

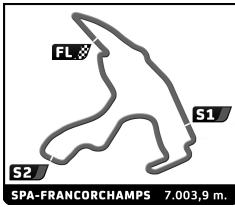
# Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

## Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    ■ Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>1</b> 1.Luc GEEBELEN Porsche 911 1C								<b>15</b> 1.Eric DOUART BMW E30 3D							
1	1	5:00.328	2:19.319	1:42.593	58.416	82.5	5:00.328	1	1	4:07.463	1:45.232	1:34.062	48.169	100.1	4:07.463
2	1	3:28.544	59.031	1:36.093	53.420	120.9	8:28.872	2	1	3:01.223	50.439	1:23.572	47.212	139.1	7:08.686
3	1	3:21.191	57.006	1:31.856	52.329	125.3	11:50.063	3	1	3:04.412	49.904	1:21.282	53.226	136.7	10:13.098
4	1	3:20.703	57.503	1:31.284	51.916	125.6	15:10.766	4	1	2:57.717	50.558	1:22.304	<b>44.855</b>	141.9	13:10.815
5	1	<b>3:18.636</b>	57.242	<b>1:30.319</b>	51.075	126.9	18:29.402	5	1	2:56.277	49.425	1:21.316	45.536	143.0	16:07.092
6	1	3:22.155	<b>55.244</b>	1:34.692	52.219	124.7	21:51.557	6	1	<b>2:54.300</b>	49.393	<b>1:19.190</b>	45.717	144.7	19:01.392
7	1	3:26.049	1:00.224	1:35.234	<b>50.591</b>	122.4	25:17.606	7	1	3:09.468	52.702	1:31.420	45.346	133.1	22:10.860
8	1	3:38.437 <b>B</b>	56.303	1:34.711	1:07.423	115.4	28:56.043	8	1	3:08.822 <b>B</b>	<b>49.304</b>	1:20.398	59.120	133.5	25:19.682
								9 1 4:15.099 2:08.035 1:21.919 45.145 98.8 29:34.781							
								10 1 2:57.597 49.952 1:22.001 45.644 142.0 32:32.378							
<b>2</b> 1.Luc MOORTGAT Porsche 964 Cup 3E								<b>20</b> 1.Bas VAN ELDEREN Ford Escort 1600rs 1C							
1	1	3:29.958	1:05.493	1:35.690	48.775	118.0	3:29.958	1	1	4:21.797	1:56.019	1:35.261	50.517	94.6	4:21.797
2	1	2:57.756	52.875	1:20.758	44.123	141.8	6:27.714	2	1	3:10.443	53.243	1:27.515	49.685	132.4	7:32.240
3	1	2:54.635	49.433	1:18.388	46.814	144.4	9:22.349	3	1	<b>3:06.418</b>	53.362	1:25.117	47.939	135.3	10:38.658
4	1	2:48.574	48.528	1:17.472	42.574	149.6	12:10.923	4	1	3:05.701	53.252	<b>1:24.769</b>	47.680	135.8	13:44.359
5	1	2:49.976	48.523	1:17.818	43.635	148.3	15:00.899	5	1	<b>3:05.549</b>	<b>52.779</b>	1:24.802	47.968	135.9	16:49.908
6	1	2:49.000	48.586	1:17.977	42.437	149.2	17:49.899	6	1	3:09.660	56.204	1:25.788	<b>47.668</b>	132.9	19:59.568
7	1	2:47.605	<b>47.865</b>	1:17.279	42.461	150.4	20:37.504	7	1	3:07.356	53.901	1:25.355	48.100	134.6	23:06.924
8	1	<b>2:46.742</b>	48.313	1:16.271	<b>42.158</b>	151.2	23:24.246	8	1	3:09.390	54.302	1:26.092	48.996	133.1	26:16.314
9	1	2:47.762	47.913	1:16.526	43.323	150.3	26:12.008	9	1	3:09.108	53.630	1:25.325	50.153	133.3	29:25.422
10	1	3:01.823 <b>B</b>	47.933	<b>1:16.133</b>	57.757	138.7	29:13.831	10	1	3:09.371	54.563	1:26.321	48.487	133.1	32:34.793
<b>4</b> 1.Guy FRANCOIS Nissan Primera BTCC 4C								<b>21</b> 1.Eric/Maurice DAMSEAUX/ Austin Mini Cooper S 2A							
1	1	3:53.425	1:30.077	<b>1:33.319</b>	<b>50.029</b>	106.1	3:53.425	1	1	4:45.381	2:13.378	1:39.027	52.976	86.8	4:45.381
<b>8</b> 1.Lars ROLNER Oporsche 934 2E								2 1 3:20.235 57.848 1:30.870 51.517 125.9 8:05.616							
1	1	4:05.416	1:42.195	1:36.050	47.171	101.0	4:05.416	3	1	3:19.756	57.241	1:30.547	51.968	126.2	11:25.372
2	1	3:02.289	48.303	1:26.628	47.358	138.3	7:07.705	4	1	3:18.899	58.041	1:29.671	51.187	126.8	14:44.271
3	1	3:19.359 <b>B</b>	47.411	1:21.467	1:10.481	126.5	10:27.064	5	1	3:17.303	57.157	1:29.309	50.837	127.8	18:01.574
4	1	9:24.307	7:20.912	1:19.411	43.984	44.7	19:51.371	6	1	3:16.184	<b>56.493</b>	1:29.109	<b>50.582</b>	128.5	21:17.758
5	1	2:47.482	46.296	1:17.764	43.422	150.5	22:38.853	7	1	<b>3:16.140</b>	57.006	<b>1:28.405</b>	50.729	128.6	24:33.898
6	1	2:47.009	46.506	1:17.281	<b>43.222</b>	151.0	25:25.862	8	1	3:19.316	57.815	1:30.296	51.205	126.5	27:53.214
7	1	2:54.955	47.232	1:24.407	43.316	144.1	28:20.817	9	1	3:17.943	58.179	1:28.944	50.820	127.4	31:11.157
8	1	<b>2:44.671</b>	<b>45.667</b>	<b>1:15.741</b>	43.263	153.1	31:05.488								
<b>10</b> 1.Bert THEUNISSEN BMW E12 50								<b>22</b> 1.Anthony VONK BMW E24 2E							
1	1	3:48.316	1:12.290	1:40.436	55.590	108.5	3:48.316	1	1	3:28.329	59.333	1:36.997	51.999	118.9	3:28.329
2	1	3:19.950	58.883	1:29.975	51.092	126.1	7:08.266	2	1	3:06.628	55.441	1:23.550	47.637	135.1	6:34.957
3	1	3:17.397	57.860	1:26.924	52.613	127.7	10:25.663	3	1	3:04.068	51.378	1:26.548	46.142	137.0	9:39.025
4	1	3:12.679	56.479	1:26.476	49.724	130.9	13:38.342	4	1	2:57.569	50.666	1:21.962	44.941	142.0	12:36.594
5	1	<b>3:11.137</b>	<b>55.528</b>	<b>1:26.247</b>	<b>49.362</b>	131.9	16:49.479	5	1	2:55.813	50.177	1:21.005	44.631	143.4	15:32.407
6	1	3:22.211	1:01.084	1:29.904	51.223	124.7	20:11.690	6	1	2:55.946	50.504	<b>1:20.016</b>	45.426	143.3	18:28.353
7	1	3:44.732 <b>B</b>	56.346	1:34.700	1:13.686	112.2	23:56.422	7	1	2:55.446	49.735	1:20.573	45.138	143.7	21:23.799
8	1	4:53.918	2:26.857	1:33.632	53.429	85.8	28:50.340	8	1	2:55.302	<b>49.403</b>	1:20.648	45.251	143.8	24:19.101
								9 1 2:54.957 49.714 1:20.309 44.934 144.1 27:14.058							
								10 1 <b>2:54.794</b> 49.650 1:20.675 <b>44.469</b> 144.3 30:08.852							





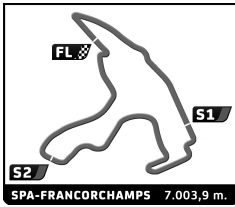
# Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

## Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>23</b>	1. Dominique HOLVOET Toyota Celica 2B							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
	1	1	4:34.986	2:04.188	1:35.681	55.117	90.1	4:34.986							
	2	1	3:19.623	58.863	1:27.346	53.414	126.3	7:54.609							
	3	1	3:09.464	56.579	1:23.478	49.407	133.1	11:04.073							
	4	1	3:07.190	55.287	1:23.102	48.801	134.7	14:11.263							
	5	1	3:06.121	<b>54.932</b>	1:22.319	48.870	135.5	17:17.384							
6	1	3:06.269	55.382	1:21.971	48.916	135.4	20:23.653								
7	1	<b>3:05.524</b>	54.941	1:21.806	<b>48.777</b>	135.9	23:29.177								
8	1	3:05.525	55.197	<b>1:21.359</b>	48.969	135.9	26:34.702								
9	1	3:30.214 B	55.062	1:24.783	1:10.369	119.9	30:04.916								
<b>25</b>	1. Michaël RAUSCH BMW E21 335 2E							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
	1	1	5:01.468	2:21.667	1:41.322	58.479	82.2	5:01.468							
	2	1	3:00.267	52.000	1:21.628	46.639	139.9	8:01.735							
	3	1	2:57.863	51.269	1:21.538	45.056	141.8	10:59.598							
4	1	2:56.643	51.282	1:20.223	45.138	142.7	13:56.241								
5	1	3:10.521 B	50.916	1:19.683	59.922	132.3	17:06.762								
6	1	4:31.311	2:26.291	1:20.243	44.777	92.9	21:38.073								
7	1	<b>2:53.469</b>	<b>50.475</b>	<b>1:18.693</b>	<b>44.301</b>	145.4	24:31.542								
<b>26</b>	1. Raphaël/Hervé DE BORME Ford Escort 1C							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
	1	1	3:44.417				110.4	3:44.417							
	2	1	<b>3:01.750</b>				138.7	6:46.167							
3	1	3:02.045				138.5	9:48.212								
4	1	11:27.949				36.7	21:16.161								
5	1	3:12.347				131.1	24:28.508								
6	1	3:13.842				130.1	27:42.350								
<b>30</b>	1. Dirk/Erik VAN ROMPUY/G BMW M3 3D							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
	1	1	3:38.059	1:11.650	1:35.267	51.142	113.6	3:38.059							
	2	1	3:12.484	57.143	1:26.728	48.613	131.0	6:50.543							
	3	1	3:16.190 B	52.978	1:24.666	58.546	128.5	10:06.733							
	4	1	3:47.110	1:49.646	1:15.575	41.889	111.0	13:53.843							
	5	1	2:44.487	48.218	1:14.578	41.691	153.3	16:38.330							
	6	1	2:43.148	47.702	1:13.854	<b>41.592</b>	154.5	19:21.478							
7	1	2:45.052	48.051	1:14.733	42.268	152.8	22:06.530								
8	1	2:42.725	47.129	<b>1:13.671</b>	41.925	154.9	24:49.255								
9	1	2:42.869	<b>46.402</b>	1:14.751	41.716	154.8	27:32.124								
10	1	<b>2:42.127</b>	46.625	1:13.733	41.769	155.5	30:14.251								
<b>31</b>	1. Christophe VAN RIET Ford Mustang V8 3E							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
1	1	2:40.775	37.048	1:19.954	43.773	154.1	2:40.775								
2	1	2:50.951	49.301	1:17.635	44.015	147.5	5:31.726								
3	1	3:05.853 B	48.739	1:18.541	58.573	135.7	8:37.579								
4	1	5:21.072	3:20.115	<b>1:17.460</b>	<b>43.497</b>	78.5	13:58.651								
<b>34</b>	1. Davy COOREMAN Honda 3C							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
	1	1	3:42.843	1:15.339	1:37.696	49.808	111.2	3:42.843							
	2	1	<b>2:59.322</b>	51.390	1:22.651	45.281	140.6	6:42.165							
	3	1	3:03.935	51.914	1:22.370	49.651	137.1	9:46.100							
	4	1	3:00.819	53.344	1:22.345	<b>45.130</b>	139.4	12:46.919							
	5	1	3:09.863 B	<b>50.065</b>	1:21.516	58.282	132.8	15:56.782							
6	1	4:58.127	2:47.341	1:24.305	46.481	84.6	20:54.909								
7	1	3:05.021	52.150	1:26.299	46.572	136.3	23:59.930								
8	1	<b>2:58.076</b>	50.595	1:21.825	45.656	141.6	26:58.006								
9	1	3:00.471	50.090	1:23.966	46.415	139.7	29:58.477								
10	1	<b>2:56.246</b>	50.553	<b>1:20.511</b>	45.182	143.1	32:54.723								
<b>40</b>	1. Filip/Wouter MAHIEU/MA Triumph TR 3 A 2D							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
	1	1	4:26.517	1:45.778	1:44.382	56.357	93.0	4:26.517							
	2	1	3:38.768	1:02.343	1:40.613	55.812	115.3	8:05.285							
	3	1	<b>3:25.713</b>	59.363	<b>1:33.703</b>	<b>52.647</b>	122.6	11:30.998							
4	1	3:28.014	58.927	1:35.208	53.879	121.2	14:59.012								
5	1	3:25.885	58.587	1:34.582	52.716	122.5	18:24.897								
6	1	3:41.173 B	<b>58.383</b>	1:37.632	1:05.158	114.0	22:06.070								
7	1	6:32.694 B	3:32.161	1:40.417	1:20.116	64.2	28:38.764								
<b>43</b>	1. Dean RIMBERT BMW 318 3C							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
	1	1	4:09.003	1:46.060	1:34.163	48.780	99.5	4:09.003							
	2	1	<b>3:02.895</b>	54.744	1:20.889	47.262	137.9	7:11.898							
	3	1	3:19.373 B	53.996	1:21.930	1:03.447	126.5	10:31.271							
4	1	6:20.930	4:12.406	1:21.645	46.879	66.2	16:52.201								
5	1	3:04.899	55.843	1:22.294	<b>46.762</b>	136.4	19:57.100								
6	1	3:07.460	53.956	<b>1:20.681</b>	52.823	134.5	23:04.560								
7	1	3:11.025	<b>53.784</b>	1:26.811	50.430	132.0	26:15.585								
8	1	3:18.172 B	53.986	1:22.212	1:01.974	127.2	29:33.757								
<b>44</b>	1. Emiel DE WEERDT Ford GT 40 KVA 2E							5	1	2:51.274	48.966	1:18.707	43.601	147.2	16:49.925
	6	1	2:50.064	<b>48.381</b>	1:17.955	43.728	148.3	19:39.989							
	7	1	<b>2:50.122</b>	48.414	1:17.603	44.105	148.2	22:30.111							
	8	1	2:51.112	48.546	1:18.840	43.726	147.4	25:21.223							
	9	1	3:19.681 B	54.239	1:25.740	59.702	126.3	28:40.904							
	1	1	3:12.448	46.484	1:34.700	51.264	128.7	3:12.448							
	2	1	3:18.104	55.408	1:32.051	50.645	127.3	6:30.552							
	3	1	3:15.437	54.671	1:29.975	50.791	129.0	9:45.989							
	4	1	3:14.187	54.215	1:29.617	50.355	129.8	13:00.176							
5	1	3:09.932	53.474	1:27.423	49.035	132.8	16:10.108								
6	1	3:09.148	52.694	1:28.082	<b>48.372</b>	133.3	19:19.256								
7	1	<b>3:06.337</b>	<b>51.951</b>	<b>1:25.523</b>	48.863	135.3	22:25.593								
8	1	3:10.496	52.633	1:28.551	49.312	132.4	25:36.089								
9	1	3:12.019	53.767	1:28.374	49.878	131.3	28:48.108								





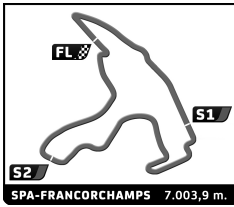
# Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

## Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    ■ Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed		
<b>52</b>	1. Jan BRUNEEL							BMW E30 3D	2	1	3:18.594	59.278	1:28.908	50.408	127.0	7:08.261	
	3	1	3:07.243	52.764	1:23.480	50.999	134.7	10:15.504									
	4	1	2:56.410	51.810	1:19.363	45.237	142.9	13:11.914									
	5	1	2:55.855	50.801	1:19.151	45.903	143.4	16:07.769									
	6	1	<span style="color: green;">2:55.502</span>	51.183	<span style="color: green;">1:18.427</span>	45.892	143.7	19:03.271									
	7	1	3:00.686	51.375	1:23.422	45.889	139.5	22:03.957									
	8	1	2:55.931	<span style="color: green;">50.641</span>	1:20.300	<span style="color: green;">44.990</span>	143.3	24:59.888									
	9	1	2:56.140	51.633	1:19.365	45.142	143.1	27:56.028									
	10	1	2:57.364	53.377	1:18.752	45.235	142.2	30:53.392									
	<b>65</b>	1. Johannes SCHOUTEN							BMW 635 3E	1	1	2:45.255	40.156	1:19.680	45.419	149.9	2:45.255
2		1	2:54.484	50.909	1:18.710	<span style="color: green;">44.865</span>	144.5	5:39.739									
3		1	2:54.585	50.621	<span style="color: green;">1:18.193</span>	45.771	144.4	8:34.324									
4		1	3:06.027 <span style="color: blue;">B</span>	50.856	1:19.837	55.334	135.5	11:40.351									
5		1	3:41.025	1:35.033	1:19.345	46.647	114.1	15:21.376									
6		1	2:55.492	51.092	1:19.275	45.125	143.7	18:16.868									
7		1	2:55.748	50.467	1:19.046	46.235	143.5	21:12.616									
8		1	<span style="color: green;">2:53.640</span>	<span style="color: green;">50.181</span>	1:18.315	45.144	145.2	24:06.256									
9		1	<span style="color: green;">2:55.254</span>	50.644	1:18.993	45.617	143.9	27:01.510									
10		1	2:57.930	50.231	1:22.122	45.577	141.7	29:59.440									
11		1	2:54.860	50.297	1:19.453	45.110	144.2	32:54.300									
<b>66</b>	1. Patrick VERBELEN							Nissan 200 NX 3E	1	1	4:20.744	1:54.849	1:36.837	49.058	95.0	4:20.744	
	2	1	3:27.760 <span style="color: blue;">B</span>	52.963	1:29.887	1:04.910	121.4	7:48.504									
	3	1	4:03.671	1:49.202	1:21.934	52.535	103.5	11:52.175									
	4	1	<span style="color: green;">3:01.855</span>	54.452	<span style="color: green;">1:20.683</span>	<span style="color: green;">46.720</span>	138.6	14:54.030									
	5	1	3:24.274 <span style="color: blue;">B</span>	<span style="color: green;">52.940</span>	1:28.247	1:03.087	123.4	18:18.304									
<b>67</b>	1. Bernard WILHELM							Jaguar type E 2E	1	1	3:27.353	57.773	1:37.139	52.441	119.5	3:27.353	
	2	1	3:20.813	56.882	1:31.544	52.387	125.6	6:48.166									
	3	1	3:20.113	55.557	1:30.106	54.450	126.0	10:08.279									
	4	1	3:18.886	55.697	1:30.926	52.263	126.8	13:27.165									
	5	1	3:13.587	55.555	1:27.966	50.066	130.2	16:40.752									
	6	1	3:11.050	54.353	1:27.782	48.915	132.0	19:51.802									
	7	1	3:11.064	54.176	1:27.264	49.624	132.0	23:02.866									
	8	1	3:10.624	53.717	1:28.291	<span style="color: green;">48.616</span>	132.3	26:13.490									
	9	1	<span style="color: green;">3:10.114</span>	53.614	1:27.054	49.446	132.6	29:23.604									
	10	1	3:11.302	<span style="color: green;">53.545</span>	<span style="color: green;">1:26.589</span>	51.168	131.8	32:34.906									
<b>69</b>	1. Ben THAENS							BMW E30 3D	1	1	3:10.895	54.855	1:26.582	49.458	129.8	3:10.895	
	2	1	2:54.023	51.052	1:18.093	44.878	144.9	6:04.918									
	3	1	2:52.756	50.268	<span style="color: green;">1:16.912</span>	45.576	146.0	8:57.674									
	4	1	<span style="color: green;">2:50.836</span>	49.350	1:17.486	44.000	147.6	11:48.510									
	5	1	2:51.762	<span style="color: green;">49.276</span>	1:18.366	44.120	146.8	14:40.272									
<b>53</b>	1. Ruben MOORTGAT							Renault Clio 4C	1	1	3:46.261	1:09.946	1:41.237	55.078	109.5	3:46.261	
	2	1	3:27.380	1:01.240	1:34.691	51.449	121.6	7:13.641									
	3	1	3:20.223	57.949	1:30.037	52.237	125.9	10:33.864									
	4	1	3:15.651	57.500	1:27.884	<span style="color: green;">50.267</span>	128.9	13:49.515									
	5	1	3:16.899	57.547	1:27.980	51.372	128.1	17:06.414									
	6	1	3:16.553	57.375	1:28.537	50.641	128.3	20:22.967									
	7	1	3:37.480 <span style="color: blue;">B</span>	57.581	1:27.483	1:12.416	115.9	24:00.447									
	8	1	4:27.669	2:09.234	1:27.449	50.986	94.2	28:28.116									
	9	1	<span style="color: green;">3:14.553</span>	<span style="color: green;">56.912</span>	<span style="color: green;">1:26.674</span>	50.967	129.6	31:42.669									
	<b>55</b>	1. Marc DUEZ							Chevrolet Monza IMSA 50	1	1	4:04.427	1:43.248	1:34.146	47.033	101.4	4:04.427
2		1	2:47.571	45.249	1:20.225	42.097	150.5	6:51.998									
3		1	2:44.396	44.185	1:17.344	42.867	153.4	9:36.394									
4		1	3:33.399 <span style="color: blue;">B</span>	50.947	1:35.038	1:07.414	118.2	13:09.793									
5		1	7:06.912	5:02.518	1:20.735	43.659	59.1	20:16.705									
6		1	2:45.466	45.911	1:16.602	42.953	152.4	23:02.171									
7		1	2:58.889	45.203	1:27.773	45.913	140.9	26:01.060									
8		1	2:43.032	<span style="color: purple;">43.250</span>	1:16.205	43.577	154.7	28:44.092									
9		1	<span style="color: purple;">2:40.138</span>	43.428	<span style="color: purple;">1:15.391</span>	<span style="color: purple;">41.319</span>	157.5	31:24.230									
<b>56</b>		1. Jasper DIERCKX							BMW E30 M3 3D	1	1	4:33.854	1:54.017	1:42.778	57.059	90.5	4:33.854
	2	1	3:19.959	1:00.745	1:29.597	49.617	126.1	7:53.813									
	3	1	3:07.349	54.464	1:25.554	47.331	134.6	11:01.162									
	4	1	3:04.886	54.065	1:24.155	46.666	136.4	14:06.048									
	5	1	3:04.645	53.928	<span style="color: green;">1:22.009</span>	48.708	136.6	17:10.693									
	6	1	<span style="color: green;">3:01.543</span>	<span style="color: green;">52.827</span>	1:22.547	<span style="color: green;">46.169</span>	138.9	20:12.236									
	7	1	4:29.279 <span style="color: blue;">B</span>	2:07.319	1:24.209	57.751	93.6	24:41.515									
	8	1	5:55.429 <span style="color: blue;">B</span>	2:55.972	1:45.886	1:13.571	70.9	30:36.944									
	<b>61</b>	1. Juri YANNIEUWENBORGH							BMW E30 3D	1	1	3:49.667	1:22.180	1:34.448	53.039	107.9	3:49.667





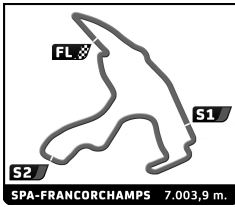
# Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

## Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
<b>75</b> 1.Thierry/Laurent DE BONH Citroën AX 3A															
6	1	2:51.292	49.364	1:18.072	43.856	147.2	17:31.564	9	1	3:06.952	54.247	1:23.785	48.920	134.9	32:04.727
7	1	2:51.087	49.588	1:17.210	44.289	147.4	20:22.651								
8	1	2:51.378	49.314	1:17.128	44.936	147.1	23:14.029								
9	1	2:55.336	49.652	1:20.077	45.607	143.8	26:09.365								
10	1	2:55.023	49.774	1:19.323	45.926	144.1	29:04.388								
11	1	2:51.211	49.521	1:17.436	44.254	147.3	31:55.599								
1	1	4:30.240	1:56.821	1:40.312	53.107	91.7	4:30.240								
2	1	3:22.039	59.303	1:30.904	51.832	124.8	7:52.279								
3	1	3:19.344	59.086	1:29.043	51.215	126.5	11:11.623								
4	1	4:08.607 B	58.954	1:49.904	1:19.749	101.4	15:20.230								
5	1	8:06.329	5:44.710	1:29.894	51.725	51.8	23:26.559								
6	1	3:15.387	58.482	1:25.843	51.062	129.0	26:41.946								
7	1	3:18.475	58.599	1:27.649	52.227	127.0	30:00.421								
<b>82</b> 1.Xavier MARTENS Porsche 911 2E															
1	1	5:01.760	2:20.971	1:41.596	59.193	82.1	5:01.760								
2	1	3:22.516	58.556	1:32.596	51.364	124.5	8:24.276								
3	1	3:12.388	55.180	1:28.215	48.993	131.1	11:36.664								
4	1	3:14.175	54.746	1:29.567	49.862	129.9	14:50.839								
5	1	3:12.760	54.152	1:28.756	49.852	130.8	18:03.599								
6	1	3:10.735	54.194	1:27.293	49.248	132.2	21:14.334								
7	1	3:08.317	53.051	1:26.191	49.075	133.9	24:22.651								
8	1	3:07.035	52.690	1:26.478	47.867	134.8	27:29.686								
9	1	3:08.480	53.888	1:25.922	48.670	133.8	30:38.166								
<b>87</b> 1.Guy FASTRES BMW E30 3D															
1	1	3:41.080	1:24.159	1:29.123	47.798	112.1	3:41.080								
2	1	2:54.788	52.067	1:19.303	43.418	144.3	6:35.868								
3	1	2:48.851	49.483	1:16.343	43.025	149.3	9:24.719								
4	1	2:46.664	47.922	1:16.102	42.640	151.3	12:11.383								
5	1	2:56.911 B	47.746	1:15.846	53.319	142.5	15:08.294								
6	1	5:12.422	3:08.914	1:18.867	44.641	80.7	20:20.716								
7	1	2:48.626	48.015	1:17.856	42.755	149.5	23:09.342								
8	1	2:47.443	47.829	1:16.920	42.694	150.6	25:56.785								
9	1	2:49.287	47.861	1:17.160	44.266	148.9	28:46.072								
10	1	2:49.529	47.788	1:16.297	45.444	148.7	31:35.601								
<b>89</b> 1.Matthias VAN HOOL Renault 4C															
1	1	4:51.191	2:14.265	1:40.237	56.689	85.1	4:51.191								
2	1	3:08.521	55.350	1:24.124	49.047	133.7	7:59.712								
3	1	3:26.046 B	55.573	1:25.850	1:04.623	122.4	11:25.758								
4	1	4:52.708	2:31.032	1:31.752	49.924	86.1	16:18.466								
5	1	3:14.193	54.630	1:24.003	55.560	129.8	19:32.659								
6	1	3:09.350	56.121	1:24.182	49.047	133.2	22:42.009								
7	1	3:07.958	56.375	1:23.765	47.818	134.1	25:49.967								
8	1	3:07.808	54.313	1:25.621	47.874	134.3	28:57.775								
<b>92</b> 1.Michael SERWY Citroen AX Sport 3B															
1	1	3:51.463	1:25.355	1:35.425	50.683	107.0	3:51.463								
2	1	3:12.712	56.365	1:27.423	48.924	130.8	7:04.175								
3	1	3:12.802	55.662	1:26.083	51.057	130.8	10:16.977								
4	1	3:08.443	55.329	1:23.779	49.335	133.8	13:25.420								
5	1	3:06.656	55.251	1:22.710	48.695	135.1	16:32.076								
6	1	3:13.391	59.593	1:25.543	48.255	130.4	19:45.467								
7	1	3:49.273 B	55.994	1:39.657	1:13.622	110.0	23:34.740								
<b>93</b> 1.Evertjan ALDERS BMW E30M3 3D															
1	1	2:54.685	44.009	1:24.631	46.045	141.8	2:54.685								
2	1	2:55.357	49.497	1:21.953	43.907	143.8	5:50.042								
3	1	3:03.756	51.148	1:22.794	49.814	137.2	8:53.798								
4	1	2:51.990	49.737	1:17.956	44.297	146.6	11:45.788								
5	1	2:50.839	48.700	1:18.360	43.779	147.6	14:36.627								
6	1	3:09.614 B	47.677	1:18.135	1:03.802	133.0	17:46.241								
<b>94</b> 1.Gust VAN_HAELST Mazda RX3 2D															
1	1	4:30.520	2:04.859	1:35.342	50.319	91.6	4:30.520								
2	1	3:02.262	52.864	1:23.196	46.202	138.3	7:32.782								
3	1	2:59.087	50.767	1:20.155	48.165	140.8	10:31.869								
4	1	2:55.714	50.557	1:20.363	44.794	143.5	13:27.583								
5	1	2:53.370	49.210	1:20.103	44.057	145.4	16:20.953								
6	1	2:53.561	49.341	1:19.588	44.632	145.3	19:14.514								
7	1	2:54.502	49.689	1:19.495	45.318	144.5	22:09.016								
8	1	2:52.310	48.993	1:19.539	43.778	146.3	25:01.326								
9	1	2:53.392	48.785	1:20.157	44.450	145.4	27:54.718								
<b>97</b> 1.Luc BRANCKAERT Chevrolet Corvette 2E															
1	1	3:20.069	57.139	1:33.020	49.910	123.8	3:20.069								
2	1	3:07.260	52.311	1:28.089	46.860	134.6	6:27.329								
3	1	3:03.863	51.797	1:24.810	47.256	137.1	9:31.192								
4	1	3:00.792	50.549	1:24.021	46.222	139.5	12:31.984								
5	1	2:57.722	49.726	1:22.270	45.726	141.9	15:29.706								
6	1	3:11.758	54.454	1:28.090	49.214	131.5	18:41.464								
7	1	3:01.229	49.734	1:24.858	46.637	139.1	21:42.693								
8	1	2:55.582	49.206	1:21.276	45.100	143.6	24:38.275								
<b>100</b> 1.Tom LAUREYNS VW Golf GTI II 3C															
1	1	3:39.511	1:13.431	1:36.209	49.871	112.9	3:39.511								
2	1	3:03.940	54.212	1:22.827	46.901	137.1	6:43.451								
3	1	3:01.467	51.899	1:21.649	47.919	138.9	9:44.918								
4	1	2:58.386	52.065	1:20.405	45.916	141.3	12:43.304								
5	1	3:10.797 B	52.093	1:18.514	1:00.190	132.2	15:54.101								





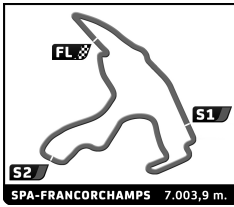
# Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

## Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    ■ Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
106 1.Christoph/Thorsten HÖTTI Peugeot 106 4B															
1	1	3:50.765	1:23.498	1:34.273	52.994	107.4	3:50.765	1	1	3:24.994	1:06.483	1:30.960	47.551	120.9	3:24.994
2	1	3:17.754	57.536	1:29.263	50.955	127.5	7:08.519	2	1	2:57.493	52.310	1:19.407	45.776	142.1	6:22.487
3	1	3:09.442	56.039	1:23.580	49.823	133.1	10:17.961	3	1	2:55.622	51.994	1:17.815	45.813	143.6	9:18.109
4	1	3:05.675	55.294	1:21.891	48.490	135.8	13:23.636	4	1	2:59.050	51.837	1:20.191	47.022	140.8	12:17.159
5	1	3:22.045B	57.274	1:22.840	1:01.931	124.8	16:45.681	5	1	2:55.014	51.747	1:17.521	45.746	144.1	15:12.173
6	1	5:25.010	3:09.972	1:25.991	49.047	77.6	22:10.691	6	1	3:23.994B	55.540	1:26.235	1:02.219	123.6	18:36.167
7	1	3:07.451	57.887	1:21.507	48.057	134.5	25:18.142								
8	1	3:09.230	56.577	1:23.343	49.310	133.2	28:27.372								
9	1	3:05.707	55.147	1:22.254	48.306	135.8	31:33.079								
121 1.David POTTERS Peugeot 206 4C															
1	1	3:31.247	1:01.960	1:36.697	52.590	117.3	3:31.247								
2	1	3:20.708	58.299	1:31.682	50.727	125.6	6:51.955								
3	1	3:37.238B	58.835	1:27.031	1:11.372	116.1	10:29.193								
4	1	7:00.691	4:47.920	1:23.711	49.060	59.9	17:29.884								
5	1	3:06.288	55.548	1:22.138	48.602	135.4	20:36.172								
6	1	3:09.151	56.394	1:23.947	48.810	133.3	23:45.323								
122 1.Rienst VISSER BMW E30 M3 3D															
1	1	12:58.998				31.8	12:58.998								
2	1	2:57.185				142.3	15:56.183								
3	1	2:54.583				144.4	18:50.766								
4	1	2:55.055				144.0	21:45.821								
5	1	2:54.688				144.3	24:40.509								
6	1	2:59.528				140.4	27:40.037								
7	1	2:56.217				143.1	30:36.254								
124 1.Lorenzo SEGERS BMW 325i 3D															
1	1	3:47.543	1:19.179	1:35.219	53.145	108.9	3:47.543								
2	1	3:15.642	57.757	1:29.023	48.862	128.9	7:03.185								
3	1	3:12.814	55.191	1:26.875	50.748	130.8	10:15.999								
4	1	3:06.410	54.151	1:24.025	48.234	135.3	13:22.409								
5	1	3:05.190	53.648	1:23.290	48.252	136.2	16:27.599								
6	1	3:08.712	54.508	1:24.898	49.306	133.6	19:36.311								
7	1	3:06.430	54.011	1:24.378	48.041	135.2	22:42.741								
8	1	3:06.584	54.377	1:23.692	48.515	135.1	25:49.325								
9	1	3:06.508	53.558	1:25.369	47.581	135.2	28:55.833								
10	1	3:05.605	53.810	1:23.944	47.851	135.8	32:01.438								
142 1.John RASSE Ford Escort MKII 2C															
1	1	3:24.994	1:06.483	1:30.960	47.551	120.9	3:24.994								
2	1	2:57.493	52.310	1:19.407	45.776	142.1	6:22.487								
3	1	2:55.622	51.994	1:17.815	45.813	143.6	9:18.109								
4	1	2:59.050	51.837	1:20.191	47.022	140.8	12:17.159								
5	1	2:55.014	51.747	1:17.521	45.746	144.1	15:12.173								
6	1	3:23.994B	55.540	1:26.235	1:02.219	123.6	18:36.167								
156 1.Christophe LE NOUVEL Peugeot 205 rallye 3B															
1	1	3:51.128	1:29.080	1:32.287	49.761	107.2	3:51.128								
2	1	3:07.049	54.689	1:24.978	47.382	134.8	6:58.177								
3	1	3:10.974	52.760	1:23.431	54.783	132.0	10:09.151								
4	1	3:06.924	54.128	1:25.797	46.999	134.9	13:16.075								
5	1	3:00.574	51.993	1:21.702	46.879	139.6	16:16.649								
6	1	3:27.393	1:06.698	1:32.902	47.793	121.6	19:44.042								
7	1	3:00.795	51.934	1:22.556	46.305	139.5	22:44.837								
8	1	3:47.862	1:07.253	1:41.624	58.985	110.7	26:32.699								
9	1	3:44.075	1:08.703	1:39.099	56.273	112.5	30:16.774								
194 1.Mario POTTERS Peugeot 205 GTI 3C															
1	1	3:42.531	1:14.099	1:37.304	51.128	111.3	3:42.531								
2	1	3:10.375	55.951	1:25.232	49.192	132.4	6:52.906								
3	1	3:32.843B	55.906	1:25.212	1:11.725	118.5	10:25.749								
4	1	4:25.575	2:05.807	1:29.629	50.139	94.9	14:51.324								
5	1	3:10.156	56.052	1:25.723	48.381	132.6	18:01.480								
6	1	3:09.031	55.575	1:23.944	49.512	133.4	21:10.511								
7	1	3:08.759	56.487	1:23.470	48.802	133.6	24:19.270								
8	1	3:09.188	56.050	1:24.289	48.849	133.3	27:28.458								
9	1	3:10.146	55.964	1:25.408	48.774	132.6	30:38.604								
199 1.Jos LAUDUS Opel Kadett GTE 2D															
1	1	3:46.283	1:17.936	1:35.800	52.547	109.5	3:46.283								
2	1	3:05.431	52.908	1:25.260	47.263	136.0	6:51.714								
3	1	3:03.162	51.410	1:23.965	47.787	137.7	9:54.876								
4	1	3:03.059	51.277	1:24.035	47.747	137.7	12:57.935								
5	1	3:00.593	51.202	1:23.265	46.126	139.6	15:58.528								
6	1	3:04.552	51.641	1:23.077	49.834	136.6	19:03.080								
7	1	3:00.985	50.956	1:23.486	46.543	139.3	22:04.065								
8	1	3:00.132	51.432	1:23.367	45.333	140.0	25:04.197								
9	1	2:59.033	49.605	1:22.429	46.999	140.8	28:03.230								
10	1	3:02.981	52.149	1:22.916	47.916	137.8	31:06.211								
200 1.Michel KOWALESKI Ford Escort RS2000 2C															
1	1	3:32.966	1:03.840	1:36.176	52.950	116.3	3:32.966								
2	1	3:07.640	55.880	1:23.222	48.538	134.4	6:40.606								





## Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

### Sector Analysis

— Invalidated Lap    ■ Personal Best    ■ Session Best    B Crossing the pit lane

Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
3	1	3:06.999	55.104	1:23.053	48.842	134.8	9:47.605								
4	1	3:59.453 B	1:03.504	1:37.029	1:18.920	105.3	13:47.058								

205	1.Erik BRUYNOGHE		Peugeot 205 GTI 3C				
	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph

1	1	3:59.937	1:40.743	1:28.686	50.508	103.3	3:59.937
2	1	3:01.821	52.750	1:23.510	45.561	138.7	7:01.758

223	1.Floris FICK		BMW 2002 2C				
	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph

1	1	3:32.280	1:02.825	1:36.620	52.835	116.7	3:32.280
2	1	3:10.542	55.420	1:27.298	47.824	132.3	6:42.822
3	1	3:19.358 B	53.590	1:26.395	59.373	126.5	10:02.180
4	1	4:35.359	2:24.302	1:22.526	48.531	91.6	14:37.539
5	1	2:58.851	52.235	1:20.113	46.503	141.0	17:36.390
6	1	3:06.134	53.594	1:23.290	49.250	135.5	20:42.524
7	1	2:57.178	51.930	1:19.376	45.872	142.3	23:39.702
8	1	3:14.495	57.029	1:26.976	50.490	129.6	26:54.197
9	1	3:12.390	51.791	1:28.779	51.820	131.1	30:06.587

354	1.Jan VAN ELDEREN		Ford Sierra Cosworth RS 3E				
	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph

1	1	2:56.813	50.405	1:21.761	44.647	140.1	2:56.813
2	1	2:49.572	48.213	1:18.612	42.747	148.7	5:46.385
3	1	2:47.024	47.617	1:16.897	42.510	151.0	8:33.409
4	1	2:49.655	48.764	1:16.916	43.975	148.6	11:23.064
5	1	2:48.386	47.962	1:17.513	42.911	149.7	14:11.450
6	1	3:06.054 B	49.761	1:18.393	57.900	135.5	17:17.504
7	1	3:47.124 B	1:29.820	1:18.028	59.276	111.0	21:04.628