

66<sup>a</sup> Trento - Bondone

## Corsa Internazionale di Velocità in Salita

### Prove Ufficiali/Official Practice Auto Moderne

### Performance Analysis Gr. E2-SH

F.I.A. International Hill Climb Cup 2016

A.C.I. Campionato Italiano della Montagna - Coppa Italia



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P. N. Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.					
92m	394m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed	i.c.		
<b>1. 23 GRAMENZI Marco</b>	ITA	Alfa Romeo AR	AB Motorsport	E2-SH -3000	<b>12:05.53</b>					
[2]	11.62 <sup>(1)</sup> ↓	2:21.00 <sup>(1)</sup> ↓	4:19.66 <sup>(1)</sup> ↓	5:41.34 <sup>(1)</sup> ↓	9:06.33 <sup>(1)</sup> ↓	<b>12:05.53<sup>(1)</sup></b>	85.8	A:1010 B:927 C:685		
	2:09.38 <sup>(1)</sup>	90.6	1:58.66 <sup>(1)</sup>	98.6	1:21.68 <sup>(1)</sup>	80.7	3:24.99 <sup>(1)</sup>	82.0	2:59.20 <sup>(3)</sup>	78.3
<b>2. 57 MARCHEGGER Ronny</b>	ITA	Fiat 500 BMW 1000		E2-SH -3000	<b>12:31.68</b>					
[1]	16.74 <sup>(1)</sup> ↓	3:08.38 <sup>(2)</sup> ↓	5:45.78 <sup>(2)</sup> ↓	7:34.09 <sup>(4)</sup> ↓	11:56.82 <sup>(1)</sup> ↓	<b>15:22.66<sup>(1)</sup></b>	67.5	B:1456 C:848	+26.15	
	2:51.64 <sup>(1)</sup>	68.3	2:37.40 <sup>(3)</sup>	74.3	1:48.31 <sup>(4)</sup>	60.8	4:22.73 <sup>(1)</sup>	64.0	3:25.84 <sup>(1)</sup>	68.2
[2]	2:37.85 <sup>(3)</sup> ↓	4:44.55 <sup>(2)</sup> ↓	6:10.20 <sup>(2)</sup> ↓	9:37.24 <sup>(2)</sup> ↓	<b>12:31.68<sup>(1)</sup></b>	82.9	B:984 C:729			
	2:06.70 <sup>(2)</sup>	92.3	1:25.65 <sup>(2)</sup>	76.9	3:27.04 <sup>(2)</sup>	81.2	2:54.44 <sup>(1)</sup>	80.5		
<b>3. 54 CAMANINI Giuseppe</b>	ITA	Porsche 997 R	Bresciarally Team	E2-SH +3000	<b>12:48.60</b>					
[1]	2:52.10 <sup>(1)</sup> ↓	5:10.43 <sup>(1)</sup> ↓	6:43.72 <sup>(1)</sup>					B:1067 C:764	+43.07	
	2:18.33 <sup>(1)</sup>	84.6	1:33.29 <sup>(1)</sup>	70.6						
[2]	2:37.52 <sup>(2)</sup> ↓	4:47.50 <sup>(3)</sup> ↓	6:16.07 <sup>(3)</sup> ↓	9:50.76 <sup>(3)</sup> ↓	<b>12:48.60<sup>(1)</sup></b>	81.0	B:1151 C:756			
	2:09.98 <sup>(3)</sup>	90.0	1:28.57 <sup>(3)</sup>	74.4	3:34.69 <sup>(3)</sup>	78.3	2:57.84 <sup>(2)</sup>	78.9		
<b>4. 55 PLESSAS Nikos</b>	GRC	Ford Sierra RS 500 Cosworth		E2-SH +3000	<b>13:16.38</b>					
[1]	17.75 <sup>(2)</sup> ↓	3:10.04 <sup>(4)</sup> ↓	5:47.47 <sup>(4)</sup> ↓	7:33.56 <sup>(3)</sup> ↓	12:15.44 <sup>(3)</sup> ↓	<b>15:56.84<sup>(3)</sup></b>	65.1	B:1463 C:881	+1:10.85	
	2:52.29 <sup>(2)</sup>	68.0	2:37.43 <sup>(4)</sup>	74.3	1:46.09 <sup>(3)</sup>	62.7	4:41.88 <sup>(3)</sup>	59.6	3:41.40 <sup>(2)</sup>	63.4
[2]	2:40.45 <sup>(4)</sup> ↓	4:54.91 <sup>(4)</sup> ↓	6:27.17 <sup>(4)</sup> ↓	10:10.97 <sup>(4)</sup> ↓	<b>13:16.38<sup>(1)</sup></b>	78.2	B:1079 C:718			
	2:14.46 <sup>(4)</sup>	87.0	1:32.26 <sup>(4)</sup>	71.4	3:43.80 <sup>(4)</sup>	75.7	3:05.41 <sup>(4)</sup>	75.7		
<b>5. 56 AGNELLO Giuseppe</b>	ITA	Mazda Mx5	ACN Forze Di Polizia	E2-SH -3000	<b>13:44.57</b>					
[1]	3:09.02 <sup>(3)</sup> ↓	5:46.12 <sup>(3)</sup> ↓	7:31.24 <sup>(2)</sup> ↓	12:00.48 <sup>(2)</sup> ↓	<b>15:47.96<sup>(2)</sup></b>	65.7	B:1299 C:913	+1:39.04		
	2:37.10 <sup>(2)</sup>	74.5	1:45.12 <sup>(2)</sup>	62.7	4:29.24 <sup>(2)</sup>	62.4	3:47.48 <sup>(3)</sup>	61.7		
[2]	2:45.73 <sup>(5)</sup> ↓	5:03.36 <sup>(5)</sup> ↓	6:35.98 <sup>(5)</sup> ↓	10:26.86 <sup>(5)</sup> ↓	<b>13:44.57<sup>(1)</sup></b>	75.5	B:1083 C:797			
	2:17.63 <sup>(5)</sup>	85.0	1:32.62 <sup>(5)</sup>	71.7	3:50.88 <sup>(5)</sup>	72.8	3:17.71 <sup>(5)</sup>	71.0		

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