

# 41ª Cividale - Castelmonte



Trofeo Italiano  
Velocità della Montagna



## Prove Ufficiali/Official Practice Auto Storiche - Hist. Cars Performance Analysis 3. Gr.

Coppa CSAI della Montagna  
Campionato Friuli Venezia Giulia

Notice: this document, its content and its layout are protected by copyright. Avvertenza: questo documento, il suo contenuto e l'impostazione sono tutelate da copyright. © 2004-2018 Francesco Dariz

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	i.c.	
<b>1. 232</b>	<b>GLINZNER Gerald</b>	AUT	Porsche 911 Carrera	Historic Racing Team Austria	3H2/I GTS250	<b>4:03.81</b>
[1]	5.31(1)	37.76(1)	3:08.77(1)	4:03.81(1)	94.4	
	67.8	32.45(1) 97.6	2:31.01(1) 93.5	55.04(1) 97.8		
[2]	5.17(1)	38.33(1)	3:09.73(1)	4:03.88(2)	94.4	
	69.6	33.16(1) 95.5	2:31.40(1) 93.2	54.15(1) 99.4		
<b>2. 245</b>	<b>AIGNER Franz</b>	AUT	VW Golf 17	Datz Racing Team	3H2/I TC1600	<b>4:12.60</b>
[1]	6.14(6)	40.17(2)	3:14.74(2)	4:12.60(2)	91.1	+8.79
	58.6	34.03(2) 93.1	2:34.57(2) 91.3	57.86(2) 93.0		
[2]	6.10(5)	41.89(3)	3:20.87(3)	4:20.34(3)	88.4	
	59.0	35.79(3) 88.5	2:38.98(2) 88.8	59.47(4) 90.5		
<b>3. 233</b>	<b>PRANTL Reinhold</b>	AUT	Porsche 911 Carrera RS		3H2/I GTS250	<b>4:15.67</b>
[1]	5.43(2)	42.62(3)	3:26.50(4)	4:26.64(4)	86.3	+11.86
	66.3	37.19(7) 85.2	2:43.88(4) 86.1	1:00.14(4) 89.5		
[2]	5.26(2)	39.08(2)	3:18.21(2)	4:15.67(3)	90.0	
	68.4	33.82(2) 93.7	2:39.13(4) 88.7	57.46(2) 93.7		
<b>4. 247</b>	<b>VISENTIN Alessandro</b>	ITA	Fiat 127 Sport		3H1/I TC1150	<b>4:22.36</b>
[1]	6.96(14)	43.66(7)	3:25.57(3)	4:26.32(3)	86.4	+18.55
	51.7	36.70(4) 86.3	2:41.91(3) 87.2	1:00.75(5) 88.6		
[2]	7.04(14)	43.86(9)	3:22.84(4)	4:22.36(3)	87.7	
	51.1	36.82(6) 86.0	2:38.98(2) 88.8	59.52(5) 90.4		
<b>5. 231</b>	<b>GRATZER August</b>	AUT	Lancia Beta Montecarlo	Msc Mühlbach	3H2/I SIL200	<b>4:29.54</b>
[1]	6.00(3)	44.10(8)	3:38.80(10)	4:41.24(10)	81.9	+25.73
	60.0	38.10(8) 83.1	2:54.70(11) 80.8	1:02.44(7) 86.2		
[2]	6.06(4)	42.04(4)	3:27.72(5)	4:29.54(5)	85.4	
	59.4	35.98(5) 88.0	2:45.68(6) 85.2	1:01.82(8) 87.1		
<b>6. 236</b>	<b>MANFÈ Claudio</b>	ITA	Renault R5 Turbo 2	Team Bassano	3H2/I GTS200	<b>4:31.13</b>
[1]	6.13(4)	44.76(9)	3:35.88(8)	4:35.49(5)	83.6	+27.32
	58.7	38.63(9) 82.0	2:51.12(7) 82.5	59.61(3) 90.3		
[2]	6.05(3)	43.78(8)	3:32.29(8)	4:31.13(5)	84.9	
	59.5	37.73(9) 84.0	2:48.51(8) 83.7	58.84(3) 91.5		
<b>7. 237</b>	<b>FORSTINGER Werner</b>	AUT	Ford Escort RS 2000	Msc Mühlbach	3H2/I TC2000	<b>4:34.20</b>
[1]	6.47(10)	45.60(10)	3:44.18(12)	4:49.94(13)	79.4	+30.39
	55.6	39.13(12) 81.0	2:58.58(13) 79.0	1:05.76(14) 81.8		
[2]	6.24(8)	42.21(5)	3:30.90(6)	4:34.20(5)	84.0	
	57.7	35.97(4) 88.1	2:48.69(9) 83.7	1:03.30(12) 85.0		
<b>8. 248</b>	<b>DI FANT Ivan</b>	ITA	Autobianchi A112	Forum Iulii H.C.	3H2/I TC1000	<b>4:34.30</b>
[1]	7.01(16)	46.11(11)	3:33.53(5)	4:38.71(8)	82.6	+30.49
	51.4	39.10(11) 81.0	2:47.42(6) 84.3	1:05.18(12) 82.6		
[2]	7.23(15)	45.64(13)	3:31.02(7)	4:34.30(5)	83.9	
	49.8	38.41(13) 82.5	2:45.38(5) 85.3	1:03.28(11) 85.1		
<b>9. 228</b>	<b>VISENTIN Lamberto</b>	ITA	Fiat 127 Sport		3H2/I SIL130	<b>4:36.09</b>
[1]	7.28(18)	47.46(13)	3:34.02(6)	4:36.46(6)	83.3	+32.28
	49.5	40.18(13) 78.8	2:46.56(5) 84.7	1:02.44(7) 86.2		
[2]	7.27(16)	46.57(14)	3:32.41(9)	4:36.09(6)	83.4	
	49.5	39.30(14) 80.6	2:45.84(7) 85.1	1:03.68(14) 84.5		
<b>10. 243</b>	<b>DE ROSSI Romeo</b>	ITA	Alfa Romeo Alfasud Ti	Palladio Historic	3H2/I TC1600	<b>4:37.86</b>
[1]	7.00(15)	50.29(16)	3:57.91(16)	5:03.66(16)	75.8	+34.05
	51.4	43.29(16) 73.2	3:07.62(16) 75.2	1:05.75(13) 81.9		
[2]	6.61(11)	46.77(15)	3:37.26(12)	4:37.86(7)	82.9	
	54.5	40.16(15) 78.9	2:50.49(10) 82.8	1:00.60(6) 88.8		
<b>11. 242</b>	<b>OBERMOSER Josef</b>	AUT	Alfa Romeo Alfasud Ti		3H2/I TC1600	<b>4:38.20</b>
						+34.39

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	i.c.	
[1]	6.13 <sup>(4)</sup>	43.10 <sup>(5)</sup>	3:35.62 <sup>(7)</sup>	4:38.20 <sup>(7)</sup>	82.8	
	58.7	36.97 <sup>(5)</sup> 85.7	2:52.52 <sup>(8)</sup> 81.8	1:02.58 <sup>(9)</sup> 86.0		
[2]	6.49 <sup>(9)</sup>	43.54 <sup>(7)</sup>	3:36.54 <sup>(11)</sup>	4:39.88 <sup>(10)</sup>	82.3	
	55.5	37.05 <sup>(8)</sup> 85.5	2:53.00 <sup>(14)</sup> 81.6	1:03.34 <sup>(13)</sup> 85.0		
<b>12. 227</b>	<b>OBERMOSER Oliver</b>	<b>AUT</b>	<b>Alfa Romeo Sprint Veloce</b>		<b>3H2/I SIL160</b>	<b>4:38.43</b>
[1]	6.53 <sup>(11)</sup>	43.59 <sup>(6)</sup>	3:36.23 <sup>(9)</sup>	4:39.20 <sup>(9)</sup>	82.5	+34.62
	55.1	37.06 <sup>(6)</sup> 85.5	2:52.64 <sup>(9)</sup> 81.7	1:02.97 <sup>(10)</sup> 85.5		
[2]	6.54 <sup>(10)</sup>	43.53 <sup>(6)</sup>	3:35.48 <sup>(10)</sup>	4:38.43 <sup>(8)</sup>	82.7	
	55.0	36.99 <sup>(7)</sup> 85.6	2:51.95 <sup>(12)</sup> 82.1	1:02.95 <sup>(9)</sup> 85.5		
<b>13. 239</b>	<b>KLJUN Dorijan</b>	<b>HRV</b>	<b>VW Golf GTI</b>		<b>3H2/I TC1600</b>	<b>4:38.81</b>
[1]	6.43 <sup>(8)</sup>	48.20 <sup>(14)</sup>	3:47.71 <sup>(14)</sup>	4:49.72 <sup>(12)</sup>	79.5	+35.00
	56.0	41.77 <sup>(14)</sup> 75.8	2:59.51 <sup>(14)</sup> 78.6	1:02.01 <sup>(6)</sup> 86.8		
[2]	6.19 <sup>(6)</sup>	44.58 <sup>(10)</sup>	3:37.76 <sup>(14)</sup>	4:38.81 <sup>(9)</sup>	82.6	
	58.2	38.39 <sup>(12)</sup> 82.5	2:53.18 <sup>(15)</sup> 81.5	1:01.05 <sup>(7)</sup> 88.2		
<b>14. 241</b>	<b>MEGGIORIN Stefano</b>	<b>ITA</b>	<b>VW Scirocco</b>	<b>Bologna Squadra Corsè</b>	<b>3H2/I TC1600</b>	<b>4:40.51</b>
[1]	6.44 <sup>(9)</sup>					+36.70
	55.9					
[2]	6.70 <sup>(12)</sup>	44.73 <sup>(11)</sup>	3:37.45 <sup>(13)</sup>	4:40.51 <sup>(10)</sup>	82.1	
	53.7	38.03 <sup>(10)</sup> 83.3	2:52.72 <sup>(13)</sup> 81.7	1:03.06 <sup>(10)</sup> 85.3		
<b>15. 229</b>	<b>AZZOLA Stefano</b>	<b>ITA</b>	<b>Fiat Giannini 650</b>		<b>3H2/I SIL700</b>	<b>4:46.03</b>
[1]	7.78 <sup>(19)</sup>	50.25 <sup>(15)</sup>	3:44.78 <sup>(13)</sup>	4:51.85 <sup>(14)</sup>	78.9	+42.22
	46.3	42.47 <sup>(15)</sup> 74.6	2:54.53 <sup>(10)</sup> 80.9	1:07.07 <sup>(16)</sup> 80.2		
[2]	7.62 <sup>(18)</sup>	48.74 <sup>(16)</sup>	3:39.36 <sup>(15)</sup>	4:46.03 <sup>(11)</sup>	80.5	
	47.2	41.12 <sup>(16)</sup> 77.0	2:50.62 <sup>(11)</sup> 82.7	1:06.67 <sup>(16)</sup> 80.7		
<b>16. 246</b>	<b>LERNPASS Philipp</b>	<b>AUT</b>	<b>VW Derby</b>	<b>Mp Racing</b>	<b>3H2/I TC1300</b>	<b>4:48.94</b>
[1]	7.06 <sup>(17)</sup>	46.12 <sup>(12)</sup>	3:43.07 <sup>(11)</sup>	4:48.94 <sup>(11)</sup>	79.7	+45.13
	51.0	39.06 <sup>(10)</sup> 81.1	2:56.95 <sup>(12)</sup> 79.8	1:05.87 <sup>(15)</sup> 81.7		
[2]	7.02 <sup>(13)</sup>	45.32 <sup>(12)</sup>				
	51.3	38.30 <sup>(11)</sup> 82.7				
<b>17. 238</b>	<b>ZAMBELLI Sandro</b>	<b>ITA</b>	<b>Triumph Dolomite Sprint</b>	<b>Racing For Genova Tea</b>	<b>3H2/I TC2000</b>	<b>4:49.89</b>
[1]	6.55 <sup>(13)</sup>	51.03 <sup>(17)</sup>	3:56.10 <sup>(15)</sup>	5:00.48 <sup>(15)</sup>	76.6	+46.08
	55.0	44.48 <sup>(17)</sup> 71.2	3:05.07 <sup>(15)</sup> 76.3	1:04.38 <sup>(11)</sup> 83.6		
[2]	7.57 <sup>(17)</sup>	48.89 <sup>(17)</sup>	3:45.91 <sup>(16)</sup>	4:49.89 <sup>(13)</sup>	79.4	
	47.6	41.32 <sup>(17)</sup> 76.7	2:57.02 <sup>(16)</sup> 79.7	1:03.98 <sup>(15)</sup> 84.1		
<b>18. 234</b>	<b>FAVERO Mario</b>	<b>ITA</b>	<b>MG MGB Coupé GT V8</b>		<b>3H2/I GT2500</b>	<b>5:11.68</b>
[1]	6.33 <sup>(7)</sup>	51.20 <sup>(18)</sup>	4:17.21 <sup>(17)</sup>	5:30.66 <sup>(17)</sup>	69.6	+1:07.87
	56.9	44.87 <sup>(18)</sup> 70.6	3:26.01 <sup>(17)</sup> 68.5	1:13.45 <sup>(17)</sup> 73.3		
[2]	6.20 <sup>(7)</sup>	49.26 <sup>(18)</sup>	4:00.60 <sup>(17)</sup>	5:11.68 <sup>(17)</sup>	73.9	
	58.1	43.06 <sup>(18)</sup> 73.6	3:11.34 <sup>(17)</sup> 73.8	1:11.08 <sup>(17)</sup> 75.7		
<b>19. 244</b>	<b>TKALETZ Thomas</b>	<b>AUT</b>	<b>VW Golf Gti</b>		<b>3H2/I TC1600</b>	
[1]	6.53 <sup>(11)</sup>	42.85 <sup>(4)</sup>				
	55.1	36.32 <sup>(3)</sup> 87.2				

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

Risultati e Telemetrie a cura di F. Dariz