



## 67ª Trento - Bondone

# Corsa Internazionale di Velocità in Salita

## Prove Ufficiali/Official Practice Auto Storiche

### Performance Analysis 4. Gr.



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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe				Tem./Dif.
92m	394m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed	i.c.	
<b>1.</b>	<b>235 AMBROSO Giovanni</b>	ITA	Osella PA 9/90	Team Italia	4 D8				<b>12:28.27</b>
[1]	4.75 <sup>(1)</sup> ↓	11.74 <sup>(1)</sup> ↓	2:29.04 <sup>(1)</sup> ↓	4:32.51 <sup>(1)</sup> ↓	5:56.57 <sup>(1)</sup> ↓	9:24.00 <sup>(1)</sup> ↓	<b>12:28.27<sup>(1)</sup></b>	83.2	A:650 B:888 C:640
	69.7	6.99 <sup>(1)</sup>	155.5:2:17.30 <sup>(1)</sup>	85.4:2:03.47 <sup>(1)</sup>	94.8:1:24.06 <sup>(1)</sup>	78.4:3:27.43 <sup>(1)</sup>	81.0:3:04.27 <sup>(1)</sup>	76.2	
[2]	4.80 <sup>(1)</sup> ↓	11.73 <sup>(1)</sup> ↓	2:28.50 <sup>(1)</sup> ↓	4:36.08 <sup>(1)</sup> ↓	6:02.03 <sup>(1)</sup> ↓	9:32.74 <sup>(1)</sup> ↓	<b>12:29.28<sup>(2)</sup></b>	83.1	A:650 B:836 C:641
	69.0	6.93 <sup>(1)</sup>	156.9:2:16.77 <sup>(1)</sup>	85.7:2:07.58 <sup>(1)</sup>	91.7:1:25.95 <sup>(2)</sup>	76.6:3:30.71 <sup>(1)</sup>	79.8:2:56.54 <sup>(1)</sup>	79.5	
<b>2.</b>	<b>243 PIFFER Alessio</b>	ITA	Alfa Romeo 33	Destra 4 Srl	4 D4				<b>12:55.66</b>
[1]	6.50 <sup>(6)</sup> ↓	16.11 <sup>(6)</sup> ↓	2:36.33 <sup>(2)</sup> ↓	4:44.53 <sup>(2)</sup> ↓	6:11.18 <sup>(2)</sup> ↓	9:49.93 <sup>(2)</sup> ↓	<b>12:55.66<sup>(2)</sup></b>	80.3	A:770 B:1050 C:792 +27.39
	51.0	9.61 <sup>(5)</sup>	113.1:2:20.22 <sup>(2)</sup>	83.6:2:08.20 <sup>(2)</sup>	91.3:1:26.65 <sup>(3)</sup>	76.0:3:38.75 <sup>(3)</sup>	76.9:3:05.73 <sup>(2)</sup>	75.6	
[2]	6.52 <sup>(6)</sup> ↓	15.91 <sup>(6)</sup> ↓	2:38.20 <sup>(3)</sup> ↓	4:48.24 <sup>(3)</sup> ↓	6:15.52 <sup>(3)</sup> ↓	9:54.51 <sup>(3)</sup> ↓	<b>13:00.08<sup>(3)</sup></b>	79.8	A:750 B:1052 C:795
	50.8	9.39 <sup>(5)</sup>	115.8:2:22.29 <sup>(3)</sup>	82.4:2:10.04 <sup>(3)</sup>	90.0:1:27.28 <sup>(4)</sup>	75.5:3:38.99 <sup>(3)</sup>	76.8:3:05.57 <sup>(2)</sup>	75.7	
<b>3.</b>	<b>238 SONNLEITNER Reinhard</b>	AUT	VW Rallyegolf G 60	Msc Mühlbach	4 D6				<b>13:01.74</b>
[1]	5.54 <sup>(2)</sup> ↓	14.21 <sup>(2)</sup> ↓	2:37.39 <sup>(3)</sup> ↓	4:49.40 <sup>(3)</sup> ↓	6:16.57 <sup>(4)</sup> ↓	9:53.39 <sup>(3)</sup> ↓	<b>13:01.74<sup>(3)</sup></b>	79.7	A:710 B:1005 C:816 +33.47
	59.8	8.67 <sup>(2)</sup>	125.4:2:23.18 <sup>(4)</sup>	81.9:2:12.01 <sup>(5)</sup>	88.4:1:27.17 <sup>(4)</sup>	75.6:3:36.82 <sup>(2)</sup>	77.5:3:08.35 <sup>(3)</sup>	74.5	
[2]	5.43 <sup>(3)</sup> ↓	14.07 <sup>(2)</sup> ↓	2:33.70 <sup>(2)</sup> ↓	4:43.70 <sup>(2)</sup> ↓	6:09.08 <sup>(2)</sup> ↓	9:42.67 <sup>(2)</sup> ↓			A:690 B:960 C:758
	61.0	8.64 <sup>(2)</sup>	125.8:2:19.63 <sup>(2)</sup>	83.9:2:10.00 <sup>(2)</sup>	90.0:1:25.38 <sup>(1)</sup>	77.2:3:33.59 <sup>(2)</sup>	78.7		
<b>4.</b>	<b>239 VINCENZI Roberto</b>	ITA	BMW M3 E30	Vimotorsport	4 D6				<b>13:07.31</b>
[1]	6.31 <sup>(3)</sup> ↓	16.02 <sup>(5)</sup> ↓	2:41.56 <sup>(5)</sup> ↓	4:49.97 <sup>(4)</sup> ↓	6:16.44 <sup>(3)</sup> ↓	10:06.03 <sup>(5)</sup> ↓	<b>13:46.24<sup>(5)</sup></b>	75.4	A:820 B:1002 C:763 +39.04
	52.5	9.71 <sup>(6)</sup>	112.0:2:25.54 <sup>(5)</sup>	80.5:2:08.41 <sup>(3)</sup>	91.1:1:26.47 <sup>(2)</sup>	76.2:3:49.59 <sup>(5)</sup>	73.2:3:40.21 <sup>(7)</sup>	63.8	
[2]	6.29 <sup>(4)</sup> ↓	15.87 <sup>(5)</sup> ↓	2:41.39 <sup>(5)</sup> ↓	4:53.27 <sup>(4)</sup> ↓	6:19.95 <sup>(4)</sup> ↓	10:00.89 <sup>(4)</sup> ↓	<b>13:07.31<sup>(4)</sup></b>	79.1	A:790 B:1025 C:768
	52.7	9.58 <sup>(6)</sup>	113.5:2:25.52 <sup>(4)</sup>	80.5:2:11.88 <sup>(4)</sup>	88.7:1:26.68 <sup>(3)</sup>	76.0:3:40.94 <sup>(4)</sup>	76.7:3:06.42 <sup>(3)</sup>	75.3	
<b>5.</b>	<b>236 TRENTINI Alessandro</b>	ITA	Gi-Pi Sport	Piloti Senesi	4 SN2500				<b>13:15.71</b>
[1]	6.33 <sup>(4)</sup> ↓	15.47 <sup>(4)</sup> ↓	2:44.25 <sup>(6)</sup> ↓	4:55.15 <sup>(6)</sup> ↓	6:23.54 <sup>(5)</sup> ↓	10:03.78 <sup>(4)</sup> ↓	<b>13:15.71<sup>(4)</sup></b>	78.3	A:950 B:1106 C:743 +47.44
	52.3	9.14 <sup>(4)</sup>	118.9:2:28.78 <sup>(6)</sup>	78.8:2:10.90 <sup>(4)</sup>	89.4:1:28.39 <sup>(5)</sup>	74.5:3:40.24 <sup>(4)</sup>	76.3:3:11.93 <sup>(4)</sup>	73.2	
[2]	5.41 <sup>(2)</sup> ↓	14.51 <sup>(3)</sup> ↓	2:42.39 <sup>(6)</sup> ↓	4:55.00 <sup>(5)</sup> ↓	6:25.76 <sup>(5)</sup> ↓	10:15.80 <sup>(5)</sup> ↓	<b>13:33.94<sup>(5)</sup></b>	76.5	A:870 B:1086 C:768
	61.2	9.10 <sup>(4)</sup>	119.5:2:27.88 <sup>(6)</sup>	79.3:2:12.61 <sup>(5)</sup>	88.2:1:30.76 <sup>(5)</sup>	72.6:3:50.04 <sup>(5)</sup>	73.7:3:18.14 <sup>(5)</sup>	70.9	
<b>6.</b>	<b>241 NIEDERSTAETTER Paul</b>	ITA	Renault S GT Turbo	Scuderia Mendola	4 D6				<b>13:35.74</b>
[1]	6.35 <sup>(5)</sup> ↓	15.26 <sup>(3)</sup> ↓	2:37.80 <sup>(4)</sup> ↓	4:51.18 <sup>(5)</sup> ↓	6:28.01 <sup>(6)</sup> ↓	10:34.54 <sup>(6)</sup> ↓	<b>14:10.50<sup>(6)</sup></b>	73.2	A:700 B:1321 C:890 +1:07.47
	52.2	8.91 <sup>(3)</sup>	122.0:2:22.54 <sup>(3)</sup>	82.2:2:13.38 <sup>(6)</sup>	87.7:1:36.83 <sup>(8)</sup>	68.0:4:06.53 <sup>(8)</sup>	68.2:3:35.96 <sup>(6)</sup>	65.0	
[2]	6.40 <sup>(5)</sup> ↓	15.40 <sup>(4)</sup> ↓	2:40.96 <sup>(4)</sup> ↓	4:56.46 <sup>(6)</sup> ↓	6:28.16 <sup>(6)</sup> ↓	10:19.89 <sup>(6)</sup> ↓	<b>13:35.74<sup>(5)</sup></b>	76.3	A:710 B:1013 C:851
	51.8	9.00 <sup>(3)</sup>	120.8:2:25.56 <sup>(5)</sup>	80.5:2:15.50 <sup>(6)</sup>	86.3:1:31.70 <sup>(6)</sup>	71.8:3:51.73 <sup>(6)</sup>	72.5:3:15.85 <sup>(4)</sup>	71.7	
<b>7.</b>	<b>242 GOATELLI Franco</b>	ITA	Peugeot 205 GTI 1.9	Manghen Team	4 D5				<b>14:15.32</b>
[1]	7.17 <sup>(7)</sup> ↓	19.64 <sup>(9)</sup> ↓	3:02.76 <sup>(9)</sup> ↓	5:24.68 <sup>(9)</sup> ↓	6:56.61 <sup>(8)</sup> ↓	12:09.62 <sup>(9)</sup> ↓	<b>17:14.83<sup>(10)</sup></b>	60.2	A:1000 B:1146 C:867 +1:47.05
	46.2	12.47 <sup>(9)</sup>	87.2:2:43.12 <sup>(9)</sup>	71.9:2:21.92 <sup>(8)</sup>	82.4:1:31.93 <sup>(6)</sup>	71.7:5:13.01 <sup>(10)</sup>	53.7:5:05.21 <sup>(10)</sup>	46.0	
[2]	7.10 <sup>(7)</sup> ↓	18.20 <sup>(7)</sup> ↓	2:56.91 <sup>(7)</sup> ↓	5:22.73 <sup>(7)</sup> ↓	6:56.75 <sup>(7)</sup> ↓	10:54.45 <sup>(7)</sup> ↓	<b>14:15.32<sup>(7)</sup></b>	72.8	A:900 B:1160 C:884
	46.6	11.10 <sup>(7)</sup>	97.9:2:38.71 <sup>(7)</sup>	73.9:2:25.82 <sup>(7)</sup>	80.2:1:34.02 <sup>(7)</sup>	70.7:3:57.70 <sup>(7)</sup>	70.7:3:20.87 <sup>(6)</sup>	69.9	
<b>8.</b>	<b>245 TERLIZZI Raffaele</b>	ITA	Fiat Uno 70 SX	BL Racing	4 D4				<b>14:18.64</b>
[1]	7.71 <sup>(8)</sup> ↓	18.65 <sup>(7)</sup> ↓	2:53.55 <sup>(7)</sup> ↓	5:17.03 <sup>(7)</sup> ↓	6:54.30 <sup>(7)</sup> ↓	10:54.92 <sup>(7)</sup> ↓	<b>14:18.64<sup>(7)</sup></b>	72.5	A:860 B:1250 C:885 +1:50.37
	43.0	10.94 <sup>(7)</sup>	99.4:2:34.90 <sup>(7)</sup>	75.7:2:23.48 <sup>(9)</sup>	81.5:1:37.27 <sup>(9)</sup>	67.7:4:00.62 <sup>(7)</sup>	69.9:3:23.72 <sup>(5)</sup>	68.9	
<b>9.</b>	<b>244 CAMPESE Giovanni</b>	ITA	Mercedes 190E	BL Racing	4 N2000+				<b>14:40.97</b>
[1]	8.03 <sup>(10)</sup> ↓	19.27 <sup>(8)</sup> ↓	2:58.80 <sup>(8)</sup> ↓	5:20.47 <sup>(8)</sup> ↓	6:57.09 <sup>(9)</sup> ↓	10:56.27 <sup>(8)</sup> ↓	<b>14:40.97<sup>(8)</sup></b>	70.7	A:830 B:1107 C:856 +2:12.70
	41.2	11.24 <sup>(8)</sup>	96.7:2:39.53 <sup>(8)</sup>	73.5:2:21.67 <sup>(7)</sup>	82.6:1:36.62 <sup>(7)</sup>	68.2:3:59.18 <sup>(6)</sup>	70.3:3:44.70 <sup>(8)</sup>	62.5	
<b>10.</b>	<b>246 CAPANNA Dante</b>	ITA	Alfa 33 QUADRIFOGLIO ORO	Chimera Classic Motor 4	N1600				<b>16:23.67</b>
[1]	7.80 <sup>(9)</sup> ↓		3:25.60 <sup>(10)</sup> ↓	6:08.87 <sup>(10)</sup> ↓	8:02.40 <sup>(10)</sup> ↓	12:39.11 <sup>(10)</sup> ↓	<b>16:39.70<sup>(9)</sup></b>	62.3	B:1444 C:965 +3:55.40
	42.5		2:43.27 <sup>(10)</sup>	71.7:1:53.53 <sup>(10)</sup>	58.0:4:36.71 <sup>(9)</sup>	60.8:4:00.59 <sup>(9)</sup>	58.4		
[2]	7.43 <sup>(8)</sup> ↓	19.44 <sup>(8)</sup> ↓	3:19.65 <sup>(8)</sup> ↓	6:02.15 <sup>(8)</sup> ↓	7:53.73 <sup>(8)</sup> ↓	12:29.34 <sup>(8)</sup> ↓	<b>16:23.67<sup>(9)</sup></b>	63.3	A:1050 B:1428 C:1040
	44.6	12.01 <sup>(8)</sup>	90.5:3:00.21 <sup>(8)</sup>	65.0:2:42.50 <sup>(8)</sup>	72.0:1:51.58 <sup>(8)</sup>	59.0:4:35.61 <sup>(8)</sup>	61.0:3:54.33 <sup>(7)</sup>	59.9	