



**EURO F2**  
**DIX MILLE TOURS**  
**PRIVATE PRACTICE**

Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	Kph	Elapsed			
<b>2</b>	<b>Matthew WATTS</b>						GBR	6	2:08.070	36.056	38.764	53.250	164.2	13:18.361		
								7	2:08.061	35.743	38.901	53.417	164.2	15:26.422		
								8	2:08.337	35.901	39.162	53.274	163.9	17:34.759		
								9	<b>2:07.690</b>	<b>35.684</b>	38.796	<b>53.210</b>	164.7	19:42.449		
								<b>21 Charles VEILLARD</b>						FRA		
															RALT RT 1 1977	
								1	2:32.984	52.552	41.658	58.774	137.5	2:32.984		
								2	2:16.638	38.070	40.515	58.053	153.9	4:49.622		
								3	2:16.827	37.985	40.825	58.017	153.7	7:06.449		
								4	2:15.245	<b>37.475</b>	40.168	57.602	155.5	9:21.694		
								5	2:16.370	38.917	40.123	<b>57.330</b>	154.2	11:38.064		
								6	3:37.070 <b>B</b>	38.260	40.438	2:18.372	96.9	15:15.134		
								7	2:41.553	59.005	42.999	59.549	130.2	17:56.687		
								8	<b>2:15.177</b>	37.499	<b>40.094</b>	57.584	155.6	20:11.864		
<b>3</b>	<b>DEVIS-O'CONNELL</b>						BEL	<b>33</b>	<b>Bernard THUNER</b>						CHE	
															MARCH 742 1974	
								1	3:04.613	1:14.293	46.676	1:03.644	113.9	3:04.613		
								2	2:24.240	41.343	42.910	59.987	145.8	5:28.853		
								3	2:21.879	40.698	42.400	58.781	148.2	7:50.732		
								4	<b>2:18.471</b>	39.099	41.320	<b>58.052</b>	151.9	10:09.203		
								5	5:12.433 <b>B</b>	<b>38.653</b>	<b>41.220</b>	3:52.560	67.3	15:21.636		
								6	2:51.572	1:04.903	44.223	1:02.446	122.6	18:13.208		
<b>5</b>	<b>Alain GIRARDET</b>						CHE	<b>37</b>	<b>Lincoln SMALL</b>						GBR	
															BRABHAM BT 30 1970	
								1	3:19.607	1:10.236	54.087	1:15.284	105.4	3:19.607		
								2	2:59.806	49.310	52.328	1:18.168	117.0	6:19.413		
								3	2:58.217	51.004	51.616	1:15.597	118.0	9:17.630		
								4	2:53.296	48.361	50.042	1:14.893	121.4	12:10.926		
								5	<b>2:52.444</b>	48.641	<b>49.454</b>	<b>1:14.349</b>	122.0	15:03.370		
								6	2:54.174	<b>46.905</b>	50.481	1:16.788	120.7	17:57.544		
<b>6</b>	<b>Jean Marc BUSSOLINI</b>						FRA	<b>75</b>	<b>Philippe SCEMAMA</b>						FRA	
															MARCH 752 1975	
								1	3:05.136	1:15.711	48.568	1:00.857	113.6	3:05.136		
								2	2:23.497	43.409	41.854	58.234	146.6	5:28.633		
								3	2:18.473	39.294	40.875	58.304	151.9	7:47.106		
								4	<b>2:15.866</b>	37.924	<b>40.357</b>	57.585	154.8	10:02.972		
								5	2:15.966	<b>37.828</b>	40.702	<b>57.436</b>	154.7	12:18.938		
								6	2:17.922	39.306	40.889	57.727	152.5	14:36.860		
								7	2:17.746	38.007	40.907	58.832	152.7	16:54.606		
								8	2:32.583 <b>B</b>	38.101	41.034	1:13.448	137.8	19:27.189		
<b>7</b>	<b>David TOMLIN</b>						GBR									
															RONDEL Motul M1 1973	
								1	2:34.010	53.548	42.434	58.028	136.6	2:34.010		
								2	2:17.328	38.410	42.231	56.687	153.1	4:51.338		
								3	2:15.896	38.147	41.407	56.342	154.8	7:07.234		
								4	2:14.019	37.295	40.384	56.340	156.9	9:21.253		
								5	4:55.742 <b>B</b>			3:30.980	71.1	14:16.995		
								6	2:37.007	55.687	42.699	58.621	134.0	16:54.002		
								7	<b>2:13.657</b>	<b>37.145</b>	<b>40.364</b>	<b>56.148</b>	157.4	19:07.659		
<b>8</b>	<b>Martin STRETTON</b>						GBR									
															MARCH 742 1974	
								1	2:28.852	50.967	41.937	55.948	141.3	2:28.852		
								2	2:11.525	37.193	40.182	54.150	159.9	4:40.377		
								3	2:09.852	36.715	39.112	54.025	162.0	6:50.229		
								4	2:11.416	36.370	38.746	56.300	160.0	9:01.645		
								5	2:08.646	36.284	<b>38.716</b>	53.646	163.5	11:10.291		