



# 59<sup>a</sup> Trento - Bondone

## Corsa Internazionale di Velocità in Salita

### Auto Storiche

### Analisi Telemetrie 2. Gr.

F.I.A. European Historic Hill-Climb Championship  
 Championnat d'Europe Historique des Courses de Côte F.I.A.  
 Campionato Europeo Auto Storiche Velocità in Salita

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.			
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
1. 356	<b>ZAVARINI Roberto</b>	I	Porsche 911 Rs		2-B6	<b>12:27.029</b>			
[1]	5.29(2)↓	13.29(2)↓	2:29.09(1)↓	4:33.94(1)↓	5:57.11(1)↓	9:28.87(1)↓	<b>12:27.02</b> (1)	83.4	A:146.8B:147.1C:98.9
	66.6	7.99(2)	136.02:15.80(1)	86.22:04.85(2)	93.71:23.16(1)	79.23:31.76(1)	79.42:58.15(2)	78.8	
2. 354	<b>RONCONI Massimo</b>	I	Porsche 914/6	Team Italia	2-B6	<b>12:29.144</b>			
[1]	5.14(1)↓	13.13(1)↓	2:29.23(2)↓	4:34.80(2)↓	5:59.42(2)↓	9:32.01(2)↓	<b>12:29.14</b> (2)	83.1	A:140.6B:146.6C:99.4
	68.6	7.98(1)	136.12:16.10(2)	86.02:05.56(3)	93.21:24.62(3)	77.93:32.59(2)	79.12:57.13(1)	79.3	+2.115
3. 384	<b>MARCHESI Alessandro</b>	I	Lancia Fulvia Hf		2-B4	<b>12:38.724</b>			
[1]	6.47(13)↓	15.69(13)↓	2:34.41(4)		6:03.00(4)↓	9:36.63(3)↓	<b>12:38.72</b> (3)	82.1	A:133.1 C:95.6
	54.5	9.21(8)	118.02:18.71(4)	84.3		3:33.63(3)	78.73:02.09(4)	77.1	+11.695
4. 377	<b>SBRILLI Maurizio</b>	I	Bmw 2002 Tii		2-B5	<b>12:48.811</b>			
[1]	5.86(6)↓	14.64(6)↓	2:35.49(6)↓	4:41.75(4)↓	6:07.55(5)↓	9:47.96(5)↓	<b>12:48.81</b> (4)	81.0	A:138.2B:138.4C:100.5
	60.2	8.77(7)	123.92:20.85(6)	83.12:06.25(4)	92.71:25.79(5)	76.83:40.41(9)	76.33:00.85(3)	77.6	+21.782
5. 355	<b>PERUCH Roberto</b>	I	Porsche 911 Sc	Piave Jolly Club	2-B6	<b>12:56.472</b>			
[1]	5.70(3)↓	14.19(3)↓	2:30.61(3)↓	4:35.29(3)↓	5:59.65(3)↓	9:37.43(4)↓	<b>12:56.47</b> (5)	80.2	A:143.5B:143.4C:95.0
	61.9	8.49(3)	128.12:16.41(3)	85.82:04.68(1)	93.81:24.35(2)	78.13:37.78(4)	77.23:19.03(16)	70.5	+29.443
6. 357	<b>GRASSETTO Pierluigi</b>	I	Porsche Carrera 2.7	Superchallenge Srl	2-B6	<b>12:56.592</b>			
[1]	6.08(9)↓	14.75(7)↓	2:36.07(7)↓	4:45.83(6)↓	6:13.17(7)↓	9:51.73(7)↓	<b>12:56.59</b> (6)	80.2	A:143.7B:139.7C:98.6
	57.9	8.66(5)	125.52:21.32(7)	82.82:09.75(8)	90.21:27.34(7)	75.43:38.55(6)	76.93:04.85(6)	76.0	+29.563
7. 395	<b>ARALLA Emanuele</b>	I	Renault Alpine A110	Valdelsa Classic M.Club	2-B3	<b>12:58.499</b>			
[1]	6.22(11)↓	15.51(10)↓	2:37.63(8)↓	4:47.02(7)↓	6:13.32(8)↓	9:51.52(6)↓	<b>12:58.49</b> (7)	80.0	A:132.0B:133.9C:92.2
	56.7	9.29(10)	117.02:22.12(8)	82.32:09.38(6)	90.41:26.29(6)	76.33:38.20(5)	77.03:06.97(8)	75.1	+31.470
8. 372	<b>THEURETSBACHER Leo</b>	A	Bmw 2002 Ti		2-B5	<b>12:59.315</b>			
[1]	5.85(5)↓	14.56(5)↓	2:34.98(5)↓	4:44.72(5)↓	6:12.55(6)↓	9:52.34(8)↓	<b>12:59.31</b> (8)	79.9	A:139.4B:135.6C:99.3
	60.2	8.70(6)	124.92:20.42(5)	83.32:09.74(7)	90.21:27.82(8)	75.03:39.79(7)	76.53:06.97(7)	75.1	+32.286
9. 394	<b>MICHL Josef</b>	CZ	Skoda 130 Rs	Michl Motorsport	2-B3	<b>13:00.187</b>			
[1]	5.99(7)↓	15.22(8)↓	2:41.60(9)↓	4:50.25(8)↓	6:15.96(9)↓	9:55.93(9)↓	<b>13:00.18</b> (9)	79.8	A:131.5B:133.0C:99.8
	58.8	9.22(9)	117.82:26.38(10)	79.92:08.64(5)	90.91:25.71(4)	76.93:39.96(8)	76.43:04.25(5)	76.2	+33.158
10. 396	<b>ARMELLINI Enzo</b>	I	Fiat 128 Coupé	Team Bassano	2-B3	<b>13:17.680</b>			
[1]	8.91(28)↓	18.91(21)↓	2:43.14(10)↓	4:55.05(9)↓	6:23.44(10)↓	10:06.83(10)↓	<b>13:17.68</b> (10)	78.1	A:126.7B:124.7C:96.9
	39.6	9.99(14)	108.72:24.23(9)	81.12:11.91(9)	88.71:28.38(9)	74.53:43.38(10)	75.33:10.84(9)	73.6	+50.651
11. 386	<b>LENA Enrico</b>	I	Lancia Fulvia Hf		2-B4	<b>13:36.475</b>			
[1]	7.16(20)↓	17.87(19)↓	2:46.68(13)↓	5:00.22(10)↓	6:31.27(11)↓	10:21.25(11)↓	<b>13:36.47</b> (11)	76.3	A:115.7B:124.6C:87.9
	49.3	10.71(19)	101.52:28.81(11)	78.62:13.54(10)	87.61:31.04(10)	72.43:49.98(11)	73.13:15.22(12)	71.9	+1:09.446
12. 379	<b>BOCCHI Alberto</b>	I	Ford Escort Rs	San Marco	2-B5	<b>13:49.307</b>			
[1]	6.14(10)↓	15.56(11)↓	2:49.37(14)		6:44.41(14)↓	10:35.78(13)↓	<b>13:49.30</b> (12)	75.1	A:118.5 C:92.7
	57.4	9.42(13)	115.32:33.80(14)	76.1		3:51.37(12)	72.73:13.52(10)	72.6	+1:22.278
13. 381	<b>BARTOLUCCI Umberto</b>	I	Alfa Romeo 2000 Gt		2-B5	<b>13:51.728</b>			
[1]	6.26(12)↓	15.68(12)↓	2:46.29(12)		6:38.99(12)↓	10:31.14(12)↓	<b>13:51.72</b> (13)	74.9	A:130.4 C:89.1
	56.3	9.42(12)	115.42:30.61(13)	77.7		3:52.15(13)	72.43:20.58(17)	70.0	+1:24.699
14. 359	<b>DAL CIN Roberto</b>	I	De Tomaso Pantera	Piave Jolly Club	2-B6	<b>13:55.143</b>			
[1]	5.78(4)↓	14.42(4)↓	2:44.97(11)↓	5:06.99(11)↓	6:42.48(13)↓	10:38.79(14)↓	<b>13:55.14</b> (14)	74.6	A:135.5B:127.0C:89.3
	61.0	8.63(4)	125.82:30.54(12)	77.72:22.02(14)	82.41:35.48(14)	69.03:56.31(15)	71.13:16.34(14)	71.5	+1:28.114
15. 387	<b>PELLANDA Luigi</b>	I	Bmw 1600		2-B4	<b>13:57.371</b>			
[1]	6.73(14)↓	16.83(14)↓	2:52.89(15)↓	5:13.36(12)↓	6:46.87(15)↓	10:42.06(15)↓	<b>13:57.37</b> (15)	74.4	A:118.2B:119.8C:89.1
	52.4	10.09(15)	107.72:36.06(15)	75.02:20.47(11)	83.31:33.50(11)	70.53:55.19(14)	71.53:15.30(13)	71.9	+1:30.342
16. 358	<b>PAKLER Carlo</b>	I	Porsche 911 Carrera		2-B6	<b>14:01.948</b>			
[1]	6.01(8)↓	15.34(9)↓	2:55.26(16)↓	5:16.78(13)↓	6:50.47(16)↓	10:48.13(16)↓	<b>14:01.94</b> (16)	74.0	A:130.9B:124.1C:90.9
	58.6	9.32(11)	116.62:39.92(18)	73.22:21.52(13)	82.71:33.68(12)	70.33:57.65(16)	70.73:13.81(11)	72.4	+1:34.919
17. 391	<b>SANTANGELO Sandro</b>	I	Lancia Fulvia Hf	Halley Racing Team	2-B4	<b>14:17.902</b>			
[1]	7.04(18)↓	17.85(18)↓	2:58.28(19)↓	5:19.74(14)↓	6:53.98(17)↓	10:54.74(17)↓	<b>14:17.90</b> (17)	72.6	A:113.2B:114.1C:90.6
	50.1	10.81(20)	100.62:40.43(19)	72.92:21.46(12)	82.71:34.23(13)	69.94:00.76(18)	69.83:23.15(18)	69.1	+1:50.873
18. 374	<b>PERUCH Silvano</b>	I	Fiat 124 Spider Abarth Rally	Piave Jolly Club	2-B5	<b>14:18.157</b>			
[1]	6.98(16)↓	17.19(15)↓	2:57.77(18)↓	5:25.25(17)↓	7:02.81(20)↓	11:00.90(19)↓	<b>14:18.15</b> (18)	72.6	A:119.4B:116.9C:87.9
	50.5	10.20(16)	106.62:40.58(20)	72.92:27.47(17)	79.31:37.55(17)	67.53:58.08(17)	70.63:17.25(15)	71.2	+1:51.128

P. N. Conduuttore		Naz	Vettura		Scuderia	Classe		Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
<b>19.378</b>	<b>TOTTOLI Claudio</b>	I	Bmw 2002 Tii		Cooper Racing Club	2-B5			<b>14:23.573</b>
[1] 7.02(17) <sub>T</sub>	17.39(17) <sub>T</sub>	2:55.81(17) <sub>T</sub>	5:19.87(15) <sub>T</sub>	6:55.95(18) <sub>T</sub>	10:58.90(18) <sub>T</sub>	<b>14:23.57</b> (19)	72.1	A:120.4B:121.4C:88.3	+1:56.544
50.2	10.37(17)	104.82:38.41(16)	73.92:24.05(16)	81.21:36.08(15)	68.64:02.94(19)	69.23:24.67(19)	68.6		
<b>20.421</b>	<b>"JUMBOLINO"</b>	I	Fiat 500 - Giannini 650 Np			2-B1			<b>14:49.783</b>
[1] 7.48(22) <sub>T</sub>	19.78(26) <sub>T</sub>	2:59.19(20) <sub>T</sub>	5:28.55(18) <sub>T</sub>	7:07.68(21) <sub>T</sub>	11:17.38(21) <sub>T</sub>	<b>14:49.78</b> (20)	70.0	A:100.7B:101.6C:77.9	+2:22.754
47.1	12.29(26)	88.42:39.41(17)	73.42:29.36(19)	78.31:39.12(18)	66.54:09.69(20)	67.33:32.40(20)	66.1		
<b>21.423</b>	<b>FRONZA Massimo</b>	I	Fiat Giannini 700			2-B1			<b>14:49.885</b>
[1] 7.04(19) <sub>T</sub>	18.52(20) <sub>T</sub>	2:59.44(21) <sub>T</sub>	5:22.39(16) <sub>T</sub>	6:58.75(19) <sub>T</sub>	11:11.44(20) <sub>T</sub>	<b>14:49.88</b> (21)	70.0	A:104.8B:104.3C:84.3	+2:22.856
50.1	11.47(21)	94.82:40.92(21)	72.72:22.95(15)	81.81:36.35(16)	68.44:12.68(23)	66.53:38.44(23)	64.3		
<b>22.411</b>	<b>BIZZARINI Fabrizio</b>	I	Fiat 128		Halley Racing Team	2-B2			<b>14:56.916</b>
[1] 7.66(25) <sub>T</sub>	19.31(22) <sub>T</sub>	3:05.07(23) <sub>T</sub>	5:34.71(20) <sub>T</sub>	7:13.94(23) <sub>T</sub>	11:24.48(23) <sub>T</sub>	<b>14:56.91</b> (22)	69.4	A:103.5B:103.5C:84.0	+2:29.887
46.0	11.64(22)	93.42:45.76(23)	70.62:29.64(20)	78.21:39.22(19)	66.44:10.53(22)	67.13:32.43(21)	66.1		
<b>23.375</b>	<b>MOROCUTTI Maurizio</b>	I	Fiat 124 Abarth		Sport Racing Team	2-B5			<b>15:08.503</b>
[1] 6.77(15) <sub>T</sub>	17.32(16) <sub>T</sub>	3:02.43(22) <sub>T</sub>	5:31.63(19) <sub>T</sub>	7:10.88(22) <sub>T</sub>	11:20.66(22) <sub>T</sub>	<b>15:08.50</b> (23)	68.6	A:111.9B:102.4C:84.2	+2:41.474
52.1	10.54(18)	103.12:45.11(22)	70.92:29.19(18)	78.41:39.25(20)	66.44:09.77(21)	67.33:47.83(25)	61.6		
<b>24.388</b>	<b>SOMAZZI Matteo</b>	CH	Alfa Romeo Gt		Lugano Racing Team	2-B4			<b>15:29.130</b>
[1] 7.63(24) <sub>T</sub>	19.33(24) <sub>T</sub>	3:17.43(26) <sub>T</sub>	5:52.81(22) <sub>T</sub>	7:36.25(24) <sub>T</sub>	11:51.96(24) <sub>T</sub>	<b>15:29.13</b> (24)	67.0	A:103.5B:106.2C:79.6	+3:02.101
46.2	11.69(23)	93.02:58.10(26)	65.72:35.38(21)	75.31:43.43(21)	63.74:15.71(24)	65.73:37.16(22)	64.7		
<b>25.398</b>	<b>GENTILE Massimo</b>	I	Mini Cooper		Cooper Racing Club	2-B3			<b>15:41.616</b>
[1] 7.78(26) <sub>T</sub>	20.76(28) <sub>T</sub>	3:15.34(25) <sub>T</sub>	5:51.66(21) <sub>T</sub>	7:36.66(25) <sub>T</sub>	11:56.98(25) <sub>T</sub>	<b>15:41.61</b> (25)	66.1	A:90.8 B:101.6C:80.1	+3:14.587
45.3	12.98(28)	83.82:54.57(25)	67.02:36.32(22)	74.81:44.99(22)	62.74:20.32(25)	64.63:44.62(24)	62.5		
<b>26.437</b>	<b>GONELLA Paolo</b>	I	Fiat 128 Rally		BL Racing	2-B3			<b>16:16.045</b>
[1] 7.85(27) <sub>T</sub>	20.17(27) <sub>T</sub>	3:20.66(27) <sub>T</sub>	6:04.73(24) <sub>T</sub>	7:52.02(26) <sub>T</sub>	12:22.77(26) <sub>T</sub>	<b>16:16.04</b> (26)	63.8	A:100.2B:98.0 C:75.7	+3:49.016
44.9	12.32(27)	88.23:00.49(27)	64.82:44.07(23)	71.31:47.28(23)	61.44:30.74(26)	62.13:53.27(26)	60.2		
<b>27.389</b>	<b>SOMAZZI Cesarino</b>	CH	Alfa Romeo Gt		Lugano Racing Team	2-B4			<b>17:17.223</b>
[1] 9.10(29) <sub>T</sub>	23.17(29) <sub>T</sub>	3:36.39(28) <sub>T</sub>	6:27.31(25) <sub>T</sub>	8:23.81(28) <sub>T</sub>	13:11.38(28) <sub>T</sub>	<b>17:17.22</b> (27)	60.0	A:87.4 B:89.4 C:71.6	+4:50.194
38.7	14.06(29)	77.33:13.22(28)	60.62:50.92(25)	68.51:56.49(24)	56.54:47.57(27)	58.54:05.83(27)	57.1		
<b>28.414</b>	<b>PACETTI Giovanni</b>	I	Nsu Prinz 1100 Tt			2-B2			<b>17:20.921</b>
[1] 7.42(21) <sub>T</sub>	19.31(23) <sub>T</sub>	3:11.03(24) <sub>T</sub>	5:55.29(23) <sub>T</sub>	7:52.89(27) <sub>T</sub>	12:55.13(27) <sub>T</sub>	<b>17:20.92</b> (28)	59.8	A:101.4B:75.7 C:67.3	+4:53.892
47.5	11.88(24)	91.52:51.71(24)	68.12:44.26(24)	71.21:57.60(25)	56.05:02.23(28)	55.64:25.78(28)	52.8		
<b>29.422</b>	<b>LEONARDELLI Maurizio</b>	I	Giannini 650 Np		Adige Sport	2-B1			
[1] 7.61(23) <sub>T</sub>	19.64(25)					DNF 1	A:102.1		
46.4	12.03(25)	90.3							

A. Riva, Dir. di Gara \_\_\_\_\_

Risultati e Telemetrie a cura di Francesco Dariz