  | 15    | 43.287 | 36.021 | 35.808 | 35.955 |   |   |
| 16 | 308 | Håkon Ask<br>NMK Modum-Sigdal                 | Ford Focus<br>Hokksund           | 2:31.589<br>14.31918  | 16    | 41.253 | 38.514 | 35.582 | 36.240 |   |   |
| 17 | 325 | Lars Reidar Frøyland<br>NMK Vikedal           | Volvo S40<br>Tysværnvåg          | 2:32.641<br>14.15433  | 17    | 39.736 | 36.656 | 39.404 | 36.845 |   |   |
| 18 | 351 | Geir Harald Skeie<br>NMK Vikedal              | volvo 940<br>Sandeid             |                       | 20    | 43.067 | 35.584 |        |        |   |   |
| 19 | 326 | Bjørn-Terje Heggeli<br>NMK Alta               | BMW E-46<br>Alta                 |                       | 20    |        |        |        |        |   |   |
|    |     |   |                                  | RC 14.37597           |       |        |        |        |        |   |   |

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|---|---|--|---|
| Clerk of the Course<br><br>Per Tømmervold | <b>Publication-time</b>   | Tidtakning<br><br><br>Timekeeping.no |  |
| Page 1 of 1                               | Results remain provisional pending technical examination and decisions from the stewards of the meeting |  |   |