



## 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>6:15.63</b>
[1]	3.52 <sup>(1)</sup>	1:27.21 <sup>(1)</sup>	2:53.42 <sup>(1)</sup>	3:06.89 <sup>(1)</sup> 115.6		
	56.3	1:23.69 <sup>(1)</sup> 103.0	1:26.21 <sup>(1)</sup> 125.3	13.47 <sup>(1)</sup> 147.0		
[2]	3.49 <sup>(1)</sup>	1:27.71 <sup>(1)</sup>	2:55.06 <sup>(1)</sup>	3:08.74 <sup>(2)</sup> 114.4		
	56.7	1:24.22 <sup>(1)</sup> 102.4	1:27.35 <sup>(1)</sup> 123.6	13.68 <sup>(1)</sup> 144.7		
<b>2.</b>	<b>218 CRESCI Ivo</b>	I	De Tomaso Pantera	Etruria	2-H1-GTS2500	<b>7:34.73</b>
[1]	4.04 <sup>(2)</sup>	1:44.78 <sup>(2)</sup>	3:30.00 <sup>(2)</sup>	3:47.75 <sup>(2)</sup> 94.8		+1:19.10
	49.0	1:40.74 <sup>(2)</sup> 85.6	1:45.22 <sup>(4)</sup> 102.6	17.75 <sup>(3)</sup> 111.5		
[2]	3.94 <sup>(2)</sup>	1:43.49 <sup>(2)</sup>	3:29.31 <sup>(2)</sup>	3:46.98 <sup>(2)</sup> 95.2		
	50.3	1:39.55 <sup>(2)</sup> 86.6	1:45.82 <sup>(3)</sup> 102.1	17.67 <sup>(3)</sup> 112.1		
<b>3.</b>	<b>226 DA FRASSINI Riccardo</b>	I	Fiat Giannini	Valdelsa Classic M.C.	2-H1-TC700	<b>7:40.61</b>
[1]	4.82 <sup>(7)</sup>	1:46.97 <sup>(4)</sup>	3:31.87 <sup>(4)</sup>	3:49.76 <sup>(4)</sup> 94.0		+1:24.98
	41.1	1:42.15 <sup>(4)</sup> 84.4	1:44.90 <sup>(2)</sup> 103.0	17.89 <sup>(4)</sup> 110.7		
[2]	4.82 <sup>(7)</sup>	1:47.59 <sup>(4)</sup>	3:33.12 <sup>(3)</sup>	3:50.85 <sup>(5)</sup> 93.6		
	41.1	1:42.77 <sup>(4)</sup> 83.9	1:45.53 <sup>(2)</sup> 102.3	17.73 <sup>(4)</sup> 111.7		
<b>4.</b>	<b>219 BARTOLUCCI Umberto</b>	I	Alfa Romeo Giulia GT Veloce	Piloti Forlivesi	2-H1-TC2000	<b>7:40.90</b>
[1]	4.41 <sup>(4)</sup>	1:46.43 <sup>(3)</sup>	3:31.56 <sup>(3)</sup>	3:49.01 <sup>(3)</sup> 94.3		+1:25.27
	44.9	1:42.02 <sup>(3)</sup> 84.5	1:45.13 <sup>(3)</sup> 102.7	17.45 <sup>(2)</sup> 113.5		
[2]	4.38 <sup>(3)</sup>	1:46.16 <sup>(3)</sup>	3:34.27 <sup>(4)</sup>	3:51.89 <sup>(5)</sup> 93.1		
	45.2	1:41.78 <sup>(3)</sup> 84.7	1:48.11 <sup>(5)</sup> 99.9	17.62 <sup>(2)</sup> 112.4		
<b>5.</b>	<b>227 CARLI Stefano</b>	I	Abarth 695 SS	Piloti Senesi	2-H1-TC700	<b>7:53.98</b>
[1]	4.87 <sup>(9)</sup>	1:50.15 <sup>(6)</sup>	3:39.17 <sup>(5)</sup>	3:57.55 <sup>(5)</sup> 90.9		+1:38.35
	40.7	1:45.28 <sup>(6)</sup> 81.9	1:49.02 <sup>(6)</sup> 99.1	18.38 <sup>(5)</sup> 107.7		
[2]	4.75 <sup>(5)</sup>	1:49.79 <sup>(5)</sup>	3:37.87 <sup>(5)</sup>	3:56.43 <sup>(5)</sup> 91.4		
	41.7	1:45.04 <sup>(5)</sup> 82.1	1:48.08 <sup>(4)</sup> 99.9	18.56 <sup>(5)</sup> 106.7		
<b>6.</b>	<b>228 FIORUCCI Osvaldo</b>	I	Fiat Giannini 650 NP	Chimera Classic Motor	2-H1-TC700	<b>8:00.00</b>
[1]	4.89 <sup>(10)</sup>	1:52.84 <sup>(9)</sup>	3:41.50 <sup>(7)</sup>	3:59.99 <sup>(6)</sup> 90.0		+1:44.37
	40.5	1:47.95 <sup>(10)</sup> 79.9	1:48.66 <sup>(5)</sup> 99.4	18.49 <sup>(6)</sup> 107.1		
[2]	4.91 <sup>(10)</sup>	1:52.88 <sup>(7)</sup>	3:41.29 <sup>(6)</sup>	4:00.01 <sup>(7)</sup> 90.0		
	40.3	1:47.97 <sup>(8)</sup> 79.9	1:48.41 <sup>(6)</sup> 99.6	18.72 <sup>(6)</sup> 105.8		
<b>7.</b>	<b>222 COVOTTA Giuseppe</b>	I	Fiat 128 4p.	Granducato Corse	2-H1-TC1300	<b>8:05.94</b>
[1]	4.40 <sup>(3)</sup>	1:47.89 <sup>(5)</sup>	3:41.38 <sup>(6)</sup>	4:00.57 <sup>(7)</sup> 89.8		+1:50.31
	45.0	1:43.49 <sup>(5)</sup> 83.3	1:53.49 <sup>(11)</sup> 95.2	19.19 <sup>(11)</sup> 103.2		
[2]	4.75 <sup>(5)</sup>	1:50.77 <sup>(6)</sup>	3:46.35 <sup>(8)</sup>	4:05.37 <sup>(10)</sup> 88.0		
	41.7	1:46.02 <sup>(6)</sup> 81.3	1:55.58 <sup>(10)</sup> 93.4	19.02 <sup>(7)</sup> 104.1		
<b>8.</b>	<b>224 ANDREINI David</b>	I	Autobianchi A112 Ab. 58HP		2-H1-TC1000	<b>8:06.91</b>
[1]	5.57 <sup>(15)</sup>	1:53.02 <sup>(10)</sup>	3:44.09 <sup>(8)</sup>	4:03.17 <sup>(8)</sup> 88.8		+1:51.28
	35.5	1:47.45 <sup>(8)</sup> 80.2	1:51.07 <sup>(7)</sup> 97.2	19.08 <sup>(9)</sup> 103.8		
[2]	5.50 <sup>(15)</sup>	1:52.93 <sup>(8)</sup>	3:44.70 <sup>(7)</sup>	4:03.74 <sup>(9)</sup> 88.6		
	36.0	1:47.43 <sup>(7)</sup> 80.3	1:51.77 <sup>(7)</sup> 96.6	19.04 <sup>(8)</sup> 104.0		
<b>9.</b>	<b>235 CHIANUCCI Rosaldo</b>	I	Simca RALLYE 3	Etruria	2-H1-T1300	<b>8:10.06</b>
[1]	4.83 <sup>(8)</sup>	1:52.74 <sup>(8)</sup>	3:44.90 <sup>(9)</sup>	4:03.91 <sup>(9)</sup> 88.6		+1:54.43
	41.0	1:47.91 <sup>(9)</sup> 79.9	1:52.16 <sup>(8)</sup> 96.3	19.01 <sup>(8)</sup> 104.2		
[2]	4.82 <sup>(7)</sup>	1:53.67 <sup>(10)</sup>	3:46.77 <sup>(9)</sup>	4:06.15 <sup>(11)</sup> 87.8		
	41.1	1:48.85 <sup>(10)</sup> 79.2	1:53.10 <sup>(8)</sup> 95.5	19.38 <sup>(10)</sup> 102.2		
<b>10.</b>	<b>217 "CICCIOPASTICCIO"</b>	I	Porsche 9115		2-H1-GTS2500	<b>8:15.57</b>
[1]	4.56 <sup>(5)</sup>	1:51.82 <sup>(7)</sup>	3:46.97 <sup>(10)</sup>	4:05.89 <sup>(10)</sup> 87.8		+1:59.94
	43.4	1:47.26 <sup>(7)</sup> 80.4	1:55.15 <sup>(12)</sup> 93.8	18.92 <sup>(7)</sup> 104.7		
[2]	4.68 <sup>(4)</sup>	1:53.15 <sup>(9)</sup>	3:50.56 <sup>(10)</sup>	4:09.68 <sup>(13)</sup> 86.5		
	42.3	1:48.47 <sup>(9)</sup> 79.5	1:57.41 <sup>(11)</sup> 92.0	19.12 <sup>(9)</sup> 103.6		
<b>11.</b>	<b>229 PAGNI Massimiliano</b>	I	Giannini 590NP	Piloti Senesi	2-H1-TC600	<b>8:18.71</b>
[1]	5.40 <sup>(14)</sup>	1:54.29 <sup>(11)</sup>	3:47.73 <sup>(11)</sup>	4:07.99 <sup>(12)</sup> 87.1		+2:03.08

P. N.	Conducente	55m	Fontandrone	Naz	Vettura	Lastraie	Scuderia	Classe	Tem./Dif.
						Arrivo	VMed	i.c.	
		36.7	1:48.89 <sup>(11)</sup>	79.2	1:53.44 <sup>(10)</sup>	95.2	20.26 <sup>(12)</sup>	97.7	
[2]		5.79 <sup>(16)</sup>	1:56.61 <sup>(12)</sup>		3:50.56 <sup>(10)</sup>		<b>4:10.72</b> <sup>(13)</sup>	86.2	
		34.2	1:50.82 <sup>(12)</sup>	77.8	1:53.95 <sup>(9)</sup>	94.8	20.16 <sup>(13)</sup>	98.2	
<b>12.</b>	<b>223 BARTOLI Alvaro</b>		I		Fiat Giannini 128		Team Italia	2-H1-TC1150	<b>8:25.10</b>
[1]		4.75 <sup>(6)</sup>	1:54.98 <sup>(12)</sup>		3:51.59 <sup>(13)</sup>		<b>4:12.22</b> <sup>(13)</sup>	85.6	+2:09.47
		41.7	1:50.23 <sup>(12)</sup>	78.2	1:56.61 <sup>(13)</sup>	92.6	20.63 <sup>(14)</sup>	96.0	
[2]		4.96 <sup>(11)</sup>	1:54.89 <sup>(11)</sup>		3:52.74 <sup>(12)</sup>		<b>4:12.88</b> <sup>(14)</sup>	85.4	
		39.9	1:49.93 <sup>(11)</sup>	78.4	1:57.85 <sup>(12)</sup>	91.6	20.14 <sup>(12)</sup>	98.3	
<b>13.</b>	<b>234 COCCI Paolo</b>		I		Innocenti Mini Cooper 1300		Chimera Classic Motor	2-H1-T1300	<b>8:34.16</b>
[1]		4.95 <sup>(11)</sup>	1:58.89 <sup>(14)</sup>		3:58.38 <sup>(14)</sup>		<b>4:18.80</b> <sup>(14)</sup>	83.5	+2:18.53
		40.0	1:53.94 <sup>(14)</sup>	75.7	1:59.49 <sup>(14)</sup>	90.4	20.42 <sup>(13)</sup>	97.0	
[2]		4.82 <sup>(7)</sup>	1:57.15 <sup>(13)</sup>		3:55.26 <sup>(13)</sup>		<b>4:15.36</b> <sup>(14)</sup>	84.6	
		41.1	1:52.33 <sup>(13)</sup>	76.8	1:58.11 <sup>(13)</sup>	91.4	20.10 <sup>(11)</sup>	98.5	
<b>14.</b>	<b>221 BURZI Cristian</b>		I		Innocenti Mini Cooper 1.3		Valdelsa Classic M.C.	2-H1-T1300	<b>8:52.10</b>
[1]		4.96 <sup>(12)</sup>	2:01.31 <sup>(15)</sup>		4:06.00 <sup>(15)</sup>		<b>4:26.91</b> <sup>(15)</sup>	80.9	+2:36.47
		39.9	1:56.35 <sup>(15)</sup>	74.1	2:04.69 <sup>(16)</sup>	86.6	20.91 <sup>(15)</sup>	94.7	
[2]		4.98 <sup>(12)</sup>	2:00.63 <sup>(15)</sup>		4:04.16 <sup>(14)</sup>		<b>4:25.19</b> <sup>(15)</sup>	81.5	
		39.8	1:55.65 <sup>(15)</sup>	74.6	2:03.53 <sup>(15)</sup>	87.4	21.03 <sup>(14)</sup>	94.2	
<b>15.</b>	<b>232 BROGI Massimo</b>		I		Fiat 500		Piloti Senesi	2-H1-TC500	<b>8:58.87</b>
[1]		5.63 <sup>(16)</sup>	2:03.42 <sup>(16)</sup>		4:07.47 <sup>(16)</sup>		<b>4:30.15</b> <sup>(16)</sup>	80.0	+2:43.24
		35.2	1:57.79 <sup>(16)</sup>	73.2	2:04.05 <sup>(15)</sup>	87.1	22.68 <sup>(16)</sup>	87.3	
[2]		5.44 <sup>(14)</sup>	2:03.23 <sup>(16)</sup>		4:06.23 <sup>(15)</sup>		<b>4:28.72</b> <sup>(16)</sup>	80.4	
		36.4	1:57.79 <sup>(16)</sup>	73.2	2:03.00 <sup>(14)</sup>	87.8	22.49 <sup>(15)</sup>	88.0	
<b>16.</b>	<b>233 NICCHI Eric</b>		I		Alfa Romeo Giulia		Speed Motor	2-H1-T1300	<b>9:14.35</b>
[1]		5.10 <sup>(13)</sup>	1:55.40 <sup>(13)</sup>		3:48.55 <sup>(12)</sup>		<b>4:07.69</b> <sup>(11)</sup>	87.2	+2:58.72
		38.8	1:50.30 <sup>(13)</sup>	78.2	1:53.15 <sup>(9)</sup>	95.4	19.14 <sup>(10)</sup>	103.4	
[2]		5.06 <sup>(13)</sup>	1:57.53 <sup>(14)</sup>		4:28.09 <sup>(16)</sup>		<b>5:06.66</b> <sup>(17)</sup>	70.4	
		39.1	1:52.47 <sup>(14)</sup>	76.7	2:30.56 <sup>(16)</sup>	71.7	38.57 <sup>(16)</sup>	51.3	

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