



## Auto Storiche Performance Analysis 1. Gr.

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P. N.	Conduttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	i.c.	
<b>1. 193</b>	<b>SALA Mario</b>	I	Porsche 906	Pegaso	1-GR-BC2000	<b>7:14.97</b>
[1]	3.72 <sup>(1)</sup>	1:38.41 <sup>(1)</sup>	3:20.04 <sup>(1)</sup>	3:36.34 <sup>(1)</sup> 99.8		
	53.2	1:34.69 <sup>(1)</sup> 91.1	1:41.63 <sup>(2)</sup> 106.3	16.30 <sup>(1)</sup> 121.5		
[2]	3.71 <sup>(1)</sup>	1:38.69 <sup>(1)</sup>	3:22.21 <sup>(1)</sup>	3:38.63 <sup>(2)</sup> 98.8		
	53.4	1:34.98 <sup>(1)</sup> 90.8	1:43.52 <sup>(2)</sup> 104.3	16.42 <sup>(1)</sup> 120.6		
<b>2. 237</b>	<b>BETTI Franco</b>	I	Bmw 2002 Ti	Piloti Senesi	1-G1-T2000	<b>7:25.57</b>
[1]	4.63 <sup>(3)</sup>	1:44.27 <sup>(2)</sup>	3:25.60 <sup>(2)</sup>	3:42.36 <sup>(2)</sup> 97.1		+10.60
	42.8	1:39.64 <sup>(2)</sup> 86.5	1:41.33 <sup>(1)</sup> 106.6	16.76 <sup>(2)</sup> 118.1		
[2]	4.44 <sup>(2)</sup>	1:43.36 <sup>(2)</sup>	3:26.42 <sup>(2)</sup>	3:43.21 <sup>(3)</sup> 96.8		
	44.6	1:38.92 <sup>(2)</sup> 87.2	1:43.06 <sup>(1)</sup> 104.8	16.79 <sup>(2)</sup> 117.9		
<b>3. 194</b>	<b>CHIANUCCI Giancarlo</b>	I	Lancia Barchetta	Piloti Senesi	1-GR-BC1600	<b>8:04.18</b>
[1]	4.08 <sup>(2)</sup>	1:46.08 <sup>(3)</sup>	3:33.61 <sup>(3)</sup>	3:51.40 <sup>(3)</sup> 93.3		+49.21
	48.5	1:42.00 <sup>(3)</sup> 84.5	1:47.53 <sup>(3)</sup> 100.4	17.79 <sup>(3)</sup> 111.3		
[2]	4.62 <sup>(3)</sup>	1:53.89 <sup>(3)</sup>	3:51.81 <sup>(3)</sup>	4:12.78 <sup>(6)</sup> 85.4		
	42.9	1:49.27 <sup>(4)</sup> 78.9	1:57.92 <sup>(5)</sup> 91.6	20.97 <sup>(6)</sup> 94.4		
<b>4. 242</b>	<b>GOBBINI Boris</b>	I	Fiat Abarth 1000 TC	Valdelsa Classic M.C.	1-E-T1000	<b>8:16.84</b>
[1]	4.69 <sup>(4)</sup>	1:52.66 <sup>(4)</sup>	3:46.38 <sup>(4)</sup>	4:05.47 <sup>(4)</sup> 88.0		+1:01.87
	42.2	1:47.97 <sup>(4)</sup> 79.9	1:53.72 <sup>(4)</sup> 95.0	19.09 <sup>(4)</sup> 103.7		
[2]	4.70 <sup>(4)</sup>	1:53.96 <sup>(4)</sup>	3:51.81 <sup>(3)</sup>	4:11.37 <sup>(6)</sup> 85.9		
	42.1	1:49.26 <sup>(3)</sup> 78.9	1:57.85 <sup>(4)</sup> 91.6	19.56 <sup>(3)</sup> 101.2		
<b>5. 239</b>	<b>GIRONI Sandro</b>	I	Alfa Romeo GT Junior 1.3		1-G1-T1300	<b>8:23.35</b>
[1]	5.25 <sup>(7)</sup>	1:53.68 <sup>(5)</sup>	3:51.03 <sup>(5)</sup>	4:10.72 <sup>(5)</sup> 86.2		+1:08.38
	37.7	1:48.43 <sup>(5)</sup> 79.5	1:57.35 <sup>(5)</sup> 92.0	19.69 <sup>(5)</sup> 100.6		
[2]	5.23 <sup>(7)</sup>	1:55.07 <sup>(5)</sup>	3:52.88 <sup>(5)</sup>	4:12.63 <sup>(6)</sup> 85.5		
	37.9	1:49.84 <sup>(5)</sup> 78.5	1:57.81 <sup>(3)</sup> 91.7	19.75 <sup>(4)</sup> 100.3		
<b>6. 243</b>	<b>FRENGUELLOTTI Marco</b>	I	Abarth 850 TC	Team Racing Gubbio	1-F-T850	<b>8:35.57</b>
[1]	5.03 <sup>(5)</sup>	1:58.50 <sup>(6)</sup>	3:57.10 <sup>(6)</sup>	4:17.41 <sup>(6)</sup> 83.9		+1:20.60
	39.4	1:53.47 <sup>(6)</sup> 76.0	1:58.60 <sup>(6)</sup> 91.1	20.31 <sup>(6)</sup> 97.5		
[2]	4.84 <sup>(5)</sup>	1:58.89 <sup>(6)</sup>	3:57.66 <sup>(6)</sup>	4:18.16 <sup>(7)</sup> 83.7		
	40.9	1:54.05 <sup>(6)</sup> 75.6	1:58.77 <sup>(6)</sup> 90.9	20.50 <sup>(5)</sup> 96.6		
<b>7. 241</b>	<b>COLESCI Santi</b>	I	Renault 8 Gordini		1-G1-T1300	<b>9:00.44</b>
[1]	5.09 <sup>(6)</sup>	2:02.50 <sup>(7)</sup>	4:08.15 <sup>(7)</sup>	4:29.35 <sup>(7)</sup> 80.2		+1:45.47
	38.9	1:57.41 <sup>(7)</sup> 73.4	2:05.65 <sup>(7)</sup> 86.0	21.20 <sup>(7)</sup> 93.4		
[2]	4.86 <sup>(6)</sup>	2:03.16 <sup>(7)</sup>	4:09.06 <sup>(7)</sup>	4:31.09 <sup>(8)</sup> 79.7		
	40.7	1:58.30 <sup>(7)</sup> 72.9	2:05.90 <sup>(7)</sup> 85.8	22.03 <sup>(7)</sup> 89.9		

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