



# 41<sup>a</sup> Cronoscalata Pieve Santo Stefano - Passo dello Spino Prove Ufficiali/Official Practice Auto Moderne Performance Analysis E2-SS

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P. N.	Conduttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie		VMed	VMax	
<b>1.</b>	<b>1 FAGGIOLI Simone</b>	I	Osella FA30		Best Lap	E2-SS 3000	<b>2:36.72</b>
[1]	3.56 <sup>(12)</sup> T	1:16.66 <sup>(1)</sup> T	2:29.25 <sup>(1)</sup> T	<b>2:40.03<sup>(1)</sup></b>	135.0		
	55.6	1:13.10 <sup>(1)</sup> 117.9	1:12.59 <sup>(1)</sup> 148.8	10.78 <sup>(1)</sup> 183.7			
[2]	3.41 <sup>(7)</sup> T	1:14.94 <sup>(1)</sup> T	2:26.43 <sup>(1)</sup> T	<b>2:36.72<sup>(1)</sup></b>	137.8		
	58.1	1:11.53 <sup>(1)</sup> 120.5	1:11.49 <sup>(1)</sup> 151.1	10.29 <sup>(1)</sup> 192.4			
<b>2.</b>	<b>5 VOLLUZ Joel</b>	CH	Osella FA30			E2-SS 3000	<b>2:44.19</b>
[1]	3.86 <sup>(14)</sup> T	1:19.52 <sup>(2)</sup> T	2:36.63 <sup>(2)</sup> T	<b>2:47.73<sup>(2)</sup></b>	128.8		+7.47
	51.3	1:15.66 <sup>(2)</sup> 114.0	1:17.11 <sup>(2)</sup> 140.1	11.10 <sup>(2)</sup> 178.4			
[2]	3.60 <sup>(12)</sup> T	1:16.11 <sup>(2)</sup> T	2:33.23 <sup>(2)</sup> T	<b>2:44.19<sup>(2)</sup></b>	131.6		
	55.0	1:12.51 <sup>(2)</sup> 118.9	1:17.12 <sup>(3)</sup> 140.0	10.96 <sup>(2)</sup> 180.7			
<b>3.</b>	<b>2 FATTORINI Michele</b>	I	Lola B02/50		Speed Motor	E2-SS 3000	<b>2:50.83</b>
[1]	3.55 <sup>(10)</sup> T	1:22.81 <sup>(6)</sup> T	2:43.94 <sup>(5)</sup> T	<b>2:56.13<sup>(5)</sup></b>	122.6		+14.11
	55.8	1:19.26 <sup>(6)</sup> 108.8	1:21.13 <sup>(4)</sup> 133.1	12.19 <sup>(8)</sup> 162.4			
[2]	3.38 <sup>(4)</sup> T	1:19.48 <sup>(3)</sup> T	2:39.01 <sup>(3)</sup> T	<b>2:50.83<sup>(3)</sup></b>	126.4		
	58.6	1:16.10 <sup>(4)</sup> 113.3	1:19.53 <sup>(5)</sup> 135.8	11.82 <sup>(6)</sup> 167.5			
<b>4.</b>	<b>8 DE GASPERI Diego</b>	I	Osella FA30		Vimotorsport	E2-SS 3000	<b>2:50.93</b>
[1]	3.87 <sup>(15)</sup> T	1:23.33 <sup>(7)</sup> T	2:41.88 <sup>(3)</sup> T	<b>2:53.21<sup>(3)</sup></b>	124.7		+14.21
	51.2	1:19.46 <sup>(7)</sup> 108.5	1:18.55 <sup>(3)</sup> 137.5	11.33 <sup>(4)</sup> 174.8			
[2]	3.77 <sup>(15)</sup> T	1:21.22 <sup>(6)</sup> T	2:39.75 <sup>(5)</sup> T	<b>2:50.93<sup>(3)</sup></b>	126.4		
	52.5	1:17.45 <sup>(7)</sup> 111.3	1:18.53 <sup>(4)</sup> 137.5	11.18 <sup>(4)</sup> 177.1			
<b>5.</b>	<b>3 JANIK Vaclav</b>	CZ	Lola B02/50			E2-SS 3000	<b>2:51.36</b>
[1]	3.55 <sup>(10)</sup> T	1:22.50 <sup>(4)</sup> T	2:44.23 <sup>(6)</sup> T	<b>2:56.27<sup>(6)</sup></b>	122.5		+14.64
	55.8	1:18.95 <sup>(4)</sup> 109.2	1:21.73 <sup>(6)</sup> 132.1	12.04 <sup>(6)</sup> 164.5			
[2]	3.39 <sup>(6)</sup> T	1:19.82 <sup>(5)</sup> T	2:39.51 <sup>(4)</sup> T	<b>2:51.36<sup>(3)</sup></b>	126.1		
	58.4	1:16.43 <sup>(6)</sup> 112.8	1:19.69 <sup>(6)</sup> 135.5	11.85 <sup>(7)</sup> 167.1			
<b>6.</b>	<b>6 CINELLI Franco</b>	I	Lola B99/50	Formula 3000	Etruria	E2-SS 3000	<b>2:52.05</b>
[1]	3.53 <sup>(8)</sup> T	1:22.71 <sup>(5)</sup> T	2:45.13 <sup>(7)</sup> T	<b>2:57.04<sup>(7)</sup></b>	122.0		+15.33
	56.1	1:19.18 <sup>(5)</sup> 108.9	1:22.42 <sup>(8)</sup> 131.0	11.91 <sup>(5)</sup> 166.2			
[2]	3.43 <sup>(8)</sup> T	1:19.59 <sup>(4)</sup> T	2:40.40 <sup>(6)</sup> T	<b>2:52.05<sup>(3)</sup></b>	125.5		
	57.7	1:16.16 <sup>(5)</sup> 113.2	1:20.81 <sup>(7)</sup> 133.6	11.65 <sup>(5)</sup> 170.0			
<b>7.</b>	<b>4 DUCOMMUN Julien</b>	CH	Osella FA30			E2-SS 3000	<b>2:52.87</b>
[1]	4.03 <sup>(16)</sup> T	1:20.53 <sup>(3)</sup> T	2:41.99 <sup>(4)</sup> T	<b>2:53.30<sup>(4)</sup></b>	124.6		+16.15
	49.1	1:16.50 <sup>(3)</sup> 112.7	1:21.46 <sup>(5)</sup> 132.6	11.31 <sup>(3)</sup> 175.1			
[2]	11.08 <sup>(16)</sup> T	1:25.17 <sup>(10)</sup> T	2:41.71 <sup>(7)</sup> T	<b>2:52.87<sup>(3)</sup></b>	124.9		
	17.9	1:14.09 <sup>(3)</sup> 116.4	1:16.54 <sup>(2)</sup> 141.1	11.16 <sup>(3)</sup> 177.4			
<b>8.</b>	<b>9 MORATELLI Matteo</b>	I	Lola D99	Zytec	Vimotorsport	E2-SS 3000	<b>2:56.39</b>
[1]	3.53 <sup>(8)</sup> T	1:25.66 <sup>(10)</sup> T	2:49.90 <sup>(10)</sup> T	<b>3:02.04<sup>(10)</sup></b>	118.7		+19.67
	56.1	1:22.13 <sup>(10)</sup> 105.0	1:24.24 <sup>(9)</sup> 128.2	12.14 <sup>(7)</sup> 163.1			
[2]	3.32 <sup>(1)</sup> T	1:22.07 <sup>(7)</sup> T	2:44.41 <sup>(8)</sup> T	<b>2:56.39<sup>(7)</sup></b>	122.5		
	59.6	1:18.75 <sup>(8)</sup> 109.5	1:22.34 <sup>(8)</sup> 131.2	11.98 <sup>(8)</sup> 165.3			
<b>9.</b>	<b>11 BOTTURA Adolfo</b>	I	Lola B99/50		Speed Motor	E2-SS 3000	<b>2:58.97</b>
[1]	3.48 <sup>(7)</sup> T	1:24.70 <sup>(8)</sup> T	2:46.76 <sup>(8)</sup> T	<b>2:58.97<sup>(8)</sup></b>	120.7		+22.25
	56.9	1:21.22 <sup>(8)</sup> 106.2	1:22.06 <sup>(7)</sup> 131.6	12.21 <sup>(9)</sup> 162.2			
[2]	3.36 <sup>(3)</sup> T	1:23.73 <sup>(8)</sup> T	2:47.46 <sup>(9)</sup> T	<b>2:59.82<sup>(9)</sup></b>	120.1		
	58.9	1:20.37 <sup>(9)</sup> 107.3	1:23.73 <sup>(9)</sup> 129.0	12.36 <sup>(10)</sup> 160.2			
<b>10.</b>	<b>7 SVOBODA Milan</b>	CZ	Lola B99		Cms Racing Cars	E2-SS 3000	<b>3:00.68</b>
							+23.96

	P. N. Conduuttore		Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone						
[1]	3.47 <sup>(6)</sup>	1:24.74 <sup>(9)</sup>	2:49.79 <sup>(9)</sup>	3:02.01 <sup>(9)</sup>	118.7			
	57.1	1:21.27 <sup>(9)</sup> 106.1	1:25.05 <sup>(10)</sup> 127.0	12.22 <sup>(10)</sup> 162.0				
[2]	3.44 <sup>(9)</sup>	1:23.90 <sup>(9)</sup>	2:48.68 <sup>(10)</sup>	3:00.68 <sup>(9)</sup>	119.5			
	57.6	1:20.46 <sup>(10)</sup> 107.2	1:24.78 <sup>(10)</sup> 127.4	12.00 <sup>(9)</sup> 165.0				
<b>11. 16 BERTÒ Franco</b>		I	Tatuus Renault	Realmotorsport	E2-SS 1600		<b>3:06.97</b>	
[1]	3.21 <sup>(1)</sup>	1:28.62 <sup>(11)</sup>	2:54.63 <sup>(11)</sup>	3:07.72 <sup>(11)</sup>	115.1		+30.25	
	61.7	1:25.41 <sup>(11)</sup> 100.9	1:26.01 <sup>(11)</sup> 125.6	13.09 <sup>(11)</sup> 151.3				
[2]	3.34 <sup>(2)</sup>	1:27.38 <sup>(11)</sup>	2:54.06 <sup>(11)</sup>	3:06.97 <sup>(11)</sup>	115.5			
	59.3	1:24.04 <sup>(11)</sup> 102.6	1:26.68 <sup>(11)</sup> 124.6	12.91 <sup>(11)</sup> 153.4				
<b>12. 14 PEDROTTI Gino</b>		I	Formula Renault	Vimotorsport	E2-SS 2000		<b>3:13.46</b>	
[1]	3.35 <sup>(2)</sup>	1:29.87 <sup>(12)</sup>	3:02.79 <sup>(12)</sup>	3:16.39 <sup>(12)</sup>	110.0		+36.74	
	59.1	1:26.52 <sup>(12)</sup> 99.7	1:32.92 <sup>(13)</sup> 116.2	13.60 <sup>(12)</sup> 145.6				
[2]	3.49 <sup>(11)</sup>	1:29.25 <sup>(13)</sup>	2:59.86 <sup>(12)</sup>	3:13.46 <sup>(12)</sup>	111.7			
	56.7	1:25.76 <sup>(13)</sup> 100.5	1:30.61 <sup>(12)</sup> 119.2	13.60 <sup>(12)</sup> 145.6				
<b>13. 21 BONACCHI Fabrizio</b>		I	Gloria Kit	Asd Fast 97	E2-SS 1600		<b>3:13.95</b>	
[1]	3.39 <sup>(4)</sup>	1:38.56 <sup>(16)</sup>	3:11.14 <sup>(15)</sup>	3:25.47 <sup>(15)</sup>	105.1		+37.23	
	58.4	1:35.17 <sup>(16)</sup> 90.6	1:32.58 <sup>(12)</sup> 116.7	14.33 <sup>(14)</sup> 138.2				
[2]	3.60 <sup>(12)</sup>	1:29.04 <sup>(12)</sup>	2:59.88 <sup>(13)</sup>	3:13.95 <sup>(12)</sup>	111.4			
	55.0	1:25.44 <sup>(12)</sup> 100.9	1:30.84 <sup>(13)</sup> 118.9	14.07 <sup>(15)</sup> 140.7				
<b>14. 12 NALON Marietto</b>		I	Leyton House		E2-SS 3000		<b>3:17.87</b>	
[1]	3.41 <sup>(5)</sup>	1:30.17 <sup>(13)</sup>	3:05.92 <sup>(13)</sup>	3:20.30 <sup>(13)</sup>	107.8		+41.15	
	58.1	1:26.76 <sup>(13)</sup> 99.4	1:35.75 <sup>(15)</sup> 112.8	14.38 <sup>(15)</sup> 137.7				
[2]	3.46 <sup>(10)</sup>	1:29.86 <sup>(14)</sup>	3:03.93 <sup>(14)</sup>	3:17.87 <sup>(13)</sup>	109.2			
	57.2	1:26.40 <sup>(14)</sup> 99.8	1:34.07 <sup>(15)</sup> 114.8	13.94 <sup>(13)</sup> 142.0				
<b>15. 19 BUTTOLETTI Graziano</b>		I	Gloria B5	ACN Forze di Polizia	E2-SS 1600		<b>3:19.56</b>	
[1]	3.35 <sup>(2)</sup>	1:34.90 <sup>(14)</sup>	3:10.33 <sup>(14)</sup>	3:24.59 <sup>(14)</sup>	105.6		+42.84	
	59.1	1:31.55 <sup>(14)</sup> 94.2	1:35.43 <sup>(14)</sup> 113.2	14.26 <sup>(13)</sup> 138.8				
[2]	3.38 <sup>(4)</sup>	1:32.32 <sup>(16)</sup>	3:05.51 <sup>(15)</sup>	3:19.56 <sup>(13)</sup>	108.2			
	58.6	1:28.94 <sup>(16)</sup> 96.9	1:33.19 <sup>(14)</sup> 115.9	14.05 <sup>(14)</sup> 140.9				
<b>16. 18 PEDRINI Thomas</b>		I	Gloria B5	Destra 4	E2-SS 1600		<b>3:22.22</b>	
[1]	3.75 <sup>(13)</sup>	1:35.64 <sup>(15)</sup>	3:13.43 <sup>(16)</sup>	3:27.91 <sup>(16)</sup>	103.9		+45.50	
	52.8	1:31.89 <sup>(15)</sup> 93.8	1:37.79 <sup>(16)</sup> 110.4	14.48 <sup>(16)</sup> 136.7				
[2]	3.71 <sup>(14)</sup>	1:31.86 <sup>(15)</sup>	3:07.69 <sup>(16)</sup>	3:22.22 <sup>(14)</sup>	106.8			
	53.4	1:28.15 <sup>(15)</sup> 97.8	1:35.83 <sup>(16)</sup> 112.7	14.53 <sup>(16)</sup> 136.3				

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