



## 40<sup>a</sup> Cividale - Castelmonte

### Trofeo BCC di Manzano e Basiliano

### Prove Ufficiali/Official Practice Auto Storiche - Hist. Cars

### Performance Analysis 4. Gr.

Trofeo BCC di Manzano e Basiliano  
Coppa CSAI della Montagna  
Campionato Friuli Venezia Giulia

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	100m	Madonnina	Tornante	Arrivo	<i>vMed</i>	<i>i.c.</i>
<b>1.</b>	<b>193 BOSCO Stefano</b>	I	Renault 5 GT Turbo	Red White	4J2 A2000	<b>4:01.53</b>
[1]	6.24 <sup>(2)</sup>	40.95 <sup>(2)</sup>	3:09.98 <sup>(1)</sup>	4:04.37 <sup>(1)</sup>	94.2	
	57.7	34.71 <sup>(2)</sup> 91.3	2:29.03 <sup>(1)</sup> 94.7	54.39 <sup>(1)</sup> 99.0		
[2]	6.31 <sup>(2)</sup>	39.54 <sup>(1)</sup>	3:07.73 <sup>(1)</sup>	4:01.53 <sup>(1)</sup>	95.3	
	57.1	33.23 <sup>(1)</sup> 95.3	2:28.19 <sup>(1)</sup> 95.2	53.80 <sup>(1)</sup> 100.0		
<b>2.</b>	<b>192 MASSARO Michele</b>	I	BMW M3		4J2 A2000+	<b>4:09.97</b>
[1]	5.90 <sup>(1)</sup>	40.50 <sup>(1)</sup>	3:14.72 <sup>(2)</sup>	4:11.44 <sup>(2)</sup>	91.6	+8.44
	61.0	34.60 <sup>(1)</sup> 91.6	2:34.22 <sup>(2)</sup> 91.5	56.72 <sup>(2)</sup> 94.9		
[2]	6.00 <sup>(1)</sup>	40.06 <sup>(2)</sup>	3:13.73 <sup>(2)</sup>	4:09.97 <sup>(2)</sup>	92.1	
	60.0	34.06 <sup>(2)</sup> 93.0	2:33.67 <sup>(2)</sup> 91.8	56.24 <sup>(2)</sup> 95.7		
<b>3.</b>	<b>196 NAIBO Marco</b>	I	Renault 5 GT Turbo	Friuli Acu	4J2 N2000+	<b>4:22.19</b>
[1]	6.59 <sup>(5)</sup>	43.77 <sup>(3)</sup>	3:24.89 <sup>(3)</sup>	4:23.86 <sup>(3)</sup>	87.3	+20.66
	54.6	37.18 <sup>(3)</sup> 85.2	2:41.12 <sup>(3)</sup> 87.6	58.97 <sup>(4)</sup> 91.3		
[2]	6.38 <sup>(3)</sup>	42.80 <sup>(3)</sup>	3:23.11 <sup>(3)</sup>	4:22.19 <sup>(3)</sup>	87.8	
	56.4	36.42 <sup>(3)</sup> 87.0	2:40.31 <sup>(3)</sup> 88.0	59.08 <sup>(4)</sup> 91.1		
<b>4.</b>	<b>195 VINCENZI Roberto</b>	I	BMW M3 E30	Vimotorsport	4J2 N2000+	<b>4:23.40</b>
[1]	6.64 <sup>(6)</sup>	46.21 <sup>(5)</sup>	3:33.20 <sup>(4)</sup>	4:32.04 <sup>(4)</sup>	84.6	+21.87
	54.2	39.57 <sup>(4)</sup> 80.1	2:46.99 <sup>(4)</sup> 84.5	58.84 <sup>(3)</sup> 91.5		
[2]	6.67 <sup>(5)</sup>	43.81 <sup>(4)</sup>	3:24.84 <sup>(4)</sup>	4:23.40 <sup>(3)</sup>	87.4	
	54.0	37.14 <sup>(4)</sup> 85.3	2:41.03 <sup>(4)</sup> 87.6	58.56 <sup>(3)</sup> 91.9		
<b>5.</b>	<b>197 MARCHIOL Gianni</b>	I	Renault 5 GT Turbo	Friuli 1956	4J2 N2000+	<b>4:29.41</b>
[1]	6.54 <sup>(3)</sup>	46.15 <sup>(4)</sup>	3:33.39 <sup>(5)</sup>	4:34.41 <sup>(5)</sup>	83.9	+27.88
	55.0	39.61 <sup>(5)</sup> 80.0	2:47.24 <sup>(5)</sup> 84.4	1:01.02 <sup>(5)</sup> 88.2		
[2]	6.50 <sup>(4)</sup>	45.18 <sup>(5)</sup>	3:30.14 <sup>(5)</sup>	4:29.41 <sup>(4)</sup>	85.5	
	55.4	38.68 <sup>(6)</sup> 81.9	2:44.96 <sup>(5)</sup> 85.5	59.27 <sup>(5)</sup> 90.8		
<b>6.</b>	<b>201 MARTINCICH Lorenzo</b>	HR	Peugeot 205 Rally	Amk Skok Racing	4J2 N1400	<b>4:34.96</b>
[1]	7.10 <sup>(11)</sup>	47.74 <sup>(6)</sup>	3:37.36 <sup>(6)</sup>	4:41.05 <sup>(6)</sup>	81.9	+33.43
	50.7	40.64 <sup>(6)</sup> 78.0	2:49.62 <sup>(6)</sup> 83.2	1:03.69 <sup>(6)</sup> 84.5		
[2]	6.98 <sup>(10)</sup>	46.02 <sup>(7)</sup>	3:32.63 <sup>(6)</sup>	4:34.96 <sup>(6)</sup>	83.7	
	51.6	39.04 <sup>(7)</sup> 81.1	2:46.61 <sup>(6)</sup> 84.7	1:02.33 <sup>(6)</sup> 86.3		
<b>7.</b>	<b>199 CAMPESE Giovanni</b>	I	Mercedes 190E	BL Racing	4J2 N2000+	<b>4:38.21</b>
[2]	7.29 <sup>(12)</sup>	45.61 <sup>(6)</sup>	3:35.14 <sup>(7)</sup>	4:38.21 <sup>(6)</sup>	82.8	+36.68
	49.4	38.32 <sup>(5)</sup> 82.7	2:49.53 <sup>(7)</sup> 83.2	1:03.07 <sup>(7)</sup> 85.3		
<b>8.</b>	<b>203 DE ROSSI Romeo</b>	I	Citroen Visa Crono II	Palladio Historic	4J1 B1600	<b>4:58.01</b>
[1]	6.84 <sup>(9)</sup>	49.75 <sup>(10)</sup>	3:53.12 <sup>(7)</sup>	5:00.24 <sup>(7)</sup>	76.7	+56.48
	52.6	42.91 <sup>(9)</sup> 73.8	3:03.37 <sup>(7)</sup> 77.0	1:07.12 <sup>(7)</sup> 80.2		
[2]	6.86 <sup>(8)</sup>	49.85 <sup>(11)</sup>	3:51.67 <sup>(8)</sup>	4:58.01 <sup>(7)</sup>	77.3	
	52.5	42.99 <sup>(11)</sup> 73.7	3:01.82 <sup>(8)</sup> 77.6	1:06.34 <sup>(8)</sup> 81.1		
<b>9.</b>	<b>198 KOROSEC Matjaz</b>	SLO	BMW 320 i		4J2 N2000+	<b>4:59.92</b>
[1]	6.78 <sup>(8)</sup>	48.08 <sup>(7)</sup>	3:54.08 <sup>(8)</sup>	5:02.37 <sup>(8)</sup>	76.1	+58.39
	53.1	41.30 <sup>(7)</sup> 76.7	3:06.00 <sup>(10)</sup> 75.9	1:08.29 <sup>(8)</sup> 78.8		
[2]	6.80 <sup>(7)</sup>	47.87 <sup>(8)</sup>	3:52.08 <sup>(9)</sup>	4:59.92 <sup>(7)</sup>	76.8	
	52.9	41.07 <sup>(8)</sup> 77.1	3:04.21 <sup>(9)</sup> 76.6	1:07.84 <sup>(9)</sup> 79.3		
<b>10.</b>	<b>194 WINDSTEIG Werner</b>	A	Citroen AX Sport		4J2 A1400	<b>5:03.44</b>
[1]	6.90 <sup>(10)</sup>	49.54 <sup>(8)</sup>	3:55.52 <sup>(10)</sup>	5:06.05 <sup>(9)</sup>	75.2	+1:01.91
	52.2	42.64 <sup>(8)</sup> 74.3	3:05.98 <sup>(9)</sup> 75.9	1:10.53 <sup>(9)</sup> 76.3		
[2]	6.97 <sup>(9)</sup>	48.09 <sup>(9)</sup>	3:53.05 <sup>(10)</sup>	5:03.44 <sup>(9)</sup>	75.9	
	51.6	41.12 <sup>(9)</sup> 77.0	3:04.96 <sup>(10)</sup> 76.3	1:10.39 <sup>(11)</sup> 76.5		
<b>11.</b>	<b>204 FREUDENSCHUSS Willi</b>	A	BMW 323 i	Team Terschl Austria	4J1 A2000+	<b>5:03.80</b>
[1]	6.70 <sup>(7)</sup>	49.62 <sup>(9)</sup>	3:54.67 <sup>(9)</sup>	5:10.19 <sup>(10)</sup>	74.2	+1:02.27
	53.7	42.92 <sup>(10)</sup> 73.8	3:05.05 <sup>(8)</sup> 76.3	1:15.52 <sup>(10)</sup> 71.3		

	P. N. Conduuttore 100m	Naz Madonnina	Vettura Tornante	Scuderia Arrivo	Classe i.c.	Tem./Dif.
[2]	6.74 <sup>(6)</sup> 53.4	49.03 <sup>(10)</sup> 42.29 <sup>(10)</sup> 74.9	3:54.90 <sup>(11)</sup> 3:05.87 <sup>(11)</sup> 75.9	5:03.80 <sup>(9)</sup> 1:08.90 <sup>(10)</sup> 78.1	75.8	
<b>12. 205 CHIAROTTO Doris</b>	<b>I</b>	<b>Alfa Romeo 33</b>	<b>4J1 A1600</b>	<b>5:15.47</b>		<b>+1:13.94</b>
[1]	6.57 <sup>(4)</sup> 54.8	51.72 <sup>(11)</sup> 45.15 <sup>(11)</sup> 70.2	4:13.00 <sup>(11)</sup> 3:21.28 <sup>(11)</sup> 70.1	5:36.57 <sup>(11)</sup> 1:23.57 <sup>(11)</sup> 64.4	68.4	
[2]	7.04 <sup>(11)</sup> 51.1	50.77 <sup>(12)</sup> 43.73 <sup>(12)</sup> 72.4	4:04.40 <sup>(12)</sup> 3:13.63 <sup>(12)</sup> 72.9	5:15.47 <sup>(11)</sup> 1:11.07 <sup>(12)</sup> 75.7	73.0	

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