



# 41<sup>a</sup> Cronoscalata Pieve Santo Stefano - Passo dello Spino Prove Ufficiali/Official Practice Auto Storiche Performance Analysis 1. Gr.

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	VMed	VMax
<b>1. 234</b>	<b>CHIANUCCI Giancarlo</b>	I	Lancia Barchetta	Piloti Senesi	1GR BC1600	<b>3:45.50</b>
[1]	4.08 <sup>(1)</sup>	1:47.51 <sup>(2)</sup>	3:35.95 <sup>(2)</sup>	<b>3:52.37<sup>(2)</sup></b>	93.0	
	48.5	1:43.43 <sup>(2)</sup>	83.4 1:48.44 <sup>(2)</sup>	99.6 16.42 <sup>(2)</sup>	120.6	
[2]	4.16 <sup>(1)</sup>	1:44.94 <sup>(2)</sup>	3:29.72 <sup>(1)</sup>	<b>3:45.50<sup>(1)</sup></b>	95.8	
	47.6	1:40.78 <sup>(2)</sup>	85.6 1:44.78 <sup>(1)</sup>	103.1 15.78 <sup>(1)</sup>	125.5	
<b>2. 233</b>	<b>SALA Mario</b>	I	Porsche 906		1GR BC2000	<b>3:46.50</b>
[1]	4.14 <sup>(2)</sup>	1:46.04 <sup>(1)</sup>	3:30.46 <sup>(1)</sup>	<b>3:46.50<sup>(1)</sup></b>	95.4	+1.00
	47.8	1:41.90 <sup>(1)</sup>	84.6 1:44.42 <sup>(1)</sup>	103.4 16.04 <sup>(1)</sup>	123.4	
[2]	4.37 <sup>(2)</sup>	1:41.77 <sup>(1)</sup>	3:30.32 <sup>(2)</sup>	<b>3:57.61<sup>(3)</sup></b>	90.9	
	45.3	1:37.40 <sup>(1)</sup>	88.5 1:48.55 <sup>(2)</sup>	99.5 27.29 <sup>(6)</sup>	72.6	
<b>3. 293</b>	<b>FUMI Ranieri</b>	I	Jaguar E-Type	Team Italia	1F GTS2000+	<b>4:07.03</b>
[1]	4.46 <sup>(3)</sup>	1:52.58 <sup>(3)</sup>	3:49.07 <sup>(3)</sup>	<b>4:07.03<sup>(3)</sup></b>	87.4	+21.53
	44.4	1:48.12 <sup>(3)</sup>	79.7 1:56.49 <sup>(3)</sup>	92.7 17.96 <sup>(3)</sup>	110.2	
<b>4. 298</b>	<b>GOBBINI Boris</b>	I	Fiat Abarth 1000	Valdelsa Classic	1F T1000	<b>4:13.10</b>
[1]	4.69 <sup>(4)</sup>	1:55.47 <sup>(4)</sup>	3:53.90 <sup>(4)</sup>	<b>4:13.10<sup>(4)</sup></b>	85.3	+27.60
	42.2	1:50.78 <sup>(4)</sup>	77.8 1:58.43 <sup>(4)</sup>	91.2 19.20 <sup>(4)</sup>	103.1	
[2]	4.69 <sup>(3)</sup>	1:55.74 <sup>(3)</sup>	3:56.32 <sup>(3)</sup>	<b>4:15.48<sup>(5)</sup></b>	84.5	
	42.2	1:51.05 <sup>(3)</sup>	77.6 2:00.58 <sup>(4)</sup>	89.6 19.16 <sup>(2)</sup>	103.3	
<b>5. 301</b>	<b>FRENGUELLOTTI Marco</b>	I	Abarth 850 TC	Team Racing Gubbio	1F TC850	<b>4:18.83</b>
[1]	4.87 <sup>(6)</sup>	2:00.38 <sup>(5)</sup>	3:59.35 <sup>(5)</sup>	<b>4:18.83<sup>(5)</sup></b>	83.5	+33.33
	40.7	1:55.51 <sup>(5)</sup>	74.6 1:58.97 <sup>(5)</sup>	90.8 19.48 <sup>(6)</sup>	101.6	
[2]	4.84 <sup>(5)</sup>	1:59.80 <sup>(4)</sup>	4:00.32 <sup>(4)</sup>	<b>4:20.03<sup>(6)</sup></b>	83.1	
	40.9	1:54.96 <sup>(4)</sup>	75.0 2:00.52 <sup>(3)</sup>	89.6 19.71 <sup>(3)</sup>	100.5	
<b>6. 295</b>	<b>COLESCI Santi</b>	I	Renault 8 Gordini		1G1 TC1300	<b>4:27.03</b>
[1]	4.74 <sup>(5)</sup>	2:01.33 <sup>(6)</sup>	4:06.49 <sup>(6)</sup>	<b>4:27.03<sup>(6)</sup></b>	80.9	+41.53
	41.8	1:56.59 <sup>(6)</sup>	74.0 2:05.16 <sup>(6)</sup>	86.3 20.54 <sup>(8)</sup>	96.4	
[2]	4.79 <sup>(4)</sup>	2:02.49 <sup>(5)</sup>	4:11.30 <sup>(5)</sup>	<b>4:32.19<sup>(8)</sup></b>	79.4	
	41.3	1:57.70 <sup>(5)</sup>	73.3 2:08.81 <sup>(6)</sup>	83.8 20.89 <sup>(5)</sup>	94.8	
<b>7. 296</b>	<b>BRENCIAGLIA Anna</b>	I	Austin Mini Cooper		1F TC1300	<b>4:28.43</b>
[1]	5.18 <sup>(7)</sup>	2:03.40 <sup>(7)</sup>	4:09.03 <sup>(7)</sup>	<b>4:28.43<sup>(7)</sup></b>	80.5	+42.93
	38.2	1:58.22 <sup>(7)</sup>	72.9 2:05.63 <sup>(7)</sup>	86.0 19.40 <sup>(5)</sup>	102.1	
<b>8. 297</b>	<b>BALBI Alessandro</b>	I	Innocenti Mini Cooper 1.0		1G1 T1000	<b>4:31.94</b>
[1]	5.47 <sup>(8)</sup>	2:05.21 <sup>(8)</sup>	4:11.98 <sup>(8)</sup>	<b>4:32.29<sup>(8)</sup></b>	79.3	+46.44
	36.2	1:59.74 <sup>(8)</sup>	72.0 2:06.77 <sup>(8)</sup>	85.2 20.31 <sup>(7)</sup>	97.5	
[2]	5.39 <sup>(6)</sup>	2:04.95 <sup>(6)</sup>	4:11.59 <sup>(6)</sup>	<b>4:31.94<sup>(8)</sup></b>	79.4	
	36.7	1:59.56 <sup>(6)</sup>	72.1 2:06.64 <sup>(5)</sup>	85.3 20.35 <sup>(4)</sup>	97.3	

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