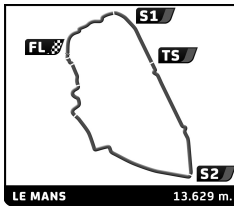




# LE MANS CLASSIC®



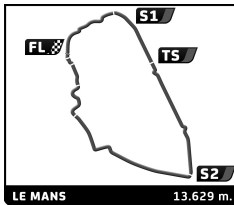
## PLATEAU 6 - GRID 6 LE MANS CLASSIC 2025 QUALIFYING - DAY PRACTICE

### 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   |           |
| 2                                                                                             |   | BMW M1 Procar 1979<br>1. Michael HINDERER<br>2. Peter HINDERER           |          |          |          |        |           | GTS37  | 9 |                                                                            | Chevron B31 1975<br>1. Russell BUSST |          |          |          |           |           |
| 1                                                                                             | 1 | 8:32.260                                                                 | 57.403   | 4:38.012 | 2:56.845 | 72.4   | 12:43.115 | 1      | 1 | 7:59.120                                                                   | 51.842                               | 3:21.229 | 3:46.049 | 156.5    | 11:24.160 |           |
| 2                                                                                             | 1 | 4:49.024                                                                 | 46.726   | 1:46.369 | 2:15.929 | 194.1  | 17:32.139 | 2      | 1 | 4:23.176                                                                   | 41.789                               | 1:39.924 | 2:01.463 | 270.4    | 15:47.336 |           |
| 3                                                                                             | 1 | 4:44.650                                                                 | 45.397   | 1:45.368 | 2:13.885 | 244.4  | 22:16.789 | 3      | 1 | 5:06.716 B                                                                 | 41.345                               | 1:39.168 | 2:46.203 | 274.5    | 20:54.052 |           |
| 4                                                                                             | 1 | 5:00.697                                                                 | 53.339   | 1:48.110 | 2:19.248 | 235.5  | 27:17.486 | 4      | 1 | 12:01.107 B                                                                | 6:49.679                             | 2:21.898 | 2:49.530 | 169.9    | 32:55.159 |           |
| 5                                                                                             | 1 | 5:53.392 B                                                               | 1:14.460 | 2:04.126 | 2:34.806 | 210.9  | 33:10.878 | 10     |   | Cheetah G601 1976<br>1. Beat EGGIMANN                                      |                                      |          |          |          |           | TSRC28    |
| 6                                                                                             | 1 | 9:19.474                                                                 | 2:56.424 | 3:37.708 | 2:45.342 | 82.8   | 42:30.352 | 1      | 1 | 8:13.235                                                                   | 50.658                               | 3:52.220 | 3:30.357 | 81.4     | 11:51.516 |           |
| 3                                                                                             |   | BMW M1 Procar 1981 (C)<br>1. Michael KAMMERMANN<br>2. Guenther SCHINDLER |          |          |          |        |           | GTS37  | 2 | 1                                                                          | 4:36.267                             | 45.199   | 1:43.896 | 2:07.172 | 257.1     | 16:27.783 |
| 1                                                                                             | 1 | 8:29.947                                                                 | 1:11.041 | 4:29.211 | 2:49.695 | 87.7   | 12:59.847 | 3      | 1 | 4:32.819                                                                   | 44.390                               | 1:41.050 | 2:07.379 | 254.7    | 21:00.602 |           |
| 2                                                                                             | 1 | 4:45.699                                                                 | 48.904   | 1:43.458 | 2:13.337 | 238.0  | 17:45.546 | 4      | 1 | 4:55.559                                                                   | 51.722                               | 1:49.239 | 2:14.598 | 260.1    | 25:56.161 |           |
| 3                                                                                             | 1 | 4:49.308                                                                 | 44.994   | 1:44.991 | 2:19.323 | 235.0  | 22:34.854 | 5      | 1 | 5:19.848                                                                   | 1:21.726                             | 1:50.654 | 2:07.468 | 225.7    | 31:16.009 |           |
| 4                                                                                             | 1 | 5:15.484 B                                                               | 57.902   | 1:51.422 | 2:26.160 | 246.1  | 27:50.338 | 6      | 1 | 8:10.015                                                                   | 46.220                               | 4:15.881 | 3:07.914 | 82.2     | 39:26.024 |           |
| 5                                                                                             | 1 | 8:35.055                                                                 | 3:04.162 | 2:39.329 | 2:51.564 | 255.9  | 36:25.393 | 11     |   | Porsche 911 Carrera RSR 2.8 1973 (C)<br>1. Alain GADAL<br>2. Alain GAUTIER |                                      |          |          |          |           | GTS27     |
| 6                                                                                             | 1 | 6:27.819 B                                                               | 48.222   | 2:49.062 | 2:50.535 | 81.1   | 42:53.212 | 1      | 1 | 8:32.207                                                                   | 1:26.419                             | 4:20.648 | 2:45.140 | 78.1     | 13:34.191 |           |
| 4                                                                                             |   | BMW M1 Procar 1979<br>1. Sebastian GLASER                                |          |          |          |        |           | GTS37  | 2 | 1                                                                          | 5:35.770                             | 52.342   | 2:02.097 | 2:41.331 | 203.1     | 19:09.961 |
| 1                                                                                             | 1 | 8:13.077                                                                 | 1:18.722 | 4:19.018 | 2:35.337 | 86.2   | 12:54.987 | 3      | 1 | 5:29.855                                                                   | 52.696                               | 2:06.927 | 2:30.232 | 188.7    | 24:39.816 |           |
| 5                                                                                             |   | BMW M1 Gr.5 1979<br>1. Albert WEINZIERL                                  |          |          |          |        |           | GTS37  | 4 | 1                                                                          | 6:19.755                             | 1:16.812 | 2:14.235 | 2:48.708 | 194.1     | 30:59.571 |
| 1                                                                                             | 1 | 8:32.270                                                                 | 1:10.821 | 4:30.117 | 2:51.332 | 83.7   | 12:54.875 | 5      | 1 | 8:37.324                                                                   | 54.197                               | 4:19.086 | 3:24.041 | 75.5     | 39:36.895 |           |
| 2                                                                                             | 1 | 4:40.854                                                                 | 47.126   | 1:40.639 | 2:13.089 | 233.5  | 17:35.729 | 12     |   | Lola T298 1979<br>1. James FARLEY<br>2. Eric VAN DE POELE                  |                                      |          |          |          |           |           |
| 3                                                                                             | 1 | 4:38.837                                                                 | 43.069   | 1:40.503 | 2:15.265 | 216.4  | 22:14.566 | 1      | 1 | 8:08.631                                                                   | 50.199                               | 4:01.635 | 3:16.797 | 85.3     | 11:59.998 |           |
| 4                                                                                             | 1 | 4:55.942 B                                                               | 49.912   | 1:48.343 | 2:17.687 | 265.2  | 27:10.508 | 2      | 1 | 4:44.083                                                                   | 47.725                               | 1:46.461 | 2:09.897 | 214.2    | 16:44.081 |           |
| 5                                                                                             | 1 | 7:29.544 B                                                               | 3:03.080 | 1:55.044 | 2:31.420 | 252.3  | 34:40.052 | 3      | 1 | 4:33.012                                                                   | 43.594                               | 1:43.620 | 2:05.798 | 263.9    | 21:17.093 |           |
| 6                                                                                             |   | BMW 3.0 CSL 1975<br>1. Franz WUNDERLICH                                  |          |          |          |        |           | TC25B  | 4 | 1                                                                          | 5:00.690 B                           | 47.481   | 1:47.786 | 2:25.423 | 234.5     | 26:17.783 |
| 1                                                                                             | 1 | 8:43.779                                                                 | 1:09.259 | 4:32.092 | 3:02.428 | 65.0   | 12:57.656 | 5      | 1 | 7:16.745                                                                   | 3:12.548                             | 1:46.176 | 2:18.021 | 255.9    | 33:34.528 |           |
| 2                                                                                             | 1 | 5:17.922 B                                                               | 48.853   | 1:51.448 | 2:37.621 | 183.9  | 18:15.578 | 6      | 1 | 7:31.607                                                                   | 42.921                               | 4:39.847 | 2:08.839 | 60.6     | 41:06.135 |           |
| 3                                                                                             | 1 | 7:27.283                                                                 | 3:14.461 | 1:50.195 | 2:22.627 | 214.7  | 25:42.861 | 14     |   | BMW 3.0 CSL 1976<br>1. Gérard LASCAUX<br>2. Jean-Paul GIRAUD               |                                      |          |          |          |           |           |
| 4                                                                                             | 1 | 5:32.633                                                                 | 1:22.278 | 1:54.496 | 2:15.859 | 235.0  | 31:15.494 | 1      | 1 | 8:43.745                                                                   | 1:18.215                             |          |          | 86.4     | 13:23.395 |           |
| 5                                                                                             | 1 | 8:52.535                                                                 | 47.569   | 4:40.453 | 3:24.513 | 73.2   | 40:08.029 | 2      | 1 | 5:47.646                                                                   | 54.091                               | 2:09.255 | 2:44.300 | 175.4    | 19:11.041 |           |
| 7                                                                                             |   | Porsche 934/5 1977<br>1. Saif ASSAM<br>2. Gordon SHEDDEN                 |          |          |          |        |           | GTS32C | 3 | 1                                                                          | 5:51.750                             | 54.390   | 2:13.061 | 2:44.299 | 175.4     | 25:02.791 |
| 1                                                                                             | 1 | 8:38.512                                                                 | 1:26.961 | 4:16.342 | 2:55.209 | 84.0   | 13:50.870 | 4      | 1 | 6:37.324 B                                                                 | 1:15.883                             | 2:20.214 | 3:01.227 | 153.0    | 31:40.115 |           |
| 2                                                                                             | 1 | 6:17.368                                                                 | 55.855   | 2:13.290 | 3:08.223 | 141.2  | 20:08.238 | 5      | 1 | 10:29.530                                                                  | 3:40.319                             |          |          | 72.8     | 42:09.645 |           |
| 3                                                                                             | 1 | 5:52.551                                                                 | 53.796   | 2:11.828 | 2:46.927 | 161.6  | 26:00.789 | 15     |   | BMW 3.0 CSL 1975<br>1. Lukas HALUSA                                        |                                      |          |          |          |           | TC25B     |
| 8                                                                                             |   | Osella PA4 1976<br>1. Yasuo AKASHIKA<br>2. Ryohei SAKAGUCHI              |          |          |          |        |           |        | 1 | 1                                                                          | 8:36.758                             | 1:10.404 | 4:30.350 | 2:56.004 | 81.7      | 12:56.370 |
| 1                                                                                             | 1 | 8:14.876                                                                 | 1:20.250 | 4:14.732 | 2:39.894 | 87.3   | 13:39.200 | 2      | 1 | 4:44.996                                                                   | 48.972                               | 1:45.497 | 2:10.527 | 236.0    | 17:41.366 |           |
| 2                                                                                             | 1 | 5:30.123                                                                 | 51.950   | 1:59.933 | 2:38.240 | 189.4  | 19:09.323 | 3      | 1 | 4:49.142                                                                   | 44.118                               | 1:44.755 | 2:20.269 | 251.8    | 22:30.508 |           |
| 3                                                                                             | 1 | 5:14.157                                                                 | 50.446   | 1:59.005 | 2:24.706 | 200.8  | 24:23.480 | 4      | 1 | 4:51.660 B                                                                 | 46.992                               | 1:48.216 | 2:16.452 | 242.8    | 27:22.168 |           |
| 4                                                                                             | 1 | 5:51.359 B                                                               | 1:12.979 | 2:00.401 | 2:37.979 | 212.6  | 30:14.839 | 5      | 1 | 6:46.272                                                                   | 2:44.363                             | 1:47.908 | 2:14.001 | 227.6    | 34:08.440 |           |
| 5                                                                                             | 1 | 10:11.110                                                                | 2:46.062 | 4:29.888 | 2:55.160 | 80.8   | 40:25.949 | 6      | 1 | 7:04.356                                                                   | 48.541                               | 4:02.598 | 2:13.217 | 79.2     | 41:12.796 |           |
| 9                                                                                             |   | Ford Capri RS 2600 LW 1973 (C)<br>1. Nick MATTHEWS<br>2. Miles GRIFFITHS |          |          |          |        |           | TC25   |   |                                                                            |                                      |          |          |          |           |           |



# LE MANS CLASSIC®



## PLATEAU 6 - GRID 6 LE MANS CLASSIC 2025 QUALIFYING - DAY PRACTICE

### 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   |
| 1                                                                                           | 1 | 8:52.424                         | 1:08.997 | 4:32.660 | 3:10.767 | 67.4   | 13:07.807 | 4                                                                                                                              | 1 | 4:38.406   | 48.129   | 1:42.329 | 2:07.948 | 287.5  | 26:56.483 |
| 2                                                                                           | 1 | 5:18.339                         | 51.850   | 1:54.214 | 2:32.275 | 223.0  | 18:26.146 | 5                                                                                                                              | 1 | 5:14.685   | 1:23.624 | 1:42.991 | 2:08.070 | 251.8  | 32:11.168 |
| 3                                                                                           | 1 | 5:28.018                         | 51.587   | 2:01.674 | 2:34.757 | 210.9  | 23:54.164 | 6                                                                                                                              | 1 | 8:12.079   | 44.537   | 4:23.265 | 3:04.277 | 86.2   | 40:23.247 |
| 4                                                                                           | 1 | 5:57.153 B                       | 1:01.260 | 2:11.462 | 2:44.431 | 187.1  | 29:51.317 | <div>24</div> <div>Porsche 911 Carrera RSR 3.0 1974</div> <div>1.Rémi TERRAIL</div> <div>2.Jürg AEBERHARD</div>                |   |            |          |          |          |        |           |
| 5                                                                                           | 1 | 10:34.044                        | 2:53.703 | 4:29.634 | 3:10.707 | 76.0   | 40:25.361 |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   |                                  |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| <div>17</div>                                                                               |   | BMW M1 Procar 1980               |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 1.Pierre BESSE                   |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 2.Guillaume GOUBLE               |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| 1                                                                                           | 1 | 8:55.372 B                       | 1:34.783 | 4:11.330 | 3:09.259 | 68.4   | 14:50.187 | 1                                                                                                                              | 1 | 8:16.136   | 1:15.806 | 4:20.239 | 2:40.091 | 87.7   | 12:54.219 |
| <div>18</div>                                                                               |   | Ferrari 308 GT4 Le Mans 1973 (C) |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 1.Eliano CELLI                   |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 2.Mickael MARIE                  |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| 1                                                                                           | 1 | 10:01.344 B                      | 1:05.140 | 4:29.804 | 4:26.400 | 53.2   | 14:19.960 | 2                                                                                                                              | 1 | 4:46.072   | 45.983   | 1:46.233 | 2:13.856 | 255.9  | 17:40.291 |
| 2                                                                                           | 1 | 11:22.048                        | 4:46.912 | 3:29.312 | 3:05.824 | 103.9  | 25:42.008 | 3                                                                                                                              | 1 | 4:45.500   | 43.931   | 1:46.742 | 2:14.827 | 267.1  | 22:25.791 |
| 3                                                                                           | 1 | 6:42.715                         | 1:22.689 | 2:30.109 | 2:49.917 | 166.6  | 32:24.723 | 4                                                                                                                              | 1 | 5:11.491 B | 1:01.621 | 1:50.585 | 2:19.285 | 258.3  | 27:37.282 |
| 4                                                                                           | 1 | 8:41.907                         | 56.479   | 4:34.684 | 3:10.744 | 76.0   | 41:06.630 | 5                                                                                                                              | 1 | 7:24.025   | 2:47.531 | 2:03.286 | 2:33.208 | 245.0  | 35:01.307 |
| <div>19</div>                                                                               |   | Datsun 240Z Gr.IV 1975           |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 1.Vincent TOURNEUR               |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 2.Ralf SCHNITZLER                |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| 1                                                                                           | 1 | 8:35.214                         | 1:23.481 | 4:20.473 | 2:51.260 | 79.7   | 13:41.523 | 6                                                                                                                              | 1 | 6:48.376   | 49.794   | 3:35.179 | 2:23.403 | 70.5   | 41:49.683 |
| 2                                                                                           | 1 | 5:56.831                         | 56.721   | 2:09.636 | 2:50.474 | 176.8  | 19:38.354 | <div>25</div> <div>BMW M1 Procar 1980</div> <div>1.Didier BERTHELOT</div> <div>2.Renaldo DA CUNHA</div>                        |   |            |          |          |          |        |           |
| 3                                                                                           | 1 | 6:05.311 B                       | 56.291   | 2:08.813 | 3:00.207 | 201.2  | 25:43.665 |                                                                                                                                |   |            |          |          |          |        |           |
| 4                                                                                           | 1 | 8:53.240                         | 3:54.822 | 2:12.225 | 2:46.193 | 205.4  | 34:36.905 |                                                                                                                                |   |            |          |          |          |        |           |
| <div>20</div>                                                                               |   | Porsche 911 2.5L ST 1972         |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 1.Frank LAUDENKLOS               |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 2.Carl-Friedrich KOLB            |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| 1                                                                                           | 1 | 8:43.559                         | 1:23.447 | 4:15.016 | 3:05.096 | 92.4   | 13:33.597 | 1                                                                                                                              | 1 | 7:56.464   | 1:32.139 | 3:58.916 | 2:25.409 | 78.6   | 13:55.304 |
| 2                                                                                           | 1 | 6:53.886                         | 1:01.372 | 2:29.644 | 3:22.870 | 149.5  | 20:27.483 | 2                                                                                                                              | 1 | 5:08.323   | 47.611   | 1:53.677 | 2:27.035 | 191.0  | 19:03.627 |
| 3                                                                                           | 1 | 6:19.118                         | 1:04.761 | 2:20.615 | 2:53.742 | 168.9  | 26:46.601 | 3                                                                                                                              | 1 | 5:10.614 B | 48.619   | 1:53.419 | 2:28.576 | 199.4  | 24:14.241 |
| 4                                                                                           | 1 | 6:54.003                         | 1:29.720 | 2:31.436 | 2:52.847 | 150.1  | 33:40.604 | 4                                                                                                                              | 1 | 10:47.088  | 5:41.603 | 2:19.895 | 2:45.590 | 167.6  | 35:01.329 |
| 5                                                                                           | 1 | 8:19.570                         | 1:05.172 | 4:21.911 | 2:52.487 | 80.0   | 42:00.174 | 5                                                                                                                              | 1 | 7:53.938   | 55.671   | 3:42.113 | 3:16.154 | 74.0   | 42:55.267 |
| <div>21</div>                                                                               |   | Porsche 930 Turbo 3.3 1981       |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 1.Franck DECHAME                 |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   |                                  |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| 1                                                                                           | 1 | 8:43.644                         | 1:00.282 | 4:07.745 | 3:35.617 | 69.8   | 12:14.720 | <div>26</div> <div>Porsche 930 Turbo 3.0 1975</div> <div>1.Luigi ZAMPAGLIONE</div> <div>2.Andrea FRIZZA</div> <div>GTS27</div> |   |            |          |          |          |        |           |
| 2                                                                                           | 1 | 5:43.756 B                       | 53.950   | 2:03.218 | 2:46.588 | 192.0  | 17:58.476 |                                                                                                                                |   |            |          |          |          |        |           |
| 3                                                                                           | 1 | 8:25.997                         | 3:41.532 | 2:03.788 | 2:40.677 | 208.5  | 26:24.473 |                                                                                                                                |   |            |          |          |          |        |           |
| 4                                                                                           | 1 | 6:04.640                         | 1:20.951 | 2:12.353 | 2:31.336 | 185.5  | 32:29.113 | 1                                                                                                                              | 1 | 9:09.464 B | 1:11.878 | 4:36.265 | 3:21.321 | 77.1   | 12:59.524 |
| 5                                                                                           | 1 | 8:31.310                         | 53.561   | 4:36.774 | 3:00.975 | 80.3   | 41:00.423 | 2                                                                                                                              | 1 | 8:05.307   | 3:53.932 | 1:51.865 | 2:19.510 | 245.0  | 21:04.831 |
| <div>22</div>                                                                               |   | Chevron B31 1975                 |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 1.Ludovic CARON                  |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   |                                  |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| 1                                                                                           | 1 | 8:06.476                         | 1:39.401 | 4:11.602 | 2:15.473 | 65.5   | 13:37.425 | 3                                                                                                                              | 1 | 5:06.646   | 49.353   | 1:54.175 | 2:23.118 | 251.2  | 26:11.477 |
| 2                                                                                           | 1 | 4:44.238                         | 45.046   | 1:44.724 | 2:14.468 | 254.7  | 18:21.663 | 4                                                                                                                              | 1 | 5:48.745 B | 1:18.820 | 1:59.472 | 2:30.453 | 205.8  | 32:00.222 |
| 3                                                                                           | 1 | 4:22.335                         | 41.324   | 1:39.782 | 2:01.229 | 270.4  | 22:43.998 | 5                                                                                                                              | 1 | 10:43.177  | 3:40.551 | 3:53.279 | 3:09.347 | 80.1   | 42:43.399 |
| 4                                                                                           | 1 | 4:41.789 B                       | 45.843   | 1:46.111 | 2:09.835 | 275.2  | 27:25.787 | <div>27</div> <div>Lola T296 1976</div> <div>1.Michael CANTILLON</div> <div>2.John BARBOUR</div>                               |   |            |          |          |          |        |           |
| 5                                                                                           | 1 | 11:38.808                        | 4:12.197 | 4:20.608 | 3:06.003 | 80.4   | 39:04.595 |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   |                                  |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| <div>23</div>                                                                               |   | Porsche 935 K3 1980              |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 1.Urs BECK                       |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | GTS37                            |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| 1                                                                                           | 1 | 8:05.686                         | 1:22.111 | 4:11.515 | 2:32.060 | 94.3   | 12:58.642 | 1                                                                                                                              | 1 | 8:32.364   | 1:02.900 | 4:37.712 | 2:51.752 | 73.8   | 12:27.796 |
| 2                                                                                           | 1 | 4:40.453                         | 48.289   | 1:41.411 | 2:10.753 | 254.1  | 17:39.095 | 2                                                                                                                              | 1 | 4:39.308   | 44.752   | 1:46.530 | 2:08.026 | 215.5  | 17:07.104 |
| 3                                                                                           | 1 | 4:38.982                         | 44.774   | 1:41.903 | 2:12.305 | 239.1  | 22:18.077 | 3                                                                                                                              | 1 | 4:31.392   | 43.462   | 1:42.440 | 2:05.490 | 228.1  | 21:38.496 |
| <div>24</div>                                                                               |   | March 75S 1975                   |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | 1.Kevin COOKE                    |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   | TSRC28                           |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |
| 1                                                                                           | 1 | 8:49.244 B                       | 57.579   | 4:23.615 | 3:28.050 | 81.5   | 12:39.678 | 4                                                                                                                              | 1 | 4:38.501   | 43.471   | 1:42.598 | 2:12.432 | 253.5  | 26:16.997 |
| 2                                                                                           | 1 | 7:35.975                         | 3:04.253 | 1:50.853 | 2:40.869 | 233.5  | 20:15.653 | 5                                                                                                                              | 1 | 5:35.326 B | 1:21.230 | 1:53.417 | 2:20.679 | 265.8  | 31:52.323 |
| 3                                                                                           | 1 | 5:24.576                         | 50.308   | 1:49.865 | 2:44.403 | 237.5  | 25:40.229 | 6                                                                                                                              | 1 | 9:37.774   | 3:03.420 | 4:06.994 | 2:27.360 | 83.9   | 41:30.097 |
| 4                                                                                           | 1 | 5:34.718                         | 1:23.125 | 1:56.746 | 2:14.847 | 213.8  | 31:14.947 | <div>28</div> <div>Porsche 935 K3/81 1981</div> <div>1.Emile BREITTMAYER</div>                                                 |   |            |          |          |          |        |           |
| 5                                                                                           | 1 | 8:58.917                         | 48.048   | 4:38.976 | 3:31.893 | 71.4   | 40:13.864 |                                                                                                                                |   |            |          |          |          |        |           |
|                                                                                             |   |                                  |          |          |          |        |           |                                                                                                                                |   |            |          |          |          |        |           |

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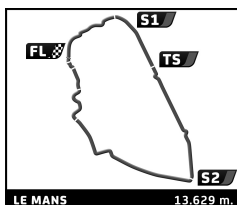




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# LE MANS CLASSIC®



## PLATEAU 6 - GRID 6 LE MANS CLASSIC 2025 QUALIFYING - DAY PRACTICE

### Sector Analysis

| Lap under Red Flag |   |                                |          |          |          |        |           |     |   |      |          |          |          |        |         | Invalidated Lap |   |      |          |          |          |        |         |     |   |      |          |          |          |        |         | Personal Best |   |      |          |          |          |        |         |  |  |  |  |  |  |  |  | Session Best |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | B Crossing the pit lane |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| 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 |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 5                  | 1 | 8:37.080                       | 51.585   | 5:16.586 | 2:28.909 | 57.1   | 41:18.051 |     |   |      |          |          |          |        |         |                 |   |      |          |          |          |        |         |     |   |      |          |          |          |        |         |               |   |      |          |          |          |        |         |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 75                 |   | Lola T292 1973<br>1.Cal MEEKER |          |          |          |        |           |     |   |      |          |          |          |        |         | TSRC29          |   |      |          |          |          |        |         |     |   |      |          |          |          |        |         |               |   |      |          |          |          |        |         |  |  |  |  |  |  |  |  |              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |                         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |