



# 42<sup>a</sup> Cronoscalata Pieve Santo Stefano - Passo dello Spino Auto Moderne E3 Performance Analysis

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.	
	55m	Fontandrone	Lastraie	Arrivo	VMed	VMax	
<b>1.</b>	<b>216</b>	<b>PACI Giuseppe</b>	I	Opel Astra GSI 16v	Senesi Team	E3/N2000	<b>7:32.76</b>
[1]	4.52 <sup>(1)</sup>	1:45.74 <sup>(1)</sup>	3:31.69 <sup>(1)</sup>	3:49.66 <sup>(1)</sup>	94.1		
	43.8	1:41.22 <sup>(1)</sup> 85.2	1:45.95 <sup>(2)</sup> 101.9	17.97 <sup>(4)</sup> 110.2			
[2]	4.49 <sup>(2)</sup>	1:43.52 <sup>(1)</sup>	3:26.14 <sup>(1)</sup>	3:43.10 <sup>(1)</sup>	96.8		
	44.1	1:39.03 <sup>(1)</sup> 87.1	1:42.62 <sup>(2)</sup> 105.2	16.96 <sup>(4)</sup> 116.7			
<b>2.</b>	<b>221</b>	<b>VERI Nicola</b>	I	Renault 5 GT Turbo	MKR Motorsport	E3/N2000	<b>7:38.76</b>
[1]	4.68 <sup>(6)</sup>	1:48.43 <sup>(4)</sup>	3:35.18 <sup>(3)</sup>	3:52.85 <sup>(2)</sup>	92.8		+6.00
	42.3	1:43.75 <sup>(4)</sup> 83.1	1:46.75 <sup>(3)</sup> 101.2	17.67 <sup>(2)</sup> 112.1			
[2]	4.53 <sup>(3)</sup>	1:46.56 <sup>(5)</sup>	3:28.98 <sup>(3)</sup>	3:45.91 <sup>(1)</sup>	95.6		
	43.7	1:42.03 <sup>(5)</sup> 84.5	1:42.42 <sup>(1)</sup> 105.4	16.93 <sup>(3)</sup> 117.0			
<b>3.</b>	<b>218</b>	<b>PILOTTO Adriano</b>	I	Renault Clio Williams	Vimotorsport	E3/N2000	<b>7:39.44</b>
[1]	4.78 <sup>(11)</sup>	1:46.81 <sup>(2)</sup>	3:35.21 <sup>(4)</sup>	3:53.16 <sup>(3)</sup>	92.6		+6.68
	41.4	1:42.03 <sup>(2)</sup> 84.5	1:48.40 <sup>(5)</sup> 99.6	17.95 <sup>(3)</sup> 110.3			
[2]	4.74 <sup>(8)</sup>	1:44.34 <sup>(3)</sup>	3:29.47 <sup>(4)</sup>	3:46.28 <sup>(1)</sup>	95.5		
	41.8	1:39.60 <sup>(3)</sup> 86.6	1:45.13 <sup>(6)</sup> 102.7	16.81 <sup>(2)</sup> 117.8			
<b>4.</b>	<b>219</b>	<b>PAGLIAI Giordano</b>	I	Renault Clio Williams	Team Italia	E3/N2000	<b>7:41.99</b>
[1]	4.52 <sup>(1)</sup>	1:47.83 <sup>(3)</sup>	3:34.97 <sup>(2)</sup>	3:53.42 <sup>(4)</sup>	92.5		+9.23
	43.8	1:43.31 <sup>(3)</sup> 83.5	1:47.14 <sup>(4)</sup> 100.8	18.45 <sup>(7)</sup> 107.3			
[2]	4.63 <sup>(5)</sup>	1:46.76 <sup>(6)</sup>	3:31.04 <sup>(5)</sup>	3:48.57 <sup>(1)</sup>	94.5		
	42.8	1:42.13 <sup>(6)</sup> 84.4	1:44.28 <sup>(5)</sup> 103.6	17.53 <sup>(7)</sup> 112.9			
<b>5.</b>	<b>217</b>	<b>CIPPICCIANI Stefano</b>	I	Renault 5 GT Turbo		E3/N2000	<b>7:46.16</b>
[1]	4.76 <sup>(8)</sup>	1:51.12 <sup>(7)</sup>	3:42.16 <sup>(6)</sup>	4:00.39 <sup>(6)</sup>	89.9		+13.40
	41.6	1:46.36 <sup>(7)</sup> 81.1	1:51.04 <sup>(7)</sup> 97.3	18.23 <sup>(5)</sup> 108.6			
[2]	4.73 <sup>(7)</sup>	1:44.24 <sup>(2)</sup>	3:28.25 <sup>(2)</sup>	3:45.77 <sup>(1)</sup>	95.7		
	41.9	1:39.51 <sup>(2)</sup> 86.6	1:44.01 <sup>(4)</sup> 103.8	17.52 <sup>(6)</sup> 113.0			
<b>6.</b>	<b>225</b>	<b>PIREDDA Alessio</b>	I	Renault Clio Williams		E3/N2000	<b>7:54.81</b>
[1]	4.63 <sup>(5)</sup>	1:51.61 <sup>(8)</sup>	3:40.96 <sup>(5)</sup>	3:59.40 <sup>(5)</sup>	90.2		+22.05
	42.8	1:46.98 <sup>(8)</sup> 80.6	1:49.35 <sup>(6)</sup> 98.8	18.44 <sup>(6)</sup> 107.4			
[2]	4.53 <sup>(3)</sup>	1:49.43 <sup>(10)</sup>	3:37.65 <sup>(9)</sup>	3:55.41 <sup>(5)</sup>	91.8		
	43.7	1:44.90 <sup>(10)</sup> 82.2	1:48.22 <sup>(8)</sup> 99.8	17.76 <sup>(8)</sup> 111.5			
<b>7.</b>	<b>209</b>	<b>CALÌ Alfredo</b>	I	Peugeot 205 Rallye	Antares Motorsport	E3/A1400	<b>7:57.86</b>
[1]	4.86 <sup>(13)</sup>	1:50.85 <sup>(6)</sup>	3:43.64 <sup>(7)</sup>	4:02.63 <sup>(7)</sup>	89.0		+25.10
	40.7	1:45.99 <sup>(5)</sup> 81.3	1:52.79 <sup>(9)</sup> 95.8	18.99 <sup>(9)</sup> 104.3			
[2]	4.76 <sup>(10)</sup>	1:48.57 <sup>(9)</sup>	3:37.29 <sup>(8)</sup>	3:55.23 <sup>(5)</sup>	91.8		
	41.6	1:43.81 <sup>(9)</sup> 83.1	1:48.72 <sup>(9)</sup> 99.3	17.94 <sup>(9)</sup> 110.4			
<b>8.</b>	<b>224</b>	<b>PIREDDA Mirko</b>	I	Renault Clio		E3/N2000	<b>8:00.19</b>
[1]	4.69 <sup>(7)</sup>	1:50.81 <sup>(5)</sup>	3:44.02 <sup>(8)</sup>	4:03.54 <sup>(9)</sup>	88.7		+27.43
	42.2	1:46.12 <sup>(6)</sup> 81.2	1:53.21 <sup>(10)</sup> 95.4	19.52 <sup>(12)</sup> 101.4			
[2]	4.79 <sup>(12)</sup>	1:47.78 <sup>(7)</sup>	3:38.57 <sup>(10)</sup>	3:56.65 <sup>(5)</sup>	91.3		
	41.3	1:42.99 <sup>(8)</sup> 83.7	1:50.79 <sup>(12)</sup> 97.5	18.08 <sup>(12)</sup> 109.5			
<b>9.</b>	<b>227</b>	<b>ANDREINI Mario</b>	I	Honda Civic Vti		E3/N1600	<b>8:07.04</b>
[1]	4.96 <sup>(14)</sup>	1:52.64 <sup>(9)</sup>	3:44.86 <sup>(9)</sup>	4:03.35 <sup>(8)</sup>	88.8		+34.28
	39.9	1:47.68 <sup>(9)</sup> 80.1	1:52.22 <sup>(8)</sup> 96.2	18.49 <sup>(8)</sup> 107.1			
[2]	4.84 <sup>(13)</sup>	1:51.36 <sup>(11)</sup>	3:45.37 <sup>(13)</sup>	4:03.69 <sup>(10)</sup>	88.6		
	40.9	1:46.52 <sup>(11)</sup> 80.9	1:54.01 <sup>(13)</sup> 94.7	18.32 <sup>(13)</sup> 108.1			
<b>10.</b>	<b>222</b>	<b>LEMMETTI Luca</b>	I	Renault 5 GT Turbo	MKR Motorsport	E3/N2000	<b>8:11.46</b>
[1]	4.84 <sup>(12)</sup>	1:57.39 <sup>(10)</sup>	3:52.30 <sup>(10)</sup>	4:11.48 <sup>(10)</sup>	85.9		+38.70
	40.9	1:52.55 <sup>(10)</sup> 76.6	1:54.91 <sup>(11)</sup> 94.0	19.18 <sup>(10)</sup> 103.2			
[2]	4.66 <sup>(6)</sup>	1:52.97 <sup>(13)</sup>	3:42.02 <sup>(12)</sup>	3:59.98 <sup>(6)</sup>	90.0		

P. N.	Conducente		Naz	Vettura		Scuderia		Classe	Tem./Dif.			
	55m	Fontandrone		Lastraie	Arrivo	VMed	VMax					
42.5	1:48.31	(13)	79.6	1:49.05	(10)	99.0	17.96	(10)	110.2			
<b>11.204</b>	<b>ALFIERI</b>	<b>Robertino</b>	I	Fiat Ritmo Abarth	130TC			E3/A2000	<b>8:12.66</b>			
[1]	4.54	(3)		1:58.92	(11)		4:02.53	(11)	4:21.74	(11)	82.5	+39.90
	43.6		75.4	2:03.61	(12)	87.4	19.21	(11)	103.1			
[2]	4.35	(1)		1:46.23	(4)		3:33.87	(7)	3:50.92	(2)	93.5	
	45.5		84.6	1:41.88	(4)	84.6	1:47.64	(7)	100.3	17.05	(5)	116.1
<b>12.205</b>	<b>CAMAITI</b>	<b>Icaro Attilio</b>	I	Renault 5 GT Turbo			MKR Motorsport	E3/A2000	<b>8:12.78</b>			
[1]	4.98	(15)		2:21.33	(17)		4:06.66	(12)	4:24.30	(12)	81.7	+40.02
	39.8		63.2	2:16.35	(17)	63.2	1:45.33	(1)	102.5	17.64	(1)	112.2
[2]	5.12	(17)		1:47.92	(8)		3:31.81	(6)	3:48.48	(1)	94.5	
	38.7		83.9	1:42.80	(7)	83.9	1:43.89	(3)	104.0	16.67	(1)	118.8
<b>13.201</b>	<b>MANTELLINI</b>	<b>Federico</b>	I	Alfa Romeo 75 V6			Racing T. Le Fonti	E3/A3000	<b>8:50.38</b>			
[1]	4.77	(9)		2:01.57	(12)		4:13.56	(15)	4:34.40	(15)	78.7	+1:17.62
	41.5		73.8	1:56.80	(12)	73.8	2:11.99	(17)	81.8	20.84	(13)	95.0
[2]	4.97	(14)		1:55.69	(14)		3:57.08	(14)	4:15.98	(11)	84.4	
	39.8		77.9	1:50.72	(14)	77.9	2:01.39	(14)	89.0	18.90	(14)	104.8
<b>14.229</b>	<b>VINCENZI</b>	<b>Roberto</b>	I	Peugeot 205 Rallye			Vimotorsport	E3/N1400	<b>8:57.37</b>			
[1]	4.77	(9)		2:03.70	(14)		4:10.32	(13)	4:31.44	(13)	79.6	+1:24.61
	41.5		72.5	1:58.93	(14)	72.5	2:06.62	(13)	85.3	21.12	(15)	93.8
[2]	4.78	(11)		1:59.46	(15)		4:05.50	(15)	4:25.93	(13)	81.2	
	41.4		75.2	1:54.68	(15)	75.2	2:06.04	(15)	85.7	20.43	(16)	96.9
<b>15.226</b>	<b>CORALLO</b>	<b>Biagio</b>	I	Hyunday Elantra GT			Catania Corse	E3/N2000	<b>9:07.22</b>			
[1]	5.16	(16)		2:02.43	(13)		4:10.34	(14)	4:32.46	(14)	79.3	+1:34.46
	38.4		73.5	1:57.27	(13)	73.5	2:07.91	(14)	84.4	22.12	(17)	89.5
[2]	5.16	(18)		2:03.40	(16)		4:12.83	(17)	4:34.76	(16)	78.6	
	38.4		72.9	1:58.24	(16)	72.9	2:09.43	(17)	83.4	21.93	(18)	90.3
<b>16.212</b>	<b>GABELLI</b>	<b>Stefano</b>	I	Peugeot 106 Rallye			Etruria	E3/A1400	<b>9:10.02</b>			
[1]	5.34	(18)		2:08.47	(16)		4:17.23	(17)	4:38.63	(17)	77.5	+1:37.26
	37.1		70.0	2:03.13	(16)	70.0	2:08.76	(16)	83.9	21.40	(16)	92.5
[2]	4.98	(15)		2:04.89	(17)		4:11.02	(16)	4:31.39	(13)	79.6	
	39.8		71.9	1:59.91	(17)	71.9	2:06.13	(16)	85.6	20.37	(15)	97.2
<b>17.231</b>	<b>PETTINARI</b>	<b>Massimilianb</b>		Peugeot 106 Rallye				E3/N1400	<b>9:17.38</b>			
[1]	5.24	(17)		2:05.96	(15)		4:14.05	(16)	4:35.00	(16)	78.5	+1:44.62
	37.8		71.4	2:00.72	(15)	71.4	2:08.09	(15)	84.3	20.95	(14)	94.5
[2]	5.06	(16)		2:07.17	(18)		4:21.92	(18)	4:42.38	(18)	76.5	
	39.1		70.6	2:02.11	(18)	70.6	2:14.75	(18)	80.1	20.46	(17)	96.8
<b>18.203</b>	<b>CIPPICCIANI</b>	<b>Livio</b>	I	Fiat Ritmo Abarth	130TC			E3/A2000				
[1]	4.57	(4)					DNF	1				
	43.3											
[2]	4.75	(9)		1:51.36	(11)		3:40.82	(11)	3:58.81	(5)	90.4	
	41.7		80.9	1:46.61	(12)	80.9	1:49.46	(11)	98.7	17.99	(11)	110.1
<b>19.214</b>	<b>BELLUCCI</b>	<b>Giuseppe</b>	I	A112 Abarth	70hp			E3/A1150				
<b>20.208</b>	<b>LEARDINI</b>	<b>Alex</b>	I	Honda Civic EG6	VTEC		Real Motorsport	E3/A1600				

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

Risultati e Telemetrie a cura di Francesco Dariz