

# Corsa Internazionale di Velocità in Salita

## Prove Ufficiali/Official Practice Auto Moderne

### Performance Analysis Gr. E1



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P. N.	Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.					
92m	394m	Sardegna	7t+Speed	Norge	Arrivo	VMed	i.c.				
1.	76 <b>PISANO Egidio</b>	DEU	VW Minichberger Golf STW	Scuderia Vesuvio	E1	It.2000				<b>11:26.93</b>	
[1]	5.14 <sup>(2)</sup> ↓	12.00 <sup>(1)</sup> ↓	2:17.06 <sup>(1)</sup> ↓	4:12.78 <sup>(1)</sup> ↓	5:31.31 <sup>(1)</sup> ↓	8:45.00 <sup>(1)</sup> ↓	<b>11:26.93<sup>(1)</sup></b>	90.7	A:610	B:834	C:680
	64.4	6.86 <sup>(1)</sup>	158.52:05.06 <sup>(1)</sup>	93.71:55.72 <sup>(1)</sup>	101.71:18.53 <sup>(1)</sup>	83.93:13.69 <sup>(1)</sup>	86.82:41.93 <sup>(1)</sup>	86.7			
2.	78 <b>DAPRÀ Matteo</b>	ITA	Skoda Fabia S2000	Car Racing	E1	It.2000				<b>11:44.76</b>	
[1]	5.27 <sup>(4)</sup> ↓	13.42 <sup>(4)</sup> ↓	2:23.19 <sup>(2)</sup> ↓	4:20.61 <sup>(2)</sup> ↓	5:40.62 <sup>(2)</sup> ↓	8:57.48 <sup>(2)</sup> ↓	<b>11:44.76<sup>(2)</sup></b>	88.4	A:680	B:918	C:712
	62.8	8.15 <sup>(8)</sup>	133.42:09.77 <sup>(3)</sup>	90.31:57.42 <sup>(2)</sup>	99.61:20.01 <sup>(6)</sup>	82.33:16.86 <sup>(2)</sup>	85.42:47.28 <sup>(3)</sup>	83.9			+17.83
3.	56 <b>DI GIUSEPPE Roberto</b>	ITA	Alfa Romeo 155	Ab Motorsport	E1	It.3000+				<b>11:50.91</b>	
[1]	4.89 <sup>(1)</sup> ↓	12.23 <sup>(2)</sup> ↓	2:25.54 <sup>(6)</sup> ↓	4:24.45 <sup>(5)</sup> ↓	5:44.73 <sup>(5)</sup> ↓	9:03.96 <sup>(5)</sup> ↓	<b>11:50.91<sup>(3)</sup></b>	87.6	A:700	B:875	C:680
	67.7	7.34 <sup>(2)</sup>	148.12:13.31 <sup>(7)</sup>	87.91:58.91 <sup>(6)</sup>	98.41:20.28 <sup>(8)</sup>	82.73:19.23 <sup>(4)</sup>	84.42:46.95 <sup>(2)</sup>	84.1			+23.98
4.	81 <b>LONGHI Silvio</b>	ITA	Ford Mondeo Superturismo	Ab Motorsport	E1	It.2000				<b>11:51.53</b>	
[1]	5.96 <sup>(13)</sup> ↓	13.52 <sup>(5)</sup> ↓	2:23.78 <sup>(4)</sup> ↓	4:21.55 <sup>(4)</sup> ↓	5:40.90 <sup>(3)</sup> ↓	9:01.32 <sup>(3)</sup> ↓	<b>11:51.53<sup>(4)</sup></b>	87.5	A:640	B:823	C:701
	55.6	7.56 <sup>(3)</sup>	143.82:10.26 <sup>(4)</sup>	90.01:57.77 <sup>(3)</sup>	99.31:19.35 <sup>(2)</sup>	83.03:20.42 <sup>(7)</sup>	83.92:50.21 <sup>(7)</sup>	82.5			+24.60
5.	92 <b>REGIS Giovanni</b>	ITA	Peugeot 106	Vimotorsport	E1	It.1400				<b>11:53.94</b>	
[1]	5.93 <sup>(11)</sup> ↓	14.24 <sup>(13)</sup> ↓	2:23.64 <sup>(3)</sup> ↓	4:21.53 <sup>(3)</sup> ↓	5:41.19 <sup>(4)</sup> ↓	9:02.25 <sup>(4)</sup> ↓	<b>11:53.94<sup>(5)</sup></b>	87.2	A:670	B:942	C:731
	55.9	8.31 <sup>(12)</sup>	130.82:09.40 <sup>(2)</sup>	90.61:57.89 <sup>(4)</sup>	99.21:19.66 <sup>(3)</sup>	82.73:21.06 <sup>(9)</sup>	83.62:51.69 <sup>(11)</sup>	81.8			+27.01
6.	84 <b>MOROCUTTI Manuel</b>	ITA	Renault Clio	Pintarally Motorsport	AEd	It.2000				<b>11:56.24</b>	
[1]	6.30 <sup>(22)</sup> ↓	14.27 <sup>(14)</sup> ↓	2:26.46 <sup>(7)</sup> ↓	4:25.64 <sup>(7)</sup> ↓	5:45.75 <sup>(7)</sup> ↓	9:05.25 <sup>(6)</sup> ↓	<b>11:56.24<sup>(6)</sup></b>	87.0	A:690	B:900	C:706
	52.6	7.97 <sup>(7)</sup>	136.42:12.19 <sup>(6)</sup>	88.71:59.18 <sup>(7)</sup>	98.21:20.11 <sup>(7)</sup>	82.23:19.50 <sup>(6)</sup>	84.32:50.99 <sup>(10)</sup>	82.1			+29.31
7.	79 <b>HAFNER Armin</b>	ITA	Alfa Romeo 147 GTA	Scuderia Mendola	E1	It.2000				<b>11:58.12</b>	
[1]	6.00 <sup>(17)</sup> ↓	13.91 <sup>(8)</sup> ↓	2:27.46 <sup>(8)</sup> ↓	4:27.00 <sup>(8)</sup> ↓	5:46.82 <sup>(8)</sup> ↓	9:07.24 <sup>(7)</sup> ↓	<b>11:58.12<sup>(7)</sup></b>	86.7	A:670	B:919	C:676
	55.2	7.91 <sup>(6)</sup>	137.42:13.55 <sup>(8)</sup>	87.81:59.54 <sup>(8)</sup>	97.91:19.82 <sup>(4)</sup>	82.53:20.42 <sup>(7)</sup>	83.92:50.88 <sup>(9)</sup>	82.2			+31.19
8.	82 <b>SCHENA Damiano</b>	ITA	Renault Clio Cup		E1	It.2000				<b>11:59.56</b>	
[1]	5.58 <sup>(6)</sup> ↓	13.17 <sup>(3)</sup> ↓	2:35.24 <sup>(15)</sup> ↓	4:33.73 <sup>(13)</sup> ↓	5:53.70 <sup>(11)</sup> ↓	9:11.78 <sup>(9)</sup> ↓	<b>11:59.56<sup>(8)</sup></b>	86.6	A:610	B:873	C:693
	59.4	7.59 <sup>(4)</sup>	143.22:22.07 <sup>(17)</sup>	82.51:58.49 <sup>(5)</sup>	98.71:19.97 <sup>(5)</sup>	82.43:18.08 <sup>(3)</sup>	84.92:47.78 <sup>(4)</sup>	83.7			+32.63
9.	121 <b>ALLIERI Carlo Alberto</b>	ITA	Peugeot 207 Super 2000		E1	It.2000				<b>12:01.52</b>	
[1]	5.18 <sup>(3)</sup> ↓	13.67 <sup>(7)</sup> ↓	2:31.33 <sup>(13)</sup> ↓	4:32.60 <sup>(11)</sup> ↓	5:53.73 <sup>(12)</sup> ↓	9:13.06 <sup>(10)</sup> ↓	<b>12:01.52<sup>(9)</sup></b>	86.3	A:710	B:927	C:722
	63.9	8.49 <sup>(17)</sup>	128.12:17.66 <sup>(13)</sup>	85.12:01.27 <sup>(11)</sup>	96.51:21.13 <sup>(10)</sup>	81.23:19.33 <sup>(5)</sup>	84.32:48.46 <sup>(5)</sup>	83.3			+34.59
10.	77 <b>FERRARI Lucio</b>	ITA	Peugeot 207 Super 2000	Motor Team	E1	It.2000				<b>12:02.81</b>	
[1]	5.80 <sup>(7)</sup> ↓	14.07 <sup>(10)</sup> ↓	2:29.41 <sup>(11)</sup> ↓	4:30.35 <sup>(9)</sup> ↓	5:51.95 <sup>(9)</sup> ↓	9:14.11 <sup>(11)</sup> ↓	<b>12:02.81<sup>(10)</sup></b>	86.2	A:670	B:907	C:729
	57.1	8.27 <sup>(11)</sup>	131.52:15.34 <sup>(11)</sup>	86.62:00.94 <sup>(10)</sup>	96.71:21.60 <sup>(11)</sup>	80.73:22.16 <sup>(11)</sup>	83.22:48.70 <sup>(6)</sup>	83.2			+35.88
11.	88 <b>FATTORELLI Claudio</b>	ITA	Honda Civic	BL Racing	E1	It.1600				<b>12:03.28</b>	
[1]	6.00 <sup>(17)</sup> ↓	14.41 <sup>(18)</sup> ↓	2:24.74 <sup>(5)</sup> ↓	4:25.01 <sup>(6)</sup> ↓	5:45.32 <sup>(6)</sup> ↓	9:08.75 <sup>(8)</sup> ↓	<b>12:03.28<sup>(11)</sup></b>	86.1	A:700	B:923	C:740
	55.2	8.41 <sup>(15)</sup>	129.32:10.33 <sup>(5)</sup>	89.92:00.27 <sup>(9)</sup>	97.31:20.31 <sup>(9)</sup>	82.03:23.43 <sup>(12)</sup>	82.62:54.53 <sup>(14)</sup>	80.4			+36.35
12.	83 <b>MIOTTO Stefano</b>	ITA	Renault Clio Cup	Scuderia Testadoro Asd	E1	It.2000				<b>12:05.86</b>	
[1]	5.99 <sup>(16)</sup> ↓	14.34 <sup>(17)</sup> ↓	2:28.92 <sup>(9)</sup> ↓	4:30.80 <sup>(10)</sup> ↓	5:53.62 <sup>(10)</sup> ↓	9:15.12 <sup>(12)</sup> ↓	<b>12:05.86<sup>(12)</sup></b>	85.8	A:720	B:909	C:719
	55.3	8.35 <sup>(14)</sup>	130.22:14.58 <sup>(9)</sup>	87.12:01.88 <sup>(12)</sup>	96.01:22.82 <sup>(12)</sup>	79.53:21.50 <sup>(10)</sup>	83.42:50.74 <sup>(8)</sup>	82.2			+38.93
13.	58 <b>ZUCOL Claudio</b>	ITA	BMW 325	Destra 4 Srl	E1	It.3000+				<b>12:20.35</b>	
[1]	5.92 <sup>(10)</sup> ↓	13.60 <sup>(6)</sup> ↓	2:31.14 <sup>(12)</sup> ↓	4:35.48 <sup>(14)</sup> ↓	5:58.39 <sup>(14)</sup> ↓	9:25.10 <sup>(13)</sup> ↓	<b>12:20.35<sup>(13)</sup></b>	84.1	A:690	B:934	C:739
	55.9	7.68 <sup>(5)</sup>	141.62:17.54 <sup>(12)</sup>	85.22:04.34 <sup>(15)</sup>	94.11:22.91 <sup>(13)</sup>	79.53:26.71 <sup>(13)</sup>	81.32:55.25 <sup>(15)</sup>	80.1			+53.42
14.	87 <b>TURRIN Tiziano</b>	ITA	Citroën Saxo	Halley Racing Team	E1	It.1600				<b>12:24.59</b>	
[1]	5.84 <sup>(8)</sup> ↓	14.29 <sup>(16)</sup> ↓	2:34.22 <sup>(14)</sup> ↓	4:38.09 <sup>(15)</sup> ↓	6:02.55 <sup>(15)</sup> ↓	9:30.78 <sup>(14)</sup> ↓	<b>12:24.59<sup>(14)</sup></b>	83.6	A:710	B:926	C:756
	56.7	8.45 <sup>(16)</sup>	128.72:19.93 <sup>(14)</sup>	83.82:03.87 <sup>(14)</sup>	94.51:24.46 <sup>(15)</sup>	78.03:28.23 <sup>(14)</sup>	80.72:53.81 <sup>(12)</sup>	80.8			+57.66
15.	71 <b>GALLINA Silvano</b>	ITA	Jaguar S Type R		E1	It.3000+				<b>12:31.91</b>	
[1]	6.11 <sup>(20)</sup> ↓	14.28 <sup>(15)</sup> ↓	2:35.31 <sup>(16)</sup> ↓	4:40.59 <sup>(16)</sup> ↓	6:05.30 <sup>(16)</sup> ↓	9:37.40 <sup>(16)</sup> ↓	<b>12:31.91<sup>(15)</sup></b>	82.8	A:710	B:906	C:767
	54.2	8.17 <sup>(9)</sup>	133.12:21.03 <sup>(15)</sup>	83.12:05.28 <sup>(16)</sup>	93.41:24.71 <sup>(17)</sup>	77.83:32.10 <sup>(16)</sup>	79.32:54.51 <sup>(13)</sup>	80.5			+1:04.98
16.	85 <b>BOSCHI Maurizio</b>	ITA	Opel Astra Kit	Vimotorsport	E1	It.2000				<b>12:34.21</b>	
[1]	5.93 <sup>(11)</sup> ↓	14.14 <sup>(11)</sup> ↓	2:29.24 <sup>(10)</sup> ↓	4:32.63 <sup>(12)</sup> ↓	5:57.19 <sup>(13)</sup> ↓	9:32.01 <sup>(15)</sup> ↓	<b>12:34.21<sup>(16)</sup></b>	82.6	A:670	B:968	C:733
	55.9	8.21 <sup>(10)</sup>	132.42:15.10 <sup>(10)</sup>	86.82:03.39 <sup>(13)</sup>	94.81:24.56 <sup>(16)</sup>	77.93:34.82 <sup>(18)</sup>	78.33:02.20 <sup>(18)</sup>	77.1			+1:07.28
17.	59 <b>ZUCOL Nicola</b>	ITA	BMW M3 E46	Destra 4 Srl	E1	It.3000+				<b>12:37.89</b>	
[1]	5.85 <sup>(9)</sup> ↓	14.17 <sup>(12)</sup> ↓	2:36.78 <sup>(18)</sup> ↓	4:44.41 <sup>(18)</sup> ↓	6:08.64 <sup>(18)</sup> ↓	9:39.91 <sup>(17)</sup> ↓	<b>12:37.89<sup>(17)</sup></b>	82.2	A:690	B:989	C:754
	56.6	8.32 <sup>(13)</sup>	130.72:22.61 <sup>(18)</sup>	82.22:07.63 <sup>(19)</sup>	91.71:24.23 <sup>(14)</sup>	78.23:31.27 <sup>(15)</sup>	79.62:57.98 <sup>(16)</sup>	78.9			+1:10.96

P. N. Conducente		Naz	Vettura	Candriai	Scuderia	Classe					Tem./Dif.		
92m	394m	Sardagna	7t+Speed		Norge	Arrivo	VMed	i.c.					
<b>18.</b>	<b>93</b>	<b>ODDO Antonino</b>	ITA	Peugeot 106			E1	It.1400			<b>12:43.49</b>		
[1]	6.19 <sup>(21)</sup>	14.69 <sup>(21)</sup>	2:36.32 <sup>(17)</sup>	4:41.81 <sup>(17)</sup>	6:06.72 <sup>(17)</sup>	9:42.41 <sup>(18)</sup>	<b>12:43.49<sup>(18)</sup></b>	81.6	A:680	B:965	C:741	+1:16.56	
	53.5	8.50 <sup>(18)</sup>	127.9	2:21.63 <sup>(16)</sup>	82.8	2:05.49 <sup>(17)</sup>	93.2	1:24.91 <sup>(18)</sup>	77.6	3:35.69 <sup>(19)</sup>	77.9	3:01.08 <sup>(17)</sup>	77.5
<b>19.</b>	<b>74</b>	<b>ALLIERI Francesco</b>	ITA	Abarth 500 Assetto Corsa			E1	It.1600 T			<b>12:58.46</b>		
[1]	6.54 <sup>(24)</sup>	15.95 <sup>(23)</sup>	2:39.56 <sup>(20)</sup>	4:46.71 <sup>(19)</sup>	6:13.64 <sup>(19)</sup>	9:47.10 <sup>(19)</sup>	<b>12:58.46<sup>(19)</sup></b>	80.0	A:830	B:1012	C:747	+1:31.53	
	50.6	9.41 <sup>(23)</sup>	115.5	2:23.61 <sup>(20)</sup>	81.6	2:07.15 <sup>(18)</sup>	92.0	1:26.93 <sup>(19)</sup>	75.8	3:33.46 <sup>(17)</sup>	78.8	3:11.36 <sup>(23)</sup>	73.4
<b>20.</b>	<b>91</b>	<b>"ZIO FESTER"</b>	ITA	Honda Civic			E1	It.1600			<b>13:10.75</b>		
[1]	5.98 <sup>(15)</sup>	14.64 <sup>(20)</sup>	2:44.01 <sup>(22)</sup>	4:54.97 <sup>(21)</sup>	6:22.54 <sup>(21)</sup>	10:02.78 <sup>(20)</sup>	<b>13:10.75<sup>(20)</sup></b>	78.8	A:760	B:984	C:807	+1:43.82	
	55.4	8.66 <sup>(21)</sup>	125.5	2:29.37 <sup>(22)</sup>	78.5	2:10.96 <sup>(20)</sup>	89.3	1:27.57 <sup>(21)</sup>	75.2	3:40.24 <sup>(20)</sup>	76.3	3:07.97 <sup>(21)</sup>	74.7
<b>21.</b>	<b>86</b>	<b>LOEFFLER Lothar</b>	DEU	Opel Kadett			E1	It.2000			<b>13:17.44</b>		
[1]	5.46 <sup>(5)</sup>	13.97 <sup>(9)</sup>	2:42.08 <sup>(21)</sup>	4:57.56 <sup>(22)</sup>	6:28.42 <sup>(22)</sup>	10:10.15 <sup>(21)</sup>	<b>13:17.44<sup>(21)</sup></b>	78.1	A:740	B:990	C:759	+1:50.51	
	60.7	8.51 <sup>(20)</sup>	127.8	2:28.11 <sup>(21)</sup>	79.7	2:15.48 <sup>(22)</sup>	86.4	1:30.86 <sup>(23)</sup>	72.5	3:41.73 <sup>(21)</sup>	75.8	3:07.29 <sup>(20)</sup>	75.0
<b>22.</b>	<b>72</b>	<b>ZARPELLON Giuseppe</b>	ITA	BMW M3 E30		Halley Racing Team	E1	It.3000			<b>13:27.27</b>		
[1]	6.43 <sup>(23)</sup>	16.47 <sup>(24)</sup>	2:49.99 <sup>(23)</sup>	5:06.18 <sup>(23)</sup>	6:33.17 <sup>(23)</sup>	10:18.80 <sup>(23)</sup>	<b>13:27.27<sup>(22)</sup></b>	77.1	A:930	B:1129	C:801	+2:00.34	
	51.5	10.04 <sup>(24)</sup>	108.3	2:33.52 <sup>(23)</sup>	76.4	2:16.19 <sup>(23)</sup>	85.9	1:26.99 <sup>(20)</sup>	75.7	3:45.63 <sup>(23)</sup>	74.5	3:08.47 <sup>(22)</sup>	74.5
<b>23.</b>	<b>89</b>	<b>PAULETTI Daniel</b>	ITA	Citroën Saxo		Halley Racing Team	E1	It.1600			<b>13:31.22</b>		
[1]	5.96 <sup>(13)</sup>	14.79 <sup>(22)</sup>	2:51.57 <sup>(24)</sup>	5:08.88 <sup>(24)</sup>	6:41.53 <sup>(24)</sup>	10:27.14 <sup>(24)</sup>	<b>13:31.22<sup>(23)</sup></b>	76.8	A:870	B:1060	C:803	+2:04.29	
	55.6	8.83 <sup>(22)</sup>	123.7	2:36.78 <sup>(24)</sup>	74.8	2:17.31 <sup>(24)</sup>	85.2	1:32.65 <sup>(24)</sup>	71.7	3:45.61 <sup>(22)</sup>	74.5	3:04.08 <sup>(19)</sup>	76.3
<b>24.</b>	<b>75</b>	<b>POMARAN Federico</b>	ITA	Fiat Uno Turbo		For Sport Asd	E1	It.1600 T			<b>13:57.57</b>		
[1]	6.04 <sup>(19)</sup>	14.54 <sup>(19)</sup>	2:38.13 <sup>(19)</sup>	4:51.52 <sup>(20)</sup>	6:19.53 <sup>(20)</sup>	10:17.12 <sup>(22)</sup>	<b>13:57.57<sup>(24)</sup></b>	74.4	A:730	B:1043	C:738	+2:30.64	
	54.8	8.50 <sup>(18)</sup>	127.9	2:23.59 <sup>(19)</sup>	81.6	2:13.39 <sup>(21)</sup>	87.7	1:28.01 <sup>(22)</sup>	74.9	3:57.59 <sup>(24)</sup>	70.8	3:40.45 <sup>(24)</sup>	63.7
<b>25.</b>	<b>57</b>	<b>PICCOLI Ivano</b>	ITA	BMW M3		Destra 4 Srl	E1	It.3000+					

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

Risultati e Telemetrie a cura di Francesco Dariz