



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

## Corsa Internazionale di Velocità in Salita

### Autovetture E3

### Analisi Telemetrie

Coppa C.S.A.I. Vetture E3

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P. N.	Condu	Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
1. 255	<b>BIASIOTTO Andrea</b>	I	Bmw M3	Vimotorsport	E3 A 3000	<b>11:28.00</b>	
[1]	5.95 <sup>(4)</sup> ↓ 13.73 <sup>(2)</sup> ↓ 2:19.07 <sup>(1)</sup> ↓ 4:12.20 <sup>(1)</sup> ↓ 5:28.84 <sup>(1)</sup> ↓ 8:44.61 <sup>(1)</sup> ↓ <b>11:28.00<sup>(1)</sup></b>						90.5 A:147.2 B:160.6 C:101.2
	59.3 7.78 <sup>(2)</sup> 139.72:05.34 <sup>(1)</sup> 93.31:53.13 <sup>(1)</sup> 103.41:16.64 <sup>(1)</sup> 86.03:15.77 <sup>(1)</sup> 85.92:43.39 <sup>(1)</sup> 85.9						
2. 293	<b>VARDANEGA Lino</b>	I	Bmw M3 E36	Rubicone Corse	E3 N 3000+	<b>11:52.81</b>	
[1]	5.89 <sup>(3)</sup> ↓ 13.94 <sup>(4)</sup> ↓ 2:22.54 <sup>(2)</sup> ↓ 4:19.44 <sup>(2)</sup> ↓ 5:39.22 <sup>(2)</sup> ↓ 9:01.67 <sup>(2)</sup> ↓ <b>11:52.81<sup>(2)</sup></b>						87.4 A:145.8 B:156.5 C:95.6 +24.81
	59.9 8.05 <sup>(4)</sup> 135.12:08.60 <sup>(2)</sup> 91.01:56.90 <sup>(2)</sup> 100.11:19.78 <sup>(2)</sup> 82.63:22.45 <sup>(2)</sup> 83.02:51.14 <sup>(4)</sup> 82.0						
3. 253	<b>LOMBARDI Andrea</b>	I	Bmw M3 3200	Real Motorsport	E3 A 3000+	<b>11:57.92</b>	
[1]	6.07 <sup>(5)</sup> ↓ 14.00 <sup>(5)</sup> ↓ 2:26.02 <sup>(3)</sup> ↓ 4:24.26 <sup>(3)</sup> ↓ 5:44.51 <sup>(3)</sup> ↓ 9:06.98 <sup>(3)</sup> ↓ <b>11:57.92<sup>(3)</sup></b>						86.8 A:131.0 B:157.4 C:96.5 +29.92
	58.1 7.93 <sup>(3)</sup> 137.12:12.02 <sup>(3)</sup> 88.61:58.24 <sup>(3)</sup> 99.01:20.25 <sup>(3)</sup> 82.13:22.47 <sup>(3)</sup> 83.02:50.94 <sup>(2)</sup> 82.1						
4. 273	<b>VALENTINI Michael</b>	I	Renault Clio Williams		E3 A 2000	<b>12:02.73</b>	
[1]	6.51 <sup>(14)</sup> ↓ 14.98 <sup>(9)</sup> ↓ 2:28.27 <sup>(6)</sup> ↓ 4:27.84 <sup>(5)</sup> ↓ 5:49.08 <sup>(4)</sup> ↓ 9:11.70 <sup>(4)</sup> ↓ <b>12:02.73<sup>(4)</sup></b>						86.2 A:133.5 B:145.5 C:94.7 +34.73
	54.2 8.47 <sup>(7)</sup> 128.42:13.29 <sup>(4)</sup> 87.81:59.57 <sup>(4)</sup> 97.91:21.24 <sup>(4)</sup> 81.13:22.62 <sup>(4)</sup> 83.02:51.03 <sup>(3)</sup> 82.1						
5. 275	<b>ZANELLA Daniele</b>	I	Renault Clio Williams		E3 A 2000	<b>12:13.73</b>	
[1]	6.42 <sup>(11)</sup> ↓ 14.96 <sup>(8)</sup> ↓ 2:29.58 <sup>(7)</sup> ↓ 4:29.83 <sup>(7)</sup> ↓ 5:51.54 <sup>(7)</sup> ↓ 9:16.40 <sup>(5)</sup> ↓ <b>12:13.73<sup>(5)</sup></b>						84.9 A:134.3 B:146.9 C:93.7 +45.73
	55.0 8.54 <sup>(9)</sup> 127.32:14.62 <sup>(6)</sup> 86.92:00.25 <sup>(6)</sup> 97.31:21.71 <sup>(5)</sup> 80.63:24.86 <sup>(5)</sup> 82.12:57.33 <sup>(10)</sup> 79.2						
6. 277	<b>RAVANELLI Devis</b>	I	Renault Clio Williams	Hawk Racing Club	E3 A 2000	<b>12:16.12</b>	
[1]	6.33 <sup>(8)</sup> ↓ 14.78 <sup>(7)</sup> ↓ 2:29.64 <sup>(8)</sup> ↓ 4:32.21 <sup>(8)</sup> ↓ 5:54.54 <sup>(8)</sup> ↓ 9:20.73 <sup>(6)</sup> ↓ <b>12:16.12<sup>(6)</sup></b>						84.6 A:134.4 B:147.1 C:93.2 +48.12
	55.7 8.45 <sup>(6)</sup> 128.72:14.86 <sup>(7)</sup> 86.82:02.57 <sup>(9)</sup> 95.51:22.33 <sup>(9)</sup> 80.03:26.19 <sup>(6)</sup> 81.52:55.39 <sup>(5)</sup> 80.1						
7. 272	<b>PARISI Roberto</b>	I	Renault Clio Williams		E3 A 2000	<b>12:18.34</b>	
[1]	6.77 <sup>(19)</sup> ↓ 15.54 <sup>(14)</sup> ↓ 2:31.12 <sup>(9)</sup> ↓ 4:33.57 <sup>(9)</sup> ↓ 5:55.43 <sup>(9)</sup> ↓ 9:22.18 <sup>(8)</sup> ↓ <b>12:18.34<sup>(7)</sup></b>						84.4 A:130.4 B:143.4 C:95.7 +50.34
	52.1 8.77 <sup>(12)</sup> 124.02:15.58 <sup>(9)</sup> 86.32:02.45 <sup>(8)</sup> 95.51:21.86 <sup>(6)</sup> 80.53:26.75 <sup>(7)</sup> 81.32:56.16 <sup>(7)</sup> 79.7						
8. 254	<b>FEDRIGOTTI Siegfried</b>	I	Ford Escort Cosworth	Rennstall Mendel	E3 A 3000+	<b>12:18.73</b>	
[1]	5.07 <sup>(1)</sup> ↓ 12.61 <sup>(1)</sup> ↓ 2:27.50 <sup>(4)</sup> ↓ 4:28.55 <sup>(6)</sup> ↓ 5:50.73 <sup>(6)</sup> ↓ 9:21.66 <sup>(7)</sup> ↓ <b>12:18.73<sup>(8)</sup></b>						84.3 A:142.5 B:148.6 C:98.3 +50.73
	69.6 7.54 <sup>(1)</sup> 144.22:14.89 <sup>(8)</sup> 86.72:01.05 <sup>(7)</sup> 96.71:22.18 <sup>(8)</sup> 80.23:30.93 <sup>(10)</sup> 79.72:57.07 <sup>(9)</sup> 79.3						
9. 271	<b>BOLFELLI Fulvio</b>	I	Renault Clio Williams		E3 A 2000	<b>12:22.86</b>	
[1]	6.48 <sup>(13)</sup> ↓ 15.21 <sup>(11)</sup> ↓ 2:31.85 <sup>(11)</sup> ↓ 4:34.96 <sup>(11)</sup> ↓ 5:58.07 <sup>(10)</sup> ↓ 9:27.28 <sup>(9)</sup> ↓ <b>12:22.86<sup>(9)</sup></b>						83.8 A:129.5 B:145.2 C:94.8 +54.86
	54.4 8.73 <sup>(11)</sup> 124.52:16.64 <sup>(11)</sup> 85.62:03.11 <sup>(10)</sup> 95.01:23.11 <sup>(10)</sup> 79.33:29.21 <sup>(9)</sup> 80.42:55.58 <sup>(6)</sup> 80.0						
10. 274	<b>VALENTINI Mauro</b>	I	Renault Clio Williams		E3 A 2000	<b>12:24.48</b>	
[1]	6.25 <sup>(7)</sup> ↓ 14.76 <sup>(6)</sup> ↓ 2:31.21 <sup>(10)</sup> ↓ 4:34.42 <sup>(10)</sup> ↓ 5:58.72 <sup>(11)</sup> ↓ 9:27.73 <sup>(10)</sup> ↓ <b>12:24.48<sup>(10)</sup></b>						83.7 A:132.4 B:144.5 C:92.5 +56.48
	56.4 8.51 <sup>(8)</sup> 127.82:16.45 <sup>(10)</sup> 85.72:03.21 <sup>(11)</sup> 95.01:24.30 <sup>(11)</sup> 78.13:29.01 <sup>(8)</sup> 80.42:56.75 <sup>(8)</sup> 79.4						
11. 283	<b>PIFFER Alessio</b>	I	Alfa Romeo 33	Destra 4	E3 A 1600	<b>12:52.34</b>	
[1]	6.87 <sup>(22)</sup> ↓ 16.32 <sup>(18)</sup> ↓ 4:44.08 <sup>(13)</sup> ↓ 6:10.57 <sup>(13)</sup> ↓ 9:47.66 <sup>(11)</sup> ↓ <b>12:52.34<sup>(11)</sup></b>						80.6 A:121.7 B:134.2 C:93.1 +1:24.34
	51.4 9.45 <sup>(17)</sup> 115.0 1:26.49 <sup>(14)</sup> 76.23:37.09 <sup>(11)</sup> 77.43:04.68 <sup>(12)</sup> 76.0						
12. 282	<b>CONSOLATI Valerio</b>	I	Honda Civic Eg6 Vti	Real Motorsport	E3 A 1600	<b>13:06.47</b>	
[1]	6.41 <sup>(10)</sup> ↓ 15.42 <sup>(13)</sup> ↓ 2:41.72 <sup>(16)</sup> ↓ 4:54.84 <sup>(17)</sup> ↓ 6:24.46 <sup>(17)</sup> ↓ 10:02.89 <sup>(13)</sup> ↓ <b>13:06.47<sup>(12)</sup></b>						79.2 A:120.8 B:127.3 C:90.1 +1:38.47
	55.0 9.01 <sup>(13)</sup> 120.72:26.30 <sup>(16)</sup> 80.02:13.12 <sup>(16)</sup> 87.91:29.62 <sup>(18)</sup> 73.53:38.43 <sup>(12)</sup> 77.03:03.58 <sup>(11)</sup> 76.5						
13. 287	<b>SIEBERLECHNER Martin</b>	I	Peugeot 205 Rallye	Rennstall Mendel	E3 A 1400	<b>13:08.19</b>	
[1]	6.65 <sup>(17)</sup> ↓ 16.38 <sup>(20)</sup> ↓ 2:38.80 <sup>(13)</sup> ↓ 4:48.70 <sup>(14)</sup> ↓ 6:15.69 <sup>(14)</sup> ↓ 9:59.33 <sup>(12)</sup> ↓ <b>13:08.19<sup>(13)</sup></b>						79.0 A:116.5 B:125.0 C:86.3 +1:40.19
	53.1 9.73 <sup>(20)</sup> 111.72:22.42 <sup>(13)</sup> 82.22:09.90 <sup>(14)</sup> 90.11:26.99 <sup>(15)</sup> 75.73:43.64 <sup>(14)</sup> 75.23:08.86 <sup>(13)</sup> 74.3						
14. 289	<b>WEBER Stefano</b>	I	Citroën Ax GTI	Vimotorsport	E3 A 1400	<b>13:13.49</b>	
[1]	7.01 <sup>(24)</sup> ↓ 16.97 <sup>(22)</sup> ↓ 2:41.71 <sup>(15)</sup> ↓ 4:50.73 <sup>(15)</sup> ↓ 6:17.05 <sup>(15)</sup> ↓ 10:03.16 <sup>(14)</sup> ↓ <b>13:13.49<sup>(14)</sup></b>						78.5 A:116.8 B:127.1 C:89.8 +1:45.49
	50.3 9.96 <sup>(22)</sup> 109.22:24.74 <sup>(14)</sup> 80.82:09.02 <sup>(13)</sup> 90.71:26.32 <sup>(13)</sup> 76.33:46.11 <sup>(16)</sup> 74.43:10.33 <sup>(14)</sup> 73.8						
15. 298	<b>TESSARO Denis</b>	I	Renault Clio		E3 N 2000	<b>13:15.83</b>	
[1]	6.39 <sup>(9)</sup> ↓ 15.57 <sup>(15)</sup> ↓ 2:40.72 <sup>(14)</sup> ↓ 4:52.22 <sup>(16)</sup> ↓ 6:21.34 <sup>(16)</sup> ↓ 10:04.34 <sup>(15)</sup> ↓ <b>13:15.83<sup>(15)</sup></b>						78.3 A:120.8 B:123.7 C:90.6 +1:47.83
	55.2 9.18 <sup>(14)</sup> 118.42:25.15 <sup>(15)</sup> 80.62:11.50 <sup>(15)</sup> 89.01:29.12 <sup>(17)</sup> 73.93:43.00 <sup>(13)</sup> 75.43:11.49 <sup>(17)</sup> 73.3						
16. 295	<b>VICENZI Roberto</b>	I	Bmw M3 E30	Vimotorsport	E3 N 3000	<b>13:22.99</b>	
[1]	6.72 <sup>(18)</sup> ↓ 16.22 <sup>(17)</sup> ↓ 2:45.64 <sup>(20)</sup> ↓ 4:59.04 <sup>(19)</sup> ↓ 6:27.18 <sup>(18)</sup> ↓ 10:11.56 <sup>(16)</sup> ↓ <b>13:22.99<sup>(16)</sup></b>						77.6 A:118.0 B:125.7 C:93.6 +1:54.99
	52.5 9.50 <sup>(18)</sup> 114.42:29.42 <sup>(20)</sup> 78.32:13.40 <sup>(17)</sup> 87.71:28.14 <sup>(16)</sup> 74.73:44.38 <sup>(15)</sup> 74.93:11.43 <sup>(16)</sup> 73.3						
17. 288	<b>MORANDELL Thomas</b>	I	Peugeot 106 Rallye	Rennstall Mendel	E3 A 1400	<b>13:36.61</b>	
[1]	6.64 <sup>(16)</sup> ↓ 16.43 <sup>(21)</sup> ↓ 2:46.48 <sup>(21)</sup> ↓ 5:02.35 <sup>(21)</sup> ↓ 6:32.28 <sup>(21)</sup> ↓ 10:22.83 <sup>(17)</sup> ↓ <b>13:36.61<sup>(17)</sup></b>						76.3 A:115.4 B:124.8 C:85.6 +2:08.61
	53.1 9.79 <sup>(21)</sup> 111.12:30.05 <sup>(21)</sup> 78.02:15.87 <sup>(20)</sup> 86.11:29.93 <sup>(19)</sup> 73.33:50.55 <sup>(18)</sup> 72.93:13.78 <sup>(18)</sup> 72.5						
18. 297	<b>BOMMARTINI Vittorio</b>	I	Renault 5 GT Turbo	Real Motorsport	E3 N 2000	<b>13:39.81</b>	
[1]	6.78 <sup>(20)</sup> ↓ 16.36 <sup>(19)</sup> ↓ 2:50.08 <sup>(22)</sup> ↓ 5:08.79 <sup>(23)</sup> ↓ 6:41.85 <sup>(23)</sup> ↓ 10:29.29 <sup>(19)</sup> ↓ <b>13:39.81<sup>(18)</sup></b>						76.0 A:119.3 B:128.5 C:87.0 +2:11.81
	52.0 9.58 <sup>(19)</sup> 113.52:33.72 <sup>(22)</sup> 76.72:18.71 <sup>(22)</sup> 84.31:33.06 <sup>(22)</sup> 70.83:47.44 <sup>(17)</sup> 73.93:10.52 <sup>(15)</sup> 73.7						

P. N. Conducente		Naz	Vettura		Scuderia	Classe		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
<b>19.</b>	<b>314</b>	<b>NIEDERSTÄTTER Paul</b>	I	Peugeot 106 Rallye	Rennstall Mendel	E3 N 1400		<b>13:46.11</b>
[1]	6.84 <sup>(21)</sup> †	16.97 <sup>(22)</sup> †	2:45.61 <sup>(19)</sup> †	5:00.52 <sup>(20)</sup> †	6:31.39 <sup>(20)</sup> †	10:25.64 <sup>(18)</sup> †	<b>13:46.11</b> <sup>(19)</sup>	75.4 A:111.5 B:122.7 C:82.5 +2:18.11
	51.6	10.13 <sup>(23)</sup>	107.32:28.64 <sup>(18)</sup>	78.72:14.91 <sup>(18)</sup>	86.71:30.87 <sup>(20)</sup>	72.53:54.25 <sup>(20)</sup>	71.83:20.47 <sup>(20)</sup>	70.0
<b>20.</b>	<b>299</b>	<b>NAIBO Marco</b>	I	Renault Clio Williams	Sc. Friuli	E3 N 2000		<b>13:46.63</b>
[1]	6.63 <sup>(15)</sup> †	16.06 <sup>(16)</sup> †	2:44.76 <sup>(18)</sup> †	5:02.67 <sup>(22)</sup> †	6:36.75 <sup>(22)</sup> †	10:30.64 <sup>(20)</sup> †	<b>13:46.63</b> <sup>(20)</sup>	75.3 A:113.2 B:122.9 C:83.5 +2:18.63
	53.2	9.43 <sup>(16)</sup>	115.32:28.70 <sup>(19)</sup>	78.72:17.91 <sup>(21)</sup>	84.81:34.08 <sup>(23)</sup>	70.03:53.89 <sup>(19)</sup>	71.93:15.99 <sup>(19)</sup>	71.6
<b>21.</b>	<b>311</b>	<b>CELLINI Roberto</b>	I	Peugeot 205 GTI	Piloti Valtiberini Motorsport	E3 N 2000		<b>14:14.71</b>
[1]	7.23 <sup>(26)</sup> †	17.63 <sup>(25)</sup> †	2:54.19 <sup>(23)</sup> †	5:17.66 <sup>(24)</sup> †	6:53.41 <sup>(24)</sup> †	10:53.94 <sup>(21)</sup> †	<b>14:14.71</b> <sup>(21)</sup>	72.9 A:108.6 B:116.9 C:78.6 +2:46.71
	48.8	10.40 <sup>(25)</sup>	104.52:36.56 <sup>(23)</sup>	74.72:23.47 <sup>(24)</sup>	81.61:35.75 <sup>(24)</sup>	68.84:00.53 <sup>(21)</sup>	69.93:20.77 <sup>(21)</sup>	69.9
<b>22.</b>	<b>278</b>	<b>ONGARO Giuliano</b>	I	Peugeot 205 GTI	Rally Club Isola Vicentina	E3 A 2000		<b>14:18.21</b>
[1]	6.99 <sup>(23)</sup> †	17.14 <sup>(24)</sup> †	2:55.01 <sup>(24)</sup> †	5:18.26 <sup>(25)</sup> †	6:55.34 <sup>(25)</sup> †	10:57.30 <sup>(22)</sup> †	<b>14:18.21</b> <sup>(22)</sup>	72.6 A:107.8 B:115.3 C:82.1 +2:50.21
	50.5	10.15 <sup>(24)</sup>	107.12:37.87 <sup>(24)</sup>	74.72:23.25 <sup>(23)</sup>	81.71:37.08 <sup>(25)</sup>	67.94:01.96 <sup>(22)</sup>	69.53:20.91 <sup>(22)</sup>	69.9
<b>23.</b>	<b>312</b>	<b>BORRELLI Elio</b>	I	Peugeot 106 Xsi		E3 N 1600		<b>15:54.24</b>
[1]	7.07 <sup>(25)</sup> †	18.32 <sup>(26)</sup> †	3:16.46 <sup>(25)</sup> †	5:56.47 <sup>(26)</sup> †	7:43.90 <sup>(26)</sup> †	12:10.95 <sup>(23)</sup> †	<b>15:54.24</b> <sup>(23)</sup>	65.3 A:92.7 B:100.5 C:71.9 +4:26.24
	49.9	11.25 <sup>(26)</sup>	96.62:58.14 <sup>(25)</sup>	65.72:40.01 <sup>(25)</sup>	73.11:47.43 <sup>(26)</sup>	61.34:27.05 <sup>(23)</sup>	63.03:43.29 <sup>(23)</sup>	62.9
<b>24.</b>	<b>259</b>	<b>BOSCHI Maurizio</b>	I	Opel Astra Gsi 16v	Vimotorsport	E3 A 2000		DNF 1
[1]	6.43 <sup>(12)</sup> †	15.13 <sup>(10)</sup> †	2:31.85 <sup>(11)</sup> †	4:36.37 <sup>(12)</sup> †	6:01.29 <sup>(12)</sup>			A:131.8 B:141.2 C:90.9
	54.9	8.70 <sup>(10)</sup>	125.02:16.72 <sup>(12)</sup>	85.62:04.52 <sup>(12)</sup>	94.01:24.92 <sup>(12)</sup>			77.6
<b>25.</b>	<b>256</b>	<b>MORDENTI Gabriele</b>	I	Bmw M3 E36	Gruppo Piloti Forlivesi	E3 A 3000		DNF 1
[1]	6.19 <sup>(6)</sup> †	15.38 <sup>(12)</sup> †	2:43.43 <sup>(17)</sup> †	4:58.97 <sup>(18)</sup> †	6:29.95 <sup>(19)</sup>			A:116.3 B:128.7 C:82.8
	57.0	9.19 <sup>(15)</sup>	118.32:28.05 <sup>(17)</sup>	79.02:15.54 <sup>(19)</sup>	86.31:30.98 <sup>(21)</sup>			72.4
<b>26.</b>	<b>252</b>	<b>MANIERO Massimo</b>	I	Ford Sierra Cosworth	Club 91 Squadra Corse	E3 A 3000+		DNF 1
[1]	5.64 <sup>(2)</sup> †	13.80 <sup>(3)</sup> †	2:27.56 <sup>(5)</sup> †	4:27.72 <sup>(4)</sup> †	5:49.64 <sup>(5)</sup>			A:129.9 B:156.5 C:83.5
	62.6	8.16 <sup>(5)</sup>	133.22:13.76 <sup>(5)</sup>	87.52:00.16 <sup>(5)</sup>	97.41:21.92 <sup>(7)</sup>			80.4

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

Risultati e Telemetrie a cura di Francesco Dariz