



## Prove Ufficiali/Official Practice Auto Storiche Performance Analysis 2. Gr.

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	i.c.	
<b>1.</b>	<b>192 PERONI Giuliano</b>	I	Osella PA 3	Team Italia	2-HR-BC2000	<b>3:07.11</b>
[1]	3.57 <sup>(1)</sup>	1:29.37 <sup>(1)</sup>	2:58.85 <sup>(1)</sup>	3:12.59 <sup>(1)</sup>	112.2	
	55.5	1:25.80 <sup>(1)</sup> 100.5	1:29.48 <sup>(1)</sup> 120.7	13.74 <sup>(1)</sup> 144.1		
[2]	3.56 <sup>(1)</sup>	1:26.95 <sup>(1)</sup>	2:53.04 <sup>(1)</sup>	3:07.11 <sup>(1)</sup>	115.4	
	55.6	1:23.39 <sup>(1)</sup> 103.4	1:26.09 <sup>(1)</sup> 125.5	14.07 <sup>(1)</sup> 140.7		
<b>2.</b>	<b>218 CRESCI Ivo</b>	I	De Tomaso Pantera	Etruria	2-H1-GTS2500	<b>3:49.26</b>
[1]	4.07 <sup>(2)</sup>	1:45.67 <sup>(2)</sup>	3:31.91 <sup>(2)</sup>	3:49.26 <sup>(2)</sup>	94.2	+42.15
	48.6	1:41.60 <sup>(2)</sup> 84.9	1:46.24 <sup>(2)</sup> 101.7	17.35 <sup>(2)</sup> 114.1		
[2]	3.90 <sup>(2)</sup>	1:43.81 <sup>(2)</sup>	3:32.84 <sup>(2)</sup>	3:50.72 <sup>(3)</sup>	93.6	
	50.8	1:39.91 <sup>(2)</sup> 86.3	1:49.03 <sup>(3)</sup> 99.1	17.88 <sup>(3)</sup> 110.7		
<b>3.</b>	<b>226 DA FRASSINI Riccardo</b>	I	Fiat Giannini	Valdelsa Classic M.C.	2-H1-TC700	<b>3:52.38</b>
[1]	4.79 <sup>(5)</sup>	1:48.80 <sup>(3)</sup>	3:36.79 <sup>(3)</sup>	3:55.11 <sup>(3)</sup>	91.9	+45.27
	41.3	1:44.01 <sup>(3)</sup> 82.9	1:47.99 <sup>(3)</sup> 100.0	18.32 <sup>(4)</sup> 108.1		
[2]	4.71 <sup>(4)</sup>	1:48.03 <sup>(4)</sup>	3:34.64 <sup>(3)</sup>	3:52.38 <sup>(3)</sup>	93.0	
	42.0	1:43.32 <sup>(4)</sup> 83.4	1:46.61 <sup>(2)</sup> 101.3	17.74 <sup>(2)</sup> 111.6		
<b>4.</b>	<b>219 BARTOLUCCI Umberto</b>	I	Alfa Romeo Giulia GT Veloce	Piloti Forlivesi	2-H1-TC2000	<b>3:54.87</b>
[1]	4.41 <sup>(3)</sup>	1:50.40 <sup>(4)</sup>	3:40.84 <sup>(4)</sup>	3:58.91 <sup>(4)</sup>	90.4	+47.76
	44.9	1:45.99 <sup>(4)</sup> 81.3	1:50.44 <sup>(4)</sup> 97.8	18.07 <sup>(3)</sup> 109.6		
[2]	4.41 <sup>(3)</sup>	1:47.44 <sup>(3)</sup>	3:36.90 <sup>(4)</sup>	3:54.87 <sup>(3)</sup>	92.0	
	44.9	1:43.03 <sup>(3)</sup> 83.7	1:49.46 <sup>(4)</sup> 98.7	17.97 <sup>(4)</sup> 110.2		
<b>5.</b>	<b>228 FIORUCCI Osvaldo</b>	I	Fiat Giannini 650 NP	Chimera Classic Motor	2-H1-TC700	<b>4:03.22</b>
[1]	5.06 <sup>(12)</sup>	1:52.64 <sup>(6)</sup>	3:43.08 <sup>(5)</sup>	4:03.22 <sup>(5)</sup>	88.8	+56.11
	39.1	1:47.58 <sup>(5)</sup> 80.1	1:50.44 <sup>(4)</sup> 97.8	20.14 <sup>(11)</sup> 98.3		
[2]	4.90 <sup>(10)</sup>	1:54.01 <sup>(6)</sup>	3:51.83 <sup>(10)</sup>	4:15.06 <sup>(12)</sup>	84.7	
	40.4	1:49.11 <sup>(7)</sup> 79.0	1:57.82 <sup>(11)</sup> 91.7	23.23 <sup>(17)</sup> 85.2		
<b>6.</b>	<b>224 ANDREINI David</b>	I	Autobianchi A112 Ab. 58HP		2-H1-TC1000	<b>4:04.98</b>
[1]	5.57 <sup>(16)</sup>	1:53.64 <sup>(7)</sup>	3:45.64 <sup>(6)</sup>	4:04.98 <sup>(6)</sup>	88.2	+57.87
	35.5	1:48.07 <sup>(7)</sup> 79.8	1:52.00 <sup>(6)</sup> 96.4	19.34 <sup>(8)</sup> 102.4		
[2]	5.60 <sup>(17)</sup>	1:54.11 <sup>(7)</sup>	3:46.79 <sup>(5)</sup>	4:06.01 <sup>(7)</sup>	87.8	
	35.4	1:48.51 <sup>(6)</sup> 79.5	1:52.68 <sup>(7)</sup> 95.8	19.22 <sup>(9)</sup> 103.0		
<b>7.</b>	<b>227 CARLI Stefano</b>	I	Abarth 695 SS	Piloti Senesi	2-H1-TC700	<b>4:06.38</b>
[1]	4.79 <sup>(5)</sup>	1:54.67 <sup>(8)</sup>	3:50.51 <sup>(9)</sup>	4:09.71 <sup>(9)</sup>	86.5	+59.27
	41.3	1:49.88 <sup>(8)</sup> 78.5	1:55.84 <sup>(9)</sup> 93.2	19.20 <sup>(7)</sup> 103.1		
[2]	4.92 <sup>(12)</sup>	1:55.79 <sup>(11)</sup>	3:47.56 <sup>(7)</sup>	4:06.38 <sup>(7)</sup>	87.7	
	40.2	1:50.87 <sup>(11)</sup> 77.8	1:51.77 <sup>(5)</sup> 96.6	18.82 <sup>(5)</sup> 105.2		
<b>8.</b>	<b>233 NICCHI Eric</b>	I	Alfa Romeo Giulia	Speed Motor	2-H1-T1300	<b>4:06.38</b>
[1]	5.12 <sup>(13)</sup>	1:55.12 <sup>(9)</sup>	3:47.69 <sup>(7)</sup>	4:06.63 <sup>(7)</sup>	87.6	+59.27
	38.7	1:50.00 <sup>(9)</sup> 78.4	1:52.57 <sup>(7)</sup> 95.9	18.94 <sup>(6)</sup> 104.5		
[2]	5.06 <sup>(14)</sup>	1:54.69 <sup>(8)</sup>	3:47.21 <sup>(6)</sup>	4:06.38 <sup>(7)</sup>	87.7	
	39.1	1:49.63 <sup>(8)</sup> 78.6	1:52.52 <sup>(6)</sup> 96.0	19.17 <sup>(8)</sup> 103.3		
<b>9.</b>	<b>235 CHIANUCCI Rosaldo</b>	I	Simca RALLYE 3	Etruria	2-H1-T1300	<b>4:07.82</b>
[1]	4.85 <sup>(7)</sup>	1:55.50 <sup>(11)</sup>	3:49.65 <sup>(8)</sup>	4:08.99 <sup>(8)</sup>	86.8	+1:00.71
	40.8	1:50.65 <sup>(11)</sup> 77.9	1:54.15 <sup>(8)</sup> 94.6	19.34 <sup>(8)</sup> 102.4		
[2]	4.77 <sup>(5)</sup>	1:54.86 <sup>(9)</sup>	3:48.67 <sup>(8)</sup>	4:07.82 <sup>(8)</sup>	87.2	
	41.5	1:50.09 <sup>(9)</sup> 78.3	1:53.81 <sup>(8)</sup> 94.9	19.15 <sup>(7)</sup> 103.4		
<b>10.</b>	<b>222 COVOTTA Giuseppe</b>	I	Fiat 128 4p.	Granducato Corse	2-H1-TC1300	<b>4:08.44</b>
[1]	5.22 <sup>(14)</sup>	1:55.48 <sup>(10)</sup>	3:51.54 <sup>(10)</sup>	4:11.46 <sup>(10)</sup>	85.9	+1:01.33
	37.9	1:50.26 <sup>(10)</sup> 78.2	1:56.06 <sup>(10)</sup> 93.1	19.92 <sup>(10)</sup> 99.4		
[2]	4.91 <sup>(11)</sup>	1:52.27 <sup>(5)</sup>	3:48.93 <sup>(9)</sup>	4:08.44 <sup>(8)</sup>	86.9	
	40.3	1:47.36 <sup>(5)</sup> 80.3	1:56.66 <sup>(9)</sup> 92.6	19.51 <sup>(10)</sup> 101.5		
<b>11.</b>	<b>217 "CICCIOPASTICCIO"</b>	I	Porsche 9115		2-H1-GTS2500	<b>4:11.75</b>
[1]	4.58 <sup>(4)</sup>	1:52.26 <sup>(5)</sup>	3:52.93 <sup>(11)</sup>	4:11.75 <sup>(11)</sup>	85.8	+1:04.64

P. N.	Conduuttore	55m	Fontandrone	Naz	Vettura	Lastraie	Scuderia	Classe	Tem./Dif.
						Arrivo	VMed	i.c.	
[2]		43.2	1:47.68 <sup>(6)</sup>	80.1	2:00.67 <sup>(13)</sup>	89.5	18.82 <sup>(5)</sup>	105.2	
		4.78 <sup>(6)</sup>	1:56.29 <sup>(12)</sup>		3:57.32 <sup>(14)</sup>		<b>4:16.39<sup>(12)</sup></b>	84.2	
		41.4	1:51.51 <sup>(12)</sup>	77.3	2:01.03 <sup>(15)</sup>	89.2	19.07 <sup>(6)</sup>	103.8	
<b>12.</b>	<b>229 PAGNI Massimiliano</b>		I		Giannini 590NP		Piloti Senesi	2-H1-TC600	<b>4:14.71</b>
[1]		5.22 <sup>(14)</sup>	1:57.48 <sup>(13)</sup>		3:56.81 <sup>(13)</sup>		<b>4:17.84<sup>(12)</sup></b>	83.8	+1:07.60
		37.9	1:52.26 <sup>(12)</sup>	76.8	1:59.33 <sup>(12)</sup>	90.5	21.03 <sup>(12)</sup>	94.2	
[2]		5.28 <sup>(15)</sup>	1:57.15 <sup>(14)</sup>		3:54.05 <sup>(11)</sup>		<b>4:14.71<sup>(12)</sup></b>	84.8	
		37.5	1:51.87 <sup>(14)</sup>	77.1	1:56.90 <sup>(10)</sup>	92.4	20.66 <sup>(14)</sup>	95.8	
<b>13.</b>	<b>225 PASTORELLI Lanfranco</b>		I		Giannini 650 NP		Team Racing Gubbio	2-H1-TC700	<b>4:16.09</b>
[1]		4.90 <sup>(9)</sup>	1:57.39 <sup>(12)</sup>		3:56.04 <sup>(12)</sup>				+1:08.98
		40.4	1:52.49 <sup>(13)</sup>	76.6	1:58.65 <sup>(11)</sup>	91.0			
[2]		4.84 <sup>(8)</sup>	1:55.40 <sup>(10)</sup>		3:55.89 <sup>(12)</sup>		<b>4:16.09<sup>(12)</sup></b>	84.3	
		40.9	1:50.56 <sup>(10)</sup>	78.0	2:00.49 <sup>(14)</sup>	89.6	20.20 <sup>(11)</sup>	98.0	
<b>14.</b>	<b>223 BARTOLI Alvaro</b>		I		Fiat Giannini 128		Team Italia	2-H1-TC1150	<b>4:17.16</b>
[1]		4.85 <sup>(7)</sup>	1:59.63 <sup>(14)</sup>		4:02.78 <sup>(14)</sup>		<b>4:23.89<sup>(13)</sup></b>	81.9	+1:10.05
		40.8	1:54.78 <sup>(14)</sup>	75.1	2:03.15 <sup>(14)</sup>	87.7	21.11 <sup>(13)</sup>	93.8	
[2]		4.78 <sup>(6)</sup>	1:56.61 <sup>(13)</sup>		3:56.80 <sup>(13)</sup>		<b>4:17.16<sup>(12)</sup></b>	84.0	
		41.4	1:51.83 <sup>(13)</sup>	77.1	2:00.19 <sup>(13)</sup>	89.9	20.36 <sup>(13)</sup>	97.2	
<b>15.</b>	<b>234 COCCI Paolo</b>		I		Innocenti Mini Cooper 1300		Chimera Classic Motor	2-H1-T1300	<b>4:18.47</b>
[1]		4.91 <sup>(10)</sup>	2:01.07 <sup>(15)</sup>		4:04.44 <sup>(15)</sup>		<b>4:25.62<sup>(14)</sup></b>	81.3	+1:11.36
		40.3	1:56.16 <sup>(15)</sup>	74.2	2:03.37 <sup>(15)</sup>	87.5	21.18 <sup>(14)</sup>	93.5	
[2]		4.89 <sup>(9)</sup>	1:59.37 <sup>(15)</sup>		3:58.24 <sup>(15)</sup>		<b>4:18.47<sup>(13)</sup></b>	83.6	
		40.5	1:54.48 <sup>(15)</sup>	75.3	1:58.87 <sup>(12)</sup>	90.9	20.23 <sup>(12)</sup>	97.9	
<b>16.</b>	<b>221 BURZI Cristian</b>		I		Innocenti Mini Cooper 1.3		Valdelsa Classic M.C.	2-H1-T1300	<b>4:30.08</b>
[1]		5.05 <sup>(11)</sup>	2:04.30 <sup>(16)</sup>		4:09.68 <sup>(16)</sup>		<b>4:30.90<sup>(15)</sup></b>	79.7	+1:22.97
		39.2	1:59.25 <sup>(16)</sup>	72.3	2:05.38 <sup>(17)</sup>	86.1	21.22 <sup>(15)</sup>	93.3	
[2]		4.97 <sup>(13)</sup>	2:04.04 <sup>(16)</sup>		4:08.85 <sup>(16)</sup>		<b>4:30.08<sup>(15)</sup></b>	80.0	
		39.8	1:59.07 <sup>(16)</sup>	72.4	2:04.81 <sup>(16)</sup>	86.5	21.23 <sup>(15)</sup>	93.3	
<b>17.</b>	<b>232 BROGI Massimo</b>		I		Fiat 500		Piloti Senesi	2-H1-TC500	<b>4:32.73</b>
[1]		5.64 <sup>(17)</sup>	2:05.30 <sup>(17)</sup>		4:09.93 <sup>(17)</sup>		<b>4:32.73<sup>(16)</sup></b>	79.2	+1:25.62
		35.1	1:59.66 <sup>(17)</sup>	72.1	2:04.63 <sup>(16)</sup>	86.7	22.80 <sup>(16)</sup>	86.8	
[2]		5.42 <sup>(16)</sup>	2:05.51 <sup>(17)</sup>		4:11.03 <sup>(17)</sup>		<b>4:33.79<sup>(17)</sup></b>	78.9	
		36.5	2:00.09 <sup>(17)</sup>	71.8	2:05.52 <sup>(17)</sup>	86.0	22.76 <sup>(16)</sup>	87.0	

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