



## Auto Storiche Performance Analysis 4. Gr.

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| P. N.         | Conduuttore                     | Naz                          | Vettura                      | Scuderia                     | Classe       | Tem./Dif.      |
|---------------|---------------------------------|------------------------------|------------------------------|------------------------------|--------------|----------------|
|               | 55m                             | Fontandrone                  | Lastraie                     | Arrivo                       | i.c.         |                |
| <b>1. 185</b> | <b>PERONI Stefano</b>           | I                            | Osella PA 8/10               | Team Italia                  | 4-JR-BC2000  | <b>6:03.43</b> |
| [1]           | 3.63 <sup>(2)</sup>             | 1:25.65 <sup>(1)</sup>       | 2:48.98 <sup>(1)</sup>       | 3:02.01 <sup>(1)</sup> 118.7 |              |                |
|               | 54.5                            | 1:22.02 <sup>(2)</sup> 105.1 | 1:23.33 <sup>(1)</sup> 129.6 | 13.03 <sup>(1)</sup> 152.0   |              |                |
| [2]           | 3.58 <sup>(2)</sup>             | 1:25.31 <sup>(1)</sup>       | 2:48.38 <sup>(1)</sup>       | 3:01.42 <sup>(1)</sup> 119.1 |              |                |
|               | 55.3                            | 1:21.73 <sup>(1)</sup> 105.5 | 1:23.07 <sup>(1)</sup> 130.0 | 13.04 <sup>(1)</sup> 151.8   |              |                |
| <b>2. 186</b> | <b>CREMONESI Franco</b>         | I                            | Osella PA 9/90               | Sport Management             | 4-JR-BC2000  | <b>6:16.91</b> |
| [1]           | 3.45 <sup>(1)</sup>             | 1:27.58 <sup>(3)</sup>       | 2:54.34 <sup>(2)</sup>       | 3:08.88 <sup>(3)</sup> 114.4 |              | +13.48         |
|               | 57.4                            | 1:24.13 <sup>(4)</sup> 102.5 | 1:26.76 <sup>(2)</sup> 124.5 | 14.54 <sup>(3)</sup> 136.2   |              |                |
| [2]           | 3.37 <sup>(1)</sup>             | 1:26.98 <sup>(2)</sup>       | 2:54.07 <sup>(2)</sup>       | 3:08.03 <sup>(2)</sup> 114.9 |              |                |
|               | 58.8                            | 1:23.61 <sup>(2)</sup> 103.1 | 1:27.09 <sup>(2)</sup> 124.0 | 13.96 <sup>(3)</sup> 141.8   |              |                |
| <b>3. 184</b> | <b>LOTTINI Piero</b>            | I                            | Osella PA 9/90               | Bologna Corse                | 4-JR-BC2000+ | <b>6:18.42</b> |
| [1]           | 3.77 <sup>(4)</sup>             | 1:27.86 <sup>(4)</sup>       | 2:54.69 <sup>(3)</sup>       | 3:08.34 <sup>(2)</sup> 114.7 |              | +14.99         |
|               | 52.5                            | 1:24.09 <sup>(3)</sup> 102.5 | 1:26.83 <sup>(3)</sup> 124.4 | 13.65 <sup>(2)</sup> 145.1   |              |                |
| [2]           | 3.66 <sup>(3)</sup>             | 1:28.40 <sup>(3)</sup>       | 2:56.42 <sup>(3)</sup>       | 3:10.08 <sup>(4)</sup> 113.6 |              |                |
|               | 54.1                            | 1:24.74 <sup>(3)</sup> 101.7 | 1:28.02 <sup>(3)</sup> 122.7 | 13.66 <sup>(2)</sup> 144.9   |              |                |
| <b>4. 201</b> | <b>BRENTI Roberto</b>           | I                            | Renault R5 GT Turbo          | Etruria                      | 4-J2-N2000+  | <b>7:18.24</b> |
| [1]           | 4.58 <sup>(6)</sup>             | 1:42.48 <sup>(5)</sup>       | 3:22.20 <sup>(4)</sup>       | 3:38.63 <sup>(4)</sup> 98.8  |              | +1:14.81       |
|               | 43.2                            | 1:37.90 <sup>(5)</sup> 88.1  | 1:39.72 <sup>(4)</sup> 108.3 | 16.43 <sup>(4)</sup> 120.5   |              |                |
| [2]           | 4.40 <sup>(5)</sup>             | 1:42.80 <sup>(5)</sup>       | 3:22.96 <sup>(5)</sup>       | 3:39.61 <sup>(6)</sup> 98.4  |              |                |
|               | 45.0                            | 1:38.40 <sup>(5)</sup> 87.6  | 1:40.16 <sup>(4)</sup> 107.8 | 16.65 <sup>(5)</sup> 118.9   |              |                |
| <b>5. 198</b> | <b>MENICHELLI Franco</b>        | I                            | Bmw M3 E30                   | Team Italia                  | 4-J2-N2000+  | <b>7:19.05</b> |
| [1]           | 4.58 <sup>(6)</sup>             | 1:42.86 <sup>(6)</sup>       | 3:23.08 <sup>(5)</sup>       | 3:39.60 <sup>(5)</sup> 98.4  |              | +1:15.62       |
|               | 43.2                            | 1:38.28 <sup>(6)</sup> 87.7  | 1:40.22 <sup>(5)</sup> 107.8 | 16.52 <sup>(5)</sup> 119.9   |              |                |
| [2]           | 4.44 <sup>(6)</sup>             | 1:42.41 <sup>(4)</sup>       | 3:22.83 <sup>(4)</sup>       | 3:39.45 <sup>(5)</sup> 98.4  |              |                |
|               | 44.6                            | 1:37.97 <sup>(4)</sup> 88.0  | 1:40.42 <sup>(5)</sup> 107.5 | 16.62 <sup>(4)</sup> 119.1   |              |                |
| <b>6. 199</b> | <b>PIOMBONI Roberto</b>         | I                            | Bmw M3 E30                   | Etruria                      | 4-J2-N2000+  | <b>7:32.43</b> |
| [1]           | 4.41 <sup>(5)</sup>             | 1:46.59 <sup>(8)</sup>       | 3:29.50 <sup>(6)</sup>       | 3:46.59 <sup>(6)</sup> 95.3  |              | +1:29.00       |
|               | 44.9                            | 1:42.18 <sup>(8)</sup> 84.4  | 1:42.91 <sup>(6)</sup> 104.9 | 17.09 <sup>(6)</sup> 115.9   |              |                |
| [2]           | 4.27 <sup>(4)</sup>             | 1:45.32 <sup>(6)</sup>       | 3:28.73 <sup>(6)</sup>       | 3:45.84 <sup>(6)</sup> 95.6  |              |                |
|               | 46.4                            | 1:41.05 <sup>(6)</sup> 85.3  | 1:43.41 <sup>(6)</sup> 104.4 | 17.11 <sup>(6)</sup> 115.7   |              |                |
| <b>7. 196</b> | <b>CALÌ Alfredo</b>             | I                            | Peugeot 205 Rallye           | Antares Motorsport           | 4-J2-A1300   | <b>7:39.76</b> |
| [1]           | 4.59 <sup>(8)</sup>             | 1:46.52 <sup>(7)</sup>       | 3:32.55 <sup>(7)</sup>       | 3:50.49 <sup>(7)</sup> 93.7  |              | +1:36.33       |
|               | 43.1                            | 1:41.93 <sup>(7)</sup> 84.6  | 1:46.03 <sup>(7)</sup> 101.9 | 17.94 <sup>(7)</sup> 110.4   |              |                |
| [2]           | 4.51 <sup>(7)</sup>             | 1:45.86 <sup>(7)</sup>       | 3:31.48 <sup>(7)</sup>       | 3:49.27 <sup>(7)</sup> 94.2  |              |                |
|               | 43.9                            | 1:41.35 <sup>(7)</sup> 85.1  | 1:45.62 <sup>(7)</sup> 102.3 | 17.79 <sup>(7)</sup> 111.3   |              |                |
| <b>8. 197</b> | <b>MEARINI Francesco</b>        | I                            | Peugeot 205 Rallye           | Etruria Racing               | 4-J2-A1300   | <b>7:56.85</b> |
| [1]           | 4.77 <sup>(9)</sup>             | 1:48.75 <sup>(9)</sup>       | 3:45.26 <sup>(8)</sup>       | 4:04.12 <sup>(8)</sup> 88.5  |              | +1:53.42       |
|               | 41.5                            | 1:43.98 <sup>(9)</sup> 82.9  | 1:56.51 <sup>(8)</sup> 92.7  | 18.86 <sup>(8)</sup> 105.0   |              |                |
| [2]           | 4.69 <sup>(8)</sup>             | 1:47.45 <sup>(8)</sup>       | 3:34.22 <sup>(8)</sup>       | 3:52.73 <sup>(8)</sup> 92.8  |              |                |
|               | 42.2                            | 1:42.76 <sup>(8)</sup> 83.9  | 1:46.77 <sup>(8)</sup> 101.2 | 18.51 <sup>(8)</sup> 107.0   |              |                |
| <b>9. 187</b> | <b>BRAGAGNI CAPACCINI Ennio</b> |                              | Re.Bo. 03                    | Chimera Classic Motor        | 4-JR-BC/SN3. |                |
| [1]           | 3.75 <sup>(3)</sup>             | 1:25.75 <sup>(2)</sup>       |                              | DNF 1                        |              |                |
|               | 52.8                            | 1:22.00 <sup>(1)</sup> 105.1 |                              |                              |              |                |

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