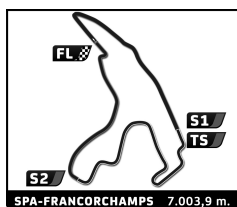


Belcar Historic Cup  
SPA SUMMER CLASSIC  
Qualifying

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
1								1. Dieter KUIJL							
								FORD Capri 2600RS Westlake							
1	1	3:55.989	1:31.495	1:35.437	49.057	105.9	3:55.989	7	1	4:45.219	2:10.053	1:38.350	56.816	120.3	4:45.219
2	1	2:58.936	53.667	1:19.506	45.763	195.7	6:54.925	2	1	3:24.531	58.439	1:32.438	53.654	165.1	8:09.750
3	1	2:57.309	50.251	1:21.026	46.032	201.5	9:52.234	3	1	3:22.667	55.992	1:33.076	53.599	163.1	11:32.417
4	1	3:19.005	48.926	1:26.503	1:03.576	191.8	13:11.239	4	1	9:59.387	57.067	1:41.916	7:20.404	153.4	21:31.804
5	1	11:01.284	8:49.995	1:23.710	47.579	172.0	24:12.523	5	1	3:59.547	1:35.710	1:31.466	52.371	153.2	25:31.351
6	1	2:54.425	49.300	1:19.344	45.781	199.6	27:06.948	6	1	3:18.839	54.613	1:31.059	53.167	168.2	28:50.190
7	1	2:54.783	48.879	1:20.141	45.763	209.7	30:01.731	7	1	3:15.569	55.255	1:28.845	51.469	174.5	32:05.759
8	1	2:55.041	49.305	1:19.193	46.543	195.7	32:56.772	8	1	3:17.454	55.217	1:29.884	52.353	172.2	35:23.213
9	1	2:54.421	49.233	1:19.362	45.826	210.9	35:51.193	9	1	3:16.913	54.821	1:29.598	52.494	169.5	38:40.126
10	1	2:55.314	49.661	1:19.580	46.073	212.2	38:46.507								
2								1. Luc MOORTGAT							
								PORSCHE 964							
1	1	3:17.321	1:06.632	1:24.812	45.877	124.7	3:17.321	10	1	3:55.371	1:17.582	1:38.962	58.827	121.8	3:55.371
2	1	2:47.785	47.959	1:15.574	44.252	201.1	6:05.106	2	1	3:17.730	57.670	1:28.950	51.110	150.2	7:13.101
3	1	2:53.116	46.994	1:23.218	42.904	208.5	8:58.222	3	1	3:05.759	52.034	1:24.369	49.356	197.8	10:18.860
4	1	2:46.157	46.908			233.8	11:44.379	4	1	3:56.999	51.465	1:36.735	1:28.799	193.9	14:15.859
5	1	8:06.786	47.464	1:48.028	5:31.294	154.9	19:51.165	5	1	9:59.579	7:44.307	1:26.571	48.701	187.5	24:15.438
6	1	5:00.591	2:54.611	1:21.086	44.894	194.2	24:51.756	6	1	3:05.282	52.699	1:23.887	48.696	181.2	27:20.720
7	1	2:44.210	47.083	1:13.752	43.375	227.8	27:35.966	7	1	3:00.708	51.269	1:21.096	48.343	196.4	30:21.428
8	1	2:45.904	46.506	1:16.117	43.281	226.9	30:21.870	8	1	2:58.899	51.459	1:19.783	47.657	206.5	33:20.327
9	1	2:45.786	47.224	1:14.967	43.595	222.2	33:07.656	9	1	4:06.499	1:00.066	1:41.372	1:25.061	146.1	37:26.826
10	1	3:14.462	47.006	1:22.705	1:04.751	201.9	36:22.118								
3								1. Samuel VERHEGGEN							
								MERCEDES 190e 2.5-16V							
1	1	4:52.969	2:23.794	1:36.267	52.908	112.1	4:52.969	11	1	4:16.888	1:23.032	1:43.337	1:10.519	118.2	4:16.888
2	1	3:01.251	52.513	1:21.206	47.532	177.6	7:54.220	2	1	3:41.977	1:05.533	1:38.074	58.370	133.2	7:58.865
3	1	3:12.014	53.635	1:27.747	50.632	155.6	11:06.234	3	1	3:32.969	59.309	1:38.229	55.431	148.1	11:31.834
4								1. Guy FRANCOIS							
								NISSAN Primera BTCC							
1	1	4:00.100	1:31.083	1:35.532	53.485	98.5	4:00.100	4	1	4:30.374	59.240	1:47.959	1:43.175	149.4	16:02.208
2	1	2:58.976	52.055	1:20.176	46.745	187.5	6:59.076	5	1	9:43.644	7:16.484	1:31.425	55.735	151.7	25:45.852
3	1	2:57.091	49.637	1:19.526	47.928	203.8	9:56.167	6	1	3:17.796	56.592	1:29.404	51.800	172.2	29:03.648
4	1	4:24.832	1:07.909	1:44.468	1:32.455	110.7	14:20.999	7	1	3:14.802	55.755	1:27.786	51.261	166.7	32:18.450
6								1. Guy DE BAER							
								FORD GT40 Gulf							
1	1	4:23.539	1:47.801	1:39.606	56.132	106.8	4:23.539	8	1	3:12.752	54.950	1:27.077	50.725	170.1	35:31.202
2	1	3:21.348	58.452	1:30.916	51.980	147.9	7:44.887	9	1	3:12.641	56.047	1:26.107	50.487	185.2	38:43.843
3	1	3:25.076	55.491	1:34.710	54.875	153.2	11:09.963								
4	1	4:39.006	56.391	1:49.126	1:53.489	160.5	15:48.969	17	1	4:13.431	1:49.331	1:33.165	50.935	111.8	4:13.431
5	1	9:24.402	6:58.258	1:33.137	53.007	157.2	25:13.371	2	1	3:07.202	54.061	1:24.399	48.742	164.1	7:20.633
6	1	3:20.266	55.180	1:31.477	53.609	162.4	28:33.637	3	1	3:00.347	53.154	1:21.559	45.634	177.0	10:20.980
7	1	3:17.849	55.068	1:29.827	52.954	161.0	31:51.486	4	1	3:30.514	50.187	1:29.663	1:10.664	178.8	13:51.494
8	1	3:16.972	55.342	1:29.118	52.512	156.7	35:08.458	5	1	10:17.266	8:09.109	1:21.496	46.661	188.2	24:08.760
9	1	3:17.833	56.101	1:29.759	51.973	170.9	38:26.291	6	1	2:54.225	49.040	1:19.726	45.459	192.9	27:02.985
7								1. Luc GEEBELEN							
								PORSCHE 911							
1	1	4:45.219	2:10.053	1:38.350	56.816	120.3	4:45.219	7	1	2:53.627	48.670	1:18.011	46.946	203.4	29:56.612
2	1	3:24.531	58.439	1:32.438	53.654	165.1	8:09.750	8	1	2:55.755	50.345	1:19.115	46.295	205.3	32:52.367
3	1	3:22.667	55.992	1:33.076	53.599	163.1	11:32.417	9	1	2:53.289	48.740	1:19.115	45.434	192.9	35:45.656
4	1	9:59.387	57.067	1:41.916	7:20.404	153.4	21:31.804	10	1	3:11.562	50.908	1:18.484	1:02.170	199.3	38:57.218
5	1	3:59.547	1:35.710	1:31.466	52.371	153.2	25:31.351								
6	1	3:18.839	54.613	1:31.059	53.167	168.2	28:50.190								
7	1	3:15.569	55.255	1:28.845	51.469	174.5	32:05.759								
8	1	3:17.454	55.217	1:29.884	52.353	172.2	35:23.213								
9	1	3:16.913	54.821	1:29.598	52.494	169.5	38:40.126								
10								1. Andreas FRICKE							
								RENAULT Alpine A110							
1	1	3:55.371	1:17.582	1:38.962	58.827	121.8	3:55.371								
2	1	3:17.730	57.670	1:28.950	51.110	150.2	7:13.101								
3	1	3:05.759	52.034	1:24.369	49.356	197.8	10:18.860								
4	1	3:56.999	51.465	1:36.735	1:28.799	193.9	14:15.859								
5	1	9:59.579	7:44.307	1:26.571	48.701	187.5	24:15.438								
6	1	3:05.282	52.699	1:23.887	48.696	181.2	27:20.720								
7	1	3:00.708	51.269	1:21.096	48.343	196.4	30:21.428								
8	1	2:58.899	51.459	1:19.783	47.657	206.5	33:20.327								
9	1	4:06.499	1:00.066	1:41.372	1:25.061	146.1	37:26.826								
11								1. Peter KAUFMANN							
								RENAULT Alpine A110							
1	1	4:16.888	1:23.032	1:43.337	1:10.519	118.2	4:16.888								
2	1	3:41.977	1:05.533	1:38.074	58.370	133.2	7:58.865								
3	1	3:32.969	59.309	1:38.229	55.431	148.1	11:31.834								
4	1	4:30.374	59.240	1:47.959	1:43.175	149.4	16:02.208								
5	1	9:43.644	7:16.484	1:31.425	55.735	151.7	25:45.852								
6	1	3:17.796	56.592	1:29.404	51.800	172.2	29:03.648								
7	1	3:14.802	55.755	1:27.786	51.261	166.7	32:18.450								
8	1	3:12.752	54.950	1:27.077	50.725	170.1	35:31.202								
9	1	3:12.641	56.047	1:26.107	50.487	185.2	38:43.843								
17								1. Eric NULENS							
								PORSCHE 964							
1	1	4:13.431	1:49.331	1:33.165	50.935	111.8	4:13.431								
2	1	3:07.202	54.061	1:24.399	48.742	164.1	7:20.633								
3	1	3:00.347	53.154	1:21.559	45.634	177.0	10:20.980								
4	1	3:30.514	50.187	1:29.663	1:10.664	178.8	13:51.494								
5	1	10:17.266	8:09.109	1:21.496	46.661	188.2	24:08.760								
6	1	2:54.225	49.040	1:19.726	45.459	192.9	27:02.985								
7	1	2:53.627	48.670	1:18.011	46.946	203.4	29:56.612								
8	1	2:55.755	50.345	1:19.115	46.295	205.3	32:52.367								
9	1	2:53.289	48.740	1:19.115	45.434	192.9	35:45.656								
10	1	3:11.562	50.908	1:18.484	1:02.170	199.3	38:57.218								
18								1. Harry BARTON							
								BMW 2002							



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	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
1	1	3:23.884	1:05.536	1:29.568	48.780	129.3	3:23.884	4	1	4:28.807 B	54.457	1:50.800	1:43.550	182.4	15:24.107
2	1	3:00.849	52.948	1:20.635	47.266	168.0	6:24.733	5	1	9:34.751	7:14.212	1:27.805	52.734	152.5	24:58.858
3	1	3:01.393	52.797	1:21.441	47.155	176.5	9:26.126	6	1	3:09.005	53.808	1:22.400	52.797	183.4	28:07.863
4	1	3:32.422 B	54.288	1:30.487	1:07.647	159.3	12:58.548	7	1	3:12.426	54.045	1:24.801	53.580	196.7	31:20.289
5	1	12:21.419	...	1:23.729	49.687	166.7	25:19.967	8	1	3:06.429	53.532	1:23.677	49.220	192.9	34:26.718
6	1	3:10.816	54.193	1:26.200	50.423	172.8	28:30.783	9	1	3:05.573	53.538	1:22.217	49.818	191.5	37:32.291
7	1	3:10.471	54.260	1:22.992	53.219	153.4	31:41.254	10	1	3:04.131	53.532	1:21.810	48.789	192.5	40:36.422
8	1	2:59.078	52.467	1:19.495	47.116	180.9	34:40.332								
9	1	3:23.740 B	55.721	1:23.846	1:04.173	161.0	38:04.072								

**19** 1.Mark SMITH  
2.Colin TURKINGTON  
BMW E30 M3 3

1	1	3:17.756	1:02.963	1:26.499	48.294	143.4	3:17.756
2	1	2:56.250	52.027	1:18.394	45.829	176.2	6:14.006
3	1	2:52.774	50.628	1:17.062	45.084	182.7	9:06.780
4	1	3:09.865 B	49.649	1:17.357	1:02.859	196.0	12:16.645
5	1	12:45.181	...	1:22.510	46.839	180.6	25:01.826
6	1	2:52.078	49.187	1:18.079	44.812	197.4	27:53.904
7	1	2:47.176	48.397	1:14.226	44.553	201.9	30:41.080
8	1	2:44.433	47.979	1:12.868	43.586	212.6	33:25.513
9	1	2:51.203	50.472	1:14.844	45.887	193.5	36:16.716
10	1	2:46.598	49.592	1:13.524	43.482	204.5	39:03.314

**21** 1.Eric DAMSEAUX  
AUSTIN Mini Cooper S 2

1	1	5:04.967	2:17.944	1:43.330	1:03.693	119.9	5:04.967
2	1	3:43.267	1:09.314	1:35.529	58.424	137.9	8:48.234
3	1	3:23.877	59.090	1:31.454	53.333	168.2	12:12.111
4	1	4:27.594 B	1:11.740	1:51.055	1:24.799	126.6	16:39.705
5	1	8:29.386	6:04.732	1:31.646	53.008	166.4	25:09.091
6	1	3:20.217	57.395	1:29.924	52.898	172.0	28:29.308
7	1	3:20.202	57.594	1:28.501	54.107	173.6	31:49.510
8	1	3:20.940	57.821	1:29.553	53.566	152.8	35:10.450
9	1	3:20.496	57.675	1:28.125	54.696	164.9	38:30.946

**22** 1.Anthony VONK  
BMW 635csi 2

1	1	4:03.658	1:28.062	1:40.338	55.258	106.9	4:03.658
2	1	3:03.753	53.575	1:23.230	46.948	180.9	7:07.411
3	1	2:59.959	50.224	1:23.203	46.532	192.2	10:07.370
4	1	3:33.152 B	51.928	1:19.959	1:21.265	212.6	13:40.522
5	1	10:35.850	8:28.400	1:20.667	46.783	184.3	24:16.372
6	1	3:10.585	51.588	1:32.514	46.483	187.5	27:26.957
7	1	2:56.769	51.181	1:19.362	46.226	213.9	30:23.726
8	1	2:55.715	49.987	1:19.325	46.403	205.7	33:19.441
9	1	2:57.070	50.494	1:19.137	47.439	206.1	36:16.511
10	1	2:55.146	50.015	1:18.628	46.503	203.8	39:11.657

**23** 1.Dominique HOLVOET  
TOYOTA Celica 2

1	1	4:22.688	1:46.471	1:37.915	58.302	116.1	4:22.688
2	1	3:14.733	58.140	1:26.045	50.548	175.9	7:37.421
3	1	3:17.879	54.548	1:32.966	50.365	183.7	10:55.300

**25** 1.Michael RAUSCH  
BMW E21 335i 2

1	1	3:22.489	1:05.384	1:29.265	47.840	125.6	3:22.489
2	1	2:56.684	51.596	1:18.580	46.508	185.6	6:19.173
3	1	3:01.086	50.805	1:22.820	47.461	193.5	9:20.259
4	1	2:58.736	50.484	1:21.966	46.286	196.4	12:18.995
5	1	4:25.885 B	1:06.086	1:50.573	1:29.226	126.5	16:44.880
6	1	10:14.788	8:09.845	1:18.909	46.034	193.5	26:59.668
7	1	2:53.418	50.351	1:17.238	45.829	198.5	29:53.086
8	1	2:56.469	49.952	1:17.600	48.917	181.8	32:49.555
9	1	3:19.223 B	49.905	1:22.055	1:07.263	200.0	36:08.778

**26** 1.Raphaël DE BORMAN  
2.René BRUGMANS  
FORD Escort RS1600 1

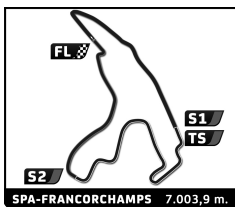
1	1	3:15.832	1:03.393	1:25.081	47.358	157.9	3:15.832
2	1	2:58.750	51.201	1:20.787	46.762	193.5	6:14.582
3	1	2:57.099	50.830	1:20.061	46.208	182.7	9:11.681
4	1	3:19.050 B	50.213	1:27.421	1:01.416	196.0	12:30.731
5	1	12:27.162	9:59.225	1:35.392	52.545	159.5	24:57.893
6	1	3:12.894	54.032	1:27.232	51.630	169.5	28:10.787
7	1	3:12.537	53.857	1:26.292	52.388	162.4	31:23.324
8	1	3:09.635	54.573	1:25.210	49.852	169.3	34:32.959
9	1	3:08.101	53.546	1:24.228	50.327	171.7	37:41.060
10	1	3:06.981	53.746	1:23.605	49.630	171.4	40:48.041

**30** 1.Erik QVICK  
2.Dirk VAN ROMPUY  
BMW 325 4

1	1	3:26.655	1:04.754	1:29.649	52.252	132.7	3:26.655
2	1	3:02.424	53.778	1:20.952	47.694	181.2	6:29.079
3	1	2:59.903	51.543	1:20.792	47.568	192.5	9:28.982
4	1	3:24.104 B	51.828	1:23.132	1:09.144	183.7	12:53.086
5	1	11:06.186	9:04.094	1:17.161	44.931	178.2	23:59.272
6	1	2:49.065	50.073	1:14.496	44.496	206.5	26:48.337
7	1	2:49.755	49.521	1:15.153	45.081	199.3	29:38.092
8	1	2:49.653	49.486	1:14.234	45.933	198.5	32:27.745
9	1	3:08.822 B	51.406	1:19.497	57.919	180.3	35:36.567

**33** 1.Tim KUIJL  
BMW E36 325i 4

1	1	4:14.033	1:57.368	1:27.202	49.463	164.4	4:14.033
2	1	3:24.511 B	53.570	1:30.969	59.972	157.4	7:38.544
3	1	16:57.965	1:49.797			200.0	24:36.509
4	1	2:51.191					27:27.700
5	1	2:50.800					30:18.500
6	1	2:46.609					33:05.109

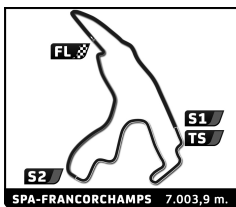


**Belcar Historic Cup**  
**SPA SUMMER CLASSIC**  
Qualifying

Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
<b>34</b> 1. Peter SARGEANT MORGAN Plus 8 5															
1	1	4:06.908	1:31.860	1:38.573	56.475	99.6	4:06.908	1	1	4:38.810	2:01.903	1:43.481	53.426	93.3	4:38.810
2	1	3:22.675	56.905	1:32.637	53.133	153.4	7:29.583	2	1	3:14.176	58.159	1:25.207	50.810	169.5	7:52.986
3	1	3:21.419	54.632	1:34.539	52.248	151.9	10:51.002	3	1	3:14.481	54.469	1:28.869	51.143	181.5	11:07.467
4	1	4:16.847 B	55.447	1:49.997	1:31.403	172.8	15:07.849	4	1	5:19.670 B	54.758	1:50.530	2:34.382	186.5	16:27.137
5	1	9:37.233	7:12.884	1:31.087	53.262	162.9	24:45.082	5	1	9:15.968	6:54.990	1:29.572	51.406	145.0	25:43.105
6	1	3:22.503	55.214	1:32.486	54.803	181.2	28:07.585	6	1	3:13.213	54.063	1:27.755	51.395	184.9	28:56.318
7	1	3:22.959	56.250	1:31.777	54.932	172.0	31:30.544	7	1	3:07.334	53.980	1:23.421	49.933	187.8	32:03.652
8	1	3:18.889	55.926	1:30.197	52.766	177.0	34:49.433	8	1	3:26.991 B	54.030	1:23.633	1:09.328	188.2	35:30.643
9	1	3:19.976	55.727	1:31.773	52.476	163.1	38:09.409	9	1	4:40.895 B	2:08.131	1:22.913	1:09.851	184.9	40:11.538
10	1	3:18.762	55.419	1:29.118	54.225	178.5	41:28.171								
<b>40</b> 1. Filip MAHIEU 2. Wouter MAHIEU TRIUMPH TR 3 A 3															
1	1	4:52.593	1:59.531	1:51.036	1:02.026	95.2	4:52.593								
<b>42</b> 1. Gilles DUBOIS BMW E30 325i 3															
1	1	4:11.646	1:42.240	1:32.114	57.292	128.6	4:11.646								
2	1	3:18.600	57.418	1:29.033	52.149	152.1	7:30.246								
3	1	3:17.801	55.541	1:31.336	50.924	177.0	10:48.047								
4	1	3:52.975 B	55.528	1:38.997	1:18.450	183.7	14:41.022								
5	1	10:29.570	8:07.957	1:28.798	52.815	157.4	25:10.592								
6	1	3:26.089 B	56.477	1:27.630	1:01.982	170.9	28:36.681								
7	1	4:30.836	2:11.058	1:27.715	52.063	185.6	33:07.517								
8	1	3:13.078	55.289	1:26.059	51.730	180.9	36:20.595								
9	1	3:09.027	54.920	1:23.930	50.177	187.5	39:29.622								
<b>43</b> 1. Dean RIMBERT BMW E30 318is 3															
1	1	4:18.186	1:59.518	1:28.038	50.630	147.9	4:18.186								
2	1	3:05.705	51.636	1:25.880	48.189	175.0	7:23.891								
3	1	3:00.227	52.630	1:21.540	46.057	182.4	10:24.118								
4	1	3:31.542 B	52.152	1:26.206	1:13.184	198.9	13:55.660								
5	1	10:27.204	8:21.203	1:18.782	47.219	169.0	24:22.864								
6	1	2:58.202	50.728	1:20.273	47.201	197.4	27:21.066								
7	1	2:56.835	51.255	1:17.465	48.115	194.9	30:17.901								
8	1	2:54.625	51.459	1:17.220	45.946	197.8	33:12.526								
9	1	2:58.052	51.349	1:17.845	48.858	193.9	36:10.578								
10	1	2:54.097	51.374	1:16.225	46.498	193.5	39:04.675								
<b>44</b> 1. Emiel DE WEERDT FORD GT40 2															
1	1	5:33.856	3:04.584	1:39.417	49.855	84.8	5:33.856								
2	1	3:10.525	51.807	1:28.362	50.356	162.7	8:44.381								
3	1	4:36.149 B	51.163	1:33.490	2:11.496	171.7	13:20.530								
4	1	10:54.128	8:33.942	1:30.043	50.143	154.7	24:14.658								
5	1	3:08.393	51.366	1:27.506	49.521	176.5	27:23.051								
<b>52</b> 1. Jan BRUNEEL BMW E30 325i 3															
1	1	4:38.810	2:01.903	1:43.481	53.426	93.3	4:38.810								
2	1	3:14.176	58.159	1:25.207	50.810	169.5	7:52.986								
3	1	3:14.481	54.469	1:28.869	51.143	181.5	11:07.467								
4	1	5:19.670 B	54.758	1:50.530	2:34.382	186.5	16:27.137								
5	1	9:15.968	6:54.990	1:29.572	51.406	145.0	25:43.105								
6	1	3:13.213	54.063	1:27.755	51.395	184.9	28:56.318								
7	1	3:07.334	53.980	1:23.421	49.933	187.8	32:03.652								
8	1	3:26.991 B	54.030	1:23.633	1:09.328	188.2	35:30.643								
9	1	4:40.895 B	2:08.131	1:22.913	1:09.851	184.9	40:11.538								
<b>53</b> 1. Wim KUIJL FORD Capri 3100 RS 2															
1	1	5:20.190	2:31.475	1:40.591	1:08.124	101.1	5:20.190								
2	1	2:42.505	46.353	1:13.702	42.450	207.7	8:02.695								
3	1	3:12.305 B	45.253	1:26.077	1:00.975	208.1	11:15.000								
4	1	12:42.632	...	1:20.489	43.926	167.4	23:57.632								
5	1	2:41.855	46.141	1:13.606	42.108	200.4	26:39.487								
6	1	2:41.476	45.211	1:13.898	42.367	222.7	29:20.963								
<b>54</b> 1. Jan VAN ELDEREN FORD Sierra Cosworth RS500 3															
1	1	3:19.450	1:09.831	1:23.833	45.786	135.2	3:19.450								
2	1	2:50.656	49.062	1:17.786	43.808	193.9	6:10.106								
3	1	2:49.662	47.033	1:18.817	43.812	212.2	8:59.768								
4	1	3:24.492 B	52.382	1:21.254	1:10.856	172.5	12:24.260								
5	1	14:29.356	...	1:25.355	45.688	153.0	26:53.616								
6	1	2:48.535	47.437	1:17.228	43.870	196.7	29:42.151								
7	1	2:55.021	51.307	1:17.735	45.979	188.2	32:37.172								
8	1	3:17.671 B	52.998	1:19.956	1:04.717	184.3	35:54.843								
<b>56</b> 1. Laurent HOFMANN FORD Escort RS 2000 2															
1	1	4:37.729	2:01.035	1:43.828	52.866	96.3	4:37.729								
2	1	3:14.045	56.118	1:27.179	50.748	180.0	7:51.774								
3	1	3:28.808 B	55.629	1:31.691	1:01.488	160.5	11:20.582								
4	1	6:12.735 B	2:27.121	2:05.275	1:40.339	99.0	17:33.317								
5	1	7:40.656	5:19.878	1:28.271	52.507	170.1	25:13.973								
6	1	3:21.160	55.852	1:31.182	54.126	178.2	28:35.133								
7	1	3:10.735	55.695	1:25.008	50.032	187.5	31:45.868								
8	1	3:08.136	55.396	1:23.828	48.912	188.5	34:54.004								
9	1	3:13.836	54.875	1:28.110	50.851	190.8	38:07.840								
10	1	3:09.803	55.283	1:24.035	50.485	188.8	41:17.643								
<b>60</b> 1. William WATT LOTUS Elan S2 5															
1	1	4:08.717	1:32.821	1:38.869	57.027	102.7	4:08.717								
2	1	3:23.846	58.424	1:32.775	52.647	155.2	7:32.563								
3	1	3:49.213 B	57.943	1:37.917	1:13.353	141.9	11:21.776								
4	1	11:52.254 B					23:14.030								

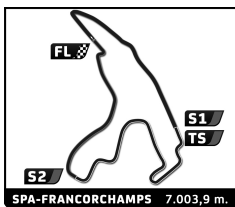


# Belcar Historic Cup SPA SUMMER CLASSIC Qualifying

## Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
61 1.Juri VANNIEUWENBORGH BMW E30 325i 3															
1	1	4:05.443	1:29.074	1:40.096	56.273	110.8	4:05.443	1	1	4:39.573	2:04.413	1:41.612	53.548	118.9	4:39.573
2	1	3:11.054	54.926	1:25.139	50.989	179.4	7:16.497	2	1	3:10.826	54.590	1:26.435	49.801	169.8	7:50.399
3	1	3:06.957	53.958	1:24.297	48.702	184.6	10:23.454	3	1	3:15.205	52.023	1:32.905	50.277	170.3	11:05.604
4	1	3:56.294 B	51.596	1:32.792	1:31.906	192.9	14:19.748	4	1	4:31.754 B	52.243	1:44.759	1:54.752	182.4	15:37.358
5	1	9:54.060	7:41.196	1:24.927	47.937	174.2	24:13.808	5	1	9:24.570	7:01.942	1:30.883	51.745	143.2	25:01.928
6	1	2:59.357	51.539	1:20.823	46.995	195.7	27:13.165	6	1	3:06.407	52.091	1:25.660	48.656	188.5	28:08.335
7	1	3:00.610	50.885	1:21.451	48.274	184.0	30:13.775	7	1	3:12.412	50.695	1:28.139	53.578	175.0	31:20.747
8	1	3:00.601	51.688	1:21.620	47.293	180.0	33:14.376	8	1	3:06.505	51.505	1:26.597	48.403	180.0	34:27.252
9	1	3:02.408	51.144	1:22.361	48.903	181.8	36:16.784	9	1	3:02.131	50.951	1:23.448	47.792	185.6	37:29.383
10	1	3:00.398	52.968	1:20.413	47.017	191.2	39:17.182	10	1	4:02.107 B	1:01.248	1:41.460	1:19.399	130.8	41:31.490
65 1.Johannes SCHOUTEN BMW 635 Group A 3															
1	1	5:19.296 B	2:21.511	1:43.707	1:14.078	124.4	5:19.296	1	1	4:53.386	2:11.764	1:40.505	1:01.117	112.6	4:53.386
2	1	3:33.117	1:02.214	1:34.865	56.038	158.1	8:26.503	2	1	3:33.117	1:02.214	1:34.865	56.038	158.1	8:26.503
3	1	4:33.497 B	1:03.234	1:42.877	1:47.386	128.9	13:00.000	3	1	4:33.497 B	1:03.234	1:42.877	1:47.386	128.9	13:00.000
4	1	12:18.938	9:34.445	1:46.444	58.049	122.7	25:18.938	4	1	12:18.938	9:34.445	1:46.444	58.049	122.7	25:18.938
5	1	3:40.250	1:02.339	1:39.370	58.541	144.0	28:59.188	5	1	3:40.250	1:02.339	1:39.370	58.541	144.0	28:59.188
6	1	3:37.064	1:01.978	1:37.583	57.503	148.6	32:36.252	6	1	3:37.064	1:01.978	1:37.583	57.503	148.6	32:36.252
7	1	3:40.129	1:02.798	1:39.448	57.883	134.5	36:16.381	7	1	3:40.129	1:02.798	1:39.448	57.883	134.5	36:16.381
66 1.Patrick VERBELEN NISSAN 200SX 3															
1	1	4:13.466	1:48.647	1:33.068	51.751	116.9	4:13.466	1	1	4:15.913	1:50.666	1:32.336	52.911	115.4	4:15.913
2	1	3:11.855	54.486	1:29.305	48.064	166.2	7:25.321	2	1	3:01.762	51.977	1:24.331	45.454	152.5	7:17.675
3	1	2:56.555	50.242	1:20.275	46.038	198.9	10:21.876	3	1	2:51.205	48.288	1:19.029	43.888	203.8	10:08.880
4	1	3:31.725 B	50.651	1:29.474	1:11.600	199.3	13:53.601	4	1	3:22.007 B	47.624	1:14.495	1:19.888	205.3	13:30.887
5	1	10:16.411	8:06.018	1:23.133	47.260	197.4	24:10.012	5	1	10:47.051	8:42.320	1:18.749	45.982	170.6	24:17.938
6	1	2:56.043	50.399	1:20.281	45.363	202.6	27:06.055	6	1	2:50.295	49.920	1:16.752	43.623	193.5	27:08.233
7	1	3:28.189 B	49.727	1:23.163	1:15.299	211.4	30:34.244	7	1	2:46.179	48.043	1:14.261	43.875	200.0	29:54.412
75 1.Thierry DE BONHOME 2.Guy BRIEVEN CITROEN AX Sport 3															
1	1	4:42.700	2:00.710	1:43.832	58.158	110.5	4:42.700	1	1	2:45.335	48.094	1:13.479	43.762	206.1	32:39.747
2	1	3:34.806	1:04.397			157.7	8:17.506	2	1	2:47.164	47.283	1:13.764	46.117	207.3	35:26.911
3	1	3:30.467	1:01.744			158.6	11:47.973	3	1	2:59.199	49.279	1:19.873	50.047	204.2	38:26.110
4	1	6:03.378 B	1:04.463	1:51.424	3:07.491	145.6	17:51.351	4	1	4:21.798	2:00.107	1:31.598	50.093	98.3	4:21.798
5	1	7:23.318	4:58.443	1:31.382	53.493	162.7	25:14.669	5	1	3:03.801	50.369	1:25.482	47.950	200.0	7:25.599
6	1	3:21.265	59.669	1:28.292	53.304	165.1	28:35.934	6	1	3:17.829	58.245	1:26.455	53.129	168.7	31:53.763
7	1	3:17.829	58.245	1:26.455	53.129	168.7	31:53.763	7	1	3:19.937	58.951	1:27.953	53.033	166.2	35:13.700
8	1	3:19.937	58.951	1:27.953	53.033	166.2	35:13.700	8	1	3:17.862	58.265	1:25.227	54.370	167.7	38:31.562
9	1	3:17.862	58.265	1:25.227	54.370	167.7	38:31.562	9	1	3:17.862	58.265	1:25.227	54.370	167.7	38:31.562
77 1.Illaria STALLIVIERE RENAULT Clio 4															
1	1	3:52.837	1:18.373	1:38.792	55.672	122.0	3:52.837	1	1	4:02.256	1:20.666	1:43.364	58.226	112.1	4:02.256
2	1	3:23.872	58.432	1:31.193	54.247	141.2	7:16.709	2	1	3:24.248	59.007	1:30.486	54.755	144.2	7:26.504
3	1	3:22.086	59.030	1:31.621	51.435	155.6	10:38.795	3	1	3:15.916	56.245	1:28.832	50.839	163.4	10:42.420
4	1	3:50.929 B	58.573	1:32.272	1:20.084	165.9	14:29.724	4	1	4:59.618 B	56.652	1:42.421	2:20.545	149.2	15:42.038
5	1	10:39.981	8:15.100	1:31.623	53.258	180.9	25:09.705	5	1	9:26.269	6:59.973	1:33.429	52.867	149.0	25:08.307
6	1	3:14.974	56.753	1:27.460	50.761	176.2	28:24.679	6	1	3:14.057	56.347	1:25.577	52.133	162.7	28:22.364
7	1	3:16.421	55.261	1:26.026	55.134	167.4	31:41.100	7	1	4:07.921 B	55.577	1:28.438	1:43.906	161.9	32:30.285
8	1	3:11.070	56.916	1:23.563	50.591	176.2	34:52.170	8	1	3:14.057	56.347	1:25.577	52.133	162.7	28:22.364
82 1.Xavier MARTENS PORSCHE 911 RS 2															
1	1	4:39.573	2:04.413	1:41.612	53.548	118.9	4:39.573	1	1	4:02.256	1:20.666	1:43.364	58.226	112.1	4:02.256
2	1	3:10.826	54.590	1:26.435	49.801	169.8	7:50.399	2	1	3:24.248	59.007	1:30.486	54.755	144.2	7:26.504
3	1	3:15.205	52.023	1:32.905	50.277	170.3	11:05.604	3	1	3:15.916	56.245	1:28.832	50.839	163.4	10:42.420
4	1	4:31.754 B	52.243	1:44.759	1:54.752	182.4	15:37.358	4	1	4:59.618 B	56.652	1:42.421	2:20.545	149.2	15:42.038
5	1	9:24.570	7:01.942	1:30.883	51.745	143.2	25:01.928	5	1	9:26.269	6:59.973	1:33.429	52.867	149.0	25:08.307
6	1	3:06.407	52.091	1:25.660	48.656	188.5	28:08.335	6	1	3:14.057	56.347	1:25.577	52.133	162.7	28:22.364
7	1	3:12.412	50.695	1:28.139	53.578	175.0	31:20.747	7	1	4:07.921 B	55.577	1:28.438	1:43.906	161.9	32:30.285
8	1	3:06.505	51.505	1:26.597	48.403	180.0	34:27.252	8	1	3:14.057	56.347	1:25.577	52.133	162.7	28:22.364
9	1	3:02.131	50.951	1:23.448	47.792	185.6	37:29.383	9	1	3:14.057	56.347	1:25.577	52.133	162.7	28:22.364
10	1	4:02.107 B	1:01.248	1:41.460	1:19.399	130.8	41:31.490	10	1	4:07.921 B	55.577	1:28.438	1:43.906	161.9	32:30.285
85 1.Jörg MORTH 2.Helmut HAACK TOYOTA Corolla AE82 3															
1	1	4:53.386	2:11.764	1:40.505	1:01.117	112.6	4:53.386	1	1	4:15.913	1:50.666	1:32.336	52.911	115.4	4:15.913
2	1	3:33.117	1:02.214	1:34.865	56.038	158.1	8:26.503	2	1	3:01.762	51.977	1:24.331	45.454	152.5	7:17.675
3	1	4:33.497 B	1:03.234	1:42.877	1:47.386	128.9	13:00.000	3	1	2:51.205	48.288	1:19.029	43.888	203.8	10:08.880
4	1	12:18.938	9:34.445	1:46.444	58.049	122.7	25:18.938	4	1	3:22.007 B	47.624	1:14.495	1:19.888	205.3	13:30.887
5	1	3:40.250	1:02.339	1:39.370	58.541	144.0	28:59.188	5	1	10:47.051	8:42.320	1:18.749	45.982	170.6	24:17.938
6	1	3:37.064	1:01.978	1:37.583	57.503	148.6	32:36.252	6	1	2:50.295	49.920	1:16.752	43.623	193.5	27:08.233
7	1	3:40.129	1:02.798	1:39.448	57.883	134.5	36:16.381	7	1	2:46.179	48.043	1:14.261	43.875	200.0	29:54.412
87 1.Guy FASTRES BMW E30 M3 3															
1	1	4:15.913	1:50.666	1:32.336	52.911	115.4	4:15.913	1	1	2:45.335	48.094	1:13.479	43.762	206.1	32:39.747
2	1	3:01.762	51.977	1:24.331	45.454	152.5	7:17.675	2	1	2:47.164	47.283	1:13.764	46.117	207.3	35:26.911
3	1	2:51.205	48.288	1:19.029	43.888	203.8	10:08.880	3	1	2:59.199	49.279	1:19.873	50.047	204.2	38:26.110
4	1	3:22.007 B	47.624	1:14.495	1:19.888	205.3	13:30.887	4	1	4:21.798	2:00.107	1:31.598	50.093	98.3	4:21.798
5	1	10:47.051	8:42.320	1:18.749	45.982	170.6	24:17.938	5	1	3:03.801	50.369	1:25.482	47.950	200.0	7:25.599
6	1	2:50.295	49.920	1:16.752	43.623	193.5	27:08.233	6	1	3:17.829	58.245	1:26.455	53.129	168.7	31:53.763
7	1	2:46.179	48.043	1:14.261	43.875	200.0	29:54.412	7	1	3:19.937	58.951	1:27.953	53.033	166.2	35:13.700
8	1	2:45.335	48.094	1:13.479	43.762	206.1	32:39.747	8							



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	T.Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Spd	Elapsed
8	1	3:44.497	1:22.187	1:28.907	53.403	149.2	36:14.782	5	1	9:59.018	7:46.071	1:23.809	49.138	177.9	24:24.501
9	1	<b>3:13.992</b>	58.011	1:25.616	<b>50.365</b>	160.7	39:28.774	6	1	<b>3:05.842</b>	<b>53.778</b>	<b>1:22.732</b>	49.332	189.1	27:30.343

**121** 1.Chris PEARSON AUSTIN Mini 1

1	1	4:51.167	1:58.732	1:49.619	1:02.816	100.2	4:51.167
2	1	3:56.691	1:11.553	1:43.731	<b>1:01.407</b>	129.5	8:47.858
3	1	3:53.192	1:09.894	<b>1:39.416</b>	1:03.882	132.7	12:41.050
4	1	15:04.002 B	...	1:45.463	1:02.037	135.5	27:45.052
5	1	<b>3:51.835</b>	1:08.438	1:40.391	1:03.006	135.0	31:36.887

**223** 1.Floris FICK BMW 2002 2

1	1	3:40.887	1:15.667	1:31.070	54.150	127.5	3:40.887
2	1	<b>3:05.482</b>	56.180	1:21.446	<b>47.856</b>	178.5	6:46.369
3	1	3:10.664	52.969	1:26.337	51.358	185.6	9:57.033
4	1	3:36.121 B	<b>52.539</b>	<b>1:20.415</b>	1:23.167	188.2	13:33.154
5	1	11:18.713	9:06.073	1:23.185	49.455	172.8	24:51.867

**122** 1.Roger POULET LOTUS Elan 1

1	1	4:08.012	1:30.453	1:39.502	58.057	114.8	4:08.012
2	1	3:27.740	55.281	1:29.737	1:02.722	185.2	7:35.752
3	1	3:18.693	54.343	1:32.668	51.682	173.4	10:54.445
4	1	4:23.540 B	53.402	1:50.838	1:39.300	168.7	15:17.985
5	1	9:32.648	7:10.598	1:28.847	53.203	175.9	24:50.633
6	1	3:14.506	53.464	1:29.079	51.963	184.9	28:05.139
7	1	3:13.128	<b>53.084</b>	1:28.249	51.795	168.5	31:18.267
8	1	<b>3:11.233</b>	53.440	<b>1:27.894</b>	<b>49.899</b>	189.5	34:29.500
9	1	4:26.132 B	1:13.189	1:51.767	1:21.176	116.3	38:55.632

**250** 1.Hans Gerd BRAUNEISER  
2.Alexander TROJAN FORD Escort RS2000 MK II 1

1	1	4:05.878	1:27.034	1:41.215	57.629	115.1	4:05.878
2	1	3:33.739	1:01.753	1:36.272	55.714	141.2	7:39.617
3	1	3:19.861	58.336	1:28.569	52.956	180.3	10:59.478
4	1	4:41.157 B	59.200	1:53.142	1:48.815	170.6	15:40.635
5	1	9:34.553	7:18.611	1:25.348	50.594	171.7	25:15.188
6	1	3:15.317	56.796	1:26.072	52.449	179.7	28:30.505
7	1	3:13.452	56.601	1:24.176	52.675	167.4	31:43.957
8	1	<b>3:09.770</b>	<b>56.336</b>	<b>1:22.863</b>	<b>50.571</b>	184.0	34:53.727
9	1	3:16.390	56.996	1:26.636	52.758	184.9	38:10.117

**127** 1.Chris SERVAYGE VOLVO 240 Turbo 3

1	1	4:07.661	1:37.572	1:33.513	56.576	158.1	4:07.661
2	1	3:26.015	58.153	1:31.552	56.310	169.0	7:33.676
3	1	3:18.884	56.113	1:30.968	51.803	166.2	10:52.560
4	1	4:22.064 B	54.776	1:50.166	1:37.122	162.9	15:14.624
5	1	9:36.881	7:16.110	1:30.422	<b>50.349</b>	147.5	24:51.505
6	1	<b>3:11.644</b>	54.984	<b>1:25.852</b>	50.808	170.6	28:03.149
7	1	3:38.837	<b>54.357</b>	1:35.598	1:08.882	156.7	31:41.986

**251** 1.Marc ROESSLE FORD Escort RS2000 MK I Holbay 2

1	1	3:51.357	1:21.999	1:34.410	54.948	133.8	3:51.357
2	1	2:58.144	50.639	1:21.065	46.440	188.8	6:49.501
3	1	2:59.998	48.901	1:25.808	<b>45.289</b>	195.7	9:49.499
4	1	3:40.656 B	49.121	1:31.088	1:20.447	204.5	13:30.155
5	1	11:38.608	9:28.039	1:22.276	48.293	189.8	25:08.763
6	1	2:58.469	<b>48.513</b>	1:18.847	51.109	208.1	28:07.232
7	1	3:01.656	50.907	1:20.915	49.834	173.1	31:08.888
8	1	<b>2:55.772</b>	48.936	1:19.428	47.408	208.1	34:04.660
9	1	2:56.670	48.531	<b>1:18.693</b>	49.446	212.6	37:01.330
10	1	2:56.765	48.682	1:19.164	48.919	210.1	39:58.095

**194** 1.Mario POTTERS PEUGEOT 250 GTI 3

1	1	4:24.034	1:57.546	1:33.891	52.597	111.0	4:24.034
2	1	3:15.122	59.157	1:25.660	50.305	160.5	7:39.156
3	1	3:16.282	55.547	1:30.507	50.228	182.7	10:55.438
4	1	4:35.640 B	55.069	1:50.990	1:49.581	188.5	15:31.078
5	1	9:18.721	7:03.462	1:25.471	49.788	166.9	24:49.799
6	1	<b>3:08.944</b>	56.900	1:23.167	<b>48.877</b>	185.6	27:58.743
7	1	3:09.604	<b>54.696</b>	<b>1:22.395</b>	52.513	182.1	31:08.347
8	1	3:13.108	55.540	1:23.050	54.518	176.5	34:21.455
9	1	3:10.811	56.495	1:24.223	50.093	177.3	37:32.266
10	1	3:11.556	57.023	1:23.436	51.097	180.0	40:43.822

**253** 1.Christoph ROESSLE FORD Escort RS2000 MK I 1

1	1	4:02.865	1:24.642	1:42.865	55.358	134.2	4:02.865
2	1	3:20.418	58.320	1:28.784	53.314	159.1	7:23.283
3	1	3:18.713	56.311	1:30.666	51.736	167.7	10:41.996
4	1	3:55.105 B	56.594	1:41.761	1:16.750	148.4	14:37.101
5	1	10:45.630	8:21.576	1:30.988	53.066	171.2	25:22.731
6	1	3:16.575	56.460	1:27.588	52.527	169.3	28:39.306
7	1	3:17.051	56.289	1:28.174	52.588	166.4	31:56.357
8	1	<b>3:14.927</b>	<b>56.148</b>	1:27.448	<b>51.331</b>	170.3	35:11.284
9	1	3:15.682	56.444	<b>1:27.036</b>	52.202	176.5	38:26.966

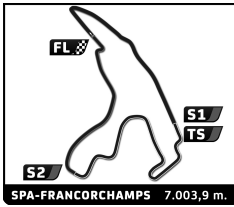
**200** 1.Michel KOWALEWSKI FORD Escort MKII RS2000 2

1	1	4:10.094	1:40.639	1:32.112	57.343	130.0	4:10.094
2	1	3:13.828	57.053	1:26.205	50.570	170.9	7:23.922
3	1	3:10.410	55.299	1:25.622	49.489	184.6	10:34.332
4	1	3:51.151 B	54.811	1:25.552	1:30.788	175.9	14:25.483

**306** 1.Erik BRUYNOGHE PEUGEOT 306 S16 4

1	1	3:55.839	1:36.877	1:29.673	49.289	159.5	3:55.839
2	1	3:01.776	55.132	1:19.745	46.899	183.1	6:57.615





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Sector Analysis

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

Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T.Sp	Elapsed
3	1	<b>2:57.981</b>	<b>51.330</b>	1:19.978	46.673	192.9	9:55.596								
4	1	3:31.152 <b>B</b>	51.984	1:20.999	1:18.169	196.7	13:26.748								
5	1	10:54.941	8:49.406	<b>1:18.876</b>	<b>46.659</b>	191.5	24:21.689								

**371** 1.Ko KOPPEJAN MERCEDES 190 2.3 16V Evo 4

1	1	3:38.242	1:12.659	1:29.417	56.166	148.4	3:38.242
2	1	3:01.265	50.339	1:25.673	45.253	171.7	6:39.507
3	1	<b>2:47.286</b>	47.818	<b>1:15.610</b>	<b>43.858</b>	216.0	9:26.793
4	1	2:49.124	47.725	1:17.377	44.022	197.1	12:15.917
5	1	4:00.991 <b>B</b>	1:00.667	1:37.392	1:22.932	118.6	16:16.908
6	1	10:07.639	8:05.486	1:17.257	44.896	193.9	26:24.547
7	1	2:47.334	47.430	1:15.663	44.241	222.7	29:11.881
8	1	3:04.436	47.194	1:21.371	55.871	207.3	32:16.317
9	1	2:50.479	47.413	1:16.261	46.805	217.3	35:06.796
10	1	2:57.438	<b>46.991</b>	1:18.844	51.603	226.9	38:04.234
11	1	2:48.299	47.339	1:16.927	44.033	218.2	40:52.533