



59^a Trento - Bondone

Corsa Internazionale di Velocità in Salita

Autovetture Moderne

Analisi Telemetrie A

F.I.A. European Hill-Climb Championship - Championnat d'Europe des Courses de Côte F.I.A.
 Campionato Italiano della Montagna - Coppa Italia - Trofeo Costruttori
 Trofeo Under 25 - Campionato Triveneto - Coppa di Classe C.I.V.M. - Coppa Dame
 Trofeo Scuderie - Challenge F.I.S.A.

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| P. N. | Condu | Naz | Vettura | Scuderia | Classe | Tem./Dif. | | |
|---------|-----------------------------|------------|----------------------------|-----------------------|-----------------|------------------|--|------|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | | |
| | | | | | | VMed VMax | | |
| 1. 176 | DE TISI Giorgio | I | Citroën Xara Wrc | | A 3000+ | 11:03.557 | | |
| [1] | 4.91(1)↓ | 12.33(3)↓ | 2:10.50(1)↓ | 4:00.67(1)↓ | 5:14.71(1)↓ | 8:20.61(1)↓ | 11:03.55 (1) 93.9 A:165.0B:168.2C:115.2 | |
| | 71.8 | 7.42(3) | 146.51:58.16(1) | 99.01:50.16(1) | 106.21:14.04(1) | 89.03:05.90(1) | 90.42:42.93(5) | 86.2 |
| 2. 174 | PIONER Maurizio | I | Mitsubishi Lancer Evo VI | Rennstall Mendel | A 3000+ | 11:17.007 | | |
| [1] | 5.00(5)↓ | 12.55(4)↓ | 2:16.96(3)↓ | 4:09.84(2)↓ | 5:25.93(2)↓ | 8:41.10(4)↓ | 11:17.00 (2) 92.0 A:159.0B:168.6C:101.5 +13.450 | |
| | 70.5 | 7.55(4) | 143.92:04.41(3) | 94.01:52.88(2) | 103.61:16.09(3) | 86.63:15.16(5) | 86.12:35.90(1) | 90.1 |
| 3. 171 | DALL'ANTONIA Romy | I | Mitsubishi Lancer Evo VI | Rubicone Corse | A 3000+ | 11:18.275 | | |
| [1] | 4.96(3)↓ | 12.28(2)↓ | 2:16.63(2)↓ | 4:11.08(3)↓ | 5:28.00(4)↓ | 8:38.70(2)↓ | 11:18.27 (3) 91.8 A:164.7B:168.0C:111.4 +14.718 | |
| | 71.1 | 7.32(2) | 148.52:04.35(2) | 94.11:54.45(4) | 102.21:16.91(4) | 85.73:10.69(2) | 88.22:39.57(3) | 88.0 |
| 4. 175 | NONES Tiziano | I | Peugeot 206 Wrc | Vimotorsport | A 3000+ | 11:20.606 | | |
| [1] | 4.91(2)↓ | 12.59(5)↓ | 2:17.28(4)↓ | 4:11.56(4)↓ | 5:27.64(3)↓ | 8:39.40(3)↓ | 11:20.60 (4) 91.5 A:155.0B:161.8C:112.5 +17.049 | |
| | 71.7 | 7.67(5) | 141.72:04.69(4) | 93.81:54.28(3) | 102.41:16.07(2) | 86.63:11.76(4) | 87.72:41.20(4) | 87.1 |
| 5. 172 | JANIK Vaclav | CZ | Mitsubishi Lancer Evo VIII | Czech National Team A | A 3000+ | 11:21.896 | | |
| [1] | 4.97(4)↓ | 11.93(1)↓ | 2:18.88(5)↓ | 4:14.35(5)↓ | 5:31.70(5)↓ | 8:42.53(5)↓ | 11:21.89 (5) 91.3 A:163.6B:167.0C:108.0 +18.339 | |
| | 70.9 | 6.95(1) | 156.32:06.95(6) | 92.21:55.47(6) | 101.31:17.34(5) | 85.23:10.83(3) | 88.12:39.35(2) | 88.1 |
| 6. 195 | DE GASPERI Diego | I | Renault Clio S1600 | Vimotorsport | A 1600 | 11:34.300 | | |
| [1] | 6.36(25)↓ | 14.67(17)↓ | 2:20.19(6)↓ | 4:15.42(6)↓ | 5:32.78(6)↓ | 8:49.42(6)↓ | 11:34.30 (6) 89.7 A:149.3B:153.4C:107.1 +30.743 | |
| | 55.4 | 8.31(13) | 130.82:05.52(5) | 93.21:55.23(5) | 101.51:17.36(6) | 85.23:16.64(6) | 85.52:44.87(6) | 85.2 |
| 7. 196 | PIFFER Luca | I | Renault Clio S1600 | Vimotorsport | A 1600 | 11:48.424 | | |
| [1] | 6.32(21)↓ | 14.64(16)↓ | 2:24.52(8)↓ | 4:22.76(7)↓ | 5:42.91(8)↓ | 9:01.95(8)↓ | 11:48.42 (7) 87.9 A:150.0B:152.7C:105.6 +44.867 | |
| | 55.7 | 8.31(14) | 130.72:09.88(7) | 90.11:58.23(7) | 99.01:20.15(10) | 82.23:19.03(9) | 84.52:46.46(7) | 84.3 |
| 8. 181 | SCHWEIGER Christian | A | VW Golf IV Kit Car | | A 2000 | 11:50.398 | | |
| [1] | 6.47(28)↓ | 14.54(12)↓ | 2:24.96(11)↓ | 4:23.72(8)↓ | 5:42.06(7)↓ | 9:00.75(7)↓ | 11:50.39 (8) 87.7 A:152.5B:152.0C:108.6 +46.841 | |
| | 54.5 | 8.07(7) | 134.72:10.41(8) | 89.71:58.76(8) | 98.51:18.34(7) | 84.13:18.68(7) | 84.62:49.64(10) | 82.8 |
| 9. 183 | XANTHAKOS Marios | GR | Renault Clio R3 | | A 2000 | 11:51.924 | | |
| [1] | 6.11(11)↓ | 14.42(11)↓ | 2:26.73(15)↓ | 4:26.12(13)↓ | 5:45.86(12)↓ | 9:04.77(9)↓ | 11:51.92 (9) 87.5 A:143.5B:150.7C:103.5 +48.367 | |
| | 57.7 | 8.30(12) | 130.92:12.31(14) | 88.41:59.38(9) | 98.01:19.73(8) | 82.63:18.91(8) | 84.52:47.14(8) | 84.0 |
| 10. 197 | DAPRÀ Matteo | I | Renault Clio S1600 | | A 1600 | 11:54.669 | | |
| [1] | 5.91(8)↓ | 14.18(8)↓ | 2:24.94(9)↓ | 4:24.60(11)↓ | 5:45.83(11)↓ | 9:05.65(10)↓ | 11:54.66 (10) 87.1 A:145.9B:149.4C:102.8 +51.112 | |
| | 59.6 | 8.26(11) | 131.52:10.75(10) | 89.51:59.66(12) | 97.81:21.22(16) | 81.13:19.82(10) | 84.12:49.01(9) | 83.1 |
| 11. 177 | KREIM Achim | D | Mitsubishi Lancer Evo VIII | MSC Rodenstein | A 3000+ | 11:56.891 | | |
| [1] | 5.44(7)↓ | 13.68(7)↓ | 2:26.14(13)↓ | 4:25.61(12)↓ | 5:45.69(10)↓ | 9:07.09(12)↓ | 11:56.89 (11) 86.9 A:151.4B:154.9C:108.0 +53.334 | |
| | 64.8 | 8.24(10) | 131.82:12.45(15) | 88.31:59.47(10) | 97.91:20.08(9) | 82.33:21.40(11) | 83.52:49.79(11) | 82.7 |
| 12. 173 | MIKULASTIK Silvester | CZ | Subaru Impreza | | A 3000+ | 11:58.398 | | |
| [1] | 5.16(6)↓ | 13.00(6)↓ | 2:24.17(7)↓ | 4:24.45(9)↓ | 5:44.85(9)↓ | 9:06.61(11)↓ | 11:58.39 (12) 86.7 A:158.0B:155.4C:103.9 +54.841 | |
| | 68.3 | 7.83(6) | 138.82:11.17(13) | 89.22:00.27(13) | 97.31:20.39(11) | 81.93:21.76(12) | 83.32:51.78(14) | 81.7 |
| 13. 185 | FERRARI Fabrizio | I | Renault Clio R3 | Car Racing | A 2000 | 12:02.060 | | |
| [1] | 6.19(16)↓ | 14.59(14)↓ | 2:25.41(12)↓ | 4:27.04(14)↓ | 5:48.17(14)↓ | 9:11.37(14)↓ | 12:02.06 (13) 86.3 A:148.1B:147.8C:102.1 +58.503 | |
| | 57.0 | 8.40(16) | 129.42:10.81(11) | 89.42:01.63(17) | 96.21:21.12(13) | 81.23:23.20(14) | 82.72:50.68(12) | 82.3 |
| 14. 212 | DALSASS Alfonso | I | Citroën Saxo | Adige Sport | A 1600 | 12:04.339 | | |
| [1] | 6.45(27)↓ | 15.37(25)↓ | 2:26.43(14)↓ | 4:27.26(15)↓ | 5:48.41(15)↓ | 9:12.36(15)↓ | 12:04.33 (14) 86.0 A:139.8B:141.8C:102.1+1:00.782 | |
| | 54.7 | 8.92(24) | 121.92:11.05(12) | 89.32:00.83(14) | 96.81:21.15(14) | 81.23:23.94(15) | 82.42:51.97(15) | 81.6 |
| 15. 186 | DE LUCA Rino | I | Peugeot 306 | Vimotorsport | A 2000 | 12:07.030 | | |
| [1] | 6.05(9)↓ | 14.27(9)↓ | 2:28.94(16)↓ | 4:30.25(16)↓ | 5:51.47(16)↓ | 9:15.85(16)↓ | 12:07.03 (15) 85.7 A:149.3B:152.7C:105.0+1:03.473 | |
| | 58.2 | 8.21(8) | 132.32:14.66(16) | 86.92:01.31(16) | 96.41:21.21(15) | 81.13:24.38(16) | 82.32:51.17(13) | 82.0 |
| 16. 182 | D'AMICO Salvatore | I | Renault Clio R3 | Etna | A 2000 | 12:14.586 | | |
| [1] | 6.17(13)↓ | 14.55(13)↓ | 2:29.55(17)↓ | 4:31.73(18)↓ | 5:53.84(18)↓ | 9:20.62(18)↓ | 12:14.58 (16) 84.8 A:123.5B:142.0C:99.0+1:11.029 | |
| | 57.2 | 8.38(15) | 129.62:14.99(17) | 86.72:02.17(19) | 95.81:22.11(17) | 80.23:26.77(19) | 81.32:53.96(18) | 80.7 |
| 17. 194 | ALASTRA Isidoro | I | Peugeot 106 | Rally Team Srl | A 1600 | 12:15.142 | | |
| [1] | 6.07(10)↓ | 14.67(17)↓ | 2:30.15(18)↓ | 4:31.41(17)↓ | 5:51.83(17)↓ | 9:18.47(17)↓ | 12:15.14 (17) 84.7 A:129.7B:146.3C:101.9+1:11.585 | |
| | 58.1 | 8.60(20) | 126.42:15.48(18) | 86.42:01.25(15) | 96.51:20.41(12) | 81.93:26.63(17) | 81.42:56.67(19) | 79.5 |
| 18. 184 | PARLATO Paolo | I | Honda Civic Type R | Borrett Team Motorsp. | A 2000 | 12:15.339 | | |
| [1] | 6.19(17)↓ | 14.61(15)↓ | 2:31.18(20)↓ | 4:33.11(19)↓ | 5:55.92(19)↓ | 9:22.67(19)↓ | 12:15.33 (18) 84.7 A:132.2B:144.2C:100.9+1:11.782 | |
| | 56.9 | 8.41(18) | 129.32:16.57(20) | 85.72:01.92(18) | 96.01:22.80(20) | 79.63:26.75(18) | 81.32:52.66(16) | 81.3 |

| P. N. | Conduuttore | Naz | Vettura | Scuderia | Classe | Tem./Dif. | |
|------------|-----------------------|--------------------------------|--------------------------|--------------------------|--------------------------|---------------------------|--|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | VMed VMax |
| 19. | 199 | "PIOTEX" | I | Citroën C2 S1600 | | A 1600 | 12:16.985 |
| [1] | 6.32(20) _T | 14.72(19) _T | 2:30.27(19) _T | 4:33.77(20) _T | 5:56.25(20) _T | 9:23.18(20) _T | 12:16.98 (19) 84.5 A:139.8B:136.8C:105.2+ 1:13.428 55.8 8.40(16) 129.42:15.54(19) 86.32:03.49(20) 94.71:22.48(19) 79.93:26.93(20) 81.22:53.79(17) 80.8 |
| 20. | 188 | URTHALER Alexander | I | Honda Civic Type R | Realmotorsport | A 2000 | 12:33.154 |
| [1] | 6.25(19) _T | 15.27(24) _T | 2:33.45(21) _T | 4:38.84(21) _T | 6:02.78(21) _T | 9:34.32(21) _T | 12:33.15 (20) 82.7 A:138.2B:144.2C:99.4 + 1:29.597 56.4 9.01(25) 120.72:18.18(21) 84.72:05.39(21) 92.31:23.94(21) 78.53:31.53(22) 79.52:58.82(22) 78.5 |
| 21. | 198 | GRACCI Massimo | I | Suzuki Ignis | | A 1600 | 12:39.875 |
| [1] | 6.54(29) _T | 15.08(23) _T | 2:34.59(22) _T | 4:41.04(22) _T | 6:08.05(22) _T | 9:42.60(22) _T | 12:39.87 (21) 82.0 A:140.0B:141.1C:100.4+ 1:36.318 53.9 8.54(19) 127.22:19.51(22) 83.92:06.44(22) 92.51:27.01(24) 75.73:34.54(24) 78.42:57.26(21) 79.2 |
| 22. | 133 | NOBILE Domenico | I | Renault Clio Rs | G.M.A. Competition | A 2000 | 12:49.196 |
| [1] | 6.34(22) _T | 14.96(21) _T | 2:35.65(23) _T | 4:45.62(23) _T | 6:12.46(23) _T | 9:48.03(23) _T | 12:49.19 (22) 81.0 A:134.4B:136.5C:95.0 + 1:45.639 55.6 8.61(21) 126.22:20.69(23) 83.22:09.96(25) 90.01:26.83(23) 75.93:35.57(25) 78.03:01.16(24) 77.5 |
| 23. | 189 | STEFENELLI Franco | I | Honda Integra Type R | | A 2000 | 13:00.038 |
| [1] | 6.65(31) _T | 15.79(29) _T | 2:37.69(25) _T | 4:47.53(24) _T | 6:15.30(24) _T | 9:54.00(24) _T | 13:00.03 (23) 79.8 A:129.9B:136.4C:100.0+ 1:56.481 53.0 9.13(27) 119.02:21.89(24) 82.52:09.84(24) 90.11:27.76(26) 75.13:38.70(26) 76.93:06.03(27) 75.5 |
| 24. | 216 | PARISI Roberto | I | Citroën C2 | | A 1600 | 13:05.270 |
| [1] | 6.39(26) _T | 15.46(26) _T | 2:51.94(29) _T | 5:02.83(28) _T | 6:30.96(27) _T | 10:05.24(27) _T | 13:05.27 (24) 79.3 A:132.6B:128.5C:97.8 + 2:01.713 55.2 9.07(26) 119.92:36.47(29) 74.82:10.88(27) 89.41:28.13(27) 74.73:34.27(23) 78.53:00.02(23) 78.0 |
| 25. | 219 | PALAZZINI Alessio | I | Citroën C2 | | A 1600 | 13:06.565 |
| [1] | 6.62(30) _T | 16.32(32) _T | 2:43.16(27) _T | 4:54.05(26) _T | 6:21.38(25) _T | 10:00.86(25) _T | 13:06.56 (25) 79.2 A:121.5B:127.8C:95.4 + 2:03.008 53.3 9.70(31) 112.02:26.84(27) 79.72:10.89(28) 89.41:27.32(25) 75.43:39.47(27) 76.63:05.70(26) 75.6 |
| 26. | 215 | CHECCUCCI LISI Federito | | Peugeot 106 | | A 1600 | 13:09.484 |
| [1] | 6.67(32) _T | 15.91(30) _T | 2:41.86(26) _T | 4:52.07(25) _T | 6:22.14(26) _T | 10:04.45(26) _T | 13:09.48 (26) 78.9 A:132.2B:136.5C:95.7 + 2:05.927 52.9 9.24(29) 117.62:25.94(26) 80.22:10.21(26) 89.91:30.06(28) 73.13:42.31(28) 75.63:05.02(25) 75.9 |
| 27. | 191 | CROCE Elena | I | Renault Clio Rs | Car Racing | A 2000 | 13:31.019 |
| [1] | 6.35(24) _T | 15.64(28) _T | 2:44.84(28) _T | 5:01.12(27) _T | 6:32.53(28) _T | 10:18.70(28) _T | 13:31.01 (27) 76.8 A:121.6B:124.0C:91.6 + 2:27.462 55.5 9.28(30) 117.12:29.20(28) 78.42:16.27(29) 85.91:31.41(29) 72.13:46.17(29) 74.33:12.31(28) 73.0 |
| 28. | 218 | "ELETTRICO" | I | Peugeot 106 | Giesse Promotion | A 1600 | 13:34.629 |
| [1] | 6.24(18) _T | 15.97(31) _T | 3:31.76(30) _T | 5:40.70(29) _T | 7:07.08(29) _T | 10:37.71(29) _T | 13:34.62 (28) 76.5 A:116.8B:131.3C:101.5+ 2:31.072 56.5 9.72(32) 111.73:15.78(30) 59.82:08.94(23) 90.71:26.37(22) 76.33:30.63(21) 79.82:56.91(20) 79.4 |
| 29. | 193 | TINELLA Rino | I | Peugeot 106 | | A 1600 | |
| [1] | 6.12(12) _T | 14.36(10) _T | 2:24.95(10) _T | 4:24.47(10) _T | 5:46.93(13) _T | 9:10.02(13) | DNF 1 A:148.1B:151.2C:104.2 57.6 8.24(9) 131.92:10.58(9) 89.61:59.52(11) 97.91:22.46(18) 79.93:23.08(13) 82.8 |
| 30. | 211 | "SARBA" | I | Peugeot 106 | Etruria | A 1600 | |
| [1] | 6.17(14) _T | 15.05(22) _T | 2:37.06(24) | | | | DNF 1 A:137.6 57.1 8.87(23) 122.52:22.01(25) 82.4 |
| 31. | 214 | GILLI Paolo | I | Citroën Saxo | Adige Sport | A 1600 | |
| [1] | 6.34(23) _T | 15.54(27) | | | | | DNF 1 A:122.2 55.6 9.19(28) 118.3 |
| 32. | 187 | DAVOLI Rosario | I | Alfa Romeo 156 | Sport Racing Team | A 2000 | |
| [1] | 6.18(15) _T | 14.93(20) | | | | | DNF 1 A:130.4 57.1 8.75(22) 124.2 |

A. Riva, Dir. di Gara _____

Risultati e Telemetrie a cura di Francesco Dariz