



# 44<sup>a</sup> Verzegnis-Sella Chianzutan

## Gara Internazionale di Velocità in Salita

### Auto Storiche

### Performance Analysis

Notice: this document, its content and its layout are protected by copyright. Avvertenza: questo documento, il suo contenuto e l'impostazione sono tutelate da copyright. © 2004-2012 Francesco Dariz

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	400m	Rettilineo	Arrivo			
			<i>vMed</i>		<i>vMax</i>	
<b>1. 275</b>	<b>BONUCCI Uberto</b>	I	OSELLA PA 9/90	Team Italia	D5	<b>6:03.24</b>
[1]	16.55 <sup>(1)</sup> ↓	1:50.89 <sup>(1)</sup> ↓	<b>3:09.00<sup>(1)</sup></b> 107.4			
	87.0	1:34.34 <sup>(3)</sup> 99.2	1:18.11 <sup>(2)</sup> 121.7			
[2]	15.05 <sup>(1)</sup> ↓	1:41.34 <sup>(1)</sup> ↓	<b>2:54.24<sup>(1)</sup></b> 116.5			
	95.7	1:26.29 <sup>(1)</sup> 108.5	1:12.90 <sup>(1)</sup> 130.4			
<b>2. 281</b>	<b>FAGGIOLI Mario</b>	I	OSELLA PA 9	Best Lap Srl	C4	<b>6:10.08</b>
[1]	17.45 <sup>(3)</sup> ↓	1:51.62 <sup>(2)</sup> ↓	<b>3:09.63<sup>(2)</sup></b> 107.1			+6.84
	82.5	1:34.17 <sup>(2)</sup> 99.4	1:18.01 <sup>(1)</sup> 121.8			
[2]	16.03 <sup>(2)</sup> ↓	1:44.72 <sup>(2)</sup> ↓	<b>3:00.45<sup>(1)</sup></b> 112.5			
	89.8	1:28.69 <sup>(2)</sup> 105.5	1:15.73 <sup>(2)</sup> 125.5			
<b>3. 278</b>	<b>CREMONESI Franco</b>	I	OSELLA PA 9/90	Sprintweek	D4	<b>6:20.88</b>
[1]	17.95 <sup>(6)</sup> ↓	1:52.10 <sup>(3)</sup> ↓	<b>3:12.97<sup>(3)</sup></b> 105.2			+17.64
	80.2	1:34.15 <sup>(1)</sup> 99.4	1:20.87 <sup>(3)</sup> 117.5			
[2]	18.55 <sup>(7)</sup> ↓	1:50.50 <sup>(3)</sup> ↓	<b>3:07.91<sup>(1)</sup></b> 108.1			
	77.6	1:31.95 <sup>(3)</sup> 101.8	1:17.41 <sup>(3)</sup> 122.8			
<b>4. 299</b>	<b>MURADORE Rino</b>	I	FORD ESCORT		B5	<b>6:46.12</b>
[1]	17.79 <sup>(5)</sup> ↓	1:59.21 <sup>(4)</sup> ↓	<b>3:24.42<sup>(4)</sup></b> 99.3			+42.88
	80.9	1:41.42 <sup>(4)</sup> 92.3	1:25.21 <sup>(4)</sup> 111.5			
[2]	17.53 <sup>(4)</sup> ↓	1:57.74 <sup>(6)</sup> ↓	<b>3:21.70<sup>(4)</sup></b> 100.7			
	82.1	1:40.21 <sup>(5)</sup> 93.4	1:23.96 <sup>(4)</sup> 113.2			
<b>5. 321</b>	<b>MOESSLER Harald</b>	A	STEYR PUCH BERGSPYDER		A7	<b>6:48.68</b>
[1]	17.28 <sup>(2)</sup> ↓	1:59.97 <sup>(5)</sup> ↓	<b>3:26.47<sup>(5)</sup></b> 98.3			+45.44
	83.3	1:42.69 <sup>(6)</sup> 91.1	1:26.50 <sup>(5)</sup> 109.9			
[2]	17.56 <sup>(5)</sup> ↓	1:57.50 <sup>(4)</sup> ↓	<b>3:22.21<sup>(4)</sup></b> 100.4			
	82.0	1:39.94 <sup>(4)</sup> 93.7	1:24.71 <sup>(5)</sup> 112.2			
<b>6. 282</b>	<b>DE CARLI Remo</b>	I	FIAT DALLARA X1/9	Destra 4	C4	<b>6:50.96</b>
[1]	17.56 <sup>(4)</sup> ↓	1:59.98 <sup>(6)</sup> ↓	<b>3:27.98<sup>(6)</sup></b> 97.6			+47.72
	82.0	1:42.42 <sup>(5)</sup> 91.4	1:28.00 <sup>(6)</sup> 108.0			
[2]	17.17 <sup>(3)</sup> ↓	1:57.69 <sup>(5)</sup> ↓	<b>3:22.98<sup>(4)</sup></b> 100.0			
	83.9	1:40.52 <sup>(6)</sup> 93.1	1:25.29 <sup>(6)</sup> 111.4			
<b>7. 297</b>	<b>RONCONI Massimo</b>	I	PORSCHE 914/6	Team Italia	B9	<b>7:02.50</b>
[1]	18.20 <sup>(8)</sup> ↓	2:02.82 <sup>(7)</sup> ↓	<b>3:32.95<sup>(8)</sup></b> 95.3			+59.26
	79.1	1:44.62 <sup>(7)</sup> 89.5	1:30.13 <sup>(10)</sup> 105.4			
[2]	17.87 <sup>(6)</sup> ↓	2:01.36 <sup>(7)</sup> ↓	<b>3:29.55<sup>(7)</sup></b> 96.9			
	80.6	1:43.49 <sup>(7)</sup> 90.4	1:28.19 <sup>(7)</sup> 107.8			
<b>8. 303</b>	<b>BOSCO Stefano</b>	I	FORD ESCORT	Friuli ACU	B5	<b>7:06.57</b>
[1]	18.94 <sup>(10)</sup> ↓	2:05.72 <sup>(10)</sup> ↓	<b>3:34.38<sup>(9)</sup></b> 94.7			+1:03.33
	76.0	1:46.78 <sup>(10)</sup> 87.7	1:28.66 <sup>(7)</sup> 107.2			
[2]	18.63 <sup>(8)</sup> ↓	2:02.81 <sup>(8)</sup> ↓	<b>3:32.19<sup>(8)</sup></b> 95.7			
	77.3	1:44.18 <sup>(8)</sup> 89.8	1:29.38 <sup>(10)</sup> 106.3			
<b>9. 271</b>	<b>RIAVIZ Luca</b>	I	RENAULT 5 GT TURBO	Red White	J2 A2000	<b>7:12.42</b>
[1]	19.22 <sup>(12)</sup> ↓	2:06.62 <sup>(11)</sup> ↓	<b>3:38.25<sup>(12)</sup></b> 93.0			+1:09.18
	74.9	1:47.40 <sup>(11)</sup> 87.2	1:31.63 <sup>(14)</sup> 103.7			
[2]	19.15 <sup>(14)</sup> ↓	2:05.36 <sup>(11)</sup> ↓	<b>3:34.17<sup>(9)</sup></b> 94.8			
	75.2	1:46.21 <sup>(10)</sup> 88.1	1:28.81 <sup>(9)</sup> 107.0			
<b>10. 286</b>	<b>GLINZNER Gerald</b>	A	PORSCHE 911 C		C3	<b>7:13.73</b>
						+1:10.49

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo	VMed		VMax	
[1]	19.36 <sup>(15)</sup> †	2:07.07 <sup>(12)</sup> †	<b>3:37.20</b> <sup>(11)</sup>	93.5		
	74.4	1:47.71 <sup>(12)</sup> 86.9	1:30.13 <sup>(10)</sup> 105.4			
[2]	18.90 <sup>(11)</sup> †	2:05.95 <sup>(14)</sup> †	<b>3:36.53</b> <sup>(11)</sup>	93.8		
	76.2	1:47.05 <sup>(14)</sup> 87.4	1:30.58 <sup>(14)</sup> 104.9			
<b>11.273</b>	<b>ROMOLI Alessandro</b>	I	FORD SIERRA RS COSWORTH		J2 N2000+	<b>7:13.78</b>
[1]	19.58 <sup>(16)</sup> †	2:08.30 <sup>(13)</sup> †	<b>3:39.53</b> <sup>(13)</sup>	92.5		+1:10.54
	73.5	1:48.72 <sup>(13)</sup> 86.1	1:31.23 <sup>(13)</sup> 104.2			
[2]	19.20 <sup>(15)</sup> †	2:05.60 <sup>(12)</sup> †	<b>3:34.25</b> <sup>(9)</sup>	94.8		
	75.0	1:46.40 <sup>(13)</sup> 88.0	1:28.65 <sup>(8)</sup> 107.2			
<b>12.302</b>	<b>CORREDIG Pietro</b>	I	BMW 2002 TII	Friuli ACU	B5	<b>7:17.82</b>
[1]	19.67 <sup>(17)</sup> †	2:09.75 <sup>(17)</sup> †	<b>3:40.71</b> <sup>(14)</sup>	92.0		+1:14.58
	73.2	1:50.08 <sup>(16)</sup> 85.0	1:30.96 <sup>(12)</sup> 104.5			
[2]	19.23 <sup>(16)</sup> †	2:06.99 <sup>(17)</sup> †	<b>3:37.11</b> <sup>(11)</sup>	93.5		
	74.9	1:47.76 <sup>(17)</sup> 86.9	1:30.12 <sup>(11)</sup> 105.5			
<b>13.283</b>	<b>CHIAPPINI Brunello</b>	I	FIAT X1/9	Cooper Racing Club	C4	<b>7:18.93</b>
[1]	19.84 <sup>(20)</sup> †	2:08.98 <sup>(14)</sup> †	<b>3:41.81</b> <sup>(15)</sup>	91.5		+1:15.69
	72.6	1:49.14 <sup>(14)</sup> 85.8	1:32.83 <sup>(17)</sup> 102.4			
[2]	19.42 <sup>(18)</sup> †	2:05.67 <sup>(13)</sup> †	<b>3:37.12</b> <sup>(11)</sup>	93.5		
	74.2	1:46.25 <sup>(12)</sup> 88.1	1:31.45 <sup>(17)</sup> 103.9			
<b>14.293</b>	<b>TRIMMEL Christian</b>	A	VW GOLF GTI		C2	<b>7:20.16</b>
[1]	19.24 <sup>(13)</sup> †	2:05.64 <sup>(9)</sup> †	<b>3:35.33</b> <sup>(10)</sup>	94.3		+1:16.92
	74.8	1:46.40 <sup>(9)</sup> 88.0	1:29.69 <sup>(9)</sup> 106.0			
[2]	18.74 <sup>(10)</sup> †	2:04.39 <sup>(9)</sup> †	<b>3:44.83</b> <sup>(21)</sup>	90.3		
	76.8	1:45.65 <sup>(9)</sup> 88.6	1:40.44 <sup>(30)</sup> 94.6			
<b>15.285</b>	<b>BORMOLINI Mauro</b>	I	PORSCHE 930 TURBO		C3	<b>7:20.24</b>
[1]	19.05 <sup>(11)</sup> †	2:09.40 <sup>(15)</sup> †	<b>3:43.97</b> <sup>(18)</sup>	90.7		+1:17.00
	75.6	1:50.35 <sup>(18)</sup> 84.8	1:34.57 <sup>(22)</sup> 100.5			
[2]	19.08 <sup>(13)</sup> †	2:05.32 <sup>(10)</sup> †	<b>3:36.27</b> <sup>(11)</sup>	93.9		
	75.5	1:46.24 <sup>(11)</sup> 88.1	1:30.95 <sup>(16)</sup> 104.5			
<b>16.284</b>	<b>ERLACHER Bernhard</b>	A	FORD FIESTA MK1	MSC Mühlbach	C4	<b>7:21.07</b>
[1]	20.13 <sup>(21)</sup> †	2:10.45 <sup>(18)</sup> †	<b>3:42.29</b> <sup>(16)</sup>	91.3		+1:17.83
	71.5	1:50.32 <sup>(17)</sup> 84.8	1:31.84 <sup>(15)</sup> 103.5			
[2]	19.41 <sup>(17)</sup> †	2:07.94 <sup>(19)</sup> †	<b>3:38.78</b> <sup>(13)</sup>	92.8		
	74.2	1:48.53 <sup>(18)</sup> 86.2	1:30.84 <sup>(15)</sup> 104.6			
<b>17.301</b>	<b>THEURETSBACHER Leo</b>	A	BMW 2002 TI		B5	<b>7:21.24</b>
[1]	20.21 <sup>(22)</sup> †	2:10.85 <sup>(19)</sup> †	<b>3:44.10</b> <sup>(19)</sup>	90.6		+1:18.00
	71.3	1:50.64 <sup>(19)</sup> 84.6	1:33.25 <sup>(18)</sup> 101.9			
[2]	18.94 <sup>(12)</sup> †	2:06.62 <sup>(15)</sup> †	<b>3:37.14</b> <sup>(11)</sup>	93.5		
	76.0	1:47.68 <sup>(16)</sup> 86.9	1:30.52 <sup>(13)</sup> 105.0			
<b>18.272</b>	<b>VINCENZI Roberto</b>	I	BMW M3 E30	Vimotorsport	J2 N2000+	<b>7:21.82</b>
[1]	20.50 <sup>(24)</sup> †	2:12.19 <sup>(21)</sup> †	<b>3:44.81</b> <sup>(20)</sup>	90.3		+1:18.58
	70.2	1:51.69 <sup>(20)</sup> 83.8	1:32.62 <sup>(16)</sup> 102.6			
[2]	19.65 <sup>(21)</sup> †	2:06.80 <sup>(16)</sup> †	<b>3:37.01</b> <sup>(11)</sup>	93.6		
	73.3	1:47.15 <sup>(15)</sup> 87.4	1:30.21 <sup>(12)</sup> 105.4			
<b>19.288</b>	<b>BARANEK Jaroslav</b>	SK	FERRARI 308 GT4 DINO		C3	<b>7:32.77</b>
[1]	19.30 <sup>(14)</sup> †	2:11.33 <sup>(20)</sup> †	<b>3:45.75</b> <sup>(21)</sup>	89.9		+1:29.53
	74.6	1:52.03 <sup>(21)</sup> 83.5	1:34.42 <sup>(21)</sup> 100.7			
[2]	19.63 <sup>(20)</sup> †	2:12.82 <sup>(21)</sup> †	<b>3:47.02</b> <sup>(22)</sup>	89.4		
	73.4	1:53.19 <sup>(21)</sup> 82.7	1:34.20 <sup>(19)</sup> 100.9			
<b>20.308</b>	<b>KURKA Erwin</b>	A	RENAULT ALPINE A110		B3	<b>7:33.05</b>
[1]	20.21 <sup>(22)</sup> †	2:13.53 <sup>(22)</sup> †	<b>3:47.77</b> <sup>(22)</sup>	89.1		+1:29.81
	71.3	1:53.32 <sup>(22)</sup> 82.6	1:34.24 <sup>(20)</sup> 100.8			
[2]	19.97 <sup>(22)</sup> †	2:11.03 <sup>(20)</sup> †	<b>3:45.28</b> <sup>(21)</sup>	90.1		
	72.1	1:51.06 <sup>(20)</sup> 84.3	1:34.25 <sup>(20)</sup> 100.8			
<b>21.319</b>	<b>"KABIBO"</b>	I	DE TOMASO MANGUSTA	Little Team	A10	<b>7:34.24</b>
[1]	18.84 <sup>(9)</sup> †	2:15.35 <sup>(24)</sup> †	<b>3:52.86</b> <sup>(24)</sup>	87.2		+1:31.00
	76.4	1:56.51 <sup>(24)</sup> 80.3	1:37.51 <sup>(25)</sup> 97.5			
[2]	18.68 <sup>(9)</sup> †	2:07.53 <sup>(18)</sup> †	<b>3:41.38</b> <sup>(15)</sup>	91.7		

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo		Arrivo			
			VMed		VMax	
77.1	1:48.85 <sup>(19)</sup>	86.0	1:33.85 <sup>(18)</sup>	101.3		
<b>22.</b>	<b>325 LAFFRANCHI Andrea</b>	<b>I</b>	<b>MORRIS COOPER S</b>	<b>Cooper Racing Club</b>	<b>A3</b>	<b>7:42.22</b>
[1]	19.83 <sup>(19)</sup>	2:13.79 <sup>(23)</sup>	<b>3:49.97<sup>(23)</sup></b>	88.3		+1:38.98
	72.6	1:53.96 <sup>(23)</sup>	82.1	1:36.18 <sup>(23)</sup>	98.8	
[2]	19.60 <sup>(19)</sup>	2:15.29 <sup>(24)</sup>	<b>3:52.25<sup>(24)</sup></b>	87.4		
	73.5	1:55.69 <sup>(24)</sup>	80.9	1:36.96 <sup>(22)</sup>	98.0	
<b>23.</b>	<b>279 FREUDENSCHUSS Willi</b>	<b>A</b>	<b>BMW M3</b>		<b>D3</b>	<b>7:51.97</b>
[1]	20.89 <sup>(26)</sup>	2:18.92 <sup>(25)</sup>	<b>3:58.83<sup>(26)</sup></b>	85.0		+1:48.73
	68.9	1:58.03 <sup>(25)</sup>	79.3	1:39.91 <sup>(31)</sup>	95.1	
[2]	20.26 <sup>(23)</sup>	2:14.73 <sup>(22)</sup>	<b>3:53.14<sup>(25)</sup></b>	87.1		
	71.1	1:54.47 <sup>(23)</sup>	81.8	1:38.41 <sup>(25)</sup>	96.6	
<b>24.</b>	<b>304 PAPEZ Metod</b>	<b>SLO</b>	<b>FORD ESCORT RS 2000</b>		<b>B5</b>	<b>7:53.19</b>
[1]	21.91 <sup>(32)</sup>	2:21.21 <sup>(28)</sup>	<b>3:59.59<sup>(29)</sup></b>	84.7		+1:49.95
	65.7	1:59.30 <sup>(27)</sup>	78.5	1:38.38 <sup>(27)</sup>	96.6	
[2]	21.24 <sup>(31)</sup>	2:17.47 <sup>(27)</sup>	<b>3:53.60<sup>(25)</sup></b>	86.9		
	67.8	1:56.23 <sup>(26)</sup>	80.5	1:36.13 <sup>(21)</sup>	98.9	
<b>25.</b>	<b>307 STIETKA Walther</b>	<b>A</b>	<b>VW 1302</b>		<b>B3</b>	<b>7:53.52</b>
[1]	20.95 <sup>(27)</sup>	2:19.00 <sup>(26)</sup>	<b>3:58.36<sup>(25)</sup></b>	85.2		+1:50.28
	68.7	1:58.05 <sup>(26)</sup>	79.3	1:39.36 <sup>(30)</sup>	95.7	
[2]	20.66 <sup>(26)</sup>	2:16.72 <sup>(25)</sup>	<b>3:55.16<sup>(25)</sup></b>	86.3		
	69.7	1:56.06 <sup>(25)</sup>	80.6	1:38.44 <sup>(26)</sup>	96.5	
<b>26.</b>	<b>306 CANTARUTTI Roberto</b>	<b>I</b>	<b>ALFASUD SPRINT</b>	<b>Friuli 1956</b>	<b>B4</b>	<b>7:55.16</b>
[1]	21.33 <sup>(29)</sup>	2:21.26 <sup>(29)</sup>	<b>3:59.11<sup>(27)</sup></b>	84.9		+1:51.92
	67.5	1:59.93 <sup>(29)</sup>	78.0	1:37.85 <sup>(26)</sup>	97.1	
[2]	20.44 <sup>(25)</sup>	2:18.34 <sup>(28)</sup>	<b>3:56.05<sup>(25)</sup></b>	86.0		
	70.5	1:57.90 <sup>(28)</sup>	79.4	1:37.71 <sup>(24)</sup>	97.3	
<b>27.</b>	<b>311 BONUCCI Andrea</b>	<b>I</b>	<b>ABARTH 1000 TCR</b>	<b>Team Italia</b>	<b>B2</b>	<b>7:55.78</b>
[1]	21.04 <sup>(28)</sup>	2:20.67 <sup>(27)</sup>	<b>3:59.43<sup>(28)</sup></b>	84.8		+1:52.54
	68.4	1:59.63 <sup>(28)</sup>	78.2	1:38.76 <sup>(28)</sup>	96.2	
[2]	21.23 <sup>(29)</sup>	2:19.18 <sup>(29)</sup>	<b>3:56.35<sup>(25)</sup></b>	85.9		
	67.8	1:57.95 <sup>(29)</sup>	79.4	1:37.17 <sup>(23)</sup>	97.8	
<b>28.</b>	<b>296 BORMOLINI Andrea</b>	<b>I</b>	<b>PORSCHE 914/6</b>		<b>B9</b>	<b>7:55.95</b>
[1]	19.75 <sup>(18)</sup>	2:09.52 <sup>(16)</sup>	<b>3:43.26<sup>(17)</sup></b>	90.9		+1:52.71
	72.9	1:49.77 <sup>(15)</sup>	85.3	1:33.74 <sup>(19)</sup>	101.4	
[2]	20.99 <sup>(27)</sup>	2:15.17 <sup>(23)</sup>	<b>4:12.69<sup>(36)</sup></b>	80.4		
	68.6	1:54.18 <sup>(22)</sup>	82.0	1:57.52 <sup>(42)</sup>	80.9	
<b>29.</b>	<b>316 ROTTONARA Florian</b>	<b>I</b>	<b>FIAT GIANNINI 650 NP</b>		<b>B1</b>	<b>8:01.37</b>
[1]	21.90 <sup>(31)</sup>	2:21.87 <sup>(30)</sup>	<b>4:01.03<sup>(30)</sup></b>	84.2		+1:58.13
	65.8	1:59.97 <sup>(30)</sup>	78.0	1:39.16 <sup>(29)</sup>	95.8	
[2]	21.25 <sup>(32)</sup>	2:20.13 <sup>(31)</sup>	<b>4:00.34<sup>(30)</sup></b>	84.5		
	67.8	1:58.88 <sup>(31)</sup>	78.7	1:40.21 <sup>(29)</sup>	94.8	
<b>30.</b>	<b>331 HOLZER Christian</b>	<b>A</b>	<b>STEYR PUCH 650 TR</b>		<b>A1</b>	<b>8:03.87</b>
[1]	20.85 <sup>(25)</sup>	2:22.85 <sup>(32)</sup>	<b>4:04.90<sup>(32)</sup></b>	82.9		+2:00.63
	69.1	2:02.00 <sup>(32)</sup>	76.7	1:42.05 <sup>(33)</sup>	93.1	
[2]	21.03 <sup>(28)</sup>	2:19.86 <sup>(30)</sup>	<b>3:58.97<sup>(27)</sup></b>	85.0		
	68.5	1:58.83 <sup>(30)</sup>	78.8	1:39.11 <sup>(28)</sup>	95.9	
<b>31.</b>	<b>309 MACORIG Flavio</b>	<b>I</b>	<b>FIAT X1/9</b>	<b>Red White</b>	<b>B3</b>	<b>8:05.81</b>
[1]	22.01 <sup>(36)</sup>	2:22.32 <sup>(31)</sup>	<b>4:03.05<sup>(31)</sup></b>	83.5		+2:02.57
	65.4	2:00.31 <sup>(31)</sup>	77.8	1:40.73 <sup>(32)</sup>	94.4	
[2]	21.70 <sup>(34)</sup>	2:20.95 <sup>(32)</sup>	<b>4:02.76<sup>(31)</sup></b>	83.6		
	66.4	1:59.25 <sup>(32)</sup>	78.5	1:41.81 <sup>(31)</sup>	93.4	
<b>32.</b>	<b>323 LIANI Fausto</b>	<b>I</b>	<b>ALFA ROMEO GIULIA SP. GT</b>		<b>A4</b>	<b>8:18.95</b>
[1]	22.00 <sup>(34)</sup>	2:25.68 <sup>(33)</sup>	<b>4:11.02<sup>(34)</sup></b>	80.9		+2:15.71
	65.5	2:03.68 <sup>(33)</sup>	75.7	1:45.34 <sup>(36)</sup>	90.2	
[2]	21.23 <sup>(29)</sup>	2:23.16 <sup>(33)</sup>	<b>4:07.93<sup>(33)</sup></b>	81.9		
	67.8	2:01.93 <sup>(34)</sup>	76.8	1:44.77 <sup>(35)</sup>	90.7	
<b>33.</b>	<b>314 CARPENÈ Raffaello</b>	<b>I</b>	<b>FIAT 128 COUPÉ</b>		<b>B2</b>	<b>8:19.43</b>
[1]	21.99 <sup>(33)</sup>	2:25.86 <sup>(34)</sup>	<b>4:10.23<sup>(33)</sup></b>	81.7		+2:16.19

P. N. Conduuttore	400m		Naz	Vettura		Scuderia	Classe	Tem./Dif.
	Rettilineo			Arrivo	VMed			
	65.5	2:03.87 <sup>(34)</sup>	75.6	1:44.37 <sup>(34)</sup>	91.1			
[2]	22.00 <sup>(36)</sup>	2:25.67 <sup>(35)</sup>		<b>4:09.20</b> <sup>(33)</sup>	81.5			
	65.5	2:03.67 <sup>(35)</sup>	75.7	1:43.53 <sup>(32)</sup>	91.8			
<b>34. 327 LAFFRANCHI Francesco</b>			I	AUSTIN COOPER S		Cooper Racing Club	A2	<b>8:23.92</b>
[1]	22.00 <sup>(34)</sup>	2:27.12 <sup>(35)</sup>		<b>4:12.53</b> <sup>(35)</sup>	80.4			+2:20.68
	65.5	2:05.12 <sup>(36)</sup>	74.8	1:45.41 <sup>(37)</sup>	90.2			
[2]	22.59 <sup>(38)</sup>	2:27.35 <sup>(38)</sup>		<b>4:11.39</b> <sup>(35)</sup>	80.8			
	63.7	2:04.76 <sup>(38)</sup>	75.0	1:44.04 <sup>(33)</sup>	91.3			
<b>35. 317 TOLAINI Michael</b>			I	FIAT GIANNINI 650 NP		Valdelsa Classic	B1	<b>8:28.33</b>
[1]	23.49 <sup>(41)</sup>	2:28.39 <sup>(36)</sup>		<b>4:12.94</b> <sup>(36)</sup>	80.3			+2:25.09
	61.3	2:04.90 <sup>(35)</sup>	74.9	1:44.55 <sup>(35)</sup>	90.9			
[2]	22.59 <sup>(38)</sup>	2:23.20 <sup>(34)</sup>		<b>4:15.39</b> <sup>(37)</sup>	79.5			
	63.7	2:00.61 <sup>(33)</sup>	77.6	1:52.19 <sup>(39)</sup>	84.7			
<b>36. 287 FELLNER Gerald</b>			A	FERRARI 308 GT4 DINO			C3	<b>8:28.50</b>
[1]	21.80 <sup>(30)</sup>	2:55.32 <sup>(43)</sup>		<b>4:32.80</b> <sup>(41)</sup>	74.4			+2:25.26
	66.1	2:33.52 <sup>(43)</sup>	61.0	1:37.48 <sup>(24)</sup>	97.5			
[2]	20.29 <sup>(24)</sup>	2:16.87 <sup>(26)</sup>		<b>3:55.70</b> <sup>(25)</sup>	86.1			
	71.0	1:56.58 <sup>(27)</sup>	80.3	1:38.83 <sup>(27)</sup>	96.2			
<b>37. 324 RAVELLI DAMIOLI Cecilio</b>			I	LANCIA FULVIA COUPÉ		Cooper Racing Club	A3	<b>8:28.61</b>
[1]	22.19 <sup>(37)</sup>	2:29.93 <sup>(37)</sup>		<b>4:16.52</b> <sup>(37)</sup>	79.2			+2:25.37
	64.9	2:07.74 <sup>(37)</sup>	73.3	1:46.59 <sup>(39)</sup>	89.2			
[2]	21.67 <sup>(33)</sup>	2:25.69 <sup>(36)</sup>		<b>4:12.09</b> <sup>(35)</sup>	80.5			
	66.5	2:04.02 <sup>(36)</sup>	75.5	1:46.40 <sup>(36)</sup>	89.3			
<b>38. 305 BORGHESE Sonia</b>			I	BMW 2002 TII		Friuli ACU	B5	<b>8:29.57</b>
[1]	22.45 <sup>(38)</sup>	2:32.19 <sup>(39)</sup>		<b>4:18.76</b> <sup>(38)</sup>	78.5			+2:26.33
	64.1	2:09.74 <sup>(39)</sup>	72.1	1:46.57 <sup>(38)</sup>	89.2			
[2]	21.89 <sup>(35)</sup>	2:26.07 <sup>(37)</sup>		<b>4:10.81</b> <sup>(34)</sup>	81.0			
	65.8	2:04.18 <sup>(37)</sup>	75.4	1:44.74 <sup>(34)</sup>	90.7			
<b>39. 315 NAIBO Marco</b>			I	AUTOBIANCHI A112 ABARTH		Red White	B2	<b>8:37.92</b>
[1]	22.55 <sup>(39)</sup>	2:31.78 <sup>(38)</sup>		<b>4:19.23</b> <sup>(39)</sup>	78.3			+2:34.68
	63.9	2:09.23 <sup>(38)</sup>	72.4	1:47.45 <sup>(40)</sup>	88.5			
[2]	22.41 <sup>(37)</sup>	2:29.93 <sup>(39)</sup>		<b>4:18.69</b> <sup>(38)</sup>	78.5			
	64.3	2:07.52 <sup>(39)</sup>	73.4	1:48.76 <sup>(37)</sup>	87.4			
<b>40. 329 ESTERBAUER Johannes</b>			A	STEYR PUCH 650 TR			A1	<b>8:52.92</b>
[1]	23.01 <sup>(40)</sup>	2:33.74 <sup>(40)</sup>		<b>4:27.93</b> <sup>(40)</sup>	75.8			+2:49.68
	62.6	2:10.73 <sup>(40)</sup>	71.6	1:54.19 <sup>(42)</sup>	83.2			
[2]	22.82 <sup>(40)</sup>	2:33.30 <sup>(40)</sup>		<b>4:24.99</b> <sup>(40)</sup>	76.6			
	63.1	2:10.48 <sup>(40)</sup>	71.7	1:51.69 <sup>(38)</sup>	85.1			
<b>41. 312 FANTINI Graziano</b>			I	NSU 1000 TTS		Red White	B2	<b>9:10.19</b>
[1]	23.51 <sup>(42)</sup>	2:37.78 <sup>(41)</sup>		<b>4:33.23</b> <sup>(42)</sup>	74.3			+3:06.95
	61.3	2:14.27 <sup>(41)</sup>	69.7	1:55.45 <sup>(43)</sup>	82.3			
[2]	23.61 <sup>(41)</sup>	2:40.12 <sup>(41)</sup>		<b>4:36.96</b> <sup>(43)</sup>	73.3			
	61.0	2:16.51 <sup>(41)</sup>	68.6	1:56.84 <sup>(41)</sup>	81.3			
<b>42. 326 ENZBERGER Erich</b>			A	FIAT ABARTH 1000 TC			A2	<b>9:12.73</b>
[1]	23.55 <sup>(43)</sup>	2:43.80 <sup>(42)</sup>		<b>4:37.69</b> <sup>(43)</sup>	73.1			+3:09.49
	61.1	2:20.25 <sup>(42)</sup>	66.7	1:53.89 <sup>(41)</sup>	83.4			
[2]	23.91 <sup>(42)</sup>	2:41.22 <sup>(42)</sup>		<b>4:35.04</b> <sup>(43)</sup>	73.8			
	60.2	2:17.31 <sup>(42)</sup>	68.2	1:53.82 <sup>(40)</sup>	83.5			
<b>43. 291 FORSTINGER Werner</b>			A	FORD ESCORT RS		MSC Mühlbach	C2	
[1]	18.01 <sup>(7)</sup>	2:03.40 <sup>(8)</sup>		<b>3:32.10</b> <sup>(7)</sup>	95.7			
	80.0	1:45.39 <sup>(8)</sup>	88.8	1:28.70 <sup>(8)</sup>	107.1			
<b>44. 322 PRUGGER Georg</b>			I	ALFA ROMEO 6C		Clemente Biondetti	A6	

F.Candoni, Dir. di Gara \_\_\_\_\_

Risultati e Telemetrie a cura di Francesco Dariz