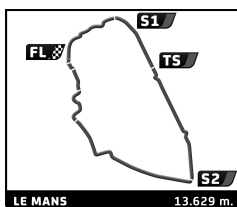




29/30-1/2 | 2023  
JUIN - JUILLET



## PLATEAU 1 - GRID 1 LE MANS CLASSIC 2023 QUALIFYING - DAY PRACTICE

### Sector Analysis

Personal Best Session Best B Crossing the finish line in 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   |   | Alfa Romeo 8C 2300 LM 1931<br>1. Stephan RETTENMAIER<br>2. Jakob RETTENMAIER |          |          |          |        | OS7       | 7   |   | Bentley 4,5L Tourer 1929<br>1. Christopher LUNN                            |          |          |          |        | OS4       |
| 1   | 1 | 7:21.495                                                                     | 1:14.730 | 2:49.169 | 3:17.596 | 114.5  | 8:08.733  | 1   | 1 | 7:26.047                                                                   | 1:11.975 | 2:50.656 | 3:23.416 | 132.4  | 8:02.527  |
| 2   | 1 | 7:03.893                                                                     | 1:09.319 | 2:39.848 | 3:14.726 | 142.3  | 15:12.626 | 2   | 1 | 7:16.309                                                                   | 1:08.767 | 2:45.059 | 3:22.483 | 138.1  | 15:18.836 |
| 3   | 1 | 7:23.141                                                                     | 1:07.084 | 2:43.657 | 3:32.400 | 141.7  | 22:35.767 | 3   | 1 | 7:36.975                                                                   | 1:10.967 | 2:50.434 | 3:35.574 | 134.4  | 22:55.811 |
| 4   | 1 | 7:15.917 B                                                                   | 1:06.904 | 2:42.771 | 3:26.242 | 138.7  | 29:51.684 | 4   | 1 | 7:43.105 B                                                                 | 1:09.279 | 2:46.518 | 3:47.308 | 139.7  | 30:38.916 |
| 5   | 1 | 9:08.006                                                                     | 2:33.407 | 3:01.284 | 3:33.315 | 101.1  | 38:59.690 |     |   |                                                                            |          |          |          |        |           |
| 6   | 1 | 7:57.764                                                                     | 1:11.133 | 3:23.351 | 3:23.280 | 123.6  | 46:57.454 | 8   |   | Bentley 4,5L Super Sport 1926<br>1. Carlos SIELECKI<br>2. Mathias SIELECKI |          |          |          |        | OS3       |
| 7   | 1 | 7:14.868                                                                     | 1:07.828 | 2:48.400 | 3:18.640 | 110.1  | 54:12.322 | 1   | 1 | 7:32.795                                                                   | 1:13.082 | 2:53.340 | 3:26.373 | 120.7  | 8:33.873  |
| 2   |   | Talbot AV105 1937<br>1. Gareth BURNETT<br>2. Michael BIRCH                   |          |          |          |        | OS8       | 2   | 1 | 7:19.172                                                                   | 1:07.757 | 2:50.009 | 3:21.406 | 123.0  | 15:53.045 |
| 1   | 1 | 6:06.488                                                                     | 1:00.310 | 2:20.773 | 2:45.405 | 192.4  | 6:46.712  | 3   | 1 | 7:14.660                                                                   | 1:06.060 | 2:49.165 | 3:19.435 | 125.0  | 23:07.705 |
| 2   | 1 | 5:58.114                                                                     | 55.767   | 2:18.365 | 2:43.982 | 187.4  | 12:44.826 | 4   | 1 | 7:43.982 B                                                                 | 1:08.590 | 2:52.684 | 3:42.708 | 126.2  | 30:51.687 |
| 3   | 1 | 6:40.085 B                                                                   | 59.153   | 2:24.766 | 3:16.166 | 159.0  | 19:24.911 | 5   | 1 | 8:53.604                                                                   | 3:08.098 | 2:35.378 | 3:10.128 | 142.3  | 39:45.291 |
| 4   | 1 | 10:25.362                                                                    | 4:54.973 | 2:28.745 | 3:01.644 | 155.2  | 29:50.273 | 6   | 1 | 8:06.632                                                                   | 1:02.336 | 3:50.645 | 3:13.651 | 140.1  | 47:51.923 |
| 5   | 1 | 6:33.551                                                                     | 59.931   | 2:25.355 | 3:08.265 | 181.2  | 36:23.824 | 7   | 1 | 6:34.828                                                                   | 1:01.138 | 2:30.539 | 3:03.151 | 160.4  | 54:26.751 |
| 6   | 1 | 7:06.220 B                                                                   | 57.871   | 3:03.503 | 3:04.846 | 178.2  | 43:30.044 |     |   |                                                                            |          |          |          |        |           |
| 3   |   | Bentley 4,5L Tourer 1929<br>1. Alexander BOLLER                              |          |          |          |        | OS4       | 9   |   | Alfa Romeo 8C 2300 LM 1934<br>1. Robert KAUFFMAN                           |          |          |          |        | OS7       |
| 1   | 1 | 8:08.617                                                                     | 1:16.956 | 3:06.160 | 3:45.501 | 136.2  | 8:43.030  | 1   | 1 | 7:14.893                                                                   | 1:10.489 | 2:45.003 | 3:19.401 | 116.9  | 8:12.841  |
| 2   | 1 | 8:09.463                                                                     | 1:16.003 | 3:09.025 | 3:44.435 | 128.7  | 16:52.493 | 2   | 1 | 6:43.655                                                                   | 1:05.776 | 2:35.169 | 3:02.710 | 143.6  | 14:56.496 |
| 3   | 1 | 8:19.842 B                                                                   | 1:14.234 | 3:08.627 | 3:56.981 | 124.9  | 25:12.335 | 3   | 1 | 7:35.056 B                                                                 | 1:02.058 | 2:37.926 | 3:55.072 | 148.9  | 22:31.552 |
| 4   | 1 | 9:38.492                                                                     | 2:20.723 | 3:18.043 | 3:59.726 | 113.0  | 34:50.827 | 4   | 1 | 8:10.273                                                                   | 2:32.571 | 2:29.694 | 3:08.008 | 156.3  | 30:41.825 |
| 5   | 1 | 9:20.186 B                                                                   | 1:15.029 | 3:55.213 | 4:09.944 | 117.7  | 44:11.013 | 5   | 1 | 6:28.397                                                                   | 1:01.577 | 2:27.154 | 2:59.666 | 156.3  | 37:10.222 |
| 4   |   | Bentley 4 1/2 1929<br>1. Joel LAUB                                           |          |          |          |        | OS4       | 6   | 1 | 7:31.588                                                                   | 1:06.329 | 3:20.077 | 3:05.182 | 153.0  | 44:41.810 |
| 1   | 1 | 7:39.092                                                                     | 1:16.502 | 2:52.417 | 3:30.173 | 145.5  | 8:46.081  | 10  |   | Bugatti T51 1932<br>1. François COINTREAU<br>2. Alfred COINTREAU           |          |          |          |        | OS7       |
| 2   | 1 | 7:35.548                                                                     | 1:13.947 | 2:51.864 | 3:29.737 | 155.4  | 16:21.629 | 1   | 1 | 7:32.833                                                                   | 1:24.745 | 2:53.623 | 3:14.465 | 125.3  | 9:26.259  |
| 3   | 1 | 7:50.320 B                                                                   | 1:10.173 | 2:56.289 | 3:43.858 | 136.7  | 24:11.949 | 2   | 1 | 6:53.170                                                                   | 1:03.652 | 2:37.574 | 3:11.944 | 148.5  | 16:19.429 |
| 4   | 1 | 24:08.606 B                                                                  | ...      | 3:48.901 | 3:34.031 | 137.6  | 48:20.555 | 3   | 1 | 7:01.820 B                                                                 | 1:02.386 | 2:34.414 | 3:25.020 | 146.1  | 23:21.249 |
| 5   |   | Bugatti T51 1931<br>1. Jean-François DUMOISSAUX<br>2. Thierry LAFONT         |          |          |          |        | OS7       | 4   | 1 | 8:33.527                                                                   | 2:24.224 | 2:47.421 | 3:21.882 | 122.6  | 31:54.776 |
| 1   | 1 | 7:56.455                                                                     | 1:23.128 | 3:01.522 | 3:31.805 | 142.1  | 10:03.938 | 5   | 1 | 6:58.756                                                                   | 1:06.312 | 2:40.937 | 3:11.507 | 150.1  | 38:53.532 |
| 2   | 1 | 7:18.463                                                                     | 1:09.531 | 2:45.837 | 3:23.095 | 138.8  | 17:22.401 | 6   | 1 | 7:46.505                                                                   | 1:02.803 | 3:34.314 | 3:09.388 | 145.5  | 46:40.037 |
| 3   | 1 | 7:02.746                                                                     | 1:07.289 | 2:41.254 | 3:14.203 | 148.7  | 24:25.147 | 7   | 1 | 6:58.768                                                                   | 1:04.220 | 2:39.864 | 3:14.684 | 142.3  | 53:38.805 |
| 4   | 1 | 7:31.069 B                                                                   | 1:05.847 | 2:39.875 | 3:45.347 | 126.2  | 31:56.216 | 11  |   | MG TA 1938<br>1. Robert SALMON<br>2. Charles-Edouard ROUSSE                |          |          |          |        | OS6       |
| 5   | 1 | 8:33.665                                                                     | 2:33.224 | 3:43.974 | 3:16.467 | 153.0  | 40:29.881 | 1   | 1 | 9:21.174                                                                   | 1:25.829 | 3:38.997 | 4:16.348 | 106.7  | 11:32.464 |
| 6   | 1 | 7:49.410                                                                     | 1:05.535 | 3:26.163 | 3:17.712 | 139.2  | 48:19.291 | 2   | 1 | 9:37.139                                                                   | 1:25.328 | 3:34.664 | 4:37.147 | 110.9  | 21:09.603 |
| 7   | 1 | 6:53.244                                                                     | 1:05.287 | 2:36.226 | 3:11.731 | 153.2  | 55:12.535 | 3   | 1 | 10:17.388 B                                                                | 1:24.609 | 3:49.201 | 5:03.578 | 105.9  | 31:26.991 |
| 6   |   | Alfa Romeo 8C MONZA 2500 LM 1934<br>1. Fritz BURKARD                         |          |          |          |        | OS7       | 4   | 1 | 9:14.588                                                                   | 2:51.367 | 3:02.412 | 3:20.809 | 123.7  | 40:41.579 |
| 1   | 1 | 7:21.248 B                                                                   | 1:09.965 | 2:42.920 | 3:28.363 | 126.8  | 8:14.537  | 5   | 1 | 7:44.146                                                                   | 1:05.827 |          |          | 114.5  | 48:25.725 |
| 2   | 1 | 11:20.318                                                                    | 5:01.123 | 2:53.682 | 3:25.513 | 129.8  | 19:34.855 | 6   | 1 | 7:24.320                                                                   | 1:05.958 |          |          | 139.0  | 55:50.045 |
| 3   | 1 | 6:44.871                                                                     | 1:01.627 | 2:36.825 | 3:06.419 | 135.7  | 26:19.726 | 12  |   | Bugatti T35 B 1926<br>1. Arnaud DUPIN<br>2. Jean-Pierre GAGICK             |          |          |          |        | OS3       |
| 4   | 1 | 6:35.081                                                                     | 1:03.089 | 2:31.898 | 3:00.094 | 169.7  | 32:54.807 | 1   | 1 | 9:06.098                                                                   | 1:20.028 | 3:42.555 | 4:03.515 | 89.5   | 11:29.493 |
| 5   | 1 | 6:22.403                                                                     | 1:00.055 | 2:24.719 | 2:57.629 | 146.3  | 39:17.210 | 2   | 1 | 8:54.319 B                                                                 | 1:17.178 | 3:16.629 | 4:20.512 | 122.6  | 20:23.812 |
| 6   | 1 | 7:01.590                                                                     | 57.994   | 3:11.101 | 2:52.495 | 174.8  | 46:18.800 | 3   | 1 | 9:08.336                                                                   | 2:58.768 | 2:48.566 | 3:21.002 | 146.5  | 29:32.148 |
| 7   | 1 | 6:08.292                                                                     | 59.514   | 2:19.577 | 2:49.201 | 167.6  | 52:27.092 | 4   | 1 | 6:54.648                                                                   | 1:06.529 | 2:32.974 | 3:15.145 | 164.8  | 36:26.796 |
|     |   |                                                                              |          |          |          |        |           | 5   | 1 | 8:00.690 B                                                                 | 1:09.766 | 3:25.223 | 3:25.701 | 157.9  | 44:27.486 |
| 14  |   | Austin Seven Ulster 1931<br>1. Eric CETTOUR<br>2. Jean-Marc MARS             |          |          |          |        | OS5       |     |   |                                                                            |          |          |          |        |           |



Le Point

QATAR AIRWAYS

ARTCURIAL  
// Motorcars

Sarthe

Alfa Romeo

Clear Channel

BENTLEY

MULLINER

COYOTE

De Tomaso

aramco

PAUL MARIUS

Maserati

Passion

McLaren

VICOMTE A.

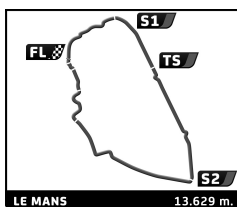
PORSCHE

MOTUL

NOSTALGIE



29/30-1/2 | 2023  
JUIN - JUILLET



## PLATEAU 1 - GRID 1 LE MANS CLASSIC 2023 QUALIFYING - DAY PRACTICE

### Sector Analysis

Personal Best Session Best B Crossing the finish line in 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 | 10:40.798   | 1:38.650 | 4:12.360 | 4:49.788 | 94.7   | 12:58.535 | 22                                      |   | Frazer Nash Shelsley 1935 |          |          |          |        |           |
| 2                                    | 1 | 10:47.375 B | 1:34.419 | 4:06.782 | 5:06.174 | 94.7   | 23:45.910 |                                         |   | 1.Mark Alexander MORGAN   |          |          |          |        | OS6       |
| 3                                    | 1 | 11:54.541   | 3:32.823 | 3:54.657 | 4:27.061 | 97.3   | 35:40.451 |                                         |   | 2.Simon BLAKENEY-EDWAR    |          |          |          |        |           |
| 4                                    | 1 | 9:58.191    | 1:27.993 | 4:09.160 | 4:21.038 | 98.8   | 45:38.642 | 1                                       | 1 | 9:41.421                  | 1:31.829 | 3:44.175 | 4:25.417 | 96.1   | 11:39.976 |
| 5                                    | 1 | 9:36.726    | 1:26.810 | 3:49.820 | 4:20.096 | 101.6  | 55:15.368 | 2                                       | 1 | 9:32.901                  | 1:26.684 | 3:34.826 | 4:31.391 | 104.9  | 21:12.877 |
| <b>15</b> Talbot AV105 1934          |   |             |          |          |          |        |           | 3                                       | 1 | 9:27.919 B                | 1:36.959 | 3:34.994 | 4:15.966 | 118.5  | 30:40.796 |
| 1.Max SOWERBY 3.Gareth BURNETT OS8   |   |             |          |          |          |        |           | 4                                       | 1 | 10:04.383                 | 2:45.769 | 3:23.325 | 3:55.289 | 116.9  | 40:45.179 |
| 2.Daniel BALFOUR                     |   |             |          |          |          |        |           | 5                                       | 1 | 8:56.831                  | 1:19.607 | 3:44.517 | 3:52.707 | 117.6  | 49:42.010 |
| 1                                    | 1 | 6:43.994    | 1:08.176 | 2:32.716 | 3:03.102 | 153.9  | 8:11.237  | 6                                       | 1 | 8:36.956                  | 1:20.514 | 3:23.395 | 3:53.047 | 116.5  | 58:18.966 |
| 2                                    | 1 | 6:21.006    | 1:03.622 | 2:22.138 | 2:55.246 | 177.1  | 14:32.243 | <b>23</b> Bugatti T35 B 1926            |   |                           |          |          |          |        |           |
| 3                                    | 1 | 7:18.502 B  | 58.105   | 2:21.306 | 3:59.091 | 187.1  | 21:50.745 | 1.Arnaud GRAIGNIC OS7                   |   |                           |          |          |          |        |           |
| 4                                    | 1 | 8:33.015    | 2:51.843 | 2:30.446 | 3:10.726 | 154.5  | 30:23.760 | 2.Philippe BRUNNER                      |   |                           |          |          |          |        |           |
| 5                                    | 1 | 6:29.384    | 1:03.374 | 2:26.359 | 2:59.651 | 169.4  | 36:53.144 | 1                                       | 1 | 7:28.433                  | 1:18.194 | 2:55.458 | 3:14.781 | 129.9  | 9:12.592  |
| 6                                    | 1 | 7:26.314 B  | 1:03.298 | 3:06.258 | 3:16.758 | 193.0  | 44:19.458 | 2                                       | 1 | 6:50.564                  | 1:03.911 | 2:38.879 | 3:07.774 | 151.1  | 16:03.156 |
| <b>16</b> Delage DE 11 HP 1923       |   |             |          |          |          |        |           | 3                                       | 1 | 7:08.308 B                | 1:03.583 | 2:34.064 | 3:30.661 | 161.2  | 23:11.464 |
| 1.Jurg KÖNIG OS3                     |   |             |          |          |          |        |           | 4                                       | 1 | 8:29.343                  | 2:33.032 | 2:43.883 | 3:12.428 | 144.0  | 31:40.807 |
| 2.Reto Andrea TETTAMANTI             |   |             |          |          |          |        |           | 5                                       | 1 | 6:46.168                  | 1:03.423 | 2:36.627 | 3:06.118 | 153.0  | 38:26.975 |
| 1                                    | 1 | 11:20.048   | 1:48.526 | 4:28.971 | 5:02.551 | 92.7   | 12:45.049 | 6                                       | 1 | 7:50.713                  | 1:05.298 | 3:32.163 | 3:13.252 | 139.5  | 46:17.688 |
| 2                                    | 1 | 11:08.338 B | 1:36.766 | 4:21.911 | 5:09.661 | 89.8   | 23:53.387 | 7                                       | 1 | 6:49.490                  | 1:01.539 | 2:39.067 | 3:08.884 | 153.2  | 53:07.178 |
| <b>17</b> Bentley Blower 1930        |   |             |          |          |          |        |           | <b>24</b> BMW 328 Roadster 1938         |   |                           |          |          |          |        |           |
| 1.Stuart MORLEY 3.Andrew FRANKEL OS4 |   |             |          |          |          |        |           | 1.Jean-Jacques BALLY OS7                |   |                           |          |          |          |        |           |
|                                      |   |             |          |          |          |        |           | 2.Bertrand LESEUR                       |   |                           |          |          |          |        |           |
| 1                                    | 1 | 7:01.842    | 1:05.593 | 2:45.097 | 3:11.152 | 137.8  | 7:39.351  | 1                                       | 1 | 6:43.698                  | 1:07.642 | 2:33.412 | 3:02.644 | 174.3  | 7:06.473  |
| 2                                    | 1 | 7:12.925    | 1:05.593 | 2:56.750 | 3:10.582 | 125.3  | 14:52.276 | 2                                       | 1 | 6:33.512                  | 1:01.635 | 2:30.616 | 3:01.261 | 173.4  | 13:39.985 |
| 3                                    | 1 | 7:50.344 B  | 1:05.594 | 2:45.848 | 3:58.902 | 142.8  | 22:42.620 | 3                                       | 1 | 7:26.602                  | 1:01.473 | 2:28.023 | 3:57.106 | 175.4  | 21:06.587 |
| 4                                    | 1 | 9:27.878    | 3:33.894 | 2:44.742 | 3:09.242 | 136.1  | 32:10.498 | 4                                       | 1 | 6:45.217 B                | 1:02.815 | 2:28.820 | 3:13.582 | 181.5  | 27:51.804 |
| 5                                    | 1 | 7:06.187    | 1:06.708 | 2:45.723 | 3:13.756 | 153.5  | 39:16.685 | 5                                       | 1 | 8:36.422                  | 2:40.204 | 2:30.973 | 3:25.245 | 178.5  | 36:28.226 |
| 6                                    | 1 | 8:41.871 B  | 1:07.498 | 4:03.299 | 3:31.074 | 131.6  | 47:58.556 | 6                                       | 1 | 7:12.210                  | 1:01.459 | 3:11.300 | 2:59.451 | 148.9  | 43:40.436 |
| <b>18</b> Talbot AV105 G052 1931     |   |             |          |          |          |        |           | 7                                       | 1 | 6:24.146                  | 59.563   | 2:27.005 | 2:57.578 | 188.7  | 50:04.582 |
| 1.Michael BIRCH OS8                  |   |             |          |          |          |        |           | <b>25</b> Aston Martin Speed Model 1949 |   |                           |          |          |          |        |           |
| 2.Gareth BURNETT                     |   |             |          |          |          |        |           | 1.Heinz STAMM GTS6                      |   |                           |          |          |          |        |           |
| 1                                    | 1 | 6:48.002 B  | 1:03.066 | 2:23.552 | 3:21.384 | 180.0  | 7:23.990  | 1                                       | 1 | 7:39.236 B                | 1:08.381 | 2:40.814 | 3:50.041 | 124.7  | 9:13.806  |
| <b>19</b> Riley Brooklands 1928      |   |             |          |          |          |        |           | 2                                       | 1 | 16:00.660                 | 8:19.687 | 3:37.688 | 4:03.285 | 106.4  | 25:14.466 |
| 1.Paul UGO OS1                       |   |             |          |          |          |        |           | 3                                       | 1 | 10:01.548 B               | 1:21.626 | 3:51.906 | 4:48.016 | 96.3   | 35:16.014 |
| 2.Florian Nicolas BRANDT             |   |             |          |          |          |        |           | <b>26</b> Bentley 4,5L Tourer 1928      |   |                           |          |          |          |        |           |
| 1                                    | 1 | 8:01.401    | 1:16.646 | 3:11.836 | 3:32.919 | 120.9  | 10:22.394 | 1.Katarina KYVALOVA OS4                 |   |                           |          |          |          |        |           |
| 2                                    | 1 | 7:28.441    | 1:08.991 | 2:56.163 | 3:23.287 | 140.8  | 17:50.835 | 2.Nigel BATCHELOR                       |   |                           |          |          |          |        |           |
| <b>20</b> Bugatti T44 1928 G         |   |             |          |          |          |        |           | 1                                       | 1 | 7:43.626                  | 1:16.183 | 2:54.854 | 3:32.589 | 139.7  | 8:59.579  |
| 1.François FABRI OS7                 |   |             |          |          |          |        |           | 2                                       | 1 | 7:23.856                  | 1:09.017 | 2:48.849 | 3:25.990 | 139.2  | 16:23.435 |
| 2.Timothy DUTTON                     |   |             |          |          |          |        |           | 3                                       | 1 | 7:44.155 B                | 1:11.947 | 2:52.348 | 3:39.860 | 124.3  | 24:07.590 |
| 1                                    | 1 | 7:00.941    | 1:09.124 | 2:38.655 | 3:13.162 | 151.3  | 8:09.980  | 4                                       | 1 | 8:30.754                  | 2:07.359 | 2:52.237 | 3:24.158 | 124.9  | 32:38.344 |
| 2                                    | 1 | 6:44.774    | 1:05.369 | 2:33.121 | 3:06.284 | 169.7  | 14:54.754 | 5                                       | 1 | 7:21.322                  | 1:08.464 | 2:50.768 | 3:22.090 | 129.5  | 39:59.666 |
| 3                                    | 1 | 7:46.905 B  | 1:02.215 | 2:38.608 | 4:06.082 | 158.3  | 22:41.659 | 6                                       | 1 | 8:48.524 B                | 1:10.233 | 3:47.560 | 3:50.731 | 112.9  | 48:48.190 |
| 4                                    | 1 | 10:36.814   | 4:24.307 | 2:50.570 | 3:21.937 | 136.2  | 33:18.473 | <b>27</b> Alvis FA FWD 1928             |   |                           |          |          |          |        |           |
| 5                                    | 1 | 7:09.769    | 1:06.421 | 2:43.180 | 3:20.168 | 157.4  | 40:28.242 | 1.Mark HAYWARD OS2                      |   |                           |          |          |          |        |           |
| 6                                    | 1 | 7:43.164    | 1:04.443 | 3:22.176 | 3:16.545 | 155.4  | 48:11.406 | 2.Mark BUTTERWORTH                      |   |                           |          |          |          |        |           |
| 7                                    | 1 | 7:13.391 B  | 1:04.626 | 2:42.766 | 3:25.999 | 153.5  | 55:24.797 | 1                                       | 1 | 8:31.566                  | 1:21.460 | 3:21.406 | 3:48.700 | 113.3  | 10:31.117 |
| <b>21</b> Bugatti T37 1926           |   |             |          |          |          |        |           | 2                                       | 1 | 8:44.411                  | 1:16.564 | 3:28.701 | 3:59.146 | 107.4  | 19:15.528 |
| 1.Eric HAMONIAU OS2                  |   |             |          |          |          |        |           | 3                                       | 1 | 8:48.327 B                | 1:16.677 | 3:25.841 | 4:05.809 | 106.5  | 28:03.855 |
| 2.Paul HAMONIAU                      |   |             |          |          |          |        |           | 4                                       | 1 | 10:48.484                 | 3:14.655 | 3:26.374 | 4:07.455 | 114.3  | 38:52.339 |
| 1                                    | 1 | 9:44.868    | 1:34.601 | 3:59.752 | 4:10.515 | 105.7  | 11:41.731 | 5                                       | 1 | 9:30.565                  | 1:20.176 | 4:17.059 | 3:53.330 | 112.2  | 48:22.904 |
| 2                                    | 1 | 8:58.931    | 1:18.801 | 3:21.250 | 4:18.880 | 115.1  | 20:40.662 | 6                                       | 1 | 8:45.245 B                | 1:19.736 | 3:23.368 | 4:02.141 | 106.4  | 57:08.149 |
| 3                                    | 1 | 8:16.800    | 1:15.394 | 3:15.312 | 3:46.094 | 122.8  | 28:57.462 | <b>28</b> Alvis FA FWD 1928             |   |                           |          |          |          |        |           |
| 4                                    | 1 | 8:30.522 B  | 1:13.126 | 3:13.804 | 4:03.592 | 115.1  | 37:27.984 | 1.Raphael KOCH OS2                      |   |                           |          |          |          |        |           |
|                                      |   |             |          |          |          |        |           | 2.Fred HERZOG                           |   |                           |          |          |          |        |           |



Le Point

QATAR AIRWAYS

ARTCURIAL  
// Motorcars

Sarthe



Clear Channel



MULLINER

COYOTE



aramco

PAUL MARIUS



Passion



VICOMTE A.

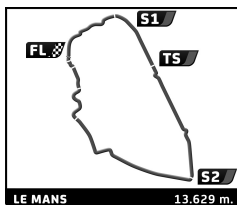


MOTUL

NOSTALGIE



29/30-1/2 | 2023  
JUIN - JUILLET



## PLATEAU 1 - GRID 1 LE MANS CLASSIC 2023 QUALIFYING - DAY PRACTICE

### Sector Analysis

Personal Best Session Best B Crossing the finish line in 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 | 9:36.352   | 1:29.180 | 3:43.424 | 4:23.748 | 94.0   | 11:41.328 | 34                                           | 1 | 7:27.133   | 1:13.172 | 2:51.311 | 3:22.650 | 138.7  | 8:06.295  |
| 2                                           | 1 | 9:22.610   | 1:21.784 | 3:33.117 | 4:27.709 | 114.5  | 21:03.938 | 2                                            | 1 | 7:23.075   | 1:11.047 | 2:50.958 | 3:21.070 | 124.3  | 15:29.370 |
| 3                                           | 1 | 8:55.964 B | 1:19.692 | 3:26.254 | 4:10.018 | 107.3  | 29:59.902 | 3                                            | 1 | 7:33.537   | 1:07.960 | 2:48.297 | 3:37.280 | 127.6  | 23:02.907 |
| 4                                           | 1 | 10:49.471  | 3:25.923 | 3:24.855 | 3:58.693 | 115.9  | 40:49.373 | 4                                            | 1 | 7:40.436 B | 1:06.658 | 2:45.008 | 3:48.770 | 129.5  | 30:43.343 |
| 5                                           | 1 | 8:57.184   | 1:22.577 | 3:38.474 | 3:56.133 | 112.4  | 49:46.557 | 1                                            | 1 | 7:42.570 B | 1:12.663 | 2:48.388 | 3:41.519 | 138.5  | 9:59.988  |
| 6                                           | 1 | 8:39.534   | 1:19.135 | 3:24.568 | 3:55.831 | 117.1  | 58:26.091 | 2                                            | 1 | 11:48.174  | 5:28.762 | 2:31.537 | 3:47.875 | 175.9  | 21:48.162 |
| <b>29</b> Aston Martin LM4 1930 OS2         |   |            |          |          |          |        |           | <b>35</b> Bugatti T51 1927 OS3               |   |            |          |          |          |        |           |
| 1.Darren TURNER                             |   |            |          |          |          |        |           | 1.Charles de VILLAUCCOURT                    |   |            |          |          |          |        |           |
| 2.Jonathan LUPTON                           |   |            |          |          |          |        |           | 1.1:02.953                                   |   |            |          |          |          |        |           |
| 1                                           | 1 | 7:32.406   | 1:18.540 | 2:51.112 | 3:22.754 | 137.8  | 9:22.319  | 2                                            | 1 | 6:45.718 B | 59.404   | 2:32.859 | 3:13.455 | 169.7  | 28:33.880 |
| 2                                           | 1 | 7:20.498   | 1:09.535 | 2:49.527 | 3:21.436 | 131.2  | 16:42.817 | 3                                            | 1 | 10:40.508  | 5:16.411 | 2:27.423 | 2:56.674 | 160.2  | 39:14.388 |
| 3                                           | 1 | 7:31.103 B | 1:07.640 | 2:47.866 | 3:35.597 | 134.1  | 24:13.920 | 4                                            | 1 | 7:03.366   | 58.191   | 3:12.305 | 2:52.870 | 176.8  | 46:17.754 |
| 4                                           | 1 | 8:02.850   | 1:58.886 | 2:50.337 | 3:13.627 | 154.5  | 32:16.770 | 5                                            | 1 | 6:13.730   | 58.852   | 2:22.111 | 2:52.767 | 177.7  | 52:31.484 |
| 5                                           | 1 | 7:15.684 B | 1:08.612 | 2:46.000 | 3:21.072 | 122.9  | 39:32.454 | <b>36</b> Bugatti T44 1928 OS3               |   |            |          |          |          |        |           |
| 6                                           | 1 | 8:25.664   | 2:04.346 | 3:18.824 | 3:02.494 | 163.6  | 47:58.118 | 1.Sebastien BENOIT LATOU                     |   |            |          |          |          |        |           |
| 7                                           | 1 | 6:29.230   | 1:00.051 | 2:31.148 | 2:58.031 | 170.2  | 54:27.348 | 2.Bruno COURTINE                             |   |            |          |          |          |        |           |
| <b>30</b> Bentley Blower 1930 OS4           |   |            |          |          |          |        |           | 1                                            | 1 | 7:43.585   | 1:22.403 | 3:06.358 | 3:14.824 | 118.5  | 9:38.739  |
| 1.Andrew FRANKEL                            |   |            |          |          |          |        |           | 2                                            | 1 | 6:52.700   | 1:02.953 | 2:38.611 | 3:11.136 | 161.6  | 16:31.439 |
| 2.James MORLEY                              |   |            |          |          |          |        |           | 3                                            | 1 | 6:55.431   | 1:03.325 | 2:36.760 | 3:15.346 | 157.7  | 23:26.870 |
| 1                                           | 1 | 7:05.467   | 1:10.253 | 2:39.834 | 3:15.380 | 144.3  | 7:53.229  | 4                                            | 1 | 6:52.154   | 1:03.322 | 2:37.255 | 3:11.577 | 158.8  | 30:19.024 |
| 2                                           | 1 | 6:51.469   | 1:04.222 | 2:35.773 | 3:11.474 | 130.2  | 14:44.698 | 5                                            | 1 | 7:10.513 B | 1:05.783 | 2:37.764 | 3:26.966 | 160.2  | 37:29.537 |
| 3                                           | 1 | 7:26.038   | 1:04.364 | 2:36.770 | 3:44.904 | 142.6  | 22:10.736 | 6                                            | 1 | 9:22.588   | 2:30.165 | 3:30.648 | 3:21.775 | 127.5  | 46:52.125 |
| 4                                           | 1 | 7:04.686 B | 1:03.964 | 2:40.640 | 3:20.082 | 165.0  | 29:15.422 | 7                                            | 1 | 7:09.388   | 1:06.416 | 2:45.489 | 3:17.483 | 150.3  | 54:01.513 |
| 5                                           | 1 | 7:53.973   | 1:56.489 | 2:40.954 | 3:16.530 | 158.8  | 37:09.395 | <b>37</b> Morgan 4/4 1937 OS5                |   |            |          |          |          |        |           |
| 6                                           | 1 | 7:43.081   | 1:08.128 | 3:23.172 | 3:11.781 | 141.7  | 44:52.476 | 1.Leigh SEBBA                                |   |            |          |          |          |        |           |
| 7                                           | 1 | 6:52.343   | 1:05.644 | 2:37.490 | 3:09.209 | 169.9  | 51:44.819 | 2.Peter COLE                                 |   |            |          |          |          |        |           |
| <b>31</b> Aston Martin Speed Model 1936 OS7 |   |            |          |          |          |        |           | 1                                            | 1 | 8:21.820   | 1:20.271 | 3:10.258 | 3:51.291 | 135.1  | 9:09.471  |
| 1.Robert BLAKEMORE                          |   |            |          |          |          |        |           | 2                                            | 1 | 8:10.836 B | 1:15.475 | 3:06.248 | 3:49.113 | 134.1  | 17:20.307 |
| 2.Nigel ARMSTRONG                           |   |            |          |          |          |        |           | 3                                            | 1 | 9:31.775   | 2:21.004 | 3:18.334 | 3:52.437 | 105.2  | 26:52.082 |
| 1                                           | 1 | 7:06.378   | 1:17.315 | 2:41.208 | 3:07.855 | 149.3  | 8:56.899  | 4                                            | 1 | 8:11.748   | 1:14.083 | 3:09.122 | 3:48.543 | 113.9  | 35:03.830 |
| 2                                           | 1 | 6:45.557 B | 1:02.759 | 2:33.964 | 3:08.834 | 177.4  | 15:42.456 | 5                                            | 1 | 8:46.112   | 1:13.029 | 3:49.206 | 3:43.877 | 103.7  | 43:49.942 |
| 3                                           | 1 | 8:00.169   | 2:01.150 | 2:42.168 | 3:16.851 | 153.9  | 23:42.625 | 6                                            | 1 | 8:02.986   | 1:14.893 | 3:06.114 | 3:41.979 | 120.1  | 51:52.928 |
| 4                                           | 1 | 6:47.160   | 1:03.865 | 2:33.353 | 3:09.942 | 176.5  | 30:29.785 | <b>38</b> Singer Nine Le Mans 1936 OS6       |   |            |          |          |          |        |           |
| 5                                           | 1 | 6:42.127   | 1:02.688 | 2:33.679 | 3:05.760 | 170.2  | 37:11.912 | 1.Anthony SCHRAUWEN                          |   |            |          |          |          |        |           |
| 6                                           | 1 | 7:44.785   | 1:06.386 | 3:30.169 | 3:08.230 | 151.1  | 44:56.697 | 1                                            | 1 | 7:54.137   | 1:30.195 | 3:03.689 | 3:20.253 | 133.4  | 9:53.375  |
| 7                                           | 1 | 6:43.619   | 1:02.214 | 2:33.495 | 3:07.910 | 166.3  | 51:40.316 | 2                                            | 1 | 7:18.838   | 1:06.409 | 2:50.424 | 3:22.005 | 148.9  | 17:12.213 |
| <b>32</b> Riley TT Sprite 1937 OS6          |   |            |          |          |          |        |           | 3                                            | 1 | 7:16.278   | 1:07.364 | 2:52.509 | 3:16.405 | 151.1  | 24:28.491 |
| 1.Ian STANDING                              |   |            |          |          |          |        |           | 4                                            | 1 | 7:13.508   | 1:06.233 | 2:50.936 | 3:16.339 | 152.2  | 31:41.999 |
| 1                                           | 1 | 7:30.517   | 1:17.170 | 2:59.576 | 3:13.771 | 116.5  | 9:36.641  | 5                                            | 1 | 7:19.637   | 1:08.451 | 2:52.544 | 3:18.642 | 155.0  | 39:01.636 |
| 2                                           | 1 | 6:44.762   | 1:02.320 | 2:36.070 | 3:06.372 | 164.8  | 16:21.403 | 6                                            | 1 | 7:42.673   | 1:06.577 | 3:22.178 | 3:13.918 | 154.5  | 46:44.309 |
| 3                                           | 1 | 6:48.010   | 1:04.739 | 2:36.857 | 3:06.414 | 167.1  | 23:09.413 | 7                                            | 1 | 7:13.203   | 1:06.656 | 2:51.001 | 3:15.546 | 150.7  | 53:57.512 |
| 4                                           | 1 | 6:50.877   | 1:02.516 | 2:35.189 | 3:13.172 | 152.6  | 30:00.290 | <b>39</b> Chenard & Walcker 2 Litre 1924 OS3 |   |            |          |          |          |        |           |
| 5                                           | 1 | 6:54.660   | 1:04.554 | 2:37.707 | 3:12.399 | 166.8  | 36:54.950 | 1.Hubert ANDEOL                              |   |            |          |          |          |        |           |
| 6                                           | 1 | 7:32.840   | 1:02.026 | 3:23.100 | 3:07.714 | 168.4  | 44:27.790 | 2.Raphael GNININVI                           |   |            |          |          |          |        |           |
| 7                                           | 1 | 6:44.762   | 1:01.354 | 2:37.284 | 3:06.124 | 166.6  | 51:12.552 | 1                                            | 1 | 9:25.580   | 1:28.105 | 3:42.958 | 4:14.517 | 120.2  | 11:20.321 |
| <b>33</b> HRG 1500 1938 OS6                 |   |            |          |          |          |        |           | 2                                            | 1 | 9:19.809   | 1:22.737 | 3:37.117 | 4:19.955 | 114.4  | 20:40.130 |
| 1.Jacques EGURREGUY                         |   |            |          |          |          |        |           | 3                                            | 1 | 9:16.994 B | 1:21.410 | 3:35.977 | 4:19.607 | 115.1  | 29:57.124 |
| 2.Pierre JULIEN                             |   |            |          |          |          |        |           | 4                                            | 1 | 11:09.072  | 3:07.791 | 3:48.605 | 4:12.676 | 110.9  | 41:06.196 |
| 1                                           | 1 | 9:27.957   | 1:28.515 | 3:48.507 | 4:10.935 | 111.9  | 11:39.124 | 5                                            | 1 | 9:25.043   | 1:26.111 | 3:43.866 | 4:15.066 | 111.9  | 50:31.239 |
| 2                                           | 1 | 9:36.494 B | 1:23.011 | 3:30.099 | 4:43.384 | 111.7  | 21:15.618 | <b>40</b> Aston Martin Speed Model 1939 OS7  |   |            |          |          |          |        |           |
| 3                                           | 1 | 9:41.421   | 2:31.410 | 3:23.509 | 3:46.502 | 113.3  | 30:57.039 | 1.Stephen SKIPWORTH                          |   |            |          |          |          |        |           |
| 4                                           | 1 | 8:23.829   | 1:14.416 | 3:22.409 | 3:47.004 | 117.6  | 39:20.868 | 2.James DEAN                                 |   |            |          |          |          |        |           |
| 5                                           | 1 | 9:11.978   | 1:14.326 | 4:06.177 | 3:51.475 | 98.9   | 48:32.846 |                                              |   |            |          |          |          |        |           |
| 6                                           | 1 | 8:21.171   | 1:14.251 | 3:24.661 | 3:42.259 | 115.1  | 56:54.017 |                                              |   |            |          |          |          |        |           |



Le Point

QATAR AIRWAYS

ARTCURIAL  
// Motorcars

Sarthe

Alfa Romeo

Clear Channel

BENTLEY

MULLINER

COYOTE

De Tomaso

aramco

PAUL MARIUS

Maserati

Passion

McLaren

VICOMTE A.

PORSCHE

MOTUL

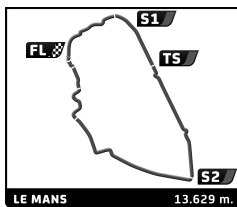
NOSTALGIE

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29/30-1/2 | 2023  
JUIN - JUILLET



## PLATEAU 1 - GRID 1 LE MANS CLASSIC 2023 QUALIFYING - DAY PRACTICE

### Sector Analysis

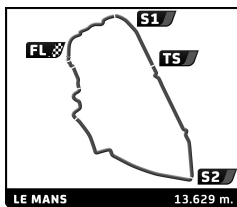
Personal Best Session Best B Crossing the finish line in pit lane

| Lap                                                                                                                                                            | D | Time               | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   | Lap                                                                                                                      | D | Time              | Sector 1 | Sector 2 | Sector 3 | T. Spd | Elapsed   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--------------------|----------|----------|----------|--------|-----------|--------------------------------------------------------------------------------------------------------------------------|---|-------------------|----------|----------|----------|--------|-----------|
| 2                                                                                                                                                              | 1 | 6:19.359           | 59.690   | 2:24.305 | 2:55.364 | 165.5  | 15:29.639 | 5                                                                                                                        | 1 | 11:15.727         | 2:43.787 | 3:58.759 | 4:33.181 | 93.2   | 50:28.630 |
| 3                                                                                                                                                              | 1 | 7:10.375 <b>B</b>  | 58.903   | 2:23.474 | 3:47.998 | 179.1  | 22:40.014 | <div>61Austin Seven Grasshopper 1935</div> <div>1.Andy STORER</div> <div>2.Chris HUDSON</div> <div>OS5</div>             |   |                   |          |          |          |        |           |
| 4                                                                                                                                                              | 1 | 8:21.975           | 2:55.881 | 2:27.181 | 2:58.913 | 171.3  | 31:01.989 | 1                                                                                                                        | 1 | 9:53.538          | 1:31.659 | 3:59.555 | 4:22.324 | 101.1  | 11:54.652 |
| 5                                                                                                                                                              | 1 | 6:21.796           | 59.970   | 2:28.502 | 2:53.324 | 177.4  | 37:23.785 | 2                                                                                                                        | 1 | 9:47.320          | 1:27.144 | 3:42.071 | 4:38.105 | 110.1  | 21:41.972 |
| 6                                                                                                                                                              | 1 | 7:11.137           | 59.380   | 3:20.420 | 2:51.337 | 171.8  | 44:34.922 | 3                                                                                                                        | 1 | 9:26.561 <b>B</b> | 1:24.921 | 3:39.918 | 4:21.722 | 112.9  | 31:08.533 |
| 7                                                                                                                                                              | 1 | 6:10.730           | 57.821   | 2:22.512 | 2:50.397 | 185.8  | 50:45.652 | 4                                                                                                                        | 1 | 11:59.056         | 3:41.847 | 3:54.253 | 4:22.956 | 101.8  | 43:07.589 |
| <div>55Bentley 3 L Super Sport 1925</div> <div>1.Peter LITTLE</div> <div>2.David LITTLE</div> <div>3.Kevin NEVILLE</div> <div>OS3</div>                        |   |                    |          |          |          |        |           | 5                                                                                                                        | 1 | 9:31.462          | 1:28.180 | 3:42.072 | 4:21.210 | 107.1  | 52:39.051 |
| 1                                                                                                                                                              | 1 | 7:44.415           | 1:13.519 | 2:59.935 | 3:30.961 | 134.4  | 8:47.950  | <div>63Riley Imp 1934</div> <div>1.Jan GIJZEN</div> <div>OS5</div>                                                       |   |                   |          |          |          |        |           |
| 2                                                                                                                                                              | 1 | 7:12.723           | 1:08.521 | 2:43.472 | 3:20.730 | 160.7  | 16:00.673 | 1                                                                                                                        | 1 | 8:26.839          | 1:18.870 | 3:20.961 | 3:47.008 | 103.6  | 10:03.324 |
| 3                                                                                                                                                              | 1 | 7:04.466           | 1:08.333 | 2:35.870 | 3:20.263 | 149.1  | 23:05.139 | 2                                                                                                                        | 1 | 8:07.604          | 1:15.747 | 3:07.868 | 3:43.989 | 135.9  | 18:10.928 |
| 4                                                                                                                                                              | 1 | 7:17.252 <b>B</b>  | 1:05.219 | 2:34.758 | 3:37.275 | 155.6  | 30:22.391 | 3                                                                                                                        | 1 | 7:58.578          | 1:15.276 | 3:04.941 | 3:38.361 | 134.2  | 26:09.506 |
| 5                                                                                                                                                              | 1 | 9:09.555           | 3:17.891 | 2:34.976 | 3:16.688 | 177.9  | 39:31.946 | 4                                                                                                                        | 1 | 8:06.072          | 1:13.993 | 3:03.414 | 3:48.665 | 124.3  | 34:15.578 |
| 6                                                                                                                                                              | 1 | 8:16.584           | 1:06.092 | 3:52.267 | 3:18.225 | 170.7  | 47:48.530 | 5                                                                                                                        | 1 | 8:08.124          | 1:13.316 | 3:13.081 | 3:41.727 | 137.6  | 42:23.702 |
| 7                                                                                                                                                              | 1 | 7:07.852 <b>B</b>  | 1:07.140 | 2:34.218 | 3:26.494 | 179.4  | 54:56.382 | 6                                                                                                                        | 1 | 7:54.357          | 1:13.455 | 3:05.580 | 3:35.322 | 126.2  | 50:18.059 |
| <div>56Amilcar CGSs 1926</div> <div>1.Jean-Luc LAFAYE</div> <div>OS1</div>                                                                                     |   |                    |          |          |          |        |           | <div>64Lagonda LG45 1937</div> <div>1.Martin BUGLER</div> <div>OS8</div>                                                 |   |                   |          |          |          |        |           |
| 1                                                                                                                                                              | 1 | 10:20.678          | 1:29.265 | 4:06.195 | 4:45.218 | 103.2  | 11:39.521 | 1                                                                                                                        | 1 | 6:52.401          | 1:05.260 | 2:36.944 | 3:10.197 | 152.6  | 7:56.867  |
| 2                                                                                                                                                              | 1 | 11:16.646 <b>B</b> | 1:32.966 | 4:19.716 | 5:23.964 | 93.6   | 22:56.167 | 2                                                                                                                        | 1 | 6:44.948          | 1:05.137 | 2:34.211 | 3:05.600 | 172.9  | 14:41.815 |
| 3                                                                                                                                                              | 1 | 12:26.351          | 3:01.170 | 4:24.201 | 5:00.980 | 88.3   | 35:22.518 | 3                                                                                                                        | 1 | 7:34.411          | 1:04.258 | 2:48.987 | 3:41.166 | 146.9  | 22:16.226 |
| 4                                                                                                                                                              | 1 | 10:45.519          | 1:32.004 | 4:24.591 | 4:48.924 | 91.5   | 46:08.037 | 4                                                                                                                        | 1 | 7:28.952 <b>B</b> | 1:10.746 | 2:51.075 | 3:27.131 | 131.5  | 29:45.178 |
| 5                                                                                                                                                              | 1 | 10:31.878          | 1:31.800 | 4:15.089 | 4:44.989 | 93.8   | 56:39.915 | 5                                                                                                                        | 1 | 13:45.047         | 7:20.158 | 3:21.302 | 3:03.587 | 165.3  | 43:30.225 |
| <div>57Delahaye 135 S 1936</div> <div>1.Hugo BALDY</div> <div>2.Dominique BALDY</div> <div>3.Pierre LENFANT</div> <div>4.Romain GRABOWSKI</div> <div>OS8</div> |   |                    |          |          |          |        |           | 6                                                                                                                        | 1 | 6:33.070          | 1:02.525 | 2:29.020 | 3:01.525 | 182.1  | 50:03.295 |
| 1                                                                                                                                                              | 1 | 9:16.605 <b>B</b>  | 1:19.688 | 3:04.338 | 4:52.579 | 125.9  | 10:40.276 | <div>65Delahaye 135 S 1936</div> <div>1.Alex van DER LOF</div> <div>2.Shirley van DER LOF</div> <div>OS8</div>           |   |                   |          |          |          |        |           |
| 2                                                                                                                                                              | 1 | 10:17.602          | 3:02.536 | 3:03.978 | 4:11.088 | 118.2  | 20:57.878 | 1                                                                                                                        | 1 | 8:16.075 <b>B</b> | 1:14.544 | 3:09.662 | 3:51.869 | 112.3  | 9:24.264  |
| 3                                                                                                                                                              | 1 | 8:08.489 <b>B</b>  | 1:16.673 | 3:04.277 | 3:47.539 | 125.2  | 29:06.367 | <div>66Citroën Tipo C4 Spider 1932</div> <div>1.Sylvain DONNEVE</div> <div>2.Jean-Baptiste CIPRIANI</div> <div>OS7</div> |   |                   |          |          |          |        |           |
| 4                                                                                                                                                              | 1 | 9:24.732           | 2:47.945 | 3:00.777 | 3:36.010 | 126.9  | 38:31.099 | 1                                                                                                                        | 1 | 9:33.022          | 1:28.727 | 3:50.133 | 4:14.162 | 99.7   | 11:51.720 |
| 5                                                                                                                                                              | 1 | 8:16.904           | 1:14.868 | 3:32.598 | 3:29.438 | 131.2  | 46:48.003 | 2                                                                                                                        | 1 | 9:26.253          | 1:25.993 | 3:34.782 | 4:25.478 | 110.6  | 21:17.973 |
| 6                                                                                                                                                              | 1 | 7:27.975           | 1:08.620 | 2:51.987 | 3:27.368 | 130.4  | 54:15.978 | 3                                                                                                                        | 1 | 9:00.497 <b>B</b> | 1:23.911 | 3:30.703 | 4:05.883 | 114.2  | 30:18.470 |
| <div>58Delage D6S-3L 1937</div> <div>1.Volker HICHERT</div> <div>OS7</div>                                                                                     |   |                    |          |          |          |        |           | <div>67Talbot 90 PL 3 1930</div> <div>1.John POLSON</div> <div>OS3</div>                                                 |   |                   |          |          |          |        |           |
| 1                                                                                                                                                              | 1 | 7:10.025           |          |          |          |        | 8:09.158  | 1                                                                                                                        | 1 | 8:13.406          | 1:20.030 | 3:12.351 | 3:41.025 | 120.6  | 10:19.032 |
| 2                                                                                                                                                              | 1 | 6:45.280           |          |          |          |        | 14:54.438 | 2                                                                                                                        | 1 | 7:41.539          | 1:10.739 | 2:58.997 | 3:31.803 | 138.3  | 18:00.571 |
| 3                                                                                                                                                              | 1 | 8:20.366 <b>B</b>  |          |          |          |        | 23:14.804 | 3                                                                                                                        | 1 | 7:45.054 <b>B</b> | 1:10.087 | 2:58.946 | 3:36.021 | 134.2  | 25:45.625 |
| 4                                                                                                                                                              | 1 | 8:04.253           |          |          |          |        | 31:19.057 | 4                                                                                                                        | 1 | 9:05.794          | 2:38.473 | 2:58.630 | 3:28.691 | 133.4  | 34:51.419 |
| 5                                                                                                                                                              | 1 | 6:50.601           |          |          |          |        | 38:09.658 | 5                                                                                                                        | 1 | 8:15.492          | 1:08.043 | 3:41.630 | 3:25.819 | 140.8  | 43:06.911 |
| 6                                                                                                                                                              | 1 | 8:35.860 <b>B</b>  |          |          |          |        | 46:45.518 | 6                                                                                                                        | 1 | 7:24.165          | 1:08.969 | 2:54.028 | 3:21.168 | 140.3  | 50:31.076 |
| <div>59Chrysler 75 1929</div> <div>1.Marian STOCH</div> <div>2.Bartosz BALICKI</div> <div>3.Jan POTOCKI</div> <div>OS4</div>                                   |   |                    |          |          |          |        |           | <div>68Delage D6S-3L 1938</div> <div>1.Paul-Emile BESSADE</div> <div>2.Benjamin BESSADE</div> <div>OS7</div>             |   |                   |          |          |          |        |           |
| 1                                                                                                                                                              | 1 | 9:08.579           | 1:24.040 | 3:40.318 | 4:04.221 | 102.5  | 10:35.605 | 1                                                                                                                        | 1 | 7:22.277          | 1:11.165 | 2:47.851 | 3:23.261 | 145.3  | 8:11.027  |
| 2                                                                                                                                                              | 1 | 9:12.061           | 1:19.239 | 3:40.920 | 4:11.902 | 105.5  | 19:47.666 | 2                                                                                                                        | 1 | 7:10.492          | 1:08.352 | 2:44.069 | 3:18.071 | 131.0  | 15:21.519 |
| 3                                                                                                                                                              | 1 | 9:25.735 <b>B</b>  | 1:19.655 | 3:47.146 | 4:18.934 | 100.0  | 29:13.401 | 3                                                                                                                        | 1 | 7:22.063          | 1:06.497 | 2:43.879 | 3:31.687 | 153.9  | 22:43.582 |
| 4                                                                                                                                                              | 1 | 11:00.739          | 2:47.925 | 3:52.827 | 4:19.987 | 93.6   | 40:14.140 | 4                                                                                                                        | 1 | 7:21.137 <b>B</b> | 1:07.655 | 2:44.379 | 3:29.103 | 148.0  | 30:04.719 |
| 5                                                                                                                                                              | 1 | 9:56.620           | 1:30.761 | 4:03.867 | 4:21.992 | 93.5   | 50:10.760 | 5                                                                                                                        | 1 | 9:24.425 <b>B</b> | 2:46.247 | 2:51.298 | 3:46.880 | 144.1  | 39:29.144 |
| <div>60Citroën Tipo C4 Spider 1932</div> <div>1.Tom DE GRES</div> <div>2.Hans CIERES</div> <div>3.Wim VAN GIERDEGOM</div> <div>OS7</div>                       |   |                    |          |          |          |        |           | 6                                                                                                                        | 1 | 12:47.981         | 6:23.199 | 2:54.405 | 3:30.377 | 134.7  | 52:17.125 |
| 1                                                                                                                                                              | 1 | 9:18.902           | 1:35.070 | 3:39.234 | 4:04.598 | 109.9  | 10:57.130 |                                                                                                                          |   |                   |          |          |          |        |           |
| 2                                                                                                                                                              | 1 | 9:04.985 <b>B</b>  | 1:20.439 | 3:28.528 | 4:16.018 | 115.1  | 20:02.115 |                                                                                                                          |   |                   |          |          |          |        |           |
| 3                                                                                                                                                              | 1 | 10:00.034          | 2:13.268 | 3:35.993 | 4:10.773 | 116.5  | 30:02.149 |                                                                                                                          |   |                   |          |          |          |        |           |
| 4                                                                                                                                                              | 1 | 9:10.754 <b>B</b>  | 1:23.851 | 3:32.607 | 4:14.296 | 114.2  | 39:12.903 |                                                                                                                          |   |                   |          |          |          |        |           |





29/30-1/2 | 2023  
JUIN - JUILLET



## PLATEAU 1 - GRID 1 LE MANS CLASSIC 2023 QUALIFYING - DAY PRACTICE

### Sector Analysis

Personal Best Session Best B Crossing the finish line in 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 |
|----------------------------------------------------------------------------------------------------------------------------------------------------|---|------|----------|----------|----------|--------|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------|---|------|----------|----------|----------|--------|---------|
| <div>69</div> <div>Morgan 4/4 1938</div> <div>1.Graeme SMITH</div> <div>OS5</div>                                                                  |   |      |          |          |          |        |         | <div>1</div> <div>1</div> <div>8:35.410</div> <div>1:21.531</div> <div>3:12.609</div> <div>4:01.270</div> <div>122.6</div> <div>10:03.136</div>         |   |      |          |          |          |        |         |
| <div>2</div> <div>1</div> <div>8:07.257</div> <div>1:15.958</div> <div>3:12.074</div> <div>3:39.225</div> <div>128.1</div> <div>17:57.385</div>    |   |      |          |          |          |        |         | <div>2</div> <div>1</div> <div>8:15.194</div> <div>1:18.610</div> <div>3:08.974</div> <div>3:47.610</div> <div>126.3</div> <div>18:18.330</div>         |   |      |          |          |          |        |         |
| <div>3</div> <div>1</div> <div>8:01.221</div> <div>1:13.817</div> <div>3:07.940</div> <div>3:39.464</div> <div>120.2</div> <div>25:58.606</div>    |   |      |          |          |          |        |         | <div>3</div> <div>1</div> <div>8:03.838 B</div> <div>1:14.482</div> <div>3:02.270</div> <div>3:47.086</div> <div>125.3</div> <div>26:22.168</div>       |   |      |          |          |          |        |         |
| <div>4</div> <div>1</div> <div>8:02.988 B</div> <div>1:14.295</div> <div>3:04.581</div> <div>3:44.112</div> <div>136.6</div> <div>34:01.594</div>  |   |      |          |          |          |        |         | <div>4</div> <div>1</div> <div>10:46.288</div> <div>3:30.394</div> <div>3:13.630</div> <div>4:02.264</div> <div>121.0</div> <div>37:08.456</div>        |   |      |          |          |          |        |         |
| <div>5</div> <div>1</div> <div>10:42.705</div> <div>3:31.850</div> <div>3:36.307</div> <div>3:34.548</div> <div>131.6</div> <div>44:44.299</div>   |   |      |          |          |          |        |         | <div>5</div> <div>1</div> <div>8:56.358</div> <div>1:19.862</div> <div>3:41.425</div> <div>3:55.071</div> <div>125.2</div> <div>46:04.814</div>         |   |      |          |          |          |        |         |
| <div>6</div> <div>1</div> <div>7:50.265</div> <div>1:11.835</div> <div>3:04.434</div> <div>3:33.996</div> <div>138.1</div> <div>52:34.564</div>    |   |      |          |          |          |        |         | <div>6</div> <div>1</div> <div>8:26.326</div> <div>1:20.998</div> <div>3:13.336</div> <div>3:51.992</div> <div>124.0</div> <div>54:31.140</div>         |   |      |          |          |          |        |         |
| <div>70</div> <div>Morgan 4/4 1938</div> <div>1.Simon KING</div> <div>2.Philip ST CLAIR TISDALL</div> <div>OS5</div>                               |   |      |          |          |          |        |         | <div>76</div> <div>Morgan 4/4 1938</div> <div>1.Philippe BOULEAU</div> <div>3.Xavier DELAUNAY</div> <div>2.Pierre Augustin BOULEAU</div> <div>OS5</div> |   |      |          |          |          |        |         |
| <div>1</div> <div>1</div> <div>7:49.242</div> <div>1:13.926</div> <div>3:09.012</div> <div>3:26.304</div> <div>127.8</div> <div>9:28.004</div>     |   |      |          |          |          |        |         | <div>1</div> <div>1</div> <div>8:24.760</div> <div>1:24.121</div> <div>3:10.951</div> <div>3:49.688</div> <div>113.2</div> <div>10:08.136</div>         |   |      |          |          |          |        |         |
| <div>2</div> <div>1</div> <div>7:30.811</div> <div>1:09.242</div> <div>2:59.893</div> <div>3:21.676</div> <div>130.9</div> <div>16:58.815</div>    |   |      |          |          |          |        |         | <div>2</div> <div>1</div> <div>7:51.848</div> <div>1:14.273</div> <div>2:57.615</div> <div>3:39.960</div> <div>128.1</div> <div>17:59.984</div>         |   |      |          |          |          |        |         |
| <div>3</div> <div>1</div> <div>7:28.102</div> <div>1:07.609</div> <div>2:59.689</div> <div>3:20.804</div> <div>132.8</div> <div>24:26.917</div>    |   |      |          |          |          |        |         | <div>3</div> <div>1</div> <div>7:45.742</div> <div>1:12.153</div> <div>2:55.819</div> <div>3:37.770</div> <div>128.8</div> <div>25:45.726</div>         |   |      |          |          |          |        |         |
| <div>4</div> <div>1</div> <div>7:31.602 B</div> <div>1:08.214</div> <div>2:57.548</div> <div>3:25.840</div> <div>130.7</div> <div>31:58.519</div>  |   |      |          |          |          |        |         | <div>4</div> <div>1</div> <div>8:14.846 B</div> <div>1:11.518</div> <div>3:05.058</div> <div>3:58.270</div> <div>112.3</div> <div>34:00.572</div>       |   |      |          |          |          |        |         |
| <div>5</div> <div>1</div> <div>9:14.447</div> <div>2:11.261</div> <div>3:23.646</div> <div>3:39.540</div> <div>110.6</div> <div>41:12.966</div>    |   |      |          |          |          |        |         | <div>5</div> <div>1</div> <div>10:37.846</div> <div>3:10.452</div> <div>3:40.796</div> <div>3:46.598</div> <div>118.2</div> <div>44:38.418</div>        |   |      |          |          |          |        |         |
| <div>6</div> <div>1</div> <div>8:12.323</div> <div>1:12.872</div> <div>3:19.794</div> <div>3:39.657</div> <div>119.3</div> <div>49:25.289</div>    |   |      |          |          |          |        |         | <div>6</div> <div>1</div> <div>8:00.056</div> <div>1:17.188</div> <div>3:02.114</div> <div>3:40.754</div> <div>131.0</div> <div>52:38.474</div>         |   |      |          |          |          |        |         |
| <div>7</div> <div>1</div> <div>8:05.569</div> <div>1:12.034</div> <div>3:15.629</div> <div>3:37.906</div> <div>115.9</div> <div>57:30.858</div>    |   |      |          |          |          |        |         |                                                                                                                                                         |   |      |          |          |          |        |         |
| <div>71</div> <div>HRG 1500 1950</div> <div>1.Pierre-Etienne LAMBERT</div> <div>2.Thierry DURECU</div> <div>TSRC3</div>                            |   |      |          |          |          |        |         | <div>77</div> <div>Riley MPH 1933</div> <div>1.Louise ALVERGNAT</div> <div>3.Eric ALVERGNAT</div> <div>2.Christophe ALVERGNAT</div> <div>OS6</div>      |   |      |          |          |          |        |         |
| <div>1</div> <div>1</div> <div>8:10.054</div> <div>1:20.242</div> <div>3:06.819</div> <div>3:42.993</div> <div>145.1</div> <div>10:21.941</div>    |   |      |          |          |          |        |         | <div>1</div> <div>1</div> <div>9:08.627</div> <div>1:31.708</div> <div></div> <div></div> <div>116.5</div> <div>10:51.833</div>                         |   |      |          |          |          |        |         |
| <div>2</div> <div>1</div> <div>8:00.967 B</div> <div>1:14.537</div> <div>2:53.447</div> <div>3:52.983</div> <div>143.4</div> <div>18:22.908</div>  |   |      |          |          |          |        |         | <div>2</div> <div>1</div> <div>8:45.690</div> <div>1:20.683</div> <div></div> <div></div> <div>129.9</div> <div>19:37.523</div>                         |   |      |          |          |          |        |         |
| <div>3</div> <div>1</div> <div>12:26.174</div> <div>4:25.588</div> <div>3:40.556</div> <div>4:20.030</div> <div>102.1</div> <div>30:49.082</div>   |   |      |          |          |          |        |         | <div>3</div> <div>1</div> <div>8:40.757 B</div> <div>1:19.125</div> <div></div> <div></div> <div>118.5</div> <div>28:18.280</div>                       |   |      |          |          |          |        |         |
| <div>4</div> <div>1</div> <div>8:51.533</div> <div>1:20.819</div> <div>3:31.414</div> <div>3:59.300</div> <div>95.0</div> <div>39:40.615</div>     |   |      |          |          |          |        |         | <div>4</div> <div>1</div> <div>10:35.900</div> <div>3:10.861</div> <div></div> <div></div> <div>117.4</div> <div>38:54.180</div>                        |   |      |          |          |          |        |         |
| <div>5</div> <div>1</div> <div>9:06.276</div> <div>1:16.930</div> <div>3:56.570</div> <div>3:52.776</div> <div>108.2</div> <div>48:46.891</div>    |   |      |          |          |          |        |         | <div>5</div> <div>1</div> <div>9:30.594</div> <div>1:19.556</div> <div></div> <div></div> <div>118.2</div> <div>48:24.774</div>                         |   |      |          |          |          |        |         |
| <div>6</div> <div>1</div> <div>8:13.346</div> <div>1:17.343</div> <div>3:10.011</div> <div>3:45.992</div> <div>108.7</div> <div>57:00.237</div>    |   |      |          |          |          |        |         | <div>6</div> <div>1</div> <div>8:28.083</div> <div>1:19.881</div> <div></div> <div></div> <div>109.0</div> <div>56:52.857</div>                         |   |      |          |          |          |        |         |
| <div>72</div> <div>Bentley 4,5L Tourer 1930</div> <div>1.Eric ALVERGNAT</div> <div>2.Vincent ALLARDET</div> <div>OS4</div>                         |   |      |          |          |          |        |         | <div>78</div> <div>Riley TT Sprite 1935</div> <div>1.Thierry CHANOINE</div> <div>3.Michel PLAISANT</div> <div>2.Marc-André SCHYRR</div> <div>OS7</div>  |   |      |          |          |          |        |         |
| <div>1</div> <div>1</div> <div>9:05.532</div> <div>1:27.866</div> <div>3:30.882</div> <div>4:06.784</div> <div>119.0</div> <div>10:46.578</div>    |   |      |          |          |          |        |         | <div>1</div> <div>1</div> <div>9:52.363</div> <div>1:30.372</div> <div>3:48.689</div> <div>4:33.302</div> <div>109.2</div> <div>11:07.432</div>         |   |      |          |          |          |        |         |
| <div>2</div> <div>1</div> <div>8:53.892</div> <div>1:20.736</div> <div>3:21.066</div> <div>4:12.090</div> <div>121.7</div> <div>19:40.470</div>    |   |      |          |          |          |        |         | <div>2</div> <div>1</div> <div>9:04.371</div> <div>1:29.882</div> <div>3:28.606</div> <div>4:05.883</div> <div>119.9</div> <div>20:11.803</div>         |   |      |          |          |          |        |         |
| <div>3</div> <div>1</div> <div>9:16.968 B</div> <div>1:20.828</div> <div>3:33.834</div> <div>4:22.306</div> <div>110.1</div> <div>28:57.438</div>  |   |      |          |          |          |        |         | <div>3</div> <div>1</div> <div>8:47.381 B</div> <div>1:20.774</div> <div>3:21.056</div> <div>4:05.551</div> <div>127.0</div> <div>28:59.184</div>       |   |      |          |          |          |        |         |
| <div>4</div> <div>1</div> <div>10:15.721</div> <div>2:51.005</div> <div>3:26.006</div> <div>3:58.710</div> <div>106.9</div> <div>39:13.159</div>   |   |      |          |          |          |        |         |                                                                                                                                                         |   |      |          |          |          |        |         |
| <div>5</div> <div>1</div> <div>9:18.747</div> <div>1:16.172</div> <div>4:11.380</div> <div>3:51.195</div> <div>110.4</div> <div>48:31.906</div>    |   |      |          |          |          |        |         |                                                                                                                                                         |   |      |          |          |          |        |         |
| <div>6</div> <div>1</div> <div>8:18.573</div> <div>1:14.431</div> <div>3:16.776</div> <div>3:47.366</div> <div>112.6</div> <div>56:50.479</div>    |   |      |          |          |          |        |         |                                                                                                                                                         |   |      |          |          |          |        |         |
| <div>73</div> <div>Lagonda V12 Le Mans 1939</div> <div>1.Robert LEWIS</div> <div>OS8</div>                                                         |   |      |          |          |          |        |         | <div>79</div> <div>Bentley 4 ½ 1925</div> <div>1.Bill CLEYNDERT</div> <div>OS4</div>                                                                    |   |      |          |          |          |        |         |
| <div>1</div> <div>1</div> <div>7:32.166</div> <div>1:12.195</div> <div>2:54.651</div> <div>3:25.320</div> <div>126.9</div> <div>8:39.529</div>     |   |      |          |          |          |        |         | <div>1</div> <div>1</div> <div>7:12.395</div> <div>1:11.202</div> <div>2:44.021</div> <div>3:17.172</div> <div>153.0</div> <div>7:37.877</div>          |   |      |          |          |          |        |         |
| <div>2</div> <div>1</div> <div>7:05.347</div> <div>1:07.044</div> <div>2:41.898</div> <div>3:16.405</div> <div>134.6</div> <div>15:44.876</div>    |   |      |          |          |          |        |         | <div>2</div> <div>1</div> <div>7:12.248</div> <div>1:06.977</div> <div>2:46.416</div> <div>3:18.855</div> <div>150.3</div> <div>14:50.125</div>         |   |      |          |          |          |        |         |
| <div>3</div> <div>1</div> <div>7:16.523</div> <div>1:06.475</div> <div>2:40.757</div> <div>3:29.291</div> <div>133.4</div> <div>23:01.399</div>    |   |      |          |          |          |        |         | <div>3</div> <div>1</div> <div>7:42.539</div> <div>1:06.947</div> <div>2:43.247</div> <div>3:52.345</div> <div>157.2</div> <div>22:32.664</div>         |   |      |          |          |          |        |         |
| <div>4</div> <div>1</div> <div>7:27.044 B</div> <div>1:05.886</div> <div>2:35.314</div> <div>3:45.844</div> <div>144.1</div> <div>30:28.443</div>  |   |      |          |          |          |        |         | <div>4</div> <div>1</div> <div>7:13.516</div> <div>1:09.029</div> <div>2:45.165</div> <div>3:19.322</div> <div>134.1</div> <div>29:46.180</div>         |   |      |          |          |          |        |         |
| <div>5</div> <div>1</div> <div>10:13.783 B</div> <div>3:48.353</div> <div>2:49.141</div> <div>3:36.289</div> <div>138.5</div> <div>40:42.226</div> |   |      |          |          |          |        |         | <div>5</div> <div>1</div> <div>7:22.938</div> <div>1:07.355</div> <div>2:44.866</div> <div>3:30.717</div> <div>146.9</div> <div>37:09.118</div>         |   |      |          |          |          |        |         |
| <div>6</div> <div>1</div> <div>8:08.234</div> <div>1:06.692</div> <div>3:26.833</div> <div>3:34.709</div> <div>148.0</div> <div>45:17.352</div>    |   |      |          |          |          |        |         | <div>6</div> <div>1</div> <div>8:08.234</div> <div>1:06.692</div> <div>3:26.833</div> <div>3:34.709</div> <div>148.0</div> <div>45:17.352</div>         |   |      |          |          |          |        |         |
| <div>7</div> <div>1</div> <div>7:55.390</div> <div>1:11.670</div> <div>3:05.379</div> <div>3:38.341</div> <div>120.7</div> <div>53:12.742</div>    |   |      |          |          |          |        |         | <div>7</div> <div>1</div> <div>7:55.390</div> <div>1:11.670</div> <div>3:05.379</div> <div>3:38.341</div> <div>120.7</div> <div>53:12.742</div>         |   |      |          |          |          |        |         |
| <div>74</div> <div>Tracta A28 1929</div> <div>1.Patrick BOURDAIS</div> <div>2.Didier-Pierre JARROSSAY</div> <div>OS1</div>                         |   |      |          |          |          |        |         | <div>80</div> <div>Bentley 4,5L Tourer 1929</div> <div>1.Robert FRANCIS</div> <div>2.John THOMPSON</div> <div>OS4</div>                                 |   |      |          |          |          |        |         |
| <div>1</div> <div>1</div> <div>11:21.954</div> <div>1:54.337</div> <div>4:25.176</div> <div>5:02.441</div> <div>86.6</div> <div>13:00.289</div>    |   |      |          |          |          |        |         | <div>1</div> <div>1</div> <div>7:25.078</div> <div>1:11.820</div> <div>2:47.299</div> <div>3:25.959</div> <div>138.7</div> <div>8:20.438</div>          |   |      |          |          |          |        |         |
| <div>2</div> <div>1</div> <div>11:02.863 B</div> <div>1:43.774</div> <div>4:17.174</div> <div>5:01.915</div> <div>91.3</div> <div>24:03.152</div>  |   |      |          |          |          |        |         | <div>2</div> <div>1</div> <div>7:32.826</div> <div>1:11.336</div> <div>2:50.751</div> <div>3:30.739</div> <div>140.1</div> <div>15:53.264</div>         |   |      |          |          |          |        |         |
| <div>3</div> <div>1</div> <div>11:22.218</div> <div>3:00.217</div> <div>3:55.611</div> <div>4:26.390</div> <div>104.9</div> <div>35:25.370</div>   |   |      |          |          |          |        |         | <div>3</div> <div>1</div> <div>8:03.970 B</div> <div>1:11.267</div> <div>2:54.475</div> <div>3:58.228</div> <div>138.8</div> <div>23:57.234</div>       |   |      |          |          |          |        |         |
| <div>4</div> <div>1</div> <div>9:46.735</div> <div>1:29.976</div> <div>4:05.472</div> <div>4:11.287</div> <div>88.2</div> <div>45:12.105</div>     |   |      |          |          |          |        |         |                                                                                                                                                         |   |      |          |          |          |        |         |
| <div>5</div> <div>1</div> <div>9:09.556</div> <div>1:23.863</div> <div>3:41.878</div> <div>4:03.815</div> <div>100.3</div> <div>54:21.661</div>    |   |      |          |          |          |        |         |                                                                                                                                                         |   |      |          |          |          |        |         |
| <div>75</div> <div>Lagonda M45 Rapide 1935</div> <div>1.Robert JANER</div> <div>2.Antoine JANER</div> <div>OS8</div>                               |   |      |          |          |          |        |         | <div>81</div> <div>Bugatti T35 B 1926</div> <div>1.Matthieu CHENUIL</div> <div>3.Eric ALVERGNAT</div> <div>2.Matthieu DELEFORTRIE</div> <div>OS3</div>  |   |      |          |          |          |        |         |
| <div>1</div> <div>1</div> <div>8:58.776</div> <div>1:29.803</div> <div>3:41.643</div> <div>3:47.330</div> <div>91.6</div> <div>10:49.039</div>     |   |      |          |          |          |        |         | <div>1</div> <div>1</div> <div>8:58.776</div> <div>1:29.803</div> <div>3:41.643</div> <div>3:47.330</div> <div>91.6</div> <div>10:49.039</div>          |   |      |          |          |          |        |         |
| <div>2</div> <div>1</div> <div>8:29.210</div> <div>1:19.237</div> <div>3:23.008</div> <div>3:46.965</div> <div>108.2</div> <div>19:18.249</div>    |   |      |          |          |          |        |         | <div>2</div> <div>1</div> <div>8:29.210</div> <div>1:19.237</div> <div>3:23.008</div> <div>3:46.965</div> <div>108.2</div> <div>19:18.249</div>         |   |      |          |          |          |        |         |
| <div>3</div> <div>1</div> <div>8:47.412 B</div> <div>1:13.539</div> <div>3:34.351</div> <div>3:59.522</div> <div>101.0</div> <div>28:05.661</div>  |   |      |          |          |          |        |         | <div>3</div> <div>1</div> <div>8:47.412 B</div> <div>1:13.539</div> <div>3:34.351</div> <div>3:59.522</div> <div>101.0</div> <div>28:05.661</div>       |   |      |          |          |          |        |         |
| <div>4</div> <div>1</div> <div>10:44.801</div> <div>3:12.058</div> <div>3:30.197</div> <div>4:02.546</div> <div>112.2</div> <div>38:50.462</div>   |   |      |          |          |          |        |         | <div>4</div> <div>1</div> <div>10:44.801</div> <div>3:12.058</div> <div>3:30.197</div> <div>4:02.546</div> <div>112.2</div> <div>38:50.462</div>        |   |      |          |          |          |        |         |
| <div>5</div> <div>1</div> <div>9:19.019</div> <div>1:19.281</div> <div>4:01.613</div> <div>3:58.125</div> <div>90.3</div> <div>48:09.481</div>     |   |      |          |          |          |        |         | <div>5</div> <div>1</div> <div>9:19.019</div> <div>1:19.281</div> <div>4:01.613</div> <div>3:58.125</div> <div>90.3</div> <div>48:09.481</div>          |   |      |          |          |          |        |         |
| <div>6</div> <div>1</div> <div>8:22.978</div> <div>1:16.963</div> <div>3:15.598</div> <div>3:50.517</div> <div>105.5</div> <div>56:32.459</div>    |   |      |          |          |          |        |         | <div>6</div> <div>1</div> <div>8:22.978</div> <div>1:16.963</div> <div>3:15.598</div> <div>3:50.517</div> <div>105.5</div> <div>56:32.459</div>         |   |      |          |          |          |        |         |



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QATAR AIRWAYS

ARTCURIAL  
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Sarthe

Alfa Romeo

Clear Channel

BENTLEY

MULLINER

COYOTE

De Tomaso

aramco

PAUL MARIUS

Maserati

Passion

McLaren

VICOMTE A.

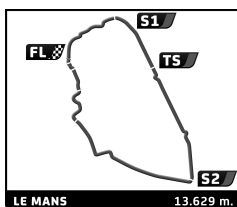
PORSCHE

MOTUL

NOSTALGIE



29/30-1/2 | 20  
JUIN - JUILLET | 23



## PLATEAU 1 - GRID 1 LE MANS CLASSIC 2023 QUALIFYING - DAY PRACTICE

### Sector Analysis

■ Personal Best ■ Session Best B Crossing the finish line in 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 |
|-----|---|---------------------------------------------------------------------------------------------|----------|----------|----------|--------|-----------|-----|---|------|----------|----------|----------|--------|---------|
| 82  |   | Talbot AV105 G054 1931<br>1.Nicholas PELLETT OS7                                            |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1   | 1 | 7:11.277                                                                                    | 1:14.837 | 2:38.171 | 3:18.269 | 136.7  | 8:14.138  |     |   |      |          |          |          |        |         |
| 2   | 1 | 6:59.390                                                                                    | 1:06.424 | 2:41.127 | 3:11.839 | 132.3  | 15:13.528 |     |   |      |          |          |          |        |         |
| 3   | 1 | 7:31.940 B                                                                                  | 1:04.167 | 2:38.000 | 3:49.773 | 151.5  | 22:45.468 |     |   |      |          |          |          |        |         |
| 83  |   | Alfa Romeo 8C 2300 MM Spider Zagato 1932<br>1.Martin HALUSA OS7<br>2.Alexander AMES         |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1   | 1 | 6:44.170                                                                                    | 1:07.651 | 2:31.623 | 3:04.896 | 132.8  | 7:24.313  |     |   |      |          |          |          |        |         |
| 2   | 1 | 6:24.865                                                                                    | 1:00.590 | 2:25.328 | 2:58.947 | 161.9  | 13:49.178 |     |   |      |          |          |          |        |         |
| 3   | 1 | 7:13.327                                                                                    | 59.833   | 2:23.744 | 3:49.750 | 171.8  | 21:02.505 |     |   |      |          |          |          |        |         |
| 4   | 1 | 6:29.120 B                                                                                  | 59.925   | 2:24.920 | 3:04.275 | 173.2  | 27:31.625 |     |   |      |          |          |          |        |         |
| 5   | 1 | 6:56.124                                                                                    | 1:44.858 | 2:21.050 | 2:50.216 | 172.6  | 34:27.749 |     |   |      |          |          |          |        |         |
| 6   | 1 | 5:53.725                                                                                    | 54.704   | 2:15.448 | 2:43.573 | 186.5  | 40:21.474 |     |   |      |          |          |          |        |         |
| 7   | 1 | 7:29.192 B                                                                                  | 54.914   | 3:27.924 | 3:06.354 | 154.1  | 47:50.666 |     |   |      |          |          |          |        |         |
| 84  |   | Bugatti T35 B 1926<br>1.Jean-Pascal CUEREL OS3                                              |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1   | 1 | 7:35.789                                                                                    | 1:14.159 | 2:53.693 | 3:27.937 | 128.4  | 8:00.009  |     |   |      |          |          |          |        |         |
| 2   | 1 | 7:23.734                                                                                    | 1:09.118 | 2:51.719 | 3:22.897 | 129.5  | 15:23.743 |     |   |      |          |          |          |        |         |
| 3   | 1 | 7:43.670 B                                                                                  | 1:07.253 | 2:42.466 | 3:53.951 | 147.6  | 23:07.413 |     |   |      |          |          |          |        |         |
| 4   | 1 | 8:13.351                                                                                    | 1:56.166 | 2:47.987 | 3:29.198 | 137.1  | 31:20.764 |     |   |      |          |          |          |        |         |
| 5   | 1 | 7:20.537                                                                                    | 1:07.714 | 2:50.387 | 3:22.436 | 104.2  | 38:41.301 |     |   |      |          |          |          |        |         |
| 6   | 1 | 7:48.313                                                                                    | 1:07.460 | 3:22.181 | 3:18.672 | 149.1  | 46:29.614 |     |   |      |          |          |          |        |         |
| 7   | 1 | 7:30.362 B                                                                                  | 1:08.149 | 2:41.158 | 3:41.055 | 151.5  | 53:59.976 |     |   |      |          |          |          |        |         |
| 85  |   | Alfa Romeo 8C 2300 1932<br>1.Klaus DOLD OS7                                                 |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1   | 1 | 7:07.817                                                                                    | 1:12.167 | 2:38.747 | 3:16.903 | 121.1  | 7:58.197  |     |   |      |          |          |          |        |         |
| 2   | 1 | 6:53.239                                                                                    | 1:05.808 | 2:36.117 | 3:11.314 | 157.4  | 14:51.436 |     |   |      |          |          |          |        |         |
| 3   | 1 | 7:20.262                                                                                    | 1:04.104 | 2:38.346 | 3:37.812 | 125.0  | 22:11.698 |     |   |      |          |          |          |        |         |
| 4   | 1 | 6:49.673                                                                                    | 1:04.892 | 2:38.033 | 3:06.748 | 147.6  | 29:01.371 |     |   |      |          |          |          |        |         |
| 5   | 1 | 7:25.875 B                                                                                  | 1:02.879 | 2:31.873 | 3:51.123 | 152.4  | 36:27.246 |     |   |      |          |          |          |        |         |
| 6   | 1 | 9:05.862                                                                                    | 2:40.232 | 3:19.746 | 3:05.884 | 148.9  | 45:33.108 |     |   |      |          |          |          |        |         |
| 7   | 1 | 6:45.101                                                                                    | 1:03.133 | 2:36.541 | 3:05.427 | 137.4  | 52:18.209 |     |   |      |          |          |          |        |         |
| 86  |   | Alfa Romeo 8C 2300 LM 1932<br>1.Frédéric de VUYST 3.Nicolas D'ETEREN OS7<br>2.Lionel CATALA |          |          |          |        |           |     |   |      |          |          |          |        |         |
| 1   | 1 | 6:48.331                                                                                    | 1:07.050 | 2:32.863 | 3:08.418 | 157.7  | 7:16.369  |     |   |      |          |          |          |        |         |
| 2   | 1 | 6:40.517                                                                                    | 1:02.359 | 2:29.406 | 3:08.752 | 163.6  | 13:56.886 |     |   |      |          |          |          |        |         |
| 3   | 1 | 8:02.137 B                                                                                  | 1:02.164 | 2:36.496 | 4:23.477 | 141.0  | 21:59.023 |     |   |      |          |          |          |        |         |
| 4   | 1 | 7:58.464                                                                                    | 2:18.632 | 2:32.959 | 3:06.873 | 162.3  | 29:57.487 |     |   |      |          |          |          |        |         |
| 5   | 1 | 6:30.076                                                                                    | 1:01.311 | 2:27.565 | 3:01.200 | 165.0  | 36:27.563 |     |   |      |          |          |          |        |         |
| 6   | 1 | 7:13.859                                                                                    | 1:02.565 | 3:13.098 | 2:58.196 | 141.3  | 43:41.422 |     |   |      |          |          |          |        |         |
| 7   | 1 | 6:17.845                                                                                    | 58.939   | 2:25.763 | 2:53.143 | 168.4  | 49:59.267 |     |   |      |          |          |          |        |         |
| 8   | 1 | 6:21.724                                                                                    | 59.612   | 2:25.181 | 2:56.931 | 170.2  | 56:20.991 |     |   |      |          |          |          |        |         |



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