



# 42<sup>a</sup> Cronoscalata Pieve Santo Stefano - Passo dello Spino Auto Moderne CSAI-Performance Analysis E1

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	VMed	VMax
<b>1.</b>	<b>74 GIULIANI Fulvio</b>	I	Lancia Delta Evo	2 Effe	E1 3000+	<b>3:06.74</b>
[1]	3.35 <sup>(3)</sup>	1:25.57 <sup>(1)</sup>	2:53.11 <sup>(1)</sup>	<b>3:06.74<sup>(1)</sup></b>	115.7	
	59.1	1:22.22 <sup>(1)</sup> 104.9	1:27.54 <sup>(1)</sup> 123.4	13.63 <sup>(2)</sup> 145.3		
<b>2.</b>	<b>75 ZLATKOV Nikolay</b>	BG	Audi Quattro S1	Prospeed	E1 3000+	<b>3:10.49</b>
[1]	3.16 <sup>(1)</sup>	1:27.05 <sup>(2)</sup>	2:57.36 <sup>(2)</sup>	<b>3:10.49<sup>(2)</sup></b>	113.4	+3.75
	62.7	1:23.89 <sup>(2)</sup> 102.8	1:30.31 <sup>(4)</sup> 119.6	13.13 <sup>(1)</sup> 150.8		
<b>3.</b>	<b>73 DI GIUSEPPE Roberto</b>	I	Alfa Romeo 155 GTA	AB Motorsport	E1 3000+	<b>3:12.75</b>
[1]	3.27 <sup>(2)</sup>	1:27.93 <sup>(3)</sup>	2:58.68 <sup>(3)</sup>	<b>3:12.75<sup>(3)</sup></b>	112.1	+6.01
	60.6	1:24.66 <sup>(3)</sup> 101.8	1:30.75 <sup>(6)</sup> 119.0	14.07 <sup>(4)</sup> 140.7		
<b>4.</b>	<b>72 NAPPI Pietro</b>	I	Ferrari 550 GT1	Vesuvio	E1 3000+	<b>3:13.56</b>
[1]	3.86 <sup>(5)</sup>	1:30.27 <sup>(4)</sup>	2:59.81 <sup>(4)</sup>	<b>3:13.56<sup>(4)</sup></b>	111.6	+6.82
	51.3	1:26.41 <sup>(4)</sup> 99.8	1:29.54 <sup>(3)</sup> 120.6	13.75 <sup>(3)</sup> 144.0		
<b>5.</b>	<b>77 SBROLLINI Marco</b>	I	Lancia Delta Evo	Catria	E1 3000+	<b>3:16.15</b>
[1]	3.55 <sup>(4)</sup>	1:31.26 <sup>(5)</sup>	3:01.59 <sup>(5)</sup>	<b>3:16.15<sup>(5)</sup></b>	110.1	+9.41
	55.8	1:27.71 <sup>(5)</sup> 98.3	1:30.33 <sup>(5)</sup> 119.6	14.56 <sup>(5)</sup> 136.0		
<b>6.</b>	<b>101 ARAGONA Giuseppe</b>	I	Peugeot 106 Rallye	Cubeda Corse	E1 1600	<b>3:16.53</b>
[1]	4.17 <sup>(9)</sup>	1:32.29 <sup>(6)</sup>	3:01.69 <sup>(6)</sup>	<b>3:16.53<sup>(6)</sup></b>	109.9	+9.79
	47.5	1:28.12 <sup>(6)</sup> 97.8	1:29.40 <sup>(2)</sup> 120.8	14.84 <sup>(8)</sup> 133.4		
<b>7.</b>	<b>102 LAPPANI Valerio</b>	I	Citroën Saxo VTS		E1 1600	<b>3:20.36</b>
[1]	4.33 <sup>(13)</sup>	1:33.31 <sup>(7)</sup>	3:05.41 <sup>(7)</sup>	<b>3:20.36<sup>(7)</sup></b>	107.8	+13.62
	45.7	1:28.98 <sup>(7)</sup> 96.9	1:32.10 <sup>(7)</sup> 117.3	14.95 <sup>(9)</sup> 132.4		
<b>8.</b>	<b>104 SENESI Luca</b>	I	Citroën Saxo VTS	Senesi Team	E1 1600	<b>3:21.25</b>
[1]	4.18 <sup>(10)</sup>	1:34.25 <sup>(10)</sup>	3:06.46 <sup>(8)</sup>	<b>3:21.25<sup>(8)</sup></b>	107.3	+14.51
	47.4	1:30.07 <sup>(10)</sup> 95.7	1:32.21 <sup>(8)</sup> 117.1	14.79 <sup>(7)</sup> 133.9		
<b>9.</b>	<b>87 CIMARELLI Ferdinando</b>	I	Alfa Romeo 156	Catria	E1 2000	<b>3:22.88</b>
[1]	4.58 <sup>(23)</sup>	1:35.26 <sup>(11)</sup>	3:08.22 <sup>(10)</sup>	<b>3:22.88<sup>(9)</sup></b>	106.5	+16.14
	43.2	1:30.68 <sup>(11)</sup> 95.1	1:32.96 <sup>(9)</sup> 116.2	14.66 <sup>(6)</sup> 135.1		
<b>10.</b>	<b>91 AMATO Daniele</b>	I	Opel Astra Kit car	Vimotorsport	E1 2000	<b>3:23.38</b>
[1]	4.51 <sup>(18)</sup>	1:33.79 <sup>(9)</sup>	3:08.32 <sup>(11)</sup>	<b>3:23.38<sup>(10)</sup></b>	106.2	+16.64
	43.9	1:29.28 <sup>(8)</sup> 96.6	1:34.53 <sup>(11)</sup> 114.2	15.06 <sup>(11)</sup> 131.5		
<b>11.</b>	<b>103 CHIRICO Domenico</b>	I	Peugeot 106 Rallye	Scuderia Jonia Corse	E1 1600	<b>3:23.84</b>
[1]	4.04 <sup>(7)</sup>	1:33.64 <sup>(8)</sup>	3:06.63 <sup>(9)</sup>	<b>3:23.84<sup>(11)</sup></b>	106.0	+17.10
	49.0	1:29.60 <sup>(9)</sup> 96.2	1:32.99 <sup>(10)</sup> 116.1	17.21 <sup>(24)</sup> 115.0		
<b>12.</b>	<b>93 FIORUCCI Omar</b>	I	Renault Clio kit	Team Racing Gubbio	E1 2000	<b>3:27.13</b>
[1]	4.22 <sup>(11)</sup>	1:36.53 <sup>(13)</sup>	3:11.74 <sup>(12)</sup>	<b>3:27.13<sup>(12)</sup></b>	104.3	+20.39
	46.9	1:32.31 <sup>(12)</sup> 93.4	1:35.21 <sup>(12)</sup> 113.4	15.39 <sup>(12)</sup> 128.7		
<b>13.</b>	<b>105 CONTARDI Maurizio</b>	I	Honda Civic	Catria	E1 1600	<b>3:31.20</b>
[1]	4.57 <sup>(22)</sup>	1:38.25 <sup>(14)</sup>	3:15.34 <sup>(13)</sup>	<b>3:31.20<sup>(13)</sup></b>	102.3	+24.46
	43.3	1:33.68 <sup>(14)</sup> 92.0	1:37.09 <sup>(14)</sup> 111.2	15.86 <sup>(16)</sup> 124.8		
<b>14.</b>	<b>88 PELOROSSO Daniele</b>	I	Renault Clio Proto	Speed Motor	E1 2000	<b>3:32.25</b>
[1]	4.39 <sup>(15)</sup>	1:39.98 <sup>(17)</sup>	3:16.57 <sup>(14)</sup>	<b>3:32.25<sup>(14)</sup></b>	101.8	+25.51
	45.1	1:35.59 <sup>(17)</sup> 90.2	1:36.59 <sup>(13)</sup> 111.8	15.68 <sup>(13)</sup> 126.3		
<b>15.</b>	<b>85 GUIDI Andrea</b>	I	Renault 5 GT Turbo	Scuderia Malatesta	E1 T1600	<b>3:32.94</b>
[1]	4.48 <sup>(16)</sup>	1:38.75 <sup>(15)</sup>	3:17.25 <sup>(15)</sup>	<b>3:32.94<sup>(15)</sup></b>	101.4	+26.20
	44.2	1:34.27 <sup>(15)</sup> 91.5	1:38.50 <sup>(15)</sup> 109.6	15.69 <sup>(14)</sup> 126.2		
<b>16.</b>	<b>79 PANCOTTI Amedeo</b>	I	BMW M5	Gr. Sport Ascoli P.	E1 3000+	<b>3:34.07</b>
[1]	4.66 <sup>(26)</sup>	1:39.88 <sup>(16)</sup>	3:19.09 <sup>(16)</sup>	<b>3:34.07<sup>(16)</sup></b>	100.9	+27.33
	42.5	1:35.22 <sup>(16)</sup> 90.5	1:39.21 <sup>(16)</sup> 108.9	14.98 <sup>(10)</sup> 132.2		
<b>17.</b>	<b>92 BICCHERI Paolo</b>	I	Renault Clio	Speed Motor	E1 2000	<b>3:38.98</b>
						+32.24

P. N.	Conduuttore		Naz	Vettura		Scuderia		Classe	Tem./Dif.
	55m	Fontandrone		Lastraie	Arrivo	VMed	VMax		
[1]	4.60 <sup>(24)</sup>	1:42.36 <sup>(21)</sup>		3:22.68 <sup>(17)</sup>	3:38.98 <sup>(17)</sup>	98.6			
	43.0	1:37.76 <sup>(21)</sup>	88.2	1:40.32 <sup>(17)</sup>	107.7	16.30 <sup>(19)</sup>	121.5		
<b>18.</b>	<b>86</b>	<b>SILVESTRI Emanuele</b>	<b>I</b>	<b>BMW Mini Cooper S</b>	<b>P.E.G. Racing</b>	<b>E1 T1600</b>		<b>3:39.85</b>	<b>+33.11</b>
[1]	4.50 <sup>(17)</sup>	1:41.54 <sup>(20)</sup>		3:23.43 <sup>(18)</sup>	3:39.85 <sup>(18)</sup>	98.2			
	44.0	1:37.04 <sup>(19)</sup>	88.8	1:41.89 <sup>(18)</sup>	106.0	16.42 <sup>(21)</sup>	120.6		
<b>19.</b>	<b>111</b>	<b>GRIFONI Bruno</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>		<b>E1 1400</b>		<b>3:40.86</b>	<b>+34.12</b>
[1]	4.37 <sup>(14)</sup>	1:41.03 <sup>(18)</sup>		3:24.55 <sup>(19)</sup>	3:40.86 <sup>(19)</sup>	97.8			
	45.3	1:36.66 <sup>(18)</sup>	89.2	1:43.52 <sup>(20)</sup>	104.3	16.31 <sup>(20)</sup>	121.4		
<b>20.</b>	<b>81</b>	<b>ANTONICELLI Abramo</b>	<b>I</b>	<b>BMW M3 E92 GT2</b>	<b>ACN Forze di Polizia</b>	<b>E1 3000+</b>		<b>3:41.60</b>	<b>+34.86</b>
[1]	3.99 <sup>(6)</sup>	1:41.25 <sup>(19)</sup>		3:25.84 <sup>(20)</sup>	3:41.60 <sup>(20)</sup>	97.5			
	49.6	1:37.26 <sup>(20)</sup>	88.6	1:44.59 <sup>(21)</sup>	103.3	15.76 <sup>(15)</sup>	125.6		
<b>21.</b>	<b>96</b>	<b>MARIANI Fabio</b>	<b>I</b>	<b>Renault Clio Rs Barny</b>	<b>Team Racing Gubbio</b>	<b>E1 2000</b>		<b>3:42.78</b>	<b>+36.04</b>
[1]	4.05 <sup>(8)</sup>	1:36.49 <sup>(12)</sup>		3:26.69 <sup>(21)</sup>	3:42.78 <sup>(21)</sup>	97.0			
	48.9	1:32.44 <sup>(13)</sup>	93.3	1:50.20 <sup>(26)</sup>	98.0	16.09 <sup>(18)</sup>	123.1		
<b>22.</b>	<b>89</b>	<b>MOROCUTTI Manuel</b>	<b>I</b>	<b>Renault New Clio Sport</b>	<b>Piloti Forlivesi</b>	<b>E1 2000</b>		<b>3:46.56</b>	<b>+39.82</b>
[1]	4.53 <sup>(20)</sup>	1:44.24 <sup>(22)</sup>		3:29.97 <sup>(22)</sup>	3:46.56 <sup>(22)</sup>	95.3			
	43.7	1:39.71 <sup>(23)</sup>	86.5	1:45.73 <sup>(22)</sup>	102.1	16.59 <sup>(22)</sup>	119.3		
<b>23.</b>	<b>84</b>	<b>MORDENTI Gabriele</b>	<b>I</b>	<b>BMW M3 E36 3000</b>	<b>Piloti Forlivesi</b>	<b>E1 3000</b>		<b>3:48.12</b>	<b>+41.38</b>
[1]	4.68 <sup>(27)</sup>	1:48.67 <sup>(25)</sup>		3:32.18 <sup>(23)</sup>	3:48.12 <sup>(23)</sup>	94.7			
	42.3	1:43.99 <sup>(25)</sup>	82.9	1:43.51 <sup>(19)</sup>	104.3	15.94 <sup>(17)</sup>	124.2		
<b>24.</b>	<b>107</b>	<b>"ZIO FESTER"</b>	<b>I</b>	<b>Honda Civic</b>		<b>E1 1600</b>		<b>3:48.99</b>	<b>+42.25</b>
[1]	5.55 <sup>(30)</sup>	1:44.86 <sup>(23)</sup>		3:32.39 <sup>(24)</sup>	3:48.99 <sup>(24)</sup>	94.3			
	35.7	1:39.31 <sup>(22)</sup>	86.8	1:47.53 <sup>(24)</sup>	100.4	16.60 <sup>(23)</sup>	119.3		
<b>25.</b>	<b>106</b>	<b>PALAZZI Mauro</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Tuscia</b>	<b>E1 1600</b>		<b>3:50.88</b>	<b>+44.14</b>
[1]	4.55 <sup>(21)</sup>	1:45.05 <sup>(24)</sup>		3:33.38 <sup>(25)</sup>	3:50.88 <sup>(25)</sup>	93.6			
	43.5	1:40.50 <sup>(24)</sup>	85.8	1:48.33 <sup>(25)</sup>	99.7	17.50 <sup>(26)</sup>	113.1		
<b>26.</b>	<b>115</b>	<b>BROCCOLINI Deborah</b>	<b>I</b>	<b>Citroën C1 Cup</b>	<b>Race Events</b>	<b>E1 1150</b>		<b>4:00.10</b>	<b>+53.36</b>
[1]	4.68 <sup>(27)</sup>	1:51.03 <sup>(27)</sup>			4:00.10 <sup>(26)</sup>	90.0			
	42.3	1:46.35 <sup>(27)</sup>	81.1						
<b>27.</b>	<b>97</b>	<b>MAROTTA Simone</b>	<b>I</b>	<b>Renault Megane Cup</b>	<b>Race Events</b>	<b>E1 2000</b>		<b>4:01.81</b>	<b>+55.07</b>
[1]	4.64 <sup>(25)</sup>	1:50.56 <sup>(26)</sup>		3:43.97 <sup>(26)</sup>	4:01.81 <sup>(27)</sup>	89.3			
	42.7	1:45.92 <sup>(26)</sup>	81.4	1:53.41 <sup>(27)</sup>	95.2	17.84 <sup>(27)</sup>	111.0		
<b>28.</b>	<b>108</b>	<b>TINELLA Domenico</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>		<b>E1 1600</b>		<b>4:08.05</b>	<b>+1:01.31</b>
[1]	4.51 <sup>(18)</sup>	1:52.75 <sup>(28)</sup>		3:50.15 <sup>(27)</sup>	4:08.05 <sup>(28)</sup>	87.1			
	43.9	1:48.24 <sup>(28)</sup>	79.7	1:57.40 <sup>(28)</sup>	92.0	17.90 <sup>(28)</sup>	110.6		
<b>29.</b>	<b>78</b>	<b>BETTARINI Bernardo</b>	<b>I</b>	<b>Seat Leon Super Copa</b>	<b>Etruria</b>	<b>E1 3000+</b>		<b>4:17.38</b>	<b>+1:10.64</b>
[1]	4.27 <sup>(12)</sup>	2:13.77 <sup>(29)</sup>		4:00.14 <sup>(28)</sup>	4:17.38 <sup>(29)</sup>	83.9			
	46.4	2:09.50 <sup>(29)</sup>	66.6	1:46.37 <sup>(23)</sup>	101.5	17.24 <sup>(25)</sup>	114.8		
<b>30.</b>	<b>116</b>	<b>FANETTI Maurizio (H)</b>	<b>I</b>	<b>Citroën C1 Cup</b>	<b>Chimera Classic Motor</b>	<b>E1 1150</b>		<b>5:05.50</b>	<b>+1:58.76</b>
[1]	5.31 <sup>(29)</sup>	2:19.79 <sup>(30)</sup>		4:41.05 <sup>(29)</sup>	5:05.50 <sup>(30)</sup>	70.7			
	37.3	2:14.48 <sup>(30)</sup>	64.1	2:21.26 <sup>(29)</sup>	76.5	24.45 <sup>(29)</sup>	81.0		
<b>31.</b>	<b>71</b>	<b>GRAMENZI Marco</b>	<b>I</b>	<b>Alfa Romeo 155 Itc</b>	<b>AB Motorsport</b>	<b>E1 3000</b>			

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

Risultati e Telemetrie a cura di Francesco Dariz