



## 67ª Trento - Bondone

## Corso Internazionale di Velocità in Salita

## Auto Storiche

## Performance Analysis 1. Gr.



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P. N.	Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.						
92m	394m	Sardegna	7t+Speed	Norge	Arrivo							
					VMed	i.c.						
1. 303	<b>MÖSSLER Harald</b>	AUT	Steyr Puch König BergSpyder	Hist. Racing T. Austria	1 A7	<b>12:07.45</b>						
[1]	5.48 <sup>(2)</sup> ↓	14.11 <sup>(2)</sup> ↓	2:26.82 <sup>(1)</sup> ↓	4:27.56 <sup>(1)</sup> ↓	5:49.21 <sup>(1)</sup> ↓	9:12.81 <sup>(1)</sup> ↓	<b>12:07.45<sup>(1)</sup></b>	85.6	A:710	B:1004	C:752	
	60.4	8.63 <sup>(2)</sup>	126.02:12.71 <sup>(1)</sup>	88.32:00.74 <sup>(1)</sup>	96.91:21.65 <sup>(1)</sup>	80.73:23.60 <sup>(1)</sup>	82.62:54.64 <sup>(1)</sup>	80.4				
2. 306	<b>FROTSCHER Gregor</b>	AUT	Austin Mini Cooper s 1275	Hist. Racing T. Austria	1 A3	<b>12:52.00</b>						
[1]	6.45 <sup>(5)</sup> ↓	15.47 <sup>(3)</sup> ↓	2:36.41 <sup>(3)</sup> ↓	4:45.33 <sup>(2)</sup> ↓	6:13.16 <sup>(2)</sup> ↓	9:48.53 <sup>(2)</sup> ↓	<b>12:52.00<sup>(2)</sup></b>	80.7	A:720	B:1034	C:788	+44.55
	51.3	9.02 <sup>(3)</sup>	120.52:20.94 <sup>(3)</sup>	83.22:08.92 <sup>(2)</sup>	90.81:27.83 <sup>(2)</sup>	75.03:35.37 <sup>(2)</sup>	78.73:03.47 <sup>(2)</sup>	76.5				
3. 301	<b>REBASTI Luciano</b>	ITA	Fiat Abarth 1000 TC	Valdelsa Classic	1 A2	<b>13:33.00</b>						
[1]	6.92 <sup>(10)</sup> ↓	17.03 <sup>(8)</sup> ↓	2:44.48 <sup>(4)</sup> ↓	4:58.55 <sup>(4)</sup> ↓	6:30.70 <sup>(3)</sup> ↓	10:18.49 <sup>(3)</sup> ↓	<b>13:33.00<sup>(3)</sup></b>	76.6	A:810	B:1245	C:830	+1:25.55
	47.9	10.11 <sup>(7)</sup>	107.52:27.45 <sup>(4)</sup>	79.52:14.07 <sup>(4)</sup>	87.31:32.15 <sup>(4)</sup>	71.53:47.79 <sup>(3)</sup>	73.83:14.51 <sup>(3)</sup>	72.2				
4. 309	<b>FOCHESATO Marino</b>	ITA	Fiat Abarth		1 A2	<b>13:41.70</b>						
[1]	6.43 <sup>(4)</sup> ↓	16.80 <sup>(7)</sup> ↓	2:45.71 <sup>(5)</sup> ↓	4:59.70 <sup>(5)</sup> ↓	6:30.96 <sup>(4)</sup> ↓	10:23.61 <sup>(4)</sup> ↓	<b>13:41.70<sup>(4)</sup></b>	75.8	A:840	B:1165	C:871	+1:34.25
	51.5	10.37 <sup>(9)</sup>	104.82:28.91 <sup>(5)</sup>	78.72:13.99 <sup>(3)</sup>	87.31:31.26 <sup>(3)</sup>	72.23:52.65 <sup>(4)</sup>	72.33:18.09 <sup>(5)</sup>	70.9				
5. 297	<b>KONICAR Vladimir</b>	CZE	BMW 2002Ti	1a Czech National Team	A5	<b>13:58.86</b>						
[1]	6.56 <sup>(6)</sup> ↓	16.48 <sup>(5)</sup> ↓	2:50.31 <sup>(6)</sup> ↓	5:10.41 <sup>(6)</sup> ↓	6:46.62 <sup>(5)</sup> ↓	10:39.88 <sup>(5)</sup> ↓	<b>13:58.86<sup>(5)</sup></b>	74.2	A:790	B:1136	C:912	+1:51.41
	50.5	9.92 <sup>(5)</sup>	109.62:33.83 <sup>(6)</sup>	76.22:20.10 <sup>(5)</sup>	83.51:36.21 <sup>(5)</sup>	68.53:53.26 <sup>(5)</sup>	72.73:18.98 <sup>(6)</sup>	70.6				
6. 298	<b>VETTORE Guido</b>	ITA	BMW 2002	Team Bassano	1 T2000	<b>14:11.67</b>						
[1]	6.27 <sup>(3)</sup> ↓	15.59 <sup>(4)</sup> ↓	2:52.49 <sup>(7)</sup> ↓	5:14.55 <sup>(7)</sup> ↓	6:51.77 <sup>(6)</sup> ↓	10:48.91 <sup>(6)</sup> ↓	<b>14:11.67<sup>(6)</sup></b>	73.1	A:800	B:1156	C:817	+2:04.22
	52.8	9.32 <sup>(4)</sup>	116.72:36.90 <sup>(7)</sup>	74.72:22.06 <sup>(7)</sup>	82.41:37.22 <sup>(6)</sup>	67.83:57.14 <sup>(7)</sup>	70.93:22.76 <sup>(7)</sup>	69.2				
7. 305	<b>NOVO Vittorio</b>	ITA	BMW 2002 TI	Rododendri Historic Rally	A5	<b>14:13.34</b>						
[1]	7.06 <sup>(11)</sup> ↓	17.31 <sup>(9)</sup> ↓	2:56.95 <sup>(9)</sup> ↓	5:20.06 <sup>(9)</sup> ↓	6:58.54 <sup>(8)</sup> ↓	10:55.28 <sup>(7)</sup> ↓	<b>14:13.34<sup>(7)</sup></b>	73.0	A:870	B:1103	C:863	+2:05.89
	46.9	10.25 <sup>(8)</sup>	106.12:39.64 <sup>(9)</sup>	73.42:23.11 <sup>(8)</sup>	81.81:38.48 <sup>(8)</sup>	66.93:56.74 <sup>(6)</sup>	71.03:18.06 <sup>(4)</sup>	70.9				
8. 308	<b>FRANCESCON Amedeo</b>	ITA	Abarth 1000 Bialbero	Team Italia	1 A2	<b>14:29.47</b>						
[1]	6.66 <sup>(8)</sup> ↓	16.76 <sup>(6)</sup> ↓	2:57.70 <sup>(10)</sup> ↓	5:18.67 <sup>(8)</sup> ↓	6:55.95 <sup>(7)</sup> ↓	11:00.31 <sup>(8)</sup> ↓	<b>14:29.47<sup>(8)</sup></b>	71.6	A:850	B:1145	C:858	+2:22.02
	49.7	10.10 <sup>(6)</sup>	107.62:40.94 <sup>(10)</sup>	72.82:20.97 <sup>(6)</sup>	83.01:37.28 <sup>(7)</sup>	67.74:04.36 <sup>(8)</sup>	68.83:29.16 <sup>(8)</sup>	67.1				
9. 307	<b>RAVELLI DAMIOLI Cecilia</b>	ITA	Lancia Fulvia Coupé	A.S.D. Historika Motorsport	A3	<b>14:41.50</b>						
[1]	6.71 <sup>(9)</sup> ↓	17.49 <sup>(10)</sup> ↓	2:55.89 <sup>(8)</sup> ↓	5:21.14 <sup>(10)</sup> ↓	7:00.76 <sup>(9)</sup> ↓	11:07.78 <sup>(9)</sup> ↓	<b>14:41.50<sup>(9)</sup></b>	70.7	A:880	B:1303	C:900	+2:34.05
	49.4	10.78 <sup>(10)</sup>	100.92:38.40 <sup>(8)</sup>	74.02:25.25 <sup>(10)</sup>	80.61:39.62 <sup>(9)</sup>	66.74:07.02 <sup>(9)</sup>	68.73:33.72 <sup>(9)</sup>	65.7				
10. 299	<b>BONFANTI Paolo</b>	ITA	Alfa Romeo Giulia Super		1 A4	<b>15:30.53</b>						
[1]	7.20 <sup>(13)</sup> ↓	19.10 <sup>(13)</sup> ↓	3:11.29 <sup>(12)</sup> ↓	5:44.69 <sup>(12)</sup> ↓	7:28.70 <sup>(11)</sup> ↓	11:48.30 <sup>(11)</sup> ↓	<b>15:30.53<sup>(10)</sup></b>	66.9	A:1030	B:1373	C:922	+3:23.08
	46.0	11.90 <sup>(13)</sup>	91.42:52.19 <sup>(12)</sup>	68.72:33.40 <sup>(11)</sup>	76.31:44.01 <sup>(11)</sup>	63.34:19.60 <sup>(10)</sup>	64.83:42.23 <sup>(10)</sup>	63.2				
11. 312	<b>JENSEN Anders</b>	SWE	Saab 96 Sport		1 A1	<b>15:33.53</b>						
[1]	7.17 <sup>(12)</sup> ↓	18.70 <sup>(12)</sup> ↓	3:04.90 <sup>(11)</sup> ↓	5:39.87 <sup>(11)</sup> ↓	7:23.49 <sup>(10)</sup> ↓	11:45.86 <sup>(10)</sup> ↓	<b>15:33.53<sup>(11)</sup></b>	66.7	A:930	B:1339	C:976	+3:26.08
	46.2	11.53 <sup>(12)</sup>	94.32:46.20 <sup>(11)</sup>	70.52:34.97 <sup>(12)</sup>	75.51:43.62 <sup>(10)</sup>	63.64:22.37 <sup>(11)</sup>	64.73:47.67 <sup>(11)</sup>	61.7				
12. 304	<b>PRUGGER Georg</b>	ITA	Alfa Romeo 6C	Sc. Bologna Sq. Corse	1 A6	<b>16:42.45</b>						
[1]	7.74 <sup>(14)</sup>		3:22.27 <sup>(13)</sup> ↓	6:08.36 <sup>(13)</sup> ↓	7:59.85 <sup>(12)</sup> ↓	12:43.84 <sup>(12)</sup> ↓	<b>16:42.45<sup>(12)</sup></b>	62.1		B:1415	C:1002	+4:35.00
	42.8		2:46.09 <sup>(13)</sup>	70.41:51.49 <sup>(12)</sup>	59.74:43.99 <sup>(12)</sup>	59.23:58.61 <sup>(12)</sup>	58.8					
13. 302	<b>SALA Mario</b>	ITA	Porsche 906	Sc. Bologna Sq. Corse	1 A9	DNF 1						
[1]	5.11 <sup>(1)</sup> ↓	12.99 <sup>(1)</sup> ↓	2:28.13 <sup>(2)</sup> ↓	4:52.89 <sup>(3)</sup>					A:680	B:2235		
	64.8	7.88 <sup>(1)</sup>	138.02:15.14 <sup>(2)</sup>	86.72:24.76 <sup>(9)</sup>	80.8							
14. 311	<b>TIGNONSINI Francesco</b>	ITA	Fiat Abarth 1000 TC		1 A2	DNF 1						
[1]	6.63 <sup>(7)</sup> ↓	17.74 <sup>(11)</sup>							A:890			
	50.0	11.11 <sup>(11)</sup>	97.9									

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