



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

## Trofeo BCC di Manzano e Basiliano

### Prove Ufficiali/Official Practice TIVM - CEZ 2017

#### Performance Analysis A

Trofeo BCC di Manzano e Basiliano  
Trofeo Italiano Velocità Montagna  
Coppa Italia Velocità Montagna Zona Nord  
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>91 TAUS Reinhold</b>	A	Subaru Impreza WRX		A 3000+	<b>3:47.07</b>
[1]	4.78 <sup>(1)</sup>	35.95 <sup>(1)</sup>	2:59.38 <sup>(1)</sup>	3:50.62 <sup>(1)</sup>	99.8	
	75.3	31.17 <sup>(1)</sup> 101.6	2:23.43 <sup>(1)</sup> 98.4	51.24 <sup>(1)</sup> 105.0		
[2]	4.88 <sup>(1)</sup>	35.39 <sup>(1)</sup>	2:56.44 <sup>(1)</sup>	3:47.07 <sup>(1)</sup>	101.4	
	73.8	30.51 <sup>(1)</sup> 103.8	2:21.05 <sup>(1)</sup> 100.0	50.63 <sup>(1)</sup> 106.3		
<b>2.</b>	<b>95 CENEDESE Ivano</b>	I	Renault Clio RS	Motor Group	A 2000	<b>3:52.78</b>
[1]	5.97 <sup>(6)</sup>	39.01 <sup>(2)</sup>	3:02.71 <sup>(2)</sup>	3:54.87 <sup>(2)</sup>	98.0	+5.71
	60.3	33.04 <sup>(2)</sup> 95.9	2:23.70 <sup>(2)</sup> 98.2	52.16 <sup>(2)</sup> 103.2		
[2]	6.01 <sup>(6)</sup>	38.20 <sup>(2)</sup>	3:01.85 <sup>(2)</sup>	3:52.78 <sup>(2)</sup>	98.9	
	59.9	32.19 <sup>(2)</sup> 98.4	2:23.65 <sup>(2)</sup> 98.2	50.93 <sup>(2)</sup> 105.7		
<b>3.</b>	<b>102 BOMMARTINI Fabrizio</b>	I	Honda Civic EK4	BL Racing	A 1600	<b>3:55.52</b>
[1]	6.20 <sup>(10)</sup>	41.61 <sup>(8)</sup>	3:13.37 <sup>(8)</sup>	4:07.13 <sup>(6)</sup>	93.2	+8.45
	58.1	35.41 <sup>(9)</sup> 89.5	2:31.76 <sup>(7)</sup> 93.0	53.76 <sup>(6)</sup> 100.1		
[2]	6.04 <sup>(7)</sup>	38.77 <sup>(3)</sup>	3:03.54 <sup>(3)</sup>	3:55.52 <sup>(3)</sup>	97.7	
	59.6	32.73 <sup>(3)</sup> 96.8	2:24.77 <sup>(4)</sup> 97.5	51.98 <sup>(3)</sup> 103.5		
<b>4.</b>	<b>103 FERAGOTTO Alberto</b>	I	Peugeot 206 Super 1600	North East Ideas	A 1600	<b>3:56.24</b>
[1]	6.65 <sup>(16)</sup>	41.76 <sup>(9)</sup>	3:13.35 <sup>(7)</sup>	4:06.53 <sup>(4)</sup>	93.4	+9.17
	54.1	35.11 <sup>(6)</sup> 90.2	2:31.59 <sup>(6)</sup> 93.1	53.18 <sup>(3)</sup> 101.2		
[2]	6.33 <sup>(13)</sup>	39.27 <sup>(4)</sup>	3:03.86 <sup>(4)</sup>	3:56.24 <sup>(3)</sup>	97.5	
	56.9	32.94 <sup>(4)</sup> 96.2	2:24.59 <sup>(3)</sup> 97.6	52.38 <sup>(4)</sup> 102.7		
<b>5.</b>	<b>96 PARLATO Paolo</b>	I	Honda Civic Type R	Borrett Team M.sport	A 2000	<b>4:01.94</b>
[1]	6.20 <sup>(10)</sup>	41.83 <sup>(10)</sup>	3:10.03 <sup>(3)</sup>	4:03.60 <sup>(3)</sup>	94.5	+14.87
	58.1	35.63 <sup>(10)</sup> 88.9	2:28.20 <sup>(3)</sup> 95.2	53.57 <sup>(5)</sup> 100.5		
[2]	5.92 <sup>(5)</sup>	40.63 <sup>(9)</sup>	3:09.08 <sup>(7)</sup>	4:01.94 <sup>(3)</sup>	95.2	
	60.8	34.71 <sup>(12)</sup> 91.3	2:28.45 <sup>(6)</sup> 95.1	52.86 <sup>(5)</sup> 101.8		
<b>6.</b>	<b>104 IANESI Michele</b>	I	Renault Clio	Friuli 1956	A 1600	<b>4:03.14</b>
[1]	6.18 <sup>(9)</sup>	42.48 <sup>(12)</sup>	3:13.29 <sup>(6)</sup>	4:08.26 <sup>(9)</sup>	92.7	+16.07
	58.3	36.30 <sup>(12)</sup> 87.3	2:30.81 <sup>(4)</sup> 93.6	54.97 <sup>(9)</sup> 97.9		
[2]	6.45 <sup>(15)</sup>	41.36 <sup>(14)</sup>	3:08.73 <sup>(6)</sup>	4:03.14 <sup>(3)</sup>	94.7	
	55.8	34.91 <sup>(13)</sup> 90.7	2:27.37 <sup>(5)</sup> 95.8	54.41 <sup>(10)</sup> 98.9		
<b>7.</b>	<b>105 HINTERHOFER Heimo</b>	A	Peugeot 208 R2		A 1600	<b>4:03.85</b>
[1]	5.88 <sup>(4)</sup>	39.97 <sup>(3)</sup>	3:12.12 <sup>(5)</sup>	4:07.58 <sup>(8)</sup>	93.0	+16.78
	61.2	34.09 <sup>(3)</sup> 92.9	2:32.15 <sup>(8)</sup> 92.8	55.46 <sup>(11)</sup> 97.0		
[2]	6.06 <sup>(8)</sup>	39.78 <sup>(6)</sup>	3:08.69 <sup>(5)</sup>	4:03.85 <sup>(4)</sup>	94.4	
	59.4	33.72 <sup>(6)</sup> 94.0	2:28.91 <sup>(7)</sup> 94.8	55.16 <sup>(12)</sup> 97.6		
<b>8.</b>	<b>107 BERTOLUTTI Marco</b>	I	Peugeot 208 R2	Forum Iulii H.C.	A 1600	<b>4:05.19</b>
[1]	6.40 <sup>(14)</sup>	41.60 <sup>(7)</sup>	3:31.33 <sup>(14)</sup>	4:26.04 <sup>(14)</sup>	86.5	+18.12
	56.3	35.20 <sup>(7)</sup> 90.0	2:49.73 <sup>(15)</sup> 83.1	54.71 <sup>(8)</sup> 98.4		
[2]	6.32 <sup>(12)</sup>	40.83 <sup>(11)</sup>	3:10.94 <sup>(8)</sup>	4:05.19 <sup>(4)</sup>	93.9	
	57.0	34.51 <sup>(9)</sup> 91.8	2:30.11 <sup>(8)</sup> 94.0	54.25 <sup>(8)</sup> 99.2		
<b>9.</b>	<b>115 DE SABBATA Matteo</b>	I	Renault Clio Williams	Motor in Motion	A 2000	<b>4:05.50</b>
[1]	6.14 <sup>(7)</sup>	41.02 <sup>(5)</sup>	3:12.11 <sup>(4)</sup>	4:06.54 <sup>(5)</sup>	93.4	+18.43
	58.6	34.88 <sup>(4)</sup> 90.8	2:31.09 <sup>(5)</sup> 93.4	54.43 <sup>(7)</sup> 98.9		
[2]	6.10 <sup>(10)</sup>	39.56 <sup>(5)</sup>	3:11.89 <sup>(9)</sup>	4:05.50 <sup>(4)</sup>	93.8	
	59.0	33.46 <sup>(5)</sup> 94.7	2:32.33 <sup>(10)</sup> 92.6	53.61 <sup>(6)</sup> 100.4		
<b>10.</b>	<b>108 VENTURINI Luca</b>	I	Peugeot 106 S16		A 1600	<b>4:07.26</b>
[1]	6.36 <sup>(13)</sup>	44.43 <sup>(15)</sup>	3:28.35 <sup>(13)</sup>	4:25.14 <sup>(13)</sup>	86.8	+20.19
	56.6	38.07 <sup>(15)</sup> 83.2	2:43.92 <sup>(13)</sup> 86.1	56.79 <sup>(13)</sup> 94.8		
[2]	6.12 <sup>(11)</sup>	40.80 <sup>(10)</sup>	3:12.50 <sup>(10)</sup>	4:07.26 <sup>(7)</sup>	93.1	
	58.8	34.68 <sup>(11)</sup> 91.3	2:31.70 <sup>(9)</sup> 93.0	54.76 <sup>(11)</sup> 98.3		
<b>11.</b>	<b>94 NADALINI Stefano</b>	I	Mitsubishi Lancer EVO VIII		A 3000+	<b>4:07.41</b>
						+20.34

P. N. Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	i.c.
[1] 5.57 <sup>(3)</sup>	40.61 <sup>(4)</sup>	3:14.13 <sup>(9)</sup>	4:07.41 <sup>(7)</sup>	93.1	
64.6	35.04 <sup>(5)</sup> 90.4	2:33.52 <sup>(9)</sup> 91.9	53.28 <sup>(4)</sup> 101.0		
[2] 5.67 <sup>(3)</sup>	40.93 <sup>(12)</sup>	3:20.97 <sup>(16)</sup>	4:15.29 <sup>(10)</sup>	90.2	
63.5	35.26 <sup>(14)</sup> 89.8	2:40.04 <sup>(16)</sup> 88.2	54.32 <sup>(9)</sup> 99.1		
<b>12. 106 GLESSI Alessandro</b>	<b>I</b>	<b>Renault Clio S1600</b>	<b>A 1600</b>		<b>4:07.60</b>
[1] 6.63 <sup>(15)</sup>	43.57 <sup>(14)</sup>	3:22.51 <sup>(11)</sup>	4:17.86 <sup>(11)</sup>	89.3	+20.53
54.3	36.94 <sup>(13)</sup> 85.8	2:38.94 <sup>(10)</sup> 88.8	55.35 <sup>(10)</sup> 97.2		
[2] 6.47 <sup>(16)</sup>	41.11 <sup>(13)</sup>	3:13.58 <sup>(11)</sup>	4:07.60 <sup>(9)</sup>	93.0	
55.6	34.64 <sup>(10)</sup> 91.5	2:32.47 <sup>(11)</sup> 92.6	54.02 <sup>(7)</sup> 99.6		
<b>13. 109 ERMEN Matteo</b>	<b>I</b>	<b>Renault Clio Super 1600</b>	<b>North East Ideas</b>	<b>A 1600</b>	<b>4:10.37</b>
[1] 6.14 <sup>(7)</sup>	42.07 <sup>(11)</sup>	3:22.56 <sup>(12)</sup>	4:19.64 <sup>(12)</sup>	88.7	+23.30
58.6	35.93 <sup>(11)</sup> 88.2	2:40.49 <sup>(12)</sup> 87.9	57.08 <sup>(14)</sup> 94.3		
[2] 6.08 <sup>(9)</sup>	40.30 <sup>(8)</sup>	3:14.01 <sup>(12)</sup>	4:10.37 <sup>(10)</sup>	92.0	
59.2	34.22 <sup>(8)</sup> 92.6	2:33.71 <sup>(12)</sup> 91.8	56.36 <sup>(14)</sup> 95.5		
<b>14. 99 ORASCHE Patrick</b>	<b>A</b>	<b>Renault Megane</b>	<b>A 2000</b>		<b>4:11.98</b>
[1] 5.88 <sup>(4)</sup>	41.11 <sup>(6)</sup>	3:20.48 <sup>(10)</sup>	4:17.12 <sup>(10)</sup>	89.5	+24.91
61.2	35.23 <sup>(8)</sup> 89.9	2:39.37 <sup>(11)</sup> 88.5	56.64 <sup>(12)</sup> 95.0		
[2] 5.78 <sup>(4)</sup>	39.96 <sup>(7)</sup>	3:14.71 <sup>(13)</sup>	4:11.98 <sup>(10)</sup>	91.4	
62.3	34.18 <sup>(7)</sup> 92.7	2:34.75 <sup>(13)</sup> 91.2	57.27 <sup>(16)</sup> 94.0		
<b>15. 92 HERNADI Laszlo</b>	<b>H</b>	<b>Mitsubishi Lancer EVO IX</b>	<b>Ak Dubrovnik Racing</b>	<b>A 3000+</b>	<b>4:15.34</b>
[1] 5.34 <sup>(2)</sup>	44.68 <sup>(16)</sup>	3:35.74 <sup>(16)</sup>	4:34.87 <sup>(15)</sup>	83.8	+28.27
67.4	39.34 <sup>(16)</sup> 80.5	2:51.06 <sup>(16)</sup> 82.5	59.13 <sup>(15)</sup> 91.0		
[2] 5.41 <sup>(2)</sup>	41.51 <sup>(15)</sup>	3:19.76 <sup>(15)</sup>	4:15.34 <sup>(10)</sup>	90.2	
66.5	36.10 <sup>(15)</sup> 87.8	2:38.25 <sup>(15)</sup> 89.2	55.58 <sup>(13)</sup> 96.8		
<b>16. 111 DE MATTÈ Nicola</b>	<b>I</b>	<b>Citroen C2 VTS</b>	<b>Jolly Club</b>	<b>A 1600</b>	<b>4:16.34</b>
[1] 6.28 <sup>(12)</sup>	43.43 <sup>(13)</sup>				+29.27
57.3	37.15 <sup>(14)</sup> 85.3				
[2] 6.37 <sup>(14)</sup>	42.52 <sup>(16)</sup>	3:19.57 <sup>(14)</sup>	4:16.34 <sup>(10)</sup>	89.8	
56.5	36.15 <sup>(16)</sup> 87.6	2:37.05 <sup>(14)</sup> 89.9	56.77 <sup>(15)</sup> 94.8		
<b>17. 112 DE CORTI Enrico</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Forum Iulii H.C.</b>	<b>A 1400</b>	<b>4:35.04</b>
[1] 6.85 <sup>(17)</sup>	47.32 <sup>(17)</sup>	3:34.79 <sup>(15)</sup>	4:35.57 <sup>(16)</sup>	83.5	+47.97
52.6	40.47 <sup>(17)</sup> 78.3	2:47.47 <sup>(14)</sup> 84.3	1:00.78 <sup>(16)</sup> 88.5		
[2] 6.85 <sup>(18)</sup>	47.16 <sup>(18)</sup>	3:33.53 <sup>(17)</sup>	4:35.04 <sup>(16)</sup>	83.7	
52.6	40.31 <sup>(18)</sup> 78.6	2:46.37 <sup>(17)</sup> 84.8	1:01.51 <sup>(17)</sup> 87.5		
<b>18. 113 VIEZZI Tommaso</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Forum Iulii H.C.</b>	<b>A 1400</b>	<b>4:48.63</b>
[1] 6.90 <sup>(18)</sup>	48.46 <sup>(18)</sup>	3:49.79 <sup>(17)</sup>	4:57.44 <sup>(17)</sup>	77.4	+1:01.56
52.2	41.56 <sup>(18)</sup> 76.2	3:01.33 <sup>(17)</sup> 77.8	1:07.65 <sup>(17)</sup> 79.6		
[2] 6.80 <sup>(17)</sup>	46.02 <sup>(17)</sup>	3:43.52 <sup>(18)</sup>	4:48.63 <sup>(17)</sup>	79.8	
52.9	39.22 <sup>(17)</sup> 80.8	2:57.50 <sup>(18)</sup> 79.5	1:05.11 <sup>(18)</sup> 82.7		
<b>19. 98 PREK Ales</b>	<b>SLO</b>	<b>Honda Civic</b>	<b>A 2000</b>		

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

Risultati e Telemetrie a cura di F. Dariz