



Championnat d'Europe de Course de Côte  
Campionato Europeo Velocità Montagna  
Campionato Italiano Velocità Montagna

## 65<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.	Condu	Naz	Vettura	Scuderia	Classe				Tem./Dif.
92m	394m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	i.c.	
1.441	<b>ALMERAS Jean Marie</b>	F	Porsche 935		3-C5				<b>12:06.10</b>
[1]	4.91 <sup>(2)T</sup> 11.81 <sup>(1)T</sup>	2:23.53 <sup>(1)T</sup>	4:23.33 <sup>(1)T</sup>	5:44.80 <sup>(1)T</sup>	9:10.88 <sup>(1)T</sup>	<b>12:06.10<sup>(1)</sup></b>	85.8	A:1141 B:917 C:692	
	67.5 6.90 <sup>(1)</sup> 157.6	2:11.72 <sup>(1)</sup>	89.0 1:59.80 <sup>(1)</sup>	97.7 1:21.47 <sup>(1)</sup>	80.9 3:26.08 <sup>(1)</sup>	81.6 2:55.22 <sup>(1)</sup>	80.1		
2.462	<b>PIATTO Roberto</b>	I	Fiat Ritmo 75	Team Bassano	3-C2				<b>12:41.39</b>
[1]	6.19 <sup>(8)</sup>	2:32.85 <sup>(3)T</sup>	4:40.05 <sup>(3)T</sup>	6:05.88 <sup>(2)T</sup>	9:40.05 <sup>(2)T</sup>	<b>12:41.39<sup>(2)</sup></b>	81.8	B:1015 C:765	+35.29
	53.5	2:07.20 <sup>(3)</sup>	92.0 1:25.83 <sup>(2)</sup>	76.8 3:34.17 <sup>(4)</sup>	78.5 3:01.34 <sup>(3)</sup>	77.4			
3.449	<b>GLINZNER Gerald</b>	A	Porsche Carrera 911		3-C3				<b>12:41.57</b>
[1]	4.81 <sup>(1)T</sup> 12.04 <sup>(2)T</sup>	2:27.23 <sup>(2)T</sup>	4:32.75 <sup>(2)T</sup>	6:09.33 <sup>(4)T</sup>	9:41.65 <sup>(4)T</sup>	<b>12:41.57<sup>(3)</sup></b>	81.8	A:1154 B:972 C:796	+35.47
	68.9 7.23 <sup>(2)</sup> 150.4	2:15.19 <sup>(2)</sup>	86.7 2:05.52 <sup>(2)</sup>	93.2 1:36.58 <sup>(14)</sup>	68.2 3:32.32 <sup>(2)</sup>	79.2 2:59.92 <sup>(2)</sup>	78.0		
4.447	<b>PEZZO Giuseppe</b>	I	Porsche 911	Omega	3-C3				<b>12:42.86</b>
[1]	5.22 <sup>(3)T</sup> 12.99 <sup>(3)T</sup>	2:33.58 <sup>(4)T</sup>	4:41.44 <sup>(4)T</sup>	6:07.30 <sup>(3)T</sup>	9:41.30 <sup>(3)T</sup>	<b>12:42.86<sup>(4)</sup></b>	81.6	A:1191 B:988 C:752	+36.76
	63.4 7.77 <sup>(3)</sup> 139.9	2:20.59 <sup>(3)</sup>	83.4 2:07.86 <sup>(4)</sup>	91.5 1:25.86 <sup>(3)</sup>	76.7 3:34.00 <sup>(3)</sup>	78.6 3:01.56 <sup>(4)</sup>	77.3		
5.456	<b>ESCHER Joachim</b>	D	VW Golf Typ 17		3-C2				<b>12:58.18</b>
[1]	5.87 <sup>(5)</sup>	2:36.63 <sup>(5)T</sup>	4:46.78 <sup>(6)T</sup>	6:12.76 <sup>(5)T</sup>	9:51.17 <sup>(5)T</sup>	<b>12:58.18<sup>(5)</sup></b>	80.0	B:1035 C:761	+52.08
	56.4	2:10.15 <sup>(6)</sup>	89.9 1:25.98 <sup>(4)</sup>	76.6 3:38.41 <sup>(5)</sup>	77.0 3:07.01 <sup>(6)</sup>	75.1			
6.458	<b>ARMELLINI Enzo</b>	I	Alfa Romeo AlfaSud Sprint	Team Bassano	3-C2				<b>13:00.33</b>
[1]	6.23 <sup>(10)</sup>	2:37.66 <sup>(6)T</sup>	4:46.73 <sup>(5)T</sup>	6:15.32 <sup>(6)T</sup>	9:54.43 <sup>(6)T</sup>	<b>13:00.33<sup>(6)</sup></b>	79.8	B:1054 C:810	+54.23
	53.2	2:09.07 <sup>(5)</sup>	90.6 1:28.59 <sup>(6)</sup>	74.4 3:39.11 <sup>(6)</sup>	76.7 3:05.90 <sup>(5)</sup>	75.5			
7.446	<b>STRAZZERI Roberto</b>	I	Porsche 911 SC		3-C3				<b>13:09.12</b>
[1]	5.49 <sup>(4)</sup>	2:37.89 <sup>(7)T</sup>	4:48.59 <sup>(7)T</sup>	6:16.41 <sup>(7)T</sup>	10:01.29 <sup>(7)T</sup>	<b>13:09.12<sup>(7)</sup></b>	78.9	B:976 C:786	+1:03.02
	60.3	2:10.70 <sup>(7)</sup>	89.5 1:27.82 <sup>(5)</sup>	75.0 3:44.88 <sup>(8)</sup>	74.8 3:07.83 <sup>(7)</sup>	74.7			
8.455	<b>MARCONCINI Gianfranc</b>	B	Opel Kadett GTE	Team Bassano	3-C2				<b>13:18.40</b>
[1]	6.02 <sup>(7)</sup>	2:41.10 <sup>(8)T</sup>	4:53.93 <sup>(8)T</sup>	6:25.66 <sup>(9)T</sup>	10:08.71 <sup>(8)T</sup>	<b>13:18.40<sup>(8)</sup></b>	78.0	B:1086 C:815	+1:12.30
	55.0	2:12.83 <sup>(8)</sup>	88.1 1:31.73 <sup>(10)</sup>	71.8 3:43.05 <sup>(7)</sup>	75.4 3:09.69 <sup>(8)</sup>	74.0			
9.461	<b>DE ROSSI Romeo</b>	I	Alfa Romeo AlfaSud Ti 1.5	Sq. Corse Isola Vicentina	3aC2				<b>13:25.03</b>
[1]	6.27 <sup>(11)</sup>	2:41.80 <sup>(9)T</sup>	4:56.41 <sup>(10)T</sup>	6:27.70 <sup>(10)T</sup>	10:14.27 <sup>(10)T</sup>	<b>13:25.03<sup>(9)</sup></b>	77.4	B:1124 C:801	+1:18.93
	52.8	2:14.61 <sup>(10)</sup>	86.9 1:31.29 <sup>(9)</sup>	72.2 3:46.57 <sup>(9)</sup>	74.2 3:10.76 <sup>(9)</sup>	73.6			
10.454	<b>GEIER Anton</b>	I	Opel Kadett C GTE	Rennstall Mendel	3ITC2000				<b>13:25.11</b>
[1]	6.22 <sup>(9)</sup>	2:42.08 <sup>(10)T</sup>	4:55.74 <sup>(9)T</sup>	6:25.00 <sup>(8)T</sup>	10:13.06 <sup>(9)T</sup>	<b>13:25.11<sup>(10)</sup></b>	77.4	B:1082 C:804	+1:19.01
	53.2	2:13.66 <sup>(9)</sup>	87.5 1:29.26 <sup>(7)</sup>	73.8 3:48.06 <sup>(10)</sup>	73.7 3:12.05 <sup>(10)</sup>	73.1			
11.464	<b>INDRA Jindrich</b>	CZ	Skoda 110L		3-C1				<b>13:40.69</b>
[1]	6.37 <sup>(12)</sup>	2:44.22 <sup>(11)T</sup>	4:59.37 <sup>(11)T</sup>	6:30.29 <sup>(11)T</sup>	10:22.64 <sup>(11)T</sup>	<b>13:40.69<sup>(11)</sup></b>	75.9	B:1181 C:842	+1:34.59
	52.0	2:15.15 <sup>(11)</sup>	86.6 1:30.92 <sup>(8)</sup>	72.5 3:52.35 <sup>(12)</sup>	72.4 3:18.05 <sup>(11)</sup>	70.9			
12.457	<b>OGNIBENI Marco</b>	I	VW Golf		3ITC1600				<b>14:03.05</b>
[1]	6.67 <sup>(15)</sup>	2:54.62 <sup>(14)T</sup>	5:18.81 <sup>(15)T</sup>	6:53.68 <sup>(15)T</sup>	10:44.53 <sup>(13)T</sup>	<b>14:03.05<sup>(12)</sup></b>	73.9	B:1166 C:856	+1:56.95
	49.7	2:24.19 <sup>(15)</sup>	81.7 1:34.87 <sup>(12)</sup>	69.4 3:50.85 <sup>(11)</sup>	72.8 3:18.52 <sup>(12)</sup>	70.7			
13.452	<b>BERLANDA Maurizio</b>	I	Daimler Benz 2800 CE	Destra 4	3-C3				<b>14:09.93</b>
[1]	6.64 <sup>(14)</sup>	2:48.57 <sup>(12)T</sup>	5:09.44 <sup>(12)T</sup>	6:43.65 <sup>(12)T</sup>	10:44.43 <sup>(12)T</sup>	<b>14:09.93<sup>(13)</sup></b>	73.3	B:1175 C:853	+2:03.83
	49.9	2:20.87 <sup>(13)</sup>	83.7 1:34.21 <sup>(11)</sup>	69.9 4:00.78 <sup>(15)</sup>	69.8 3:25.50 <sup>(15)</sup>	68.3			
14.459	<b>OBERMOSER Josef</b>	A	Alfa Romeo AlfaSud Ti 1.5		3-C2				<b>14:11.29</b>
[1]	5.88 <sup>(6)</sup>	2:50.36 <sup>(13)T</sup>	5:12.98 <sup>(13)T</sup>	6:51.97 <sup>(13)T</sup>	10:50.47 <sup>(15)T</sup>	<b>14:11.29<sup>(14)</sup></b>	73.2	B:1134 C:842	+2:05.19
	56.3	2:22.62 <sup>(14)</sup>	82.0 1:38.99 <sup>(15)</sup>	66.6 3:58.50 <sup>(14)</sup>	70.5 3:20.82 <sup>(13)</sup>	69.9			
15.444	<b>VIEL Antonio</b>	I	Osella PA 9	Sc. Bologna Sq. Corse	3-C4				<b>14:11.44</b>
[1]	6.62 <sup>(13)T</sup> 18.21 <sup>(4)T</sup>	2:56.61 <sup>(15)T</sup>	5:16.69 <sup>(14)T</sup>	6:52.43 <sup>(14)T</sup>	10:48.88 <sup>(14)T</sup>	<b>14:11.44<sup>(15)</sup></b>	73.1	A:392 B:1190 C:797	+2:05.34
	50.0 11.59 <sup>(4)</sup> 93.8	2:38.40 <sup>(4)</sup>	74.0 2:20.08 <sup>(12)</sup>	83.5 1:35.74 <sup>(13)</sup>	68.8 3:56.45 <sup>(13)</sup>	71.7 3:22.56 <sup>(14)</sup>	69.3		
16.443	<b>PRATLONG Michel</b>	F	Tiga SC 81		3-C4				<b>17:27.13</b>
[1]	8.04 <sup>(16)</sup>	3:26.69 <sup>(16)T</sup>	6:17.64 <sup>(16)T</sup>	8:13.61 <sup>(16)T</sup>	13:11.39 <sup>(16)T</sup>	<b>17:27.13<sup>(16)</sup></b>	59.5	B:1741 C:1038	+5:21.03
	41.2	2:50.95 <sup>(16)</sup>	68.4 1:55.97 <sup>(16)</sup>	56.8 4:57.78 <sup>(16)</sup>	56.5 4:15.74 <sup>(16)</sup>	54.9			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
92m	394m	Sardagna	7t+Speed	Candriai	Norge	Arrivo
						<i>VMed</i> <i>i.c.</i>

G. Rossi, Dir. di Gara \_\_\_\_\_

Risultati e Telemetrie a cura di Francesco Dariz