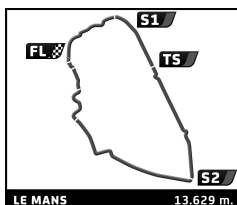






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PETER
auto



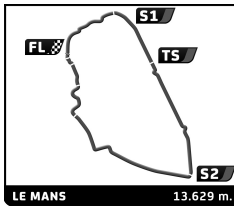
PLATEAU 3 - GRID 3 LE MANS CLASSIC 2025 RACE 2

Sector Analysis

Lap under Red Flag																Invalidated Lap																Personal Best																Session Best																B Crossing the pit lane															
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed																																								
6	1	7:46.802	1:12.755	2:56.090	3:37.957	139.0	48:51.288																																																																								
23		D.B HBR5 1959 1.Damien GAYRAUD 2.Stéphanie GAYRAUD GTS3B																																																																													
1	1	10:19.375			4:37.756		10:19.375																																																																								
2	1	8:17.509	1:16.858	3:22.773	3:37.878	81.4	18:36.884																																																																								
3	1	8:18.998	B 1:12.428	3:19.555	3:47.015	91.3	26:55.882																																																																								
4	1	9:46.553	2:41.973	3:34.020	3:30.560	85.9	36:42.435																																																																								
5	1	8:02.975	1:10.137	3:16.628	3:36.210	133.7	44:45.410																																																																								
24		Morgan Plus 4 Super Sports 1962 1.Keith AHLERS 2.James BELLINGER GTS11																																																																													
1	1	7:29.242			3:29.573		7:29.242																																																																								
2	1	7:04.806	1:01.147	3:08.799	2:54.860	75.5	14:34.048																																																																								
3	1	7:17.036	1:02.131	3:23.383	2:51.522	72.4	21:51.084																																																																								
4	1	7:24.894	B 1:03.217	3:22.899	2:58.778	65.0	29:15.978																																																																								
5	1	8:37.967	2:29.641	3:15.116	2:53.210	83.3	37:53.945																																																																								
6	1	6:31.936	1:00.849	2:38.340	2:52.747	189.7	44:25.881																																																																								
25		Lotus Elite 1959 1.Michael O'SULLIVAN 2.Pierre FILLON GTS4A																																																																													
1	1	8:03.122			3:43.955		8:03.122																																																																								
2	1	7:15.297	1:09.116	2:55.213	3:10.968	82.3	15:18.419																																																																								
3	1	7:25.625	1:07.398	3:11.448	3:06.779	81.7	22:44.044																																																																								
4	1	7:30.061	B 1:05.419	3:14.445	3:10.197	81.0	30:14.105																																																																								
5	1	10:11.302	2:55.584	4:04.695	3:11.023	64.3	40:25.407																																																																								
6	1	6:42.934	1:05.013	2:27.403	3:10.518	163.6	47:08.341																																																																								
27		Alpine M63 1963 1.Philippe PEAUGER 2.Cyril PEAUGER TSRC9																																																																													
1	1	9:45.856			4:29.125		9:45.856																																																																								
2	1	8:41.451	B 1:14.459	3:33.795	3:53.197	87.8	18:27.307																																																																								
3	1	10:10.720	3:15.777	3:13.084	3:41.859	94.6	28:38.027																																																																								
4	1	8:20.411	1:14.949	3:31.377	3:34.085	80.3	36:58.438																																																																								
5	1	8:04.630	1:12.398	3:13.977	3:38.255	130.2	45:03.068																																																																								
28		Ferrari 250 GT SWB 1961 1.Nicola VON DÖNHOF GTS7B																																																																													
1	1	8:21.369			3:49.182		8:21.369																																																																								
2	1	8:44.993	1:18.642	3:33.679	3:52.672	76.0	17:06.362																																																																								
3	1	8:38.763	B 1:18.974	3:26.083	3:53.706	91.3	25:45.125																																																																								
4	1	10:20.359	3:01.282	3:32.498	3:46.579	104.0	36:05.484																																																																								
5	1	8:13.192	1:17.197	3:21.734	3:34.261	124.2	44:18.676																																																																								



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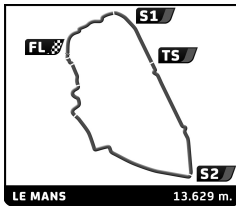
PLATEAU 3 - GRID 3 LE MANS CLASSIC 2025 RACE 2

Sector Analysis

Lap under Red Flag Invalidated-Lap Personal Best Session Best B Crossing the pit lane																	
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed		
41	MG A 1600 1960 1.Julien PALENGAT 2.Germain AUNIDAS							GTS5A	48	Maserati 200S 1955 1.Harold GODDIJN 2.Alexander GODDIJN							TSRC4A
1	1	8:29.106			3:38.023		8:29.106	1	1	8:02.727			3:43.929		8:02.727		
2	1	7:34.249	1:10.257	3:06.182	3:17.810	79.4	16:03.355	2	1	7:13.266	1:07.928	2:50.232	3:15.106	86.4	15:15.993		
3	1	7:39.427 B	1:07.032	3:08.751	3:23.644	91.1	23:42.782	3	1	7:36.192	1:07.942	3:11.706	3:16.544	91.5	22:52.185		
4	1	9:28.174	2:46.685	3:18.033	3:23.456	87.6	33:10.956	4	1	7:40.100 B	1:08.359	3:15.561	3:16.180	86.9	30:32.285		
5	1	8:22.571	1:10.775	3:46.030	3:25.766	84.8	41:33.527	5	1	11:10.859	2:50.355	4:25.200	3:55.304	67.9	41:43.144		
6	1	7:25.682	1:11.309	2:51.349	3:23.024	138.7	48:59.209	6	1	8:19.282	1:19.365	3:10.304	3:49.613	127.3	50:02.426		
42	TVR Grantura Mk III 1965 1.Mark ASHWORTH 2.Simon ASHWORTH							GTS11	50	Aston Martin DB4 GT 1961 1.Thomas ALEXANDER 2.James ALEXANDER							GTS7
1	1	7:58.512			3:44.193		7:58.512	1	1	7:36.929			3:44.161		7:36.929		
2	1	7:38.092	1:09.722	3:06.198	3:22.172	82.9	15:36.604	2	1	7:09.065	1:03.739	3:02.085	3:03.241	81.4	14:45.994		
3	1	8:14.160 B	1:09.787	3:25.097	3:39.276	84.6	23:50.764	3	1	7:20.225	1:03.010	3:17.627	2:59.588	78.1	22:06.219		
4	1	9:15.784	2:40.409	3:14.903	3:20.472	88.4	33:06.548	4	1	7:17.495 B	1:02.573	3:10.413	3:04.509	61.2	29:23.714		
5	1	8:07.532	1:08.050	3:43.040	3:16.442	82.2	41:14.080	5	1	9:00.757	2:43.844	3:23.800	2:53.113	78.3	38:24.471		
6	1	6:51.654	1:07.798	2:32.440	3:11.416	158.1	48:05.734	6	1	6:16.324	1:02.401	2:19.576	2:54.347	168.1	44:40.795		
43	MG A 1600 Twin Cam Coupe 1961 1.Anthony BINNINGTON 3.Neil BURNSIDE 2.Mark DANIELL							GTP4A	51	Austin-Healey 3000 Mk I BN7 1960 1.Karsten LE BLANC 2.Christiaan VAN LANSCHC							GTS12
1	1	7:59.686			3:42.891		7:59.686	1	1	7:28.612			3:30.185		7:28.612		
2	1	7:25.847	1:09.856	3:01.541	3:14.450	88.8	15:25.533	2	1	7:20.234	1:05.727	3:09.425	3:05.082	75.7	14:48.846		
3	1	7:30.147	1:05.727	3:12.172	3:12.248	85.6	22:55.680	3	1	7:36.903 B	1:03.063	3:23.180	3:10.660	71.2	22:25.749		
4	1	7:38.997 B	1:06.614	3:15.026	3:17.357	87.9	30:34.677	4	1	8:37.670	2:38.204	3:03.896	2:55.570	82.5	31:03.419		
5	1	10:06.596	2:39.026	4:14.290	3:13.280	67.7	40:41.273	5	1	7:19.334	1:02.636	3:18.902	2:57.796	78.9	38:22.753		
6	1	6:58.424	1:03.908	2:32.796	3:21.720	159.5	47:39.697	6	1	6:22.900	1:01.854	2:23.405	2:57.641	184.2	44:45.653		
44	René Bonnet Djet CRB1 1962 1.Eric BOUFFARD 2.Guillaume BRAJEUX							GT8	52	Sunbeam Alpine Sebring Roadster 1963 1.Tom SHARP							GTS10
1	1	10:14.960			4:39.280		10:14.960	1	1	10:15.167			4:36.034		10:15.167		
2	1	8:45.294	1:21.893	3:29.903	3:53.498	88.0	19:00.254	2	1	7:37.927	1:10.423	3:12.122	3:15.382	78.9	17:53.094		
3	1	8:51.055	1:18.444	3:35.215	3:57.396	81.3	27:51.309	3	1	7:35.054 B	1:07.616	3:11.592	3:15.846	95.8	25:28.148		
4	1	8:42.347 B	1:20.882	3:30.113	3:51.352	89.2	36:33.656	4	1	8:49.185	2:35.490	3:02.583	3:11.112	100.2	34:17.333		
5	1	10:59.979	2:52.045	3:42.936	4:24.998	105.4	47:33.635	5	1	8:05.228	1:07.090	3:44.888	3:13.250	79.1	42:22.561		
6	1							6	1	6:55.444	1:07.642	2:35.630	3:12.172	176.8	49:18.005		
45	Austin-Healey 3000 Mk II 1962 1.Paul ANCELIN 2.Olivier DUSAILLY							GTS12	53	TVR Grantura Mk III 1965 1.Guy GRANT 2.Mark HALES							GTS11
1	1	7:29.878			3:29.285		7:29.878	1	1	7:58.116			3:42.747		7:58.116		
2	1	7:15.868	1:03.881	3:09.199	3:02.788	73.5	14:45.746	2	1	6:57.724	1:05.247	2:53.459	2:59.018	79.8	14:55.840		
3	1	7:20.917	1:01.679	3:19.798	2:59.440	81.1	22:06.663	3	1	7:27.724 B	1:03.882	3:15.518	3:08.324	70.7	22:23.564		
4	1	7:18.673 B	1:02.463	3:11.108	3:05.102	59.4	29:25.336	4	1	8:36.803	2:37.366	3:01.888	2:57.549	81.4	31:00.367		
5	1	9:08.558	2:31.455	3:37.269	2:59.834	78.3	38:33.894	5	1	7:28.483	1:04.029	3:21.575	3:02.879	77.4	38:28.850		
6	1	6:40.649	1:03.330	2:29.481	3:07.838	153.9	45:14.543	6	1	6:29.653	1:03.322	2:25.279	3:01.052	155.0	44:58.503		
46	Austin-Healey 3000 Mk II 1962 1.François de CHANTERAC 2.Jérémy DA ROCHA							GTS12	54	Porsche 356 (C) 2000 GS Carrera 2 coupé 1964 1.Gabriel BALTHAZARD 2.Didier MARIS							GTS11
1	1	7:25.354			3:29.536		7:25.354	1	1	7:35.382			3:28.492		7:35.382		
2	1	7:24.846	1:09.821	3:11.051	3:03.974	78.9	14:50.200	2	1	7:15.367	1:03.939	3:08.114	3:03.314	74.0	14:50.749		
3	1	7:46.136 B	1:07.345	3:18.242	3:20.549	69.9	22:36.336	3	1	7:22.945 B	1:02.600	3:14.375	3:05.970	69.1	22:13.694		
4	1	10:31.180	3:52.725	3:12.790	3:25.665	85.4	33:07.516	4	1	8:23.981	2:23.003	3:00.004	3:00.974	87.3	30:37.675		
5	1	8:10.727	1:12.470	3:45.321	3:12.936	82.2	41:18.243	5	1	7:15.507	1:01.972	3:20.215	2:53.320	71.7	37:53.182		
6	1	7:02.009	1:09.722	2:34.080	3:18.207	160.7	48:20.252										



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PLATEAU 3 - GRID 3 LE MANS CLASSIC 2025 RACE 2

Sector Analysis

Lap under Red Flag Invalidated Lap Personal Best Session Best Crossing the pit lane																	
Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	D	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed		
6	1	6:32.944	1:00.922	2:37.798	2:54.224	201.6	44:26.126	1	1	7:12.773			3:35.334		7:12.773		
55		D.B HBR Spyder Le Mans 1959					GTS3B										
		1.Antoine LAUREAU															
		2.Xavier SEIDL															
1	1	9:55.484			4:28.909		9:55.484	2	1	7:22.474	1:04.598	3:12.051	3:05.825	84.6	14:35.247		
2	1	8:36.565	1:18.179	3:35.398	3:42.988	82.6	18:32.049	3	1	7:28.104	1:03.738	3:25.193	2:59.173	76.0	22:03.351		
3	1	8:36.016	1:14.231	3:31.347	3:50.438	93.6	27:08.065	4	1	7:30.240	1:03.490	3:17.979	3:08.771	57.7	29:33.591		
4	1	9:07.326	1:28.300	3:47.623	3:51.403	87.1	36:15.391	5	1	9:51.677	3:06.726	3:38.982	3:05.969	89.6	39:25.268		
5	1	10:16.533	2:50.414	3:30.250	3:55.869	115.6	46:31.924	6	1	6:27.670	1:02.477	2:22.160	3:03.033	155.9	45:52.938		
59		Alfa Romeo Giulietta SZ Coda Tronca 1961					GTS4A										
		1.Antoine FILLON															
		3.Henry PERRET															
		2.Edouard CHALMIN															
1	1	10:06.281			4:33.577		10:06.281	1	1	9:54.100			4:30.974		9:54.100		
2	1	8:48.612	1:20.602	3:36.754	3:51.256	77.7	18:54.893	2	1	8:23.222	1:13.228	3:32.318	3:37.676	85.0	18:17.322		
3	1	9:10.221	1:22.300	3:42.409	4:05.512	83.6	28:05.114	3	1	9:04.069	1:27.292	3:23.588	4:13.189	97.7	27:21.391		
4	1	11:59.191	3:32.727	4:21.532	4:04.932	70.8	40:04.305	4	1	9:57.677	2:47.122	3:41.068	3:29.487	78.9	37:19.068		
5	1	8:54.136	1:23.343	3:21.027	4:09.766	123.7	48:58.441	5	1	7:51.223	1:10.916	3:14.221	3:26.086	149.7	45:10.291		
60		Alpine M63 1963					TSRC8										
		1.Jean GOUTAL															
1	1	8:32.605			3:41.594		8:32.605	1	1	8:23.423			3:46.691		8:23.423		
2	1	8:11.460	1:13.480	3:24.626	3:33.354	94.0	16:44.065	2	1	7:47.865	1:14.781	3:13.041	3:20.043	83.5	16:11.288		
3	1	8:07.187	1:15.369	3:17.252	3:34.566	81.0	24:51.252	3	1	7:45.897	1:10.339	3:04.652	3:30.906	83.9	23:57.185		
4	1	8:38.597	1:17.383	3:28.261	3:52.953	84.1	33:29.849	4	1	9:15.281	2:40.203	3:10.092	3:24.986	90.5	33:12.466		
5	1	8:16.044			1:08.517	3:45.976	3:21.551	83.5	41:28.510	6	1	7:06.550	1:08.695	2:37.232	3:20.623	135.9	48:35.060
69		MG B 1964					GTS11										
		1.Emmanuel DE NOAILLES															
		2.Antoine MOREAU															
1	1	8:22.491			3:34.832		8:22.491	1	1	8:22.491			3:49.832		8:22.491		
2	1	7:45.025	1:10.131	3:03.893	3:31.001	100.1	16:07.516	2	1	7:45.025	1:10.131	3:03.893	3:31.001	100.1	16:07.516		
3	1	7:33.813	1:07.855	3:06.983	3:18.975	85.1	23:41.329	3	1	7:33.813	1:07.855	3:06.983	3:18.975	85.1	23:41.329		
4	1	7:43.330	1:07.554	3:10.069	3:25.707	109.4	31:24.659	4	1	7:43.330	1:07.554	3:10.069	3:25.707	109.4	31:24.659		
5	1	9:22.616	2:35.089	3:35.277	3:12.250	94.2	40:47.275	5	1	9:22.616	2:35.089	3:35.277	3:12.250	94.2	40:47.275		
6	1	7:10.637	1:15.144	2:37.312	3:18.181	154.1	47:57.912	6	1	7:10.637	1:15.144	2:37.312	3:18.181	154.1	47:57.912		
70		Lister Jaguar Knobbly 1958					TSRC6B										
		1.Anthony SCHRAUWEN															
1	1	7:18.100			3:29.054		7:18.100	1	1	7:18.100			3:29.054		7:18.100		
2	1	7:22.503	1:05.464	3:13.106	3:03.933	78.6	14:40.603	2	1	7:22.503	1:05.464	3:13.106	3:03.933	78.6	14:40.603		
3	1	7:31.502	1:05.628	3:18.964	3:06.910	82.1	22:12.105	3	1	7:31.502	1:05.628	3:18.964	3:06.910	82.1	22:12.105		
4	1	8:29.118	2:24.124	2:59.147	3:05.847	85.7	30:41.223	4	1	8:29.118	2:24.124	2:59.147	3:05.847	85.7	30:41.223		
5	1	7:28.464	1:07.877	3:18.846	3:01.741	75.1	38:09.687	5	1	7:28.464	1:07.877	3:18.846	3:01.741	75.1	38:09.687		
6	1	6:51.619	1:07.029	2:30.783	3:13.807	156.8	45:01.306	6	1	6:51.619	1:07.029	2:30.783	3:13.807	156.8	45:01.306		
71		TVR Grantura Series II 1961					GTS5B										
		1.Philippe ACHARD															
		2.Arnaud ACHARD															
1	1	9:59.040			4:29.620		9:59.040	1	1	9:59.040			4:29.620		9:59.040		
2	1	8:36.786	1:20.574	3:35.140	3:41.072	82.6	18:35.826	2	1	8:36.786	1:20.574	3:35.140	3:41.072	82.6	18:35.826		
3	1	8:01.065	1:12.285	3:09.197	3:39.583	106.2	26:36.891	3	1	8:01.065	1:12.285	3:09.197	3:39.583	106.2	26:36.891		
4	1	8:10.971	1:10.621	3:10.393	3:49.957	110.0	34:47.862	4	1	8:10.971	1:10.621	3:10.393	3:49.957	110.0	34:47.862		
5	1	11:11.141	3:53.500	3:16.608	4:01.033	125.4	45:59.003	5	1	11:11.141	3:53.500	3:16.608	4:01.033	125.4	45:59.003		
72		Austin-Healey 3000 Mk I 1962					GTS12										
		1.François FILLON															
		2.André RAULIN															
1	1	7:33.221			3:28.240		7:33.221	1	1	7:33.221			3:28.240		7:33.221		

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