



# EURO F2 CLASSIC ESPIRITU DE MONTJUÏC PRIVATE PRACTICE

## Analysis

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

Lap	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed	Lap	Time	Sector 1	Sector 2	Sector 3	T. Spd	Elapsed
<b>1</b> Charles VEILLARD FRA							RALT RT 1 1977						
1	5:22.246	3:59.446	47.492	35.308	123.9	5:22.246	1	4:33.948	3:05.857	49.336	38.755	173.4	4:33.948
2	1:56.300	32.444	50.072	33.784	254.1	7:18.546	2	1:51.995	33.007	44.595	34.393	233.3	6:25.943
3	1:48.738	31.930	43.270	33.538	245.5	9:07.284	3	1:49.188	32.000	43.394	33.794	250.6	8:15.131
4	1:45.982	31.206	42.446	32.330	256.5	10:53.266	4	1:47.915	31.415	43.203	33.297	252.3	10:03.046
5	2:06.647 B	32.008	46.622	48.017	259.6	12:59.913	5	1:47.310	<b>31.172</b>	42.773	33.365	252.9	11:50.356
6	3:24.302	2:07.499	43.318	33.485	192.5	16:24.215	6	1:47.470	31.557	42.869	<b>33.044</b>	252.3	13:37.826
7	1:45.766	31.215	42.139	32.412	257.8	18:09.981	7	<b>1:47.214</b>	31.279	42.304	33.631	253.5	15:25.040
8	<b>1:43.493</b>	<b>30.568</b>	<b>41.173</b>	<b>31.752</b>	259.0	19:53.474	8	1:50.756	32.022	45.630	33.104	241.1	17:15.796
							9	1:47.851	31.790	43.003	33.058	244.3	19:03.647
							10	2:01.943 B	32.020	<b>42.286</b>	47.637	228.3	21:05.590
<b>6</b> Jean Marc BUSSOLINI FRA							MARCH 752 1975						
1	8:48.596	7:21.596	50.354	36.646	136.2	8:48.596	1	3:03.580	1:30.449	50.941	42.190	131.2	3:03.580
2	1:54.975	34.541	45.719	34.715	228.3	10:43.571	2	1:59.717	35.408	48.199	36.110	217.3	5:03.297
3	1:55.624	34.311	47.015	<b>34.298</b>	227.4	12:39.195	3	1:54.381	35.044	44.452	34.885	193.9	6:57.678
4	<b>1:53.483</b>	34.328	44.825	34.330	230.8	14:32.678	4	1:50.950	32.670	43.695	34.585	242.2	8:48.628
5	1:55.852	<b>34.276</b>	45.924	35.652	220.9	16:28.530	5	1:50.853	32.956	43.695	<b>34.202</b>	242.2	10:39.481
6	1:54.238	34.285	45.228	34.725	234.3	18:22.768	6	1:50.687	32.664	43.741	34.282	241.6	12:30.168
7	1:53.498	34.301	<b>44.429</b>	34.768	232.8	20:16.266	7	<b>1:50.162</b>	<b>32.440</b>	<b>43.379</b>	34.343	242.2	14:20.330
							8	2:03.368 B	33.447	45.539	44.382	242.7	16:23.698
							9	3:29.281 B	1:38.839	49.325	1:01.117	183.7	19:52.979
<b>7</b> David TOMLIN GBR							RONDEL Motul M1 1973						
1	5:38.410	4:13.081	49.132	36.197	110.7	5:38.410	1	5:38.410	4:13.081	49.132	36.197	110.7	5:38.410
2	1:51.587	34.080	44.343	33.164	231.8	7:29.997	2	1:51.587	34.080	44.343	33.164	231.8	7:29.997
3	1:48.025	32.429	42.966	32.630	232.3	9:18.022	3	1:48.025	32.429	42.966	32.630	232.3	9:18.022
4	1:47.484	32.247	42.926	32.311	234.3	11:05.506	4	1:47.484	32.247	42.926	32.311	234.3	11:05.506
5	2:00.554 B	32.045	44.071	44.438	236.8	13:06.060	5	2:00.554 B	32.045	44.071	44.438	236.8	13:06.060
6	3:20.062	2:03.605	43.453	33.004	139.4	16:26.122	6	3:20.062	2:03.605	43.453	33.004	139.4	16:26.122
7	1:45.785	31.862	41.762	<b>32.161</b>	242.2	18:11.907	7	1:45.785	31.862	41.762	<b>32.161</b>	242.2	18:11.907
8	<b>1:45.496</b>	<b>31.554</b>	<b>41.527</b>	32.415	243.8	19:57.403	8	<b>1:45.496</b>	<b>31.554</b>	<b>41.527</b>	32.415	243.8	19:57.403
<b>23</b> Nick PINK GBR							LOLA T360 1974						
1	3:06.067	1:38.418	50.306	37.343	120.3	3:06.067	1	3:06.067	1:38.418	50.306	37.343	120.3	3:06.067
2	1:55.897	35.964	45.327	34.606	203.4	5:01.964	2	1:55.897	35.964	45.327	34.606	203.4	5:01.964
3	1:54.623	34.904	45.001	34.718	204.9	6:56.587	3	1:54.623	34.904	45.001	34.718	204.9	6:56.587
4	2:09.603 B	34.880	45.373	49.350	212.2	9:06.190	4	2:09.603 B	34.880	45.373	49.350	212.2	9:06.190
5	4:20.870	2:59.566	45.669	35.635	144.6	13:27.060	5	4:20.870	2:59.566	45.669	35.635	144.6	13:27.060
6	1:54.459	35.234	44.984	<b>34.241</b>	208.9	15:21.519	6	1:54.459	35.234	44.984	<b>34.241</b>	208.9	15:21.519
7	2:16.043	34.500	1:05.823	35.720	216.0	17:37.562	7	2:16.043	34.500	1:05.823	35.720	216.0	17:37.562
8	1:55.599	34.937	45.668	34.994	217.3	19:33.161	8	1:55.599	34.937	45.668	34.994	217.3	19:33.161
9	<b>1:53.572</b>	<b>34.430</b>	<b>44.580</b>	34.562	216.9	21:26.733	9	<b>1:53.572</b>	<b>34.430</b>	<b>44.580</b>	34.562	216.9	21:26.733
<b>27</b> Martin STRETTON GBR							MARCH 742 1974						
1	9:45.920	8:26.441	45.403	34.076	144.6	9:45.920	1	9:45.920	8:26.441	45.403	34.076	144.6	9:45.920
2	<b>1:44.656</b>	32.194	<b>40.897</b>	<b>31.565</b>	244.9	11:30.576	2	<b>1:44.656</b>	32.194	<b>40.897</b>	<b>31.565</b>	244.9	11:30.576
3	1:55.395	34.254	45.535	35.606	246.6	13:25.971	3	1:55.395	34.254	45.535	35.606	246.6	13:25.971
4	1:58.555	35.526	47.206	35.823	192.5	15:24.526	4	1:58.555	35.526	47.206	35.823	192.5	15:24.526
5	1:50.683	32.086	45.530	33.067	247.7	17:15.209	5	1:50.683	32.086	45.530	33.067	247.7	17:15.209
6	1:47.827	<b>31.762</b>	42.841	33.224	244.9	19:03.036	6	1:47.827	<b>31.762</b>	42.841	33.224	244.9	19:03.036
7	1:46.321	32.126	41.417	32.778	245.5	20:49.357	7	1:46.321	32.126	41.417	32.778	245.5	20:49.357
<b>36</b> Mark PIERCY GBR							LOLA T360 1974						