

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

## Corso Internazionale di Velocità in Salita

## Auto Storiche

## Performance Analysis 4. Gr.



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P. N.	Conducente	Naz	Vettura	Candriai	Scuderia	Classe	Arrivo		Tem./Dif.
92m	394m	Sardegna	7t+Speed	Candriai	Norge	VMed	i.c.		
1. 235	<b>AMBROSO Giovanni</b>	ITA	Osella PA 9/90		Team Italia	4 D8			<b>11:53.36</b>
[1]	4.61 <sup>(1)†</sup>	11.50 <sup>(1)†</sup>	2:20.29 <sup>(1)†</sup>	4:19.13 <sup>(1)</sup>	9:02.30 <sup>(1)†</sup>	<b>11:53.36<sup>(1)</sup></b>	87.3	A:640 B:828	
	71.8	6.89 <sup>(1)</sup>	157.8	2:08.79 <sup>(1)</sup>	91.0	1:58.84 <sup>(1)</sup>	98.5		2:51.06 <sup>(1)</sup> 82.1
2. 243	<b>PIFFER Alessio</b>	ITA	Alfa Romeo 33		Destra 4 Srl	4 D4			<b>12:45.91</b>
[1]	6.49 <sup>(5)†</sup>	15.87 <sup>(5)†</sup>	2:35.11 <sup>(2)†</sup>	4:41.19 <sup>(2)†</sup>	6:06.89 <sup>(2)†</sup>	9:42.64 <sup>(3)†</sup>	<b>12:45.91<sup>(2)</sup></b>	81.3	A:750 B:1034 C:757 +52.55
	51.0	9.38 <sup>(5)</sup>	115.9	2:19.24 <sup>(2)</sup>	84.2	2:06.08 <sup>(3)</sup>	92.8		1:25.70 <sup>(2)</sup> 76.9
									3:35.75 <sup>(1)</sup> 77.9
									3:03.27 <sup>(2)</sup> 76.6
3. 239	<b>VINCENZI Roberto</b>	ITA	BMW M3 E30		Vimotorsport	4 D6			<b>12:56.05</b>
[1]	6.30 <sup>(4)†</sup>	15.56 <sup>(4)†</sup>	2:38.77 <sup>(5)†</sup>	4:46.46 <sup>(5)†</sup>	6:12.38 <sup>(4)†</sup>	9:50.97 <sup>(4)†</sup>	<b>12:56.05<sup>(3)</sup></b>	80.3	A:780 B:1019 C:783 +1:02.69
	52.6	9.26 <sup>(4)</sup>	117.4	2:23.21 <sup>(4)</sup>	81.8	2:07.69 <sup>(4)</sup>	91.6		1:25.92 <sup>(3)</sup> 76.7
									3:38.59 <sup>(2)</sup> 76.9
									3:05.08 <sup>(3)</sup> 75.9
4. 236	<b>TRENTINI Alessandro</b>	ITA	Gi-Pi Sport		Piloti Senesi	4 SN2500			<b>12:58.36</b>
[1]	5.42 <sup>(2)†</sup>	14.48 <sup>(2)†</sup>	2:38.54 <sup>(4)†</sup>	4:41.64 <sup>(3)†</sup>	5:19.42 <sup>(1)†</sup>	9:39.81 <sup>(2)†</sup>	<b>12:58.36<sup>(4)</sup></b>	80.0	A:870 B:983 +1:05.00
	61.1	9.06 <sup>(2)</sup>	120.0	2:24.06 <sup>(5)</sup>	81.4	2:03.10 <sup>(2)</sup>	95.0		37.78 <sup>(1)</sup> 174.4
									4:20.39 <sup>(7)</sup> 64.6
									3:18.55 <sup>(6)</sup> 70.7
5. 241	<b>NIEDERSTAETTER Paul</b>	ITA	Renault S GT Turbo		Scuderia Mendola	4 D6			<b>13:01.40</b>
[1]	5.89 <sup>(3)†</sup>	14.96 <sup>(3)†</sup>	2:35.78 <sup>(3)†</sup>	4:43.86 <sup>(4)†</sup>	6:12.25 <sup>(3)†</sup>	9:52.62 <sup>(5)†</sup>	<b>13:01.40<sup>(5)</sup></b>	79.7	A:710 B:1017 C:800 +1:08.04
	56.2	9.07 <sup>(3)</sup>	119.9	2:20.82 <sup>(3)</sup>	83.2	2:08.08 <sup>(5)</sup>	91.3		1:28.39 <sup>(4)</sup> 74.5
									3:40.37 <sup>(3)</sup> 76.3
									3:08.78 <sup>(4)</sup> 74.4
6. 242	<b>GOATELLI Franco</b>	ITA	Peugeot 205 GTI 1.9		Manghen Team	4 D5			<b>13:47.51</b>
[1]	7.46 <sup>(8)†</sup>	19.96 <sup>(8)†</sup>	2:52.36 <sup>(7)†</sup>	5:11.95 <sup>(7)†</sup>	6:45.89 <sup>(5)†</sup>	10:34.62 <sup>(6)†</sup>	<b>13:47.51<sup>(6)</sup></b>	75.3	A:950 B:1145 C:920 +1:54.15
	44.4	12.50 <sup>(9)</sup>	87.0	2:32.40 <sup>(7)</sup>	76.9	2:19.59 <sup>(6)</sup>	83.8		1:33.94 <sup>(5)</sup> 70.7
									3:48.73 <sup>(4)</sup> 73.5
									3:12.89 <sup>(5)</sup> 72.8
7. 245	<b>TERLIZZI Raffaele</b>	ITA	Fiat Uno 70 SX		BL Racing	4 D4			<b>14:06.93</b>
[1]	6.60 <sup>(6)†</sup>	17.32 <sup>(6)†</sup>	2:49.61 <sup>(6)†</sup>	5:09.44 <sup>(6)†</sup>	6:46.37 <sup>(6)†</sup>	10:44.60 <sup>(7)†</sup>	<b>14:06.93<sup>(7)</sup></b>	73.5	A:850 B:1208 C:870 +2:13.57
	50.2	10.72 <sup>(6)</sup>	101.4	2:32.29 <sup>(6)</sup>	77.0	2:19.83 <sup>(7)</sup>	83.7		1:36.93 <sup>(6)</sup> 68.0
									3:58.23 <sup>(5)</sup> 70.6
									3:22.33 <sup>(7)</sup> 69.4
8. 246	<b>CAPANNA Dante</b>	ITA	Alfa 33 QUADRIFOGLIO ORO		Chimera Classic Motor	4 N1600			<b>16:02.74</b>
[1]	7.44 <sup>(7)†</sup>	19.19 <sup>(7)†</sup>	3:16.08 <sup>(9)†</sup>	5:53.72 <sup>(9)†</sup>	7:43.46 <sup>(8)†</sup>	12:11.51 <sup>(9)†</sup>	<b>16:02.74<sup>(8)</sup></b>	64.7	A:990 B:1398 C:994 +4:09.38
	44.5	11.75 <sup>(7)</sup>	92.5	2:56.89 <sup>(9)</sup>	66.3	2:37.64 <sup>(9)</sup>	74.2		1:49.74 <sup>(8)</sup> 60.0
									4:28.05 <sup>(8)</sup> 62.7
									3:51.23 <sup>(8)</sup> 60.7
9. 244	<b>CAMPESE Giovanni</b>	ITA	Mercedes 190E		BL Racing	4 N2000+			DNF 1
[1]	8.08 <sup>(9)†</sup>	19.96 <sup>(8)†</sup>	3:13.24 <sup>(8)†</sup>	5:47.44 <sup>(8)†</sup>	7:31.47 <sup>(7)†</sup>	11:48.85 <sup>(8)</sup>		A:910	C:895
	41.0	11.88 <sup>(8)</sup>	91.5	2:53.28 <sup>(8)</sup>	67.6	2:34.20 <sup>(8)</sup>	75.9		1:44.03 <sup>(7)</sup> 63.3
									4:17.38 <sup>(6)</sup> 65.3

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