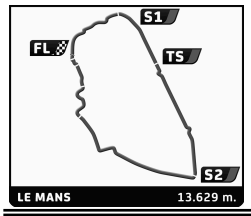
LE MANS CLASSIC

30-1/2/3 JUNE-JULY 2022




# PLATEAU 1 - GRID 1

## LE MANS CLASSIC 2022

## QUALIFYING - DAY PRACTICE

## Final Classification

| | Nr. | Drivers | Car | Cl | Time | Lap | Total | Gap | | Kph |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 20 | G. BURNETT / M. BIRCH | Talbot AV105 G052 1931 | OS8 | 6:05.333 | 1 | 2 | - | - | 132.8 |
| 2 | 18 | M. BIRCH / G. BURNETT | Talbot AV105 1934 | OS8 | 6:06.121 | 5 | 6 | +0.788 | +0.788 | 134.0 |
| 3 | 24 | N. D'IETEREN / L. CATALA | Alfa Romeo 8C 2300 LM 1932 | OS7 | 6:13.553 | 5 | 6 | +8.220 | +7.432 | 131.3 |
| 4 | 10 | A. OTTEN / M. GRIFFITHS | BMW 328 Roadster 1939 | OS7 | 6:15.543 | 6 | 8 | +10.210 | +1.990 | 130.6 |
| 5 | 52 | D. COOKE | Alfa Romeo 8C 2300 Monza 1934 | OS7 | 6:19.545 | 4 | 7 | +14.212 | +4.002 | 129.2 |
| 6 | 49 | D. PITTAWAY / T. DUTTON | Bugatti T35 1925 | OS3 | 6:21.838 | 6 | 7 | +16.505 | +2.293 | 128.5 |
| 7 | 16 | M. HALUSA / A. AMES | Alfa Romeo 8C 2300 MM Spider Zagato 1932 | OS7 | 6:26.257 | 4 | 7 | +20.924 | +4.419 | 127.0 |
| 8 | 47 | S. SKIPWORTH / J. DEAN | Aston Martin Speed Model 1939 | OS7 | 6:26.968 | 7 | 7 | +21.635 | +0.711 | 126.8 |
| 9 | 66 | A. MIDDLETON / T. BEST | Aston Martin Speed Model 1936 | OS7 | 6:29.602 | 4 | 7 | +24.269 | +2.634 | 125.9 |
| 10 | 32 | F. LEGELEUX / S. LEGELEUX | HRG 1500 1938 | OS6 | 6:30.599 | 5 | 5 | +25.266 | +0.997 | 125.6 |
| 11 | 28 | M. BUGLER | Lagonda LG45 Rapide 1937 | OS8 | 6:32.762 | 7 | 8 | +27.429 | +2.163 | 124.9 |
| 12 | 72 | J. BALLY / B. LESEUR | BMW 328 Roadster 1938 | OS7 | 6:36.263 | 6 | 7 | +30.930 | +3.501 | 123.8 |
| 13 | 43 | R. BLAKEMORE | Aston Martin Speed Model 1936 | OS7 | 6:38.111 | 7 | 7 | +32.778 | +1.848 | 123.2 |
| 14 | 33 | C. de VILLAUCOURT / A. MOREAU-LESPINARD | Bugatti T51 1927 | OS3 | 6:40.245 | 7 | 7 | +34.912 | +2.134 | 122.6 |
| 15 | 9 | R. KAUFFMAN | Alfa Romeo 8C 2300 Zagato Le mans 1934 | OS7 | 6:40.430 | 6 | 7 | +35.097 | +0.185 | 122.5 |
| 16 | 76 | P. CHASE-GARDENER / D. ALLEN | Aston Martin Speed Model 1937 | OS7 | 6:47.672 | 6 | 7 | +42.339 | +7.242 | 120.3 |
| 17 | 22 | C. LUNN | Talbot AV105 G053 1931 | OS8 | 6:49.622 | 7 | 7 | +44.289 | +1.950 | 119.8 |
| 18 | 58 | H. STAMM / P. DUBSKY | Aston Martin Speed Model 1937 | OS7 | 6:50.703 | 1 | 7 | +45.370 | +1.081 | 118.2 |
| 19 | 39 | F. BRANDT | Lagonda LG45 1937 | OS8 | 6:51.943 | 4 | 6 | +46.610 | +1.240 | 119.1 |
| 20 | 15 | T. LAFONT / J. PENICAUD | Bugatti T51 1928 | OS3 | 6:54.261 | 7 | 7 | +48.928 | +2.318 | 118.4 |
| 21 | 70 | M. OVERINGTON | Bentley 4 ½ 1929 | OS4 | 6:55.521 | 4 | 5 | +50.188 | +1.260 | 118.1 |
| 22 | 68 | D. OZANNE | Aston Martin Speed Model 1938 | OS7 | 6:58.954 | 6 | 7 | +53.621 | +3.433 | 117.1 |
| 23 | 21 | E. BRADLEY | Aston Martin Ulster 1936 | OS6 | 6:59.316 | 6 | 7 | +53.983 | +0.362 | 117.0 |
| 24 | 51 | P. CARTER / N. SWIFT | Bentley 4 ½ 1929 | OS4 | 6:59.631 | 6 | 7 | +54.298 | +0.315 | 116.9 |
| 25 | 6 | I. STANDING | Riley TT Sprite 1937 | OS6 | 7:00.316 | 4 | 6 | +54.983 | +0.685 | 116.7 |
| 26 | 71 | H. HÜBNER | Talbot AV105 1934 | OS7 | 7:01.162 | 6 | 7 | +55.829 | +0.846 | 116.5 |
| 27 | 1 | A. GRAIGNIC / P. BRUNNER | Bugatti T35 1925 | OS3 | 7:01.317 | 6 | 7 | +55.984 | +0.155 | 116.4 |
| 28 | 8 | N. BATCHELOR | Bentley 4 ½ 1929 | OS4 | 7:09.706 | 7 | 7 | +1:04.373 | +8.389 | 114.2 |
| 29 | 46 | B. RIVETT / A. MITCHELL / A. PRILL | BMW 328 Roadster 1938 | OS7 | 7:10.721 | 6 | 7 | +1:05.388 | +1.015 | 113.9 |
| 30 | 27 | F. COINTREAU / P. COUSSEAU | Bugatti T51 1932 | OS3 | 7:12.784 | 6 | 7 | +1:07.451 | +2.063 | 113.3 |
| 31 | 69 | S. BESSADE / B. BESSADE / P. BESSADE | Delage D6 3ltr 1936 | OS7 | 7:14.270 | 5 | 7 | +1:08.937 | +1.486 | 113.0 |
| 32 | 17 | M. BIRCH / R. BRADLEY / W. DE JONG / M. SOWERBY | Talbot AV105 1934 | OS8 | 7:15.275 | 5 | 6 | +1:09.942 | +1.005 | 112.7 |
| 33 | 31 | G. ROSSETTI | Riley TT Sprite 1936 | OS6 | 7:17.353 | 5 | 6 | +1:12.020 | +2.078 | 112.2 |
| 34 | 54 | R. EMMERLING | Riley Brooklands 1928 | OS1 | 7:20.443 | 5 | 7 | +1:15.110 | +3.090 | 111.4 |
| 35 | 61 | H. BAUDON / B. BAUDON | Alfa Romeo 8C 2300 Monza 1932 | OS7 | 7:21.059 | 6 | 6 | +1:15.726 | +0.616 | 111.2 |
| 36 | 64 | S. RETTENMAIER / J. RETTENMAIER | Alfa Romeo 8C 2300 LM 1931 | OS7 | 7:21.564 | 4 | 6 | +1:16.231 | +0.505 | 111.1 |
| 37 | 25 | N. PELLETT | Talbot AV105 G054 1931 | OS8 | 7:21.565 | 2 | 2 | +1:16.232 | +0.001 | 111.1 |
| 38 | 50 | . RICCI / F. STOESSER | BMW 328 Roadster 1938 | OS7 | 7:21.654 | 6 | 6 | +1:16.321 | +0.089 | 111.1 |
| 39 | 14 | A. SCHRAUWEN | Singer Nine Le Mans 1936 | OS8 | 7:22.595 | 6 | 6 | +1:17.262 | +0.941 | 110.8 |
| 40 | 37 | S. WARD | Bentley 4 ½ 1927 | OS4 | 7:22.664 | 7 | 7 | +1:17.331 | +0.069 | 110.8 |
| 41 | 4 | K. KYVALOVA | Bentley 4 ½ 1928 | OS4 | 7:24.019 | 7 | 7 | +1:18.686 | +1.355 | 110.5 |
| 42 | 73 | L. ROLNER / P. FERNANDES | Bentley 4 ½ 1928 | OS4 | 7:27.897 | 6 | 6 | +1:22.564 | +3.878 | 109.5 |
| 43 | 48 | J. POLSON | | OS3 | 7:31.076 | 5 | 6 | +1:25.743 | +3.179 | 108.7 |
| 44 | 65 | J. LAUB / W. MEDCALF | Bentley 4,5L Tourer 1929 | OS4 | 7:35.620 | 1 | 4 | +1:30.287 | +4.544 | 106.5 |
| 45 | 55 | R. FRANCIS / J. THOMPSON | Bentley 4 ½ 1928 | OS4 | 7:39.092 | 5 | 6 | +1:33.759 | +3.472 | 106.8 |
| 46 | 63 | P. NEUMARK / W. MEDCALF | | OS4 | 7:44.143 | 4 | 5 | +1:38.810 | +5.051 | 105.7 |
| 47 | 38 | E. PEROUSE / T. STAPTS / P. DAYEN | Bugatti T35 1926 | OS3 | 7:45.401 | 2 | 6 | +1:40.068 | +1.258 | 105.4 |
| 48 | 75 | S. KING / P. SAINT CLAIR TISD | Morgan 4/4 1938 | OS5 | 7:45.761 | 4 | 6 | +1:40.428 | +0.360 | 105.3 |
| 49 | 11 | R. SALMON / C. ROUSSEAU / P. BOULEAU | MG TA 1938 | OS6 | 7:46.291 | 2 | 4 | +1:40.958 | +0.530 | 105.2 |
| 50 | 67 | H. APTHORP | Bentley Blower 1931 | OS8 | 7:49.160 | 3 | 5 | +1:43.827 | +2.869 | 104.6 |
| 51 | 42 | L. SEBBA / P. COLE / G. EMODI | Morgan 4/4 1937 | OS5 | 7:54.453 | 6 | 6 | +1:49.120 | +5.293 | 103.4 |
| 52 | 12 | E. ALVERGNAT / M. CHENUIL / V. ALLARDET | Bentley 4,5L Tourer 1929 | OS4 | 7:56.463 | 6 | 6 | +1:51.130 | +2.010 | 103.0 |
| 53 | 40 | L. SLIJPEN / C. VIGNAUD / S. SLIJPEN / T. SLIJPEN | | OS3 | 8:01.392 | 6 | 6 | +1:56.059 | +4.929 | 101.9 |
| 54 | 41 | L. SLIJPEN / C. VIGNAUD / S. SLIJPEN / T. SLIJPEN | Bugatti T43 Grand Sport 1928 | OS3 | 8:04.104 | 6 | 6 | +1:58.771 | +2.712 | 101.3 |
| 55 | 36 | C. SIELECKI / M. SIELECKI | Bentley 3 L Sport 1926 | OS3 | 8:10.137 | 5 | 5 | +2:04.804 | +6.033 | 100.1 |
| 56 | 53 | P. GRANT | BMW 328 1939 | OS7 | 8:11.754 | 5 | 5 | +2:06.421 | +1.617 | 99.8 |
| 57 | 74 | P. LAURENT | Riley MPH 1934 | OS7 | 8:20.222 | 3 | 5 | +2:14.889 | +8.468 | 98.1 |
| 58 | 57 | T. DUTTON / D. PITTAWAY | Bugatti Type 57 S 1937 | OS8 | 8:20.470 | 4 | 4 | +2:15.137 | +0.248 | 98.0 |
| 59 | 26 | E. HAMONIAU / O. NATAF | Bugatti T37 1926 | OS2 | 8:28.086 | 6 | 6 | +2:22.753 | +7.616 | 96.5 |
| 60 | 5 | J. EGURREGUY / P. JULIEN | HRG 1500 1938 | OS6 | 8:44.527 | 1 | 2 | +2:39.194 | +16.441 | 92.5 |
| 61 | 44 | B. NICOLOSI / A. NICOLOSI / J. DUBRULLE | Bugatti T35 1926 | OS3 | 8:47.275 | 3 | 5 | +2:41.942 | +2.748 | 93.0 |
| 62 | 3 | B. BAUDON / L. BAUDON | Bugatti T35 T 1926 | OS3 | 8:50.854 | 3 | 5 | +2:45.521 | +3.579 | 92.4 |
| 63 | 30 | H. ANDEOL / R. GNININVI | Chenard & Walcker Sport T3 1924 | OS3 | 8:52.617 | 3 | 5 | +2:47.284 | +1.763 | 92.1 |
| 64 | 62 | E. ALVERGNAT / M. CHENUIL / L. ALVERGNAT | Riley MPH 1933 | OS7 | 8:55.403 | 5 | 5 | +2:50.070 | +2.786 | 91.6 |
| 65 | 7 | P. LANTERNIER / P. BRESSON | Aston Martin Ulster 1936 | OS6 | 9:14.684 | 3 | 3 | +3:09.351 | +19.281 | 88.4 |
| 66 | 23 | P. QUIRIERE / J. DUPIN / A. DUPIN | Bugatti T35 B 1926 | OS3 | 9:17.915 | 2 | 2 | +3:12.582 | +3.231 | 87.9 |
| 67 | 19 | E. HAMONIAU / O. NATAF | MG Magnette K3 1934 | OS6 | 9:27.774 | 5 | 5 | +3:22.441 | +9.859 | 86.4 |
| 68 | 60 | S. GODDARD / G. SMITH | Morgan 4/4 1938 | OS5 | 9:30.018 | 1 | 3 | +3:24.685 | +2.244 | 85.1 |
| 69 | 56 | B. DAUCHIN / B. VANIER | Riley 9 Brooklands 1933 | OS5 | 9:51.661 | 2 | 2 | +3:46.328 | +21.643 | 82.9 |
| 70 | 35 | S. DONNEVE / J. CIRIANI | Citroën Tipo C4 Spider 1932 | OS6 | 10:05.330 | 1 | 5 | +3:59.997 | +13.669 | 80.2 |
| 71 | 29 | M. STOCH / J. POTOCKI / B. BALICKI | Chrysler 75 1929 | OS4 | 10:48.274 | 4 | 4 | +4:42.941 | +42.944 | 75.7 |
| 72 | 2 | C. TRABER | Talbot-Lago T26 ex monoplace décalée 1939 | OS8 | | | | | | |
| 73 | 34 | J. GIJZEN | Riley Imp 1934 | OS5 | | | | | | |
| 74 | 45 | R. LEWIS / R. GUY | Lagonda V12 Le Mans 1939 | OS8 | | | | | | |
| 75 | 59 | M. SCHYRR / T. CHANOINE / M. PLAISANT | Riley TT Sprite 1935 | OS7 | | | | | | |
| 76 | 77 | P. MAHUL / T. ARRAIS | Singer Nine Le Mans 1936 | OS7 | | | | | | |

| Fastest Lap | Lap 1 | Gareth BURNETT | 6:05.333 | 132.8 Kph |
|---|---|---|---|---|

Published at: .....

Track Status: DRY

**Stewards:**

**Timekeeper:**

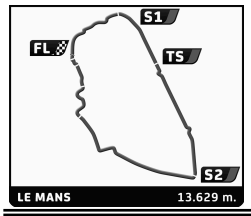
RICHARD MILLE



Le Point · Le Reserva Club · Artcurial Motorcars · Sarthe · Alfa Romeo · Clear Channel · Aston Martin · Kuehne+Nagel · Bentley · De Tomaso · Coyote · Woodham Mortimer · McLaren · Vicomte A. · Porsche · Motul · Spark · Nostalgie

LE MANS CLASSIC

30-1/2/3 JUNE-JULY 2022




# PLATEAU 1 - GRID 1

## LE MANS CLASSIC 2022

## FREE PRACTICE - NIGHT PRACTICE

## Classification

| | Nr. | Drivers | Car | Cl | Time | Lap | Total | Gap | | Kph |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | C. TRABER | Talbot-Lago T26 ex monoplace décalée 1939 | OS8 | 6:03.688 | 3 | 4 | - | - | 134.9 |
| 2 | 16 | M. HALUSA / A. AMES | Alfa Romeo 8C 2300 MM Spider Zagato 1932 | OS7 | 6:10.400 | 4 | 4 | +6.712 | +6.712 | 132.4 |
| 3 | 49 | D. PITTAWAY / T. DUTTON | Bugatti T35 1925 | OS3 | 6:25.154 | 2 | 3 | +21.466 | +14.754 | 127.4 |
| 4 | 10 | A. OTTEN / M. GRIFFITHS | BMW 328 Roadster 1939 | OS7 | 6:41.713 | 2 | 4 | +38.025 | +16.559 | 122.1 |
| 5 | 18 | M. BIRCH / G. BURNETT | Talbot AV105 1934 | OS8 | 6:42.034 | 3 | 4 | +38.346 | +0.321 | 122.0 |
| 6 | 47 | S. SKIPWORTH / J. DEAN | Aston Martin Speed Model 1939 | OS7 | 6:43.399 | 2 | 4 | +39.711 | +1.365 | 121.6 |
| 7 | 28 | M. BUGLER | Lagonda LG45 Rapide 1937 | OS8 | 6:46.381 | 4 | 4 | +42.693 | +2.982 | 120.7 |
| 8 | 32 | F. LEGELEUX / S. LEGELEUX | HRG 1500 1938 | OS6 | 6:47.472 | 1 | 4 | +43.784 | +1.091 | 119.1 |
| 9 | 72 | J. BALLY / B. LESEUR | BMW 328 Roadster 1938 | OS7 | 6:47.614 | 4 | 4 | +43.926 | +0.142 | 120.3 |
| 10 | 58 | H. STAMM / P. DUBSKY | Aston Martin Speed Model 1937 | OS7 | 6:49.059 | 2 | 4 | +45.371 | +1.445 | 119.9 |
| 11 | 1 | A. GRAIGNIC / P. BRUNNER | Bugatti T35 1925 | OS3 | 6:51.022 | 3 | 4 | +47.334 | +1.963 | 119.3 |
| 12 | 23 | P. QUIRIERE / J. DUPIN / A. DUPIN | Bugatti T35 B 1926 | OS3 | 6:55.216 | 2 | 4 | +51.528 | +4.194 | 118.1 |
| 13 | 46 | B. RIVETT / A. MITCHELL / A. PRILL | BMW 328 Roadster 1938 | OS7 | 6:56.526 | 4 | 4 | +52.838 | +1.310 | 117.8 |
| 14 | 39 | F. BRANDT | Lagonda LG45 1937 | OS8 | 7:03.082 | 2 | 4 | +59.394 | +6.556 | 115.9 |
| 15 | 15 | T. LAFONT / J. PENICAUD | Bugatti T51 1928 | OS3 | 7:03.879 | 1 | 4 | +1:00.191 | +0.797 | 114.5 |
| 16 | 76 | P. CHASE-GARDENER / D. ALLEN | Aston Martin Speed Model 1937 | OS7 | 7:05.523 | 2 | 3 | +1:01.835 | +1.644 | 115.3 |
| 17 | 43 | R. BLAKEMORE | Aston Martin Speed Model 1936 | OS7 | 7:07.471 | 3 | 4 | +1:03.783 | +1.948 | 114.8 |
| 18 | 52 | D. COOKE | Alfa Romeo 8C 2300 Monza 1934 | OS7 | 7:09.696 | 2 | 2 | +1:06.008 | +2.225 | 114.2 |
| 19 | 9 | R. KAUFFMAN | Alfa Romeo 8C 2300 Zagato Le mans 1934 | OS7 | 7:10.967 | 3 | 4 | +1:07.279 | +1.271 | 113.8 |
| 20 | 6 | I. STANDING | Riley TT Sprite 1937 | OS6 | 7:13.269 | 2 | 3 | +1:09.581 | +2.302 | 113.2 |
| 21 | 24 | N. D'IETEREN / L. CATALA | Alfa Romeo 8C 2300 LM 1932 | OS7 | 7:14.538 | 2 | 3 | +1:10.850 | +1.269 | 112.9 |
| 22 | 66 | A. MIDDLETON / T. BEST | Aston Martin Speed Model 1936 | OS7 | 7:17.162 | 1 | 4 | +1:13.474 | +2.624 | 111.0 |
| 23 | 51 | P. CARTER / N. SWIFT | Bentley 4 ½ 1929 | OS4 | 7:17.406 | 3 | 3 | +1:13.718 | +0.244 | 112.1 |
| 24 | 27 | F. COINTREAU / P. COUSSEAU | Bugatti T51 1932 | OS3 | 7:18.079 | 2 | 4 | +1:14.391 | +0.673 | 112.0 |
| 25 | 17 | M. BIRCH / R. BRADLEY / W. DE JONG / M. SOWERBY | Talbot AV105 1934 | OS8 | 7:19.821 | 2 | 4 | +1:16.133 | +1.742 | 111.5 |
| 26 | 61 | H. BAUDON / B. BAUDON | Alfa Romeo 8C 2300 Monza 1932 | OS7 | 7:21.883 | 3 | 4 | +1:18.195 | +2.062 | 111.0 |
| 27 | 69 | S. BESSADE / B. BESSADE / P. BESSADE | Delage D6 3ltr 1936 | OS7 | 7:29.157 | 1 | 4 | +1:25.469 | +7.274 | 108.1 |
| 28 | 54 | R. EMMERLING | Riley Brooklands 1928 | OS1 | 7:29.657 | 2 | 3 | +1:25.969 | +0.500 | 109.1 |
| 29 | 8 | N. BATCHELOR | Bentley 4 ½ 1929 | OS4 | 7:29.743 | 2 | 3 | +1:26.055 | +0.086 | 109.1 |
| 30 | 70 | M. OVERINGTON | Bentley 4 ½ 1929 | OS4 | 7:34.057 | 2 | 3 | +1:30.369 | +4.314 | 108.0 |
| 31 | 57 | T. DUTTON / D. PITTAWAY | Bugatti Type 57 S 1937 | OS8 | 7:37.380 | 1 | 2 | +1:33.692 | +3.323 | 106.1 |
| 32 | 48 | J. POLSON | Talbot 90 PL 3 1930 | OS3 | 7:40.527 | 3 | 3 | +1:36.839 | +3.147 | 106.5 |
| 33 | 68 | D. OZANNE | Aston Martin Speed Model 1938 | OS7 | 7:47.607 | 2 | 4 | +1:43.919 | +7.080 | 104.9 |
| 34 | 37 | S. WARD | Bentley 4 ½ 1927 | OS4 | 7:48.773 | 3 | 3 | +1:45.085 | +1.166 | 104.6 |
| 35 | 63 | P. NEUMARK / W. MEDCALF | Bentley Speed Six Old No.3 1930 | OS4 | 7:50.546 | 2 | 2 | +1:46.858 | +1.773 | 104.2 |
| 36 | 25 | N. PELLETT | Talbot AV105 G054 1931 | OS8 | 7:50.770 | 2 | 3 | +1:47.082 | +0.224 | 104.2 |
| 37 | 65 | J. LAUB / W. MEDCALF | Bentley 4,5L Tourer 1929 | OS4 | 7:51.081 | 3 | 3 | +1:47.393 | +0.311 | 104.1 |
| 38 | 22 | C. LUNN | Talbot AV105 G053 1931 | OS8 | 7:51.715 | 2 | 2 | +1:48.027 | +0.634 | 104.0 |
| 39 | 21 | E. BRADLEY | Aston Martin Ulster 1936 | OS6 | 7:52.232 | 2 | 2 | +1:48.544 | +0.517 | 103.9 |
| 40 | 75 | S. KING / P. SAINT CLAIR TISD | Morgan 4/4 1938 | OS5 | 7:56.380 | 1 | 2 | +1:52.692 | +4.148 | 101.9 |
| 41 | 36 | C. SIELECKI / M. SIELECKI | Bentley 3 L Sport 1926 | OS3 | 7:57.457 | 3 | 3 | +1:53.769 | +1.077 | 102.7 |
| 42 | 41 | L. SLIJPEN / C. VIGNAUD / S. SLIJPEN / T. SLIJPEN | Bugatti T43 Grand Sport 1928 | OS3 | 7:57.567 | 2 | 3 | +1:53.879 | +0.110 | 102.7 |
| 43 | 40 | L. SLIJPEN / C. VIGNAUD / S. SLIJPEN / T. SLIJPEN | Talbot 90 PL 2 1930 | OS3 | 7:59.050 | 2 | 3 | +1:55.362 | +1.483 | 102.4 |
| 44 | 31 | G. ROSSETTI | Riley TT Sprite 1936 | OS6 | 7:59.234 | 2 | 3 | +1:55.546 | +0.184 | 102.4 |
| 45 | 33 | C. de VILLAUCOURT / A. MOREAU-LESPINARD | Bugatti T51 1927 | OS3 | 8:01.337 | 3 | 3 | +1:57.649 | +2.103 | 101.9 |
| 46 | 64 | S. RETTENMAIER / J. RETTENMAIER | Alfa Romeo 8C 2300 LM 1931 | OS7 | 8:02.220 | 2 | 3 | +1:58.532 | +0.883 | 101.7 |
| 47 | 67 | H. APTHORP | Bentley Blower 1931 | OS8 | 8:08.058 | 3 | 3 | +2:04.370 | +5.838 | 100.5 |
| 48 | 3 | B. BAUDON / L. BAUDON | Bugatti T35 T 1926 | OS3 | 8:16.034 | 3 | 3 | +2:12.346 | +7.976 | 98.9 |
| 49 | 7 | P. LANTERNIER / P. BRESSON | Aston Martin Ulster 1936 | OS6 | 8:19.440 | 3 | 3 | +2:15.752 | +3.406 | 98.2 |
| 50 | 12 | E. ALVERGNAT / M. CHENUIL / V. ALLARDET | Bentley 4,5L Tourer 1929 | OS4 | 8:28.196 | 2 | 3 | +2:24.508 | +8.756 | 96.5 |
| 51 | 59 | M. SCHYRR / T. CHANOINE / M. PLAISANT | Riley TT Sprite 1935 | OS7 | 8:37.204 | 2 | 3 | +2:33.516 | +9.008 | 94.8 |
| 52 | 26 | E. HAMONIAU / O. NATAF | Bugatti T37 1926 | OS2 | 8:42.521 | 3 | 3 | +2:38.833 | +5.317 | 93.9 |
| 53 | 44 | B. NICOLOSI / A. NICOLOSI / J. DUBRULLE | Bugatti T35 1926 | OS3 | 9:07.578 | 1 | 3 | +3:03.890 | +25.057 | 88.6 |
| 54 | 74 | P. LAURENT | Riley MPH 1934 | OS7 | 9:16.044 | 2 | 3 | +3:12.356 | +8.466 | 88.2 |
| 55 | 30 | H. ANDEOL / R. GNININVI | Chenard & Walcker Sport T3 1924 | OS3 | 9:47.363 | 3 | 3 | +3:43.675 | +31.319 | 83.5 |
| 56 | 19 | E. HAMONIAU / O. NATAF | MG Magnette K3 1934 | OS6 | 9:51.520 | 2 | 2 | +3:47.832 | +4.157 | 82.9 |
| 57 | 60 | S. GODDARD / G. SMITH | Morgan 4/4 1938 | OS5 | 10:24.843 | 3 | 3 | +4:21.155 | +33.323 | 78.5 |
| 58 | 29 | M. STOCH / J. POTOCKI / B. BALICKI | Chrysler 75 1929 | OS4 | 10:38.830 | 1 | 3 | +4:35.142 | +13.987 | 76.0 |
| 59 | 56 | B. DAUCHIN / B. VANIER | Riley 9 Brooklands 1933 | OS5 | 10:51.844 | 2 | 2 | +4:48.156 | +13.014 | 75.3 |
| 60 | 35 | S. DONNEVE / J. CIRIANI | Citroën Tipo C4 Spider 1932 | OS6 | 10:54.633 | 1 | 3 | +4:50.945 | +2.789 | 74.1 |
| 61 | 77 | P. MAHUL / T. ARRAIS | Singer Nine Le Mans 1936 | OS7 | 23:37.033 | 1 | 1 | +17:33.345 | +12:42.400 | 34.2 |
| 62 | 4 | K. KYVALOVA | Bentley 4 ½ 1928 | OS4 | | | | | | |
| 63 | 5 | J. EGURREGUY / P. JULIEN | HRG 1500 1938 | OS6 | | | | | | |
| 64 | 11 | R. SALMON / C. ROUSSEAU / P. BOULEAU | MG TA 1938 | OS6 | | | | | | |
| 65 | 14 | A. SCHRAUWEN | Singer Nine Le Mans 1936 | OS8 | | | | | | |
| 66 | 20 | G. BURNETT / M. BIRCH | Talbot AV105 G052 1931 | OS8 | | | | | | |
| 67 | 34 | J. GIJZEN | Riley Imp 1934 | OS5 | | | | | | |
| 68 | 38 | E. PEROUSE / T. STAPTS / P. DAYEN | Bugatti T35 1926 | OS3 | | | | | | |
| 69 | 42 | L. SEBBA / P. COLE / G. EMODI | Morgan 4/4 1937 | OS5 | | | | | | |
| 70 | 45 | R. LEWIS / R. GUY | Lagonda V12 Le Mans 1939 | OS8 | | | | | | |
| 71 | 50 | . RICCI / F. STOESSER | BMW 328 Roadster 1938 | OS7 | | | | | | |
| 72 | 53 | P. GRANT | BMW 328 1939 | OS7 | | | | | | |
| 73 | 55 | R. FRANCIS / J. THOMPSON | Bentley 4 ½ 1928 | OS4 | | | | | | |
| 74 | 62 | E. ALVERGNAT / M. CHENUIL / L. ALVERGNAT | Riley MPH 1933 | OS7 | | | | | | |
| 75 | 71 | H. HÜBNER | Talbot AV105 1934 | OS7 | | | | | | |
| 76 | 73 | L. ROLNER / P. FERNANDES | Bentley 4 ½ 1928 | OS4 | | | | | | |

| Fastest Lap | Lap 3 | Christian TRABER | 6:03.688 | 134.9 Kph |
|---|---|---|---|---|

Published at: .....

Track Status: DRY

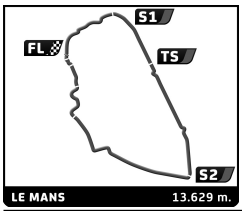
**Race Director:**

**Timekeeper:**

RICHARD MILLE



Le Point · Reserva Club · Artcurial Motorcars · Sarthe · Alfa Romeo · Clear Channel · Aston Martin · Kuehne+Nagel · Bentley · De Tomaso · Coyote · Mercedes · Woodham Mortimer · McLaren · Vicomte A. · Porsche · Motul · Spark · Nostalgie

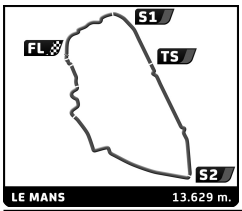



# PLATEAU 1 - GRID 1
## LE MANS CLASSIC 2022
## RACE 1 ((43'))
## Final Classification

| | | Drivers | Team | Vehicle | Class | Laps | Total Time | Gap | Kph | Best Lap Lap | Best Lap Time | Best Lap Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 20 | G. BURNETT/M. BIRCH | | Talbot AV105 G052 1931 | OS8 | 8 | **48:20.137** | - | 135.1 | 8 | **5:46.132** | 141.7 |
| 2 | 18 | M. BIRCH/G. BURNETT | | Talbot AV105 1934 | OS8 | 8 | **50:50.243** | +2:30.106 | 128.5 | 6 | **6:06.642** | 133.8 |
| 3 | 49 | D. PITTAWAY/T. DUTTON | | Bugatti T35 1925 | OS3 | 8 | **51:29.370** | +3:09.233 | 126.9 | 5 | **6:10.145** | 132.5 |
| 4 | 52 | D. COOKE | | Alfa Romeo 8C 2300 Monza 1934 | OS7 | 8 | **51:52.724** | +3:32.587 | 125.9 | 7 | **6:07.260** | 133.6 |
| 5 | 10 | A. OTTEN/M. GRIFFITHS | | BMW 328 Roadster 1939 | OS7 | 8 | **51:52.924** | +3:32.787 | 125.9 | 7 | **6:06.355** | 133.9 |
| 6 | 16 | M. HALUSA/A. AMES | | Alfa Romeo 8C 2300 MM Spider Zagato 1932 | OS7 | 8 | **51:54.101** | +3:33.964 | 125.8 | 7 | **6:06.344** | 133.9 |
| 7 | 39 | F. BRANDT | | Lagonda LG45 1937 | OS8 | 8 | **53:03.766** | +4:43.629 | 123.1 | 8 | **6:20.090** | 129.1 |
| 8 | 66 | A. MIDDLETON/T. BEST | | Aston Martin Speed Model 1936 | OS7 | 8 | **54:03.521** | +5:43.384 | 120.8 | 7 | **6:28.237** | 126.3 |
| 9 | 72 | J. BALLY/B. LESEUR | | BMW 328 Roadster 1938 | OS7 | 8 | **54:34.609** | +6:14.472 | 119.7 | 8 | **6:31.966** | 125.1 |
| 10 | 47 | S. SKIPWORTH/J. DEAN | | Aston Martin Speed Model 1939 | OS7 | 8 | **54:35.173** | +6:15.036 | 119.7 | 7 | **6:26.272** | 127.0 |
| 11 | 33 | C. de VILLAUCOURT/A. MOREAU-LESPINARD | | Bugatti T51 1927 | OS3 | 8 | **1:04:08.078** | +15:47.941 | 101.8 | 7 | **6:23.019** | 128.1 |
| 12 | 28 | M. BUGLER | | Lagonda LG45 Rapide 1937 | OS8 | 7 | **48:33.036** | 1 Lap | 117.7 | 6 | **6:34.341** | 124.4 |
| 13 | 76 | P. CHASE-GARDENER/D. ALLEN | | Aston Martin Speed Model 1937 | OS7 | 7 | **48:48.646** | 1 Lap | 117.1 | 2 | **6:36.038** | 123.9 |
| 14 | 58 | H. STAMM/P. DUBSKY | | Aston Martin Speed Model 1937 | OS7 | 7 | **48:50.887** | 1 Lap | 117.0 | 3 | **6:31.973** | 125.1 |
| 15 | 70 | M. OVERINGTON | | Bentley 4 ½ 1929 | OS4 | 7 | **48:51.198** | 1 Lap | 117.0 | 7 | **6:40.872** | 122.4 |
| 16 | 9 | R. KAUFFMAN | | Alfa Romeo 8C 2300 Zagato Le mans 1934 | OS7 | 7 | **49:23.552** | 1 Lap | 115.7 | 7 | **6:38.085** | 123.2 |
| 17 | 43 | R. BLAKEMORE | | Aston Martin Speed Model 1936 | OS7 | 7 | **49:53.443** | 1 Lap | 114.5 | 2 | **6:45.780** | 120.9 |
| 18 | 22 | C. LUNN | | Talbot AV105 G053 1931 | OS8 | 7 | **50:30.628** | 1 Lap | 113.1 | 7 | **6:50.956** | 119.4 |
| 19 | 17 | M. BIRCH/R. BRADLEY/W. DE JONG/M. SOWERBY | | Talbot AV105 1934 | OS8 | 7 | **50:32.715** | 1 Lap | 113.1 | 7 | **6:50.893** | 119.4 |
| 20 | 1 | A. GRAIGNIC/P. BRUNNER | | Bugatti T35 1925 | OS3 | 7 | **50:48.383** | 1 Lap | 112.5 | 7 | **6:53.567** | 118.6 |
| 21 | 69 | S. BESSADE/B. BESSADE/P. BESSADE | | Delage D6 3ltr 1936 | OS7 | 7 | **50:55.287** | 1 Lap | 112.2 | 5 | **6:53.448** | 118.6 |
| 22 | 25 | N. PELLETT | | Talbot AV105 G054 1931 | OS8 | 7 | **51:11.009** | 1 Lap | 111.6 | 6 | **6:43.389** | 121.6 |
| 23 | 64 | S. RETTENMAIER/J. RETTENMAIER | | Alfa Romeo 8C 2300 LM 1931 | OS7 | 7 | **51:52.387** | 1 Lap | 110.2 | 7 | **6:50.747** | 119.4 |
| 24 | 68 | D. OZANNE | | Aston Martin Speed Model 1938 | OS7 | 7 | **52:28.099** | 1 Lap | 108.9 | 6 | **7:01.829** | 116.3 |
| 25 | 24 | N. D'IETEREN/L. CATALA | | Alfa Romeo 8C 2300 LM 1932 | OS7 | 7 | **52:31.045** | 1 Lap | 108.8 | 2 | **6:27.570** | 126.6 |
| 26 | 4 | K. KYVALOVA | | Bentley 4 ½ 1928 | OS4 | 7 | **52:39.346** | 1 Lap | 108.5 | 5 | **7:05.670** | 115.2 |
| 27 | 54 | R. EMMERLING | | Riley Brooklands 1928 | OS1 | 7 | **52:41.324** | 1 Lap | 108.5 | 6 | **7:07.831** | 114.7 |
| 28 | 46 | B. RIVETT/A. MITCHELL/A. PRILL | | BMW 328 Roadster 1938 | OS7 | 7 | **52:56.245** | 1 Lap | 107.9 | 2 | **7:05.900** | 115.2 |
| 29 | 65 | J. LAUB/W. MEDCALF | | Bentley 4,5L Tourer 1929 | OS4 | 7 | **53:08.967** | 1 Lap | 107.5 | 5 | **6:53.110** | 118.7 |
| 30 | 14 | A. SCHRAUWEN | | Singer Nine Le Mans 1936 | OS8 | 7 | **53:13.023** | 1 Lap | 107.4 | 5 | **7:12.827** | 113.3 |
| 31 | 67 | H. APTHORP | | Bentley Blower 1931 | OS8 | 7 | **53:15.509** | 1 Lap | 107.3 | 6 | **7:05.542** | 115.3 |
| 32 | 37 | S. WARD | | Bentley 4 ½ 1927 | OS4 | 7 | **53:31.079** | 1 Lap | 106.8 | 6 | **7:16.299** | 112.4 |
| 33 | 8 | N. BATCHELOR | | Bentley 4 ½ 1929 | OS4 | 7 | **53:55.834** | 1 Lap | 106.0 | 2 | **7:23.406** | 110.6 |
| 34 | 48 | J. POLSON | | Talbot 90 PL 3 1930 | OS3 | 7 | **54:22.847** | 1 Lap | 105.1 | 6 | **7:23.491** | 110.6 |
| 35 | 55 | R. FRANCIS/J. THOMPSON | | Bentley 4 ½ 1928 | OS4 | 7 | **54:47.831** | 1 Lap | 104.3 | 6 | **7:22.476** | 110.9 |
| 36 | 15 | T. LAFONT/J. PENICAUD | | Bugatti T51 1928 | OS3 | 7 | **59:51.291** | 1 Lap | 95.5 | 7 | **6:44.640** | 121.2 |
| 37 | 61 | H. BAUDON/B. BAUDON | | Alfa Romeo 8C 2300 Monza 1932 | OS7 | 7 | **1:02:29.297** | 1 Lap | 91.4 | 6 | **7:00.287** | 116.7 |
| 38 | 31 | G. ROSSETTI | | Riley TT Sprite 1936 | OS6 | 6 | **48:12.336** | 2 Laps | 101.6 | 5 | **7:40.012** | 106.6 |
| 39 | 32 | F. LEGELEUX/S. LEGELEUX | | HRG 1500 1938 | OS6 | 6 | **48:23.729** | 2 Laps | 101.2 | 5 | **6:31.595** | 125.3 |
| 40 | 27 | F. COINTREAU/P. COUSSEAU | | Bugatti T51 1932 | OS3 | 6 | **49:19.963** | 2 Laps | 99.3 | 2 | **6:58.242** | 117.3 |
| 41 | 73 | L. ROLNER/P. FERNANDES | | Bentley 4 ½ 1928 | OS4 | 6 | **49:46.640** | 2 Laps | 98.4 | 6 | **7:31.265** | 108.7 |
| 42 | 51 | P. CARTER/N. SWIFT | | Bentley 4 ½ 1929 | OS4 | 6 | **50:53.803** | 2 Laps | 96.2 | 7 | **6:42.284** | 121.9 |
| 43 | 12 | E. ALVERGNAT/M. CHENUIL/V. ALLARDET | | Bentley 4,5L Tourer 1929 | OS4 | 6 | **51:15.095** | 2 Laps | 95.5 | 5 | **7:36.539** | 107.4 |
| 44 | 42 | L. SEBBA/P. COLE/G. EMODI | | Morgan 4/4 1937 | OS5 | 6 | **51:41.554** | 2 Laps | 94.7 | 6 | **7:57.317** | 102.8 |
| 45 | 7 | P. LANTERNIER/P. BRESSON | | Aston Martin Ulster 1936 | OS6 | 6 | **51:51.069** | 2 Laps | 94.4 | 6 | **7:40.540** | 106.5 |
| 46 | 50 | . RICCI/F. STOESSER | | BMW 328 Roadster 1938 | OS7 | 6 | **51:56.433** | 2 Laps | 94.3 | 5 | **6:54.215** | 118.4 |
| 47 | 40 | L. SLIJPEN/C. VIGNAUD/S. SLIJPEN/T. SLIJPEN | | Talbot 90 PL 2 1930 | OS3 | 6 | **51:59.277** | 2 Laps | 94.2 | 4 | **7:46.178** | 105.2 |
| 48 | 74 | P. LAURENT | | Riley MPH 1934 | OS7 | 6 | **53:28.722** | 2 Laps | 91.6 | 4 | **8:08.969** | 100.3 |
| 49 | 38 | E. PEROUSE/T. STAPTS/P. DAYEN | | Bugatti T35 1926 | OS3 | 6 | **53:43.301** | 2 Laps | 91.1 | 6 | **8:44.050** | 93.6 |
| 50 | 60 | S. GODDARD/G. SMITH | | Morgan 4/4 1938 | OS5 | 6 | **53:59.866** | 2 Laps | 90.7 | 4 | **7:57.821** | 102.7 |
| 51 | 26 | E. HAMONIAU/O. NATAF | | Bugatti T37 1926 | OS2 | 6 | **54:27.559** | 2 Laps | 89.9 | 6 | **8:12.586** | 99.6 |
| 52 | 62 | E. ALVERGNAT/M. CHENUIL/L. ALVERGNAT | | Riley MPH 1933 | OS7 | 6 | **56:30.766** | 2 Laps | 86.6 | 5 | **8:21.681** | 97.8 |
| 53 | 23 | P. QUIRIERE/J. DUPIN/A. DUPIN | | Bugatti T35 B 1926 | OS3 | 6 | **57:10.658** | 2 Laps | 85.6 | 6 | **6:57.431** | 117.5 |
| 54 | 36 | C. SIELECKI/M. SIELECKI | | Bentley 3 L Sport 1926 | OS3 | 6 | **1:04:01.271** | 2 Laps | 76.5 | 5 | **7:28.747** | 109.3 |
| 55 | 75 | S. KING/P. SAINT CLAIR TISDALL | | Morgan 4/4 1938 | OS5 | 5 | **48:59.076** | 3 Laps | 83.3 | 2 | **7:39.931** | 106.7 |
| 56 | 30 | H. ANDEOL/R. GNININVI | | Chenard & Walcker Sport T3 1924 | OS3 | 5 | **50:00.928** | 3 Laps | 81.6 | 5 | **8:56.288** | 91.5 |
| 57 | 11 | R. SALMON/C. ROUSSEAU/P. BOULEAU | | MG TA 1938 | OS6 | 5 | **50:44.900** | 3 Laps | 80.4 | 4 | **8:30.453** | 96.1 |
| 58 | 6 | I. STANDING | | Riley TT Sprite 1937 | OS6 | 5 | **51:47.210** | 3 Laps | 78.8 | 4 | **6:47.025** | 120.5 |
| 59 | 56 | B. DAUCHIN/B. VANIER | | Riley 9 Brooklands 1933 | OS5 | 5 | **55:49.425** | 3 Laps | 73.1 | 5 | **9:13.674** | 88.6 |
| 60 | 35 | S. DONNEVE/J. CIRIANI | | Citroën Tipo C4 Spider 1932 | OS6 | 5 | **55:52.371** | 3 Laps | 73.0 | 5 | **9:50.230** | 83.1 |
| 61 | 44 | B. NICOLOSI/A. NICOLOSI/J. DUBRULLE | | Bugatti T35 1926 | OS3 | 5 | **56:42.573** | 3 Laps | 71.9 | 4 | **9:56.501** | 82.2 |
| 62 | 3 | B. BAUDON/L. BAUDON | | Bugatti T35 T 1926 | OS3 | 5 | **1:01:48.434** | 3 Laps | 66.0 | 5 | **8:54.645** | 91.7 |
| 63 | 2 | C. TRABER | | Talbot-Lago T26 ex monoplace décalée 1939 | OS8 | 4 | **28:36.223** | 4 Laps | 114.0 | 2 | **6:18.492** | 129.6 |
| 64 | 21 | E. BRADLEY | | Aston Martin Ulster 1936 | OS6 | 4 | **32:10.213** | 4 Laps | 101.4 | 2 | **7:13.140** | 113.3 |



RICHARD MILLE




# PLATEAU 1 - GRID 1
## LE MANS CLASSIC 2022
## RACE 1 ((43'))

## Final Classification

| | | Drivers | Team | Vehicle | Class | Laps | Total Time | Gap | Kph | Best Lap Lap | Best Lap Time | Best Lap Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **65** | 29 | M. STOCH/J. POTOCKI/B. BALICKI | | Chrysler 75 1929 | OS4 | 4 | **51:00.704** | 4 Laps | 63.9 | 4 | **11:02.138** | 74.1 |
| **66** | 41 | L. SLIJPEN/C. VIGNAUD/S. SLIJPEN/T. SLIJPEN | | Bugatti T43 Grand Sport 1928 | OS3 | 2 | **16:33.474** | 6 Laps | 98.2 | | | |
| **67** | 53 | P. GRANT | | BMW 328 1939 | OS7 | 2 | **16:46.566** | 6 Laps | 96.9 | | | |
| **68** | 19 | E. HAMONIAU/O. NATAF | | MG Magnette K3 1934 | OS6 | 2 | **20:38.772** | 6 Laps | 78.8 | | | |
| **69** | 77 | P. MAHUL/T. ARRAIS | | Singer Nine Le Mans 1936 | OS7 | 2 | **34:14.574** | 6 Laps | 47.5 | | | |
| **70** | 57 | T. DUTTON/D. PITTAWAY | | Bugatti Type 57 S 1937 | OS8 | 1 | **9:45.268** | 7 Laps | 82.9 | | | |
| **71** | 59 | M. SCHYRR/T. CHANOINE/M. PLAISANT | | Riley TT Sprite 1935 | OS7 | 1 | **11:55.335** | 7 Laps | 67.8 | | | |
| **72** | 63 | P. NEUMARK/W. MEDCALF | | Bentley Speed Six Old No.3 1930 | OS4 | | | | | | | |
| | | ***Not started*** | | | | | | | | | | |
| | 71 | H. HÜBNER | | Talbot AV105 1934 | OS7 | | | | | | | |
| | 5 | J. EGURREGUY/P. JULIEN | | HRG 1500 1938 | OS6 | | | | | | | |
| | 34 | J. GIJZEN | | Riley Imp 1934 | OS5 | | | | | | | |
| | 45 | R. LEWIS/R. GUY | | Lagonda V12 Le Mans 1939 | OS8 | | | | | | | |

| | | | | |
|---|---|---|---|---|
| **Pole Position** | | BURNETT, Gareth | **6:05.333** | 134.3 Kph |
| **Fastest Lap** | Lap 8 | Gareth BURNETT | **5:46.132** | 141.7 Kph |

CAR #33 TIME PENALTY 21 SECONDS DUE TO PIT STOP INFRINGMENT
CAR #44 TIME PENALTY 18 SECONDS DUE TO PIT STOP INFRINGMENT
CAR #75-50-51 PENALTY OF 1 LAP DUE TO PIT STOP INFRINGMENT
CARS #61-3-36-23-15-33-77 TIME PENALTY OF 10 MINUTES DUE TO STEWARDS DECISION NR.3-4-5-8-11-14-15-16
CARS #44 TIME PENALTY OF 5 MINUTES DUE TO STEWARDS DECISION NR.8

Published at: .....

Track Status: **DRY**

| **Stewards:** | **Timekeeper:** |
|---|---|
| | |



RICHARD MILLE
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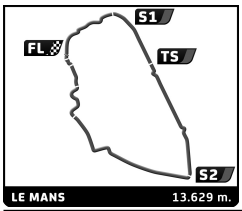



# PLATEAU 1 - GRID 1
## LE MANS CLASSIC 2022
## RACE 2 ((40'))
## Final Classification

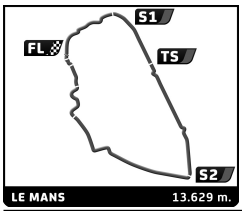
| | | Drivers | Team | Vehicle | Class | Laps | Total Time | Gap | Kph | Best Lap Lap | Best Lap Time | Best Lap Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 20 | G. BURNETT/M. BIRCH | | Talbot AV105 G052 1931 | OS8 | 7 | **43:37.267** | - | 131.0 | 7 | **5:55.931** | 137.8 |
| 2 | 16 | M. HALUSA/A. AMES | | Alfa Romeo 8C 2300 MM Spider Zagato 1932 | OS7 | 7 | **45:20.473** | +1:43.206 | 126.0 | 7 | **5:53.468** | 138.8 |
| 3 | 49 | D. PITTAWAY/T. DUTTON | | Bugatti T35 1925 | OS3 | 7 | **45:39.860** | +2:02.593 | 125.1 | 3 | **6:12.982** | 131.5 |
| 4 | 10 | A. OTTEN/M. GRIFFITHS | | BMW 328 Roadster 1939 | OS7 | 7 | **46:05.353** | +2:28.086 | 124.0 | 6 | **6:15.789** | 130.5 |
| 5 | 39 | F. BRANDT | | Lagonda LG45 1937 | OS8 | 7 | **46:23.802** | +2:46.535 | 123.2 | 7 | **6:18.917** | 129.5 |
| 6 | 58 | H. STAMM/P. DUBSKY | | Aston Martin Speed Model 1937 | OS7 | 7 | **46:25.603** | +2:48.336 | 123.1 | 7 | **6:18.664** | 129.5 |
| 7 | 47 | S. SKIPWORTH/J. DEAN | | Aston Martin Speed Model 1939 | OS7 | 7 | **46:46.272** | +3:09.005 | 122.2 | 7 | **6:16.522** | 130.3 |
| 8 | 52 | D. COOKE | | Alfa Romeo 8C 2300 Monza 1934 | OS7 | 7 | **46:47.827** | +3:10.560 | 122.1 | 7 | **6:18.763** | 129.5 |
| 9 | 66 | A. MIDDLETON/T. BEST | | Aston Martin Speed Model 1936 | OS7 | 7 | **48:27.267** | +4:50.000 | 117.9 | 2 | **6:35.796** | 123.9 |
| 10 | 24 | N. D'IETEREN/L. CATALA | | Alfa Romeo 8C 2300 LM 1932 | OS7 | 7 | **48:40.679** | +5:03.412 | 117.4 | 7 | **6:21.717** | 128.5 |
| 11 | 28 | M. BUGLER | | Lagonda LG45 Rapide 1937 | OS8 | 7 | **48:40.921** | +5:03.654 | 117.4 | 6 | **6:35.253** | 124.1 |
| 12 | 43 | R. BLAKEMORE | | Aston Martin Speed Model 1936 | OS7 | 7 | **48:46.799** | +5:09.532 | 117.1 | 6 | **6:38.711** | 123.0 |
| 13 | 9 | R. KAUFFMAN | | Alfa Romeo 8C 2300 Zagato Le mans 1934 | OS7 | 7 | **48:51.101** | +5:13.834 | 117.0 | 7 | **6:34.788** | 124.3 |
| 14 | 76 | P. CHASE-GARDENER/D. ALLEN | | Aston Martin Speed Model 1937 | OS7 | 7 | **49:18.424** | +5:41.157 | 115.9 | 2 | **6:34.026** | 124.5 |
| 15 | 72 | J. BALLY/B. LESEUR | | BMW 328 Roadster 1938 | OS7 | 7 | **49:44.636** | +6:07.369 | 114.9 | 7 | **6:44.851** | 121.2 |
| 16 | 70 | M. OVERINGTON | | Bentley 4 ½ 1929 | OS4 | 7 | **49:47.297** | +6:10.030 | 114.8 | 7 | **6:48.057** | 120.2 |
| 17 | 32 | F. LEGELEUX/S. LEGELEUX | | HRG 1500 1938 | OS6 | 7 | **50:44.750** | +7:07.483 | 112.6 | 2 | **6:23.025** | 128.1 |
| 18 | 23 | P. QUIRIERE/J. DUPIN/A. DUPIN | | Bugatti T35 B 1926 | OS3 | 7 | **58:27.451** | +14:50.184 | 97.7 | 7 | **6:23.404** | 127.9 |
| 19 | 46 | B. RIVETT/A. MITCHELL/A. PRILL | | BMW 328 Roadster 1938 | OS7 | 6 | **43:42.984** | 1 Lap | 112.0 | 6 | **6:52.287** | 119.0 |
| 20 | 51 | P. CARTER/N. SWIFT | | Bentley 4 ½ 1929 | OS4 | 6 | **43:55.320** | 1 Lap | 111.5 | 2 | **6:57.255** | 117.6 |
| 21 | 22 | C. LUNN | | Talbot AV105 G053 1931 | OS8 | 6 | **44:08.944** | 1 Lap | 110.9 | 6 | **6:52.666** | 118.9 |
| 22 | 64 | S. RETTENMAIER/J. RETTENMAIER | | Alfa Romeo 8C 2300 LM 1931 | OS7 | 6 | **44:15.862** | 1 Lap | 110.6 | 6 | **6:57.603** | 117.5 |
| 23 | 27 | F. COINTREAU/P. COUSSEAU | | Bugatti T51 1932 | OS3 | 6 | **46:13.736** | 1 Lap | 105.9 | 2 | **7:01.705** | 116.3 |
| 24 | 4 | K. KYVALOVA | | Bentley 4 ½ 1928 | OS4 | 6 | **46:25.265** | 1 Lap | 105.5 | 6 | **7:18.623** | 111.8 |
| 25 | 68 | D. OZANNE | | Aston Martin Speed Model 1938 | OS7 | 6 | **47:04.179** | 1 Lap | 104.0 | 6 | **7:06.359** | 115.1 |
| 26 | 50 | . RICCI/F. STOESSER | | BMW 328 Roadster 1938 | OS7 | 6 | **47:12.694** | 1 Lap | 103.7 | 3 | **7:14.912** | 112.8 |
| 27 | 37 | S. WARD | | Bentley 4 ½ 1927 | OS4 | 6 | **47:20.743** | 1 Lap | 103.4 | 6 | **7:25.393** | 110.1 |
| 28 | 65 | J. LAUB/W. MEDCALF | | Bentley 4,5L Tourer 1929 | OS4 | 6 | **47:29.288** | 1 Lap | 103.1 | 6 | **7:08.402** | 114.5 |
| 29 | 8 | N. BATCHELOR | | Bentley 4 ½ 1929 | OS4 | 6 | **48:34.708** | 1 Lap | 100.8 | 6 | **7:17.249** | 112.2 |
| 30 | 31 | G. ROSSETTI | | Riley TT Sprite 1936 | OS6 | 6 | **48:39.935** | 1 Lap | 100.6 | 6 | **7:24.959** | 110.2 |
| 31 | 73 | L. ROLNER/P. FERNANDES | | Bentley 4 ½ 1928 | OS4 | 6 | **49:21.045** | 1 Lap | 99.2 | 6 | **7:27.806** | 109.5 |
| 32 | 41 | L. SLIJPEN/C. VIGNAUD/S. SLIJPEN/T. SLIJPEN | | Bugatti T43 Grand Sport 1928 | OS3 | 6 | **49:55.704** | 1 Lap | 98.1 | 6 | **7:34.092** | 108.0 |
| 33 | 75 | S. KING/P. SAINT CLAIR TISDALL | | Morgan 4/4 1938 | OS5 | 6 | **50:19.882** | 1 Lap | 97.3 | 2 | **7:42.178** | 106.1 |
| 34 | 7 | P. LANTERNIER/P. BRESSON | | Aston Martin Ulster 1936 | OS6 | 6 | **50:49.283** | 1 Lap | 96.4 | 6 | **7:58.902** | 102.4 |
| 35 | 33 | C. de VILLAUCOURT/A. MOREAU-LESPINARD | | Bugatti T51 1927 | OS3 | 6 | **55:39.512** | 1 Lap | 88.0 | 6 | **6:42.530** | 121.9 |
| 36 | 61 | H. BAUDON/B. BAUDON | | Alfa Romeo 8C 2300 Monza 1932 | OS7 | 6 | **58:05.780** | 1 Lap | 84.3 | 6 | **7:21.331** | 111.1 |
| 37 | 36 | C. SIELECKI/M. SIELECKI | | Bentley 3 L Sport 1926 | OS3 | 6 | **59:32.580** | 1 Lap | 82.2 | 5 | **7:41.331** | 106.3 |
| 38 | 60 | S. GODDARD/G. SMITH | | Morgan 4/4 1938 | OS5 | 5 | **44:04.074** | 2 Laps | 92.6 | 5 | **8:08.153** | 100.5 |
| 39 | 40 | L. SLIJPEN/C. VIGNAUD/S. SLIJPEN/T. SLIJPEN | | Talbot 90 PL 2 1930 | OS3 | 5 | **44:15.762** | 2 Laps | 92.2 | 5 | **8:10.597** | 100.0 |
| 40 | 74 | P. LAURENT | | Riley MPH 1934 | OS7 | 5 | **44:15.887** | 2 Laps | 92.2 | 5 | **8:10.282** | 100.1 |
| 41 | 12 | E. ALVERGNAT/M. CHENUIL/V. ALLARDET | | Bentley 4,5L Tourer 1929 | OS4 | 5 | **44:36.192** | 2 Laps | 91.5 | 5 | **8:49.508** | 92.6 |
| 42 | 42 | L. SEBBA/P. COLE/G. EMODI | | Morgan 4/4 1937 | OS5 | 5 | **44:58.439** | 2 Laps | 90.7 | 5 | **8:13.621** | 99.4 |
| 43 | 67 | H. APTHORP | | Bentley Blower 1931 | OS8 | 5 | **45:21.346** | 2 Laps | 89.9 | 4 | **7:00.302** | 116.7 |
| 44 | 1 | A. GRAIGNIC/P. BRUNNER | | Bugatti T35 1925 | OS3 | 5 | **46:01.427** | 2 Laps | 88.6 | 2 | **7:39.984** | 106.6 |
| 45 | 62 | E. ALVERGNAT/M. CHENUIL/L. ALVERGNAT | | Riley MPH 1933 | OS7 | 5 | **46:19.085** | 2 Laps | 88.1 | 2 | **8:17.167** | 98.7 |
| 46 | 54 | R. EMMERLING | | Riley Brooklands 1928 | OS1 | 5 | **48:35.452** | 2 Laps | 83.9 | 5 | **7:21.497** | 111.1 |
| 47 | 30 | H. ANDEOL/R. GNININVI | | Chenard & Walcker Sport T3 1924 | OS3 | 5 | **49:18.582** | 2 Laps | 82.7 | 5 | **9:17.526** | 88.0 |
| 48 | 57 | T. DUTTON/D. PITTAWAY | | Bugatti Type 57 S 1937 | OS8 | 5 | **49:35.382** | 2 Laps | 82.3 | 3 | **7:46.878** | 105.1 |
| 49 | 48 | J. POLSON | | Talbot 90 PL 3 1930 | OS3 | 5 | **49:42.811** | 2 Laps | 82.1 | 4 | **9:36.616** | 85.1 |
| 50 | 26 | E. HAMONIAU/O. NATAF | | Bugatti T37 1926 | OS2 | 5 | **49:49.237** | 2 Laps | 81.9 | 4 | **10:05.233** | 81.0 |
| 51 | 44 | B. NICOLOSI/A. NICOLOSI/J. DUBRULLE | | Bugatti T35 1926 | OS3 | 5 | **50:50.406** | 2 Laps | 80.2 | 5 | **8:35.294** | 95.2 |
| 52 | 29 | M. STOCH/J. POTOCKI/B. BALICKI | | Chrysler 75 1929 | OS4 | 4 | **48:29.717** | 3 Laps | 67.3 | 4 | **11:05.528** | 73.7 |
| 53 | 17 | M. BIRCH/R. BRADLEY/W. DE JONG/M. SOWERBY | | Talbot AV105 1934 | OS8 | 3 | **20:28.403** | 4 Laps | 119.4 | 2 | **6:39.858** | 122.7 |
| 54 | 18 | M. BIRCH/G. BURNETT | | Talbot AV105 1934 | OS8 | 3 | **29:08.748** | 4 Laps | 83.9 | | | |
| 55 | 38 | E. PEROUSE/T. STAPTS/P. DAYEN | | Bugatti T35 1926 | OS3 | 3 | **45:19.369** | 4 Laps | 53.9 | 6 | **7:08.807** | 114.4 |
| 56 | 6 | I. STANDING | | Riley TT Sprite 1937 | OS6 | 2 | **15:22.761** | 5 Laps | 105.8 | | | |
| 57 | 21 | E. BRADLEY | | Aston Martin Ulster 1936 | OS6 | 2 | **17:14.643** | 5 Laps | 94.3 | | | |
| 58 | 55 | R. FRANCIS/J. THOMPSON | | Bentley 4 ½ 1928 | OS4 | 2 | **17:54.906** | 5 Laps | 90.8 | | | |
| 59 | 56 | B. DAUCHIN/B. VANIER | | Riley 9 Brooklands 1933 | OS5 | 2 | **42:43.215** | 5 Laps | 38.1 | 2 | **11:51.353** | 69.0 |
| 60 | 35 | S. DONNEVE/J. CIRIANI | | Citroën Tipo C4 Spider 1932 | OS6 | 1 | **11:57.839** | 6 Laps | 67.6 | | | |
| 61 | 69 | S. BESSADE/B. BESSADE/P. BESSADE | | Delage D6 3ltr 1936 | OS7 | 1 | **24:42.921** | 6 Laps | 32.7 | | | |
| 62 | 11 | R. SALMON/C. ROUSSEAU/P. BOULEAU | | MG TA 1938 | OS6 | | | | | | | |

*Not started*

| | | | | | | |
|---|---|---|---|---|---|---|
| | 25 | N. PELLETT | | Talbot AV105 G054 1931 | OS8 | |



RICHARD MILLE




# PLATEAU 1 - GRID 1

## LE MANS CLASSIC 2022

## RACE 2 ((40'))

## Final Classification

| | Drivers | Team | Vehicle | Class | Laps | Total Time | Gap | Kph | Best Lap Lap | Best Lap Time | Best Lap Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | T. LAFONT/J. PENICAUD | | Bugatti T51 1928 | OS3 | | | | | | | |
| 14 | A. SCHRAUWEN | | Singer Nine Le Mans 1936 | OS8 | | | | | | | |
| 19 | E. HAMONIAU/O. NATAF | | MG Magnette K3 1934 | OS6 | | | | | | | |
| 59 | M. SCHYRR/T. CHANOINE/M. PLAISANT | | Riley TT Sprite 1935 | OS7 | | | | | | | |
| 63 | P. NEUMARK/W. MEDCALF | | Bentley Speed Six Old No.3 1930 | OS4 | | | | | | | |
| 3 | B. BAUDON/L. BAUDON | | Bugatti T35 T 1926 | OS3 | | | | | | | |
| 34 | J. GIJZEN | | Riley Imp 1934 | OS5 | | | | | | | |
| 45 | R. LEWIS/R. GUY | | Lagonda V12 Le Mans 1939 | OS8 | | | | | | | |
| 71 | H. HÜBNER | | Talbot AV105 1934 | OS7 | | | | | | | |
| 77 | P. MAHUL/T. ARRAIS | | Singer Nine Le Mans 1936 | OS7 | | | | | | | |

| | | | | |
|---|---|---|---|---|
| **Pole Position** | | G. BURNETT | **5:46.132** | 141.7 Kph |
| **Fastest Lap** | Lap 7 | Martin HALUSA | **5:53.468** | 138.8 Kph |

CARS #61-36-23-33 TIME PENALTY OF 10 MINUTES DUE TO STEWARDS DECISION NR.3-5-11-15
CARS #44 TIME PENALTY OF 5 MINUTES DUE TO STEWARDS DECISION NR.8
CAR #7 TIME PENALTY 36 SECONDS DUE TO PIT WINDOW INFRINGEMENT
CAR #38 PENALTY OF 3 LAPS DUE TO PIT WINDOW INFRINGEMENT
CARS #56-57-67-69 PENALTY OF 1 LAP DUE TO PIT WINDOW INFRINGEMENT

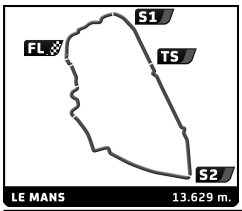
Published at: .....

Track Status: **DRY**

| **Stewards:** | **Timekeeper:** |
|---|---|
| | |



RICHARD MILLE




# PLATEAU 1 - GRID 1
## LE MANS CLASSIC 2022
## RACE 3 ((43'))
## Final Classification

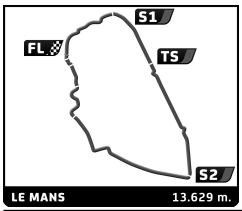
| | | Drivers | Team | Vehicle | Class | Laps | Total Time | Gap | Kph | Best Lap Lap | Best Lap Time | Best Lap Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 49 | D. PITTAWAY/T. DUTTON | | Bugatti T35 1925 | OS3 | 7 | **43:41.953** | - | 130.8 | 5 | **6:00.710** | 136.0 |
| 2 | 52 | D. COOKE | | Alfa Romeo 8C 2300 Monza 1934 | OS7 | 7 | **43:54.876** | +12.923 | 130.1 | 5 | **6:01.578** | 135.7 |
| 3 | 16 | M. HALUSA/A. AMES | | Alfa Romeo 8C 2300 MM Spider Zagato 1932 | OS7 | 7 | **44:10.721** | +28.768 | 129.3 | 6 | **5:48.352** | 140.8 |
| 4 | 18 | M. BIRCH/G. BURNETT | | Talbot AV105 1934 | OS8 | 7 | **44:20.879** | +38.926 | 128.8 | 7 | **5:58.153** | 137.0 |
| 5 | 10 | A. OTTEN/M. GRIFFITHS | | BMW 328 Roadster 1939 | OS7 | 7 | **44:26.009** | +44.056 | 128.6 | 7 | **6:01.635** | 135.6 |
| 6 | 39 | F. BRANDT | | Lagonda LG45 1937 | OS8 | 7 | **45:01.533** | +1:19.580 | 126.9 | 6 | **6:11.327** | 132.1 |
| 7 | 58 | H. STAMM/P. DUBSKY | | Aston Martin Speed Model 1937 | OS7 | 7 | **45:23.232** | +1:41.279 | 125.9 | 3 | **6:15.138** | 130.8 |
| 8 | 47 | S. SKIPWORTH/J. DEAN | | Aston Martin Speed Model 1939 | OS7 | 7 | **45:26.026** | +1:44.073 | 125.8 | 7 | **6:09.804** | 132.6 |
| 9 | 24 | N. D'IETEREN/L. CATALA | | Alfa Romeo 8C 2300 LM 1932 | OS7 | 7 | **45:26.377** | +1:44.424 | 125.8 | 7 | **6:05.909** | 134.1 |
| 10 | 66 | A. MIDDLETON/T. BEST | | Aston Martin Speed Model 1936 | OS7 | 7 | **45:53.235** | +2:11.282 | 124.5 | 6 | **6:14.722** | 130.9 |
| 11 | 9 | R. KAUFFMAN | | Alfa Romeo 8C 2300 Zagato Le mans 1934 | OS7 | 7 | **46:30.317** | +2:48.364 | 122.9 | 7 | **6:18.640** | 129.6 |
| 12 | 28 | M. BUGLER | | Lagonda LG45 Rapide 1937 | OS8 | 7 | **47:12.432** | +3:30.479 | 121.0 | 2 | **6:30.196** | 125.7 |
| 13 | 76 | P. CHASE-GARDENER/D. ALLEN | | Aston Martin Speed Model 1937 | OS7 | 7 | **47:12.911** | +3:30.958 | 121.0 | 2 | **6:18.289** | 129.7 |
| 14 | 17 | M. BIRCH/R. BRADLEY/W. DE JONG/M. SOWERBY | | Talbot AV105 1934 | OS8 | 7 | **47:14.286** | +3:32.333 | 121.0 | 2 | **6:25.656** | 127.2 |
| 15 | 32 | F. LEGELEUX/S. LEGELEUX | | HRG 1500 1938 | OS6 | 7 | **47:40.352** | +3:58.399 | 119.9 | 3 | **6:20.311** | 129.0 |
| 16 | 46 | B. RIVETT/A. MITCHELL/A. PRILL | | BMW 328 Roadster 1938 | OS7 | 7 | **47:54.543** | +4:12.590 | 119.3 | 3 | **6:30.450** | 125.6 |
| 17 | 70 | M. OVERINGTON | | Bentley 4 ½ 1929 | OS4 | 7 | **47:55.656** | +4:13.703 | 119.2 | 7 | **6:32.395** | 125.0 |
| 18 | 43 | R. BLAKEMORE | | Aston Martin Speed Model 1936 | OS7 | 7 | **47:57.736** | +4:15.783 | 119.1 | 2 | **6:33.781** | 124.6 |
| 19 | 33 | C. de VILLAUCOURT/A. MOREAU-LESPINARD | | Bugatti T51 1927 | OS3 | 7 | **48:09.916** | +4:27.963 | 118.6 | 7 | **6:21.737** | 128.5 |
| 20 | 22 | C. LUNN | | Talbot AV105 G053 1931 | OS8 | 7 | **48:36.532** | +4:54.579 | 117.6 | 7 | **6:38.960** | 123.0 |
| 21 | 27 | F. COINTREAU/P. COUSSEAU | | Bugatti T51 1932 | OS3 | 7 | **49:59.755** | +6:17.802 | 114.3 | 3 | **6:33.890** | 124.5 |
| 22 | 64 | S. RETTENMAIER/J. RETTENMAIER | | Alfa Romeo 8C 2300 LM 1931 | OS7 | 7 | **50:15.442** | +6:33.489 | 113.7 | 6 | **6:36.708** | 123.7 |
| 23 | 68 | D. OZANNE | | Aston Martin Speed Model 1938 | OS7 | 7 | **50:24.843** | +6:42.890 | 113.3 | 7 | **6:52.907** | 118.8 |
| 24 | 51 | P. CARTER/N. SWIFT | | Bentley 4 ½ 1929 | OS4 | 7 | **50:46.189** | +7:04.236 | 112.6 | 2 | **6:41.954** | 122.0 |
| 25 | 50 | . RICCI/F. STOESSER | | BMW 328 Roadster 1938 | OS7 | 6 | **44:08.303** | 1 Lap | 110.9 | 5 | **6:46.258** | 120.7 |
| 26 | 4 | K. KYVALOVA | | Bentley 4 ½ 1928 | OS4 | 6 | **44:25.553** | 1 Lap | 110.2 | 2 | **7:03.771** | 115.8 |
| 27 | 61 | H. BAUDON/B. BAUDON | | Alfa Romeo 8C 2300 Monza 1932 | OS7 | 6 | **44:29.318** | 1 Lap | 110.1 | 2 | **6:53.040** | 118.8 |
| 28 | 8 | N. BATCHELOR | | Bentley 4 ½ 1929 | OS4 | 6 | **44:59.576** | 1 Lap | 108.8 | 5 | **7:04.545** | 115.5 |
| 29 | 15 | T. LAFONT/J. PENICAUD | | Bugatti T51 1928 | OS3 | 6 | **45:33.269** | 1 Lap | 107.5 | 2 | **6:36.412** | 123.7 |
| 30 | 37 | S. WARD | | Bentley 4 ½ 1927 | OS4 | 6 | **45:44.617** | 1 Lap | 107.0 | 5 | **7:10.460** | 114.0 |
| 31 | 38 | E. PEROUSE/T. STAPTS/P. DAYEN | | Bugatti T35 1926 | OS3 | 6 | **45:46.678** | 1 Lap | 107.0 | 5 | **6:53.535** | 118.6 |
| 32 | 31 | G. ROSSETTI | | Riley TT Sprite 1936 | OS6 | 6 | **45:48.790** | 1 Lap | 106.9 | 6 | **7:15.133** | 112.7 |
| 33 | 41 | L. SLIJPEN/C. VIGNAUD/S. SLIJPEN/T. SLIJPEN | | Bugatti T43 Grand Sport 1928 | OS3 | 6 | **46:05.255** | 1 Lap | 106.2 | 6 | **7:06.398** | 115.0 |
| 34 | 23 | P. QUIRIERE/J. DUPIN/A. DUPIN | | Bugatti T35 B 1926 | OS3 | 6 | **46:13.662** | 1 Lap | 105.9 | 6 | **6:17.908** | 129.8 |
| 35 | 73 | L. ROLNER/P. FERNANDES | | Bentley 4 ½ 1928 | OS4 | 6 | **47:49.820** | 1 Lap | 102.4 | 6 | **7:22.291** | 110.9 |
| 36 | 75 | S. KING/P. SAINT CLAIR TISDALL | | Morgan 4/4 1938 | OS5 | 6 | **47:54.398** | 1 Lap | 102.2 | 2 | **7:29.577** | 109.1 |
| 37 | 72 | J. BALLY/B. LESEUR | | BMW 328 Roadster 1938 | OS7 | 6 | **47:54.427** | 1 Lap | 102.2 | 6 | **6:32.142** | 125.1 |
| 38 | 7 | P. LANTERNIER/P. BRESSON | | Aston Martin Ulster 1936 | OS6 | 6 | **48:32.688** | 1 Lap | 100.9 | 6 | **7:39.473** | 106.8 |
| 39 | 42 | L. SEBBA/P. COLE/G. EMODI | | Morgan 4/4 1937 | OS5 | 6 | **49:00.262** | 1 Lap | 99.9 | 6 | **7:41.329** | 106.3 |
| 40 | 40 | L. SLIJPEN/C. VIGNAUD/S. SLIJPEN/T. SLIJPEN | | Talbot 90 PL 2 1930 | OS3 | 6 | **49:15.241** | 1 Lap | 99.4 | 2 | **7:48.314** | 104.7 |
| 41 | 74 | P. LAURENT | | Riley MPH 1934 | OS7 | 6 | **49:15.513** | 1 Lap | 99.4 | 6 | **7:45.735** | 105.3 |
| 42 | 36 | C. SIELECKI/M. SIELECKI | | Bentley 3 L Sport 1926 | OS3 | 6 | **49:16.049** | 1 Lap | 99.4 | 6 | **7:44.328** | 105.6 |
| 43 | 60 | S. GODDARD/G. SMITH | | Morgan 4/4 1938 | OS5 | 6 | **51:01.716** | 1 Lap | 96.0 | 5 | **8:07.150** | 100.7 |
| 44 | 62 | E. ALVERGNAT/M. CHENUIL/L. ALVERGNAT | | Riley MPH 1933 | OS7 | 6 | **51:32.115** | 1 Lap | 95.0 | 2 | **8:07.211** | 100.7 |
| 45 | 26 | E. HAMONIAU/O. NATAF | | Bugatti T37 1926 | OS2 | 5 | **44:05.203** | 2 Laps | 92.5 | 2 | **7:57.121** | 102.8 |
| 46 | 67 | H. APTHORP | | Bentley Blower 1931 | OS8 | 5 | **44:38.525** | 2 Laps | 91.4 | 6 | **6:56.291** | 117.8 |
| 47 | 65 | J. LAUB/W. MEDCALF | | Bentley 4,5L Tourer 1929 | OS4 | 5 | **45:44.012** | 2 Laps | 89.2 | 5 | **6:52.881** | 118.8 |
| 48 | 3 | B. BAUDON/L. BAUDON | | Bugatti T35 T 1926 | OS3 | 5 | **46:22.411** | 2 Laps | 88.0 | 4 | **8:58.701** | 91.1 |
| 49 | 44 | B. NICOLOSI/A. NICOLOSI/J. DUBRULLE | | Bugatti T35 1926 | OS3 | 5 | **46:23.486** | 2 Laps | 87.9 | 2 | **8:21.238** | 97.9 |
| 50 | 57 | T. DUTTON/D. PITTAWAY | | Bugatti Type 57 S 1937 | OS8 | 5 | **47:25.050** | 2 Laps | 86.0 | 2 | **7:17.265** | 112.2 |
| 51 | 30 | H. ANDEOL/R. GNININVI | | Chenard & Walcker Sport T3 1924 | OS3 | 5 | **47:49.277** | 2 Laps | 85.3 | 4 | **9:13.439** | 88.6 |
| 52 | 29 | M. STOCH/J. POTOCKI/B. BALICKI | | Chrysler 75 1929 | OS4 | 4 | **45:14.533** | 3 Laps | 72.1 | 4 | **10:45.266** | 76.0 |
| 53 | 12 | E. ALVERGNAT/M. CHENUIL/V. ALLARDET | | Bentley 4,5L Tourer 1929 | OS4 | 3 | **25:21.568** | 4 Laps | 96.4 | 2 | **8:07.503** | 100.6 |
| 54 | 56 | B. DAUCHIN/B. VANIER | | Riley 9 Brooklands 1933 | OS5 | 3 | **46:29.876** | 4 Laps | 52.6 | 3 | **11:30.000** | 71.1 |
| 55 | 54 | R. EMMERLING | | Riley Brooklands 1928 | OS1 | 2 | **14:47.501** | 5 Laps | 110.0 | 2 | **7:09.975** | 114.1 |
| 56 | 35 | S. DONNEVE/J. CIRIANI | | Citroën Tipo C4 Spider 1932 | OS6 | 2 | **51:30.320** | 5 Laps | 31.6 | 2 | **10:24.539** | 78.5 |
| 57 | 20 | G. BURNETT/M. BIRCH | | Talbot AV105 G052 1931 | OS8 | | | | | | | |
| 58 | 63 | P. NEUMARK/W. MEDCALF | | Bentley Speed Six Old No.3 1930 | OS4 | | | | | | | |

### *Not started*

| | | | | |
|---|---|---|---|---|
| 1 | A. GRAIGNIC/P. BRUNNER | | Bugatti T35 1925 | OS3 |
| 48 | J. POLSON | | Talbot 90 PL 3 1930 | OS3 |
| 6 | I. STANDING | | Riley TT Sprite 1937 | OS6 |
| 11 | R. SALMON/C. ROUSSEAU/P. BOULEAU | | MG TA 1938 | OS6 |
| 21 | E. BRADLEY | | Aston Martin Ulster 1936 | OS6 |



RICHARD MILLE




# PLATEAU 1 - GRID 1
## LE MANS CLASSIC 2022
## RACE 3 ((43'))

## Final Classification

| | Drivers | Team | Vehicle | Class | Laps | Total Time | Gap | Kph | Best Lap Lap | Best Lap Time | Best Lap Kph |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 55 | R. FRANCIS/J. THOMPSON | | Bentley 4 ½ 1928 | OS4 | | | | | | | |
| 69 | S. BESSADE/B. BESSADE/P. BESSADE | | Delage D6 3ltr 1936 | OS7 | | | | | | | |
| 14 | A. SCHRAUWEN | | Singer Nine Le Mans 1936 | OS8 | | | | | | | |
| 19 | E. HAMONIAU/O. NATAF | | MG Magnette K3 1934 | OS6 | | | | | | | |
| 25 | N. PELLETT | | Talbot AV105 G054 1931 | OS8 | | | | | | | |
| 34 | J. GIJZEN | | Riley Imp 1934 | OS5 | | | | | | | |
| 45 | R. LEWIS/R. GUY | | Lagonda V12 Le Mans 1939 | OS8 | | | | | | | |
| 59 | M. SCHYRR/T. CHANOINE/M. PLAISANT | | Riley TT Sprite 1935 | OS7 | | | | | | | |
| 71 | H. HÜBNER | | Talbot AV105 1934 | OS7 | | | | | | | |
| 77 | P. MAHUL/T. ARRAIS | | Singer Nine Le Mans 1936 | OS7 | | | | | | | |
| 2 | C. TRABER | | Talbot-Lago T26 ex monoplace décalée 1939 | OS8 | | | | | | | |
| 5 | J. EGURREGUY/P. JULIEN | | HRG 1500 1938 | OS6 | | | | | | | |

| | | | | |
|---|---|---|---|---|
| **Pole Position** | | M. HALUSA | **5:53.468** | 138.8 Kph |
| **Fastest Lap** | Lap 6 | Martin HALUSA | **5:48.352** | 140.8 Kph |

CAR 44 TIME PENALTY OF 45 SEC. DUE TO PIT WINDOW INFRINGEMENT
CARS 57, 67 AND 72 TIME PENALTY OF 1 LAP DUE TO PIT WINDOW INFRINGEMENT

Published at: .....

Track Status: **DRY**

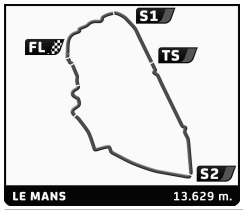
| **Stewards:** | **Timekeeper:** |
|---|---|
| | |



RICHARD MILLE
Le Point · Reserva Club · Artcurial Motorcars · Sarthe · Alfa Romeo · Clear Channel · Aston Martin · Kuehne+Nagel · Bentley · De Tomaso · Coyote · Woodham Mortimer · McLaren · Vicomte A. · Porsche · Spark · Motul · Nostalgie

LE MANS CLASSIC

30-1/2/3 JUNE-JULY | 2022




# SCRATCH PLATEAU 1

## After Round 3

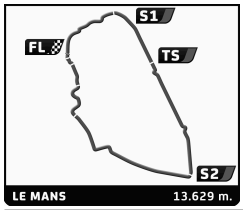
## Final Combined Classification

| | Nr. | Drivers | Car | RACE 1 | | RACE 2 | | RACE 3 | | Laps | Time | Gap |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 49 | D. PITTAWAY / T. DUTTON | Bugatti T35 1925 | 8 | 51:29.370 | 7 | 45:39.860 | 7 | 43:41.953 | 22 | 2:20:51.183 | |
| 2 | 16 | M. HALUSA / A. AMES | Alfa Romeo 8C 2300 MM Spider Zagato 1932 | 8 | 51:54.101 | 7 | 45:20.473 | 7 | 44:10.721 | 22 | 2:21:25.295 | 34.112 |
| 3 | 10 | A. OTTEN / M. GRIFFITHS | BMW 328 Roadster 1939 | 8 | 51:52.924 | 7 | 46:05.353 | 7 | 44:26.009 | 22 | 2:22:24.286 | 1:33.103 |
| 4 | 52 | D. COOKE | Alfa Romeo 8C 2300 Monza 1934 | 8 | 51:52.724 | 7 | 46:47.827 | 7 | 43:54.876 | 22 | 2:22:35.427 | 1:44.244 |
| 5 | 39 | F. BRANDT | Lagonda LG45 1937 | 8 | 53:03.766 | 7 | 46:23.802 | 7 | 45:01.533 | 22 | 2:24:29.101 | 3:37.918 |
| 6 | 47 | S. SKIPWORTH / J. DEAN | Aston Martin Speed Model 1939 | 8 | 54:35.173 | 7 | 46:46.272 | 7 | 45:26.026 | 22 | 2:26:47.471 | 5:56.288 |
| 7 | 66 | A. MIDDLETON / T. BEST | Aston Martin Speed Model 1936 | 8 | 54:03.521 | 7 | 48:27.267 | 7 | 45:53.235 | 22 | 2:28:24.023 | 7:32.840 |
| 8 | 58 | H. STAMM / P. DUBSKY | Aston Martin Speed Model 1937 | 7 | 48:50.887 | 7 | 46:25.603 | 7 | 45:23.232 | 21 | 2:20:39.722 | 1 Laps |
| 9 | 28 | M. BUGLER | Lagonda LG45 Rapide 1937 | 7 | 48:33.036 | 7 | 48:40.921 | 7 | 47:12.432 | 21 | 2:24:26.389 | 1 Laps |
| 10 | 9 | R. KAUFFMAN | Alfa Romeo 8C 2300 Zagato Le mans 1934 | 7 | 49:23.552 | 7 | 48:51.101 | 7 | 46:30.317 | 21 | 2:24:44.970 | 1 Laps |
| 11 | 76 | P. CHASE-GARDENER / D. ALLEN | Aston Martin Speed Model 1937 | 7 | 48:48.646 | 7 | 49:18.424 | 7 | 47:12.911 | 21 | 2:25:19.981 | 1 Laps |
| 12 | 70 | M. OVERINGTON | Bentley 4 ½ 1929 | 7 | 48:51.198 | 7 | 49:47.297 | 7 | 47:55.656 | 21 | 2:26:34.151 | 1 Laps |
| 13 | 43 | R. BLAKEMORE | Aston Martin Speed Model 1936 | 7 | 49:53.443 | 7 | 48:46.799 | 7 | 47:57.736 | 21 | 2:26:37.978 | 1 Laps |
| 14 | 24 | N. D'IETEREN / L. CATALA | Alfa Romeo 8C 2300 LM 1932 | 7 | 52:31.045 | 7 | 48:40.679 | 7 | 45:26.377 | 21 | 2:26:38.101 | 1 Laps |
| 15 | 72 | J. BALLY / B. LESEUR | BMW 328 Roadster 1938 | 8 | 54:34.609 | 7 | 49:44.636 | 6 | 47:54.427 | 21 | 2:32:13.672 | 1 Laps |
| 16 | 33 | C. de VILLAUCOURT / A. MOREAU-LESPINARD | Bugatti T51 1927 | 8 | 1:04:08.078 | 6 | 55:39.512 | 7 | 48:09.916 | 21 | 2:47:57.506 | 1 Laps |
| 17 | 22 | C. LUNN | Talbot AV105 G053 1931 | 7 | 50:30.628 | 6 | 44:08.944 | 7 | 48:36.532 | 20 | 2:23:16.104 | 2 Laps |
| 18 | 46 | B. RIVETT / A. MITCHELL / A. PRILL | BMW 328 Roadster 1938 | 7 | 52:56.245 | 6 | 43:42.984 | 7 | 47:54.543 | 20 | 2:24:33.772 | 2 Laps |
| 19 | 64 | S. RETTENMAIER / J. RETTENMAIER | Alfa Romeo 8C 2300 LM 1931 | 7 | 51:52.387 | 6 | 44:15.862 | 7 | 50:15.442 | 20 | 2:26:23.691 | 2 Laps |
| 20 | 32 | F. LEGELEUX / S. LEGELEUX | HRG 1500 1938 | 6 | 48:23.729 | 7 | 50:44.750 | 7 | 47:40.352 | 20 | 2:26:48.831 | 2 Laps |
| 21 | 68 | D. OZANNE | Aston Martin Speed Model 1938 | 7 | 52:28.099 | 6 | 47:04.179 | 7 | 50:24.843 | 20 | 2:29:57.121 | 2 Laps |
| 22 | 4 | K. KYVALOVA | Bentley 4 ½ 1928 | 7 | 52:39.346 | 6 | 46:25.265 | 6 | 44:25.553 | 19 | 2:23:30.164 | 3 Laps |
| 23 | 27 | F. COINTREAU / P. COUSSEAU | Bugatti T51 1932 | 6 | 49:19.963 | 6 | 46:13.736 | 7 | 49:59.755 | 19 | 2:25:33.454 | 3 Laps |
| 24 | 51 | P. CARTER / N. SWIFT | Bentley 4 ½ 1929 | 6 | 50:53.803 | 6 | 43:55.320 | 7 | 50:46.189 | 19 | 2:25:35.312 | 3 Laps |
| 25 | 37 | S. WARD | Bentley 4 ½ 1927 | 7 | 53:31.079 | 6 | 47:20.743 | 6 | 45:44.617 | 19 | 2:26:36.439 | 3 Laps |
| 26 | 8 | N. BATCHELOR | Bentley 4 ½ 1929 | 7 | 53:55.834 | 6 | 48:34.708 | 6 | 44:59.576 | 19 | 2:27:30.118 | 3 Laps |
| 27 | 23 | P. QUIRIERE / J. DUPIN / A. DUPIN | Bugatti T35 B 1926 | 6 | 57:10.658 | 7 | 58:27.451 | 6 | 46:13.662 | 19 | 2:41:51.771 | 3 Laps |
| 28 | 61 | H. BAUDON / B. BAUDON | Alfa Romeo 8C 2300 Monza 1932 | 7 | 1:02:29.297 | 6 | 58:05.780 | 6 | 44:29.318 | 19 | 2:45:04.395 | 3 Laps |
| 29 | 18 | M. BIRCH / G. BURNETT | Talbot AV105 1934 | 8 | 50:50.243 | 3 | 29:08.748 | 7 | 44:20.879 | 18 | 2:04:19.870 | 4 Laps |
| 30 | 31 | G. ROSSETTI | Riley TT Sprite 1936 | 6 | 48:12.336 | 6 | 48:39.935 | 6 | 45:48.790 | 18 | 2:22:41.061 | 4 Laps |
| 31 | 50 | . RICCI / F. STOESSER | BMW 328 Roadster 1938 | 6 | 51:56.433 | 6 | 47:12.694 | 6 | 44:08.303 | 18 | 2:23:17.430 | 4 Laps |
| 32 | 65 | J. LAUB / W. MEDCALF | Bentley 4,5L Tourer 1929 | 7 | 53:08.967 | 6 | 47:29.288 | 5 | 45:44.012 | 18 | 2:26:22.267 | 4 Laps |
| 33 | 73 | L. ROLNER / P. FERNANDES | Bentley 4 ½ 1928 | 6 | 49:46.640 | 6 | 49:21.045 | 6 | 47:49.820 | 18 | 2:26:57.505 | 4 Laps |
| 34 | 7 | P. LANTERNIER / P. BRESSON | Aston Martin Ulster 1936 | 6 | 51:51.069 | 6 | 50:49.283 | 6 | 48:32.688 | 18 | 2:31:13.040 | 4 Laps |
| 35 | 36 | C. SIELECKI / M. SIELECKI | Bentley 3 L Sport 1926 | 6 | 1:04:01.271 | 6 | 59:32.580 | 6 | 49:16.049 | 18 | 2:52:49.900 | 4 Laps |
| 36 | 17 | M. BIRCH / R. BRADLEY / W. DE JONG / M. SOWERBY | Talbot AV105 1934 | 7 | 50:32.715 | 3 | 20:28.403 | 7 | 47:14.286 | 17 | 1:58:15.404 | 5 Laps |
| 37 | 67 | H. APTHORP | Bentley Blower 1931 | 7 | 53:15.509 | 5 | 45:21.346 | 5 | 44:38.525 | 17 | 2:23:15.380 | 5 Laps |
| 38 | 40 | L. SLIJPEN / C. VIGNAUD / S. SLIJPEN / T. SLIJPEN | Talbot 90 PL 2 1930 | 6 | 51:59.277 | 5 | 44:15.762 | 6 | 49:15.241 | 17 | 2:25:30.280 | 5 Laps |
| 39 | 42 | L. SEBBA / P. COLE / G. EMODI | Morgan 4/4 1937 | 6 | 51:41.554 | 5 | 44:58.439 | 6 | 49:00.262 | 17 | 2:25:40.255 | 5 Laps |
| 40 | 74 | P. LAURENT | Riley MPH 1934 | 6 | 53:28.722 | 5 | 44:15.887 | 6 | 49:15.513 | 17 | 2:27:00.122 | 5 Laps |
| 41 | 75 | S. KING / P. SAINT CLAIR TISD | Morgan 4/4 1938 | 5 | 48:59.076 | 6 | 50:19.882 | 6 | 47:54.398 | 17 | 2:27:13.356 | 5 Laps |
| 42 | 60 | S. GODDARD / G. SMITH | Morgan 4/4 1938 | 6 | 53:59.866 | 5 | 44:04.074 | 6 | 51:01.716 | 17 | 2:29:05.656 | 5 Laps |
| 43 | 62 | E. ALVERGNAT / M. CHENUIL / L. ALVERGNAT | Riley MPH 1933 | 6 | 56:30.766 | 5 | 46:19.085 | 6 | 51:32.115 | 17 | 2:34:21.966 | 5 Laps |
| 44 | 26 | E. HAMONIAU / O. NATAF | Bugatti T37 1926 | 6 | 54:27.559 | 5 | 49:49.237 | 5 | 44:05.203 | 16 | 2:28:21.999 | 6 Laps |
| 45 | 20 | G. BURNETT / M. BIRCH | Talbot AV105 G052 1931 | 8 | 48:20.137 | 7 | 43:37.267 | 0 | | 15 | 1:31:57.404 | 7 Laps |
| 46 | 38 | E. PEROUSE / T. STAPTS / P. DAYEN | Bugatti T35 1926 | 6 | 53:43.301 | 3 | 45:19.369 | 6 | 45:46.678 | 15 | 2:24:49.348 | 7 Laps |
| 47 | 30 | H. ANDEOL / R. GNININVI | Chenard & Walcker Sport T3 1924 | 5 | 50:00.928 | 5 | 49:18.582 | 5 | 47:49.277 | 15 | 2:27:08.787 | 7 Laps |
| 48 | 44 | B. NICOLOSI / A. NICOLOSI / J. DUBRULLE | Bugatti T35 1926 | 5 | 56:42.573 | 5 | 50:50.406 | 5 | 46:23.486 | 15 | 2:33:56.465 | 7 Laps |
| 49 | 41 | L. SLIJPEN / C. VIGNAUD / S. SLIJPEN / T. SLIJPEN | Bugatti T43 Grand Sport 1928 | 2 | 16:33.474 | 6 | 49:55.704 | 6 | 46:05.255 | 14 | 1:52:34.433 | 8 Laps |
| 50 | 54 | R. EMMERLING | Riley Brooklands 1928 | 7 | 52:41.324 | 5 | 48:35.452 | 2 | 14:47.501 | 14 | 1:56:04.277 | 8 Laps |
| 51 | 12 | E. ALVERGNAT / M. CHENUIL / V. ALLARDET | Bentley 4,5L Tourer 1929 | 6 | 51:15.095 | 5 | 44:36.192 | 3 | 25:21.568 | 14 | 2:01:12.855 | 8 Laps |
| 52 | 15 | T. LAFONT / J. PENICAUD | Bugatti T51 1928 | 7 | 59:51.291 | 0 | | 6 | 45:33.269 | 13 | 1:45:24.560 | 9 Laps |
| 53 | 1 | A. GRAIGNIC / P. BRUNNER | Bugatti T35 1925 | 7 | 50:48.383 | 5 | 46:01.427 | 0 | | 12 | 1:36:49.810 | 10 Laps |
| 54 | 48 | J. POLSON | Talbot 90 PL 3 1930 | 7 | 54:22.847 | 5 | 49:42.811 | 0 | | 12 | 1:44:05.658 | 10 Laps |
| 55 | 29 | M. STOCH / J. POTOCKI / B. BALICKI | Chrysler 75 1929 | 4 | 51:00.704 | 4 | 48:29.717 | 4 | 45:14.533 | 12 | 2:24:44.954 | 10 Laps |
| 56 | 57 | T. DUTTON / D. PITTAWAY | Bugatti Type 57 S 1937 | 1 | 9:45.268 | 5 | 49:35.382 | 5 | 47:25.050 | 11 | 1:46:45.700 | 11 Laps |
| 57 | 3 | B. BAUDON / L. BAUDON | Bugatti T35 T 1926 | 5 | 1:01:48.434 | 0 | | 5 | 46:22.411 | 10 | 1:48:10.845 | 12 Laps |
| 58 | 56 | B. DAUCHIN / B. VANIER | Riley 9 Brooklands 1933 | 5 | 55:49.425 | 2 | 42:43.215 | 3 | 46:29.876 | 10 | 2:25:02.516 | 12 Laps |
| 59 | 55 | R. FRANCIS / J. THOMPSON | Bentley 4 ½ 1928 | 7 | 54:47.831 | 2 | 17:54.906 | 0 | | 9 | 1:12:42.737 | 13 Laps |
| 60 | 69 | S. BESSADE / B. BESSADE / P. BESSADE | Delage D6 3ltr 1936 | 7 | 50:55.287 | 1 | 24:42.921 | 0 | | 8 | 1:15:38.208 | 14 Laps |
| 61 | 35 | S. DONNEVE / J. CIRIANI | Citroën Tipo C4 Spider 1932 | 5 | 55:52.371 | 1 | 11:57.839 | 2 | 51:30.320 | 8 | 1:59:20.530 | 14 Laps |
| 62 | 25 | N. PELLETT | Talbot AV105 G054 1931 | 7 | 51:11.009 | 0 | | 0 | | 7 | 51:11.009 | 15 Laps |
| 63 | 14 | A. SCHRAUWEN | Singer Nine Le Mans 1936 | 7 | 53:13.023 | 0 | | 0 | | 7 | 53:13.023 | 15 Laps |
| 64 | 6 | I. STANDING | Riley TT Sprite 1937 | 5 | 51:47.210 | 2 | 15:22.761 | 0 | | 7 | 1:07:09.971 | 15 Laps |



RICHARD MILLE

LE MANS CLASSIC 30-1/2/3 JUNE-JULY 2022




# SCRATCH PLATEAU 1

## After Round 3

## Final Combined Classification

| | Nr. | Drivers | Car | RACE 1 | | RACE 2 | | RACE 3 | Laps | Time | Gap |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 65 | 21 | E. BRADLEY | Aston Martin Ulster 1936 | 4 | 32:10.213 | 2 | 17:14.643 | 0 | 6 | 49:24.856 | 16 Laps |
| 66 | 11 | R. SALMON / C. ROUSSEAU / P. BOULEAU | MG TA 1938 | 5 | 50:44.900 | 0 | | 0 | 5 | 50:44.900 | 17 Laps |
| 67 | 2 | C. TRABER | Talbot-Lago T26 ex monoplace décalée 1939 | 4 | 28:36.223 | | | 0 | 4 | 28:36.223 | 18 Laps |
| 68 | 53 | P. GRANT | BMW 328 1939 | 2 | 16:46.566 | | | | 2 | 16:46.566 | 20 Laps |
| 69 | 19 | E. HAMONIAU / O. NATAF | MG Magnette K3 1934 | 2 | 20:38.772 | 0 | | 0 | 2 | 20:38.772 | 20 Laps |
| 70 | 77 | P. MAHUL / T. ARRAIS | Singer Nine Le Mans 1936 | 2 | 34:14.574 | 0 | | 0 | 2 | 34:14.574 | 20 Laps |
| 71 | 59 | M. SCHYRR / T. CHANOINE / M. PLAISANT | Riley TT Sprite 1935 | 1 | 11:55.335 | 0 | | 0 | 1 | 11:55.335 | 21 Laps |
| 72 | 34 | J. GIJZEN | Riley Imp 1934 | 0 | | 0 | | 0 | 0 | | 22 Laps |
| 73 | 45 | R. LEWIS / R. GUY | Lagonda V12 Le Mans 1939 | 0 | | 0 | | 0 | 0 | | 22 Laps |
| 74 | 5 | J. EGURREGUY / P. JULIEN | HRG 1500 1938 | 0 | | | | 0 | 0 | | 22 Laps |
| 75 | 63 | P. NEUMARK / W. MEDCALF | Bentley Speed Six Old No.3 1930 | 0 | | 0 | | 0 | 0 | | 22 Laps |

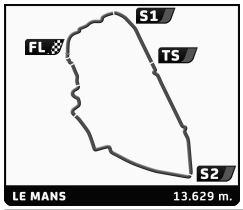
| Stewards: | Timekeeper: |
|---|---|
| | |



RICHARD MILLE

LE MANS CLASSIC

30-1/2/3 JUNE-JULY | 2022




# PERFORMANCE INDEX PLATEAU 1

## After Round 3

## Final Combined Classification

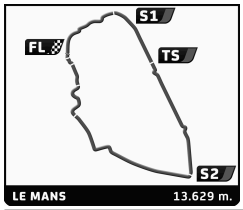
| | Nr. | Drivers | Car | RACE 1 | RACE 2 | RACE 3 | Index | Gap |
|---|---|---|---|---|---|---|---|---|
| 1 | 49 | D. PITTAWAY / T. DUTTON | Bugatti T35 1925 | 20'04.854 | 17'48.545 | 17'02.561 | 54'55.961 | |
| 2 | 16 | M. HALUSA / A. AMES | Alfa Romeo 8C 2300 MM Spider Zagato 1932 | 23'21.345 | 20'24.212 | 19'52.824 | 1:03'38.382 | 8'42.421 |
| 3 | 10 | A. OTTEN / M. GRIFFITHS | BMW 328 Roadster 1939 | 23'20.815 | 20'44.408 | 19'59.704 | 1:04'04.928 | 9'08.967 |
| 4 | 52 | D. COOKE | Alfa Romeo 8C 2300 Monza 1934 | 23'20.725 | 21'03.522 | 19'45.694 | 1:04'09.942 | 9'13.980 |
| 5 | 32 | F. LEGELEUX / S. LEGELEUX | HRG 1500 1938 | 25'48.655 | 20'17.900 | 19'04.140 | 1:05'10.696 | 10'14.734 |
| 6 | 70 | M. OVERINGTON | Bentley 4 ½ 1929 | 24'00.474 | 21'24.537 | 20'36.532 | 1:06'01.544 | 11'05.582 |
| 7 | 47 | S. SKIPWORTH / J. DEAN | Aston Martin Speed Model 1939 | 24'33.827 | 21'02.822 | 20'26.711 | 1:06'03.361 | 11'07.400 |
| 8 | 27 | F. COINTREAU / P. COUSSEAU | Bugatti T51 1932 | 25'39.180 | 21'02.049 | 19'29.904 | 1:06'11.135 | 11'15.173 |
| 9 | 58 | H. STAMM / P. DUBSKY | Aston Martin Speed Model 1937 | 25'07.313 | 20'53.521 | 20'25.454 | 1:06'26.289 | 11'30.327 |
| 10 | 66 | A. MIDDLETON / T. BEST | Aston Martin Speed Model 1936 | 24'19.584 | 21'48.270 | 20'38.955 | 1:06'46.810 | 11'50.848 |
| 11 | 9 | R. KAUFFMAN | Alfa Romeo 8C 2300 Zagato Le mans 1934 | 25'24.112 | 21'58.995 | 20'55.642 | 1:08'18.750 | 13'22.789 |
| 12 | 76 | P. CHASE-GARDENER / D. ALLEN | Aston Martin Speed Model 1937 | 25'06.160 | 22'11.290 | 21'14.809 | 1:08'32.261 | 13'36.300 |
| 13 | 33 | C. de VILLAUCOURT / A. MOREAU-LESPINARD | Bugatti T51 1927 | 25'00.750 | 25'19.477 | 18'47.067 | 1:09'07.295 | 14'11.334 |
| 14 | 43 | R. BLAKEMORE | Aston Martin Speed Model 1936 | 25'39.484 | 21'57.059 | 21'34.981 | 1:09'11.525 | 14'15.564 |
| 15 | 24 | N. D'IETEREN / L. CATALA | Alfa Romeo 8C 2300 LM 1932 | 27'00.537 | 21'54.305 | 20'26.869 | 1:09'21.712 | 14'25.751 |
| 16 | 26 | E. HAMONIAU / O. NATAF | Bugatti T37 1926 | 24'41.293 | 23'42.876 | 20'59.116 | 1:09'23.286 | 14'27.325 |
| 17 | 42 | L. SEBBA / P. COLE / G. EMODI | Morgan 4/4 1937 | 25'30.099 | 23'17.791 | 21'09.213 | 1:09'57.104 | 15'01.143 |
| 18 | 75 | S. KING / P. SAINT CLAIR TISD | Morgan 4/4 1938 | 28'59.932 | 21'43.582 | 20'40.781 | 1:11'24.297 | 16'28.335 |
| 19 | 4 | K. KYVALOVA | Bentley 4 ½ 1928 | 25'52.592 | 23'17.274 | 22'17.219 | 1:11'27.086 | 16'31.125 |
| 20 | 60 | S. GODDARD / G. SMITH | Morgan 4/4 1938 | 26'38.333 | 22'49.630 | 22'01.640 | 1:11'29.604 | 16'33.643 |
| 21 | 46 | B. RIVETT / A. MITCHELL / A. PRILL | BMW 328 Roadster 1938 | 27'13.497 | 22'57.066 | 21'33.544 | 1:11'44.108 | 16'48.147 |
| 22 | 72 | J. BALLY / B. LESEUR | BMW 328 Roadster 1938 | 24'33.574 | 22'23.086 | 25'09.074 | 1:12'05.734 | 17'09.773 |
| 23 | 39 | F. BRANDT | Lagonda LG45 1937 | 26'31.883 | 23'11.901 | 22'30.766 | 1:12'14.550 | 17'18.589 |
| 24 | 64 | S. RETTENMAIER / J. RETTENMAIER | Alfa Romeo 8C 2300 LM 1931 | 26'40.656 | 23'14.327 | 22'36.948 | 1:12'31.932 | 17'35.971 |
| 25 | 37 | S. WARD | Bentley 4 ½ 1927 | 26'18.015 | 23'45.106 | 22'56.882 | 1:13'00.004 | 18'04.043 |
| 26 | 51 | P. CARTER / N. SWIFT | Bentley 4 ½ 1929 | 29'10.847 | 22'02.052 | 21'49.861 | 1:13'02.760 | 18'06.799 |
| 27 | 8 | N. BATCHELOR | Bentley 4 ½ 1929 | 26'30.181 | 24'22.211 | 22'34.287 | 1:13'26.680 | 18'30.719 |
| 28 | 40 | L. SLIJPEN / C. VIGNAUD / S. SLIJPEN / T. SLIJPEN | Talbot 90 PL 2 1930 | 27'02.024 | 24'10.046 | 22'24.634 | 1:13'36.704 | 18'40.743 |
| 29 | 7 | P. LANTERNIER / P. BRESSON | Aston Martin Ulster 1936 | 27'39.236 | 23'42.998 | 22'39.254 | 1:14'01.489 | 19'05.528 |
| 30 | 68 | D. OZANNE | Aston Martin Speed Model 1938 | 26'59.022 | 24'42.693 | 22'41.179 | 1:14'22.895 | 19'26.934 |
| 31 | 31 | G. ROSSETTI | Riley TT Sprite 1936 | 30'24.000 | 22'42.636 | 21'22.768 | 1:14'29.405 | 19'33.443 |
| 32 | 28 | M. BUGLER | Lagonda LG45 Rapide 1937 | 27'44.592 | 24'20.460 | 23'36.216 | 1:15'41.268 | 20'45.307 |
| 33 | 73 | L. ROLNER / P. FERNANDES | Bentley 4 ½ 1928 | 28'32.340 | 24'45.457 | 23'59.693 | 1:17'17.490 | 22'21.529 |
| 34 | 65 | J. LAUB / W. MEDCALF | Bentley 4,5L Tourer 1929 | 26'07.149 | 23'49.392 | 27'31.895 | 1:17'28.437 | 22'32.476 |
| 35 | 23 | P. QUIRIERE / J. DUPIN / A. DUPIN | Bugatti T35 B 1926 | 34'50.400 | 22'47.905 | 21'02.016 | 1:18'40.322 | 23'44.360 |
| 36 | 22 | C. LUNN | Talbot AV105 G053 1931 | 28'51.787 | 25'45.217 | 24'18.266 | 1:18'55.270 | 23'59.309 |
| 37 | 50 | . RICCI / F. STOESSER | BMW 328 Roadster 1938 | 31'09.859 | 24'47.164 | 23'10.359 | 1:19'07.383 | 24'11.421 |
| 38 | 36 | C. SIELECKI / M. SIELECKI | Bentley 3 L Sport 1926 | 33'17.460 | 27'05.523 | 22'25.002 | 1:22'47.987 | 27'52.025 |
| 39 | 30 | H. ANDEOL / R. GNININVI | Chenard & Walcker Sport T3 1924 | 31'12.579 | 26'55.385 | 26'06.625 | 1:24'14.590 | 29'18.628 |
| 40 | 74 | P. LAURENT | Riley MPH 1934 | 32'05.233 | 27'53.208 | 25'51.644 | 1:25'50.086 | 30'54.124 |
| 41 | 61 | H. BAUDON / B. BAUDON | Alfa Romeo 8C 2300 Monza 1932 | 32'08.209 | 30'30.034 | 23'21.391 | 1:25'59.636 | 31'03.674 |
| 42 | 44 | B. NICOLOSI / A. NICOLOSI / J. DUBRULLE | Bugatti T35 1926 | 35'23.205 | 27'45.521 | 25'19.783 | 1:28'28.510 | 33'32.549 |
| 43 | 38 | E. PEROUSE / T. STAPTS / P. DAYEN | Bugatti T35 1926 | 27'56.116 | 41'14.625 | 20'49.738 | 1:30'00.480 | 35'04.519 |
| 44 | 62 | E. ALVERGNAT / M. CHENUIL / L. ALVERGNAT | Riley MPH 1933 | 33'54.459 | 29'10.823 | 27'03.360 | 1:30'08.643 | 35'12.682 |
| 45 | 67 | H. APTHORP | Bentley Blower 1931 | 30'26.005 | 31'44.942 | 31'14.967 | 1:33'25.914 | 38'29.953 |
| 46 | 54 | R. EMMERLING | Riley Brooklands 1928 | 18'40.011 | 21'05.306 | 1:01'50.700 | 1:41'36.018 | 46'40.056 |
| 47 | 53 | P. GRANT | BMW 328 1939 | 1:42'36.000 | | | 1:42'36.000 | 47'40.038 |
| 48 | 12 | E. ALVERGNAT / M. CHENUIL / V. ALLARDET | Bentley 4,5L Tourer 1929 | 29'23.054 | 26'51.067 | 57'11.400 | 1:53'25.522 | 58'29.560 |
| 49 | 18 | M. BIRCH / G. BURNETT | Talbot AV105 1934 | 25'25.121 | 1:06'30.000 | 22'10.439 | 1:54'05.561 | 59'09.599 |
| 50 | 29 | M. STOCH / J. POTOCKI / B. BALICKI | Chrysler 75 1929 | 43'52.205 | 36'29.562 | 34'02.686 | 1:54'24.453 | 59'28.492 |
| 51 | 17 | M. BIRCH / R. BRADLEY / W. DE JONG / M. SOWERBY | Talbot AV105 1934 | 28'52.980 | 1:06'30.000 | 23'37.143 | 1:59'00.123 | 1:04'04.161 |
| 52 | 41 | L. SLIJPEN / C. VIGNAUD / S. SLIJPEN / T. SLIJPEN | Bugatti T43 Grand Sport 1928 | 1:28'55.200 | 22'43.045 | 20'58.191 | 2:12'36.436 | 1:17'40.474 |
| 53 | 56 | B. DAUCHIN / B. VANIER | Riley 9 Brooklands 1933 | 33'02.859 | 1:13'48.900 | 40'08.592 | 2:27'00.352 | 1:32'04.391 |
| 54 | 15 | T. LAFONT / J. PENICAUD | Bugatti T51 1928 | 26'40.689 | 2:35'36.600 | 20'43.637 | 3:23'00.927 | 2:28'04.965 |
| 55 | 1 | A. GRAIGNIC / P. BRUNNER | Bugatti T35 1925 | 22'38.707 | 25'07.739 | 2:35'36.600 | 3:23'23.046 | 2:28'27.085 |
| 56 | 48 | J. POLSON | Talbot 90 PL 3 1930 | 24'14.297 | 27'08.614 | 2:35'36.600 | 3:26'59.512 | 2:32'03.550 |
| 57 | 3 | B. BAUDON / L. BAUDON | Bugatti T35 T 1926 | 38'34.062 | 2:35'36.600 | 25'19.196 | 3:39'29.859 | 2:44'33.897 |
| 58 | 20 | G. BURNETT / M. BIRCH | Talbot AV105 G052 1931 | 24'10.068 | 21'48.633 | 3:19'30.000 | 4:05'28.702 | 3:10'32.740 |
| 59 | 2 | C. TRABER | Talbot-Lago T26 ex monoplace décalée 1939 | 57'00.000 | | 3:19'30.000 | 4:16'30.000 | 3:21'34.038 |
| 60 | 35 | S. DONNEVE / J. CIRIANI | Citroën Tipo C4 Spider 1932 | 35'45.517 | 2:39'36.000 | 1:12'06.448 | 4:27'27.965 | 3:32'32.004 |
| 61 | 6 | I. STANDING | Riley TT Sprite 1937 | 33'08.614 | 1:19'48.000 | 2:39'36.000 | 4:32'32.614 | 3:37'36.653 |
| 62 | 55 | R. FRANCIS / J. THOMPSON | Bentley 4 ½ 1928 | 26'55.734 | 1:25'47.100 | 2:51'34.200 | 4:44'17.034 | 3:49'21.072 |
| 63 | 21 | E. BRADLEY | Aston Martin Ulster 1936 | 45'36.000 | 1:19'48.000 | 2:39'36.000 | 4:45'00.000 | 3:50'04.038 |
| 64 | 57 | T. DUTTON / D. PITTAWAY | Bugatti Type 57 S 1937 | 3:48'00.000 | 34'42.767 | 33'11.535 | 4:55'54.302 | 4:00'58.341 |



RICHARD MILLE

LE MANS CLASSIC

30-1/2/3 JUNE-JULY | 2022




# PERFORMANCE INDEX PLATEAU 1

## After Round 3

## Final Combined Classification

| | Nr. | Drivers | Car | RACE 1 | RACE 2 | RACE 3 | Index | Gap |
|---|---|---|---|---|---|---|---|---|
| 65 | 5 | J. EGURREGUY / P. JULIEN | HRG 1500 1938 | 3:02'24.000 | | 2:39'36.000 | 5:42'00.000 | 4:47'04.038 |
| 66 | 11 | R. SALMON / C. ROUSSEAU / P. BOULEAU | MG TA 1938 | 32'28.736 | 2:39'36.000 | 2:39'36.000 | 5:51'40.736 | 4:56'44.774 |
| 67 | 69 | S. BESSADE / B. BESSADE / P. BESSADE | Delage D6 3ltr 1936 | 26'11.290 | 2:59'33.000 | 2:59'33.000 | 6:25'17.290 | 5:30'21.329 |
| 68 | 19 | E. HAMONIAU / O. NATAF | MG Magnette K3 1934 | 1:31'12.000 | 2:39'36.000 | 2:39'36.000 | 6:50'24.000 | 5:55'28.038 |
| 69 | 25 | N. PELLETT | Talbot AV105 G054 1931 | 29'14.862 | 3:19'30.000 | 3:19'30.000 | 7:08'14.862 | 6:13'18.900 |
| 70 | 14 | A. SCHRAUWEN | Singer Nine Le Mans 1936 | 30'24.584 | 3:19'30.000 | 3:19'30.000 | 7:09'24.584 | 6:14'28.623 |
| 71 | 34 | J. GIJZEN | Riley Imp 1934 | 2:48'43.200 | 2:27'37.800 | 2:27'37.800 | 7:43'58.800 | 6:49'02.838 |
| 72 | 77 | P. MAHUL / T. ARRAIS | Singer Nine Le Mans 1936 | 2:00'36.000 | 2:59'33.000 | 2:59'33.000 | 7:59'42.000 | 7:04'46.038 |
| 73 | 63 | P. NEUMARK / W. MEDCALF | Bentley Speed Six Old No.3 1930 | 3:16'04.800 | 2:51'34.200 | 2:51'34.200 | 8:59'13.200 | 8:04'17.238 |
| 74 | 59 | M. SCHYRR / T. CHANOINE / M. PLAISANT | Riley TT Sprite 1935 | 3:25'12.000 | 2:59'33.000 | 2:59'33.000 | 9:24'18.000 | 8:29'22.038 |
| 75 | 45 | R. LEWIS / R. GUY | Lagonda V12 Le Mans 1939 | 3:48'00.000 | 3:19'30.000 | 3:19'30.000 | 10:27'00.000 | 9:32'04.038 |

| Stewards: | Timekeeper: |
|---|---|
| | |



RICHARD MILLE
Le Point
RESERVA CLUB
ARTCURIAL Motorcars
Sarthe
Alfa Romeo
Clear Channel
ASTON MARTIN
KUEHNE+NAGEL
BENTLEY
COYOTE
De Tomaso
WOODHAM MORTIMER
McLaren
VICOMTE A.
PORSCHE
MOTUL
spark
NOSTALGIE