



1 - Qualifying Practice

Pos	No	Cl	Ty Drivers	Nat	Veh	1stSession	2ndSession	Best	Gap	Km/H
1	113	5	DOD/DOD P	GB/	TVR 390 Si	3:18.062	9	3:18.062		127,306
2	257	5	SWADKIN T	GB	FORD Escort	3:20.100	9	3:20.100	0:02.038	126,009
3	19	3D	VAN ELDEREN J	B	PORSCHE 911 RS	3:21.393	9	3:21.393	0:03.331	125,200
4	5	3C	VAN SPRUNDEL F	B	FORD Escort RS2000 Mk	3:23.173	9	3:23.173	0:05.111	124,103
5	96	3C	VAN ROMPUY D	B	OPEL Kadett GTE	3:23.358	10	3:23.358	0:05.296	123,990
6	24	4C	VAN ELDEREN B	B	BMW E30 325i	3:28.732	9	3:28.732	0:10.670	120,798
7	15	4E	FRANS T	B	CHEVROLET Camaro Z2	3:28.755	9	3:28.755	0:10.693	120,785
8	36	1C	VAN ROMPUY T	B	OPEL Kadett GTE	3:29.292	9	3:29.292	0:11.230	120,475
9	120	4C	LAUREYNS T	B	BMW 325i	3:30.772	9	3:30.772	0:12.710	119,629
10	75	4D	BLEUS G	B	GOLF GTI	3:31.451	9	3:31.451	0:13.389	119,245
11	78	3D	SMEETS B	B	DODGE Challenger	3:32.991	9	3:32.991	0:14.929	118,382
12	2	1B	FRANCOIS G	B	LOTUS Elan	3:33.359	8	3:33.359	0:15.297	118,178
13	198	5	KNIGHT J	GB	MORGAN +8	3:33.869	9	3:33.869	0:15.807	117,896
14	201	1E	LANGE C	B	PORSCHE Carrera	3:33.879	9	3:33.879	0:15.817	117,891
15	4	3D	SCHIPPERS J	B	CHEVROLET Camaro	3:34.248	8	3:34.248	0:16.186	117,688
16	1	3D	BOELS G	B	STUDEBAKER Commant	3:34.646	7	3:34.646	0:16.584	117,470
17	109	4D	WOLTERS H	NL	PORSCHE 964	3:34.972	8	3:34.972	0:16.910	117,292
18	25	5	WELLHAUSEN E	GB	LISTER Jaguar	3:35.381	6	3:35.381	0:17.319	117,069
19	122	1B	POULET R	B	LOTUS Elan	3:36.619	8	3:36.619	0:18.557	116,400
20	20	3D	VAN HAM A	NL	PORSCHE 934	3:36.898	8	3:36.898	0:18.836	116,250
21	33	2D	CRYSN R	B	PORSCHE 911 ST	3:37.431	8	3:37.431	0:19.369	115,965
22	27	3D	DE WEERDT E	B	FORD GT 40 KVA	3:40.009	8	3:40.009	0:21.947	114,606
23	45	2C	VAN DAMME P	B	OPEL Kadett GTE	3:40.276	9	3:40.276	0:22.214	114,467
24	12	3D	WIJMEERSCH J	B	TVR 3000M	3:40.504	8	3:40.504	0:22.442	114,349
25	55	3C	SELDERS K	NL	TVR Vixen 2500	3:40.533	6	3:40.533	0:22.471	114,334
26	107	4D	GELISSEN O	NL	PORSCHE 964	3:40.875	8	3:40.875	0:22.813	114,157
27	83	3D	DIERICK M	B	JAGUAR 420 Saloon	3:44.294	8	3:44.294	0:26.232	112,417
28	71	1E	HAMILTON C	NL	FORD Mustang GP II 302	3:45.339	9	3:45.339	0:27.277	111,895
29	61	2D	DE WEERDT J	B	CHEVROLET Corvette	3:45.564	8	3:45.564	0:27.502	111,784
30	51	1E	ROSENHART E	NL	FORD Mustang	3:48.944	9	3:48.944	0:30.882	110,133
31	79	4D	BAUDET O	B	PORSCHE 911 Carrera	3:49.497	8	3:49.497	0:31.435	109,868
32	63	2C	VEREKEN M	B	FORD Escort RS2000	3:50.045	8	3:50.045	0:31.983	109,606
33	6	3D	DE BAER G	B	FORD GT 40	3:51.161	8	3:51.161	0:33.099	109,077
34	108	4D	POELS R	B	PORSCHE 944 S2	3:51.844	8	3:51.844	0:33.782	108,756
35	85	1A	DAMSEAUX / DAMSEAUX M	B /	AUSTIN Mini Cooper S	3:53.691	8	3:53.691	0:35.629	107,896
36	88	1E	KABERGHES B	B	FORD MUSTANG	3:55.201	8	3:55.201	0:37.139	107,204
37	213	5	WILSON / WOLFE G	CH	LOTUS Elan	3:55.851	8	3:55.851	0:37.789	106,908
38	40	3C	MAHIEU F	B	TRIUMPH TR 3 A	3:56.035	7	3:56.035	0:37.973	106,825
39	17	3C	WARSON	B	TRIUMPH TR6	3:56.834	6	3:56.834	0:38.772	106,464
40	64	3A	DIRKS E	B	AUSTIN Mini	3:57.055	8	3:57.055	0:38.993	106,365
41	136	4A	VAN MOORTER M	B	AUSTIN Mini	3:57.942	8	3:57.942	0:39.880	105,969
42	41	3A	DIELEN H	B	AUSTIN HEALEY Sprite I	3:59.673	8	3:59.673	0:41.611	105,203
43	89	2B	FARROW D	B	ALFA ROMEO Giulia	4:00.453	5	4:00.453	0:42.391	104,862
44	34	3A	MATTHYS I	B	AUSTIN Mini Cooper	4:03.117	8	4:03.117	0:45.055	103,713
45	29	2A	MATTHIEU M	B	AUSTIN HEALEY Sprite F	4:05.325	8	4:05.325	0:47.263	102,780
46	69	2B	RION S	NL	LOTUS Europa Twin Carr	4:09.259	8	4:09.259	0:51.197	101,157
47	91	1D	VANDENDIJK M	B	TRIUMPH TR4	4:27.104	2	4:27.104	1:09.042	094,399
48	110	2C	MATHAY M	B	BMW 2002 Alpina	6:16.094	4	6:16.094	2:58.032	067,043
Not classified -- Minimum laps : 2										
49	121	4C	BRACKE J	B	BMW 325i			59:59.999	56:41.937	

The results are provisional until the end of the time limit for protest and appeals

Spa-Francorchamps

Time limit for protest expires 30' at the latest after publication of the results - Time :

Circuit Length = 7,004 km

Results are suspended till the end of scrutineering

107 - NO TRANSPONDER

Clerk of the course:Alain ADAM	Timekeeper:R.I.S.
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