

# 41<sup>a</sup> Cividale - Castelmonte



Trofeo Italiano  
Velocità della Montagna



## Prove Ufficiali/Official Practice Auto Storiche - Hist. Cars Performance Analysis 1. Gr.

Coppa CSAI della Montagna  
Campionato Friuli Venezia Giulia

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| P. N.          | Conduuttore                    | Naz                        | Vettura                      | Scuderia                      | Classe      | Tem./Dif.      |
|----------------|--------------------------------|----------------------------|------------------------------|-------------------------------|-------------|----------------|
| 100m           | Madonnina                      | Tornante                   | Arrivo                       | <i>vMed</i>                   | <i>i.c.</i> |                |
| <b>1. 278</b>  | <b>GUERRA Massimo</b>          | ITA                        | Ginetta G12                  | Motor In Motion               | 1GR GTP1600 | <b>3:57.45</b> |
| [1]            | 7.20 <sup>(15)</sup>           | 42.98 <sup>(3)</sup>       | 3:15.32 <sup>(2)</sup>       | <b>4:12.08<sup>(2)</sup></b>  | 91.3        |                |
|                | 50.0                           | 35.78 <sup>(3)</sup> 88.5  | 2:32.34 <sup>(2)</sup> 92.6  | 56.76 <sup>(1)</sup> 94.8     |             |                |
| [2]            | 5.94 <sup>(2)</sup>            | 38.33 <sup>(1)</sup>       | 3:05.58 <sup>(1)</sup>       | <b>3:57.45<sup>(1)</sup></b>  | 97.0        |                |
|                | 60.6                           | 32.39 <sup>(1)</sup> 97.8  | 2:27.25 <sup>(1)</sup> 95.8  | 51.87 <sup>(1)</sup> 103.8    |             |                |
| <b>2. 277</b>  | <b>GLEISSNER Andreas</b>       | AUT                        | NSU Bergspyder               |                               | 1GR BC1300  | <b>4:03.44</b> |
| [1]            | 5.66 <sup>(1)</sup>            | 40.44 <sup>(1)</sup>       | 3:11.33 <sup>(1)</sup>       | <b>4:10.50<sup>(1)</sup></b>  | 91.9        | +5.99          |
|                | 63.6                           | 34.78 <sup>(1)</sup> 91.1  | 2:30.89 <sup>(1)</sup> 93.5  | 59.17 <sup>(3)</sup> 91.0     |             |                |
| [2]            | 5.71 <sup>(1)</sup>            | 39.05 <sup>(2)</sup>       | 3:08.37 <sup>(2)</sup>       | <b>4:03.44<sup>(1)</sup></b>  | 94.6        |                |
|                | 63.0                           | 33.34 <sup>(2)</sup> 95.0  | 2:29.32 <sup>(2)</sup> 94.5  | 55.07 <sup>(2)</sup> 97.7     |             |                |
| <b>3. 295</b>  | <b>FRÖTSCHER Gregor</b>        | AUT                        | Austin Mini Cooper S         | Historic Racing Team Austria  | 1F TC1300   | <b>4:15.05</b> |
| [1]            | 6.47 <sup>(3)</sup>            | 41.96 <sup>(2)</sup>       | 3:21.86 <sup>(3)</sup>       | <b>4:19.80<sup>(3)</sup></b>  | 88.6        | +17.60         |
|                | 55.6                           | 35.49 <sup>(2)</sup> 89.3  | 2:39.90 <sup>(3)</sup> 88.3  | 57.94 <sup>(2)</sup> 92.9     |             |                |
| [2]            | 6.43 <sup>(5)</sup>            | 41.45 <sup>(3)</sup>       | 3:17.27 <sup>(3)</sup>       | <b>4:15.05<sup>(3)</sup></b>  | 90.3        |                |
|                | 56.0                           | 35.02 <sup>(3)</sup> 90.5  | 2:35.82 <sup>(3)</sup> 90.6  | 57.78 <sup>(3)</sup> 93.1     |             |                |
| <b>4. 288</b>  | <b>LABNER Rehinard</b>         | AUT                        | Austin Cooper S              |                               | 1F TC1300   | <b>4:38.41</b> |
| [1]            | 6.66 <sup>(5)</sup>            | 44.29 <sup>(4)</sup>       | 3:38.10 <sup>(4)</sup>       | <b>4:41.60<sup>(4)</sup></b>  | 81.8        | +40.96         |
|                | 54.1                           | 37.63 <sup>(4)</sup> 84.2  | 2:53.81 <sup>(5)</sup> 81.2  | 1:03.50 <sup>(4)</sup> 84.8   |             |                |
| [2]            | 6.61 <sup>(7)</sup>            | 43.74 <sup>(4)</sup>       | 3:36.17 <sup>(4)</sup>       | <b>4:38.41<sup>(4)</sup></b>  | 82.7        |                |
|                | 54.5                           | 37.13 <sup>(4)</sup> 85.3  | 2:52.43 <sup>(4)</sup> 81.8  | 1:02.24 <sup>(4)</sup> 86.5   |             |                |
| <b>5. 285</b>  | <b>CANZIAN Valter</b>          | ITA                        | Ford Cortina Lotus           |                               | 1F TC1600   | <b>4:42.84</b> |
| [1]            | 6.25 <sup>(2)</sup>            | 45.85 <sup>(6)</sup>       | 3:44.67 <sup>(8)</sup>       | <b>4:49.69<sup>(7)</sup></b>  | 79.5        | +45.39         |
|                | 57.6                           | 39.60 <sup>(6)</sup> 80.0  | 2:58.82 <sup>(8)</sup> 78.9  | 1:05.02 <sup>(5)</sup> 82.8   |             |                |
| [2]            | 6.01 <sup>(3)</sup>            | 45.13 <sup>(6)</sup>       | 3:39.50 <sup>(6)</sup>       | <b>4:42.84<sup>(5)</sup></b>  | 81.4        |                |
|                | 59.9                           | 39.12 <sup>(7)</sup> 81.0  | 2:54.37 <sup>(6)</sup> 80.9  | 1:03.34 <sup>(5)</sup> 85.0   |             |                |
| <b>6. 284</b>  | <b>CALLIGARIS Federico</b>     | ITA                        | Fulvia Zagato                | Forum Iulii H.C.              | 1G1 GT1300  | <b>4:44.10</b> |
| [1]            | 6.86 <sup>(7)</sup>            | 46.53 <sup>(7)</sup>       | 3:38.70 <sup>(5)</sup>       | <b>4:44.39<sup>(5)</sup></b>  | 81.0        | +46.65         |
|                | 52.5                           | 39.67 <sup>(8)</sup> 79.9  | 2:52.17 <sup>(4)</sup> 82.0  | 1:05.69 <sup>(6)</sup> 81.9   |             |                |
| [2]            | 6.66 <sup>(8)</sup>            | 45.12 <sup>(5)</sup>       | 3:38.99 <sup>(5)</sup>       | <b>4:44.10<sup>(5)</sup></b>  | 81.0        |                |
|                | 54.1                           | 38.46 <sup>(5)</sup> 82.4  | 2:53.87 <sup>(5)</sup> 81.2  | 1:05.11 <sup>(6)</sup> 82.7   |             |                |
| <b>7. 299</b>  | <b>HOLZER Christian</b>        | AUT                        | Steyr Puch 650 TR            | Historic Racing Team Austria  | 1F TC1300   | <b>4:47.57</b> |
| [1]            | 6.95 <sup>(9)</sup>            | 46.60 <sup>(8)</sup>       | 3:41.15 <sup>(6)</sup>       | <b>4:47.57<sup>(6)</sup></b>  | 80.1        | +50.12         |
|                | 51.8                           | 39.65 <sup>(7)</sup> 79.9  | 2:54.55 <sup>(6)</sup> 80.8  | 1:06.42 <sup>(7)</sup> 81.0   |             |                |
| [2]            | 6.76 <sup>(9)</sup>            | 46.43 <sup>(8)</sup>       | 3:42.90 <sup>(7)</sup>       | <b>4:48.53<sup>(7)</sup></b>  | 79.8        |                |
|                | 53.3                           | 39.67 <sup>(8)</sup> 79.9  | 2:56.47 <sup>(7)</sup> 80.0  | 1:05.63 <sup>(7)</sup> 82.0   |             |                |
| <b>8. 291</b>  | <b>PACHTEU Jurgen</b>          | AUT                        | Steyr Puch 650 TR            | Msc Mühlbach                  | 1G1 TC850   | <b>4:52.29</b> |
| [1]            | 6.51 <sup>(4)</sup>            | 45.23 <sup>(5)</sup>       | 3:43.93 <sup>(7)</sup>       | <b>4:52.29<sup>(8)</sup></b>  | 78.8        | +54.84         |
|                | 55.3                           | 38.72 <sup>(5)</sup> 81.8  | 2:58.70 <sup>(7)</sup> 79.0  | 1:08.36 <sup>(9)</sup> 78.7   |             |                |
| [2]            | 6.37 <sup>(4)</sup>            | 45.23 <sup>(7)</sup>       | 3:43.16 <sup>(8)</sup>       | <b>4:52.72<sup>(9)</sup></b>  | 78.6        |                |
|                | 56.5                           | 38.86 <sup>(6)</sup> 81.5  | 2:57.93 <sup>(8)</sup> 79.3  | 1:09.56 <sup>(13)</sup> 77.4  |             |                |
| <b>9. 287</b>  | <b>RAVELLI DAMIOLI Cecilia</b> | ITA                        | Lancia Fulvia Coupé          | Historika                     | 1G1 TC1300  | <b>4:53.50</b> |
| [1]            | 7.10 <sup>(13)</sup>           | 47.86 <sup>(9)</sup>       | 3:49.06 <sup>(9)</sup>       | <b>4:56.57<sup>(9)</sup></b>  | 77.6        | +56.05         |
|                | 50.7                           | 40.76 <sup>(9)</sup> 77.7  | 3:01.20 <sup>(9)</sup> 77.9  | 1:07.51 <sup>(8)</sup> 79.7   |             |                |
| [2]            | 7.05 <sup>(13)</sup>           | 47.44 <sup>(10)</sup>      | 3:45.62 <sup>(9)</sup>       | <b>4:53.50<sup>(9)</sup></b>  | 78.4        |                |
|                | 51.1                           | 40.39 <sup>(9)</sup> 78.4  | 2:58.18 <sup>(9)</sup> 79.2  | 1:07.88 <sup>(10)</sup> 79.3  |             |                |
| <b>10. 286</b> | <b>ZAMPIERI Giampiero</b>      | ITA                        | Lancia Fulvia Coupé          |                               | 1G1 TC1300  | <b>4:56.81</b> |
| [1]            | 7.42 <sup>(18)</sup>           | 52.20 <sup>(18)</sup>      | 4:00.46 <sup>(13)</sup>      | <b>5:13.74<sup>(14)</sup></b> | 73.4        | +59.36         |
|                | 48.5                           | 44.78 <sup>(18)</sup> 70.7 | 3:08.26 <sup>(12)</sup> 75.0 | 1:13.28 <sup>(16)</sup> 73.4  |             |                |
| [2]            | 7.25 <sup>(17)</sup>           | 49.38 <sup>(14)</sup>      | 3:50.11 <sup>(10)</sup>      | <b>4:56.81<sup>(10)</sup></b> | 77.6        |                |
|                | 49.7                           | 42.13 <sup>(14)</sup> 75.2 | 3:00.73 <sup>(10)</sup> 78.1 | 1:06.70 <sup>(9)</sup> 80.7   |             |                |
| <b>11. 293</b> | <b>ZARDINI Luigi</b>           | ITA                        | Fiat Abarth 695 SS           |                               | 1G1 TC700   | <b>4:58.83</b> |
|                |                                |                            |                              |                               |             | +1:01.38       |

| P. N.          | Conduuttore                  | Naz                          | Vettura                           | Scuderia                            | Classe            | Tem./Dif.      |
|----------------|------------------------------|------------------------------|-----------------------------------|-------------------------------------|-------------------|----------------|
| 100m           | Madonnina                    | Tornante                     | Arrivo                            | VMed                                | i.c.              |                |
| [1]            | 7.00 <sup>(10)</sup>         | 49.11 <sup>(11)</sup>        | 3:51.26 <sup>(10)</sup>           | 5:01.31 <sup>(10)</sup>             | 76.4              |                |
|                | 51.4                         | 42.11 <sup>(11)</sup> 75.2   | 3:02.15 <sup>(10)</sup> 77.5      | 1:10.05 <sup>(11)</sup> 76.8        |                   |                |
| [2]            | 6.96 <sup>(11)</sup>         | 48.51 <sup>(11)</sup>        | 3:50.78 <sup>(11)</sup>           | 4:58.83 <sup>(10)</sup>             | 77.0              |                |
|                | 51.7                         | 41.55 <sup>(12)</sup> 76.2   | 3:02.27 <sup>(11)</sup> 77.4      | 1:08.05 <sup>(11)</sup> 79.1        |                   |                |
| <b>12. 281</b> | <b>FRANCESCON Amedeo</b>     | <b>ITA</b>                   | <b>FIAT Abarth 1000 Bialbero</b>  | <b>Team Italia</b>                  | <b>1F GTS1000</b> | <b>5:00.71</b> |
| [1]            | 6.68 <sup>(6)</sup>          | 48.78 <sup>(10)</sup>        | 4:04.96 <sup>(16)</sup>           | 5:13.72 <sup>(13)</sup>             | 73.4              | +1:03.26       |
|                | 53.9                         | 42.10 <sup>(10)</sup> 75.2   | 3:16.18 <sup>(16)</sup> 71.9      | 1:08.76 <sup>(10)</sup> 78.3        |                   |                |
| [2]            | 6.59 <sup>(6)</sup>          | 46.98 <sup>(9)</sup>         | 3:54.86 <sup>(14)</sup>           | 5:00.71 <sup>(10)</sup>             | 76.6              |                |
|                | 54.6                         | 40.39 <sup>(9)</sup> 78.4    | 3:07.88 <sup>(15)</sup> 75.1      | 1:05.85 <sup>(8)</sup> 81.7         |                   |                |
| <b>13. 296</b> | <b>TIGNONSINI Francescol</b> | <b>ITA</b>                   | <b>Fiat Abarth 1000 TC</b>        |                                     | <b>1G1 T1000</b>  | <b>5:03.00</b> |
| [1]            | 7.11 <sup>(14)</sup>         | 51.08 <sup>(15)</sup>        | 4:11.72 <sup>(18)</sup>           | 5:23.95 <sup>(16)</sup>             | 71.1              | +1:05.55       |
|                | 50.6                         | 43.97 <sup>(15)</sup> 72.0   | 3:20.64 <sup>(17)</sup> 70.3      | 1:12.23 <sup>(14)</sup> 74.5        |                   |                |
| [2]            | 7.09 <sup>(14)</sup>         | 49.46 <sup>(15)</sup>        | 3:54.76 <sup>(13)</sup>           | 5:03.00 <sup>(11)</sup>             | 76.0              |                |
|                | 50.8                         | 42.37 <sup>(15)</sup> 74.8   | 3:05.30 <sup>(12)</sup> 76.2      | 1:08.24 <sup>(12)</sup> 78.9        |                   |                |
| <b>14. 292</b> | <b>SEETHALER Alexander</b>   | <b>AUT</b>                   | <b>Steyr Puch 650 T</b>           | <b>Historic Racing Team Austria</b> | <b>1C700</b>      | <b>5:05.12</b> |
| [1]            | 7.24 <sup>(16)</sup>         | 50.28 <sup>(14)</sup>        | 4:00.70 <sup>(14)</sup>           | 5:12.89 <sup>(12)</sup>             | 73.6              | +1:07.67       |
|                | 49.7                         | 43.04 <sup>(13)</sup> 73.6   | 3:10.42 <sup>(14)</sup> 74.1      | 1:12.19 <sup>(13)</sup> 74.6        |                   |                |
| [2]            | 7.10 <sup>(15)</sup>         | 48.52 <sup>(12)</sup>        | 3:54.62 <sup>(12)</sup>           | 5:05.12 <sup>(11)</sup>             | 75.5              |                |
|                | 50.7                         | 41.42 <sup>(11)</sup> 76.5   | 3:06.10 <sup>(13)</sup> 75.8      | 1:10.50 <sup>(14)</sup> 76.3        |                   |                |
| <b>15. 298</b> | <b>ESTERBAUER Johannes</b>   | <b>AUT</b>                   | <b>Steyr Puch 650 TR</b>          | <b>Historic Racing Team Austria</b> | <b>1C700</b>      | <b>5:06.96</b> |
| [1]            | 7.48 <sup>(19)</sup>         | 50.24 <sup>(12)</sup>        | 3:57.38 <sup>(11)</sup>           | 5:08.01 <sup>(11)</sup>             | 74.7              | +1:09.51       |
|                | 48.1                         | 42.76 <sup>(12)</sup> 74.1   | 3:07.14 <sup>(11)</sup> 75.4      | 1:10.63 <sup>(12)</sup> 76.2        |                   |                |
| [2]            | 7.21 <sup>(16)</sup>         | 49.32 <sup>(13)</sup>        | 3:55.77 <sup>(15)</sup>           | 5:06.96 <sup>(11)</sup>             | 75.0              |                |
|                | 49.9                         | 42.11 <sup>(13)</sup> 75.2   | 3:06.45 <sup>(14)</sup> 75.7      | 1:11.19 <sup>(15)</sup> 75.6        |                   |                |
| <b>16. 289</b> | <b>SIEF Stefan</b>           | <b>AUT</b>                   | <b>Austin Mini Cooper S</b>       |                                     | <b>1F TC1150</b>  | <b>5:14.16</b> |
| [1]            | 6.92 <sup>(8)</sup>          | 50.25 <sup>(13)</sup>        | 4:11.37 <sup>(17)</sup>           | 5:24.73 <sup>(17)</sup>             | 70.9              | +1:16.71       |
|                | 52.0                         | 43.33 <sup>(14)</sup> 73.1   | 3:21.12 <sup>(18)</sup> 70.2      | 1:13.36 <sup>(17)</sup> 73.4        |                   |                |
| [2]            | 6.82 <sup>(10)</sup>         | 51.20 <sup>(17)</sup>        | 4:02.18 <sup>(16)</sup>           | 5:14.16 <sup>(15)</sup>             | 73.3              |                |
|                | 52.8                         | 44.38 <sup>(17)</sup> 71.4   | 3:10.98 <sup>(16)</sup> 73.9      | 1:11.98 <sup>(16)</sup> 74.8        |                   |                |
| <b>17. 279</b> | <b>MANENTE Mauro</b>         | <b>ITA</b>                   | <b>Austin Healey Sprite</b>       | <b>San Marco</b>                    | <b>1E GTP1000</b> | <b>5:16.38</b> |
| [1]            | 7.09 <sup>(12)</sup>         | 51.42 <sup>(16)</sup>        | 4:04.09 <sup>(15)</sup>           | 5:17.07 <sup>(15)</sup>             | 72.6              | +1:18.93       |
|                | 50.8                         | 44.33 <sup>(16)</sup> 71.5   | 3:12.67 <sup>(15)</sup> 73.2      | 1:12.98 <sup>(15)</sup> 73.7        |                   |                |
| [2]            | 6.98 <sup>(12)</sup>         | 50.79 <sup>(16)</sup>        | 4:03.49 <sup>(17)</sup>           | 5:16.38 <sup>(15)</sup>             | 72.8              |                |
|                | 51.6                         | 43.81 <sup>(16)</sup> 72.3   | 3:12.70 <sup>(17)</sup> 73.2      | 1:12.89 <sup>(17)</sup> 73.8        |                   |                |
| <b>18. 294</b> | <b>MINEN Loris</b>           | <b>ITA</b>                   | <b>Porsche 912</b>                | <b>Forum Iulii H.C.</b>             | <b>1G1 T1600</b>  | <b>5:34.47</b> |
| [1]            | 7.04 <sup>(11)</sup>         | 51.73 <sup>(17)</sup>        | 4:00.04 <sup>(12)</sup>           | 5:34.47 <sup>(18)</sup>             | 68.8              | +1:37.02       |
|                | 51.1                         | 44.69 <sup>(17)</sup> 70.9   | 3:08.31 <sup>(13)</sup> 74.9      | 1:34.43 <sup>(20)</sup> 57.0        |                   |                |
| <b>19. 283</b> | <b>JUD Hans</b>              | <b>AUT</b>                   | <b>Jaguar XK 120 Super Sports</b> |                                     | <b>1E GT2000+</b> | <b>5:47.85</b> |
| [1]            | 7.33 <sup>(17)</sup>         | 53.81 <sup>(19)</sup>        | 4:29.02 <sup>(19)</sup>           | 5:48.62 <sup>(19)</sup>             | 66.0              | +1:50.40       |
|                | 49.1                         | 46.48 <sup>(19)</sup> 68.2   | 3:35.21 <sup>(19)</sup> 65.6      | 1:19.60 <sup>(18)</sup> 67.6        |                   |                |
| [2]            | 7.43 <sup>(18)</sup>         | 55.15 <sup>(18)</sup>        | 4:29.21 <sup>(18)</sup>           | 5:47.85 <sup>(19)</sup>             | 66.2              |                |
|                | 48.5                         | 47.72 <sup>(18)</sup> 66.4   | 3:34.06 <sup>(18)</sup> 65.9      | 1:18.64 <sup>(18)</sup> 68.4        |                   |                |
| <b>20. 282</b> | <b>BONDAVALLI Gianni</b>     | <b>ITA</b>                   | <b>Austin Seven MK1 Cooper</b>    | <b>Tazio Nuvolari Italia</b>        | <b>1E GTS1000</b> | <b>6:31.70</b> |
| [1]            | 9.55 <sup>(20)</sup>         | 1:10.55 <sup>(20)</sup>      | 5:12.32 <sup>(20)</sup>           | 6:45.09 <sup>(20)</sup>             | 56.8              | +2:34.25       |
|                | 37.7                         | 1:01.00 <sup>(20)</sup> 51.9 | 4:01.77 <sup>(20)</sup> 58.4      | 1:32.77 <sup>(19)</sup> 58.0        |                   |                |
| [2]            | 9.15 <sup>(19)</sup>         | 1:06.68 <sup>(19)</sup>      | 5:04.60 <sup>(19)</sup>           | 6:31.70 <sup>(20)</sup>             | 58.8              |                |
|                | 39.3                         | 57.53 <sup>(19)</sup> 55.1   | 3:57.92 <sup>(19)</sup> 59.3      | 1:27.10 <sup>(19)</sup> 61.8        |                   |                |

G. Rossi, Dir. di Gara \_\_\_\_\_

Risultati e Telemetrie a cura di F. Dariz