

BELCAR HISTORIC CUP

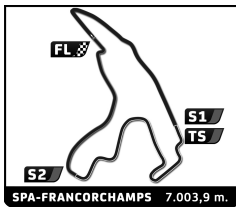
Spa Summer Classic

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	
2	1.Luc MOORTGAT							Porsche 964 E								
	1	1	3:08.492	50.054		131.4	3:08.492	3	1	5:18.447	2:49.848	1:34.998	53.601	79.2	14:58.501	
	2	1	3:36.016	B 52.805		116.7	6:44.508	4	1	4:19.220	B 55.282	1:35.877	1:48.061	97.3	19:17.721	
	3	1	6:09.435	4:03.021		68.3	12:53.943	5	1	5:55.688	3:22.753	1:36.022	56.913	70.9	25:13.409	
	4	1	2:48.947	47.835		149.2	15:42.890	6	1	3:14.667	56.033	1:29.134	49.500	129.5	28:28.076	
	5	1	4:08.995	B 52.992	1:32.769	1:43.234	101.3	19:51.885	7	1	3:13.312	54.304	1:28.269	50.739	130.4	31:41.388
3	1.Samuel VERHENGGEN							Mercedes 190 e 2.5-16V D								
	1	1	4:54.369	2:29.450	1:39.038	45.881	84.2	4:54.369	8	1	2:53.315	49.923	1:19.083	44.309	145.5	33:50.504
	2	1	5:07.351	B 54.383	1:32.011	2:40.957	82.0	10:01.720	9	1	2:54.625	50.679	1:20.095	43.851	144.4	36:45.129
	3	1	4:15.540	2:03.501	1:22.296	49.743	98.7	14:17.260	10	1	3:04.785	B 50.070	1:17.645	57.070	136.5	39:49.914
	4	1	3:36.693	B 49.180	1:19.332	1:28.181	116.4	17:53.953	1	1	4:38.926	2:15.398	1:33.652	49.876	88.8	4:38.926
	5	1	6:18.687	4:07.259	1:23.473	47.955	66.6	24:12.640	2	1	4:55.587	B 58.643	1:39.854	2:17.090	85.3	9:34.513
	6	1	3:01.181	54.709	1:20.479	45.993	139.2	27:13.821	3	1	6:32.185	4:24.108	1:21.076	47.001	64.3	16:06.698
	7	1	2:55.107	50.666	1:19.477	44.964	144.0	30:08.928	4	1	3:56.415	B 54.873	1:25.534	1:36.008	106.7	20:03.113
	8	1	2:51.739	50.156	1:17.761	43.822	146.8	33:00.667	5	1	4:53.737	2:42.865	1:21.895	48.977	85.8	24:56.850
	9	1	3:21.728	B 56.743	1:26.201	58.784	125.0	36:22.395	6	1	3:04.303	55.107	1:22.260	46.936	136.8	28:01.153
5	1.Evertjan ALDERS							BMW E30 M3 D								
	1	1	4:50.604	2:21.086	1:35.678	53.840	85.3	4:50.604	7	1	2:56.036	50.795	1:19.614	45.627	143.2	30:57.189
	2	1	4:56.740	B 56.745	1:32.606	2:27.389	85.0	9:47.344	8	1	2:53.315	49.923	1:19.083	44.309	145.5	33:50.504
	3	1	4:58.872	2:47.662	1:24.744	46.466	84.4	14:46.216	9	1	2:54.625	50.679	1:20.095	43.851	144.4	36:45.129
	4	1	4:14.854	B 49.233	1:48.199	1:37.422	98.9	19:01.070	10	1	3:04.785	B 50.070	1:17.645	57.070	136.5	39:49.914
	5	1	5:50.894	3:32.631	1:28.272	49.991	71.9	24:51.964	1	1	3:40.426	1:19.605	1:31.525	49.296	112.4	3:40.426
	6	1	2:59.014	51.495	1:21.604	45.915	140.9	27:50.978	2	1	3:43.242	B 48.544	1:25.285	1:29.413	112.9	7:23.668
	7	1	3:01.596	52.068	1:23.573	45.955	138.8	30:52.574	3	1	5:16.520	3:16.618	1:17.771	42.131	79.7	12:40.188
	8	1	2:52.692	48.096	1:19.919	44.677	146.0	33:45.266	4	1	2:41.373	45.822	1:14.329	41.222	156.2	15:21.561
	9	1	2:54.035	50.843	1:19.147	44.045	144.9	36:39.301	1	1	3:40.426	1:19.605	1:31.525	49.296	112.4	3:40.426
	10	1	2:53.613	47.222	1:21.246	45.145	145.2	39:32.914	2	1	3:43.242	B 48.544	1:25.285	1:29.413	112.9	7:23.668
6	1.Guy DE BAER							Ford GT40 Gulf E								
	1	1	4:18.307	1:34.636	1:45.107	58.564	95.9	4:18.307	3	1	5:17.618	3:01.864	1:25.780	49.974	79.4	13:14.431
	2	1	4:43.517	B 59.789	1:45.272	1:58.456	88.9	9:01.824	4	1	3:28.899	B 53.474	1:25.907	1:09.518	120.7	16:43.330
	3	1	5:13.924	2:47.692	1:32.761	53.471	80.3	14:15.748	5	1	7:32.202	5:09.243	1:31.305	51.654	55.8	24:15.532
	4	1	4:08.507	B 56.560	1:39.268	1:32.679	101.5	18:24.255	6	1	3:09.820	55.959	1:24.318	49.543	132.8	27:25.352
	5	1	6:29.716	4:01.923	1:32.176	55.617	64.7	24:53.971	7	1	3:07.041	53.004	1:23.695	50.342	134.8	30:32.393
	6	1	3:20.929	57.476	1:31.764	51.689	125.5	28:14.900	8	1	3:50.124	1:07.127	1:43.496	59.501	109.6	34:22.517
	7	1	3:13.940	54.583	1:28.940	50.417	130.0	31:28.840	9	1	3:28.715	B 53.526	1:24.453	1:10.736	120.8	37:51.232
	8	1	3:11.444	54.000	1:27.502	49.942	131.7	34:40.284	1	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165
	9	1	3:14.456	56.346	1:28.195	49.915	129.7	37:54.740	2	1	4:42.859	B 1:02.391	1:50.612	1:49.856	89.1	8:50.024
	10	1	3:15.141	54.446	1:27.911	52.784	129.2	41:09.881	3	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165
7	1.Luc GEEBELEN							Porsche 911 C								
	1	1	4:34.978	1:50.076	1:43.700	1:01.202	90.1	4:34.978	4	1	2:56.689	52.705	1:18.808	45.176	142.7	28:10.028
	2	1	5:05.076	B 1:03.372	1:40.463	2:21.241	82.6	9:40.054	1	1	3:31.417				117.2	3:31.417
8	1.Sidney DIELEMAN							BMW E30 325i D								
	1	1	4:38.926	2:15.398	1:33.652	49.876	88.8	4:38.926	2	1	10:46.227				39.0	14:17.644
	2	1	4:55.587	B 58.643	1:39.854	2:17.090	85.3	9:34.513	3	1	10:55.695	8:40.930	1:22.932	51.833	38.5	25:13.339
	3	1	6:32.185	4:24.108	1:21.076	47.001	64.3	16:06.698	4	1	2:56.689	52.705	1:18.808	45.176	142.7	28:10.028
9	1.Luc BRANCKAERTS							Corvette C4 E								
	1	1	3:40.426	1:19.605	1:31.525	49.296	112.4	3:40.426	1	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165
	2	1	3:43.242	B 48.544	1:25.285	1:29.413	112.9	7:23.668	2	1	4:42.859	B 1:02.391	1:50.612	1:49.856	89.1	8:50.024
	3	1	5:16.520	3:16.618	1:17.771	42.131	79.7	12:40.188	1	1	3:31.417				117.2	3:31.417
10	1.Andreas FRICKE							Renault Alpine A110 C								
	1	1	3:40.426	1:19.605	1:31.525	49.296	112.4	3:40.426	2	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165
	2	1	3:43.242	B 48.544	1:25.285	1:29.413	112.9	7:23.668	3	1	4:42.859	B 1:02.391	1:50.612	1:49.856	89.1	8:50.024
	3	1	5:16.520	3:16.618	1:17.771	42.131	79.7	12:40.188	4	1	2:56.689	52.705	1:18.808	45.176	142.7	28:10.028
	4	1	2:41.373	45.822	1:14.329	41.222	156.2	15:21.561	5	1	3:31.417				117.2	3:31.417
	5	1	3:54.523	1:13.838	1:43.586	57.099	105.6	3:54.523	6	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165
	6	1	4:02.290	B 57.244	1:35.607	1:29.439	104.1	7:56.813	7	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165
	7	1	5:17.618	3:01.864	1:25.780	49.974	79.4	13:14.431	8	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165
	8	1	3:28.899	B 53.474	1:25.907	1:09.518	120.7	16:43.330	9	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165
11	1.Peter KAUFMANN							Renault Alpine A110 C								
	1	1	4:07.165	1:22.705	1:45.591	58.869	100.2	4:07.165	1	1	3:31.417				117.2	3:31.417
12	1.François BOUILLON							Audi 80 Competition STW C								
	1	1	3:31.417				117.2	3:31.417	1	1	3:31.417				117.2	3:31.417



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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	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed
5	1	2:59.126	50.727	1:22.609	45.790	140.8	31:09.154	8	1	3:14.574	56.898	1:27.359	50.317	129.6	34:36.000
6	1	3:01.723	53.510	1:21.296	46.917	138.8	34:10.877	9	1	3:15.252	57.555	1:27.211	50.486	129.1	37:51.252
7	1	2:53.357	50.396	1:17.701	45.260	145.4	37:04.234	10	1	3:18.273	57.038	1:26.586	54.649	127.2	41:09.525
8	1	3:01.466	49.542	1:18.467	53.457	138.9	40:05.700								

15		1.Peter DIELEMAN		VOLVO 850 GLT				
1	1	6:46.653	B	3:49.642	1:36.399	1:20.612	60.9	6:46.653
2	1	6:22.863		3:59.753	1:30.848	52.262	65.9	13:09.516
3	1	3:38.885	B	58.132	1:29.524	1:11.229	115.2	16:48.401
4	1	7:28.476		5:00.239	1:31.511	56.726	56.2	24:16.877
5	1	3:25.521		1:01.494	1:32.328	51.699	122.7	27:42.398
6	1	3:17.135		56.994	1:28.566	51.575	127.9	30:59.533
7	1	3:11.468		55.886	1:25.404	50.178	131.7	34:11.001
8	1	3:12.349		55.873	1:24.493	51.983	131.1	37:23.350
9	1	3:16.081		57.545	1:24.725	53.811	128.6	40:39.431

17		1.Eric NULENS		PORSCHE 964				
1	1	3:18.655		56.904	1:32.240	49.511	124.7	3:18.655
2	1	3:30.256	B	51.833	1:21.758	1:16.665	119.9	6:48.911
3	1	5:57.548		3:49.925	1:21.523	46.100	70.5	12:46.459
4	1	2:53.136		48.362	1:19.562	45.212	145.6	15:39.595
5	1	4:06.672	B	49.126	1:36.915	1:40.631	102.2	19:46.267
6	1	5:23.793	B	2:54.651	1:24.493	1:04.649	77.9	25:10.060

18		1.Paulo LIMA		BMW E30 M3				
1	1	4:20.556		1:43.960	1:38.397	58.199	95.1	4:20.556
2	1	4:43.669	B	59.448	1:44.090	2:00.131	88.9	9:04.225
3	1	5:13.038		2:52.876	1:28.828	51.334	80.5	14:17.263
4	1	3:51.053	B	54.825	1:28.952	1:27.276	109.1	18:08.316
5	1	6:34.622		4:12.917	1:30.230	51.475	63.9	24:42.938
6	1	3:10.186		55.843	1:25.335	49.008	132.6	27:53.124
7	1	3:28.597	B	53.138	1:29.508	1:05.951	120.9	31:21.721

20		1.Bas VAN ELDEREN		FORD Escort RS1600				
1	1	4:42.867	B	1:49.298	1:40.138	1:13.431	87.6	4:42.867
2	1	10:09.149		7:48.309	1:30.274	50.566	41.4	14:52.016
3	1	4:17.741	B	54.187	1:40.875	1:42.679	97.8	19:09.757

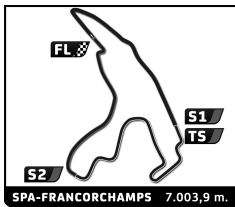
21		1.Eric DAMSEAUX		AUSTIN Mini Cooper S				
1	1	4:24.869		1:55.717	1:36.471	52.681	93.5	4:24.869
2	1	4:48.943	B	58.323	1:49.448	2:01.172	87.3	9:13.812
3	1	5:04.919		2:45.327	1:27.728	51.864	82.7	14:18.731
4	1	4:00.243	B	55.825	1:36.261	1:28.157	105.0	18:18.974
5	1	6:28.776		4:05.945	1:29.557	53.274	64.9	24:47.750
6	1	3:17.577		58.470	1:27.639	51.468	127.6	28:05.327
7	1	3:16.099		56.622	1:28.643	50.834	128.6	31:21.426

22		1.Anthony VONK		BMW 635csi				
		2.Ruud BOFFIN		E				
1	1	3:50.964		1:16.389	1:42.689	51.886	107.3	3:50.964
2	1	4:03.323	B	59.869	1:35.615	1:27.839	103.6	7:54.287
3	1	5:05.517		2:58.849	1:21.172	45.496	82.5	12:59.804
4	1	2:54.479		49.379	1:19.362	45.738	144.5	15:54.283
5	1	4:05.833	B	52.344	1:26.511	1:46.978	102.6	20:00.116
6	1	3:31.656	B				119.1	23:31.772
7	1	3:59.963		1:37.565	1:31.990	50.408	105.1	27:31.735
8	1	3:14.104		53.547	1:28.547	52.010	129.9	30:45.839
9	1	3:08.844		53.678	1:27.856	47.310	133.5	33:54.683
10	1	3:02.579		52.694	1:23.204	46.681	138.1	36:57.262
11	1	3:06.007		51.963	1:22.650	51.394	135.6	40:03.269

23		1.Dominique HOLVOET		TOYOTA Celica				
				B				
1	1	3:52.725		1:14.606	1:43.620	54.499	106.5	3:52.725
2	1	3:58.921	B	57.932	1:34.404	1:26.585	105.5	7:51.646
3	1	5:18.040		3:05.127	1:24.300	48.613	79.3	13:09.686
4	1	3:04.431		53.769	1:21.873	48.789	136.7	16:14.117
5	1	4:46.705	B	1:19.541	1:55.260	1:31.904	87.9	21:00.822
6	1	4:18.997		2:01.380	1:26.258	51.359	97.4	25:19.819
7	1	3:03.144		54.891	1:20.781	47.472	137.7	28:22.963
8	1	2:59.928		52.611	1:19.921	47.396	140.1	31:22.891
9	1	2:59.921		53.677	1:19.575	46.669	140.1	34:22.812
10	1	3:06.515		58.558	1:20.327	47.630	135.2	37:29.327
11	1	2:59.593		52.472	1:19.853	47.268	140.4	40:28.920

27		1.Roel VAN OLST		BMW 325				
				D				
1	1	4:01.968		1:19.202	1:44.457	58.309	102.4	4:01.968
2	1	4:31.308	B	1:04.089	1:49.778	1:37.441	92.9	8:33.276
3	1	5:22.153		2:59.248	1:30.802	52.103	78.3	13:55.429
4	1	3:56.925	B	57.533	1:32.293	1:27.099	106.4	17:52.354
5	1	6:44.537		4:17.532	1:32.694	54.311	62.3	24:36.891
6	1	3:24.052		59.545	1:31.452	53.055	123.6	28:00.943
7	1	3:19.805		57.515	1:31.044	51.246	126.2	31:20.748
8	1	3:14.183		56.704	1:27.442	50.037	129.8	34:34.931
9	1	3:14.370		56.464	1:27.514	50.392	129.7	37:49.301
10	1	3:33.574		55.277	1:25.592	1:12.705	118.1	41:22.875

28		1.David THOMAS		TOYOTA MR2				
1	1	3:13.073		48.606	1:31.518	52.949	128.3	3:13.073
2	1	3:44.963	B	58.842	1:30.467	1:15.654	112.1	6:58.036
3	1	6:06.384		3:47.203	1:27.818	51.363	68.8	13:04.420
4	1	11:02.652		56.061	1:28.755	8:37.836	38.1	24:07.072
5	1	4:08.401	B	1:09.024	1:47.248	1:12.129	101.5	28:15.473



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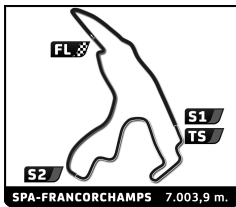
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Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed									
30	1.Dirk VAN ROMPUY 2.Erik QVICK			BMW E36 STW D																				
		9	1	3:13.232	55.824	1:26.609	50.799	130.5	37:52.075	10	1	3:22.870	58.268	1:29.739	54.863	124.3	41:14.945							
		1	1	4:19.759	2:03.136	1:25.944	50.679	95.4	4:19.759	43	1.Stefan KREMER			LOTUS Europa S2 B										
		2	1	4:19.190	B	52.612	1:45.083	1:41.495	97.3			8:38.949	1	1	3:20.124	50.125	1:36.887	53.112	123.8	3:20.124				
		3	1	4:44.985	2:46.146	1:15.264	43.575	88.5	13:23.934			2	1	3:54.610	B	59.124	1:33.307	1:22.179	107.5	7:14.734				
		4	1	2:42.244	46.963	1:13.743	41.538	155.4	16:06.178			3	1	6:10.087	3:47.095	1:31.210	51.782	68.1	13:24.821					
		5	1	3:51.522	B	49.798	1:18.519	1:43.205	108.9			19:57.700	4	1	3:41.063	B	57.278	1:29.226	1:14.559	114.1	17:05.884			
		6	1	4:42.671	2:40.362	1:16.458	45.851	89.2	24:40.371			5	1	7:13.627	4:47.650	1:32.691	53.286	58.1	24:19.511					
		7	1	2:49.002	49.888	1:16.575	42.539	149.2	27:29.373			6	1	3:26.478	1:02.470	1:31.356	52.652	122.1	27:45.989					
		8	1	2:42.328	47.172	1:13.523	41.633	155.3	30:11.701			7	1	3:23.001	59.770	1:31.795	51.436	124.2	31:08.990					
		9	1	2:42.250	46.319	1:12.950	42.981	155.4	32:53.951			8	1	3:15.265	57.215	1:28.050	50.000	129.1	34:24.255					
		10	1	2:41.204	46.106	1:13.089	42.009	156.4	35:35.155			9	1	3:26.581	1:03.678	1:31.650	51.253	122.1	37:50.836					
11	1	2:57.966	B	46.597	1:16.444	54.925	141.7	38:33.121	10			1	3:25.820	1:01.248	1:29.147	55.425	122.5	41:16.656						
32	1.Jorge CRUZ			BMW E21 323i D																				
		1	1	4:18.076	1:37.373	1:43.280	57.423	96.0	4:18.076	48	1.Paul TOOMS 2.Edward SEVADJIAN			LOTUS Elan										
		2	1	4:34.287	B	57.005	1:45.561	1:51.721	91.9			8:52.363	1	1	3:47.003	B	1:11.209	1:31.706	1:04.088	109.1	3:47.003			
		3	1	5:05.808	2:50.634	1:25.909	49.265	82.5	13:58.171			2	1	2:00.101	B				209.9	5:47.104				
		4	1	3:47.333	B	53.307	1:27.591	1:26.435	110.9			17:45.504	3	1	6:58.173	4:51.121	1:21.553	45.499	60.3	12:45.277				
		5	1	7:04.659	4:25.329	1:43.185	56.145	59.4	24:50.163			4	1	2:55.306	49.543	1:20.451	45.312	143.8	15:40.583					
		6	1	3:30.175	59.068	1:37.822	53.285	120.0	28:20.338			5	1	4:10.002	B	54.586	1:32.198	1:43.218	100.9	19:50.585				
		7	1	3:19.633	55.732	1:30.471	53.430	126.3	31:39.971			6	1	3:43.823	B				112.7	23:34.408				
		8	1	3:14.015	55.007	1:29.415	49.593	130.0	34:53.986			7	1	3:42.905	1:26.421	1:26.646	49.838	113.1	27:17.313					
		9	1	3:10.024	54.003	1:27.185	48.836	132.7	38:04.010			8	1	2:59.656	50.774	1:21.947	46.935	140.3	30:16.969					
		10	1	3:12.820	53.251	1:24.932	54.637	130.8	41:16.830			9	1	2:59.166	50.342	1:22.010	46.814	140.7	33:16.135					
33	1.Tim KUIJL			BMW E36 325i D																				
		1	1	4:08.525	1:59.187	1:21.515	47.823	99.7	4:08.525	52	1.Jan BRUNEEL			BMW E30 325i D										
		2	1	4:02.129	B	55.248	1:33.906	1:32.975	104.1			8:10.654	1	1	4:09.006	1:28.688	1:41.760	58.558	99.5	4:09.006				
		3	1	4:53.063	2:52.431	1:16.483	44.149	86.0	13:03.717			2	1	4:27.597	B	1:00.520	1:47.062	1:40.015	94.2	8:36.603				
		4	1	2:42.874	46.453	1:14.488	41.933	154.8	15:46.591			3	1	6:07.460	3:44.865	1:31.144	51.451	68.6	14:44.063					
		5	1	4:06.551	B	53.795	1:28.837	1:43.919	102.3			19:53.142	4	1	4:20.097	B	57.119	1:44.138	1:38.840	96.9	19:04.160			
5	1	4:06.551	B	53.795	1:28.837	1:43.919	102.3	19:53.142	54			1.Jan VAN ELDEREN			FORD Sierra Cosworth RS500 E									
1	1	5:15.633	2:18.382	1:54.976	1:02.275	78.5	5:15.633	1		1	3:14.938		57.686	1:31.418	45.834	127.1	3:14.938							
2	1	5:50.905	B	1:10.114	1:58.473	2:42.318	71.9	11:06.538		2	1		3:20.457	B	49.194	1:18.091	1:13.172	125.8	6:35.395					
3	1	5:10.991	2:50.537	1:29.592	50.862	81.1	14:07.201	3		1	6:12.341		4:10.110	1:18.477	43.754	67.7	12:47.736							
4	1	3:54.923	B	56.833	1:29.162	1:28.928	107.3	18:02.124		4	1		2:44.474	46.663	1:16.102	41.709	153.3	15:32.210						
5	1	4:12.582	B	49.408	1:43.299	1:39.875	99.8	19:44.792		5	1		6:48.712	4:47.324	1:18.478	42.910	61.7	26:33.504						
42	1.Gilles DUBOIS			BMW E30 325i D																				
		1	1	4:16.065	1:35.719	1:44.364	55.982	96.8	4:16.065	55	1.Dirk KUIJL			FORD Capri 3100 RS Cosworth E										
		2	1	4:40.145	B	1:00.631	1:45.451	1:54.063	90.0			8:56.210	1	1	5:09.161	2:28.438	1:40.596	1:00.127	80.1	5:09.161				
		3	1	5:10.991	2:50.537	1:29.592	50.862	81.1	14:07.201			2	1	5:02.298	B	1:11.810	2:01.834	1:48.654	83.4	10:11.459				
		4	1	3:54.923	B	56.833	1:29.162	1:28.928	107.3			18:02.124	3	1	5:02.509	2:39.884	1:24.692	57.933	83.4	15:13.968				
		5	1	6:37.638	4:10.036	1:35.362	52.240	63.4	24:39.762			1	1	4:16.065	1:35.719	1:44.364	55.982	96.8	4:16.065					
		6	1	3:21.601	1:00.705	1:28.360	52.536	125.1	28:01.363			2	1	4:40.145	B	1:00.631	1:45.451	1:54.063	90.0	8:56.210				
		7	1	3:19.658	58.022	1:30.491	51.145	126.3	31:21.021			3	1	5:10.991	2:50.537	1:29.592	50.862	81.1	14:07.201					
8	1	3:17.822	56.915	1:27.467	53.440	127.5	34:38.843	4	1			3:54.923	B	56.833	1:29.162	1:28.928	107.3	18:02.124						



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		
4	1	4:11.207	B	48.153	1:51.954	1:31.100	100.4	19:25.175	5	1	7:06.119	4:53.620	1:24.141	48.358	59.2	24:24.639	
5	1	5:29.638		3:20.156	1:21.064	48.418	76.5	24:54.813	6	1	3:04.417	54.706	1:23.681	46.030	136.7	27:29.056	
6	1	2:56.528		51.425	1:19.289	45.814	142.8	27:51.341	7	1	2:51.077	49.161	1:16.720	45.196	147.4	30:20.133	
7	1	2:53.934		47.910	1:17.147	48.877	145.0	30:45.275	8	1	3:05.750	B	48.965	1:21.200	55.585	135.7	33:25.883
8	1	2:44.445		46.025	1:16.184	42.236	153.3	33:29.720	9	1	3:59.318		1:52.826	1:20.541	45.951	105.4	37:25.201
9	1	3:03.820	B	51.126	1:18.300	54.394	137.2	36:33.540	10	1	2:52.939		50.313	1:17.242	45.384	145.8	40:18.140

56

1. Pieter DIERCKX
2. Jasper DIERCKX

BMW E36 325i
D

1	1	4:02.077		1:20.500			102.3	4:02.077
2	1	4:01.176	B	54.843			104.5	8:03.253
3	1	5:14.731		3:01.627	1:25.052	48.052	80.1	13:17.984
4	1	3:21.524	B	53.939			125.1	16:39.508
5	1	8:15.406		5:51.190			50.9	24:54.914
6	1	3:10.556		56.528			132.3	28:05.470
7	1	3:19.681	B	53.226			126.3	31:25.151
8	1	4:13.316		2:05.744	1:21.651	45.921	99.5	35:38.467

61

1. Juri VANNIEUWENBORGH

BMW 635csi grp C
E

1	1	4:35.742					89.8	4:35.742
2	1	9:20.160					45.0	13:55.902
3	1	16:44.218					25.1	30:40.120
4	1	3:00.078					140.0	33:40.198
5	1	2:59.506					140.5	36:39.704
6	1	2:55.701					143.5	39:35.405

65

1. Johannes SCHOUTEN

BMW 635 Group A
E

1	1	4:39.883		2:18.479	1:32.394	49.010	88.5	4:39.883
2	1	4:49.705	B	57.183	1:39.548	2:12.974	87.0	9:29.588
3	1	4:46.084		2:35.236	1:22.576	48.272	88.1	14:15.672
4	1	3:42.603	B	50.859	1:21.354	1:30.390	113.3	17:58.275
5	1	6:24.447		4:11.020	1:22.523	50.904	65.6	24:22.722
6	1	3:10.507		55.835	1:25.511	49.161	132.4	27:33.229
7	1	2:59.284		51.915	1:20.363	47.006	140.6	30:32.513
8	1	2:56.070		50.851	1:19.017	46.202	143.2	33:28.583
9	1	3:04.966		53.917	1:22.672	48.377	136.3	36:33.549
10	1	2:54.731		50.667	1:17.661	46.403	144.3	39:28.280

66

1. Patrick VERBELEN

NISSAN 200SX
E

1	1	4:49.485		2:14.267	1:39.421	55.797	85.6	4:49.485
2	1	5:07.625	B	1:06.380	1:37.996	2:23.249	82.0	9:57.110

69

1. Bert THEUNISSEN
2. Ben THAENS

BMW E36 325i
D

1	1	4:36.945		2:18.160	1:30.569	48.216	89.5	4:36.945
2	1	4:45.912	B	51.268	1:46.806	2:07.838	88.2	9:22.857
3	1	4:36.823		2:32.883	1:19.310	44.630	91.1	13:59.680
4	1	3:18.840	B	52.267	1:20.272	1:06.301	126.8	17:18.520

75

1. Thierry DE BONHOME
2. Guy BRIEVEN

CITROEN AX Sport
A

1	1	8:12.705	B	1:10.541	1:56.980	5:05.184	50.3	8:12.705
2	1	5:31.772		3:02.980	1:35.667	53.125	76.0	13:44.477
3	1	4:36.670	B	58.375	1:30.261	2:08.034	91.1	18:21.147
4	1	6:29.463		4:03.790	1:30.941	54.732	64.7	24:50.610
5	1	3:18.510		1:00.195			127.0	28:09.120
6	1	3:12.642		56.358	1:25.850	50.434	130.9	31:21.762
7	1	3:14.403		56.903	1:27.333	50.167	129.7	34:36.165
8	1	3:16.226		57.462	1:26.629	52.135	128.5	37:52.391

77

1. Ilaria STALLIVIERE

RENAULT Clio
C

1	1	4:38.070		2:11.701	1:34.452	51.917	89.1	4:38.070
2	1	4:48.968	B	58.391	1:39.698	2:10.879	87.3	9:27.038
3	1	4:56.012		2:38.565	1:28.022	49.425	85.2	14:23.050
4	1	4:36.124	B	1:05.596	1:54.307	1:36.221	91.3	18:59.174

81

1. Erik BRUYNOGHE

PORSCHE 911
E

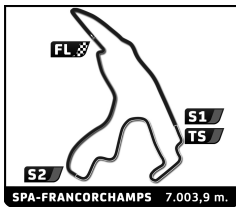
1	1	3:13.891		1:05.067	1:23.200	45.624	127.8	3:13.891
2	1	3:27.156	B	49.188	1:18.909	1:19.059	121.7	6:41.047
3	1	5:58.881		3:57.007	1:17.823	44.051	70.3	12:39.928
4	1	2:49.307		48.416	1:16.699	44.192	148.9	15:29.235
5	1	4:10.209	B	48.048	1:46.705	1:35.456	100.8	19:39.444
6	1	5:10.046		2:58.104	1:21.118	50.824	81.3	24:49.490
7	1	2:58.673		51.004	1:21.967	45.702	141.1	27:48.163
8	1	2:54.312		49.372	1:18.330	46.610	144.6	30:42.475
9	1	2:49.755		48.445	1:17.391	43.919	148.5	33:32.230
10	1	2:49.926		48.754	1:17.422	43.750	148.4	36:22.156
11	1	2:52.141		47.905	1:16.636	47.600	146.5	39:14.297

82

1. Xavier MARTENS

PORSCHE 911RS
E

1	1	4:17.073		1:40.848	1:41.099	55.126	96.4	4:17.073
2	1	4:28.652	B	55.831			93.9	8:45.725
3	1	5:11.525		2:52.279	1:29.676	49.570	80.9	13:57.250
4	1	3:46.777	B	52.812	1:26.632	1:27.333	111.2	17:44.027
5	1	6:42.683		4:18.540			62.6	24:26.710
6	1	3:19.993		59.642	1:30.250	50.101	126.1	27:46.703
7	1	3:07.914		53.906	1:25.585	48.423	134.2	30:54.617
8	1	3:04.965		52.250			136.3	33:59.582
9	1	3:01.875		51.621			138.6	37:01.457
10	1	3:21.719	B	50.598	1:22.526	1:08.595	125.0	40:23.176



BELCAR HISTORIC CUP

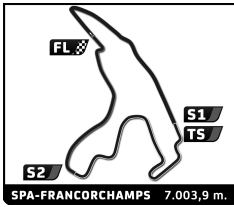
Spa Summer Classic

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	
94		1.Gust VAN HAELEST MAZDA RX3 D														
1	1	4:02.495	1:23.719	1:45.006	53.770	102.2	4:02.495	1	1	4:35.876 B	1:09.698	2:02.734	1:23.444	89.8	4:35.876	
2	1	4:03.095 B	56.419	1:37.221	1:29.455	103.7	8:05.590	2	1	7:49.122	5:51.151	1:16.004	41.967	53.7	12:34.312	
3	1	5:09.730	2:57.747	1:23.019	48.964	81.4	13:15.320	3	1	2:43.267	47.778	1:13.579	41.910	154.4	15:17.579	
4	1	2:57.034	50.497	1:20.814	45.723	142.4	16:12.354	4	1	4:11.077 B	47.172	1:50.584	1:33.321	100.4	19:28.656	
5	1	3:53.916 B	56.545	1:26.389	1:30.982	107.8	20:06.270	5	1	8:36.534	6:36.001	1:16.782	43.751	48.8	28:05.190	
6	1	5:05.128	2:44.046	1:25.177	55.905	82.6	25:11.398	6	1	2:45.876	48.677	1:14.086	43.113	152.0	30:51.066	
7	1	3:00.923	54.941	1:19.282	46.700	139.4	28:12.321	7	1	2:42.375	47.269	1:13.594	41.512	155.3	33:33.441	
8	1	2:59.393	49.682	1:24.054	45.657	140.6	31:11.714	8	1	2:57.275 B	47.984	1:15.230	54.061	142.2	36:30.716	
9	1	2:55.065	50.798	1:19.542	44.725	144.0	34:06.779									
10	1	2:51.279	49.021	1:18.329	43.929	147.2	36:58.058									
11	1	2:51.853	48.795	1:18.216	44.842	146.7	39:49.911									
121		1.Chris PEARSON MAZDA MX 5 B														
1	1	3:22.423	52.018	1:36.359	54.046	122.4	3:22.423									
2	1	4:11.424 B	1:01.276	1:36.222	1:33.926	100.3	7:33.847									
3	1	5:40.085	3:16.588	1:30.333	53.164	74.1	13:13.932									
4	1	3:50.912 B	1:01.143	1:31.552	1:18.217	109.2	17:04.844									
5	1	7:18.495	4:49.968	1:32.092	56.435	57.5	24:23.339									
6	1	3:33.762	1:04.863	1:34.437	54.462	118.0	27:57.101									
7	1	3:29.150	1:01.272	1:34.045	53.833	120.6	31:26.251									
8	1	3:25.296	1:01.749	1:29.622	53.925	122.8	34:51.547									
9	1	3:24.556	1:01.120	1:29.725	53.711	123.3	38:16.103									
10	1	3:27.919	1:00.177	1:28.798	58.944	121.3	41:44.022									
126		1.Raphael BRUNEEL OPEL Calibra C														
1	1	3:58.853	1:11.949	1:50.631	56.273	103.7	3:58.853									
2	1	4:01.346 B	57.025	1:38.265	1:26.056	104.5	8:00.199									
3	1	5:25.801	3:04.790	1:30.304	50.707	77.4	13:26.000									
4	1	4:29.475 B	55.435	1:23.964	2:10.076	93.6	17:55.475									
5	1	6:28.793	4:13.662	1:25.859	49.272	64.9	24:24.268									
6	1	3:12.930	58.733	1:25.682	48.515	130.7	27:37.198									
7	1	3:05.151	53.140	1:24.289	47.722	136.2	30:42.349									
8	1	3:00.213	52.501	1:21.280	46.432	139.9	33:42.562									
127		1.Chris SERVAYE VOLVO 240 Turbo E														
1	1	4:04.475	1:26.374	1:43.526	54.575	101.3	4:04.475									
2	1	4:04.747 B	56.832	1:35.738	1:32.177	103.0	8:09.222									
3	1	5:14.841	2:58.042	1:27.487	49.312	80.1	13:24.063									
4	1	3:29.109 B	52.008	1:23.030	1:14.071	120.6	16:53.172									
5	1	7:19.773	4:57.723	1:30.318	51.732	57.3	24:12.945									
6	1	3:21.885	58.810	1:32.839	50.236	124.9	27:34.830									
7	1	3:11.590	53.041	1:27.626	50.923	131.6	30:46.420									
8	1	3:01.149	51.659	1:22.432	47.058	139.2	33:47.569									
9	1	3:01.048	51.965	1:22.584	46.499	139.3	36:48.617									
10	1	3:00.744	51.175	1:21.218	48.351	139.5	39:49.361									
147		1.David POTTERS PEUGEOT 206 C														
1	1	4:35.876 B	1:09.698	2:02.734	1:23.444	89.8	4:35.876									
155		1.Leonard BATENBURG BMW E30 M3 D														
1	1	4:45.190 B	2:11.013	1:30.960	1:03.217	86.9	4:45.190									
2	1	7:49.122	5:51.151	1:16.004	41.967	53.7	12:34.312									
3	1	2:43.267	47.778	1:13.579	41.910	154.4	15:17.579									
4	1	4:11.077 B	47.172	1:50.584	1:33.321	100.4	19:28.656									
5	1	8:36.534	6:36.001	1:16.782	43.751	48.8	28:05.190									
6	1	2:45.876	48.677	1:14.086	43.113	152.0	30:51.066									
7	1	2:42.375	47.269	1:13.594	41.512	155.3	33:33.441									
8	1	2:57.275 B	47.984	1:15.230	54.061	142.2	36:30.716									
194		1.Mario POTTERS PEUGEOT 205 GTI B														
1	1	4:03.531	1:24.884	1:44.506	54.141	101.7	4:03.531									
2	1	4:23.471 B	58.271	1:51.048	1:34.152	95.7	8:27.002									
3	1	5:46.831	3:32.801	1:24.747	49.283	72.7	14:13.833									
4	1	3:52.239 B	54.752	1:27.663	1:29.824	108.6	18:06.072									
5	1	6:45.707	4:26.605	1:26.554	52.548	62.1	24:51.779									
6	1	3:12.860	58.427	1:25.130	49.303	130.7	28:04.639									
7	1	3:10.478	54.404	1:27.567	48.507	132.4	31:15.117									
8	1	3:05.621	53.821	1:23.661	48.139	135.8	34:20.738									
9	1	3:03.235	53.732	1:21.769	47.734	137.6	37:23.973									
10	1	3:04.843	53.542	1:21.846	49.455	136.4	40:28.816									
250		1.Alexander TROJAN FORD Escort RS2000 MK II C														
1	1	4:00.808	1:21.513	1:44.895	54.400	102.9	4:00.808									
2	1	4:21.722 B	1:00.231	1:51.169	1:30.322	96.3	8:22.530									
3	1	5:27.660	3:04.983	1:30.173	52.504	77.0	13:50.190									
4	1	3:50.642 B	56.131	1:29.568	1:24.943	109.3	17:40.832									
5	1	6:43.533	4:18.929	1:31.172	53.432	62.5	24:24.365									
6	1	3:23.558	1:00.431	1:30.335	52.792	123.9	27:47.923									
7	1	3:18.481	59.048	1:28.122	51.311	127.0	31:06.404									
8	1	3:13.719	56.704	1:27.213	49.802	130.2	34:20.123									
9	1	3:32.968 B	58.780	1:25.934	1:08.254	118.4	37:53.091									
251		1.Marc ROESSLE FORD Escort RS2000 MK I Holbay D														
1	1	4:10.019	1:42.646	1:37.799	49.574	99.1	4:10.019									
2	1	4:20.357 B	54.444	1:50.119	1:35.794	96.8	8:30.376									
3	1	5:03.836	2:55.027	1:23.238	45.571	83.0	13:34.212									
4	1	3:20.818 B	49.641	1:22.412	1:08.765	125.6	16:55.030									
5	1	7:45.827	5:28.609	1:28.820	48.398	54.1	24:40.857									
6	1	3:06.136	53.294	1:25.754	47.088	135.5	27:46.993									
7	1	2:58.228	50.345	1:20.091	47.792	141.5	30:45.221									
8	1	2:52.763	48.623	1:20.517	43.623	145.9	33:37.984									



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
9	1	2:52.595	49.380	1:19.197	44.018	146.1	36:30.579								
10	1	2:55.636	49.054	1:18.294	48.288	143.6	39:26.215								

254		1.Simeon ROESSLE		FORD Puma 16V			
				B			
1	1	4:55.528	2:02.829	1:52.690	1:00.009	83.8	4:55.528
2	1	5:10.242	B 1:21.462	2:04.400	1:44.380	81.3	10:05.770
3	1	4:53.062	2:12.699	1:40.624	59.739	86.0	14:58.832
4	1	4:23.290	B 1:02.771	1:51.392	1:29.127	95.8	19:22.122
5	1	5:57.651	3:23.569	1:38.195	55.887	70.5	25:19.773
6	1	3:30.144	1:02.029	1:34.869	53.246	120.0	28:49.917
7	1	3:26.466	1:00.676	1:33.138	52.652	122.1	32:16.383
8	1	3:21.609	59.430	1:30.353	51.826	125.1	35:37.992
9	1	3:24.520	59.494	1:28.761	56.265	123.3	39:02.512

452		1.Fred KRAB		BMW E30 M3			
				D			
1	1	4:28.428	2:04.847	1:32.618	50.963	92.3	4:28.428
2	1	4:38.734	B 53.949	1:43.765	2:01.020	90.5	9:07.162
3	1	5:04.581	2:57.780	1:20.410	46.391	82.8	14:11.743
4	1	3:36.659	B 49.959	1:22.227	1:24.473	116.4	17:48.402
5	1	6:44.865	4:31.119	1:23.100	50.646	62.3	24:33.267
6	1	3:04.381	56.556	1:21.969	45.856	136.8	27:37.648
7	1	2:52.845	49.632	1:18.588	44.625	145.9	30:30.493
8	1	2:51.718	48.686	1:18.063	44.969	146.8	33:22.211
9	1	2:50.847	49.172	1:17.650	44.025	147.6	36:13.058
10	1	3:00.751	48.537	1:22.320	49.894	139.5	39:13.809

501		1.Ricardo PEREIRA		FORD Mk2 RS2000			
				C			
1	1	4:10.990	2:00.611	1:22.415	47.964	98.7	4:10.990
2	1	4:17.494	B 54.099	1:48.321	1:35.074	97.9	8:28.484
3	1	4:59.241	2:55.607	1:18.214	45.420	84.3	13:27.725
4	1	3:17.219	B 53.692	1:18.966	1:04.561	127.8	16:44.944
5	1	7:08.180	4:58.197	1:20.136	49.847	58.9	23:53.124
6	1	3:04.258	56.977	1:19.259	48.022	136.8	26:57.382
7	1	3:01.083	54.221	1:19.524	47.338	139.2	29:58.465
8	1	2:58.427	52.863	1:19.276	46.288	141.3	32:56.892
9	1	2:57.669	52.748	1:18.833	46.088	141.9	35:54.561
10	1	3:10.353	B 52.726	1:19.215	58.412	132.5	39:04.914

911		1.Michael WITTKÉ		PORSCHE 911 Carrera RSR			
				E			
1	1	2:56.438	47.959	1:23.760	44.719	140.4	2:56.438
2	1	3:05.583	B 48.689	1:16.118	1:00.776	135.9	6:02.021
3	1	6:34.315	4:33.334	1:18.593	42.388	63.9	12:36.336
4	1	2:42.780	46.844	1:13.993	41.943	154.9	15:19.116
5	1	4:13.368	B 46.326	1:50.810	1:36.232	99.5	19:32.484