



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

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	VMed	VMax
<b>1. 121</b>	<b>BICCIATO Rudi</b>	I	Mitsubishi Lancer Evo	Rennstall Mendel	A 3000+	<b>6:43.13</b>
[1]	3.55 <sup>(2)</sup>	1:29.39 <sup>(1)</sup>	3:01.94 <sup>(1)</sup>	<b>3:16.53<sup>(1)</sup></b>	109.9	
	55.8	1:25.84 <sup>(1)</sup> 100.4	1:32.55 <sup>(1)</sup> 116.7	14.59 <sup>(1)</sup> 135.7		
[2]	3.49 <sup>(2)</sup>	1:33.03 <sup>(1)</sup>	3:11.39 <sup>(1)</sup>	<b>3:26.60<sup>(2)</sup></b>	104.5	
	56.7	1:29.54 <sup>(1)</sup> 96.3	1:38.36 <sup>(3)</sup> 109.8	15.21 <sup>(1)</sup> 130.2		
<b>2. 132</b>	<b>SCARAFONI Alfredo</b>	I	Citroën Saxo VTS		A 1600	<b>7:00.03</b>
[1]	4.51 <sup>(7)</sup>	1:35.89 <sup>(2)</sup>	3:11.98 <sup>(2)</sup>	<b>3:27.49<sup>(2)</sup></b>	104.1	+16.90
	43.9	1:31.38 <sup>(2)</sup> 94.4	1:36.09 <sup>(2)</sup> 112.4	15.51 <sup>(2)</sup> 127.7		
[2]	4.77 <sup>(9)</sup>	1:38.29 <sup>(3)</sup>	3:16.60 <sup>(3)</sup>	<b>3:32.54<sup>(6)</sup></b>	101.6	
	41.5	1:33.52 <sup>(3)</sup> 92.2	1:38.31 <sup>(2)</sup> 109.9	15.94 <sup>(2)</sup> 124.2		
<b>3. 126</b>	<b>PEDRONI Gabriella</b>	I	Mitsubishi Lancer Evo 8		A 3000+	<b>7:00.80</b>
[1]	3.82 <sup>(3)</sup>	1:36.17 <sup>(3)</sup>	3:14.62 <sup>(4)</sup>	<b>3:30.42<sup>(4)</sup></b>	102.7	+17.67
	51.8	1:32.35 <sup>(3)</sup> 93.4	1:38.45 <sup>(5)</sup> 109.7	15.80 <sup>(3)</sup> 125.3		
[2]	3.65 <sup>(3)</sup>	1:36.44 <sup>(2)</sup>	3:14.33 <sup>(2)</sup>	<b>3:30.38<sup>(4)</sup></b>	102.7	
	54.2	1:32.79 <sup>(2)</sup> 92.9	1:37.89 <sup>(1)</sup> 110.3	16.05 <sup>(3)</sup> 123.4		
<b>4. 128</b>	<b>PARLATO Paolo</b>	I	Renault New Clio	Borrett Team Motorsport	A 2000	<b>7:06.89</b>
[1]	4.45 <sup>(6)</sup>	1:36.88 <sup>(4)</sup>	3:13.82 <sup>(3)</sup>	<b>3:29.97<sup>(3)</sup></b>	102.9	+23.76
	44.5	1:32.43 <sup>(4)</sup> 93.3	1:36.94 <sup>(4)</sup> 111.4	16.15 <sup>(5)</sup> 122.6		
[2]	4.90 <sup>(11)</sup>	1:40.84 <sup>(8)</sup>	3:20.53 <sup>(6)</sup>	<b>3:36.92<sup>(8)</sup></b>	99.6	
	40.4	1:35.94 <sup>(7)</sup> 89.9	1:39.69 <sup>(4)</sup> 108.3	16.39 <sup>(6)</sup> 120.8		
<b>5. 131</b>	<b>BISSICHINI Gabriele</b>	I	Renault Clio 1.8 16v	Tuscia	A 2000	<b>7:08.67</b>
[1]	4.58 <sup>(8)</sup>	1:39.82 <sup>(8)</sup>	3:16.02 <sup>(5)</sup>	<b>3:31.82<sup>(5)</sup></b>	102.0	+25.54
	43.2	1:35.24 <sup>(7)</sup> 90.5	1:36.20 <sup>(3)</sup> 112.3	15.80 <sup>(3)</sup> 125.3		
[2]	4.51 <sup>(6)</sup>	1:40.29 <sup>(7)</sup>	3:20.43 <sup>(5)</sup>	<b>3:36.85<sup>(8)</sup></b>	99.6	
	43.9	1:35.78 <sup>(6)</sup> 90.0	1:40.14 <sup>(5)</sup> 107.8	16.42 <sup>(7)</sup> 120.6		
<b>6. 129</b>	<b>D'AMICO Salvatore</b>	I	Renault Clio RS CRW	Etna	A 2000	<b>7:12.20</b>
[1]	4.17 <sup>(4)</sup>	1:38.52 <sup>(5)</sup>	3:19.81 <sup>(7)</sup>	<b>3:36.43<sup>(7)</sup></b>	99.8	+29.07
	47.5	1:34.35 <sup>(6)</sup> 91.4	1:41.29 <sup>(7)</sup> 106.6	16.62 <sup>(8)</sup> 119.1		
[2]	4.50 <sup>(5)</sup>	1:38.47 <sup>(4)</sup>	3:19.66 <sup>(4)</sup>	<b>3:35.77<sup>(7)</sup></b>	100.1	
	44.0	1:33.97 <sup>(4)</sup> 91.8	1:41.19 <sup>(6)</sup> 106.7	16.11 <sup>(4)</sup> 122.9		
<b>7. 123</b>	<b>GHIZZONI Serafino</b>	I	Renault New Clio	Best Lap	A 2000	<b>7:15.92</b>
[1]	4.42 <sup>(5)</sup>	1:38.75 <sup>(6)</sup>	3:17.41 <sup>(6)</sup>	<b>3:33.75<sup>(6)</sup></b>	101.1	+32.79
	44.8	1:34.33 <sup>(5)</sup> 91.4	1:38.66 <sup>(6)</sup> 109.5	16.34 <sup>(6)</sup> 121.2		
[2]	4.69 <sup>(7)</sup>	1:41.14 <sup>(9)</sup>	3:25.30 <sup>(8)</sup>	<b>3:42.17<sup>(8)</sup></b>	97.2	
	42.2	1:36.45 <sup>(8)</sup> 89.4	1:44.16 <sup>(8)</sup> 103.7	16.87 <sup>(8)</sup> 117.4		
<b>8. 125</b>	<b>HERNADI Laszlo</b>	H	Mitsubishi Evo 8		A 3000+	<b>7:36.79</b>
[1]	3.46 <sup>(1)</sup>	1:38.85 <sup>(7)</sup>	3:27.35 <sup>(8)</sup>	<b>3:43.87<sup>(8)</sup></b>	96.5	+53.66
	57.2	1:35.39 <sup>(8)</sup> 90.4	1:48.50 <sup>(9)</sup> 99.5	16.52 <sup>(7)</sup> 119.9		
[2]	3.48 <sup>(1)</sup>	1:39.97 <sup>(6)</sup>	3:35.38 <sup>(9)</sup>	<b>3:52.92<sup>(10)</sup></b>	92.7	
	56.9	1:36.49 <sup>(9)</sup> 89.4	1:55.41 <sup>(10)</sup> 93.6	17.54 <sup>(9)</sup> 112.9		
<b>9. 151</b>	<b>BOMMARTINI Matteo</b>	I	Peugeot 106 Rallye	BL Racing	A 1400	<b>7:46.55</b>
[1]	4.81 <sup>(11)</sup>	1:46.55 <sup>(9)</sup>	3:31.51 <sup>(9)</sup>	<b>3:49.45<sup>(9)</sup></b>	94.1	+1:03.42
	41.2	1:41.74 <sup>(9)</sup> 84.7	1:44.96 <sup>(8)</sup> 102.9	17.94 <sup>(10)</sup> 110.4		
[2]	5.08 <sup>(12)</sup>	1:48.98 <sup>(10)</sup>	3:38.81 <sup>(10)</sup>	<b>3:57.10<sup>(10)</sup></b>	91.1	
	39.0	1:43.90 <sup>(10)</sup> 83.0	1:49.83 <sup>(9)</sup> 98.3	18.29 <sup>(11)</sup> 108.3		
<b>10. 133</b>	<b>FINESTAURI Emanuele</b>	I	Peugeot 106 Rallye		A 1600	<b>8:14.84</b>
[1]	4.94 <sup>(12)</sup>	1:49.62 <sup>(10)</sup>	3:42.63 <sup>(10)</sup>	<b>4:00.35<sup>(10)</sup></b>	89.9	+1:31.71
	40.1	1:44.68 <sup>(10)</sup> 82.4	1:53.01 <sup>(10)</sup> 95.6	17.72 <sup>(9)</sup> 111.7		
[2]	4.83 <sup>(10)</sup>	1:57.05 <sup>(11)</sup>	3:56.43 <sup>(12)</sup>	<b>4:14.49<sup>(12)</sup></b>	84.9	

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.	
55m	Fontandrone	Lastraie	Arrivo	VMed	VMax		
41.0	1:52.22 <sup>(11)</sup>	76.8	1:59.38 <sup>(13)</sup>	90.5	18.06 <sup>(10)</sup>	109.6	
<b>11.135</b>	<b>CASANICA Gabriele</b>	I	Peugeot 106 Rallye		A 1400	<b>8:24.49</b>	
[1]	4.64 <sup>(9)</sup>	1:54.49 <sup>(11)</sup>	3:50.46 <sup>(11)</sup>	4:09.12 <sup>(11)</sup>	86.7	+1:41.36	
	42.7	1:49.85 <sup>(11)</sup>	78.5	1:55.97 <sup>(11)</sup>	93.1	18.66 <sup>(11)</sup>	106.1
[2]	5.44 <sup>(13)</sup>	1:58.55 <sup>(12)</sup>	3:56.27 <sup>(11)</sup>	4:15.37 <sup>(12)</sup>	84.6		
	36.4	1:53.11 <sup>(12)</sup>	76.2	1:57.72 <sup>(11)</sup>	91.7	19.10 <sup>(13)</sup>	103.7
<b>12.211</b>	<b>LELLI Michele</b>	I	Peugeot 106 Rallye	Promotors Srl	A 1400	<b>8:35.61</b>	
[1]	4.75 <sup>(10)</sup>	1:59.75 <sup>(12)</sup>	3:58.77 <sup>(12)</sup>	4:18.05 <sup>(12)</sup>	83.7	+1:52.48	
	41.7	1:55.00 <sup>(12)</sup>	75.0	1:59.02 <sup>(12)</sup>	90.7	19.28 <sup>(12)</sup>	102.7
[2]	4.70 <sup>(8)</sup>	1:59.71 <sup>(13)</sup>	3:58.59 <sup>(13)</sup>	4:17.56 <sup>(12)</sup>	83.9		
	42.1	1:55.01 <sup>(13)</sup>	75.0	1:58.88 <sup>(12)</sup>	90.8	18.97 <sup>(12)</sup>	104.4

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