



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

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P. N.	Conduttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie		VMed	VMax	
<b>1. 233</b>	<b>SALA Mario</b>	I	Porsche 906			1GR BC2000	<b>7:23.94</b>
[1]	4.29 <sup>(2)</sup>	1:43.53 <sup>(1)</sup>	3:26.10 <sup>(1)</sup>	<b>3:42.96<sup>(1)</sup></b>	96.9		
	46.2	1:39.24 <sup>(1)</sup>	86.9 1:42.57 <sup>(1)</sup>	105.3 16.86 <sup>(1)</sup>	117.4		
[2]	4.18 <sup>(1)</sup>	1:42.25 <sup>(1)</sup>	3:25.23 <sup>(1)</sup>	<b>3:40.98<sup>(1)</sup></b>	97.7		
	47.4	1:38.07 <sup>(1)</sup>	87.9 1:42.98 <sup>(1)</sup>	104.9 15.75 <sup>(1)</sup>	125.7		
<b>2. 293</b>	<b>FUMI Ranieri</b>	I	Jaguar E-Type		Team Italia	1F GTS2000+	<b>7:59.88</b>
[1]	4.44 <sup>(3)</sup>	1:50.02 <sup>(2)</sup>	3:42.55 <sup>(2)</sup>	<b>4:00.06<sup>(2)</sup></b>	90.0		+35.94
	44.6	1:45.58 <sup>(2)</sup>	81.7 1:52.53 <sup>(2)</sup>	96.0 17.51 <sup>(2)</sup>	113.1		
[2]	4.39 <sup>(2)</sup>	1:49.06 <sup>(2)</sup>	3:42.52 <sup>(2)</sup>	<b>3:59.82<sup>(2)</sup></b>	90.1		
	45.1	1:44.67 <sup>(2)</sup>	82.4 1:53.46 <sup>(2)</sup>	95.2 17.30 <sup>(2)</sup>	114.5		
<b>3. 298</b>	<b>GOBBINI Boris</b>	I	Fiat Abarth 1000		Valdelsa Classic	1F T1000	<b>8:18.85</b>
[1]	4.94 <sup>(7)</sup>	5:28.68 <sup>(7)</sup>	3:48.75 <sup>(3)</sup>	<b>4:07.09<sup>(3)</sup></b>	87.4		+54.91
	40.1	5:23.74 <sup>(7)</sup>	26.6	18.34 <sup>(3)</sup>	108.0		
[2]	4.77 <sup>(4)</sup>	1:55.53 <sup>(3)</sup>	3:53.28 <sup>(3)</sup>	<b>4:11.76<sup>(4)</sup></b>	85.8		
	41.5	1:50.76 <sup>(3)</sup>	77.8 1:57.75 <sup>(3)</sup>	91.7 18.48 <sup>(3)</sup>	107.1		
<b>4. 301</b>	<b>FRENGUELLOTTI Marco</b>	I	Abarth 850 TC		Team Racing Gubbio	1F TC850	<b>8:31.80</b>
[1]	4.83 <sup>(4)</sup>	1:57.59 <sup>(3)</sup>	3:56.11 <sup>(4)</sup>	<b>4:15.22<sup>(4)</sup></b>	84.6		+1:07.86
	41.0	1:52.76 <sup>(3)</sup>	76.5 1:58.52 <sup>(3)</sup>	91.1 19.11 <sup>(4)</sup>	103.6		
[2]	4.85 <sup>(5)</sup>	1:58.73 <sup>(4)</sup>	3:57.69 <sup>(4)</sup>	<b>4:16.58<sup>(5)</sup></b>	84.2		
	40.8	1:53.88 <sup>(4)</sup>	75.7 1:58.96 <sup>(4)</sup>	90.8 18.89 <sup>(4)</sup>	104.8		
<b>5. 296</b>	<b>BRENCIAGLIA Anna</b>	I	Austin Mini Cooper			1F TC1300	<b>8:46.16</b>
[1]	4.88 <sup>(6)</sup>	2:01.48 <sup>(5)</sup>	4:02.82 <sup>(5)</sup>	<b>4:21.97<sup>(5)</sup></b>	82.5		+1:22.22
	40.6	1:56.60 <sup>(5)</sup>	73.9 2:01.34 <sup>(4)</sup>	89.0 19.15 <sup>(5)</sup>	103.4		
[2]	4.66 <sup>(3)</sup>	2:01.23 <sup>(5)</sup>	4:04.43 <sup>(5)</sup>	<b>4:24.19<sup>(7)</sup></b>	81.8		
	42.5	1:56.57 <sup>(5)</sup>	74.0 2:03.20 <sup>(6)</sup>	87.7 19.76 <sup>(5)</sup>	100.2		
<b>6. 297</b>	<b>BALBI Alessandro</b>	I	Innocenti Mini Cooper 1.0			1G1 T1000	<b>8:48.79</b>
[1]	5.19 <sup>(8)</sup>	2:01.13 <sup>(4)</sup>	4:03.21 <sup>(6)</sup>	<b>4:23.02<sup>(6)</sup></b>	82.1		+1:24.85
	38.2	1:55.94 <sup>(4)</sup>	74.4 2:02.08 <sup>(5)</sup>	88.5 19.81 <sup>(6)</sup>	99.9		
[2]	5.19 <sup>(7)</sup>	2:02.79 <sup>(6)</sup>	4:05.93 <sup>(6)</sup>	<b>4:25.77<sup>(7)</sup></b>	81.3		
	38.2	1:57.60 <sup>(6)</sup>	73.3 2:03.14 <sup>(5)</sup>	87.7 19.84 <sup>(6)</sup>	99.8		
<b>7. 295</b>	<b>COLESCI Santi</b>	I	Renault 8 Gordini			1G1 TC1300	<b>9:03.00</b>
[1]	4.83 <sup>(4)</sup>	2:02.17 <sup>(6)</sup>	4:10.67 <sup>(7)</sup>	<b>4:31.54<sup>(7)</sup></b>	79.5		+1:39.06
	41.0	1:57.34 <sup>(6)</sup>	73.5 2:08.50 <sup>(6)</sup>	84.0 20.87 <sup>(7)</sup>	94.9		
[2]	4.85 <sup>(5)</sup>	2:03.34 <sup>(7)</sup>	4:10.91 <sup>(7)</sup>	<b>4:31.46<sup>(7)</sup></b>	79.6		
	40.8	1:58.49 <sup>(7)</sup>	72.8 2:07.57 <sup>(7)</sup>	84.7 20.55 <sup>(7)</sup>	96.4		
<b>8. 234</b>	<b>CHIANUCCI Giancarlo</b>	I	Lancia Barchetta		Piloti Senesi	1GR BC1600	
[1]	4.13 <sup>(1)</sup>			NF1NS2			
	47.9						

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

Risultati e Telemetrie a cura di Francesco Dariz