

## Passo dello Spino

## Auto Moderne

## Performance Analysis E1A



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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>107 CAMAITI Icaro Attilio</b>	<b>I</b>	Renault Gt Turbo		E1A 2000	<b>7:24.34</b>
[1]	4.97 <sup>(2)</sup>	1:45.98 <sup>(1)</sup>	3:27.39 <sup>(1)</sup>	<b>3:43.84<sup>(1)</sup></b>	96.5	
	39.8	1:41.01 <sup>(1)</sup> 85.4	1:41.41 <sup>(1)</sup> 106.5	16.45 <sup>(1)</sup> 120.4		
[2]	4.82 <sup>(2)</sup>	1:43.53 <sup>(1)</sup>	3:23.73 <sup>(1)</sup>	<b>3:40.50<sup>(1)</sup></b>	98.0	
	41.1	1:38.71 <sup>(1)</sup> 87.3	1:40.20 <sup>(1)</sup> 107.8	16.77 <sup>(1)</sup> 118.1		
<b>2.</b>	<b>106 GABELLI Stefano</b>	<b>I</b>	Peugeot 106 Rallye	Etruria	E1A 1400	<b>8:34.00</b>
[1]	5.21 <sup>(3)</sup>	2:00.89 <sup>(3)</sup>	3:58.48 <sup>(3)</sup>	<b>4:18.24<sup>(3)</sup></b>	83.6	+1:09.66
	38.0	1:55.68 <sup>(3)</sup> 74.5	1:57.59 <sup>(2)</sup> 91.8	19.76 <sup>(3)</sup> 100.2		
[2]	5.28 <sup>(3)</sup>	1:58.25 <sup>(3)</sup>	3:55.90 <sup>(2)</sup>	<b>4:15.76<sup>(2)</sup></b>	84.5	
	37.5	1:52.97 <sup>(2)</sup> 76.3	1:57.65 <sup>(2)</sup> 91.8	19.86 <sup>(3)</sup> 99.7		
<b>3.</b>	<b>105 MANTELLINI Federico</b>	<b>I</b>	Alfa Romeo 75 V6		E1A 3000	<b>8:36.49</b>
[1]	4.89 <sup>(1)</sup>	1:58.25 <sup>(2)</sup>	3:57.16 <sup>(2)</sup>	<b>4:16.34<sup>(2)</sup></b>	84.3	+1:12.15
	40.5	1:53.36 <sup>(2)</sup> 76.1	1:58.91 <sup>(3)</sup> 90.8	19.18 <sup>(2)</sup> 103.2		
[2]	4.76 <sup>(1)</sup>	1:58.01 <sup>(2)</sup>	4:00.69 <sup>(3)</sup>	<b>4:20.15<sup>(4)</sup></b>	83.0	
	41.6	1:53.25 <sup>(3)</sup> 76.1	2:02.68 <sup>(3)</sup> 88.0	19.46 <sup>(2)</sup> 101.7		
<b>4.</b>	<b>108 BOI Manrico</b>	<b>I</b>	Peugeot 205 Rallye	Team Alghero Corse	E1A 1400	

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

Risultati e Telemetrie a cura di Francesco Dariz