



# 42<sup>a</sup> Cronoscalata Pieve Santo Stefano - Passo dello Spino Auto Storiche Performance Analysis

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	VMed	VMax
<b>1. 238</b>	<b>CREMONESI Franco</b>	I	Osella PA 9/90	Sport Management	4JRBC2000	<b>6:52.68</b>
[1]	3.73 <sup>(1)</sup>	1:35.17 <sup>(1)</sup>	3:15.22 <sup>(1)</sup>	3:31.10 <sup>(1)</sup>	102.3	
	53.1	1:31.44 <sup>(1)</sup> 94.3	1:40.05 <sup>(1)</sup> 107.9	15.88 <sup>(1)</sup> 124.7		
[2]	3.81 <sup>(1)</sup>	1:32.69 <sup>(1)</sup>	3:06.27 <sup>(1)</sup>	3:21.58 <sup>(1)</sup>	107.2	
	52.0	1:28.88 <sup>(1)</sup> 97.0	1:33.58 <sup>(1)</sup> 115.4	15.31 <sup>(1)</sup> 129.3		
<b>2. 235</b>	<b>ARALLA Matteo</b>	I	Renault Formula Europa	Valdelsa Classic M.C.	2HRMP1600	<b>7:22.02</b>
[1]	4.30 <sup>(3)</sup>	1:42.75 <sup>(2)</sup>	3:24.80 <sup>(2)</sup>	3:41.86 <sup>(2)</sup>	97.4	+29.34
	46.0	1:38.45 <sup>(2)</sup> 87.6	1:42.05 <sup>(2)</sup> 105.8	17.06 <sup>(2)</sup> 116.1		
[2]	3.83 <sup>(2)</sup>	1:38.33 <sup>(2)</sup>	3:22.81 <sup>(2)</sup>	3:40.16 <sup>(2)</sup>	98.1	
	51.7	1:34.50 <sup>(2)</sup> 91.2	1:44.48 <sup>(3)</sup> 103.4	17.35 <sup>(3)</sup> 114.1		
<b>3. 246</b>	<b>PIOMBONI Roberto</b>	I	BMW M3 E30	Etruria	CI.J2N2000+	<b>7:51.91</b>
[1]	4.57 <sup>(6)</sup>	1:51.78 <sup>(3)</sup>	3:49.92 <sup>(4)</sup>	4:09.18 <sup>(4)</sup>	86.7	+59.23
	43.3	1:47.21 <sup>(3)</sup> 80.4	1:58.14 <sup>(6)</sup> 91.4	19.26 <sup>(3)</sup> 102.8		
[2]	4.30 <sup>(4)</sup>	1:43.07 <sup>(3)</sup>	3:25.81 <sup>(3)</sup>	3:42.73 <sup>(3)</sup>	97.0	
	46.0	1:38.77 <sup>(3)</sup> 87.3	1:42.74 <sup>(2)</sup> 105.1	16.92 <sup>(2)</sup> 117.0		
<b>4. 249</b>	<b>MARIOTTI David</b>	I	A112 Abarth 70hp	Etruria	3ITC1150	<b>8:04.18</b>
[1]	5.04 <sup>(12)</sup>	1:54.81 <sup>(6)</sup>	3:48.85 <sup>(3)</sup>	4:08.62 <sup>(3)</sup>	86.9	+1:11.50
	39.3	1:49.77 <sup>(5)</sup> 78.5	1:54.04 <sup>(3)</sup> 94.7	19.77 <sup>(7)</sup> 100.2		
[2]	4.95 <sup>(11)</sup>	1:50.86 <sup>(5)</sup>	3:37.36 <sup>(5)</sup>	3:55.56 <sup>(3)</sup>	91.7	
	40.0	1:45.91 <sup>(5)</sup> 81.4	1:46.50 <sup>(4)</sup> 101.4	18.20 <sup>(4)</sup> 108.8		
<b>5. 254</b>	<b>CRESCI Ivo</b>	I	De Tomaso Pantera	Etruria	2H1GT2500+	<b>8:08.74</b>
[1]	4.00 <sup>(2)</sup>	1:54.51 <sup>(5)</sup>	3:55.17 <sup>(5)</sup>	4:14.89 <sup>(5)</sup>	84.7	+1:16.06
	49.5	1:50.51 <sup>(6)</sup> 78.0	2:00.66 <sup>(8)</sup> 89.5	19.72 <sup>(6)</sup> 100.4		
[2]	4.10 <sup>(3)</sup>	1:44.79 <sup>(4)</sup>	3:35.52 <sup>(4)</sup>	3:53.85 <sup>(3)</sup>	92.4	
	48.3	1:40.69 <sup>(4)</sup> 85.6	1:50.73 <sup>(5)</sup> 97.5	18.33 <sup>(5)</sup> 108.0		
<b>6. 263</b>	<b>CHIANUCCI Rosaldo</b>	I	Simca RALLYE 3	Etruria	2H1T1300	<b>8:22.29</b>
[1]	4.82 <sup>(8)</sup>	1:58.69 <sup>(10)</sup>	3:56.79 <sup>(7)</sup>	4:17.15 <sup>(6)</sup>	84.0	+1:29.61
	41.1	1:53.87 <sup>(10)</sup> 75.7	1:58.10 <sup>(5)</sup> 91.4	20.36 <sup>(11)</sup> 97.2		
[2]	4.62 <sup>(6)</sup>	1:52.35 <sup>(7)</sup>	3:46.04 <sup>(6)</sup>	4:05.14 <sup>(3)</sup>	88.1	
	42.9	1:47.73 <sup>(7)</sup> 80.0	1:53.69 <sup>(7)</sup> 95.0	19.10 <sup>(8)</sup> 103.7		
<b>7. 258</b>	<b>ANDREINI David</b>	I	A112 Abarth 58hp		2H1TC1000	<b>8:24.53</b>
[1]	5.56 <sup>(19)</sup>	1:57.02 <sup>(8)</sup>	3:56.37 <sup>(6)</sup>	4:17.41 <sup>(7)</sup>	83.9	+1:31.85
	35.6	1:51.46 <sup>(7)</sup> 77.4	1:59.35 <sup>(7)</sup> 90.5	21.04 <sup>(13)</sup> 94.1		
[2]	5.60 <sup>(17)</sup>	1:54.21 <sup>(11)</sup>	3:47.73 <sup>(8)</sup>	4:07.12 <sup>(3)</sup>	87.4	
	35.4	1:48.61 <sup>(10)</sup> 79.4	1:53.52 <sup>(6)</sup> 95.1	19.39 <sup>(11)</sup> 102.1		
<b>8. 245</b>	<b>CIABATTI Gabriele</b>	I	Peugeot 205 Rallye	Etruria	CI.J2A1300	<b>8:25.17</b>
[1]	4.95 <sup>(10)</sup>	1:58.57 <sup>(9)</sup>	3:59.84 <sup>(11)</sup>	4:19.26 <sup>(10)</sup>	83.3	+1:32.49
	40.0	1:53.62 <sup>(9)</sup> 75.9	2:01.27 <sup>(9)</sup> 89.1	19.42 <sup>(4)</sup> 102.0		
[2]	4.66 <sup>(7)</sup>	1:52.58 <sup>(8)</sup>	3:47.28 <sup>(7)</sup>	4:05.91 <sup>(3)</sup>	87.8	
	42.5	1:47.92 <sup>(8)</sup> 79.9	1:54.70 <sup>(9)</sup> 94.2	18.63 <sup>(6)</sup> 106.3		
<b>9. 248</b>	<b>PASTORELLI Lanfranco</b>	I	Fiat 500	Team Racing Gubbio	3ISIL700	<b>8:28.21</b>
[1]	4.46 <sup>(5)</sup>	1:53.91 <sup>(4)</sup>	3:59.48 <sup>(10)</sup>	4:20.15 <sup>(11)</sup>	83.0	+1:35.53
	44.4	1:49.45 <sup>(4)</sup> 78.8	2:05.57 <sup>(14)</sup> 86.0	20.67 <sup>(12)</sup> 95.8		
[2]	4.40 <sup>(5)</sup>	1:51.82 <sup>(6)</sup>	3:48.49 <sup>(9)</sup>	4:08.06 <sup>(3)</sup>	87.1	
	45.0	1:47.42 <sup>(6)</sup> 80.3	1:56.67 <sup>(10)</sup> 92.6	19.57 <sup>(12)</sup> 101.2		
<b>10. 243</b>	<b>TERLIZZI Raffaele</b>	I	Fiat Uno 70 sx	BL Racing	CI.J2A1600	<b>8:29.51</b>
[1]	4.92 <sup>(9)</sup>	1:56.51 <sup>(7)</sup>	3:57.92 <sup>(8)</sup>	4:17.60 <sup>(8)</sup>	83.9	+1:36.83
	40.2	1:51.59 <sup>(8)</sup> 77.3	2:01.41 <sup>(10)</sup> 89.0	19.68 <sup>(5)</sup> 100.6		
[2]	4.77 <sup>(9)</sup>	1:53.74 <sup>(10)</sup>	3:52.85 <sup>(12)</sup>	4:11.91 <sup>(5)</sup>	85.7	

P. N. Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.
55m	Fontandrone	Lastraie	Arrivo	VMed	VMax
41.5	1:48.97 <sup>(11)</sup> 79.1	1:59.11 <sup>(13)</sup> 90.7	19.06 <sup>(7)</sup> 103.9		
<b>11. 256 PICCARDI Giancarlo</b>	<b>I</b>	<b>Fiat 128 Coupé 1150</b>	<b>Etruria</b>	<b>2H1TC1150</b>	<b>8:36.10</b>
[1]	5.01 <sup>(11)</sup> 2:00.69 <sup>(12)</sup>	4:04.43 <sup>(13)</sup>	4:24.27 <sup>(13)</sup>	81.7	+1:43.42
	39.5 1:55.68 <sup>(12)</sup> 74.5	2:03.74 <sup>(12)</sup> 87.3	19.84 <sup>(8)</sup> 99.8		
[2]	5.15 <sup>(15)</sup> 1:53.64 <sup>(9)</sup>	3:52.52 <sup>(11)</sup>	4:11.83 <sup>(5)</sup>	85.8	
	38.4 1:48.49 <sup>(9)</sup> 79.5	1:58.88 <sup>(12)</sup> 90.8	19.31 <sup>(10)</sup> 102.5		
<b>12. 266 FIORUCCI Osvaldo</b>	<b>I</b>	<b>A112 Abarth 70hp</b>	<b>Chimera Classic Motor</b>	<b>2H1T1150</b>	<b>8:39.76</b>
[1]	5.19 <sup>(15)</sup> 2:02.94 <sup>(15)</sup>	4:08.50 <sup>(14)</sup>	4:30.05 <sup>(14)</sup>	80.0	+1:47.08
	38.2 1:57.75 <sup>(15)</sup> 73.2	2:05.56 <sup>(13)</sup> 86.0	21.55 <sup>(14)</sup> 91.9		
[2]	5.03 <sup>(13)</sup> 1:56.67 <sup>(14)</sup>	3:50.50 <sup>(10)</sup>	4:09.71 <sup>(5)</sup>	86.5	
	39.4 1:51.64 <sup>(14)</sup> 77.2	1:53.83 <sup>(8)</sup> 94.9	19.21 <sup>(9)</sup> 103.1		
<b>13. 242 PALANDRI Franco</b>	<b>I</b>	<b>Alfa Romeo 33 Q.V.</b>	<b>Granducato Corse</b>	<b>Cl.J2A1600</b>	<b>8:43.17</b>
[1]	5.14 <sup>(14)</sup> 2:01.15 <sup>(13)</sup>	4:03.80 <sup>(12)</sup>	4:24.03 <sup>(12)</sup>	81.8	+1:50.49
	38.5 1:56.01 <sup>(13)</sup> 74.3	2:02.65 <sup>(11)</sup> 88.1	20.23 <sup>(10)</sup> 97.9		
[2]	4.97 <sup>(12)</sup> 1:55.74 <sup>(13)</sup>	3:59.52 <sup>(14)</sup>	4:19.14 <sup>(10)</sup>	83.4	
	39.8 1:50.77 <sup>(13)</sup> 77.8	2:03.78 <sup>(15)</sup> 87.3	19.62 <sup>(13)</sup> 100.9		
<b>14. 251 ALBERTI Alessio</b>	<b>I</b>	<b>A112 Abarth 70hp</b>		<b>3ITC1150</b>	<b>8:50.72</b>
[1]	5.05 <sup>(13)</sup> 2:03.66 <sup>(16)</sup>	4:15.34 <sup>(15)</sup>	4:37.58 <sup>(15)</sup>	77.8	+1:58.04
	39.2 1:58.61 <sup>(16)</sup> 72.7	2:11.68 <sup>(15)</sup> 82.0	22.24 <sup>(15)</sup> 89.0		
[2]	4.76 <sup>(8)</sup> 1:54.53 <sup>(12)</sup>	3:52.98 <sup>(13)</sup>	4:13.14 <sup>(5)</sup>	85.3	
	41.6 1:49.77 <sup>(12)</sup> 78.5	1:58.45 <sup>(11)</sup> 91.2	20.16 <sup>(14)</sup> 98.2		
<b>15. 264 COCCI Paolo</b>	<b>I</b>	<b>Innocenti Mini Cooper 1.3</b>	<b>Chimera Classic Motor</b>	<b>2H1T1300</b>	<b>9:11.67</b>
[1]	5.26 <sup>(16)</sup> 2:07.29 <sup>(17)</sup>	4:23.96 <sup>(16)</sup>	4:47.09 <sup>(16)</sup>	75.2	+2:18.99
	37.6 2:02.03 <sup>(17)</sup> 70.7	2:16.67 <sup>(16)</sup> 79.0	23.13 <sup>(16)</sup> 85.6		
[2]	5.06 <sup>(14)</sup> 2:01.65 <sup>(15)</sup>	4:03.74 <sup>(15)</sup>	4:24.58 <sup>(14)</sup>	81.6	
	39.1 1:56.59 <sup>(15)</sup> 74.0	2:02.09 <sup>(14)</sup> 88.5	20.84 <sup>(15)</sup> 95.0		
<b>16. 265 FAZIO TIR. Salvatore</b>	<b>I</b>	<b>Fiat 128 Coupé SL</b>		<b>2H1T1300</b>	<b>9:43.65</b>
[1]	5.50 <sup>(18)</sup> 2:22.72 <sup>(18)</sup>	4:47.52 <sup>(17)</sup>	5:10.84 <sup>(17)</sup>	69.5	+2:50.97
	36.0 2:17.22 <sup>(18)</sup> 62.8	2:24.80 <sup>(17)</sup> 74.6	23.32 <sup>(17)</sup> 84.9		
[2]	4.89 <sup>(10)</sup> 2:03.91 <sup>(16)</sup>	4:11.63 <sup>(16)</sup>	4:32.81 <sup>(15)</sup>	79.2	
	40.5 1:59.02 <sup>(16)</sup> 72.4	2:07.72 <sup>(16)</sup> 84.6	21.18 <sup>(16)</sup> 93.5		
<b>17. 259 BRAGAGNI CAP. Ennio</b>	<b>I</b>	<b>Fiat Giannini 650 NP</b>	<b>Etruria</b>	<b>2H1TC700</b>	
<b>18. 241 DI BENEDETTO Giuseppe</b>		<b>Lotus B23</b>		<b>1GRBC1600</b>	
<b>19. 239 CHIARUCCI Giancarlo</b>	<b>I</b>	<b>Lancia Barchetta</b>	<b>Piloti Senesi</b>	<b>1GRBC1600</b>	
[1]	4.38 <sup>(4)</sup> 2:02.08 <sup>(14)</sup>	4:51.35 <sup>(18)</sup>	5:31.81 <sup>(18)</sup>	65.1	
	45.2 1:57.70 <sup>(14)</sup> 73.3	2:49.27 <sup>(18)</sup> 63.8	40.46 <sup>(18)</sup> 48.9		
<b>20. 247 GRADI Adriano</b>	<b>I</b>	<b>Renault 5 GT Turbo</b>	<b>Etruria</b>	<b>Cl.J2N2000+</b>	
[1]	4.69 <sup>(7)</sup>		NF1NS2		
	42.2				
<b>21. 244 BARTOLINI Mirco</b>	<b>I</b>	<b>Peugeot 205 Rallye</b>	<b>Etruria</b>	<b>Cl.J2A1300</b>	
<b>22. 262 NICCHI Eric</b>	<b>I</b>	<b>Alfa Romeo Giulia berlina</b>	<b>Speed Motor</b>	<b>2H1T1300</b>	
[1]	5.32 <sup>(17)</sup> 2:00.11 <sup>(11)</sup>	3:57.93 <sup>(9)</sup>	4:18.13 <sup>(9)</sup>	83.7	
	37.2 1:54.79 <sup>(11)</sup> 75.1	1:57.82 <sup>(4)</sup> 91.7	20.20 <sup>(9)</sup> 98.0		
[2]	5.31 <sup>(16)</sup>		DNF 2		
	37.3				

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

Risultati e Telemetrie a cura di Francesco Dariz