

## Passo dello Spino

## Prove Ufficiali/Official Practice Auto Moderne

## Performance Analysis E2-SH



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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	<i>vMed</i>	<i>i.c.</i>
<b>1.</b>	<b>53 DONDI Manuel</b>	<b>I</b>	<b>Fiat X1/9</b>		<b>E2-SH 2000</b>	<b>3:06.30</b>
[1]	3.35 <sup>(1)</sup>	1:29.74 <sup>(1)</sup>	2:59.23 <sup>(1)</sup>	3:13.58 <sup>(1)</sup>	111.6	
	59.1	1:26.39 <sup>(1)</sup> 99.8	1:29.49 <sup>(1)</sup> 120.7	14.35 <sup>(2)</sup> 138.0		
[2]	3.40 <sup>(1)</sup>	1:26.73 <sup>(2)</sup>	2:52.57 <sup>(1)</sup>	3:06.30 <sup>(1)</sup>	115.9	
	58.2	1:23.33 <sup>(2)</sup> 103.5	1:25.84 <sup>(1)</sup> 125.8	13.73 <sup>(2)</sup> 144.2		
<b>2.</b>	<b>51 GRAMENZI Marco</b>	<b>I</b>	<b>Alfa Romeo 155 ITC</b>	<b>AB Motorsport</b>	<b>E2-SH 3000</b>	<b>3:07.70</b>
[1]	4.44 <sup>(4)</sup>	1:31.82 <sup>(2)</sup>	3:02.93 <sup>(2)</sup>	3:17.04 <sup>(2)</sup>	109.6	+1.40
	44.6	1:27.38 <sup>(2)</sup> 98.7	1:31.11 <sup>(2)</sup> 118.5	14.11 <sup>(1)</sup> 140.3		
[2]	3.59 <sup>(2)</sup>	1:26.61 <sup>(1)</sup>	2:54.44 <sup>(2)</sup>	3:07.70 <sup>(1)</sup>	115.1	
	55.2	1:23.02 <sup>(1)</sup> 103.9	1:27.83 <sup>(2)</sup> 123.0	13.26 <sup>(1)</sup> 149.3		
<b>3.</b>	<b>49 STEFANELLI Stefano</b>	<b>I</b>	<b>Ginetta G50</b>	<b>Sport Made in Italy</b>	<b>E2-SH 3000+</b>	<b>3:20.89</b>
[1]	4.34 <sup>(3)</sup>	1:32.42 <sup>(3)</sup>	3:05.58 <sup>(3)</sup>	3:20.89 <sup>(3)</sup>	107.5	+14.59
	45.6	1:28.08 <sup>(3)</sup> 97.9	1:33.16 <sup>(3)</sup> 115.9	15.31 <sup>(3)</sup> 129.3		
[2]	4.24 <sup>(4)</sup>	1:32.50 <sup>(3)</sup>	3:07.14 <sup>(3)</sup>	3:21.35 <sup>(4)</sup>	107.3	
	46.7	1:28.26 <sup>(3)</sup> 97.7	1:34.64 <sup>(3)</sup> 114.1	14.21 <sup>(3)</sup> 139.3		
<b>4.</b>	<b>47 ANTONICELLI Abramo</b>	<b>I</b>	<b>Bmw M3 E92 GT2</b>	<b>ACN Forze di Polizia</b>	<b>E2-SH 3000+</b>	<b>3:29.71</b>
[1]	4.14 <sup>(2)</sup>	1:39.57 <sup>(4)</sup>	3:19.34 <sup>(4)</sup>	3:35.08 <sup>(4)</sup>	100.4	+23.41
	47.8	1:35.43 <sup>(4)</sup> 90.3	1:39.77 <sup>(4)</sup> 108.2	15.74 <sup>(5)</sup> 125.8		
[2]	4.23 <sup>(3)</sup>	1:37.55 <sup>(4)</sup>	3:14.05 <sup>(4)</sup>	3:29.71 <sup>(4)</sup>	103.0	
	46.8	1:33.32 <sup>(4)</sup> 92.4	1:36.50 <sup>(4)</sup> 111.9	15.66 <sup>(5)</sup> 126.4		
<b>5.</b>	<b>48 PANCOTTI Amedeo</b>	<b>I</b>	<b>Bmw M5</b>	<b>Gr. Sport AC Ascoli P.</b>	<b>E2-SH 3000+</b>	<b>3:30.65</b>
[1]	4.53 <sup>(5)</sup>	1:42.19 <sup>(5)</sup>	3:22.00 <sup>(5)</sup>	3:37.69 <sup>(5)</sup>	99.2	+24.35
	43.7	1:37.66 <sup>(5)</sup> 88.3	1:39.81 <sup>(5)</sup> 108.2	15.69 <sup>(4)</sup> 126.2		
[2]	4.55 <sup>(5)</sup>	1:38.57 <sup>(5)</sup>	3:15.55 <sup>(5)</sup>	3:30.65 <sup>(4)</sup>	102.5	
	43.5	1:34.02 <sup>(5)</sup> 91.7	1:36.98 <sup>(5)</sup> 111.4	15.10 <sup>(4)</sup> 131.1		

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

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