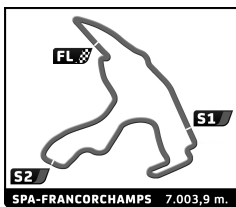


Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

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
1. Bas VAN ELDEREN FORD Escort RS1600 C								6	1	3:13.363 B	49.125	1:18.402	1:05.836	130.4	18:18.896
								7	1	4:07.078	2:05.539	1:17.450	44.089	102.0	22:25.974
								8	1	2:47.510	48.159	1:16.037	43.314	150.5	25:13.484
								9	1	2:47.489	48.221	1:16.028	43.240	150.5	28:00.973
								10	1	3:31.533 B	52.271	1:28.233	1:11.029	119.2	31:32.506
2. Luc MOORTGAT PORSCHE 964 E								1	1	4:24.371	1:50.706	1:40.227	53.438	93.7	4:24.371
								2	1	3:21.805	57.381	1:31.762	52.662	124.9	7:46.176
								3	1	3:19.783	55.167	1:34.247	50.369	126.2	11:05.959
								4	1	3:18.739	54.997	1:31.128	52.614	126.9	14:24.698
								5	1	3:13.997	55.270	1:28.714	50.013	130.0	17:38.695
								6	1	3:14.663	53.400	1:29.254	52.009	129.5	20:53.358
								7	1	3:18.010	56.046	1:30.287	51.677	127.3	24:11.368
								8	1	3:19.837	56.094	1:30.139	53.604	126.2	27:31.205
								9	1	3:16.412	56.424	1:29.279	50.709	128.4	30:47.617
3. Samuel VERHEGGEN MERCEDES 190 2.5-16V D								1	1	4:52.746	2:09.717	1:45.163	57.866	84.6	4:52.746
								2	1	3:26.532	1:00.333	1:32.691	53.508	122.1	8:19.278
								3	1	3:20.330	56.255	1:32.155	51.920	125.9	11:39.608
								4	1	3:20.965	57.118	1:31.311	52.536	125.5	15:00.573
								5	1	3:17.047	55.500	1:30.994	50.553	128.0	18:17.620
								6	1	3:16.365	55.262	1:29.745	51.358	128.4	21:33.985
								7	1	3:18.690	56.018	1:31.115	51.557	126.9	24:52.675
								8	1	3:13.757	53.463	1:30.127	50.167	130.1	28:06.432
								9	1	3:17.820	55.215	1:30.222	52.383	127.5	31:24.252
4. Guy FRANCOIS NISSAN Primera BTCC C								1	1	7:08.051	4:56.812	1:23.458	47.781	57.9	7:08.051
								2	1	3:03.791	56.281	1:21.516	45.994	137.2	10:11.842
								3	1	2:57.302	49.675	1:21.829	45.798	142.2	13:09.144
								4	1	3:08.415 B	51.521	1:20.392	56.502	133.8	16:17.559
								5	1	4:42.979	2:28.447	1:26.981	47.551	89.1	21:00.538
								6	1	3:09.250	52.387	1:27.669	49.194	133.2	24:09.788
								7	1	3:07.263	51.182	1:27.587	48.494	134.6	27:17.051
								8	1	3:03.532	51.260	1:25.659	46.613	137.4	30:20.583
5. Evertjan ALDERS BMW E30 329i E								1	1	3:37.940	1:11.063	1:35.158	51.719	113.7	3:37.940
								2	1	3:19.305	54.997	1:35.257	49.051	126.5	6:57.245
								3	1	3:07.547	53.296	1:26.724	47.527	134.4	10:04.792
								4	1	3:22.375 B	51.354	1:27.652	1:03.369	124.6	13:27.167
								5	1	4:41.981	2:40.027	1:18.188	43.766	89.4	18:09.148
								6	1	2:48.274	47.544	1:16.598	44.132	149.8	20:57.422
								7	1	2:50.868	50.861	1:16.817	43.190	147.6	23:48.290
								8	1	2:48.451	48.036	1:16.895	43.520	149.7	26:36.741
								9	1	2:46.655	47.818	1:15.914	42.923	151.3	29:23.396
6. Guy DE BAER FORD GT40 E								1	1	4:52.746	2:09.717	1:45.163	57.866	84.6	4:52.746
								2	1	3:26.532	1:00.333	1:32.691	53.508	122.1	8:19.278
								3	1	3:20.330	56.255	1:32.155	51.920	125.9	11:39.608
								4	1	3:20.965	57.118	1:31.311	52.536	125.5	15:00.573
								5	1	3:17.047	55.500	1:30.994	50.553	128.0	18:17.620
								6	1	3:16.365	55.262	1:29.745	51.358	128.4	21:33.985
								7	1	3:18.690	56.018	1:31.115	51.557	126.9	24:52.675
								8	1	3:13.757	53.463	1:30.127	50.167	130.1	28:06.432
								9	1	3:17.820	55.215	1:30.222	52.383	127.5	31:24.252
7. Luc GEEBELEN PORSCHE 911 C								1	1	7:08.051	4:56.812	1:23.458	47.781	57.9	7:08.051
								2	1	3:03.791	56.281	1:21.516	45.994	137.2	10:11.842
								3	1	2:57.302	49.675	1:21.829	45.798	142.2	13:09.144
								4	1	3:08.415 B	51.521	1:20.392	56.502	133.8	16:17.559
								5	1	4:42.979	2:28.447	1:26.981	47.551	89.1	21:00.538
								6	1	3:09.250	52.387	1:27.669	49.194	133.2	24:09.788
								7	1	3:07.263	51.182	1:27.587	48.494	134.6	27:17.051
								8	1	3:03.532	51.260	1:25.659	46.613	137.4	30:20.583
8. Graham WILSON 2. David PITTARD 3. Tim MORLEY LOTUS Elan B								1	1	3:37.940	1:11.063	1:35.158	51.719	113.7	3:37.940
								2	1	3:19.305	54.997	1:35.257	49.051	126.5	6:57.245
								3	1	3:07.547	53.296	1:26.724	47.527	134.4	10:04.792
								4	1	3:22.375 B	51.354	1:27.652	1:03.369	124.6	13:27.167
								5	1	4:41.981	2:40.027	1:18.188	43.766	89.4	18:09.148
								6	1	2:48.274	47.544	1:16.598	44.132	149.8	20:57.422
								7	1	2:50.868	50.861	1:16.817	43.190	147.6	23:48.290
								8	1	2:48.451	48.036	1:16.895	43.520	149.7	26:36.741
								9	1	2:46.655	47.818	1:15.914	42.923	151.3	29:23.396
9. Eric NULENS 2. Erik BRUYNOGHE PORSCHE 964 E								1	1	3:37.940	1:11.063	1:35.158	51.719	113.7	3:37.940
								2	1	3:19.305	54.997	1:35.257	49.051	126.5	6:57.245
								3	1	3:07.547	53.296	1:26.724	47.527	134.4	10:04.792
								4	1	3:22.375 B	51.354	1:27.652	1:03.369	124.6	13:27.167
								5	1	4:41.981	2:40.027	1:18.188	43.766	89.4	18:09.148
								6	1	2:48.274	47.544	1:16.598	44.132	149.8	20:57.422
								7	1	2:50.868	50.861	1:16.817	43.190	147.6	23:48.290
								8	1	2:48.451	48.036	1:16.895	43.520	149.7	26:36.741
								9	1	2:46.655	47.818	1:15.914	42.923	151.3	29:23.396

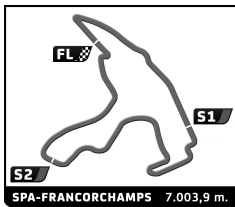


Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

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
10	1	2:47.258	47.782	1:15.907	43.569	150.8	32:10.654	8	1	2:42.272	46.395	1:13.877	42.000	155.4	25:27.152
21 1.Eric DAMSEAUX AUSTIN Mini Cooper S A								9 1 2:46.676 47.491 1:16.327 42.858 151.3 28:13.828							
1 1 5:01.361 2:32.220 1:34.849 54.292 82.2 5:01.361								10 1 2:44.804 46.844 1:14.819 43.141 153.0 30:58.632							
2 1 3:19.831 59.313 1:28.811 51.707 126.2 8:21.192								33 1.Tim KUIJL BMW E36 325i D							
3 1 3:16.537 57.061 1:28.669 50.807 128.3 11:37.729								1 1 3:11.721 53.803 1:29.407 48.511 129.2 3:11.721							
4 1 3:16.591 56.871 1:28.153 51.567 128.3 14:54.320								2 1 2:56.830 52.952 1:18.876 45.002 142.6 6:08.551							
5 1 3:30.449 B 57.216 1:27.995 1:05.238 119.8 18:24.769								3 1 2:47.870 48.977 1:15.616 43.277 150.2 8:56.421							
22 1.Anthony VONK 2.Ben THAENS BMW 635csi E								4 1 3:02.046 B 48.605 1:18.564 54.877 138.5 11:58.467							
1 1 3:33.568 1:09.669 1:34.879 49.020 116.0 3:33.568								5 1 5:25.686 3:08.119 1:22.945 54.622 77.4 17:24.153							
2 1 2:55.039 50.878 1:20.221 43.940 144.0 6:28.607								6 1 3:30.037 B 48.632 1:23.990 1:17.415 120.0 20:54.190							
3 1 3:13.274 B 50.962 1:23.711 58.601 130.5 9:41.881								7 1 6:18.602 B 3:45.481 1:30.964 1:02.157 66.6 27:12.792							
4 1 5:28.700 3:18.856 1:23.422 46.422 76.7 15:10.581								36 1.Leonard BATENBURG BMW E30 M3 Y							
5 1 2:58.311 51.657 1:21.064 45.590 141.4 18:08.892								1 1 4:16.017 2:05.489 1:23.165 47.363 96.8 4:16.017							
6 1 2:55.048 49.597 1:20.648 44.803 144.0 21:03.940								2 1 2:52.306 52.645 1:15.823 43.838 146.3 7:08.323							
7 1 2:55.473 50.274 1:20.129 45.070 143.7 23:59.413								3 1 2:46.145 47.682 1:15.671 42.792 151.8 9:54.468							
8 1 2:55.302 49.576 1:20.249 45.477 143.8 26:54.715								4 1 2:44.632 48.464 1:14.066 42.102 153.2 12:39.100							
9 1 3:06.148 54.831 1:26.177 45.140 135.5 30:00.863								5 1 3:57.763 B 1:39.034 1:15.961 1:02.768 106.0 16:36.863							
23 1.Dominique HOLVOET TOYOTA Celica B								40 1.Filip MAHIEU 2.Wouter MAHIEU TRIUMPH TR 3 A D							
1 1 4:07.025 1:30.079 1:43.647 53.299 100.3 4:07.025								1 1 4:54.159 2:12.599 1:43.268 58.292 84.2 4:54.159							
2 1 3:13.786 57.290 1:26.895 49.601 130.1 7:20.811								2 1 3:32.945 1:01.146 1:37.896 53.903 118.4 8:27.104							
3 1 3:05.230 55.315 1:22.529 47.386 136.1 10:26.041								3 1 3:33.166 1:01.877 1:36.261 55.028 118.3 12:00.270							
4 1 3:08.228 55.119 1:22.886 50.223 134.0 13:34.269								4 1 3:39.480 B 1:01.347 1:35.185 1:02.948 114.9 15:39.750							
5 1 3:06.337 55.408 1:21.413 49.516 135.3 16:40.606								5 1 7:39.063 5:00.345 1:40.322 58.396 54.9 23:18.813							
6 1 3:09.816 55.511 1:23.495 50.810 132.8 19:50.422								6 1 3:42.664 1:07.778 1:37.814 57.072 113.2 27:01.477							
7 1 3:53.028 B 1:03.361 1:37.361 1:12.306 108.2 23:43.450								7 1 3:42.223 1:06.454 1:38.307 57.462 113.5 30:43.700							
26 1.Marc VANDENDIJK LOTUS Elan B								43 1.Dean RIMBERT BMW E30 318is D							
1 1 4:49.895 2:07.116 1:46.548 56.231 85.5 4:49.895								1 1 4:19.377 1:52.199 1:33.388 53.790 95.5 4:19.377							
2 1 3:36.181 1:00.367 1:42.418 53.396 116.6 8:26.076								2 1 3:11.053 56.961 1:26.113 47.979 132.0 7:30.430							
3 1 3:37.107 1:00.511 1:42.365 54.231 116.1 12:03.183								3 1 3:02.713 52.642 1:22.760 47.311 138.0 10:33.143							
4 1 3:38.378 1:00.710 1:42.692 54.976 115.5 15:41.561								4 1 2:59.952 52.805 1:19.743 47.404 140.1 13:33.095							
5 1 3:39.747 1:01.229 1:43.016 55.502 114.7 19:21.308								5 1 3:01.642 53.253 1:21.033 47.356 138.8 16:34.737							
6 1 3:43.939 1:03.754 1:43.615 56.570 112.6 23:05.247								6 1 2:58.093 52.021 1:19.368 46.704 141.6 19:32.830							
7 1 3:30.426 58.387 1:39.165 52.874 119.8 26:35.673								7 1 2:58.972 52.977 1:19.603 46.392 140.9 22:31.802							
30 1.Dirk VAN ROMPUY BMW E30 M3 D								8 1 3:01.420 52.681 1:21.849 46.890 139.0 25:33.222							
1 1 3:13.908 51.873 1:30.472 51.563 127.8 3:13.908								44 1.Emiel DE WEERDT FORD GT40 E							
2 1 3:07.182 53.031 1:26.934 47.217 134.7 6:21.090								1 1 6:41.567 4:14.085 1:37.616 49.866 61.7 6:41.567							
3 1 3:00.199 50.696 1:23.682 45.821 139.9 9:21.289								2 1 3:14.885 52.370 1:31.063 51.452 129.4 9:56.452							
4 1 2:56.427 49.278 1:22.503 44.646 142.9 12:17.716								3 1 3:07.583 52.671 1:27.233 47.679 134.4 13:04.035							
5 1 3:07.302 B 49.339 1:21.098 56.865 134.6 15:25.018								4 1 3:03.396 50.217 1:24.996 48.183 137.5 16:07.431							
6 1 4:36.257 2:35.003 1:17.228 44.026 91.3 20:01.275								5 1 3:06.050 50.534 1:27.236 48.280 135.5 19:13.481							
7 1 2:43.605 46.974 1:14.450 42.181 154.1 22:44.880															

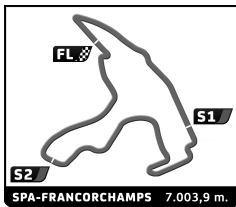


Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

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	
48		1.Christophe VAN RIET BMW E30 M3 D														
1	1	3:52.979	1:34.726	1:32.788	45.465	106.3	3:52.979	5	1	2:55.418	50.200	1:19.424	45.794	143.7	14:57.695	
2	1	2:54.506	49.692	1:19.948	44.866	144.5	6:47.485	6	1	2:54.796	50.178	1:19.918	44.700	144.2	17:52.491	
3	1	2:52.379	48.793	1:19.690	43.896	146.3	9:39.864	7	1	3:03.779 B	50.157	1:19.744	53.878	137.2	20:56.270	
4	1	2:49.099	48.730	1:17.032	43.337	149.1	12:28.963	8	1	3:54.197	1:49.739	1:18.950	45.508	107.7	24:50.467	
5	1	2:48.332	47.757	1:16.536	44.039	149.8	15:17.295	9	1	2:52.600	49.654	1:18.713	44.233	146.1	27:43.067	
6	1	2:48.083	48.261	1:17.019	42.803	150.0	18:05.378	10	1	2:53.109	49.610	1:18.848	44.651	145.7	30:36.176	
7	1	2:47.437	47.720	1:16.243	43.474	150.6	20:52.815									
8	1	2:50.807	50.104	1:16.789	43.914	147.6	23:43.622									
9	1	2:57.448 B	48.827	1:16.397	52.224	142.1	26:41.070									
52		1.Jan BRUNEEL BMW E30 325i D														
1	1	3:28.520	1:02.391	1:34.618	51.511	118.8	3:28.520									
2	1	3:08.136	54.170	1:26.513	47.453	134.0	6:36.656									
3	1	3:00.585	52.874	1:21.799	45.912	139.6	9:37.241									
4	1	3:14.806 B	52.925	1:24.147	57.734	129.4	12:52.047									
5	1	6:33.341	4:20.287	1:26.629	46.425	64.1	19:25.388									
6	1	2:57.812	52.684	1:19.796	45.332	141.8	22:23.200									
7	1	2:56.359	51.674	1:19.965	44.720	143.0	25:19.559									
8	1	3:14.364 B	51.882	1:22.582	59.900	129.7	28:33.923									
53		1.Wim KUIJL FORD Capri 2600 RS Westlake E														
1	1	3:27.581	53.497	1:35.469	58.615	119.4	3:27.581									
2	1	2:45.099	46.689	1:16.133	42.277	152.7	6:12.680									
3	1	2:43.991	47.061	1:15.602	41.328	153.8	8:56.671									
4	1	3:00.207 B	46.081	1:18.582	55.544	139.9	11:56.878									
5	1	16:13.473	...	1:17.985	44.596	25.9	28:10.351									
6	1	2:54.237	49.984	1:19.400	44.853	144.7	31:04.588									
54		1.Stefan KREMER LOTUS Europa S2 B														
1	1	4:09.364	1:30.757	1:44.554	54.053	99.4	4:09.364									
2	1	3:28.085	59.630	1:35.531	52.924	121.2	7:37.449									
3	1	3:18.859	57.147	1:31.437	50.275	126.8	10:56.308									
4	1	3:17.701	56.258	1:30.674	50.769	127.5	14:14.009									
5	1	3:18.240	56.842	1:30.604	50.794	127.2	17:32.249									
6	1	3:15.580	56.424	1:28.982	50.174	128.9	20:47.829									
7	1	3:16.240	57.505	1:28.706	50.029	128.5	24:04.069									
8	1	3:15.647	56.490	1:29.333	49.824	128.9	27:19.716									
9	1	3:39.021 B	56.749	1:29.802	1:12.470	115.1	30:58.737									
55		1.Dieter KUIJL FORD Capri 2600 RS Westlake E														
1	1	3:10.253	52.351	1:30.388	47.514	130.2	3:10.253									
2	1	2:58.625	52.115	1:20.819	45.691	141.2	6:08.878									
3	1	2:56.094	50.756	1:20.652	44.686	143.2	9:04.972									
4	1	2:57.305	50.777	1:20.392	46.136	142.2	12:02.277									
56		1.Pieter DIERCKX BMW E36 325i D														
1	1	4:50.663				85.2	4:50.663									
2	1	3:16.617				128.2	8:07.280									
3	1	3:06.562				135.2	11:13.842									
4	1	3:09.783				132.9	14:23.625									
5	1	8:36.978	6:25.926	1:22.687	48.365	48.8	23:00.603									
6	1	3:01.599	54.112	1:20.621	46.866	138.8	26:02.202									
7	1	3:04.577	53.469	1:21.636	49.472	136.6	29:06.779									
8	1	3:08.169	53.155	1:24.095	50.919	134.0	32:14.948									
60		1.Steven GUILLEMIJN SKODA Octavia C														
1	1	4:11.810	1:32.949	1:45.360	53.501	98.4	4:11.810									
2	1	3:19.167	59.828	1:28.470	50.869	126.6	7:30.977									
3	1	3:09.834	55.803	1:24.738	49.293	132.8	10:40.811									
4	1	3:15.443	56.020	1:29.127	50.296	129.0	13:56.254									
5	1	3:11.815	56.067	1:25.966	49.782	131.5	17:08.069									
6	1	3:11.050	55.850	1:24.366	50.834	132.0	20:19.119									
7	1	3:19.606	55.929	1:29.992	53.685	126.3	23:38.725									
8	1	3:13.533	56.193	1:26.284	51.056	130.3	26:52.258									
9	1	3:29.097 B	56.020	1:28.171	1:04.906	120.6	30:21.355									
61		1.Juri VAN NIEUWENBORG BMW E30 325i D														
1	1	3:10.869	49.691	1:30.837	50.341	129.8	3:10.869									
2	1	3:06.655	54.308	1:24.291	48.056	135.1	6:17.524									
3	1	3:01.457	52.476	1:21.873	47.108	139.0	9:18.981									
4	1	3:00.734	52.350	1:22.410	45.974	139.5	12:19.715									
5	1	2:59.424	51.326	1:20.693	47.405	140.5	15:19.139									
6	1	3:10.258 B	51.001	1:20.887	58.370	132.5	18:29.397									
7	1	3:58.663	1:49.928	1:22.266	46.469	105.6	22:28.060									
8	1	2:54.578	50.863	1:18.648	45.067	144.4	25:22.638									
9	1	2:55.083	50.223	1:19.611	45.249	144.0	28:17.721									
10	1	2:57.079	50.844	1:20.307	45.928	142.4	31:14.800									
66		1.Patrick VERBELEN NISSAN 200SX E														
1	1	4:01.230	1:33.661	1:40.409	47.160	102.7	4:01.230									
2	1	2:59.439	53.893	1:21.548	43.998	140.5	7:00.669									
3	1	2:53.507	50.051	1:19.800	43.656	145.3	9:54.176									
4	1	2:49.395	49.114	1:16.980	43.301	148.8	12:43.571									
5	1	2:54.391	49.304	1:18.797	46.290	144.6	15:37.962									
6	1	3:13.456 B	49.615	1:23.875	59.966	130.3	18:51.418									

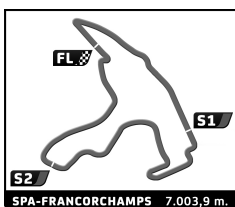


Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

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
69 1.Ben THAENS 2.Bert THEUNISSEN BMW E36 325i D															
1	1	3:55.697	1:30.591	1:37.619	47.487	105.1	3:55.697	1	1	4:33.074	1:48.459	1:45.776	58.839	90.7	4:33.074
2	1	3:37.964 B	52.250	1:32.937	1:12.777	115.7	7:33.661	2	1	3:10.238	56.357	1:24.908	48.973	132.5	7:43.312
75 1.Thierry DE BONHOME 2.Guy BRIEVEN CITROEN AX Sport A															
1	1	4:19.405	1:47.815	1:36.006	55.584	95.5	4:19.405	3	1	3:06.575	55.316	1:23.681	47.578	135.1	10:49.887
2	1	3:33.321	1:04.246	1:33.742	55.333	118.2	7:52.726	4	1	3:18.617 B	54.909	1:22.930	1:00.778	126.9	14:08.504
77 1.Illaria STALLIVIERE RENAULT Clio C															
1	1	4:16.558	1:31.566	1:47.325	57.667	96.6	4:16.558	1	1	4:20.180	1:50.235	1:34.081	55.864	95.2	4:20.180
2	1	3:30.739	1:00.856	1:35.165	54.718	119.6	7:47.297	2	1	3:05.161	54.092	1:23.656	47.413	136.2	7:25.341
81 1.Fred BOUVY VOLVO 240 Turbo E															
1	1	3:58.533	1:46.205	1:27.745	44.583	103.9	3:58.533	3	1	2:57.379	52.139	1:20.414	44.826	142.1	10:22.720
2	1	2:46.592	45.792	1:17.999	42.801	151.4	6:45.125	4	1	2:53.456	49.648	1:19.709	44.099	145.4	13:16.176
82 1.Xavier MARTENS PORSCHE 911RS E															
1	1	4:57.925	2:18.767	1:44.560	54.598	83.2	4:57.925	5	1	2:52.180	49.639	1:18.357	44.184	146.4	16:08.356
2	1	3:12.086	54.870	1:29.110	48.106	131.3	8:10.011	6	1	2:52.146	49.583	1:18.970	43.593	146.5	19:00.502
89 1.Matthias VAN HOOL RENAULT Clio C															
1	1	4:33.074	1:48.459	1:45.776	58.839	90.7	4:33.074	7	1	2:55.489	49.536	1:20.878	45.075	143.7	21:55.991
2	1	3:10.238	56.357	1:24.908	48.973	132.5	7:43.312	8	1	2:50.526	48.307	1:18.815	43.404	147.9	24:46.517
94 1.Gust VAN HAELST MAZDA RX3 D															
1	1	4:20.180	1:50.235	1:34.081	55.864	95.2	4:20.180	9	1	3:03.093 B	48.696	1:18.846	55.551	137.7	27:49.610
2	1	3:05.161	54.092	1:23.656	47.413	136.2	7:25.341								
95 1.Ruben MOORTGAT RENAULT Clio C															
1	1	4:05.507	1:29.203	1:43.660	52.644	100.9	4:05.507	1	1	4:05.507	1:29.203	1:43.660	52.644	100.9	4:05.507
2	1	3:18.817	57.851	1:29.595	51.371	126.8	7:24.324	2	1	3:18.817	57.851	1:29.595	51.371	126.8	7:24.324
97 1.Luc BRANCKAERTS CHEVROLET Corvette E															
1	1	6:53.920	4:23.984	1:38.004	51.932	59.9	6:53.920	3	1	3:16.164	57.102	1:29.175	49.887	128.5	10:40.488
2	1	3:11.513	57.310	1:26.707	47.496	131.7	10:05.433	4	1	3:16.862	57.894	1:28.561	50.407	128.1	13:57.350
112 1.Tony KEVERS VOLKSWAGEN Golf II C															
1	1	4:11.847	1:37.716	1:43.082	51.049	98.4	4:11.847	5	1	3:13.875	56.197	1:28.230	49.448	130.1	17:11.225
2	1	3:13.443	57.408	1:27.151	48.884	130.3	7:25.290	6	1	3:08.556	55.245	1:23.895	49.416	133.7	20:19.781
3	1	3:09.192	54.825	1:26.089	48.278	133.3	10:34.482	7	1	5:00.112 B	56.527	1:26.553	2:37.032	84.0	25:19.893
4	1	3:04.580	52.797	1:24.553	47.230	136.6	13:39.062	8	1	3:32.913	1:10.577	1:29.724	52.612	118.4	28:52.806
5	1	3:24.600 B	51.904	1:24.062	1:08.634	123.2	17:03.662	9	1	3:43.383 B	57.286	1:29.237	1:16.860	112.9	32:36.189
6	1	4:20.925	2:11.680	1:22.459	46.786	96.6	21:24.587								
7	1	3:00.724	52.010	1:22.194	46.520	139.5	24:25.311								
8	1	3:02.500	51.420	1:22.114	48.966	138.2	27:27.811								
9	1	3:07.565	52.705	1:26.096	48.764	134.4	30:35.376								

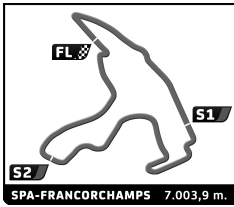


Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

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
118 1. Ronald THIENPONT <small>MERCEDES 190E 2.3-16V D</small>								126 1. Raphael BRUNEEL <small>OPEL Calibra C</small>							
1	1	4:44.355	2:01.912	1:46.084	56.359	87.1	4:44.355	1	1	3:35.404	1:06.804	1:36.759	51.841	115.0	3:35.404
2	1	3:19.666	57.164	1:31.215	51.287	126.3	8:04.021	2	1	3:23.169	58.734	1:34.713	49.722	124.1	6:58.573
3	1	4:03.945 B	1:08.188	1:43.961	1:11.796	103.4	12:07.966								
120 1. Sidney DIELEMAN <small>BMW E30 325i D</small>								127 1. Chris SERVAYGE <small>VOLVO 240 Turbo E</small>							
1	1	4:41.300	2:03.262	1:45.681	52.357	88.1	4:41.300	1	1	4:13.987	1:41.039	1:41.324	51.624	97.5	4:13.987
2	1	3:16.750	58.490	1:27.947	50.313	128.2	7:58.050	2	1	3:31.455	1:01.524	1:27.619	1:02.312	119.2	7:45.442
3	1	3:11.187	55.775	1:25.361	50.051	131.9	11:09.237	3	1	3:02.864	51.682	1:24.145	47.037	137.9	10:48.306
4	1	3:12.711	55.662	1:27.471	49.578	130.8	14:21.948	4	1	3:02.720	50.850	1:25.366	46.504	138.0	13:51.026
5	1	3:10.700	55.004	1:26.352	49.344	132.2	17:32.648	5	1	2:59.348	50.105	1:22.723	46.520	140.6	16:50.374
6	1	3:10.578	55.086	1:24.922	50.570	132.3	20:43.226	6	1	2:59.871	49.833	1:23.097	46.941	140.2	19:50.245
7	1	3:08.459	55.247	1:25.116	48.096	133.8	23:51.685	7	1	3:00.864	50.779	1:24.156	45.929	139.4	22:51.109
8	1	3:10.404	54.782	1:25.574	50.048	132.4	27:02.089	8	1	3:23.737	57.440	1:36.585	49.712	123.8	26:14.846
9	1	3:11.664	55.619	1:26.187	49.858	131.6	30:13.753	9	1	3:05.872	53.891	1:25.473	46.508	135.7	29:20.718
10	1							10	1	3:02.983	51.426	1:25.253	46.304	137.8	32:23.701
121 1. David POTTERS <small>PEUGEOT 205 C</small>								194 1. Mario POTTERS <small>PEUGEOT 205 GTI B</small>							
1	1	4:13.664	1:39.986	1:41.421	52.257	97.7	4:13.664	1	1	4:02.384	1:27.864	1:41.184	53.336	102.2	4:02.384
2	1	3:14.402	58.907	1:27.192	48.303	129.7	7:28.066	2	1	3:20.909	58.836	1:29.628	52.445	125.5	7:23.293
3	1	3:10.738	55.333	1:26.508	48.897	132.2	10:38.804	3	1	3:16.327	56.738	1:29.470	50.119	128.4	10:39.620
4	1	3:07.059	55.919	1:22.789	48.351	134.8	13:45.863	4	1	3:16.333	56.538	1:30.437	49.358	128.4	13:55.953
5	1	3:03.840	54.877	1:21.097	47.866	137.2	16:49.703	5	1	3:33.996 B	56.186	1:29.049	1:08.761	117.8	17:29.949
6	1	3:02.858	54.147	1:20.695	48.016	137.9	19:52.561								
7	1	3:16.746 B	54.284	1:21.637	1:00.825	128.2	23:09.307								
8	1	5:43.892	3:32.222	1:23.112	48.558	73.3	28:53.199								
9	1	3:02.246	54.037	1:20.274	47.935	138.4	31:55.445								
123 1. Lorenzo SEGERS <small>PEUGEOT 106 B</small>								200 1. Michel KOWALEWSKI <small>FORD Escort MkII RS2000 C</small>							
1	1	3:46.000	1:15.786	1:36.245	53.969	109.6	3:46.000	1	1	3:42.178	1:15.089	1:34.577	52.512	111.5	3:42.178
2	1	3:20.561	59.366	1:29.955	51.240	125.7	7:06.561	2	1	3:17.424	57.343	1:30.330	49.751	127.7	6:59.602
3	1	3:29.901	1:09.633	1:27.605	52.663	120.1	10:36.462	3	1	3:08.252	55.740	1:23.880	48.632	133.9	10:07.854
4	1	3:13.063	58.555	1:24.964	49.544	130.6	13:49.525	4	1	3:06.402	54.482	1:22.459	49.461	135.3	13:14.256
5	1	3:14.674	57.059	1:26.327	51.288	129.5	17:04.199	5	1	3:46.625 B	1:04.031	1:32.277	1:10.317	111.3	17:00.881
6	1	3:15.019	57.404	1:25.323	52.292	129.3	20:19.218								
7	1	3:17.391	57.236	1:27.767	52.388	127.7	23:36.609								
8	1	3:14.890	57.801	1:25.724	51.365	129.4	26:51.499								
9	1	4:02.970 B	59.025	1:30.033	1:33.912	103.8	30:54.469								
124 1. Ben PELEMAN <small>BMW E 30 325i D</small>								222 1. Rients VISSER <small>BMW E30 M3 D</small>							
1	1	4:38.303	1:53.593	1:46.087	58.623	89.0	4:38.303	1	1	3:52.404	1:27.020	1:32.814	52.570	106.6	3:52.404
2	1	3:45.566	1:04.498	1:42.385	58.683	111.8	8:23.869	2	1	3:35.236 B	53.965	1:31.961	1:09.310	117.1	7:27.640
3	1	3:40.847	1:03.421	1:42.354	55.072	114.2	12:04.716	3	1	7:38.645 B	4:08.000	1:56.450	1:34.195	55.0	15:06.285
4	1	3:42.465 B	1:00.807	1:35.666	1:05.992	113.3	15:47.181	4	1	7:49.940 B	4:21.799	1:59.088	1:29.053	53.7	22:56.225
								223 1. Floris FICK <small>BMW 2002 C</small>							
								1	1	3:42.018 B	1:01.511	1:35.029	1:05.478	111.6	3:42.018
								2	1	3:34.005	1:17.452	1:28.135	48.418	117.8	7:16.023
								3	1	3:02.140	53.709	1:21.721	46.710	138.4	10:18.163
								4	1	3:16.204 B	55.372	1:23.625	57.207	128.5	13:34.367
								5	1	3:54.178	1:45.865	1:21.781	46.532	107.7	17:28.545



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
234 1. Davy COOREMAN HONDA CRX C															
6	1	3:00.012	52.071	1:21.444	46.497	140.1	20:28.557								
1	1	3:02.532	49.433	1:27.390	45.709	135.7	3:02.532								
2	1	2:56.717	50.305	1:21.165	45.247	142.7	5:59.249								
3	1	2:55.712	50.055	1:20.931	44.726	143.5	8:54.961								
4	1	3:15.305 B	51.540	1:22.893	1:00.872	129.1	12:10.266								
5	1	7:15.952	5:02.777	1:27.158	46.017	57.8	19:26.218								
6	1	2:58.571	52.795	1:20.574	45.202	141.2	22:24.789								
7	1	2:54.069	49.468	1:19.891	44.710	144.9	25:18.858								
8	1	3:06.670 B	49.730	1:22.093	54.847	135.1	28:25.528								
250 1. Hans Gerd BRAUNEISER FORD Escort RS2000 C															
1	1	4:39.546	2:04.263	1:42.750	52.533	88.6	4:39.546								
2	1	3:32.896 B	59.275	1:28.480	1:05.141	118.4	8:12.442								
3	1	6:58.397	4:34.090	1:29.200	55.107	60.3	15:10.839								
4	1	3:20.762	58.650	1:28.473	53.639	125.6	18:31.601								
5	1	3:28.659	1:03.743	1:30.932	53.984	120.8	22:00.260								
6	1	3:17.598	58.588	1:26.845	52.165	127.6	25:17.858								
7	1	3:40.644 B	1:00.874	1:28.325	1:11.445	114.3	28:58.502								
252 1. Marc ROESSLE FORD Escort RS2000 C															
1	1	4:44.967	2:05.311	1:44.182	55.474	86.9	4:44.967								
2	1	3:19.661	59.228	1:28.992	51.441	126.3	8:04.628								
3	1	3:24.950	57.009	1:29.274	58.667	123.0	11:29.578								
4	1	3:06.287	55.963	1:22.174	48.150	135.4	14:35.865								
5	1	3:07.979	58.397	1:22.086	47.496	134.1	17:43.844								
6	1	3:07.277	54.488	1:23.607	49.182	134.6	20:51.121								
7	1	3:08.149	57.168	1:21.682	49.299	134.0	23:59.270								
8	1	3:08.480	54.042	1:27.015	47.423	133.8	27:07.750								
9	1	3:05.418	54.466	1:22.109	48.843	136.0	30:13.168								
322 1. Olivier BREITMAYER BMW CSL 3.0 E															
1	1	4:34.597	2:17.604	1:29.917	47.076	90.2	4:34.597								
2	1	2:59.120	51.280	1:21.270	46.570	140.8	7:33.717								
3	1	3:01.280	50.931	1:22.757	47.592	139.1	10:34.997								
4	1	2:53.702	50.080	1:18.687	44.935	145.2	13:28.699								
5	1	2:52.666	50.007	1:18.090	44.569	146.0	16:21.365								
6	1	3:15.161 B	50.363	1:21.914	1:02.884	129.2	19:36.526								
323 1. Emile BREITMAYER FORD Capri 3100 RS E															
1	1	5:04.969 B	2:23.672	1:35.452	1:05.845	81.2	5:04.969								
2	1	8:56.256 B	6:30.919	1:23.165	1:02.172	47.0	14:01.225								
3	1	12:15.177	...	1:22.965	44.660	34.3	26:16.402								
4	1	2:52.462	49.363	1:19.115	43.984	146.2	29:08.864								
5	1	2:51.147	47.708	1:19.649	43.790	147.3	32:00.011								
371 1. Ko KOPPEJAN MERCEDES 190 2.3 16V Evo D															
1	1	3:49.423	1:26.054	1:30.616	52.753	108.0	3:49.423								
2	1	2:56.664	49.626	1:21.468	45.570	142.7	6:46.087								
3	1	2:54.320	49.001	1:21.345	43.974	144.6	9:40.407								
4	1	2:50.233	48.947	1:17.627	43.659	148.1	12:30.640								
5	1	2:50.266	48.414	1:17.917	43.935	148.1	15:20.906								
6	1	2:49.422	48.597	1:16.576	44.249	148.8	18:10.328								
7	1	2:51.070	48.030	1:19.212	43.828	147.4	21:01.398								
8	1	2:56.663	49.633	1:19.567	47.463	142.7	23:58.061								
9	1	2:51.826	48.330	1:17.684	45.812	146.7	26:49.887								
10	1	2:57.724	48.472	1:20.376	48.876	141.9	29:47.611								
11	1	3:03.641	48.563	1:19.427	55.651	137.3	32:51.252								
452 1. Fred KRAB BMW E30 M3 D															
1	1	3:48.968	1:25.294	1:30.658	53.016	108.2	3:48.968								
2	1	3:07.069	54.597	1:25.554	46.918	134.8	6:56.037								
3	1	2:51.458	49.077	1:18.582	43.799	147.1	9:47.495								
4	1	2:56.420	49.721	1:21.232	45.467	142.9	12:43.915								
5	1	2:51.176	49.456	1:17.427	44.293	147.3	15:35.091								
6	1	2:47.671	47.902	1:16.689	43.080	150.4	18:22.762								
7	1	2:48.868	48.329	1:17.145	43.394	149.3	21:11.630								
8	1	2:56.718	49.095	1:18.875	48.748	142.7	24:08.348								
9	1	3:13.696	56.278	1:25.827	51.591	130.2	27:22.044								
10	1	2:52.514	49.051	1:19.438	44.025	146.2	30:14.558								
747 1. Nick VAN PELT PORSCHE 911 E															
1	1	4:39.063	2:10.439	1:37.868	50.756	88.8	4:39.063								
2	1	3:03.110	52.756	1:22.863	47.491	137.7	7:42.173								
3	1	2:55.618	50.613	1:19.182	45.823	143.6	10:37.791								
4	1	2:55.045	50.576	1:19.741	44.728	144.0	13:32.836								
5	1	3:00.527	55.883	1:19.406	45.238	139.7	16:33.363								
6	1	3:01.365	49.725	1:21.727	49.913	139.0	19:34.728								
7	1	3:10.952	50.129	1:19.502	1:01.321	132.0	22:45.680								
8	1	2:51.118	49.121	1:18.108	43.889	147.3	25:36.798								
9	1	3:02.028	52.909	1:23.976	45.143	138.5	28:38.826								
10	1	3:06.918	49.670	1:24.079	53.169	134.9	31:45.744								