



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

## Trofeo BCC di Manzano e Basiliano

### Prove Ufficiali/Official Practice Regolarità

### Performance Analysis

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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>295</b>	<b>POPEK Anton</b>	SLO	Fiat X1/9 Bertone		<b>4:34.41</b>
[1]	7.02 <sup>(3)</sup>	1:27.45 <sup>(2)</sup>	3:56.71 <sup>(2)</sup>	<b>5:07.20<sup>(2)</sup></b>	74.9	
	51.3	1:20.43 <sup>(2)</sup> 39.4	2:29.26 <sup>(3)</sup> 94.5	1:10.49 <sup>(2)</sup> 76.4		
[2]	6.80 <sup>(1)</sup>	45.34 <sup>(1)</sup>	3:32.63 <sup>(1)</sup>	<b>4:34.41<sup>(1)</sup></b>	83.9	
	52.9	38.54 <sup>(1)</sup> 82.2	2:47.29 <sup>(1)</sup> 84.4	1:01.78 <sup>(1)</sup> 87.1		
<b>2.</b>	<b>294</b>	<b>POPEK Domen</b>	SLO	Fiat Abarth Berlina 1000		<b>4:49.72</b>
[1]	6.98 <sup>(2)</sup>	2:20.90 <sup>(3)</sup>	3:43.26 <sup>(1)</sup>	<b>4:49.72<sup>(1)</sup></b>	79.5	+15.31
	51.6	2:13.92 <sup>(3)</sup> 23.7	1:22.36 <sup>(1)</sup> 171.3	1:06.46 <sup>(1)</sup> 81.0		
[2]	7.64 <sup>(4)</sup>	55.72 <sup>(3)</sup>	4:18.18 <sup>(3)</sup>	<b>5:36.43<sup>(4)</sup></b>	68.4	
	47.1	48.08 <sup>(3)</sup> 65.9	3:22.46 <sup>(3)</sup> 69.7	1:18.25 <sup>(3)</sup> 68.8		
<b>3.</b>	<b>291</b>	<b>VIDMAR Andrej</b>	SLO	Austin Healey 3000		<b>5:19.71</b>
[1]	6.92 <sup>(1)</sup>	2:30.07 <sup>(4)</sup>	4:11.68 <sup>(3)</sup>	<b>5:26.53<sup>(3)</sup></b>	70.5	+45.30
	52.0	2:23.15 <sup>(4)</sup> 22.1	1:41.61 <sup>(2)</sup> 138.9	1:14.85 <sup>(3)</sup> 71.9		
[2]	6.89 <sup>(2)</sup>	51.86 <sup>(2)</sup>	4:07.17 <sup>(2)</sup>	<b>5:19.71<sup>(3)</sup></b>	72.0	
	52.2	44.97 <sup>(2)</sup> 70.4	3:15.31 <sup>(2)</sup> 72.3	1:12.54 <sup>(2)</sup> 74.2		
<b>4.</b>	<b>300</b>	<b>OLETIC Slavko</b>	SLO	Fiat X1/9 Bertone		<b>5:54.92</b>
[1]	7.36 <sup>(4)</sup>	10:14:21.44 <sup>(5)</sup>	4:33.44 <sup>(4)</sup>	<b>5:54.92<sup>(4)</sup></b>	64.9	+1:20.51
	48.9	10:14:14.08 <sup>(5)</sup> 0.1		1:21.48 <sup>(4)</sup> 66.1		
[2]	7.37 <sup>(3)</sup>	58.07 <sup>(4)</sup>	4:36.67 <sup>(4)</sup>	<b>5:56.29<sup>(5)</sup></b>	64.6	
	48.8	50.70 <sup>(4)</sup> 62.5	3:38.60 <sup>(5)</sup> 64.6	1:19.62 <sup>(4)</sup> 67.6		
<b>5.</b>	<b>296</b>	<b>JESE Milos</b>	SLO	Alfa Romeo Giulia 1300 Ti		<b>5:59.49</b>
[1]	8.67 <sup>(5)</sup>	10:14:46.57 <sup>(6)</sup>	4:36.89 <sup>(5)</sup>	<b>5:59.49<sup>(5)</sup></b>	64.0	+1:25.08
	41.5	10:14:37.90 <sup>(6)</sup> 0.1		1:22.60 <sup>(5)</sup> 65.2		
[2]	8.98 <sup>(6)</sup>	1:01.80 <sup>(6)</sup>	4:37.79 <sup>(5)</sup>	<b>6:00.00<sup>(6)</sup></b>	64.0	
	40.1	52.82 <sup>(6)</sup> 60.0	3:35.99 <sup>(4)</sup> 65.3	1:22.21 <sup>(5)</sup> 65.5		
<b>6.</b>	<b>292</b>	<b>VRHUNC Boris</b>	SLO	Alfa Romeo GT		<b>6:08.82</b>
[1]	10.82 <sup>(6)</sup>	1:06.73 <sup>(1)</sup>	4:55.37 <sup>(6)</sup>	<b>6:19.33<sup>(6)</sup></b>	60.7	+1:34.41
	33.3	55.91 <sup>(1)</sup> 56.7	3:48.64 <sup>(4)</sup> 61.7	1:23.96 <sup>(6)</sup> 64.1		
[2]	8.83 <sup>(5)</sup>	59.62 <sup>(5)</sup>	4:43.22 <sup>(6)</sup>	<b>6:08.82<sup>(6)</sup></b>	62.4	
	40.8	50.79 <sup>(5)</sup> 62.4	3:43.60 <sup>(6)</sup> 63.1	1:25.60 <sup>(6)</sup> 62.9		

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

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