

# 63<sup>a</sup> Trento - Bondone

## Corsa Internazionale di Velocità in Salita Prove Ufficiali/Official Practice Auto Storiche Performance Analysis 1. Gr.

F.I.A. European Historic Hill-Climb Championship  
Championnat d'Europe Historique des Courses de Côte F.I.A.  
Campionato Europeo Auto Storiche Velocità in Salita

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.				
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax		
	<b>1. 471 "HMÖ"</b>	A	Steyr Puch König BergSpyder		1-A7	<b>12:22.91</b>				
[1]	5.40 <sup>(1)</sup>	2:29.84 <sup>(1)T</sup>	4:35.74 <sup>(1)</sup>	9:28.89 <sup>(1)T</sup>	<b>12:22.91<sup>(1)</sup></b>	83.8		B:137.9		
	65.3	2:05.90 <sup>(1)</sup>	92.9	2:54.02 <sup>(1)</sup>	80.7					
	<b>2. 416 SALA Mario</b>	I	Porsche Carrera 906	A.S.P.A.S.	1-A9	<b>12:49.37</b>				
[1]	7.93 <sup>(10)</sup>	2:37.48 <sup>(2)T</sup>	4:46.26 <sup>(2)T</sup>	6:13.86 <sup>(1)T</sup>	11:51.65 <sup>(8)</sup>			B:144.5 C:94.3	+26.46	
	44.5	2:08.78 <sup>(2)</sup>	90.9	2:27.60 <sup>(1)</sup>	75.5	37.79 <sup>(1)</sup>	49.8			
[2]	6.46 <sup>(5)</sup>	2:36.79 <sup>(1)T</sup>	4:44.55 <sup>(1)T</sup>	6:11.81 <sup>(1)T</sup>	9:46.92 <sup>(1)T</sup>	<b>12:49.37<sup>(2)</sup></b>	80.9		B:143.6 C:96.0	
	54.6	2:07.76 <sup>(1)</sup>	91.6	2:27.26 <sup>(1)</sup>	75.3	35.11 <sup>(1)</sup>	78.3	02.45 <sup>(1)</sup>	77.0	
	<b>3. 476 KONICAR Vladimir</b>	CZ	Bmw 2002 Ti	SK Ind.technik Modrice1	A5	<b>13:47.21</b>				
[1]	6.11 <sup>(2)T</sup>	14.91 <sup>(1)T</sup>	2:51.23 <sup>(4)T</sup>	5:13.27 <sup>(3)</sup>	10:42.87 <sup>(3)T</sup>	<b>14:00.22<sup>(3)</sup></b>	74.1		A:141.5 B:123.9	+1:24.30
	57.7	8.80 <sup>(1)</sup>	123.2	2:36.32 <sup>(1)</sup>	74.2	2:22.04 <sup>(3)</sup>	82.4			
[2]	6.14 <sup>(1)</sup>	2:45.28 <sup>(2)T</sup>	5:04.83 <sup>(3)T</sup>	6:40.55 <sup>(3)T</sup>	10:32.30 <sup>(2)T</sup>	<b>13:47.21<sup>(2)</sup></b>	75.3		B:128.8 C:88.0	
	57.5	2:19.55 <sup>(3)</sup>	83.8	3:35.72 <sup>(3)</sup>	68.3	5:1.75 <sup>(2)</sup>	72.3	14.91 <sup>(2)</sup>	72.0	
	<b>4. 479 KORNHERR Christian</b>	A	Ford Escort TC		1-A4	<b>13:52.51</b>				
[1]	6.47 <sup>(5)</sup>	2:49.80 <sup>(3)T</sup>	5:15.88 <sup>(4)</sup>	10:40.73 <sup>(2)T</sup>	<b>13:52.51<sup>(2)</sup></b>	74.8		B:126.4	+1:29.60	
	54.5	2:26.08 <sup>(5)</sup>	80.1	3:11.78 <sup>(2)</sup>	73.2					
[2]	6.29 <sup>(3)</sup>	2:46.41 <sup>(3)T</sup>	5:03.97 <sup>(2)T</sup>	6:35.19 <sup>(2)</sup>				B:123.6 C:93.8		
	56.1	2:17.56 <sup>(2)</sup>	85.1	3:31.22 <sup>(2)</sup>	72.2					
	<b>5. 484 FRANCESCON Amedeo</b>	I	Fiat Abarth 1000 BA	Team Italia	1-A2	<b>14:21.82</b>				
[1]	6.46 <sup>(4)</sup>	2:52.97 <sup>(5)T</sup>	5:17.10 <sup>(5)</sup>	10:57.82 <sup>(4)T</sup>	<b>14:21.82<sup>(4)</sup></b>	72.3		B:121.2	+1:58.91	
	54.6	2:24.13 <sup>(4)</sup>	81.2	3:24.00 <sup>(4)</sup>	68.8					
[2]	6.28 <sup>(2)</sup>	2:53.04 <sup>(4)T</sup>	5:18.11 <sup>(4)T</sup>	6:55.55 <sup>(4)T</sup>	11:00.40 <sup>(3)T</sup>	<b>14:28.17<sup>(5)</sup></b>	71.7		B:119.6 C:86.8	
	56.2	2:25.07 <sup>(4)</sup>	80.1	3:37.44 <sup>(5)</sup>	67.4	0:4.85 <sup>(3)</sup>	68.3	2:27.77 <sup>(3)</sup>	67.6	
	<b>6. 487 HOLZER Christian</b>	A	Steyr Puch 650 TR		1-A1	<b>14:43.12</b>				
[1]	6.85 <sup>(7)</sup>	2:56.73 <sup>(6)T</sup>	5:28.23 <sup>(6)</sup>	11:09.77 <sup>(5)T</sup>	<b>14:51.43<sup>(6)</sup></b>	69.9		B:90.9	+2:20.21	
	51.5	2:31.50 <sup>(8)</sup>	77.2	3:41.66 <sup>(7)</sup>	63.3					
[2]	6.84 <sup>(6)</sup>	2:55.59 <sup>(5)T</sup>	5:28.12 <sup>(6)T</sup>	7:04.61 <sup>(6)T</sup>	11:13.09 <sup>(4)T</sup>	<b>14:43.12<sup>(5)</sup></b>	70.5		B:82.3 C:84.7	
	51.6	2:32.53 <sup>(6)</sup>	76.1	3:36.49 <sup>(4)</sup>	68.4	0:8.48 <sup>(4)</sup>	67.3	3:30.03 <sup>(4)</sup>	66.8	
	<b>7. 481 SEDRAN Italo</b>	I	Saab Sedan V4	Sc. Conegliano Corse	1-A4	<b>14:46.99</b>				
[1]	6.25 <sup>(3)</sup>	2:59.99 <sup>(7)T</sup>	5:30.10 <sup>(7)</sup>	11:19.89 <sup>(6)T</sup>	<b>14:49.40<sup>(5)</sup></b>	70.0		B:119.5	+2:24.08	
	56.4	2:30.11 <sup>(7)</sup>	77.9	3:29.51 <sup>(5)</sup>	67.0					
[2]	6.34 <sup>(4)</sup>	2:58.23 <sup>(6)T</sup>	5:24.92 <sup>(5)T</sup>	7:04.33 <sup>(5)T</sup>	11:13.66 <sup>(5)T</sup>	<b>14:46.99<sup>(5)</sup></b>	70.2		B:118.1 C:83.3	
	55.6	2:26.69 <sup>(5)</sup>	79.1	3:39.41 <sup>(6)</sup>	66.4	0:9.33 <sup>(5)</sup>	67.3	3:33.33 <sup>(5)</sup>	65.8	
	<b>8. 483 STERBA Josef</b>	CH	Fiat Abarth 1000 TC		1-A2	<b>15:13.44</b>				
[1]	7.39 <sup>(8)</sup>	3:08.06 <sup>(9)T</sup>	5:36.27 <sup>(8)</sup>	11:33.54 <sup>(7)T</sup>	<b>15:13.44<sup>(7)</sup></b>	68.2		B:113.5	+2:50.53	
	47.7	2:28.21 <sup>(6)</sup>	78.9	3:39.90 <sup>(6)</sup>	63.8					
[2]	7.54 <sup>(7)</sup>	3:15.84 <sup>(8)T</sup>	5:54.87 <sup>(7)T</sup>	7:41.57 <sup>(7)T</sup>	12:03.57 <sup>(6)T</sup>	<b>15:43.87<sup>(8)</sup></b>	66.0		B:100.3 C:81.6	
	46.8	2:39.03 <sup>(7)</sup>	73.6	4:46.70 <sup>(7)</sup>	61.4	2:22.00 <sup>(6)</sup>	64.3	4:40.30 <sup>(6)</sup>	63.7	
	<b>9. 489 VALA Wolfgang</b>	A	Steyr Puch 650 TR	MSC Mühlbach	1-A1	<b>15:49.67</b>				
[1]	8.35 <sup>(12)</sup>	3:13.14 <sup>(10)T</sup>	5:45.97 <sup>(9)</sup>	11:58.05 <sup>(9)T</sup>	<b>15:49.67<sup>(8)</sup></b>	65.6		B:97.9	+3:26.76	
	42.3	2:32.83 <sup>(9)</sup>	76.6	3:51.62 <sup>(9)</sup>	60.6					
	<b>10. 473 LABNER Reinhard</b>	A	Ferrari 250 GT		1-A6	<b>16:38.94</b>				
[1]	6.72 <sup>(6)</sup>	3:27.07 <sup>(12)T</sup>	6:17.55 <sup>(12)</sup>	12:47.86 <sup>(11)T</sup>	<b>16:38.94<sup>(9)</sup></b>	62.3		B:96.6	+4:16.03	
	52.5	2:50.48 <sup>(11)</sup>	68.6	3:51.08 <sup>(8)</sup>	60.8					
	<b>11. 474 PRUGGER Georg</b>	I	Alfa Romeo 6C	Biondetti	1-A6	<b>16:47.47</b>				
[1]	8.14 <sup>(11)</sup>	3:24.03 <sup>(11)</sup>	6:12.81 <sup>(11)</sup>	12:45.43 <sup>(10)</sup>	<b>16:47.47<sup>(10)</sup></b>	61.8		B:97.9	+4:24.56	

P. N.	Conduuttore	Naz	Vettura	Candriai	Scuderia	Arrivo	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed		Norge		VMed	VMax	
43.3			2:48.78 <sup>(10)</sup>	69.3		4:02.04 <sup>(10)</sup>	58.0		
<b>12.488</b>	<b>BAIER Thomas</b>	A	Steyr Puch 650 TR		MSC Mühlbach		1-A1		<b>18:13.23</b>
[1]	7.48 <sup>(9)</sup>		3:04.92 <sup>(8)</sup>	6:02.52 <sup>(10)</sup>	13:39.78 <sup>(12)</sup>	<b>18:13.23<sup>(11)</sup></b>	57.0	B:65.7	+5:50.32
47.2			2:57.60 <sup>(12)</sup>	65.9		4:33.45 <sup>(11)</sup>	51.3		
[2]	8.55 <sup>(8)</sup>	19.39 <sup>(1)</sup>	3:01.60 <sup>(7)</sup>	6:01.07 <sup>(8)</sup>				A:142.4 B:57.5	
41.3	10.84 <sup>(1)</sup>	100.2	2:42.21 <sup>(1)</sup>	72.2	2:59.47 <sup>(8)</sup>	65.2			

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