



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

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P. N.	Conduttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie		VMed	VMax	
<b>1. 216</b>	<b>BRENTI Roberto</b>	I	Renault 5 GT Turbo		Etruria	CLJ2 N2000+	<b>3:41.12</b>
[1]	4.63 <sup>(7)</sup> T	1:43.81 <sup>(2)</sup> T	3:25.40 <sup>(1)</sup> T	<b>3:41.12<sup>(1)</sup></b>	97.7		
	42.8	1:39.18 <sup>(2)</sup> 86.9	1:41.59 <sup>(1)</sup> 106.3	15.72 <sup>(1)</sup> 126.0			
[2]	4.36 <sup>(3)</sup> T	1:43.89 <sup>(2)</sup> T	3:25.40 <sup>(1)</sup> T	<b>3:41.19<sup>(2)</sup></b>	97.7		
	45.4	1:39.53 <sup>(2)</sup> 86.6	1:41.51 <sup>(1)</sup> 106.4	15.79 <sup>(1)</sup> 125.4			
<b>2. 218</b>	<b>MENICHELLI Franco</b>	I	Bmw M3 E30		Team Italia	CLJ2 N2000+	<b>3:42.76</b>
[1]	4.23 <sup>(1)</sup> T	1:43.05 <sup>(1)</sup> T	3:27.00 <sup>(2)</sup> T	<b>3:42.76<sup>(2)</sup></b>	97.0		+1.64
	46.8	1:38.82 <sup>(1)</sup> 87.2	1:43.95 <sup>(2)</sup> 103.9	15.76 <sup>(2)</sup> 125.6			
[2]	4.32 <sup>(2)</sup> T	1:43.82 <sup>(1)</sup> T	3:27.83 <sup>(2)</sup> T	<b>3:44.17<sup>(3)</sup></b>	96.4		
	45.8	1:39.50 <sup>(1)</sup> 86.7	1:44.01 <sup>(2)</sup> 103.8	16.34 <sup>(2)</sup> 121.2			
<b>3. 217</b>	<b>GRADI Adriano</b>	I	Renault 5 GT Turbo		Etruria	CLJ2 N2000+	<b>3:48.03</b>
[1]	4.54 <sup>(4)</sup> T	1:48.28 <sup>(3)</sup> T	3:32.86 <sup>(3)</sup> T	<b>3:49.31<sup>(3)</sup></b>	94.2		+6.91
	43.6	1:43.74 <sup>(3)</sup> 83.1	1:44.58 <sup>(3)</sup> 103.3	16.45 <sup>(3)</sup> 120.4			
[2]	4.40 <sup>(4)</sup> T	1:47.08 <sup>(3)</sup> T	3:31.59 <sup>(3)</sup> T	<b>3:48.03<sup>(3)</sup></b>	94.7		
	45.0	1:42.68 <sup>(3)</sup> 84.0	1:44.51 <sup>(3)</sup> 103.3	16.44 <sup>(3)</sup> 120.4			
<b>4. 213</b>	<b>BARTOLINI Mirco</b>	I	Peugeot 205 Rallye		Etruria	CLJ2 A1300	<b>3:49.92</b>
[1]	4.58 <sup>(5)</sup> T	1:48.83 <sup>(4)</sup> T	3:36.13 <sup>(4)</sup> T	<b>3:53.81<sup>(4)</sup></b>	92.4		+8.80
	43.2	1:44.25 <sup>(4)</sup> 82.7	1:47.30 <sup>(4)</sup> 100.7	17.68 <sup>(6)</sup> 112.0			
[2]	4.54 <sup>(5)</sup> T	1:47.49 <sup>(4)</sup> T	3:33.22 <sup>(4)</sup> T	<b>3:49.92<sup>(4)</sup></b>	93.9		
	43.6	1:42.95 <sup>(4)</sup> 83.7	1:45.73 <sup>(4)</sup> 102.1	16.70 <sup>(4)</sup> 118.6			
<b>5. 215</b>	<b>VINCENZI Roberto</b>	I	Bmw M3 E30		Vimotorsport	CLJ2 N2000+	<b>3:55.93</b>
[1]	4.33 <sup>(2)</sup> T	1:49.42 <sup>(5)</sup> T	3:40.07 <sup>(5)</sup> T	<b>3:56.96<sup>(5)</sup></b>	91.2		+14.81
	45.7	1:45.09 <sup>(5)</sup> 82.0	1:50.65 <sup>(6)</sup> 97.6	16.89 <sup>(4)</sup> 117.2			
[2]	4.26 <sup>(1)</sup> T	1:48.60 <sup>(5)</sup> T	3:39.13 <sup>(5)</sup> T	<b>3:55.93<sup>(5)</sup></b>	91.6		
	46.5	1:44.34 <sup>(5)</sup> 82.6	1:50.53 <sup>(6)</sup> 97.7	16.80 <sup>(5)</sup> 117.9			
<b>6. 212</b>	<b>SENESI Luca</b>	I	Peugeot 205 Rallye		Senesi Team	CLJ2 A1300	<b>3:57.78</b>
[1]	4.62 <sup>(6)</sup> T	1:52.03 <sup>(6)</sup> T	3:40.82 <sup>(6)</sup> T	<b>3:58.28<sup>(6)</sup></b>	90.6		+16.66
	42.9	1:47.41 <sup>(6)</sup> 80.3	1:48.79 <sup>(5)</sup> 99.3	17.46 <sup>(5)</sup> 113.4			
[2]	4.67 <sup>(6)</sup> T	1:51.56 <sup>(6)</sup> T	3:40.19 <sup>(6)</sup> T	<b>3:57.78<sup>(6)</sup></b>	90.8		
	42.4	1:46.89 <sup>(6)</sup> 80.7	1:48.63 <sup>(5)</sup> 99.4	17.59 <sup>(6)</sup> 112.6			
<b>7. 214</b>	<b>PAZZI Paolo</b>	I	Peugeot 205 Rallye		Racing Team Le Fonti	CLJ2 A1300	<b>4:18.85</b>
[1]	4.77 <sup>(8)</sup> T	1:56.72 <sup>(7)</sup> T	3:59.60 <sup>(7)</sup> T	<b>4:18.85<sup>(7)</sup></b>	83.4		+37.73
	41.5	1:51.95 <sup>(7)</sup> 77.0	2:02.88 <sup>(7)</sup> 87.9	19.25 <sup>(7)</sup> 102.9			
[2]	4.70 <sup>(7)</sup> T	1:59.77 <sup>(7)</sup> T	4:23.94 <sup>(7)</sup> T	<b>4:55.83<sup>(8)</sup></b>	73.0		
	42.1	1:55.07 <sup>(7)</sup> 74.9	2:24.17 <sup>(7)</sup> 74.9	31.89 <sup>(7)</sup> 62.1			
<b>8. 211</b>	<b>ZOCALI Luigi</b>	I	Peugeot 205 GTI 1.9		Senesi Team	CLJ2 A2000	
[1]	4.49 <sup>(3)</sup>						
	44.1						

F.Candoni, Dir. di Gara \_\_\_\_\_

Risultati e Telemetrie a cura di Francesco Dariz