

66^a Trento - Bondone

Corso Internazionale di Velocità in Salita

Auto Moderne

Performance Analysis Gr. A

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 | Arrivo | VMed | i.c. | Tem./Dif. | | | | | |
|---------|----------------------------|------------------------|----------------------------|--------------------------|--------------------------|--------------------------|--------------------------------|-------------------------|-------------------------|-------------------------|------|-------------------------|------|----------|
| 92m | 394m | Sardegna | 7t+Speed | Candriai | Norge | | | | | | | | | |
| 1. 142 | NONES Tiziano | ITA | Citroën C4 | | A +3000 | | | | 10:59.62 | | | | | |
| [1] | 4.67 ^{(2)T} | 11.91 ^{(3)T} | 2:14.61 ^{(1)T} | 4:05.08 ^{(1)T} | 5:18.58 ^{(1)T} | 8:23.14 ^{(1)T} | 10:59.62⁽¹⁾ | 94.4 | A:880 B:852 C:648 | | | | | |
| | 70.9 | 7.24 ⁽³⁾ | 150.2 | 2:02.70 ⁽¹⁾ | 95.5 | 1:50.47 ⁽¹⁾ | 105.9 | 1:13.50 ⁽¹⁾ | 89.6 | 3:04.56 ⁽¹⁾ | 91.7 | 2:36.48 ⁽¹⁾ | 89.7 | |
| 2. 141 | PEDRONI Gabriella | ITA | Mitsubishi Lancer Evo VIII | Pave Motorsport | A +3000 | | | | 11:12.38 | | | | | |
| [1] | 4.65 ^{(1)T} | 11.70 ^{(1)T} | 2:15.57 ^{(2)T} | 4:08.35 ^{(2)T} | 5:23.94 ^{(2)T} | 8:33.83 ^{(2)T} | 11:12.38⁽²⁾ | 92.6 | A:720 B:885 C:678 | | | | | |
| | 71.2 | 7.05 ⁽¹⁾ | 154.2 | 2:03.87 ⁽²⁾ | 94.6 | 1:52.78 ⁽²⁾ | 103.7 | 1:15.59 ⁽²⁾ | 87.2 | 3:09.89 ⁽²⁾ | 88.5 | 2:38.55 ⁽²⁾ | 88.6 | +12.76 |
| 3. 148 | CENEDESE Ivano | ITA | Renault Clio RS | Sc. Motor Group | A -2000 | | | | 11:50.68 | | | | | |
| [1] | 5.83 ^{(5)T} | 13.69 ^{(5)T} | 2:22.26 ^{(3)T} | 4:21.44 ^{(3)T} | 5:41.81 ^{(3)T} | 9:01.64 ^{(3)T} | 11:50.68⁽³⁾ | 87.6 | A:920 B:929 C:717 | | | | | |
| | 56.8 | 7.86 ⁽⁵⁾ | 138.3 | 2:08.57 ⁽³⁾ | 91.2 | 1:59.18 ⁽⁴⁾ | 98.2 | 1:20.37 ⁽⁴⁾ | 82.0 | 3:19.83 ⁽³⁾ | 84.7 | 2:49.04 ⁽⁴⁾ | 83.1 | +51.06 |
| 4. 125 | CEOLAN Stefano | ITA | Renault Clio Williams | Destra 4 | A -2000 | | | | 11:53.81 | | | | | |
| [1] | 6.01 ^{(12)T} | 13.95 ^{(9)T} | 2:24.48 ^{(5)T} | 4:23.10 ^{(4)T} | 5:42.98 ^{(4)T} | 9:04.39 ^{(4)T} | 11:53.81⁽⁴⁾ | 87.3 | A:1140 B:943 C:727 | | | | | |
| | 55.1 | 7.94 ⁽⁶⁾ | 136.9 | 2:10.53 ⁽⁵⁾ | 89.8 | 1:58.62 ⁽³⁾ | 98.6 | 1:19.88 ⁽³⁾ | 82.5 | 3:21.41 ⁽⁵⁾ | 83.5 | 2:49.42 ⁽⁵⁾ | 82.9 | +54.19 |
| 5. 109 | BOMMARTINI Fabrizio | ITA | Honda Civic EK4 | BL Racing | A -1600 | | | | 11:59.37 | | | | | |
| [1] | 5.81 ^{(4)T} | 13.78 ^{(6)T} | 2:24.22 ^{(4)T} | 4:25.60 ^{(5)T} | 5:46.26 ^{(5)T} | 9:08.24 ^{(5)T} | 11:59.37⁽⁵⁾ | 86.6 | A:1180 B:980 C:735 | | | | | |
| | 57.0 | 7.97 ⁽¹⁰⁾ | 136.4 | 2:10.44 ⁽⁴⁾ | 89.9 | 2:01.38 ⁽⁷⁾ | 96.4 | 1:20.66 ⁽⁵⁾ | 81.7 | 3:21.98 ⁽⁶⁾ | 83.2 | 2:51.13 ⁽⁷⁾ | 82.0 | +59.75 |
| 6. 143 | NICOLINI Pio | ITA | Skoda Fabia WRC | Destra 4 | A +3000 | | | | 11:59.43 | | | | | |
| [1] | 4.72 ^{(3)T} | 11.88 ^{(2)T} | 2:29.74 ^{(13)T} | 4:32.45 ^{(13)T} | 5:54.46 ^{(13)T} | 9:14.96 ^{(8)T} | 11:59.43⁽⁶⁾ | 86.6 | A:1060 B:924 C:683 | | | | | |
| | 70.2 | 7.16 ⁽²⁾ | 151.8 | 2:17.86 ⁽¹⁰⁾ | 85.0 | 2:02.71 ⁽¹³⁾ | 95.3 | 1:22.01 ⁽⁹⁾ | 80.3 | 3:20.50 ⁽⁴⁾ | 83.9 | 2:44.47 ⁽³⁾ | 85.4 | +59.81 |
| 7. 159 | PARISI Roberto | ITA | Renault Clio Super 1600 | Pintarally Motorsport | A -1600 | | | | 12:02.54 | | | | | |
| [1] | 6.73 ^{(19)T} | 14.68 ^{(10)T} | 2:25.72 ^{(6)T} | 4:28.18 ^{(7)T} | 5:49.90 ^{(8)T} | 9:12.99 ^{(7)T} | 12:02.54⁽⁷⁾ | 86.2 | A:1150 B:969 C:748 | | | | | |
| | 49.2 | 7.95 ⁽⁸⁾ | 136.8 | 2:11.04 ⁽⁶⁾ | 89.5 | 2:02.46 ⁽¹²⁾ | 95.5 | 1:21.72 ⁽⁸⁾ | 80.6 | 3:23.09 ⁽⁷⁾ | 82.8 | 2:49.55 ⁽⁶⁾ | 82.8 | +1:02.92 |
| 8. 147 | PARLATO Paolo | ITA | Honda Type R | Borrett Team Motorsport | A -2000 | | | | 12:03.10 | | | | | |
| [1] | 5.88 ^{(6)T} | 13.43 ^{(4)T} | 2:26.43 ^{(7)T} | 4:26.50 ^{(6)T} | 5:47.95 ^{(6)T} | 9:11.78 ^{(6)T} | 12:03.10⁽⁸⁾ | 86.1 | A:1080 B:964 C:700 | | | | | |
| | 56.3 | 7.55 ⁽⁴⁾ | 144.0 | 2:13.00 ⁽⁷⁾ | 88.1 | 2:00.07 ⁽⁵⁾ | 97.4 | 1:21.45 ⁽⁷⁾ | 80.9 | 3:23.83 ⁽⁸⁾ | 82.5 | 2:51.32 ⁽⁸⁾ | 82.0 | +1:03.48 |
| 9. 156 | FATTORELLI Claudio | ITA | Honda Civic EK4 | BL Racing | A -1600 | | | | 12:08.56 | | | | | |
| [1] | 5.95 ^{(7)T} | 13.91 ^{(7)T} | 2:27.19 ^{(9)T} | 4:28.31 ^{(8)T} | 5:49.11 ^{(7)T} | 9:15.13 ^{(9)T} | 12:08.56⁽⁹⁾ | 85.5 | A:1170 B:962 C:737 | | | | | |
| | 55.7 | 7.96 ⁽⁹⁾ | 136.6 | 2:13.28 ⁽⁸⁾ | 87.9 | 2:01.12 ⁽⁶⁾ | 96.6 | 1:20.80 ⁽⁶⁾ | 81.5 | 3:26.02 ⁽¹³⁾ | 81.6 | 2:53.43 ⁽¹¹⁾ | 81.0 | +1:08.94 |
| 10. 154 | PELLÈ Roberto | ITA | Peugeot 106 | Destra 4 | A -1600 | | | | 12:10.10 | | | | | |
| [1] | 6.16 ⁽¹⁴⁾ | | 2:28.00 ^{(11)T} | 4:29.91 ^{(11)T} | 5:52.20 ^{(10)T} | 9:16.99 ^{(11)T} | 12:10.10⁽¹⁰⁾ | 85.3 | B:974 C:736 | | | | | |
| | 53.8 | | 2:01.91 ⁽⁹⁾ | 96.0 | 1:22.29 ⁽¹⁰⁾ | 80.1 | 3:24.79 ⁽⁹⁾ | 82.7 | 2:53.11 ⁽⁹⁾ | 81.1 | | | | +1:10.48 |
| 11. 124 | IORIATTI Armando | ITA | Opel Astra F-GSI | | A -2000 | | | | 12:13.54 | | | | | |
| [1] | 5.98 ^{(10)T} | 13.92 ^{(8)T} | 2:27.55 ^{(10)T} | 4:29.59 ^{(10)T} | 5:52.80 ^{(11)T} | 9:18.52 ^{(12)T} | 12:13.54⁽¹¹⁾ | 84.9 | A:1110 B:985 C:751 | | | | | |
| | 55.4 | 7.94 ⁽⁶⁾ | 136.9 | 2:13.63 ⁽⁹⁾ | 87.7 | 2:02.04 ⁽¹¹⁾ | 95.9 | 1:23.21 ⁽¹³⁾ | 79.2 | 3:25.72 ⁽¹¹⁾ | 81.7 | 2:55.02 ⁽¹²⁾ | 80.2 | +1:13.92 |
| 12. 161 | FONTANA Elis | ITA | Peugeot 106 | | A -1600 | | | | 12:15.89 | | | | | |
| [1] | 6.11 ⁽¹³⁾ | | 2:28.94 ^{(12)T} | 4:30.48 ^{(12)T} | 5:52.91 ^{(12)T} | 9:18.66 ^{(13)T} | 12:15.89⁽¹²⁾ | 84.6 | B:991 C:736 | | | | | |
| | 54.2 | | 2:01.54 ⁽⁸⁾ | 96.3 | 1:22.43 ⁽¹¹⁾ | 79.9 | 3:25.75 ⁽¹²⁾ | 81.7 | 2:57.23 ⁽¹⁴⁾ | 79.2 | | | | +1:16.27 |
| 13. 157 | FAIT Franco | ITA | Renault Clio | | A -1600 | | | | 12:29.56 | | | | | |
| [1] | 6.00 ⁽¹¹⁾ | | 2:34.33 ^{(15)T} | 4:42.40 ^{(15)T} | 6:08.27 ^{(15)T} | 9:36.22 ^{(15)T} | 12:29.56⁽¹³⁾ | 83.1 | B:1024 C:750 | | | | | |
| | 55.2 | | 2:08.07 ⁽¹⁶⁾ | 91.4 | 1:25.87 ⁽¹⁵⁾ | 76.7 | 3:27.95 ⁽¹⁴⁾ | 80.8 | 2:53.34 ⁽¹⁰⁾ | 81.0 | | | | +1:29.94 |
| 14. 153 | DALSASS Alfonso | ITA | Citroën Saxo | Destra 4 | A -1600 | | | | 12:35.66 | | | | | |
| [1] | 5.95 ⁽⁷⁾ | | 2:26.74 ^{(8)T} | 4:28.71 ^{(9)T} | 5:51.45 ^{(9)T} | 9:16.70 ^{(10)T} | 12:35.66⁽¹⁴⁾ | 82.4 | B:999 C:749 | | | | | |
| | 55.7 | | 2:01.97 ⁽¹⁰⁾ | 95.9 | 1:22.74 ⁽¹²⁾ | 79.6 | 3:25.25 ⁽¹⁰⁾ | 81.9 | 3:18.96 ⁽¹⁹⁾ | 70.6 | | | | +1:36.04 |
| 15. 149 | ALBERTI Mauro | ITA | Renault Clio R3 | | A -2000 | | | | 12:35.91 | | | | | |
| [1] | 6.37 ⁽¹⁶⁾ | | 2:33.88 ^{(14)T} | 4:40.98 ^{(14)T} | 6:05.59 ^{(14)T} | 9:36.17 ^{(14)T} | 12:35.91⁽¹⁵⁾ | 82.4 | B:983 C:751 | | | | | |
| | 52.0 | | 2:07.10 ⁽¹⁴⁾ | 92.1 | 1:24.61 ⁽¹⁴⁾ | 77.9 | 3:30.58 ⁽¹⁵⁾ | 79.8 | 2:59.74 ⁽¹⁵⁾ | 78.1 | | | | +1:36.29 |
| 16. 155 | BONELLO Moreno | ITA | Peugeot 106 | Destra 4 | A -1600 | | | | 12:44.72 | | | | | |
| [1] | 5.96 ⁽⁹⁾ | | 2:38.89 ^{(18)T} | 4:48.28 ^{(17)T} | 6:15.23 ^{(17)T} | 9:48.49 ^{(17)T} | 12:44.72⁽¹⁶⁾ | 81.4 | B:1098 C:729 | | | | | |
| | 55.6 | | 2:09.39 ⁽¹⁷⁾ | 90.4 | 1:26.95 ⁽¹⁷⁾ | 75.8 | 3:33.26 ⁽¹⁶⁾ | 78.8 | 2:56.23 ⁽¹³⁾ | 79.7 | | | | +1:45.10 |
| 17. 127 | ZANLUCCHI Emanuele | ITA | Renault Clio Williams | Pintarally Motorsport | A -2000 | | | | 12:47.66 | | | | | |
| [1] | 6.25 ⁽¹⁵⁾ | | 2:34.60 ^{(16)T} | 4:42.40 ^{(15)T} | 6:09.11 ^{(16)T} | 9:42.91 ^{(16)T} | 12:47.66⁽¹⁷⁾ | 81.1 | B:989 C:752 | | | | | |
| | 53.0 | | 2:07.80 ⁽¹⁵⁾ | 91.5 | 1:26.71 ⁽¹⁶⁾ | 76.0 | 3:33.80 ⁽¹⁷⁾ | 78.6 | 3:04.75 ⁽¹⁶⁾ | 76.0 | | | | +1:48.04 |

| P. N. | Conduuttore | Naz | Vettura | Candriai | Scuderia | Arrivo | Classe | | | Tem./Dif. |
|------------|----------------------|----------------------------|-------------------------|-------------------------|--------------------------|---------------------------------|---------|-------------------------|------|-----------------|
| 92m | 394m | Sardagna | 7t+Speed | | Norge | | VMed | i.c. | | |
| 18. | 158 | REINO Roberto | ITA | Suzuki Swift | | | A -1600 | | | 13:08.11 |
| [1] | 6.77 ⁽²⁰⁾ | 2:38.86 ⁽¹⁷⁾ | 4:52.23 ⁽¹⁸⁾ | 6:20.91 ⁽¹⁸⁾ | 10:01.88 ⁽¹⁸⁾ | 13:08.11 ⁽¹⁸⁾ | 79.0 | B:1077 C:787 | | +2:08.49 |
| | 48.9 | 2:13.37 ⁽¹⁸⁾ | 87.7 | 1:28.68 ⁽¹⁸⁾ | 74.3 | 3:40.97 ⁽¹⁸⁾ | 76.7 | 3:06.23 ⁽¹⁷⁾ | 75.4 | |
| 19. | 132 | COSSALTER Roberto | ITA | Peugeot 106 Rallye | | Antares Motorsport | A -1600 | | | 13:30.47 |
| [1] | 6.54 ⁽¹⁷⁾ | 2:41.91 ⁽¹⁹⁾ | 4:56.09 ⁽¹⁹⁾ | 6:25.51 ⁽¹⁹⁾ | 10:15.22 ⁽¹⁹⁾ | 13:30.47 ⁽¹⁹⁾ | 76.8 | B:1176 C:807 | | +2:30.85 |
| | 50.6 | 2:14.18 ⁽¹⁹⁾ | 87.2 | 1:29.42 ⁽¹⁹⁾ | 73.7 | 3:49.71 ⁽¹⁹⁾ | 73.2 | 3:15.25 ⁽¹⁸⁾ | 71.9 | |
| 20. | 131 | BOMMARTINI Vittorio | ITA | Peugeot 106 | | BL Racing | A -1600 | | | 14:53.20 |
| [1] | 6.56 ⁽¹⁸⁾ | 2:58.36 ⁽²⁰⁾ | 5:29.04 ⁽²⁰⁾ | 7:11.88 ⁽²⁰⁾ | 11:25.55 ⁽²⁰⁾ | 14:53.20 ⁽²⁰⁾ | 69.7 | B:1256 C:877 | | +3:53.58 |
| | 50.5 | 2:30.68 ⁽²⁰⁾ | 77.6 | 1:42.84 ⁽²⁰⁾ | 64.7 | 4:13.67 ⁽²⁰⁾ | 66.3 | 3:27.65 ⁽²⁰⁾ | 67.6 | |

G. Rossi, Dir. di Gara _____

Risultati e Telemetrie a cura di Francesco Dariz