



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

### Trofeo BCC di Manzano e BCC di Basiliano

### Auto Storiche - Hist. Cars

### Performance Analysis 1. Gr.

Trofeo BCC di Manzano e BCC 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. 242</b>	<b>GLEISSNER Andreas</b>	<b>A</b>	<b>NSU Bergspyder</b>		<b>1GR BC1300</b>	<b>8:15.88</b>
[1]	5.73 <sup>(2)</sup>	40.62 <sup>(3)</sup>	3:13.09 <sup>(2)</sup>	4:07.88 <sup>(2)</sup>	92.9	
	62.8	34.89 <sup>(3)</sup> 90.8	2:32.47 <sup>(2)</sup> 92.6	54.79 <sup>(1)</sup> 98.2		
[2]	5.58 <sup>(1)</sup>	39.65 <sup>(1)</sup>	3:12.44 <sup>(1)</sup>	4:08.00 <sup>(3)</sup>	92.8	
	64.5	34.07 <sup>(1)</sup> 93.0	2:32.79 <sup>(1)</sup> 92.4	55.56 <sup>(1)</sup> 96.9		
<b>2. 251</b>	<b>FRÖTSCHER Gregor</b>	<b>A</b>	<b>Austin Mini Cooper S</b>	Hist. R.T. Austria	<b>1F T1300</b>	<b>8:21.43</b>
[1]	6.30 <sup>(3)</sup>	40.46 <sup>(2)</sup>	3:13.80 <sup>(3)</sup>	4:10.14 <sup>(3)</sup>	92.0	+5.55
	57.1	34.16 <sup>(2)</sup> 92.7	2:33.34 <sup>(3)</sup> 92.0	56.34 <sup>(3)</sup> 95.5		
[2]	6.28 <sup>(2)</sup>	40.57 <sup>(2)</sup>	3:14.87 <sup>(2)</sup>	4:11.29 <sup>(4)</sup>	91.6	
	57.3	34.29 <sup>(2)</sup> 92.4	2:34.30 <sup>(2)</sup> 91.5	56.42 <sup>(2)</sup> 95.4		
<b>3. 258</b>	<b>HOLZER Christian</b>	<b>A</b>	<b>Steyr Puch 650 TR</b>	Hist. R.T. Austria	<b>1F T700</b>	<b>9:10.07</b>
[1]	6.74 <sup>(8)</sup>	44.50 <sup>(4)</sup>	3:29.66 <sup>(4)</sup>	4:33.26 <sup>(4)</sup>	84.2	+54.19
	53.4	37.76 <sup>(4)</sup> 83.9	2:45.16 <sup>(4)</sup> 85.4	1:03.60 <sup>(5)</sup> 84.6		
[2]	6.88 <sup>(8)</sup>	45.17 <sup>(4)</sup>	3:33.01 <sup>(3)</sup>	4:36.81 <sup>(5)</sup>	83.2	
	52.3	38.29 <sup>(4)</sup> 82.7	2:47.84 <sup>(3)</sup> 84.1	1:03.80 <sup>(4)</sup> 84.4		
<b>4. 253</b>	<b>DAL CIN Federica</b>	<b>I</b>	<b>Austin Mini Cooper S</b>	Halley Racing Team	<b>1G1 T1300</b>	<b>9:21.26</b>
[1]	6.57 <sup>(7)</sup>	45.77 <sup>(6)</sup>	3:38.19 <sup>(6)</sup>	4:40.24 <sup>(5)</sup>	82.2	+1:05.38
	54.8	39.20 <sup>(6)</sup> 80.8	2:52.42 <sup>(6)</sup> 81.8	1:02.05 <sup>(4)</sup> 86.7		
[2]	6.57 <sup>(6)</sup>	43.94 <sup>(3)</sup>	3:38.12 <sup>(4)</sup>	4:41.02 <sup>(6)</sup>	81.9	
	54.8	37.37 <sup>(3)</sup> 84.8	2:54.18 <sup>(5)</sup> 81.0	1:02.90 <sup>(3)</sup> 85.6		
<b>5. 252</b>	<b>ZAMPIERI Giampiero</b>	<b>I</b>	<b>Lancia Fulvia Coupè</b>		<b>1G1 T1300</b>	<b>9:28.07</b>
[1]	7.25 <sup>(12)</sup>	47.50 <sup>(7)</sup>	3:37.69 <sup>(5)</sup>	4:41.92 <sup>(6)</sup>	81.7	+1:12.19
	49.7	40.25 <sup>(7)</sup> 78.7	2:50.19 <sup>(5)</sup> 82.9	1:04.23 <sup>(6)</sup> 83.8		
[2]	7.24 <sup>(11)</sup>	47.70 <sup>(7)</sup>	3:41.21 <sup>(5)</sup>	4:46.15 <sup>(7)</sup>	80.5	
	49.7	40.46 <sup>(6)</sup> 78.3	2:53.51 <sup>(4)</sup> 81.3	1:04.94 <sup>(6)</sup> 82.9		
<b>6. 249</b>	<b>LABNER Rehinard</b>	<b>A</b>	<b>Austin Cooper S</b>		<b>1F T1300</b>	<b>9:41.51</b>
[1]	6.53 <sup>(6)</sup>	44.57 <sup>(5)</sup>	3:44.31 <sup>(7)</sup>	4:48.70 <sup>(7)</sup>	79.7	+1:25.63
	55.1	38.04 <sup>(5)</sup> 83.3	2:59.74 <sup>(7)</sup> 78.5	1:04.39 <sup>(7)</sup> 83.6		
[2]	6.50 <sup>(4)</sup>	45.17 <sup>(4)</sup>	3:48.06 <sup>(7)</sup>	4:52.81 <sup>(8)</sup>	78.6	
	55.4	38.67 <sup>(5)</sup> 81.9	3:02.89 <sup>(7)</sup> 77.2	1:04.75 <sup>(5)</sup> 83.1		
<b>7. 248</b>	<b>MINEN Loris</b>	<b>I</b>	<b>Porsche 912</b>	Forum Iulii H.C.	<b>1G1 T1600</b>	<b>9:52.04</b>
[1]	6.49 <sup>(5)</sup>	47.54 <sup>(8)</sup>	3:49.53 <sup>(8)</sup>	4:56.66 <sup>(8)</sup>	77.6	+1:36.16
	55.5	41.05 <sup>(8)</sup> 77.2	3:01.99 <sup>(8)</sup> 77.5	1:07.13 <sup>(8)</sup> 80.2		
[2]	6.55 <sup>(5)</sup>	47.49 <sup>(6)</sup>	3:47.89 <sup>(6)</sup>	4:55.38 <sup>(8)</sup>	77.9	
	55.0	40.94 <sup>(7)</sup> 77.4	3:00.40 <sup>(6)</sup> 78.2	1:07.49 <sup>(8)</sup> 79.7		
<b>8. 255</b>	<b>SEETHALER Alexander</b>	<b>A</b>	<b>Steyr Puch 650 TR</b>	Hist. R.T. Austria	<b>1G1 T700</b>	<b>10:05.35</b>
[1]	7.13 <sup>(11)</sup>	48.50 <sup>(10)</sup>	3:51.20 <sup>(9)</sup>	5:01.91 <sup>(9)</sup>	76.3	+1:49.47
	50.5	41.37 <sup>(9)</sup> 76.6	3:02.70 <sup>(9)</sup> 77.2	1:10.71 <sup>(10)</sup> 76.1		
[2]	7.21 <sup>(10)</sup>	48.86 <sup>(10)</sup>	3:53.11 <sup>(8)</sup>	5:03.44 <sup>(10)</sup>	75.9	
	49.9	41.65 <sup>(8)</sup> 76.1	3:04.25 <sup>(8)</sup> 76.6	1:10.33 <sup>(10)</sup> 76.5		
<b>9. 247</b>	<b>SEDRAN Italo</b>	<b>A</b>	<b>Saab Sedan V4</b>		<b>1G1 T1600</b>	<b>10:15.99</b>
[1]	6.40 <sup>(4)</sup>	47.95 <sup>(9)</sup>	4:01.75 <sup>(11)</sup>	5:14.28 <sup>(12)</sup>	73.3	+2:00.11
	56.3	41.55 <sup>(10)</sup> 76.2	3:13.80 <sup>(14)</sup> 72.8	1:12.53 <sup>(13)</sup> 74.2		
[2]	6.45 <sup>(3)</sup>	48.50 <sup>(9)</sup>	3:54.47 <sup>(9)</sup>	5:01.71 <sup>(9)</sup>	76.3	
	55.8	42.05 <sup>(10)</sup> 75.3	3:05.97 <sup>(9)</sup> 75.9	1:07.24 <sup>(7)</sup> 80.0		
<b>10. 257</b>	<b>ZARDINI Luigi</b>	<b>I</b>	<b>Fiat Abarth 695 SS</b>		<b>1G1 T700</b>	<b>10:18.14</b>
[1]	7.48 <sup>(13)</sup>	50.63 <sup>(11)</sup>	3:57.84 <sup>(10)</sup>	5:08.66 <sup>(10)</sup>	74.6	+2:02.26
	48.1	43.15 <sup>(11)</sup> 73.4	3:07.21 <sup>(10)</sup> 75.4	1:10.82 <sup>(11)</sup> 76.0		
[2]	7.57 <sup>(12)</sup>	51.32 <sup>(11)</sup>	3:57.93 <sup>(10)</sup>	5:09.48 <sup>(11)</sup>	74.4	
	47.6	43.75 <sup>(11)</sup> 72.4	3:06.61 <sup>(10)</sup> 75.6	1:11.55 <sup>(11)</sup> 75.2		
<b>11. 259</b>	<b>PRUGGER Georg</b>	<b>I</b>	<b>Alta Sport</b>	Bologna Sq. Corse	<b>1D BC2000</b>	<b>10:21.64</b>
						+2:05.76

P. N.	Conduttore	100m	Naz	Vettura	Scuderia	Classe	Tem./Dif.
			Madonnina	Tornante	Arrivo	<i>VMed</i>	<i>i.c.</i>
[1]	6.76 <sup>(9)</sup>	53.3	50.71 <sup>(12)</sup>	4:02.96 <sup>(12)</sup>	5:13.07 <sup>(11)</sup>	73.5	
			43.95 <sup>(12)</sup> 72.1	3:12.25 <sup>(12)</sup> 73.4	1:10.11 <sup>(9)</sup> 76.8		
[2]	6.75 <sup>(7)</sup>	53.3	48.47 <sup>(8)</sup>	3:59.26 <sup>(11)</sup>	5:08.57 <sup>(10)</sup>	74.6	
			41.72 <sup>(9)</sup> 75.9	3:10.79 <sup>(11)</sup> 74.0	1:09.31 <sup>(9)</sup> 77.7		
<b>12.</b>	<b>243</b>	<b>MANENTE Mauro</b>	<b>I</b>	Austin Healey Sprite	San Marco	1E GTP1000	<b>10:35.00</b>
[1]	7.06 <sup>(10)</sup>	51.0	51.32 <sup>(13)</sup>	4:04.57 <sup>(14)</sup>	5:16.73 <sup>(13)</sup>	72.7	+2:19.12
			44.26 <sup>(13)</sup> 71.6	3:13.25 <sup>(13)</sup> 73.0	1:12.16 <sup>(12)</sup> 74.6		
[2]	7.13 <sup>(9)</sup>	50.5	51.41 <sup>(12)</sup>	4:05.26 <sup>(12)</sup>	5:18.27 <sup>(15)</sup>	72.3	
			44.28 <sup>(12)</sup> 71.5	3:13.85 <sup>(12)</sup> 72.8	1:13.01 <sup>(12)</sup> 73.7		
<b>13.</b>	<b>254</b>	<b>ESTERBAUER Johannes A</b>	<b>A</b>	Steyr Puch 650 TR	Hist. R.T. Austria	1G1 T700	<b>10:42.30</b>
[1]	7.78 <sup>(15)</sup>	46.3	52.76 <sup>(14)</sup>	4:04.08 <sup>(13)</sup>	5:18.23 <sup>(14)</sup>	72.3	+2:26.42
			44.98 <sup>(14)</sup> 70.4	3:11.32 <sup>(11)</sup> 73.8	1:14.15 <sup>(14)</sup> 72.6		
[2]	7.74 <sup>(13)</sup>	46.5	55.06 <sup>(13)</sup>	4:09.02 <sup>(13)</sup>	5:24.07 <sup>(15)</sup>	71.0	
			47.32 <sup>(13)</sup> 66.9	3:13.96 <sup>(13)</sup> 72.8	1:15.05 <sup>(13)</sup> 71.7		
<b>14.</b>	<b>245</b>	<b>JUD Hans</b>	<b>A</b>	Jaguar XK 120 Super Sports		1E GT2000+	<b>11:52.80</b>
[1]	7.53 <sup>(14)</sup>	47.8	55.55 <sup>(15)</sup>	4:32.03 <sup>(15)</sup>	5:52.56 <sup>(15)</sup>	65.3	+3:36.92
			48.02 <sup>(15)</sup> 66.0	3:36.48 <sup>(15)</sup> 65.2	1:20.53 <sup>(15)</sup> 66.8		
[2]	7.91 <sup>(14)</sup>	45.5	57.63 <sup>(14)</sup>	4:38.84 <sup>(14)</sup>	6:00.24 <sup>(16)</sup>	63.9	
			49.72 <sup>(14)</sup> 63.7	3:41.21 <sup>(14)</sup> 63.8	1:21.40 <sup>(14)</sup> 66.1		
<b>15.</b>	<b>244</b>	<b>MÖSSLER Harald</b>	<b>A</b>	Steyr Puch K.berg Spyder	Hist. R.T. Austria	1G1 GTP1000	
[1]	5.71 <sup>(1)</sup>	63.0	38.65 <sup>(1)</sup>	3:03.93 <sup>(1)</sup>	3:58.83 <sup>(1)</sup>	96.4	
			32.94 <sup>(1)</sup> 96.2	2:25.28 <sup>(1)</sup> 97.1	54.90 <sup>(2)</sup> 98.0		
[2]	8.15 <sup>(15)</sup>	44.2	1:09.98 <sup>(15)</sup>		DNF 2		
			1:01.83 <sup>(15)</sup> 51.2				
<b>16.</b>	<b>256</b>	<b>BAIER Thomas</b>	<b>A</b>	Steyr Puch 650 TR	Msc Mühlbach	1G1 T700	

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

Risultati e Telemetrie a cura di F. Dariz