



## Auto Storiche Performance Analysis 3. Gr.

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	i.c.	
<b>1. 191</b>	<b>CECCARELLI Mauro</b>	I	AMS Sport tipo 176	Valdelsa Classic M.C.	3-IR-BC1300	<b>7:20.37</b>
[1]	4.30 <sup>(2)</sup>	1:41.00 <sup>(1)</sup>	3:23.55 <sup>(1)</sup>	3:39.88 <sup>(1)</sup>	98.2	
	46.0	1:36.70 <sup>(1)</sup> 89.2	1:42.55 <sup>(1)</sup> 105.3	16.33 <sup>(1)</sup> 121.2		
[2]	4.06 <sup>(1)</sup>	1:40.76 <sup>(1)</sup>	3:24.80 <sup>(2)</sup>	3:40.49 <sup>(2)</sup>	98.0	
	48.8	1:36.70 <sup>(1)</sup> 89.2	1:44.04 <sup>(2)</sup> 103.8	15.69 <sup>(1)</sup> 126.2		
<b>2. 209</b>	<b>PICCARDI Giancarlo</b>	I	Fiat Ritmo	Etruria	3-I-TC1600	<b>7:24.52</b>
[1]	4.38 <sup>(3)</sup>	1:43.82 <sup>(2)</sup>	3:27.24 <sup>(2)</sup>	3:44.60 <sup>(2)</sup>	96.2	+4.15
	45.2	1:39.44 <sup>(2)</sup> 86.7	1:43.42 <sup>(2)</sup> 104.4	17.36 <sup>(3)</sup> 114.1		
[2]	4.41 <sup>(2)</sup>	1:41.21 <sup>(2)</sup>	3:23.14 <sup>(1)</sup>	3:39.92 <sup>(2)</sup>	98.2	
	44.9	1:36.80 <sup>(2)</sup> 89.1	1:41.93 <sup>(1)</sup> 106.0	16.78 <sup>(2)</sup> 118.0		
<b>3. 203</b>	<b>RICCIARELLI Francesco</b>	I	Autobianchi A112	Chimera Classic Motor	3-I-SIL1000	<b>7:36.49</b>
[1]	4.54 <sup>(6)</sup>	1:46.75 <sup>(3)</sup>	3:31.77 <sup>(3)</sup>	3:49.19 <sup>(3)</sup>	94.2	+16.12
	43.6	1:42.21 <sup>(3)</sup> 84.4	1:45.02 <sup>(3)</sup> 102.8	17.42 <sup>(4)</sup> 113.7		
[2]	4.51 <sup>(4)</sup>	1:45.74 <sup>(3)</sup>	3:29.87 <sup>(3)</sup>	3:47.30 <sup>(3)</sup>	95.0	
	43.9	1:41.23 <sup>(3)</sup> 85.2	1:44.13 <sup>(3)</sup> 103.7	17.43 <sup>(4)</sup> 113.6		
<b>4. 211</b>	<b>FOGNANI Massimiliano</b>	I	Autobianchi A112 Ab.	Etruria Racing	3-I-TC1150	<b>7:48.57</b>
[1]	4.89 <sup>(10)</sup>	1:48.76 <sup>(4)</sup>	3:35.68 <sup>(4)</sup>	3:53.52 <sup>(4)</sup>	92.5	+28.20
	40.5	1:43.87 <sup>(4)</sup> 83.0	1:46.92 <sup>(4)</sup> 101.0	17.84 <sup>(5)</sup> 111.0		
[2]	4.90 <sup>(10)</sup>	1:49.74 <sup>(4)</sup>	3:37.32 <sup>(4)</sup>	3:55.05 <sup>(5)</sup>	91.9	
	40.4	1:44.84 <sup>(4)</sup> 82.2	1:47.58 <sup>(4)</sup> 100.4	17.73 <sup>(5)</sup> 111.7		
<b>5. 189</b>	<b>VIEL Antonio</b>	I	Osella PA 9	Bologna Corse	3-IR-BC1600	<b>8:01.72</b>
[1]	4.29 <sup>(1)</sup>	1:51.03 <sup>(6)</sup>	3:42.08 <sup>(5)</sup>	3:59.12 <sup>(5)</sup>	90.3	+41.35
	46.2	1:46.74 <sup>(6)</sup> 80.8	1:51.05 <sup>(5)</sup> 97.3	17.04 <sup>(2)</sup> 116.2		
[2]	4.71 <sup>(7)</sup>	1:52.03 <sup>(7)</sup>	3:45.36 <sup>(7)</sup>	4:02.60 <sup>(6)</sup>	89.0	
	42.0	1:47.32 <sup>(7)</sup> 80.3	1:53.33 <sup>(6)</sup> 95.3	17.24 <sup>(3)</sup> 114.8		
<b>6. 212</b>	<b>AGLIETTI Massimo</b>	I	Fiat 127 Sport	Valdelsa Classic M.C.	3-I-TC1150	<b>8:07.08</b>
[1]	4.66 <sup>(8)</sup>	1:52.39 <sup>(8)</sup>	3:45.26 <sup>(8)</sup>	4:03.76 <sup>(7)</sup>	88.6	+46.71
	42.5	1:47.73 <sup>(8)</sup> 80.0	1:52.87 <sup>(7)</sup> 95.7	18.50 <sup>(6)</sup> 107.0		
[2]	4.63 <sup>(6)</sup>	1:50.78 <sup>(5)</sup>	3:44.89 <sup>(6)</sup>	4:03.32 <sup>(6)</sup>	88.8	
	42.8	1:46.15 <sup>(5)</sup> 81.2	1:54.11 <sup>(8)</sup> 94.6	18.43 <sup>(6)</sup> 107.4		
<b>7. 206</b>	<b>LORENZI Gino</b>	I	Fiat Giannini 650 NP		3-I-SIL700	<b>8:07.70</b>
[1]	4.43 <sup>(4)</sup>	1:50.43 <sup>(5)</sup>	3:44.29 <sup>(6)</sup>	4:03.66 <sup>(6)</sup>	88.6	+47.33
	44.7	1:46.00 <sup>(5)</sup> 81.3	1:53.86 <sup>(9)</sup> 94.9	19.37 <sup>(10)</sup> 102.2		
[2]	4.49 <sup>(3)</sup>	1:51.17 <sup>(6)</sup>	3:44.50 <sup>(5)</sup>	4:04.04 <sup>(9)</sup>	88.5	
	44.1	1:46.68 <sup>(6)</sup> 80.8	1:53.33 <sup>(6)</sup> 95.3	19.54 <sup>(10)</sup> 101.3		
<b>8. 204</b>	<b>NOCCI Walter</b>	I	Abarth 695	Piloti Senesi	3-I-SIL700	<b>8:09.93</b>
[1]	4.63 <sup>(7)</sup>	1:51.58 <sup>(7)</sup>	3:45.01 <sup>(7)</sup>	4:03.95 <sup>(8)</sup>	88.5	+49.56
	42.8	1:46.95 <sup>(7)</sup> 80.6	1:53.43 <sup>(8)</sup> 95.2	18.94 <sup>(7)</sup> 104.5		
[2]	4.84 <sup>(9)</sup>	1:52.55 <sup>(8)</sup>	3:46.72 <sup>(8)</sup>	4:05.98 <sup>(10)</sup>	87.8	
	40.9	1:47.71 <sup>(8)</sup> 80.0	1:54.17 <sup>(9)</sup> 94.6	19.26 <sup>(8)</sup> 102.8		
<b>9. 214</b>	<b>GIACHI Silvano</b>	I	Autobianchi A112 Ab. 70HP	Valdelsa Classic M.C.	3-I-T1150	<b>8:13.89</b>
[1]	5.02 <sup>(11)</sup>	1:54.24 <sup>(10)</sup>	3:46.54 <sup>(9)</sup>	4:05.75 <sup>(9)</sup>	87.9	+53.52
	39.4	1:49.22 <sup>(10)</sup> 78.9	1:52.30 <sup>(6)</sup> 96.2	19.21 <sup>(8)</sup> 103.1		
[2]	4.98 <sup>(11)</sup>	1:55.51 <sup>(10)</sup>	3:48.82 <sup>(10)</sup>	4:08.14 <sup>(11)</sup>	87.0	
	39.8	1:50.53 <sup>(10)</sup> 78.0	1:53.31 <sup>(5)</sup> 95.3	19.32 <sup>(9)</sup> 102.5		
<b>10. 213</b>	<b>IANTORNO Francesco</b>	I	Volkswagen Golf GTI Type 17		3-I-T1600	<b>8:14.85</b>
[1]	4.52 <sup>(5)</sup>	1:53.41 <sup>(9)</sup>	3:48.19 <sup>(10)</sup>	4:07.43 <sup>(10)</sup>	87.3	+54.48
	43.8	1:48.89 <sup>(9)</sup> 79.2	1:54.78 <sup>(10)</sup> 94.1	19.24 <sup>(9)</sup> 102.9		
[2]	4.57 <sup>(5)</sup>	1:53.16 <sup>(9)</sup>	3:48.34 <sup>(9)</sup>	4:07.42 <sup>(10)</sup>	87.3	
	43.3	1:48.59 <sup>(9)</sup> 79.4	1:55.18 <sup>(10)</sup> 93.8	19.08 <sup>(7)</sup> 103.8		
<b>11. 215</b>	<b>LAZZERONI Lorenzo</b>	I	Autobianchi A112 Ab. 70HP		3-I-T1150	<b>8:32.99</b>
[1]	4.78 <sup>(9)</sup>	1:56.47 <sup>(11)</sup>	3:55.12 <sup>(11)</sup>	4:17.35 <sup>(11)</sup>	83.9	+1:12.62

P. N. Conduttore	55m	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	Fontandrone		Lastraia	Arrivo	<i>VMed</i>	<i>i.c.</i>
	<i>41.4</i>	1:51.69 <sup>(11)</sup> <i>77.2</i>	1:58.65 <sup>(11)</sup> <i>91.0</i>	22.23 <sup>(11)</sup> <i>89.1</i>		
[2]	4.79 <sup>(8)</sup>	1:57.42 <sup>(11)</sup>	3:55.51 <sup>(11)</sup>	<b>4:15.64</b> <sup>(11)</sup>	<i>84.5</i>	
	<i>41.3</i>	1:52.63 <sup>(11)</sup> <i>76.6</i>	1:58.09 <sup>(11)</sup> <i>91.5</i>	20.13 <sup>(11)</sup> <i>98.4</i>		

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