

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

## Corsa Internazionale di Velocità in Salita

### Auto Storiche

### Performance Analysis 3. 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.	Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed i.c.
<b>1.</b>	<b>334 TESSORE Giorgio</b>	I	Porsche	Sc. Racing Club 19	3-C3		<b>12:22.95</b>
[1]	5.26 <sup>(2)</sup>	2:29.69 <sup>(1)T</sup>	4:35.63 <sup>(1)T</sup>	5:59.24 <sup>(1)T</sup>	9:28.51 <sup>(1)T</sup>	<b>12:22.95<sup>(1)</sup></b>	83.8 B:930 C:768
	67.1	2:05.94 <sup>(1)</sup>	92.91:23.61 <sup>(1)</sup>	78.83:29.27 <sup>(1)</sup>	80.32:54.44 <sup>(1)</sup>	80.5	
<b>2.</b>	<b>343 PIATTO Roberto</b>	I	Fiat Ritmo 75	Team Bassano	3-C2		<b>12:42.62</b>
[1]	6.54 <sup>(13)T</sup>	15.65 <sup>(6)T</sup>	2:34.15 <sup>(2)T</sup>	4:43.38 <sup>(3)T</sup>	6:09.07 <sup>(2)T</sup>	9:42.83 <sup>(2)T</sup>	<b>12:42.62<sup>(2)</sup></b> 81.7 A:714 B:1042 C:770 +19.67
	53.9	9.11 <sup>(5)</sup>	119.32:18.50 <sup>(1)</sup>	84.52:09.23 <sup>(4)</sup>	90.51:25.69 <sup>(2)</sup>	76.93:33.76 <sup>(2)</sup>	78.62:59.79 <sup>(2)</sup> 78.1
<b>3.</b>	<b>335 PEZZO Giuseppe</b>	I	Porsche 911	Omega	3-C3		<b>12:52.37</b>
[1]	5.23 <sup>(1)T</sup>	13.67 <sup>(1)T</sup>	2:35.37 <sup>(3)T</sup>	4:43.01 <sup>(2)T</sup>	6:11.08 <sup>(3)T</sup>	9:50.42 <sup>(3)T</sup>	<b>12:52.37<sup>(3)</sup></b> 80.6 A:696 B:985 C:785 +29.42
	67.5	8.44 <sup>(1)</sup>	128.82:21.70 <sup>(3)</sup>	82.62:07.64 <sup>(2)</sup>	91.71:28.07 <sup>(5)</sup>	74.83:39.34 <sup>(3)</sup>	76.63:01.95 <sup>(3)</sup> 77.2
<b>4.</b>	<b>352 KUBICEK Jiri</b>	CZ	Skoda 130 RS	Czech National Team	3-C1		<b>13:04.23</b>
[1]	6.19 <sup>(4)T</sup>	15.64 <sup>(5)T</sup>	2:35.61 <sup>(4)T</sup>	4:44.60 <sup>(4)T</sup>	6:12.06 <sup>(4)T</sup>	9:54.18 <sup>(4)T</sup>	<b>13:04.23<sup>(4)</sup></b> 79.4 A:743 B:1045 C:826 +41.28
	57.0	9.45 <sup>(7)</sup>	115.02:19.97 <sup>(2)</sup>	83.62:08.99 <sup>(3)</sup>	90.71:27.46 <sup>(4)</sup>	75.33:42.12 <sup>(5)</sup>	75.73:10.05 <sup>(10)</sup> 73.9
<b>5.</b>	<b>347 ESCHER Joachim</b>	D	Volkswagen Golf Typ 17		3-C2		<b>13:09.44</b>
[1]	6.28 <sup>(6)T</sup>	15.25 <sup>(3)T</sup>	2:37.68 <sup>(5)T</sup>	4:49.27 <sup>(5)T</sup>	6:15.51 <sup>(5)T</sup>	10:01.08 <sup>(5)T</sup>	<b>13:09.44<sup>(5)</sup></b> 78.9 A:709 B:1027 C:788 +46.49
	56.2	8.97 <sup>(2)</sup>	121.22:22.43 <sup>(4)</sup>	82.72:11.59 <sup>(6)</sup>	88.91:26.24 <sup>(3)</sup>	76.43:45.57 <sup>(9)</sup>	74.53:08.36 <sup>(9)</sup> 74.5
<b>6.</b>	<b>344 MARCONCINI Gianfranco</b>		Opel Kadett GTE	Team Bassano	3-C2		<b>13:09.57</b>
[1]	6.42 <sup>(8)</sup>		2:39.82 <sup>(7)T</sup>	4:51.33 <sup>(6)T</sup>	6:19.66 <sup>(6)T</sup>	10:02.24 <sup>(6)T</sup>	<b>13:09.57<sup>(6)</sup></b> 78.9 B:1069 C:793 +46.62
	55.0		2:11.51 <sup>(5)</sup>	89.01:28.33 <sup>(7)</sup>	74.63:42.58 <sup>(6)</sup>	75.53:07.33 <sup>(6)</sup>	74.9
<b>7.</b>	<b>336 CZAPKA Marian</b>	PL	Porsche 928 S	Katrex Karolina As.	3-C3		<b>13:12.58</b>
[1]	6.18 <sup>(3)T</sup>	15.20 <sup>(2)T</sup>	2:39.44 <sup>(6)T</sup>	4:52.04 <sup>(7)T</sup>	6:20.93 <sup>(7)T</sup>	10:05.80 <sup>(7)T</sup>	<b>13:12.58<sup>(7)</sup></b> 78.6 A:720 B:1012 C:804 +49.63
	57.1	9.02 <sup>(3)</sup>	120.52:24.24 <sup>(5)</sup>	81.72:12.60 <sup>(7)</sup>	88.21:28.89 <sup>(9)</sup>	74.73:44.87 <sup>(8)</sup>	74.83:06.78 <sup>(5)</sup> 75.2
<b>8.</b>	<b>346 DELLADIO Lorenzo</b>	I	Volkswagen Golf GTI	Manghen Team	3-C2		<b>13:15.46</b>
[1]	6.22 <sup>(5)T</sup>	15.28 <sup>(4)T</sup>	2:43.64 <sup>(10)T</sup>	4:58.21 <sup>(11)T</sup>	6:29.18 <sup>(11)T</sup>	10:10.75 <sup>(9)T</sup>	<b>13:15.46<sup>(8)</sup></b> 78.3 A:748 B:1039 C:812 +52.51
	56.7	9.06 <sup>(4)</sup>	120.02:28.36 <sup>(9)</sup>	78.92:14.57 <sup>(11)</sup>	86.91:30.97 <sup>(13)</sup>	72.43:41.57 <sup>(4)</sup>	75.93:04.71 <sup>(4)</sup> 76.0
<b>9.</b>	<b>341 DE ROSSI Romeo</b>	I	Alfa Romeo Alfesud Ti	Sq. Corse Isola Vic.	3-C2		<b>13:16.66</b>
[1]	6.47 <sup>(11)T</sup>	16.02 <sup>(8)T</sup>	2:42.07 <sup>(8)T</sup>	4:56.32 <sup>(8)T</sup>	6:25.76 <sup>(10)T</sup>	10:08.49 <sup>(8)T</sup>	<b>13:16.66<sup>(9)</sup></b> 78.2 A:761 B:1123 C:779 +53.71
	54.5	9.55 <sup>(10)</sup>	113.82:26.05 <sup>(6)</sup>	80.72:14.25 <sup>(10)</sup>	87.21:29.44 <sup>(10)</sup>	73.73:42.73 <sup>(7)</sup>	75.53:08.17 <sup>(7)</sup> 74.6
<b>10.</b>	<b>342 PATERNOLLI Mattia</b>	I	Volkswagen Golf		3G2TC1600		<b>13:19.77</b>
[1]	6.62 <sup>(14)T</sup>	16.15 <sup>(11)T</sup>	2:43.92 <sup>(11)T</sup>	4:57.15 <sup>(10)T</sup>	6:25.28 <sup>(8)T</sup>	10:11.52 <sup>(11)T</sup>	<b>13:19.77<sup>(10)</sup></b> 77.9 A:851 B:1073 C:792 +56.82
	53.3	9.53 <sup>(8)</sup>	114.72:27.77 <sup>(8)</sup>	79.22:13.23 <sup>(8)</sup>	87.81:28.13 <sup>(6)</sup>	74.83:46.24 <sup>(11)</sup>	74.33:08.25 <sup>(8)</sup> 74.6
<b>11.</b>	<b>348 GOATELLI Franco</b>	I	Ford Escort RS 2000	Manghen Team	3-C2		<b>13:25.38</b>
[1]	6.46 <sup>(10)T</sup>	16.13 <sup>(10)T</sup>	2:43.05 <sup>(9)T</sup>	4:56.82 <sup>(9)T</sup>	6:25.55 <sup>(9)T</sup>	10:11.45 <sup>(10)T</sup>	<b>13:25.38<sup>(11)</sup></b> 77.3 A:784 B:1088 C:853 +1:02.43
	54.6	9.67 <sup>(11)</sup>	112.42:26.92 <sup>(7)</sup>	79.62:13.77 <sup>(9)</sup>	87.51:28.73 <sup>(8)</sup>	74.23:45.90 <sup>(10)</sup>	74.43:13.93 <sup>(12)</sup> 72.4
<b>12.</b>	<b>345 MEGGIORIN Stefano</b>	I	Volkswagen Scirocco		3-C2		<b>13:34.18</b>
[1]	6.50 <sup>(12)T</sup>	16.04 <sup>(9)T</sup>	2:44.98 <sup>(12)T</sup>	5:02.24 <sup>(12)T</sup>	6:32.74 <sup>(12)T</sup>	10:20.44 <sup>(12)T</sup>	<b>13:34.18<sup>(12)</sup></b> 76.5 A:781 B:1106 C:793 +1:11.23
	54.3	9.54 <sup>(9)</sup>	114.02:28.94 <sup>(10)</sup>	78.62:17.26 <sup>(13)</sup>	85.21:30.50 <sup>(12)</sup>	72.83:47.70 <sup>(12)</sup>	73.83:13.74 <sup>(11)</sup> 72.5
<b>13.</b>	<b>337 BERLANDA Maurizio</b>	I	Daimler Benz 2800 CE	Destra 4	3-C3		<b>14:24.67</b>
[1]	6.97 <sup>(15)T</sup>	17.45 <sup>(12)T</sup>	2:54.58 <sup>(15)T</sup>	5:18.12 <sup>(15)T</sup>	6:54.00 <sup>(14)T</sup>	10:58.04 <sup>(13)T</sup>	<b>14:24.67<sup>(13)</sup></b> 72.0 A:830 B:1214 C:879 +2:01.72
	50.6	10.48 <sup>(12)</sup>	103.72:37.13 <sup>(12)</sup>	74.52:23.54 <sup>(15)</sup>	81.51:35.88 <sup>(14)</sup>	68.74:04.04 <sup>(13)</sup>	68.93:26.63 <sup>(14)</sup> 67.9
<b>14.</b>	<b>349 BAILONI Stefano</b>	I	Volkswagen Golf GTI		3-C2		<b>14:47.93</b>
[1]	6.39 <sup>(7)T</sup>	15.71 <sup>(7)T</sup>	2:49.18 <sup>(13)T</sup>	5:05.99 <sup>(13)T</sup>	6:36.02 <sup>(13)T</sup>	11:25.15 <sup>(15)T</sup>	<b>14:47.93<sup>(14)</sup></b> 70.1 A:815 B:1076 C:808 +2:24.98
	55.2	9.32 <sup>(6)</sup>	116.72:33.47 <sup>(11)</sup>	76.22:16.81 <sup>(12)</sup>	85.51:30.03 <sup>(11)</sup>	73.24:49.13 <sup>(15)</sup>	58.73:22.78 <sup>(13)</sup> 69.2
<b>15.</b>	<b>331 PRATLONG Michel</b>	F	Tiga SC 81		3-C4		<b>14:50.54</b>
[1]	6.43 <sup>(9)</sup>		2:53.49 <sup>(14)T</sup>	5:16.19 <sup>(14)T</sup>	6:55.04 <sup>(15)T</sup>	11:07.82 <sup>(14)T</sup>	<b>14:50.54<sup>(15)</sup></b> 69.9 B:1190 C:843 +2:27.59
	54.9		2:22.70 <sup>(14)</sup>	82.01:38.85 <sup>(15)</sup>	66.64:12.78 <sup>(14)</sup>	66.53:42.72 <sup>(15)</sup>	63.0

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