



# 41<sup>a</sup> Cronoscalata Pieve Santo Stefano - Passo dello Spino Auto Storiche Performance Analysis 2. Gr.

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P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
55m	Fontandrone	Lastraie	VMed	VMax			
<b>1. 276</b>	<b>MORSELLI Fernando</b>	I	Audi 80 GTE		Valdelsa Classic	2I TC1600	<b>7:18.30</b>
[1]	4.57 <sup>(5)</sup> T	1:41.66 <sup>(3)</sup> T	3:22.46 <sup>(1)</sup> T	<b>3:38.55<sup>(1)</sup></b>	98.8		
	43.3	1:37.09 <sup>(2)</sup>	88.8 1:40.80 <sup>(1)</sup>	107.1 16.09 <sup>(2)</sup>	123.1		
[2]	4.44 <sup>(5)</sup> T	1:42.02 <sup>(2)</sup> T	3:23.78 <sup>(1)</sup> T	<b>3:39.75<sup>(4)</sup></b>	98.3		
	44.6	1:37.58 <sup>(1)</sup>	88.4 1:41.76 <sup>(1)</sup>	106.1 15.97 <sup>(2)</sup>	124.0		
<b>2. 281</b>	<b>BRAGAGNI CAPACCINI Ennio</b>	I	Fiat Giannini 650 NP		Etruria	2G2H1 TC700	<b>7:21.58</b>
[1]	4.70 <sup>(7)</sup> T	1:41.60 <sup>(2)</sup> T	3:22.65 <sup>(2)</sup> T	<b>3:39.18<sup>(2)</sup></b>	98.5		+3.28
	42.1	1:36.90 <sup>(1)</sup>	89.0 1:41.05 <sup>(2)</sup>	106.9 16.53 <sup>(5)</sup>	119.8		
[2]	4.76 <sup>(8)</sup> T	1:43.86 <sup>(4)</sup> T	3:25.96 <sup>(2)</sup> T	<b>3:42.40<sup>(4)</sup></b>	97.1		
	41.6	1:39.10 <sup>(4)</sup>	87.0 1:42.10 <sup>(2)</sup>	105.8 16.44 <sup>(4)</sup>	120.4		
<b>3. 273</b>	<b>CRESCI Ivo</b>	I	De Tomaso Pantera		Etruria	2H1 GT2500+	<b>7:25.48</b>
[1]	3.81 <sup>(1)</sup> T	1:41.03 <sup>(1)</sup> T	3:23.25 <sup>(3)</sup> T	<b>3:39.62<sup>(3)</sup></b>	98.4		+7.18
	52.0	1:37.22 <sup>(3)</sup>	88.7 1:42.22 <sup>(3)</sup>	105.7 16.37 <sup>(3)</sup>	121.0		
[2]	3.75 <sup>(1)</sup> T	1:41.72 <sup>(1)</sup> T	3:28.81 <sup>(4)</sup> T	<b>3:45.86<sup>(5)</sup></b>	95.6		
	52.8	1:37.97 <sup>(2)</sup>	88.0 1:47.09 <sup>(5)</sup>	100.8 17.05 <sup>(6)</sup>	116.1		
<b>4. 272</b>	<b>BRANDI Silvano</b>	I	De Tomaso Pantera		Team Italia	2H1 GT2500+	<b>7:28.15</b>
[1]	3.85 <sup>(2)</sup> T	1:43.60 <sup>(4)</sup> T	3:28.62 <sup>(4)</sup> T	<b>3:44.08<sup>(4)</sup></b>	96.4		+9.85
	51.4	1:39.75 <sup>(4)</sup>	86.4 1:45.02 <sup>(6)</sup>	102.8 15.46 <sup>(1)</sup>	128.1		
[2]	3.81 <sup>(2)</sup> T	1:42.74 <sup>(3)</sup> T	3:28.61 <sup>(3)</sup> T	<b>3:44.07<sup>(4)</sup></b>	96.4		
	52.0	1:38.93 <sup>(3)</sup>	87.2 1:45.87 <sup>(3)</sup>	102.0 15.46 <sup>(1)</sup>	128.1		
<b>5. 275</b>	<b>BARTOLUCCI Umberto</b>	I	Alfa Romeo Giulia GT Veloce		Piloti Forlivesi	2H1 TC2000	<b>7:38.75</b>
[1]	4.23 <sup>(3)</sup> T	1:46.16 <sup>(6)</sup> T	3:30.79 <sup>(5)</sup> T	<b>3:47.65<sup>(5)</sup></b>	94.9		+20.45
	46.8	1:41.93 <sup>(6)</sup>	84.6 1:44.63 <sup>(4)</sup>	103.2 16.86 <sup>(6)</sup>	117.4		
[2]	4.16 <sup>(3)</sup> T	1:46.41 <sup>(5)</sup> T	3:34.22 <sup>(6)</sup> T	<b>3:51.10<sup>(7)</sup></b>	93.5		
	47.6	1:42.25 <sup>(5)</sup>	84.3 1:47.81 <sup>(6)</sup>	100.2 16.88 <sup>(5)</sup>	117.3		
<b>6. 282</b>	<b>VIGGIANI Mario Riccardo</b>	I	Fiat Giannini 650 NP			2G2H1 TC700	<b>7:39.80</b>
[1]	4.80 <sup>(9)</sup> T	1:46.15 <sup>(5)</sup> T	3:31.09 <sup>(6)</sup> T	<b>3:48.43<sup>(6)</sup></b>	94.6		+21.50
	41.3	1:41.35 <sup>(5)</sup>	85.1 1:44.94 <sup>(5)</sup>	102.9 17.34 <sup>(7)</sup>	114.2		
[2]	4.70 <sup>(7)</sup> T	1:47.89 <sup>(7)</sup> T	3:34.03 <sup>(5)</sup> T	<b>3:51.37<sup>(7)</sup></b>	93.4		
	42.1	1:43.19 <sup>(7)</sup>	83.6 1:46.14 <sup>(4)</sup>	101.8 17.34 <sup>(7)</sup>	114.2		
<b>7. 259</b>	<b>CERUTTI Piercarlo</b>	I	Porsche 911 S		Racing Club 19	2H1 GTS2500	<b>7:47.02</b>
[1]	4.25 <sup>(4)</sup> T	1:46.99 <sup>(7)</sup> T	3:38.08 <sup>(7)</sup> T	<b>3:54.47<sup>(7)</sup></b>	92.1		+28.72
	46.6	1:42.74 <sup>(7)</sup>	83.9 1:51.09 <sup>(7)</sup>	97.2 16.39 <sup>(4)</sup>	120.8		
[2]	4.23 <sup>(4)</sup> T	1:46.50 <sup>(6)</sup> T	3:36.12 <sup>(7)</sup> T	<b>3:52.55<sup>(7)</sup></b>	92.9		
	46.8	1:42.27 <sup>(6)</sup>	84.3 1:49.62 <sup>(7)</sup>	98.5 16.43 <sup>(3)</sup>	120.5		
<b>8. 278</b>	<b>BURZI Cristian</b>	I	Innocenti Mini Cooper 1.3		Valdelsa Classic	2I TC1300	<b>8:16.10</b>
[1]	4.76 <sup>(8)</sup> T	1:53.50 <sup>(8)</sup> T	3:49.30 <sup>(8)</sup> T	<b>4:07.37<sup>(8)</sup></b>	87.3		+57.80
	41.6	1:48.74 <sup>(8)</sup>	79.3 1:55.80 <sup>(8)</sup>	93.3 18.07 <sup>(8)</sup>	109.6		
[2]	4.79 <sup>(9)</sup> T	1:53.08 <sup>(8)</sup> T	3:50.48 <sup>(8)</sup> T	<b>4:08.73<sup>(9)</sup></b>	86.8		
	41.3	1:48.29 <sup>(8)</sup>	79.6 1:57.40 <sup>(9)</sup>	92.0 18.25 <sup>(9)</sup>	108.5		
<b>9. 283</b>	<b>CECCHI Roberto</b>	I	Fiat Abarth 695 SS		Biondetti	2G2H1 TC700	<b>8:25.79</b>
[1]	4.89 <sup>(11)</sup> T	1:56.97 <sup>(9)</sup> T	3:53.98 <sup>(9)</sup> T	<b>4:13.93<sup>(10)</sup></b>	85.1		+1:07.49
	40.5	1:52.08 <sup>(9)</sup>	76.9 1:57.01 <sup>(9)</sup>	92.3 19.95 <sup>(12)</sup>	99.2		
[2]	4.91 <sup>(11)</sup> T	1:54.08 <sup>(9)</sup> T	3:52.36 <sup>(9)</sup> T	<b>4:11.86<sup>(9)</sup></b>	85.8		
	40.3	1:49.17 <sup>(9)</sup>	79.0 1:58.28 <sup>(10)</sup>	91.3 19.50 <sup>(11)</sup>	101.5		
<b>10. 289</b>	<b>FIORUCCI Osvaldo</b>	I	Autobianchi A112 Abarth 70 hp Chimera Classic Motor			2H1 T1150	<b>8:26.28</b>
							+1:07.98

P. N. Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.
55m Fontandrone	Lastraia	Arrivo	VMed	VMax	
[1] 5.24 <sup>(13)</sup> 37.8		3:54.99 <sup>(10)</sup> T 4:13.16 <sup>(9)</sup>	85.3	18.17 <sup>(9)</sup> 109.0	
[2] 5.00 <sup>(12)</sup> T 39.6	1:58.29 <sup>(11)</sup> T 76.1	3:55.07 <sup>(10)</sup> T 1:56.78 <sup>(8)</sup> 92.5	85.3	18.05 <sup>(8)</sup> 109.7	
<b>11. 279 BECCARI Ferruccio</b>	I	Alfa Romeo GT Junior	Malatesta	2H1 TC1300	<b>8:34.80</b> +1:16.50
[1] 4.67 <sup>(6)</sup> T 42.4	1:58.43 <sup>(10)</sup> T 75.8	3:59.00 <sup>(11)</sup> T 2:00.57 <sup>(10)</sup> 89.6	83.5	4:18.76 <sup>(11)</sup> 19.76 <sup>(10)</sup> 100.2	
[2] 4.48 <sup>(6)</sup> T 44.2	1:56.25 <sup>(10)</sup> T 77.1	3:57.53 <sup>(11)</sup> T 2:01.28 <sup>(11)</sup> 89.1	84.4	4:16.04 <sup>(11)</sup> 18.51 <sup>(10)</sup> 107.0	
<b>12. 291 BIZZARRI Donatello</b>	I	Fiat 127		2G2 T1000	<b>8:58.72</b> +1:40.42
[1] 5.42 <sup>(14)</sup> T 36.5	2:05.74 <sup>(12)</sup> T 71.7	4:10.05 <sup>(12)</sup> T 2:04.31 <sup>(11)</sup> 86.9	80.0	4:29.98 <sup>(12)</sup> 19.93 <sup>(11)</sup> 99.3	
[2] 5.47 <sup>(13)</sup> T 36.2	2:05.26 <sup>(13)</sup> T 72.0	4:08.88 <sup>(12)</sup> T 2:03.62 <sup>(12)</sup> 87.4	80.4	4:28.74 <sup>(12)</sup> 19.86 <sup>(12)</sup> 99.7	
<b>13. 287 FAZIO TIRROZZO Salvatore</b>		Fiat 128 Coupé SL		2H1 T1300	<b>9:06.73</b> +1:48.43
[1] 4.87 <sup>(10)</sup> T 40.7	2:04.12 <sup>(11)</sup> T 72.3	4:12.48 <sup>(13)</sup> T 2:08.36 <sup>(12)</sup> 84.1	79.2	4:32.72 <sup>(13)</sup> 20.24 <sup>(13)</sup> 97.8	
[2] 4.85 <sup>(10)</sup> T 40.8	2:04.10 <sup>(12)</sup> T 72.3	4:13.44 <sup>(13)</sup> T 2:09.34 <sup>(13)</sup> 83.5	78.8	4:34.01 <sup>(14)</sup> 20.57 <sup>(13)</sup> 96.3	
<b>14. 286 PANUNZI Roberto</b>	I	Innocenti Mini Cooper		2H1 T1300	
[1] 4.94 <sup>(12)</sup> 40.1		NF1NS2			

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

Risultati e Telemetrie a cura di Francesco Dariz