



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

## Gara Internazionale di Velocità in Salita

### Auto Moderne E3

### Performance Analysis

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	400m	Rettilineo	Arrivo			
			VMed		VMax	
<b>1.</b>	<b>214 LOMBARDI Andrea</b>	I	BMW M3		E3 A3000+	<b>6:37.66</b>
[1]	18.88 <sup>(2)</sup> ↓	1:58.31 <sup>(1)</sup> ↓	<b>3:21.74<sup>(1)</sup></b> 100.6			
	76.3	1:39.43 <sup>(1)</sup> 94.1	1:23.43 <sup>(1)</sup> 113.9			
[2]	18.41 <sup>(1)</sup> ↓	1:54.61 <sup>(1)</sup> ↓	<b>3:15.92<sup>(1)</sup></b> 103.6			
	78.2	1:36.20 <sup>(1)</sup> 97.3	1:21.31 <sup>(1)</sup> 116.9			
<b>2.</b>	<b>215 DEOTTO Paolo</b>	I	FORD SIERRA RS COSWORTH	Vimotorsport	E3 A3000+	<b>6:58.46</b>
[1]	18.54 <sup>(1)</sup> ↓	2:02.81 <sup>(2)</sup> ↓	<b>3:30.42<sup>(2)</sup></b> 96.5			+20.80
	77.7	1:44.27 <sup>(2)</sup> 89.8	1:27.61 <sup>(2)</sup> 108.5			
[2]	18.51 <sup>(2)</sup> ↓	2:00.85 <sup>(2)</sup> ↓	<b>3:28.04<sup>(2)</sup></b> 97.6			
	77.8	1:42.34 <sup>(2)</sup> 91.5	1:27.19 <sup>(2)</sup> 109.0			
<b>3.</b>	<b>238 PILOTTO Adriano</b>	I	RENAULT CLIO WILLIAMS	Vimotorsport	E3 N2000	<b>7:06.05</b>
[1]	19.12 <sup>(3)</sup> ↓	2:05.49 <sup>(3)</sup> ↓	<b>3:34.19<sup>(3)</sup></b> 94.8			+28.39
	75.3	1:46.37 <sup>(3)</sup> 88.0	1:28.70 <sup>(3)</sup> 107.1			
[2]	18.72 <sup>(3)</sup> ↓	2:03.55 <sup>(4)</sup> ↓	<b>3:31.86<sup>(3)</sup></b> 95.8			
	76.9	1:44.83 <sup>(6)</sup> 89.3	1:28.31 <sup>(4)</sup> 107.6			
<b>4.</b>	<b>221 BOSCHI Maurizio</b>	I	OPEL ASTRA KIT	Vimotorsport	E3 A2000	<b>7:07.86</b>
[1]	19.43 <sup>(4)</sup> ↓	2:06.44 <sup>(4)</sup> ↓	<b>3:35.83<sup>(4)</sup></b> 94.1			+30.20
	74.1	1:47.01 <sup>(4)</sup> 87.5	1:29.39 <sup>(6)</sup> 106.3			
[2]	18.87 <sup>(4)</sup> ↓	2:03.50 <sup>(3)</sup> ↓	<b>3:32.03<sup>(3)</sup></b> 95.8			
	76.3	1:44.63 <sup>(4)</sup> 89.5	1:28.53 <sup>(5)</sup> 107.4			
<b>5.</b>	<b>235 PULZ Alessandro</b>	I	FORD SIERRA COSWORTH	Friuli ACU	E3 N3000+	<b>7:10.57</b>
[1]	19.56 <sup>(7)</sup> ↓	2:07.97 <sup>(6)</sup> ↓	<b>3:36.77<sup>(5)</sup></b> 93.7			+32.91
	73.6	1:48.41 <sup>(8)</sup> 86.3	1:28.80 <sup>(4)</sup> 107.0			
[2]	20.19 <sup>(15)</sup> ↓	2:06.56 <sup>(7)</sup> ↓	<b>3:33.80<sup>(3)</sup></b> 95.0			
	71.3	1:46.37 <sup>(7)</sup> 88.0	1:27.24 <sup>(3)</sup> 108.9			
<b>6.</b>	<b>219 MITRI Luca</b>	I	RENAULT CLIO WILLIAMS	North East Ideas	E3 A2000	<b>7:13.76</b>
[1]	19.48 <sup>(5)</sup> ↓	2:07.53 <sup>(5)</sup> ↓	<b>3:39.04<sup>(7)</sup></b> 92.7			+36.10
	73.9	1:48.05 <sup>(7)</sup> 86.6	1:31.51 <sup>(9)</sup> 103.9			
[2]	20.05 <sup>(11)</sup> ↓	2:04.84 <sup>(6)</sup> ↓	<b>3:34.72<sup>(4)</sup></b> 94.6			
	71.8	1:44.79 <sup>(5)</sup> 89.3	1:29.88 <sup>(7)</sup> 105.7			
<b>7.</b>	<b>223 PASCHINI Guido</b>	I	PEUGEOT 205 GTI		E3 A2000	<b>7:14.15</b>
[1]	20.81 <sup>(16)</sup> ↓	2:08.71 <sup>(8)</sup> ↓	<b>3:41.45<sup>(9)</sup></b> 91.7			+36.49
	69.2	1:47.90 <sup>(6)</sup> 86.7	1:32.74 <sup>(11)</sup> 102.5			
[2]	19.81 <sup>(8)</sup> ↓	2:03.70 <sup>(5)</sup> ↓	<b>3:32.70<sup>(3)</sup></b> 95.5			
	72.7	1:43.89 <sup>(3)</sup> 90.1	1:29.00 <sup>(6)</sup> 106.8			
<b>8.</b>	<b>239 MAIERON Michele</b>	I	FIAT UNO TURBO i.e.	Carnia Racing	E3 N2000	<b>7:18.24</b>
[1]	20.79 <sup>(15)</sup> ↓	2:08.66 <sup>(7)</sup> ↓	<b>3:38.86<sup>(6)</sup></b> 92.8			+40.58
	69.3	1:47.87 <sup>(5)</sup> 86.8	1:30.20 <sup>(7)</sup> 105.4			
[2]	20.48 <sup>(17)</sup> ↓	2:08.47 <sup>(10)</sup> ↓	<b>3:39.38<sup>(8)</sup></b> 92.6			
	70.3	1:47.99 <sup>(10)</sup> 86.7	1:30.91 <sup>(10)</sup> 104.5			
<b>9.</b>	<b>226 DE VECCHI Marco</b>	I	PEUGEOT 205 RALLYE	Gorizia Corse	E3 A1400	<b>7:19.49</b>
[1]	19.55 <sup>(6)</sup> ↓	2:10.76 <sup>(10)</sup> ↓	<b>3:40.07<sup>(8)</sup></b> 92.3			+41.83
	73.7	1:51.21 <sup>(14)</sup> 84.2	1:29.31 <sup>(5)</sup> 106.4			
[2]	20.27 <sup>(16)</sup> ↓	2:09.19 <sup>(12)</sup> ↓	<b>3:39.42<sup>(8)</sup></b> 92.5			
	71.0	1:48.92 <sup>(11)</sup> 85.9	1:30.23 <sup>(8)</sup> 105.3			
<b>10.</b>	<b>241 BORIA Federico</b>	I	FIAT UNO TURBO i.e.	Carnia Racing	E3 N2000	<b>7:20.32</b>
						+42.66

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo	VMed		VMax	
[1]	22.95 <sup>(25)</sup> †	2:11.63 <sup>(12)</sup> †	<b>3:41.93</b> <sup>(10)</sup>	91.5		
	62.7	1:48.68 <sup>(9)</sup> 86.1	1:30.30 <sup>(8)</sup> 105.2			
[2]	19.93 <sup>(10)</sup> †	2:07.86 <sup>(9)</sup> †	<b>3:38.39</b> <sup>(6)</sup>	93.0		
	72.3	1:47.93 <sup>(9)</sup> 86.7	1:30.53 <sup>(9)</sup> 105.0			
<b>11.</b>	<b>228 MENEGATTI Gianclaudio</b>	I	PEUGEOT 205 RALLYE	Car Racing	E3 A1400	<b>7:25.57</b>
[1]	20.39 <sup>(13)</sup> †	2:11.37 <sup>(11)</sup> †	<b>3:44.83</b> <sup>(12)</sup>	90.3		+47.91
	70.6	1:50.98 <sup>(12)</sup> 84.3	1:33.46 <sup>(12)</sup> 101.7			
[2]	19.79 <sup>(7)</sup> †	2:08.71 <sup>(11)</sup> †	<b>3:40.74</b> <sup>(9)</sup>	92.0		
	72.8	1:48.92 <sup>(11)</sup> 85.9	1:32.03 <sup>(11)</sup> 103.3			
<b>12.</b>	<b>244 MARCHETTO Alfonso</b>	I	HONDA CIVIC VTI	Little Team	E3 N1600	<b>7:25.67</b>
[1]	21.75 <sup>(19)</sup> †	2:12.65 <sup>(15)</sup> †	<b>3:46.18</b> <sup>(14)</sup>	89.8		+48.01
	66.2	1:50.90 <sup>(11)</sup> 84.4	1:33.53 <sup>(13)</sup> 101.6			
[2]	19.59 <sup>(5)</sup> †	2:07.20 <sup>(8)</sup> †	<b>3:39.49</b> <sup>(8)</sup>	92.5		
	73.5	1:47.61 <sup>(8)</sup> 87.0	1:32.29 <sup>(12)</sup> 103.0			
<b>13.</b>	<b>227 BELTRAMINI Sergio</b>	I	PEUGEOT 106 XSI	Friuli 1956	E3 A1400	<b>7:25.89</b>
[1]	19.76 <sup>(8)</sup> †	2:09.97 <sup>(9)</sup> †	<b>3:42.28</b> <sup>(11)</sup>	91.3		+48.23
	72.9	1:50.21 <sup>(10)</sup> 84.9	1:32.31 <sup>(10)</sup> 103.0			
[2]	19.75 <sup>(6)</sup> †	2:10.59 <sup>(14)</sup> †	<b>3:43.61</b> <sup>(12)</sup>	90.8		
	72.9	1:50.84 <sup>(14)</sup> 84.4	1:33.02 <sup>(13)</sup> 102.2			
<b>14.</b>	<b>232 TESSARIN Fabio</b>	I	PEUGEOT 106 RALLYE	Mach 3 Sport	E3 A1400	<b>7:31.66</b>
[1]	20.06 <sup>(9)</sup> †	2:12.10 <sup>(14)</sup> †	<b>3:46.06</b> <sup>(13)</sup>	89.8		+54.00
	71.8	1:52.04 <sup>(15)</sup> 83.5	1:33.96 <sup>(14)</sup> 101.1			
[2]	20.13 <sup>(13)</sup> †	2:10.40 <sup>(13)</sup> †	<b>3:45.60</b> <sup>(13)</sup>	90.0		
	71.5	1:50.27 <sup>(13)</sup> 84.9	1:35.20 <sup>(16)</sup> 99.8			
<b>15.</b>	<b>237 COPPOLA Luca</b>	I	RENAULT CLIO WILLIAMS	North East Ideas	E3 N2000	<b>7:35.55</b>
[1]	20.38 <sup>(12)</sup> †	2:14.33 <sup>(16)</sup> †	<b>3:49.05</b> <sup>(15)</sup>	88.6		+57.89
	70.7	1:53.95 <sup>(16)</sup> 82.1	1:34.72 <sup>(15)</sup> 100.3			
[2]	20.07 <sup>(12)</sup> †	2:12.67 <sup>(16)</sup> †	<b>3:46.50</b> <sup>(15)</sup>	89.6		
	71.7	1:52.60 <sup>(16)</sup> 83.1	1:33.83 <sup>(14)</sup> 101.3			
<b>16.</b>	<b>231 CALÌ Alfredo</b>	I	PEUGEOT 205 RALLYE	ACN Forze di Polizia	E3 A1400	<b>7:45.80</b>
[1]	20.21 <sup>(10)</sup> †	2:16.71 <sup>(17)</sup> †	<b>3:54.29</b> <sup>(16)</sup>	86.7		+1:08.14
	71.3	1:56.50 <sup>(17)</sup> 80.3	1:37.58 <sup>(18)</sup> 97.4			
[2]	20.18 <sup>(14)</sup> †	2:14.64 <sup>(17)</sup> †	<b>3:51.51</b> <sup>(16)</sup>	87.7		
	71.4	1:54.46 <sup>(17)</sup> 81.8	1:36.87 <sup>(19)</sup> 98.1			
<b>17.</b>	<b>242 COPETTI Enea</b>	I	FIAT UNO TURBO i.e.		E3 N2000	<b>7:54.08</b>
[1]	21.06 <sup>(17)</sup> †	2:17.80 <sup>(18)</sup> †	<b>3:55.60</b> <sup>(17)</sup>	86.2		+1:16.42
	68.4	1:56.74 <sup>(18)</sup> 80.2	1:37.80 <sup>(19)</sup> 97.2			
[2]	21.11 <sup>(18)</sup> †	2:22.45 <sup>(22)</sup> †	<b>3:58.48</b> <sup>(19)</sup>	85.1		
	68.2	2:01.34 <sup>(23)</sup> 77.1	1:36.03 <sup>(18)</sup> 99.0			
<b>18.</b>	<b>224 SPILOTTI Claudio</b>	I	BMW 318 IS	TRT La Scuderia ASD	E3 A2000	<b>7:55.71</b>
[1]	20.37 <sup>(11)</sup> †	2:35.67 <sup>(25)</sup> †	<b>4:10.70</b> <sup>(23)</sup>	81.0		+1:18.05
	70.7	2:15.30 <sup>(25)</sup> 69.2	1:35.03 <sup>(16)</sup> 100.0			
[2]	19.81 <sup>(8)</sup> †	2:11.05 <sup>(15)</sup> †	<b>3:45.01</b> <sup>(13)</sup>	90.2		
	72.7	1:51.24 <sup>(15)</sup> 84.1	1:33.96 <sup>(15)</sup> 101.1			
<b>19.</b>	<b>233 GRESSANI Silvio</b>	I	PEUGEOT 106 XSI	Carnia Racing	E3 A1400	<b>8:02.83</b>
[1]	21.26 <sup>(18)</sup> †	2:19.66 <sup>(19)</sup> †	<b>3:58.33</b> <sup>(18)</sup>	85.2		+1:25.17
	67.7	1:58.40 <sup>(19)</sup> 79.1	1:38.67 <sup>(20)</sup> 96.3			
[2]	21.33 <sup>(19)</sup> †	2:17.05 <sup>(18)</sup> †	<b>4:04.50</b> <sup>(22)</sup>	83.0		
	67.5	1:55.72 <sup>(18)</sup> 80.9	1:47.45 <sup>(24)</sup> 88.5			
<b>20.</b>	<b>247 BERTI Michael</b>	I	PEUGEOT 205 RALLYE	Destra 4	E3 N1400	<b>8:04.92</b>
[1]	22.22 <sup>(22)</sup> †	2:22.89 <sup>(20)</sup> †	<b>4:02.79</b> <sup>(20)</sup>	83.6		+1:27.26
	64.8	2:00.67 <sup>(20)</sup> 77.6	1:39.90 <sup>(21)</sup> 95.1			
[2]	22.04 <sup>(25)</sup> †	2:21.86 <sup>(21)</sup> †	<b>4:02.13</b> <sup>(20)</sup>	83.9		
	65.3	1:59.82 <sup>(20)</sup> 78.1	1:40.27 <sup>(21)</sup> 94.8			
<b>21.</b>	<b>249 FUSARO Carmelo</b>	I	PEUGEOT 106 RALLYE		E3 N1400	<b>8:06.64</b>
[1]	21.85 <sup>(20)</sup> †	2:23.12 <sup>(21)</sup> †	<b>4:04.09</b> <sup>(21)</sup>	83.2		+1:28.98
	65.9	2:01.27 <sup>(21)</sup> 77.2	1:40.97 <sup>(23)</sup> 94.1			
[2]	21.46 <sup>(21)</sup> †	2:21.77 <sup>(20)</sup> †	<b>4:02.55</b> <sup>(20)</sup>	83.7		

P. N. Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo			
		VMed		VMax	
<b>22. 248 MARTINCICH Roberto</b>	I	PEUGEOT 205 RALLYE	Borrett Team	E3 N1400	<b>8:10.88</b>
[1]	67.1 2:00.31 <sup>(21)</sup> 77.8	1:40.78 <sup>(22)</sup> 94.3			
		<b>4:08.41</b> <sup>(22)</sup>	81.7		+1:33.22
[2]	65.5 2:06.21 <sup>(23)</sup> 74.2	1:40.23 <sup>(22)</sup> 94.8			
		<b>4:02.47</b> <sup>(20)</sup>	83.7		
	65.9 2:01.20 <sup>(22)</sup> 77.2	1:39.43 <sup>(20)</sup> 95.6			
<b>23. 146 BLASSUTTO Mattia</b>	I	PEUGEOT 106 XSI	Forum Julii Historic Club	E3 A1600	<b>8:31.19</b>
[1]	22.77 <sup>(23)</sup> 2:32.62 <sup>(24)</sup>	<b>4:19.40</b> <sup>(25)</sup>	78.3		+1:53.53
	63.2 2:09.85 <sup>(24)</sup> 72.1	1:46.78 <sup>(25)</sup> 89.0			
[2]	22.00 <sup>(24)</sup> 2:26.43 <sup>(24)</sup>	<b>4:11.79</b> <sup>(24)</sup>	80.6		
	65.5 2:04.43 <sup>(24)</sup> 75.2	1:45.36 <sup>(23)</sup> 90.2			
<b>24. 246 ZAMOLO Adriano</b>	I	PEUGEOT 205 RALLYE	Friuli 1956	E3 N1400	<b>8:38.71</b>
[1]	49.49 <sup>(26)</sup> 3:08.28 <sup>(26)</sup>	<b>4:44.72</b> <sup>(26)</sup>	71.3		+2:01.05
	29.1 2:18.79 <sup>(26)</sup> 67.4	1:36.44 <sup>(17)</sup> 98.5			
[2]	21.41 <sup>(20)</sup> 2:18.16 <sup>(19)</sup>	<b>3:53.99</b> <sup>(16)</sup>	86.8		
	67.3 1:56.75 <sup>(19)</sup> 80.2	1:35.83 <sup>(17)</sup> 99.2			
<b>25. 229 GRESSANI Fabio</b>	I	PEUGEOT 106 RALLYE	Carnia Racing	E3 A1400	<b>8:39.65</b>
[1]	22.84 <sup>(24)</sup> 2:27.70 <sup>(22)</sup>	<b>4:12.64</b> <sup>(24)</sup>	80.4		+2:01.99
	63.0 2:04.86 <sup>(22)</sup> 75.0	1:44.94 <sup>(24)</sup> 90.6			
[2]	21.75 <sup>(22)</sup> 2:30.19 <sup>(25)</sup>	<b>4:27.01</b> <sup>(26)</sup>	76.0		
	66.2 2:08.44 <sup>(25)</sup> 72.9	1:56.82 <sup>(25)</sup> 81.4			
<b>26. 218 BOTTACIN Matteo</b>	I	RENAULT 5 GT TURBO	Vimotorsport	E3 A2000	
[1]	20.52 <sup>(14)</sup> 2:11.69 <sup>(13)</sup>	<b>4:00.97</b> <sup>(19)</sup>	84.3		
	70.2 1:51.17 <sup>(13)</sup> 84.2	1:49.28 <sup>(26)</sup> 87.0			

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