



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

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P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie		VMed	VMax	
<b>1. 107</b>	<b>GIOBBI Claudio</b>	I	Alfa Romeo 156 GTA		Etruria	A 2000	<b>3:22.71</b>
[1]	4.31 <sup>(4)</sup>	1:37.14 <sup>(4)</sup>	3:11.05 <sup>(4)</sup>	<b>3:25.53<sup>(4)</sup></b>	105.1		
	45.9	1:32.83 <sup>(4)</sup>	92.9 1:33.91 <sup>(1)</sup>	115.0 14.48 <sup>(1)</sup>	136.7		
[2]	4.45 <sup>(8)</sup>	1:35.77 <sup>(1)</sup>	3:08.18 <sup>(1)</sup>	<b>3:22.71<sup>(1)</sup></b>	106.6		
	44.5	1:31.32 <sup>(1)</sup>	94.4 1:32.41 <sup>(1)</sup>	116.9 14.53 <sup>(2)</sup>	136.3		
<b>2. 105</b>	<b>BICCIATO Rudy</b>	I	Mitsubishi Lancer Evo		Rennstall Mendel	A 3000+	<b>3:23.66</b>
[1]	3.53 <sup>(1)</sup>	1:33.86 <sup>(1)</sup>	3:08.87 <sup>(1)</sup>	<b>3:23.66<sup>(1)</sup></b>	106.1		+0.95
	56.1	1:30.33 <sup>(1)</sup>	95.5 1:35.01 <sup>(4)</sup>	113.7 14.79 <sup>(3)</sup>	133.9		
<b>3. 106</b>	<b>PARLATO Paolo</b>	I	Renault New Clio RS		Borrett Team Motorsport	A 2000	<b>3:24.12</b>
[1]	4.44 <sup>(9)</sup>	1:36.14 <sup>(2)</sup>	3:10.48 <sup>(2)</sup>	<b>3:25.27<sup>(2)</sup></b>	105.2		+1.41
	44.6	1:31.70 <sup>(2)</sup>	94.0 1:34.34 <sup>(3)</sup>	114.5 14.79 <sup>(3)</sup>	133.9		
[2]	4.42 <sup>(7)</sup>	1:36.32 <sup>(2)</sup>	3:09.66 <sup>(2)</sup>	<b>3:24.12<sup>(2)</sup></b>	105.8		
	44.8	1:31.90 <sup>(2)</sup>	93.8 1:33.34 <sup>(2)</sup>	115.7 14.46 <sup>(1)</sup>	136.9		
<b>4. 108</b>	<b>GHIZZONI Serafino</b>	I	Renault New Clio		Best Lap	A 2000	<b>3:25.51</b>
[1]	4.32 <sup>(5)</sup>	1:36.58 <sup>(3)</sup>	3:10.80 <sup>(3)</sup>	<b>3:25.51<sup>(3)</sup></b>	105.1		+2.80
	45.8	1:32.26 <sup>(3)</sup>	93.5 1:34.22 <sup>(2)</sup>	114.6 14.71 <sup>(2)</sup>	134.6		
[2]	4.17 <sup>(1)</sup>	1:37.85 <sup>(3)</sup>	3:13.78 <sup>(3)</sup>	<b>3:28.55<sup>(5)</sup></b>	103.6		
	47.5	1:33.68 <sup>(3)</sup>	92.0 1:35.93 <sup>(3)</sup>	112.6 14.77 <sup>(3)</sup>	134.1		
<b>5. 115</b>	<b>LOMBARDI Achille</b>	I	Fiat Punto S1600		AB Motorsport	A 1600	<b>3:30.55</b>
[1]	4.42 <sup>(8)</sup>	1:38.78 <sup>(6)</sup>	3:16.88 <sup>(6)</sup>	<b>3:32.40<sup>(6)</sup></b>	101.7		+7.84
	44.8	1:34.36 <sup>(5)</sup>	91.4 1:38.10 <sup>(6)</sup>	110.1 15.52 <sup>(7)</sup>	127.6		
[2]	4.31 <sup>(4)</sup>	1:38.88 <sup>(4)</sup>	3:15.44 <sup>(4)</sup>	<b>3:30.55<sup>(5)</sup></b>	102.6		
	45.9	1:34.57 <sup>(4)</sup>	91.2 1:36.56 <sup>(4)</sup>	111.8 15.11 <sup>(4)</sup>	131.0		
<b>6. 114</b>	<b>MANCIN Michele</b>	I	Citroën Saxo VTS		Mach 3 Sport	A 1600	<b>3:31.18</b>
[1]	4.26 <sup>(2)</sup>	1:38.67 <sup>(5)</sup>	3:16.36 <sup>(5)</sup>	<b>3:31.18<sup>(5)</sup></b>	102.3		+8.47
	46.5	1:34.41 <sup>(6)</sup>	91.3 1:37.69 <sup>(5)</sup>	110.6 14.82 <sup>(5)</sup>	133.6		
[2]	4.24 <sup>(3)</sup>						
	46.7						
<b>7. 111</b>	<b>BETTARINI Bernardo</b>	I	Renault New Clio RS		Etruria	A 2000	<b>3:34.30</b>
[1]	4.26 <sup>(2)</sup>	1:39.92 <sup>(7)</sup>	3:18.94 <sup>(7)</sup>	<b>3:34.30<sup>(7)</sup></b>	100.8		+11.59
	46.5	1:35.66 <sup>(7)</sup>	90.1 1:39.02 <sup>(7)</sup>	109.1 15.36 <sup>(6)</sup>	128.9		
[2]	4.23 <sup>(2)</sup>	1:40.27 <sup>(5)</sup>	3:20.35 <sup>(5)</sup>	<b>3:35.81<sup>(8)</sup></b>	100.1		
	46.8	1:36.04 <sup>(5)</sup>	89.8 1:40.08 <sup>(5)</sup>	107.9 15.46 <sup>(5)</sup>	128.1		
<b>8. 116</b>	<b>BERRINO Marco</b>	I	Fiat Punto S1600		MKR Motorsport	A 1600	<b>3:42.89</b>
[1]	4.40 <sup>(7)</sup>	1:43.77 <sup>(8)</sup>	3:26.84 <sup>(8)</sup>	<b>3:42.89<sup>(8)</sup></b>	96.9		+20.18
	45.0	1:39.37 <sup>(8)</sup>	86.8 1:43.07 <sup>(8)</sup>	104.8 16.05 <sup>(8)</sup>	123.4		
[2]	4.40 <sup>(5)</sup>	1:44.19 <sup>(6)</sup>	3:28.21 <sup>(6)</sup>	<b>3:44.40<sup>(9)</sup></b>	96.3		
	45.0	1:39.79 <sup>(6)</sup>	86.4 1:44.02 <sup>(6)</sup>	103.8 16.19 <sup>(6)</sup>	122.3		
<b>9. 112</b>	<b>AGNELLO Giuseppe</b>	I	Peugeot 207		ACN Forze di Polizia	A 2000	<b>3:49.43</b>
[1]	4.33 <sup>(6)</sup>	1:48.98 <sup>(9)</sup>	3:39.41 <sup>(9)</sup>	<b>3:56.21<sup>(9)</sup></b>	91.4		+26.72
	45.7	1:44.65 <sup>(9)</sup>	82.4 1:50.43 <sup>(10)</sup>	97.8 16.80 <sup>(9)</sup>	117.9		
[2]	4.40 <sup>(5)</sup>	1:45.51 <sup>(7)</sup>	3:32.70 <sup>(7)</sup>	<b>3:49.43<sup>(9)</sup></b>	94.1		
	45.0	1:41.11 <sup>(7)</sup>	85.3 1:47.19 <sup>(7)</sup>	100.8 16.73 <sup>(7)</sup>	118.4		
<b>10. 118</b>	<b>MANCUSI Massimo</b>	I	Peugeot 106		Motorsport 4x4	A 1600	<b>3:57.26</b>
[1]	4.62 <sup>(10)</sup>	1:49.73 <sup>(10)</sup>	3:39.98 <sup>(10)</sup>	<b>3:57.26<sup>(10)</sup></b>	91.0		+34.55
	42.9	1:45.11 <sup>(10)</sup>	82.0 1:50.25 <sup>(9)</sup>	98.0 17.28 <sup>(10)</sup>	114.6		

	P. N. Conducente		Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone						
[2]	4.63 <sup>(9)</sup>	1:54.90 <sup>(8)</sup>		3:47.84 <sup>(8)</sup>	<b>4:05.37<sup>(11)</sup></b>	88.0		
	42.8	1:50.27 <sup>(8)</sup>	78.2	1:52.94 <sup>(8)</sup>	95.6	17.53 <sup>(8)</sup>	112.9	
<b>11. 119 RENZI Diego</b>			I	Fiat SEICENTO Sporting		Team Racing Gubbio	A 1150	<b>4:36.90</b>
[1]	5.49 <sup>(11)</sup>	2:04.92 <sup>(11)</sup>		4:16.53 <sup>(11)</sup>	<b>4:36.90<sup>(11)</sup></b>	78.0		+1:14.19
	36.1	1:59.43 <sup>(11)</sup>	72.2	2:11.61 <sup>(11)</sup>	82.1	20.37 <sup>(11)</sup>	97.2	
[2]	5.86 <sup>(10)</sup>	2:06.47 <sup>(9)</sup>		4:16.52 <sup>(9)</sup>	<b>4:37.04<sup>(12)</sup></b>	78.0		
	33.8	2:00.61 <sup>(9)</sup>	71.5	2:10.05 <sup>(9)</sup>	83.0	20.52 <sup>(9)</sup>	96.5	

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