



## 68ª Trento - Bondone

## Corza Internazionale di Velocità in Salita

## Auto Moderne

## Performance Analysis ProDE



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| P. N.   | Conduuttore   | Naz      | Vettura               | Scuderia                       | Classe      | Tem./Dif.       |
|---------|---|----------|-----------------------|--------------------------------|-------------|-----------------|
| 92m     | Sardagna  | 7t+Speed | Candriai              | Arrivo                         | VMed        | i.c.            |
| 1. 121  | <b>LECHNER Kevin</b>  | ITA      | BMW M3                |                                | ProdE +3000 | <b>11:45.90</b> |
| [1]     | 5.54 <sup>(2)</sup> 2:22.32 <sup>(1)</sup> 4:17.97 <sup>(1)</sup> 5:37.31 <sup>(1)</sup> 8:55.41 <sup>(1)</sup>                                       |          |                       | <b>11:45.90<sup>(1)</sup></b>  | 88.2        |                 |
|         | 59.8 2:16.78 <sup>(1)</sup> 93.6 1:55.65 <sup>(1)</sup> 101.2 1:19.34 <sup>(1)</sup> 83.0 3:18.10 <sup>(1)</sup> 84.9 2:50.49 <sup>(3)</sup> 82.4     |          |                       |                                |             |                 |
| 2. 128  | <b>PAISSAN Renato</b>   | ITA      | PEUGEOT 106 KIT       | Pintarally Motorsport          | ProdE 1600  | <b>11:54.24</b> |
| [1]     | 6.25 <sup>(12)</sup> 2:25.82 <sup>(4)</sup> 4:24.57 <sup>(3)</sup> 5:46.69 <sup>(3)</sup> 9:05.23 <sup>(2)</sup>                                      |          |                       | <b>11:54.24<sup>(2)</sup></b>  | 87.2        | +8.34           |
|         | 53.0 2:19.57 <sup>(4)</sup> 91.8 1:58.75 <sup>(3)</sup> 98.5 1:22.12 <sup>(5)</sup> 80.2 3:18.54 <sup>(2)</sup> 84.7 2:49.01 <sup>(1)</sup> 83.1      |          |                       |                                |             |                 |
| 3. 125  | <b>MORANDEL Simon</b>   | ITA      | PEUGEOT 106 16V       | Rennstall Mendel               | ProdE 1600  | <b>11:58.22</b> |
| [1]     | 6.11 <sup>(6)</sup> 2:25.64 <sup>(3)</sup> 4:25.02 <sup>(4)</sup> 5:47.07 <sup>(4)</sup> 9:08.06 <sup>(4)</sup>                                       |          |                       | <b>11:58.22<sup>(3)</sup></b>  | 86.7        | +12.32          |
|         | 54.2 2:19.53 <sup>(3)</sup> 91.8 1:59.38 <sup>(4)</sup> 98.0 1:22.05 <sup>(4)</sup> 80.3 3:20.99 <sup>(3)</sup> 83.6 2:50.16 <sup>(2)</sup> 82.5      |          |                       |                                |             |                 |
| 4. 111  | <b>GILLI Paolo</b>  | ITA      | CITROËN SAXO          | Pintarally Motorsport          | ProdE 1600  | <b>11:59.05</b> |
| [1]     | 6.11 <sup>(6)</sup> 2:25.00 <sup>(2)</sup> 4:23.48 <sup>(2)</sup> 5:43.99 <sup>(2)</sup> 9:06.19 <sup>(3)</sup>                                       |          |                       | <b>11:59.05<sup>(4)</sup></b>  | 86.6        | +13.15          |
|         | 54.2 2:18.89 <sup>(2)</sup> 92.2 1:58.48 <sup>(2)</sup> 98.8 1:20.51 <sup>(2)</sup> 81.8 3:22.20 <sup>(4)</sup> 83.7 2:52.86 <sup>(5)</sup> 81.2      |          |                       |                                |             |                 |
| 5. 124  | <b>BOMMARTINI Matteo</b>  | ITA      | HONDA CIVIC           | BL Racing                      | ProdE 1600  | <b>12:12.25</b> |
| [1]     | 6.35 <sup>(14)</sup> 2:27.32 <sup>(7)</sup> 4:29.08 <sup>(6)</sup> 5:50.77 <sup>(5)</sup> 9:15.47 <sup>(6)</sup>                                      |          |                       | <b>12:12.25<sup>(5)</sup></b>  | 85.1        | +26.35          |
|         | 52.2 2:20.97 <sup>(6)</sup> 90.9 2:01.76 <sup>(5)</sup> 96.7 1:21.69 <sup>(3)</sup> 80.6 3:24.70 <sup>(7)</sup> 82.7 2:56.78 <sup>(9)</sup> 79.4      |          |                       |                                |             |                 |
| 6. 122  | <b>LOZZER Mirco</b>   | ITA      | RENAULT CLIO          |                                | ProdE 2000  | <b>12:12.98</b> |
| [1]     | 6.56 <sup>(16)</sup> 2:29.64 <sup>(9)</sup> 4:32.41 <sup>(8)</sup> 5:55.80 <sup>(8)</sup> 9:19.79 <sup>(7)</sup>                                      |          |                       | <b>12:12.98<sup>(6)</sup></b>  | 85.0        | +27.08          |
|         | 50.5 2:23.08 <sup>(9)</sup> 89.5 2:02.77 <sup>(8)</sup> 95.3 1:23.39 <sup>(7)</sup> 79.0 3:23.99 <sup>(6)</sup> 82.4 2:53.19 <sup>(6)</sup> 81.7      |          |                       |                                |             |                 |
| 7. 123  | <b>WINKLER Helmuth</b>  | ITA      | PEUGEOT 106 16V       | Rennstall Mendel               | ProdE 1600  | <b>12:17.63</b> |
| [1]     | 6.21 <sup>(10)</sup> 2:28.69 <sup>(8)</sup> 4:30.92 <sup>(7)</sup> 5:54.23 <sup>(7)</sup> 9:20.21 <sup>(8)</sup>                                      |          |                       | <b>12:17.63<sup>(7)</sup></b>  | 84.4        | +31.73          |
|         | 53.3 2:22.48 <sup>(8)</sup> 89.9 2:02.23 <sup>(7)</sup> 95.7 1:23.31 <sup>(6)</sup> 79.7 3:25.98 <sup>(9)</sup> 81.6 2:57.42 <sup>(10)</sup> 79.1     |          |                       |                                |             |                 |
| 8. 103  | <b>FARINA Fabio</b>   | ITA      | RENAULT CLIO WILLIAMS | Pintarally Motorsport          | ProdE 2000  | <b>12:20.60</b> |
| [1]     | 6.29 <sup>(13)</sup> 2:32.98 <sup>(10)</sup> 4:37.34 <sup>(10)</sup> 6:01.14 <sup>(9)</sup> 9:26.71 <sup>(9)</sup>                                    |          |                       | <b>12:20.60<sup>(8)</sup></b>  | 84.1        | +34.70          |
|         | 52.7 2:26.69 <sup>(10)</sup> 87.3 2:04.36 <sup>(9)</sup> 94.7 1:23.80 <sup>(8)</sup> 78.6 3:25.57 <sup>(8)</sup> 81.8 2:53.89 <sup>(7)</sup> 80.7     |          |                       |                                |             |                 |
| 9. 126  | <b>MASIERO Emanuele</b>   | ITA      | CITROËN SAXO          | Rally Team Srl                 | ProdE 1600  | <b>12:36.36</b> |
| [1]     | 6.13 <sup>(9)</sup> 2:37.06 <sup>(13)</sup> 4:44.31 <sup>(13)</sup> 6:12.81 <sup>(12)</sup> 9:44.67 <sup>(12)</sup>                                   |          |                       | <b>12:36.36<sup>(9)</sup></b>  | 82.3        | +50.46          |
|         | 54.0 2:30.93 <sup>(13)</sup> 84.9 2:07.25 <sup>(12)</sup> 91.9 1:28.50 <sup>(13)</sup> 74.4 3:31.86 <sup>(12)</sup> 79.4 2:51.69 <sup>(4)</sup> 81.8  |          |                       |                                |             |                 |
| 10. 127 | <b>ZUMIANI Luca</b>   | ITA      | PEUGEOT 106 S16       |                                | ProdE 1600  | <b>12:38.96</b> |
| [1]     | 5.97 <sup>(5)</sup> 2:39.38 <sup>(15)</sup> 4:46.45 <sup>(15)</sup> 6:13.16 <sup>(13)</sup> 9:42.50 <sup>(11)</sup>                                   |          |                       | <b>12:38.96<sup>(10)</sup></b> | 82.1        | +53.06          |
|         | 55.5 2:33.41 <sup>(15)</sup> 83.5 2:07.07 <sup>(11)</sup> 92.7 1:26.71 <sup>(11)</sup> 76.0 3:29.34 <sup>(10)</sup> 80.3 2:56.46 <sup>(8)</sup> 79.6  |          |                       |                                |             |                 |
| 11. 118 | <b>FEDRIGOTTI Siegfried</b>   | ITA      | FORD ESCORT COSWORTH  | D4 Srl                         | ProdE +3000 | <b>12:40.06</b> |
| [1]     | 4.81 <sup>(1)</sup> 2:26.27 <sup>(5)</sup> 4:28.18 <sup>(5)</sup> 5:52.84 <sup>(6)</sup> 9:15.06 <sup>(5)</sup>                                       |          |                       | <b>12:40.06<sup>(11)</sup></b> | 81.9        | +54.16          |
|         | 68.9 2:21.46 <sup>(7)</sup> 90.5 2:01.91 <sup>(6)</sup> 96.0 1:24.66 <sup>(9)</sup> 77.8 3:22.22 <sup>(5)</sup> 83.7 3:25.00 <sup>(14)</sup> 68.5     |          |                       |                                |             |                 |
| 12. 102 | <b>PINTARELLI Matteo</b>  | ITA      | RENAULT CLIO WILLIAMS | Pintarally Motorsport          | ProdE 2000  | <b>12:42.97</b> |
| [1]     | 6.21 <sup>(10)</sup> 2:35.13 <sup>(11)</sup> 4:43.80 <sup>(12)</sup> 6:10.64 <sup>(11)</sup> 9:42.47 <sup>(10)</sup>                                  |          |                       | <b>12:42.97<sup>(12)</sup></b> | 81.6        | +57.07          |
|         | 53.3 2:28.92 <sup>(11)</sup> 86.0 2:08.67 <sup>(14)</sup> 90.9 1:26.84 <sup>(12)</sup> 75.9 3:31.83 <sup>(11)</sup> 79.4 3:00.50 <sup>(11)</sup> 77.8 |          |                       |                                |             |                 |
| 13. 135 | <b>SIEBERLECHNER Martini</b>  | ITA      | PEUGEOT 106           | D4 Srl                         | ProdE 1400  | <b>12:55.09</b> |
| [1]     | 6.12 <sup>(8)</sup> 2:35.16 <sup>(12)</sup> 4:42.47 <sup>(11)</sup> 6:09.14 <sup>(10)</sup> 9:49.85 <sup>(13)</sup>                                   |          |                       | <b>12:55.09<sup>(13)</sup></b> | 80.4        | +1:09.19        |
|         | 54.1 2:29.04 <sup>(12)</sup> 85.9 2:07.31 <sup>(13)</sup> 91.9 1:26.67 <sup>(10)</sup> 76.0 3:40.71 <sup>(13)</sup> 76.2 3:05.24 <sup>(12)</sup> 75.8 |          |                       |                                |             |                 |
| 14. 132 | <b>GIACOMUZZI Sergio</b>  | ITA      | ROVER METRO GTI       | Rennstall Mendel               | ProdE 1400  | <b>14:10.56</b> |
| [1]     | 6.59 <sup>(17)</sup> 2:45.52 <sup>(17)</sup> 5:02.10 <sup>(17)</sup> 6:36.08 <sup>(16)</sup> 10:34.37 <sup>(14)</sup>                                 |          |                       | <b>14:10.56<sup>(14)</sup></b> | 73.2        | +2:24.66        |
|         | 50.3 2:38.93 <sup>(17)</sup> 80.6 2:16.58 <sup>(17)</sup> 85.7 1:33.98 <sup>(16)</sup> 70.7 3:58.29 <sup>(14)</sup> 70.6 3:36.19 <sup>(15)</sup> 64.9 |          |                       |                                |             |                 |
| 15. 133 | <b>BOMMARTINI Vittorio</b>  | ITA      | PEUGEOT 106           | BL Racing                      | ProdE 1400  | <b>14:29.17</b> |
| [1]     | 8.17 <sup>(18)</sup> 3:01.88 <sup>(18)</sup> 5:29.00 <sup>(18)</sup> 7:09.74 <sup>(17)</sup> 11:08.70 <sup>(15)</sup>                                 |          |                       | <b>14:29.17<sup>(15)</sup></b> | 71.7        | +2:43.27        |
|         | 40.5 2:53.71 <sup>(18)</sup> 73.7 2:27.12 <sup>(18)</sup> 79.5 1:40.74 <sup>(17)</sup> 65.4 3:58.96 <sup>(15)</sup> 70.4 3:20.47 <sup>(13)</sup> 70.0 |          |                       |                                |             |                 |
| 16. 134 | <b>ZAMPIERI Davide</b>  | ITA      | PEUGEOT 106           |                                | ProdE 1400  |                 |
| [1]     | 6.36 <sup>(15)</sup> 2:39.80 <sup>(16)</sup> 4:50.09 <sup>(16)</sup> 6:19.43 <sup>(15)</sup>  |          |                       | DNF 1                          |             |                 |
|         | 52.1 2:33.44 <sup>(16)</sup> 83.5 2:10.29 <sup>(16)</sup> 89.8 1:29.34 <sup>(14)</sup> 73.7   |          |                       |                                |             |                 |
| 17. 119 | <b>LOMBARDI Andrea</b>  | ITA      | BMW M3                | BL Racing                      | ProdE +3000 |                 |
| [1]     | 5.74 <sup>(3)</sup> 2:26.55 <sup>(6)</sup> 4:33.56 <sup>(9)</sup>   |          |                       | DNF 1                          |             |                 |
|         | 57.7 2:20.81 <sup>(5)</sup> 91.0 2:07.01 <sup>(10)</sup> 92.7   |          |                       |                                |             |                 |

| P. N.         | Conduuttore              | Naz                       | Vettura                   | Scuderia                | Classe     | Tem./Dif.               |
|---------------|--------------------------|---------------------------|---------------------------|-------------------------|------------|-------------------------|
| 92m           | Sardagna                 | 7t+Speed                  | Candriai                  | Norge                   | Arrivo     | <i>VMed</i> <i>i.c.</i> |
| <b>18.131</b> | <b>GIOVANNINI Angelo</b> | ITA                       | PEUGEOT 205 RALLYE        | D4 Srl                  | ProdE 1400 |                         |
| [1]           | 5.77 <sup>(4)</sup> ↓    | 2:37.09 <sup>(14)</sup> ↑ | 4:46.21 <sup>(14)</sup> ↑ | 6:15.75 <sup>(14)</sup> | DNF 1      |                         |
|               | 57.4                     | 2:31.32 <sup>(14)</sup>   | 84.6                      | 2:09.12 <sup>(15)</sup> | 90.6       | 1:29.54 <sup>(15)</sup> |
|               |                          |                           |                           |                         |            | 73.6                    |

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

Risultati e Telemetrie a cura di Francesco Dariz