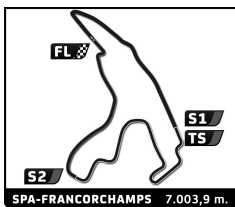


Belcar Historic Cup
SPA SUMMER CLASSIC
Race 1

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
1 1.Dieter KUIJL FORD Capri 2600RS Westlake 1								5 1 3:29.254 59.961 1:34.582 54.711 149.0 17:17.048							
1 1 2:58.857 53.998 1:18.756 46.103 2:58.857								6 1 3:23.682 58.812 1:32.201 52.669 161.4 20:40.730							
2 1 2:56.473 51.033 1:19.232 46.208 196.0 5:55.330								7 1 3:20.967 54.349 1:27.911 58.707 185.6 24:01.697							
								8 1 3:18.886 54.452 1:30.064 54.370 172.8 27:20.583							
								9 1 3:28.540 57.212 1:34.247 57.081 164.4 30:49.123							
								10 1 3:30.934 57.669 1:35.428 57.837 155.8 34:20.057							
2 1.Luc MOORTGAT PORSCHE 964 3								9 1.Luc BRANCKAERTS CORVETTE C4 3							
1 1 2:47.184 48.462 1:15.255 43.467 2:47.184								1 1 3:13.618 1:05.919 1:21.465 46.234 3:13.618							
2 1 2:45.265 47.248 1:14.639 43.378 212.2 5:32.449								2 1 2:58.764 49.365 1:22.006 47.393 192.5 6:12.382							
3 1 2:44.685 46.809 1:14.762 43.114 218.6 8:17.134								3 1 2:50.032 48.921 1:16.856 44.255 186.5 9:02.414							
4 1 3:02.769 49.007 1:19.419 54.343 202.6 11:19.903								4 1 3:12.132 50.065 1:23.589 58.478 167.4 12:14.546							
5 1 4:21.592 1:09.317 1:54.776 1:17.499 84.8 15:41.495								5 1 4:12.631 1:17.033 1:47.195 1:08.403 126.3 16:27.177							
6 1 4:22.758 1:20.713 1:56.487 1:05.558 91.0 20:04.253								6 1 3:46.750 1:09.837 1:38.551 58.362 142.3 20:13.927							
7 1 2:44.852 47.306 1:14.357 43.189 218.6 22:49.105								7 1 2:52.535 50.301 1:18.709 43.525 188.2 23:06.462							
8 1 2:44.430 46.424 1:14.505 43.501 223.6 25:33.535								8 1 2:53.079 47.485 1:15.208 50.386 193.9 25:59.541							
9 1 2:44.477 46.516 225.9 28:18.012															
10 1 2:45.296 47.101 1:14.731 43.464 225.0 31:03.308															
3 1.Samuel VERHEGGEN MERCEDES 190e 2.5-16V 3								10 1.Andreas FRICKE RENAULT Alpine A110 1							
1 1 3:06.895 56.677 1:22.023 48.195 3:06.895								1 1 3:10.440 57.309 1:23.663 49.468 3:10.440							
2 1 3:07.260 52.103 1:25.337 49.820 185.2 6:14.155								2 1 3:08.510 52.871 1:25.085 50.554 176.5 6:18.950							
3 1 2:59.424 51.165 1:20.538 47.721 181.2 9:13.579								3 1 3:03.064 51.813 1:22.501 48.750 186.2 9:22.014							
4 1 3:05.771 52.554 1:23.596 49.621 163.1 12:19.350								4 1 3:05.142 51.752 1:24.168 49.222 171.7 12:27.156							
5 1 4:10.804 1:17.132 1:45.265 1:08.407 144.2 16:30.154								5 1 4:09.381 1:15.485 1:43.214 1:10.682 129.2 16:36.537							
6 1 3:47.441 1:10.940 1:37.571 58.930 143.2 20:17.595								6 1 3:45.222 1:09.376 1:36.436 59.410 128.0 20:21.759							
7 1 3:02.143 53.842 1:21.514 46.787 167.4 23:19.738								7 1 3:01.730 51.578 1:21.772 48.380 192.2 23:23.489							
8 1 3:02.233 52.857 1:22.651 46.725 182.7 26:21.971								8 1 3:01.512 50.651 1:21.768 49.093 195.7 26:25.001							
9 1 2:55.798 50.129 1:18.989 46.680 190.5 29:17.769								9 1 3:01.358 51.367 1:21.547 48.444 204.9 29:26.359							
10 1 2:59.283 50.431 1:18.850 50.002 198.2 32:17.052								10 1 3:04.264 53.207 1:22.203 48.854 180.9 32:30.623							
4 1.Guy FRANCOIS NISSAN Primera BTCC 4								11 1.Peter KAUFMANN RENAULT Alpine A110 2							
1 1 3:01.699 54.514 1:19.406 47.779 3:01.699								1 1 3:27.500 1:06.757 1:29.943 50.800 3:27.500							
								2 1 3:14.781 54.567 1:27.397 52.817 167.7 6:42.281							
								3 1 3:10.918 54.965 1:26.003 49.950 186.2 9:53.199							
								4 1 3:19.163 56.083 1:29.847 53.233 141.4 13:12.362							
								5 1 3:35.799 55.401 1:27.685 1:12.713 167.4 16:48.161							
								6 1 3:44.216 1:11.629 1:31.598 1:00.989 106.0 20:32.377							
								7 1 3:10.202 53.825 1:25.495 50.882 175.3 23:42.579							
								8 1 3:05.653 53.413 1:22.981 49.259 192.5 26:48.232							
								9 1 3:06.338 53.259 1:24.680 48.399 184.0 29:54.570							
								10 1 3:06.632 53.883 1:23.350 49.399 169.8 33:01.202							
6 1.Guy DE BAER FORD GT40 Gulf 2								17 1.Eric NULENS PORSCHE 964 3							
1 1 3:36.959 1:10.823 1:33.280 52.856 3:36.959								1 1 2:58.341 53.251 1:19.127 45.963 2:58.341							
2 1 3:20.841 56.106 1:31.344 53.391 161.2 6:57.800								2 1 3:19.216 51.453 1:37.500 50.263 182.4 6:17.557							
3 1 3:22.414 56.140 1:30.787 55.487 147.5 10:20.214								3 1 2:58.360 51.802 1:20.498 46.060 185.6 9:15.917							
4 1 3:30.814 1:02.226 1:33.587 55.001 141.5 13:51.028								4 1 3:04.480 50.750 1:23.525 50.205 157.4 12:20.397							
5 1 3:27.806 59.827 1:33.088 54.891 147.3 17:18.834								5 1 4:10.091 1:16.757 1:45.050 1:08.284 137.4 16:30.488							
								6 1 3:47.378 1:11.402 1:37.206 58.770 137.4 20:17.866							
								7 1 2:59.957 51.109 1:22.177 46.671 189.5 23:17.823							
7 1.Luc GEEBELEN PORSCHE 911 1															
1 1 3:35.683 1:09.837 1:31.252 54.594 3:35.683															
2 1 3:21.221 56.282 1:31.320 53.619 163.9 6:56.904															
3 1 3:20.161 56.020 1:30.338 53.803 165.6 10:17.065															
4 1 3:30.729 1:02.366 1:33.521 54.842 150.8 13:47.794															

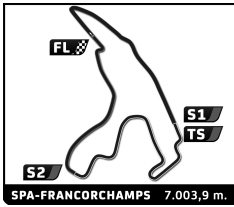


Belcar Historic Cup
SPA SUMMER CLASSIC
Race 1

Sector Analysis

— Invalidated Lap ■ Personal Best ■ Session Best ■ 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	2:52.163	49.298	1:17.465	45.400	206.1	26:09.986									TOYOTA Celica 2			
9	1	2:54.081	48.816	1:18.936	46.329	207.3	29:04.067	<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">23</div> 1.Dominique HOLVOET											
10	1	2:55.650	51.137	1:18.144	46.369	196.7	31:59.717												
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">18</div> 1.Harry BARTON BMW 2002 2																			
1	1	3:17.760	1:04.737	1:24.029	48.994		3:17.760	<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">25</div> 1.Michael RAUSCH BMW E21 335i 2											
2	1	3:03.416	52.924	1:21.118	49.374	180.0	6:21.176												
3	1	3:05.925	54.050	1:23.468	48.407	169.8	9:27.101												
4	1	3:18.234	55.563	1:30.273	52.398	149.6	12:45.335												
5	1	3:55.206	1:02.946	1:41.269	1:10.991	103.8	16:40.541												
6	1	3:44.289	1:10.823	1:34.284	59.182	120.3	20:24.830												
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">19</div> 1.Mark SMITH BMW E30 M3 3																			
1	1	2:54.171	51.118	1:17.057	45.996		2:54.171	<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">30</div> 1.Dirk VAN ROMPUY BMW 325 4											
2	1	2:50.429	49.132	1:16.218	45.079	191.2	5:44.600												
3	1	2:50.985	49.255	1:16.489	45.241	196.0	8:35.585												
4	1	2:56.004	49.349	1:18.530	48.125	188.2	11:31.589												
5	1	4:14.781	1:02.114	1:54.113	1:18.554	94.4	15:46.370												
6	1	4:20.534	1:18.659	1:55.931	1:05.944	90.7	20:06.904												
7	1	2:51.589	49.471	1:16.196	45.922	197.1	22:58.493												
8	1	2:50.989	49.989	1:15.997	45.003	203.0	25:49.482												
9	1	2:51.148	49.211	1:16.653	45.284	204.5	28:40.630												
10	1	2:52.820	49.523	1:17.338	45.959	206.5	31:33.450												
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">21</div> 1.Eric DAMSEAUX AUSTIN Mini Cooper S 2																			
1	1	3:36.432	1:12.628	1:29.186	54.618		3:36.432	<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">33</div> 1.Tim KUIJL BMW E36 325i 4											
2	1	3:17.892	57.734	1:27.865	52.293	173.9	6:54.324												
3	1	3:21.659	57.233	1:26.399	58.027	170.9	10:15.983												
4	1	3:30.584	1:00.916	1:33.686	55.982	151.5	13:46.567												
5	1	3:29.499	59.732	1:34.706	55.061	145.4	17:16.066												
6	1	3:24.170	58.636	1:30.985	54.549	153.2	20:40.236												
7	1	3:18.675	57.015	1:28.452	53.208	172.5	23:58.911												
8	1	3:17.213	57.738	1:27.621	51.854	164.9	27:16.124												
9	1	3:15.833	57.572	1:26.274	51.987	166.9	30:31.957												
10	1	3:15.664	57.726	1:25.703	52.235	168.0	33:47.621												
<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">22</div> 1.Anthony VONK BMW 635csi 2																			
1	1	6:10.410	55.916	1:22.100	3:52.394	191.5	6:10.410	<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">34</div> 1.Peter SARGEANT MORGAN Plus 8 5											
2	1	3:02.266	51.126			177.0	9:12.676												
3	1	3:04.932	51.886			173.9	12:17.608												
4	1	4:11.387	1:17.112	1:46.164	1:08.111	149.2	16:28.995												
5	1	3:47.367	1:10.478	1:38.310	58.579	156.5	20:16.362												
6	1	3:01.227	51.711			208.5	23:17.589	<div style="border: 1px solid black; padding: 5px; display: inline-block; font-weight: bold;">34</div> 1.Peter SARGEANT MORGAN Plus 8 5											
7	1	3:16.411	1:05.992	1:22.508	47.911	189.5	26:34.000												
8	1	3:01.221	51.314			193.9	29:35.221												
9	1	3:00.525	50.685			194.2	32:35.746												
1	1	3:34.974	1:10.693	1:30.669	53.612		3:34.974												
2	1	3:18.129	55.774	1:29.223	53.132	165.1	6:53.103												

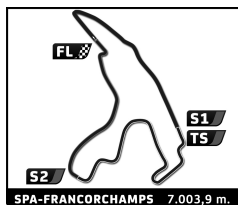


Belcar Historic Cup
SPA SUMMER CLASSIC
Race 1

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
52 1. Jan BRUNEEL BMW E30 325i 3															
1	1	3:17.012	1:01.654	1:25.382	49.976		3:17.012	1	1	3:17.012	1:01.654	1:25.382	49.976		3:17.012
2	1	3:11.244	55.416	1:25.238	50.590	179.1	6:28.256	3	1	3:10.903	54.254	1:26.465	50.184	171.2	9:39.159
3	1	3:10.903	54.254	1:26.465	50.184	171.2	9:39.159	4	1	3:21.116	57.080	1:31.187	52.849	135.7	13:00.275
4	1	3:21.116	57.080	1:31.187	52.849	135.7	13:00.275	5	1	3:44.250	57.441	1:34.704	1:12.105	148.8	16:44.525
5	1	3:44.250	57.441	1:34.704	1:12.105	148.8	16:44.525	6	1	3:45.659	1:11.280	1:32.692	1:01.687	112.0	20:30.184
6	1	3:45.659	1:11.280	1:32.692	1:01.687	112.0	20:30.184	7	1	3:09.021	54.529	1:24.548	49.944	185.9	23:39.205
7	1	3:09.021	54.529	1:24.548	49.944	185.9	23:39.205	8	1	3:07.358	53.855	1:23.791	49.712	179.7	26:46.563
8	1	3:07.358	53.855	1:23.791	49.712	179.7	26:46.563	9	1	3:09.971	54.258	1:24.881	50.832	184.9	29:56.534
9	1	3:09.971	54.258	1:24.881	50.832	184.9	29:56.534	10	1	3:10.471	54.740	1:24.818	50.913	168.7	33:07.005
10	1	3:10.471	54.740	1:24.818	50.913	168.7	33:07.005								
40 1. Wouter MAHIEU TRIUMPH TR 3 A 3															
1	1	4:01.030	1:25.669	1:37.648	57.713		4:01.030								
2	1	3:42.119	1:04.565	1:38.608	58.946	139.7	7:43.149								
42 1. Gilles DUBOIS BMW E30 325i 3															
1	1	3:25.231	1:04.610	1:27.763	52.858		3:25.231								
2	1	3:14.053	56.209	1:26.470	51.374	175.9	6:39.284								
3	1	3:15.287	56.122	1:27.377	51.788	184.0	9:54.571								
4	1	3:22.369	58.016	1:31.216	53.137	134.7	13:16.940								
5	1	3:32.144	56.488	1:28.291	1:07.365	183.4	16:49.084								
6	1	3:44.709	1:11.846	1:31.387	1:01.476	101.5	20:33.793								
7	1	3:11.958	55.178	1:26.324	50.456	186.9	23:45.751								
8	1	3:11.273	55.127	1:25.189	50.957	184.3	26:57.024								
9	1	3:13.024	55.676	1:26.679	50.669	186.2	30:10.048								
10	1	3:12.962	55.435	1:25.754	51.773	181.5	33:23.010								
43 1. Dean RIMBERT BMW E30 318is 3															
1	1	3:03.616	56.050	1:20.402	47.164		3:03.616								
2	1	2:56.016	51.854	1:17.606	46.556	193.9	5:59.632								
3	1	2:56.217	52.270	1:17.842	46.105	190.8	8:55.849								
4	1	3:17.280	51.955	1:22.944	1:02.381	189.5	12:13.129								
5	1	4:12.549	1:16.350	1:48.031	1:08.168	117.3	16:25.678								
6	1	3:47.475	1:08.912	1:39.797	58.766	141.5	20:13.153								
7	1	2:58.549	52.793	1:19.015	46.741	196.0	23:11.702								
8	1	2:56.097	51.212	1:16.971	47.914	201.5	26:07.799								
9	1	2:56.779	52.517	1:17.901	46.361	199.3	29:04.578								
10	1	2:56.481	51.953	1:18.043	46.485	196.0	32:01.059								
44 1. Emiel DE WEERDT FORD GT40 2															
1	1	3:12.128	58.066	1:24.886	49.176		3:12.128								
2	1	3:04.047	50.192	1:25.332	48.523	174.5	6:16.175								
3	1	3:04.887	50.616	1:26.185	48.086	169.3	9:21.062								
4	1	3:04.426	50.794	1:25.089	48.543	158.6	12:25.488								
5	1	4:10.278	1:15.386	1:44.055	1:10.837	127.1	16:35.766								
6	1	3:45.346	1:09.780	1:36.021	59.545	129.2	20:21.112								
7	1	3:00.400	50.120	1:23.391	46.889	182.4	23:21.512								
8	1	2:59.227	49.687	1:22.141	47.399	182.7	26:20.739								
9	1	2:58.719	49.599	1:22.098	47.022	179.4	29:19.458								
10	1	3:01.237	50.656	1:22.323	48.258	174.5	32:20.695								
53 1. Wim KUIJL FORD Capri 3100 RS 2															
1	1	2:44.355	46.756	1:15.173	42.426		2:44.355								
2	1	2:44.982	46.526	1:15.129	43.327	206.5	5:29.337								
3	1	2:44.427	46.477	1:15.197	42.753	206.5	8:13.764								
4	1	3:01.758	48.289	1:18.754	54.715	157.0	11:15.522								
5	1	4:23.977	1:12.345	1:55.411	1:16.221	88.9	15:39.499								
6	1	4:23.940	1:21.713	1:56.810	1:05.417	93.4	20:03.439								
7	1	2:43.744	46.789	1:14.385	42.570	204.5	22:47.183								
8	1	2:44.087	45.861	1:14.753	43.473	208.5	25:31.270								
9	1	2:45.328	46.369	1:14.970	43.989	210.1	28:16.598								
10	1	2:44.674	46.630	1:14.346	43.698	209.3	31:01.272								
54 1. Jan VAN ELDEREN FORD Sierra Cosworth RS500 3															
1	1	2:57.890	51.613	1:19.393	46.884		2:57.890								
2	1	2:57.211	51.246	1:19.660	46.305	181.2	5:55.101								
3	1	2:59.873	51.536	1:21.244	47.093	182.1	8:54.974								
4	1	3:17.714	51.602	1:23.750	1:02.362	165.6	12:12.688								
5	1	4:12.610	1:16.367	1:47.999	1:08.244	119.5	16:25.298								
6	1	3:47.550	1:08.487	1:40.193	58.870	137.8	20:12.848								
7	1	2:57.937	50.375	1:20.946	46.616	183.7	23:10.785								
8	1	2:56.833	49.208	1:18.919	48.706	199.6	26:07.618								
9	1	2:56.166	50.330	1:19.627	46.209	194.2	29:03.784								
10	1	3:06.977	53.907	1:21.712	51.358	177.3	32:10.761								
55 1. Laurent HOFMANN FORD Escort RS 2000 2															
1	1	3:20.730	1:03.301	1:27.050	50.379		3:20.730								
2	1	3:10.814	55.698	1:24.527	50.589	182.1	6:31.544								
3	1	3:10.572	55.093	1:25.302	50.177	185.9	9:42.116								
4	1	3:22.782	57.492	1:29.895	55.395	146.3	13:04.898								
5	1	3:40.480	57.633	1:31.237	1:11.610	176.8	16:45.378								
6	1	3:45.207	1:11.402	1:33.009	1:00.796	106.3	20:30.585								
7	1	3:12.784	54.790	1:25.569	52.425	188.5	23:43.369								
8	1	3:08.242	55.019	1:23.723	49.500	188.8	26:51.611								
9	1	3:29.512	56.182	1:34.621	58.709	168.5	30:21.123								

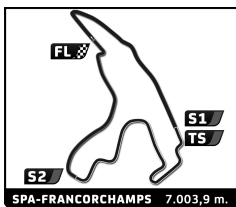


Belcar Historic Cup SPA SUMMER CLASSIC Race 1

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							2	1	3:20.735	58.310	1:29.724	52.701	157.4	6:47.397	
	3	1	3:17.898	57.427	1:28.727	51.744	154.7	10:05.295								
	4	1	3:21.170	58.085	1:30.016	53.069	150.4	13:26.465								
	5	1	3:24.645	57.924	1:30.697	56.024	166.2	16:51.110								
	6	1	3:44.449	1:11.931	1:30.953	1:01.565	91.7	20:35.559								
	7	1	3:16.091	57.108	1:27.685	51.298	170.6	23:51.650								
	8	1	3:16.747	57.066	1:27.124	52.557	172.2	27:08.397								
	9	1	3:17.234	57.277	1:27.452	52.505	163.4	30:25.631								
	10	1	3:23.019	1:01.290	1:29.140	52.589	159.1	33:48.650								
	65	1.Johannes SCHOUTEN BMW 635 Group A 3							PORSCHÉ 911 RS 2							
		1	1	3:12.766	58.983	1:25.052	48.731	3:12.766								
2		1	3:06.743	52.712	1:24.914	49.117	182.7	6:19.509								
3		1	3:07.136	51.930	1:26.518	48.688	178.5	9:26.645								
4		1	3:09.986	52.973	1:26.978	50.035	163.6	12:36.631								
5		1	4:00.788	1:07.770	1:42.756	1:10.262	117.8	16:37.419								
6		1	3:45.240	1:10.923	1:35.241	59.076	140.8	20:22.659								
7		1	3:03.416	51.758	1:24.000	47.658	182.1	23:26.075								
8		1	3:02.758	51.456	1:23.397	47.905	190.8	26:28.833								
9		1	3:02.362	51.064	1:23.798	47.500	196.4	29:31.195								
10		1	3:03.396	51.380	1:23.745	48.271	183.1	32:34.591								
85	1.Helmut HAACK TOYOTA Corolla AE82 3							BMW E30 M3 3								
	1	1	4:10.378	1:26.003	1:40.233	1:04.142	4:10.378									
	2	1	3:54.181	1:08.433	1:42.388	1:03.360	136.5	8:04.559								
	3	1	4:06.134	1:10.117	1:47.186	1:08.831	130.9	12:10.693								
	4	1	4:13.471	1:17.041	1:48.206	1:08.224	125.4	16:24.164								
	5	1	3:47.616	1:08.953	1:39.612	59.051	145.7	20:11.780								
	6	1	4:05.708	1:16.622	1:44.477	1:04.609	120.9	24:17.488								
	7	1	3:55.694	1:07.641	1:43.880	1:04.173	138.3	28:13.182								
	8	1	4:03.456	1:10.514	1:47.691	1:05.251	136.7	32:16.638								
87	1.Guy FASTRES BMW E30 M3 3							MAZDA RX3 2								
	1	1	2:52.776	52.311	1:16.263	44.202	2:52.776									
	2	1	2:46.232	47.656	1:14.465	44.111	209.7	5:39.008								
	3	1	2:46.531	48.179	1:14.552	43.800	203.4	8:25.539								
	4	1	3:02.808	49.097	1:19.792	53.919	165.1	11:28.347								
	5	1	4:14.723	1:02.844	1:54.302	1:17.577	93.0	15:43.070								
	6	1	4:22.040	1:20.009	1:56.136	1:05.895	88.9	20:05.110								
	7	1	2:47.348	48.774	1:14.636	43.938	207.7	22:52.458								
	8	1	2:46.764	48.097	1:14.535	44.132	215.6	25:39.222								
	9	1	2:47.782	47.989	1:15.183	44.610	209.3	28:27.004								
	10	1	2:48.504	48.223	1:15.606	44.675	204.5	31:15.508								
94	1.Gust VAN HAELEST MAZDA RX3 2							RENAULT Clio 4								
	1	1	3:10.749	1:00.312	1:24.197	46.240	3:10.749									
	2	1	3:02.132	49.006	1:24.249	48.877	193.2	6:12.881								
	3	1	2:56.283	49.047	1:21.712	45.524	173.6	9:09.164								
4	1	3:05.902	50.213	1:20.578	55.111	177.6	12:15.066									
77	1.Illaria STALLIVIERE RENAULT Clio 4							CITROEN AX Sport 3								
	1	1	3:26.662	1:05.882	1:29.694	51.086	3:26.662									
	2	1	3:40.249	1:16.332	1:28.970	54.947	3:40.249									
	3	1	3:26.019	1:01.512	1:29.591	54.916	161.9	7:06.268								
	4	1	3:27.271	1:01.997	1:30.527	54.747	155.8	10:33.539								
	5	1	3:28.428	1:02.381	1:31.643	54.404	150.6	14:01.967								
	6	1	3:24.681	1:01.568	1:28.150	54.963	156.7	17:26.648								
	7	1	3:26.221	1:00.849	1:31.728	53.644	161.7	20:52.869								
	8	1	3:22.481	1:00.359	1:27.153	54.969	161.7	24:15.350								
	9	1	3:19.692	1:00.122	1:26.256	53.314	161.9	27:35.042								
	10	1	3:20.006	1:00.245	1:26.829	52.932	157.7	30:55.048								
11	1	3:21.123	59.718	1:27.402	54.003	162.2	34:16.171									



Belcar Historic Cup
SPA SUMMER CLASSIC
Race 1

Sector Analysis

— Invalidated Lap ■ Personal Best ■ Session Best ■ 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
5	1	4:12.998	1:17.580	1:46.718	1:08.700	126.5	16:28.064	6	1	3:44.877	1:11.074	1:33.096	1:00.707	121.5	20:28.445
6	1	3:46.573	1:09.842	1:38.317	58.414	145.2	20:14.637	7	1	3:08.330	54.828	1:22.275	51.227	181.5	23:36.775
7	1	2:54.913	50.367	1:19.529	45.017	198.9	23:09.550	8	1	3:08.027	55.505	1:21.784	50.738	173.1	26:44.802
8	1	2:54.701	49.500	1:18.441	46.760	206.1	26:04.251	9	1	3:09.850	54.664	1:22.548	52.638	177.9	29:54.652
9	1	2:54.647	49.662	1:19.138	45.847	212.6	28:58.898	10	1	3:26.083	1:01.080	1:28.392	56.611	147.3	33:20.735
10	1	2:56.199	51.301	1:18.418	46.480	194.2	31:55.097								

120 1.Sidney DIELEMAN BMW E30 325i 3

1	1	3:25.450	1:07.993	1:26.154	51.303		3:25.450
2	1	3:08.200	55.462	1:22.417	50.321	170.1	6:33.650
3	1	3:09.348	55.085	1:23.571	50.692	168.0	9:42.998
4	1	3:23.052	57.644	1:29.608	55.800	153.4	13:06.050
5	1	3:40.445	58.092	1:30.298	1:12.055	157.7	16:46.495
6	1	3:45.022	1:11.401	1:32.590	1:01.031	96.3	20:31.517
7	1	3:10.812	54.219	1:25.570	51.023	178.5	23:42.329
8	1	3:06.941	55.003	1:21.931	50.007	182.1	26:49.270
9	1	3:07.700	55.122	1:22.391	50.187	171.4	29:56.970
10	1	3:06.471	54.446	1:23.664	48.361	172.0	33:03.441

127 1.Chris SERVAYGE VOLVO 240 Turbo 3

1	1	3:17.483	1:04.411	1:24.179	48.893		3:17.483
2	1	3:07.756	54.055	1:24.192	49.509	173.4	6:25.239
3	1	3:08.463	54.178	1:24.636	49.649	141.2	9:33.702
4	1	3:24.440	56.697	1:33.913	53.830	127.2	12:58.142
5	1	3:43.810	56.237	1:35.977	1:11.596	152.1	16:41.952
6	1	3:44.808	1:10.815	1:33.771	1:00.222	111.0	20:26.760
7	1	3:08.633	53.735	1:25.581	49.317	162.7	23:35.393
8	1	3:07.009	53.220	1:24.405	49.384	167.4	26:42.402
9	1	3:08.702	53.490	1:25.367	49.845	163.1	29:51.104
10	1	3:49.941	54.895	1:44.121	1:10.925	156.1	33:41.045

194 1.Mario POTTERS PEUGEOT 250 GTI 3

1	1	3:15.757	1:03.326	1:22.755	49.676		3:15.757
2	1	3:08.600	55.071	1:23.133	50.396	179.4	6:24.357
3	1	3:08.463	54.751	1:24.034	49.678	177.6	9:32.820
4	1	3:25.835	58.643	1:33.411	53.781	126.3	12:58.655
5	1	3:44.529	57.857	1:34.470	1:12.202	178.8	16:43.184
6	1	3:44.594	1:10.794	1:33.262	1:00.538	117.9	20:27.778
7	1	3:08.876	56.146	1:22.358	50.372	184.0	23:36.654
8	1	3:11.065	56.623	1:25.065	49.377	183.4	26:47.719
9	1	3:08.491	55.866	1:22.927	49.698	180.3	29:56.210
10	1	3:05.830	54.769	1:21.566	49.495	181.8	33:02.040

200 1.Michel KOWALEWSKI FORD Escort MKII RS2000 2

1	1	3:15.537	1:00.312	1:24.809	50.416		3:15.537
2	1	3:07.961	54.033	1:23.448	50.480	180.0	6:23.498
3	1	3:11.201	56.561	1:24.261	50.379	160.7	9:34.699
4	1	3:24.647	59.325	1:31.249	54.073	140.3	12:59.346
5	1	3:44.222	57.654	1:34.643	1:11.925	160.5	16:43.568

223 1.Floris FICK BMW 2002 2

1	1	3:10.474	58.436	1:22.824	49.214		3:10.474
2	1	3:08.040	54.331	1:23.961	49.748	186.5	6:18.514
3	1	3:09.220	54.937	1:25.011	49.272	172.5	9:27.734
4	1	3:15.927	53.457	1:30.662	51.808	175.0	12:43.661
5	1	3:55.244	1:03.549	1:41.564	1:10.131	117.4	16:38.905
6	1	3:45.385	1:11.430	1:34.621	59.334	128.0	20:24.290
7	1	3:02.617	53.253	1:21.231	48.133	188.2	23:26.907
8	1	3:02.416	52.942	1:21.698	47.776	188.8	26:29.323
9	1	3:02.623	52.779	1:21.898	47.946	186.9	29:31.946
10	1	3:04.294	52.725	1:22.050	49.519	186.9	32:36.240

250 1.Alexander TROJAN FORD Escort RS2000 MK II 1

1	1	3:31.704	1:08.388	1:29.537	53.779		3:31.704
2	1	3:22.605	59.455	1:29.384	53.766	173.9	6:54.309
3	1	3:25.042	58.868	1:30.577	55.597	173.9	10:19.351
4	1	3:29.958	1:01.304	1:33.017	55.637	147.1	13:49.309
5	1	3:28.767	1:00.084	1:33.518	55.165	165.1	17:18.076
6	1	3:23.690	59.270	1:31.163	53.257	166.2	20:41.766
7	1	3:17.734	57.516	1:27.100	53.118	180.0	23:59.500
8	1	3:18.767	58.815	1:27.620	52.332	178.5	27:18.267
9	1	3:17.742	58.241	1:27.206	52.295	174.5	30:36.009
10	1	3:19.719	59.273	1:26.948	53.498	175.0	33:55.728

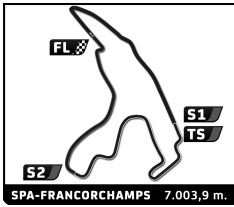
251 1.Marc ROESSLE FORD Escort RS2000 MK I Holbay 2

1	1	3:00.370	54.846	1:19.650	45.874		3:00.370
2	1	2:55.472	49.795	1:19.848	45.829	197.8	5:55.842

253 1.Christoph ROESSLE FORD Escort RS2000 MK I 1

1	1	3:28.423	1:08.360	1:28.906	51.157		3:28.423
2	1	3:15.407	56.097	1:26.667	52.643	175.6	6:43.830
3	1	3:14.509	55.651	1:28.002	50.856	174.2	9:58.339
4	1	3:19.241	58.353	1:28.534	52.354	147.1	13:17.580
5	1	3:32.422	57.431	1:27.712	1:07.279	169.5	16:50.002
6	1	3:44.738	1:11.834	1:30.890	1:02.014	99.5	20:34.740
7	1	3:11.872	55.602	1:25.621	50.649	186.9	23:46.612
8	1	3:12.041	55.497	1:25.380	51.164	186.2	26:58.653
9	1	3:13.551	56.005	1:26.846	50.700	161.4	30:12.204
10	1	3:13.440	55.590	1:25.823	52.027	187.5	33:25.644

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



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Sector Analysis

— Invalidated Lap

■ Personal Best

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■ 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
1	1	2:53.406	50.871	1:17.095	45.440		2:53.406								
2	1	2:49.107	47.681	1:16.740	44.686	201.5	5:42.513								
3	1	2:49.762	47.608	1:17.419	44.735	214.3	8:32.275								
4	1	2:58.318	48.081	1:18.237	52.000	208.1	11:30.593								
5	1	4:14.748	1:01.943	1:54.306	1:18.499	93.0	15:45.341								
6	1	4:21.014	1:18.926	1:56.054	1:06.034	92.7	20:06.355								
7	1	2:51.507	48.190	1:17.783	45.534	201.9	22:57.862								
8	1	2:51.160	48.126	1:17.540	45.494	219.5	25:49.022								
9	1	2:51.285	48.502	1:17.550	45.233	218.2	28:40.307								
10	1	2:52.698	48.550	1:18.409	45.739	213.9	31:33.005								