

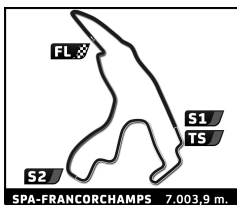
## 2-BELCAR HISTORIC CUP

Spa Summer Classic

Free Practice

### Provisional Classification by Group

| NoDrivers                       | Team | Car                       | Time            | Lap Total           | Gap            | Kph          |
|---------------------------------|------|---------------------------|-----------------|---------------------|----------------|--------------|
| <b>Gr. 4</b>                    |      |                           |                 |                     |                |              |
| 1 371 K. KOPPEJAN               |      | MERCEDES 190 2.3 16V Evo  | <b>2:48.769</b> | 5 6                 |                | <b>149.4</b> |
| 2 2 L. MOORTGAT                 |      | PORSCHE 964               | <b>2:50.803</b> | 5 5                 | +2.034 +2.034  | <b>147.6</b> |
| 3 194 M. POTTERS                |      | PEUGEOT 205 GTI           | <b>3:03.533</b> | 5 5                 | +14.764+12.730 | <b>137.4</b> |
| 4 47 V. CHIAROT                 |      | BMW E30 318 iS            | <b>3:06.697</b> | 5 5                 | +17.928 +3.164 | <b>135.1</b> |
| 5 52 J. BRUNEEL                 |      | BMW E30 325i              | <b>3:09.609</b> | 5 5                 | +20.840 +2.912 | <b>133.0</b> |
| 6 168 H. SCHILLING              |      | BMW 325e                  | <b>3:12.339</b> | 5 5                 | +23.570 +2.730 | <b>131.1</b> |
| 7 123 L. SEGERS                 |      | PEUGEOT 106               | <b>3:16.346</b> | 5 5                 | +27.577 +4.007 | <b>128.4</b> |
| 8 78 C. SCHUTTERT               |      | MAZDA MX5                 | <b>3:16.775</b> | 4 5                 | +28.006 +0.429 | <b>128.1</b> |
| 9 77 I. STALLIVIERE             |      | RENAULT Clio              | <b>3:22.155</b> | 5 5                 | +33.386 +5.380 | <b>124.7</b> |
| 10 121 C. PEARSON               |      | MAZDA MX 5                | <b>3:28.454</b> | 5 5                 | +39.685 +6.299 | <b>121.0</b> |
| 11 9 L. BRANCKAERTS             |      | CHEVROLET Corvette C4 ZR1 | <b>3:33.822</b> | 2 3                 | +45.053 +5.368 | <b>117.9</b> |
| 12 8 S. DIELEMAN                |      | BMW E30 325i              | <b>3:34.878</b> | 4 5                 | +46.109 +1.056 | <b>117.3</b> |
| 13 87 G. FASTRES                |      | BMW E30 M3                | <b>3:43.370</b> | 4 5                 | +54.601 +8.492 | <b>112.9</b> |
| 14 90 E. BRUYNOGHE              |      | PORSCHE 964               | <b>4:03.704</b> | 3 5+1'14.935+20.334 |                | <b>103.5</b> |
| 15 66 P. VERBELEN               |      | NISSAN 200 SX             | <b>4:04.557</b> | 3 4+1'15.788 +0.853 |                | <b>103.1</b> |
| 16 42 G. DUBOIS                 |      | BMW E30 325i              | <b>4:51.434</b> | 2 4+2'02.665+46.877 |                | <b>86.5</b>  |
| 17 43 D. RIMBERT                |      | BMW E30 318is             | <b>6:16.759</b> | 2 5+3'27.990'25.325 |                | <b>66.9</b>  |
| 18 3 S. VERHEGGEN               |      | MERCEDES 190e 2.5-16V     | <b>6:30.919</b> | 2 4+3'42.150+14.160 |                | <b>64.5</b>  |
| 19 17 E. NULENS                 |      | PORSCHE 964               |                 |                     |                |              |
| 20 944 L. GEEBELEN              |      | PORSCHE 944               |                 |                     |                |              |
| <b>Gr. 6</b>                    |      |                           |                 |                     |                |              |
| 1 30 E. QVICK / T. VAN ROMPUY   |      | BMW E36 STW               | <b>2:39.818</b> | 6 6                 |                | <b>157.8</b> |
| 2 69 E. ALDERS / B. THEUNISSEN  |      | BMW E36 325i              | <b>2:48.227</b> | 5 5                 | +8.409 +8.409  | <b>149.9</b> |
| 3 25 R. BOFFIN                  |      | BMW M3 E36                | <b>2:53.536</b> | 5 5                 | +13.718 +5.309 | <b>145.3</b> |
| 4 5 B. LALOIX                   |      | BMW M3 E36                | <b>2:54.629</b> | 5 5                 | +14.811 +1.093 | <b>144.4</b> |
| 5 146 D. CAVACO                 |      | BMW E36 328i              | <b>3:00.254</b> | 5 5                 | +20.436 +5.625 | <b>139.9</b> |
| 6 147 D. POTTERS                |      | PEUGEOT 206 GTI           | <b>3:01.441</b> | 5 5                 | +21.623 +1.187 | <b>139.0</b> |
| 7 14 D. KERCKHOF                |      | BMW E46 DTC               | <b>3:02.733</b> | 5 5                 | +22.915 +1.292 | <b>138.0</b> |
| 8 555 L. COLMAN                 |      | BMW E36 325i              | <b>3:03.101</b> | 5 5                 | +23.283 +0.368 | <b>137.7</b> |
| 9 294 N. NOENS                  |      | BMW E36 325               | <b>3:06.625</b> | 5 5                 | +26.807 +3.524 | <b>135.1</b> |
| 10 18 J. MENNEN                 |      | BMW Z3 Coupé              | <b>3:10.324</b> | 5 5                 | +30.506 +3.699 | <b>132.5</b> |
| 11 15 P. DIELEMAN               |      | VOLVO 850                 | <b>3:19.661</b> | 5 5                 | +39.843 +9.337 | <b>126.3</b> |
| 12 254 S. ROESSLE               |      | FORD Puma 16V             | <b>3:36.489</b> | 4 4                 | +56.671+16.828 | <b>116.5</b> |
| 13 33 T. KUIJL                  |      | BMW E36 325i              | <b>3:51.318</b> | 3 5+1'11.500+14.829 |                | <b>109.0</b> |
| 14 40 J. DIERCKX                |      | BMW E36 325i              | <b>4:06.430</b> | 4 5+1'26.612+15.112 |                | <b>102.3</b> |
| 15 60 G. DIERCKX                |      | BMW E46 M3                | <b>4:25.724</b> | 3 4+1'45.906+19.294 |                | <b>94.9</b>  |
| 16 89 M. VAN HOOL               |      | RENAULT Clio Williams     |                 | 3                   |                |              |
| 17 223 A. BECA                  |      | TOYOTA Carina             |                 |                     |                |              |
| <b>Gr. 2</b>                    |      |                           |                 |                     |                |              |
| 1 500 N. SALEWSKY / E. SALEWSKY |      | PORSCHE 911 RSR           | <b>2:46.556</b> | 6 6                 |                | <b>151.4</b> |
| 2 53 W. KUIJL                   |      | FORD Capri 3100 RS        | <b>2:58.417</b> | 4 5                 | +11.861+11.861 | <b>141.3</b> |
| 3 94 G. VAN HAELEST             |      | MAZDA RX 3                | <b>2:58.545</b> | 5 5                 | +11.989 +0.128 | <b>141.2</b> |
| 4 501 R. PEREIRA                |      | FORD Escort MKII RS2000   | <b>3:00.021</b> | 5 5                 | +13.465 +1.476 | <b>140.1</b> |
| 5 56 L. HOFMANN                 |      | FORD Escort RS 2000       | <b>3:13.606</b> | 5 5                 | +27.050+13.585 | <b>130.2</b> |
| 6 6 G. DE BAER                  |      | FORD GT40 Gulf            | <b>3:14.314</b> | 5 5                 | +27.758 +0.708 | <b>129.8</b> |
| 7 82 X. MARTENS                 |      | PORSCHE 911 RS            | <b>3:16.278</b> | 4 4                 | +29.722 +1.964 | <b>128.5</b> |
| 8 21 E. DAMSEAUX                |      | AUSTIN Mini Cooper S      | <b>3:20.029</b> | 5 5                 | +33.473 +3.751 | <b>126.1</b> |
| 9 10 P. KAUFMANN                |      | RENAULT Alpine A110       | <b>3:25.762</b> | 5 5                 | +39.206 +5.733 | <b>122.5</b> |
| 10 61 J. VANNIEUWENBORGH        |      | BMW 635 CSi Grp C         | <b>3:53.502</b> | 4 5+1'06.946+27.740 |                | <b>108.0</b> |
| 11 58 F. MAHIEU / W. MAHIEU     |      | TRIUMPH TR3A              | <b>3:54.456</b> | 4 4+1'07.900 +0.954 |                | <b>107.5</b> |
| 12 200 M. KOWALEWSKI            |      | FORD Escort MKII RS2000   | <b>4:43.100</b> | 3 4+1'56.544+48.644 |                | <b>89.1</b>  |
| 13 22 A. VONK                   |      | BMW 635 CSi               |                 | 1                   |                |              |
| 14 23 D. HOLVOET                |      | TOYOTA Celica             |                 | 1                   |                |              |
| 15 127 C. SERVAYGE              |      | VOLVO 240                 |                 |                     |                |              |
| <b>Gr. 1</b>                    |      |                           |                 |                     |                |              |
| 1 74 J. VAN ELDEREN             |      | PORSCHE 911 IROC          | <b>2:51.228</b> | 5 5                 |                | <b>147.3</b> |
| 2 26 M. VANDENDIJK              |      | LOTUS Elan                | <b>3:27.984</b> | 5 5                 | +36.756+36.756 | <b>121.2</b> |
| 3 169 A. HEYNES                 |      | BMW 2002                  | <b>4:39.337</b> | 4 5+1'48.109'11.353 |                | <b>90.3</b>  |
| 4 11 B. MONNAY                  |      | BMW 3,0 CSL               |                 |                     |                |              |
| 5 20 B. VAN ELDEREN             |      | FORD Escort RS1600 Mk1    |                 | 2                   |                |              |
| <b>Gr. 5</b>                    |      |                           |                 |                     |                |              |
| 1 12 F. BOUILLON                |      | AUDI 80 Competition STW   | <b>4:22.478</b> | 4 5                 |                | <b>96.1</b>  |
| <b>GR. I</b>                    |      |                           |                 |                     |                |              |



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Free Practice

### Provisional Classification by Group

| No Drivers   | Team     | Car                        | Time            | Lap | Total | Gap | Kph         |
|--------------|----------|----------------------------|-----------------|-----|-------|-----|-------------|
| <b>GR. I</b> |          |                            |                 |     |       |     |             |
| 1            | B. KUIJL | FORD Capri 3100 RS Cosword | <b>5:58.888</b> | 2   | 2     |     | <b>70.3</b> |

CARS #2, #14, #17 & #90 - TRANSPONDER BAD POSITION  
CARS #223 & #944 - NO TRANSPONDER

Published at: .....

Track Status: **DRY**

**Race Director**

Jean-Yves MUNSTERS

**Timekeeper:**

Alberto ESTEBANEZ