



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

## Corsa Internazionale di Velocità in Salita

### Prove Ufficiali 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. Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.				
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
<b>1. 424 LAMPELMAIER Max</b>	A	Ford Escort Rs 1800 Bda	Ford Racing Club	2-B5	<b>12:43.42</b>				
[1] 5.57 <sup>(1)</sup> ↓	13.92 <sup>(1)</sup> ↓	2:36.31 <sup>(1)</sup> ↓	4:46.51 <sup>(1)</sup> ↓	6:13.09 <sup>(1)</sup> ↓	9:55.28 <sup>(1)</sup> ↓	<b>13:00.58<sup>(1)</sup></b>	79.8	A:117.5 B:126.5 C:94.2	
63.3	8.35 <sup>(1)</sup>	130.22:22.39 <sup>(1)</sup>	82.22:10.20 <sup>(1)</sup>	89.91:26.58 <sup>(1)</sup>	76.13:42.19 <sup>(2)</sup>	75.73:05.30 <sup>(3)</sup>	75.8		
[2] 5.50 <sup>(2)</sup> ↓	14.03 <sup>(1)</sup> ↓	2:35.38 <sup>(1)</sup> ↓	4:40.99 <sup>(1)</sup> ↓	6:05.05 <sup>(1)</sup> ↓	9:40.82 <sup>(1)</sup> ↓	<b>12:43.42<sup>(1)</sup></b>	81.6	A:113.1 B:136.7 C:97.9	
64.1	8.53 <sup>(1)</sup>	127.52:21.35 <sup>(1)</sup>	82.82:05.61 <sup>(1)</sup>	93.11:24.06 <sup>(1)</sup>	78.43:35.77 <sup>(1)</sup>	77.93:02.60 <sup>(2)</sup>	76.9		
<b>2. 419 RONCONI Massimo</b>	I	Porsche 914/6	Team Italia	2-B6	<b>13:00.76</b>				
[2] 5.35 <sup>(1)</sup> ↓	14.20 <sup>(2)</sup> ↓	2:38.94 <sup>(2)</sup> ↓	4:46.92 <sup>(2)</sup> ↓	6:14.11 <sup>(2)</sup> ↓	9:53.20 <sup>(2)</sup> ↓	<b>13:00.76<sup>(2)</sup></b>	79.8	A:107.5 B:130.6 C:93.2	+17.34
65.9	8.85 <sup>(2)</sup>	122.82:24.74 <sup>(2)</sup>	80.82:07.98 <sup>(2)</sup>	91.41:27.19 <sup>(2)</sup>	75.63:39.09 <sup>(3)</sup>	76.73:07.56 <sup>(3)</sup>	74.9		
<b>3. 427 DELLADIO Lorenzo</b>	I	Porsche 914/6	Nuova Scuderia Valfiemme	2-B5	<b>13:06.07</b>				
[1] 6.64 <sup>(5)</sup> ↓	16.15 <sup>(4)</sup> ↓	2:46.29 <sup>(5)</sup> ↓	5:12.96 <sup>(10)</sup> ↓	6:44.17 <sup>(9)</sup> ↓	10:26.00 <sup>(5)</sup> ↓	<b>13:29.14<sup>(4)</sup></b>	77.0	A:117.2 B:127.3 C:87.4	+22.65
53.1	9.51 <sup>(3)</sup>	114.32:30.14 <sup>(5)</sup>	77.92:26.67 <sup>(12)</sup>	79.81:31.21 <sup>(4)</sup>	72.23:41.83 <sup>(1)</sup>	75.83:03.14 <sup>(2)</sup>	76.7		
[2] 6.13 <sup>(3)</sup> ↓	15.34 <sup>(3)</sup> ↓	2:44.08 <sup>(4)</sup> ↓	4:58.90 <sup>(4)</sup> ↓	6:28.09 <sup>(4)</sup> ↓	10:04.38 <sup>(4)</sup> ↓	<b>13:06.07<sup>(2)</sup></b>	79.2	A:120.1 B:136.3 C:88.8	
57.6	9.21 <sup>(3)</sup>	118.02:28.74 <sup>(4)</sup>	78.72:14.82 <sup>(4)</sup>	86.81:29.19 <sup>(4)</sup>	73.93:36.29 <sup>(2)</sup>	77.73:01.69 <sup>(1)</sup>	77.3		
<b>4. 433 ARMELLINI Enzo</b>	I	Fiat 128 Coupé	Sc. Team Bassano	2-B3	<b>13:11.20</b>				
[1] 6.58 <sup>(4)</sup> ↓	16.68 <sup>(6)</sup>							A:115.1	+27.78
53.6	10.10 <sup>(6)</sup>	107.6							
[2] 6.65 <sup>(5)</sup> ↓	15.89 <sup>(4)</sup> ↓	2:42.03 <sup>(3)</sup> ↓	4:51.28 <sup>(3)</sup> ↓	6:18.84 <sup>(3)</sup> ↓	9:59.99 <sup>(3)</sup> ↓	<b>13:11.20<sup>(2)</sup></b>	78.7	A:119.6 B:130.2 C:88.7	
53.1	9.24 <sup>(4)</sup>	117.72:26.14 <sup>(3)</sup>	80.72:09.25 <sup>(3)</sup>	90.51:27.56 <sup>(3)</sup>	75.23:41.15 <sup>(4)</sup>	76.03:11.21 <sup>(4)</sup>	73.4		
<b>5. 421 BIGONI Cristian</b>	I	Porsche 911 Iroc	Brescia Corse	2-B6	<b>13:15.65</b>				
[1] 6.14 <sup>(3)</sup> ↓	15.77 <sup>(3)</sup> ↓	2:41.21 <sup>(2)</sup> ↓	4:53.91 <sup>(2)</sup> ↓	6:26.30 <sup>(2)</sup> ↓	10:15.49 <sup>(3)</sup> ↓	<b>13:15.65<sup>(2)</sup></b>	78.3	A:117.4 B:128.4 C:85.9	+32.23
57.5	9.63 <sup>(4)</sup>	112.92:25.44 <sup>(2)</sup>	80.42:12.70 <sup>(2)</sup>	88.21:32.39 <sup>(6)</sup>	71.33:49.19 <sup>(4)</sup>	73.43:00.16 <sup>(1)</sup>	77.9		
<b>6. 429 SANTANGELO Sandro</b>	I	Lancia Fulvia Hf	Halley Racing Team	2-B4	<b>13:28.09</b>				
[1] 6.64 <sup>(5)</sup> ↓	16.31 <sup>(5)</sup> ↓	2:42.42 <sup>(3)</sup> ↓	4:56.24 <sup>(3)</sup> ↓	6:26.69 <sup>(3)</sup> ↓	10:15.04 <sup>(2)</sup> ↓	<b>13:28.09<sup>(3)</sup></b>	77.1	A:118.9 B:126.4 C:85.6	+44.67
53.1	9.67 <sup>(5)</sup>	112.42:26.11 <sup>(3)</sup>	80.72:13.82 <sup>(3)</sup>	87.41:30.45 <sup>(2)</sup>	72.83:48.35 <sup>(3)</sup>	73.63:13.05 <sup>(4)</sup>	72.7		
<b>7. 423 THEURETSBACHER Leo</b>	A	Bmw 2002 Ti		2-B5	<b>13:39.02</b>				
[1] 6.09 <sup>(2)</sup> ↓	15.35 <sup>(2)</sup> ↓	2:46.17 <sup>(4)</sup> ↓	5:04.58 <sup>(5)</sup> ↓	6:36.65 <sup>(5)</sup> ↓	10:25.87 <sup>(4)</sup> ↓	<b>13:39.02<sup>(5)</sup></b>	76.0	A:116.2 B:122.6 C:83.8	+55.60
57.9	9.26 <sup>(2)</sup>	117.42:30.82 <sup>(6)</sup>	77.62:18.41 <sup>(7)</sup>	84.51:32.07 <sup>(5)</sup>	71.63:49.22 <sup>(5)</sup>	73.33:13.15 <sup>(5)</sup>	72.7		
<b>8. 431 LENA Enrico</b>	I	Lancia Fulvia Hf	Borrett Team Motorsport	2-B4	<b>13:50.66</b>				
[1] 6.90 <sup>(8)</sup> ↓	17.07 <sup>(7)</sup> ↓	2:48.41 <sup>(6)</sup> ↓	5:06.33 <sup>(6)</sup> ↓	6:40.32 <sup>(7)</sup> ↓	10:38.34 <sup>(7)</sup> ↓	<b>13:56.86<sup>(7)</sup></b>	74.4	A:109.7 B:118.5 C:82.0	+1:07.24
51.1	10.17 <sup>(7)</sup>	106.92:31.34 <sup>(8)</sup>	77.32:17.92 <sup>(6)</sup>	84.81:33.99 <sup>(9)</sup>	70.13:58.02 <sup>(8)</sup>	70.63:18.52 <sup>(6)</sup>	70.7		
[2] 6.94 <sup>(7)</sup> ↓	17.17 <sup>(6)</sup> ↓	2:49.45 <sup>(6)</sup> ↓	5:05.39 <sup>(6)</sup> ↓	6:37.45 <sup>(6)</sup> ↓	10:31.60 <sup>(6)</sup> ↓	<b>13:50.66<sup>(6)</sup></b>	75.0	A:106.3 B:125.2 C:80.0	
50.8	10.23 <sup>(6)</sup>	106.32:32.28 <sup>(6)</sup>	76.82:15.94 <sup>(5)</sup>	86.11:32.06 <sup>(6)</sup>	71.63:54.15 <sup>(7)</sup>	71.83:19.06 <sup>(5)</sup>	70.5		
<b>9. 437 REBASTI Luciano</b>	I	Abarth 1000 Tcr		2-B2	<b>13:52.72</b>				
[1] 7.76 <sup>(12)</sup> ↓	20.00 <sup>(13)</sup> ↓	2:48.52 <sup>(7)</sup> ↓	5:03.71 <sup>(4)</sup> ↓	6:34.37 <sup>(4)</sup> ↓	10:32.74 <sup>(6)</sup> ↓	<b>13:52.72<sup>(6)</sup></b>	74.8	A:94.3 B:102.2 C:84.3	+1:09.30
45.5	12.24 <sup>(13)</sup>	88.82:28.52 <sup>(4)</sup>	78.82:15.19 <sup>(4)</sup>	86.51:30.66 <sup>(3)</sup>	72.73:58.37 <sup>(9)</sup>	70.53:19.98 <sup>(8)</sup>	70.2		
[2] 6.27 <sup>(4)</sup> ↓	16.36 <sup>(5)</sup> ↓	2:46.03 <sup>(5)</sup> ↓	5:02.40 <sup>(5)</sup> ↓	6:32.68 <sup>(5)</sup> ↓	10:26.48 <sup>(5)</sup>			A:103.5 B:102.8 C:84.8	
56.3	10.09 <sup>(5)</sup>	107.82:29.67 <sup>(5)</sup>	78.22:16.37 <sup>(6)</sup>	85.81:30.28 <sup>(5)</sup>	73.03:53.80 <sup>(6)</sup>	71.9			
<b>10. 426 DASARA Andrea</b>	I	Fiat 124 Abarth	Sc. Team Bassano	2-B5	<b>13:58.32</b>				
[1] 6.72 <sup>(7)</sup> ↓	17.09 <sup>(8)</sup> ↓	2:50.86 <sup>(9)</sup> ↓	5:09.95 <sup>(8)</sup> ↓	6:43.36 <sup>(8)</sup> ↓	10:40.62 <sup>(9)</sup> ↓	<b>14:03.68<sup>(9)</sup></b>	73.8	A:108.5 B:121.3 C:82.4	+1:14.90
52.5	10.37 <sup>(9)</sup>	104.82:33.77 <sup>(9)</sup>	76.72:19.09 <sup>(8)</sup>	84.11:33.41 <sup>(8)</sup>	70.53:57.26 <sup>(7)</sup>	70.93:23.06 <sup>(9)</sup>	69.1		
[2] 6.81 <sup>(6)</sup>		2:50.00 <sup>(7)</sup> ↓	5:07.38 <sup>(7)</sup> ↓	6:40.81 <sup>(7)</sup> ↓	10:34.46 <sup>(7)</sup> ↓	<b>13:58.32<sup>(8)</sup></b>	74.3	B:120.1 C:82.3	
51.8		2:17.38 <sup>(7)</sup>	85.21:33.43 <sup>(7)</sup>	70.53:53.65 <sup>(5)</sup>	72.03:23.86 <sup>(6)</sup>	68.9			
<b>11. 425 PESSO Marco</b>	I	Fiat 124 Abarth		2-B5	<b>13:59.93</b>				
[1] 7.12 <sup>(11)</sup> ↓	17.43 <sup>(9)</sup> ↓	2:52.68 <sup>(10)</sup> ↓	5:12.52 <sup>(9)</sup> ↓	6:47.44 <sup>(10)</sup> ↓	10:40.36 <sup>(8)</sup> ↓	<b>13:59.93<sup>(8)</sup></b>	74.1	A:102.4 B:123.7 C:84.3	+1:16.51
49.6	10.31 <sup>(8)</sup>	105.52:35.25 <sup>(11)</sup>	75.42:19.84 <sup>(9)</sup>	83.71:34.92 <sup>(10)</sup>	69.43:52.92 <sup>(6)</sup>	72.23:19.57 <sup>(7)</sup>	70.4		
[2] 7.56 <sup>(8)</sup>		2:58.93 <sup>(8)</sup> ↓	5:24.68 <sup>(8)</sup> ↓	6:59.56 <sup>(8)</sup> ↓	10:59.93 <sup>(8)</sup> ↓	<b>14:29.53<sup>(10)</sup></b>	71.6	B:114.4 C:76.8	
46.7		2:25.75 <sup>(8)</sup>	80.31:34.88 <sup>(8)</sup>	69.44:00.37 <sup>(8)</sup>	69.93:29.60 <sup>(7)</sup>	67.0			
<b>12. 435 ZUBLASING Stefano</b>	I	Nsu Tt		2-B3	<b>15:16.17</b>				
[1] 7.84 <sup>(13)</sup>	19.49 <sup>(12)</sup>	3:07.07 <sup>(12)</sup>	5:33.20 <sup>(12)</sup>	7:11.35 <sup>(12)</sup>	11:43.73 <sup>(10)</sup>	<b>15:16.17<sup>(10)</sup></b>	68.0	A:95.7 B:109.1 C:78.2	+2:32.75

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
45.0	11.65 <sup>(12)</sup>	93.32:47.58 <sup>(12)</sup>	69.82:26.13 <sup>(11)</sup>	80.11:38.15 <sup>(11)</sup>	67.14:32.38 <sup>(11)</sup>	61.73:32.44 <sup>(10)</sup>	66.1
[2]	7.58 <sup>(9)</sup>	18.35 <sup>(7)</sup>	3:38.15 <sup>(9)</sup>	6:59.67 <sup>(9)</sup>			A:100.2 B:49.1
46.5	10.77 <sup>(7)</sup>	100.93:19.80 <sup>(7)</sup>	58.63:21.52 <sup>(9)</sup>	58.1			
<b>13.434</b>	<b>GONELLA Paolo</b>	I	Fiat 128 Coupé	BL Racing	2-B3	<b>16:14.24</b>	
[1]	8.18 <sup>(14)</sup>	3:25.22 <sup>(13)</sup>	6:08.14 <sup>(13)</sup>	7:55.61 <sup>(13)</sup>	12:25.96 <sup>(11)</sup>	16:14.24 <sup>(11)</sup>	63.9 B:97.4 C:70.8 +3:30.82
43.1		2:42.92 <sup>(13)</sup>	71.81:47.47 <sup>(13)</sup>	61.34:30.35 <sup>(10)</sup>	62.23:48.28 <sup>(11)</sup>	61.5	
<b>14.439</b>	<b>LEONARDELLI Maurizio I</b>		Fiat Giannini 650 Np	Destra 4	2-B1		
[1]	6.92 <sup>(9)</sup>	18.04 <sup>(10)</sup>	2:52.75 <sup>(11)</sup>	5:15.44 <sup>(11)</sup>	6:54.87 <sup>(11)</sup>		A:99.3 B:98.0 C:69.5
51.0	11.12 <sup>(10)</sup>	97.82:34.71 <sup>(10)</sup>	75.62:22.69 <sup>(10)</sup>	82.01:39.43 <sup>(12)</sup>	66.3		
<b>15.438</b>	<b>FRONZA Massimo</b>	I	Fiat Giannini 650 Np	Destra 4	2-B1		
[1]	7.05 <sup>(10)</sup>	18.31 <sup>(11)</sup>	2:49.47 <sup>(8)</sup>	5:06.86 <sup>(7)</sup>	6:39.28 <sup>(6)</sup>		A:97.6 B:109.8 C:80.9
50.0	11.26 <sup>(11)</sup>	96.62:31.16 <sup>(7)</sup>	77.42:17.39 <sup>(5)</sup>	85.21:32.42 <sup>(7)</sup>	71.3		

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

Risultati e Telemetrie a cura di Francesco Dariz