



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

## Corsa Internazionale di Velocità in Salita

### Prove Ufficiali Auto Storiche

### Analisi Telemetrie 3. 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
<b>1.</b>	<b>371 ALMERAS Jean Marie</b>	<b>F</b>	<b>Porsche 935 Turbo</b>			<b>3-C5</b>	<b>12:39.92</b>
[1]	5.03 <sup>(1)</sup> ↓	13.00 <sup>(1)</sup> ↓	2:35.44 <sup>(2)</sup> ↓	4:42.93 <sup>(2)</sup> ↓	6:09.05 <sup>(2)</sup> ↓	9:41.36 <sup>(1)</sup> ↓	<b>12:39.92<sup>(1)</sup></b> 82.0 A:123.3 B:138.4 C:99.8
	70.1	7.97 <sup>(1)</sup>	136.42:22.44 <sup>(3)</sup>	82.2:07.49 <sup>(3)</sup>	91.8:1:26.12 <sup>(2)</sup>	76.5:3:32.31 <sup>(1)</sup>	79.2:58.56 <sup>(1)</sup> 78.6
[2]	4.97 <sup>(1)</sup> ↓	12.60 <sup>(1)</sup> ↓	2:27.61 <sup>(1)</sup> ↓	4:38.19 <sup>(1)</sup> ↓	6:26.46 <sup>(6)</sup> ↓	10:46.70 <sup>(7)</sup> ↓	<b>14:14.38<sup>(18)</sup></b> 72.9 A:127.6 B:137.6 C:88.0
	71.0	7.63 <sup>(1)</sup>	142.52:15.01 <sup>(1)</sup>	86.2:10.58 <sup>(3)</sup>	89.6:1:48.27 <sup>(18)</sup>	60.8:4:20.24 <sup>(12)</sup>	64.6:3:27.68 <sup>(7)</sup> 67.6
<b>2.</b>	<b>385 FORSTINGER Werner</b>	<b>A</b>	<b>Ford Escort Rs 2000</b>			<b>3-C2</b>	<b>12:46.41</b>
[1]	5.87 <sup>(2)</sup> ↓	14.57 <sup>(2)</sup> ↓	2:33.32 <sup>(1)</sup> ↓	4:40.15 <sup>(1)</sup> ↓	6:06.42 <sup>(1)</sup> ↓	9:44.32 <sup>(2)</sup> ↓	<b>12:46.41<sup>(2)</sup></b> 81.3 A:125.4 B:135.9 C:86.3 +6.49
	60.1	8.70 <sup>(2)</sup>	125.02:18.75 <sup>(1)</sup>	84.3:06.83 <sup>(1)</sup>	92.2:1:26.27 <sup>(3)</sup>	76.4:3:37.90 <sup>(3)</sup>	77.2:3:02.09 <sup>(3)</sup> 77.1
[2]	5.92 <sup>(3)</sup> ↓	14.81 <sup>(5)</sup> ↓	2:36.43 <sup>(4)</sup> ↓	4:43.56 <sup>(3)</sup> ↓	6:10.83 <sup>(1)</sup> ↓	10:17.15 <sup>(2)</sup> ↓	<b>13:38.13<sup>(11)</sup></b> 76.1 A:125.6 B:137.1 C:90.9
	59.6	8.89 <sup>(5)</sup>	122.32:21.62 <sup>(3)</sup>	82.6:2:07.13 <sup>(2)</sup>	92.0:1:27.27 <sup>(1)</sup>	75.5:4:06.32 <sup>(3)</sup>	68.3:3:20.98 <sup>(3)</sup> 69.9
<b>3.</b>	<b>374 ZORZI Marco</b>	<b>I</b>	<b>Ams 176 Ford Cosworth</b>			<b>3-C4</b>	<b>12:51.23</b>
[1]	6.25 <sup>(7)</sup> ↓	15.02 <sup>(5)</sup> ↓	2:41.31 <sup>(8)</sup> ↓	4:49.75 <sup>(6)</sup> ↓	6:14.95 <sup>(4)</sup> ↓	9:49.38 <sup>(3)</sup> ↓	<b>12:51.23<sup>(3)</sup></b> 80.8 A:106.2 B:144.0 C:93.0 +11.31
	56.4	8.77 <sup>(3)</sup>	124.02:26.29 <sup>(9)</sup>	80.2:08.44 <sup>(4)</sup>	91.1:1:25.20 <sup>(1)</sup>	77.3:3:34.43 <sup>(2)</sup>	78.4:3:01.85 <sup>(2)</sup> 77.2
[2]	6.34 <sup>(9)</sup> ↓	14.65 <sup>(3)</sup> ↓	2:34.65 <sup>(2)</sup> ↓	4:40.23 <sup>(2)</sup> ↓	6:14.63 <sup>(2)</sup> ↓	10:46.19 <sup>(6)</sup> ↓	<b>14:40.46<sup>(18)</sup></b> 70.7 A:126.3 B:140.4 C:84.3
	55.6	8.31 <sup>(3)</sup>	130.82:20.00 <sup>(2)</sup>	83.6:2:05.58 <sup>(1)</sup>	93.2:1:34.40 <sup>(10)</sup>	69.8:4:31.56 <sup>(16)</sup>	61.9:3:54.27 <sup>(18)</sup> 59.9
<b>4.</b>	<b>395 PIATTO Roberto</b>	<b>I</b>	<b>Fiat Ritmo 75</b>			<b>3-C2</b>	<b>12:54.87</b>
[1]	6.08 <sup>(5)</sup> ↓	14.95 <sup>(4)</sup> ↓	2:37.40 <sup>(3)</sup> ↓	4:46.55 <sup>(4)</sup> ↓	6:14.26 <sup>(3)</sup> ↓	9:52.55 <sup>(4)</sup> ↓	<b>12:54.87<sup>(4)</sup></b> 80.4 A:125.7 B:127.2 C:91.9 +14.95
	58.0	8.87 <sup>(5)</sup>	122.62:22.45 <sup>(4)</sup>	82.2:09.15 <sup>(5)</sup>	90.6:1:27.71 <sup>(4)</sup>	75.1:3:38.29 <sup>(4)</sup>	77.0:3:02.32 <sup>(4)</sup> 77.0
[2]	6.06 <sup>(5)</sup> ↓	14.80 <sup>(4)</sup> ↓	2:37.40 <sup>(5)</sup> ↓	4:48.38 <sup>(5)</sup> ↓	6:16.20 <sup>(3)</sup> ↓	10:11.14 <sup>(1)</sup> ↓	<b>13:28.69<sup>(9)</sup></b> 77.0 A:124.6 B:132.1 C:92.5
	58.2	8.74 <sup>(4)</sup>	124.42:22.60 <sup>(4)</sup>	82.0:2:10.98 <sup>(4)</sup>	89.3:1:27.82 <sup>(2)</sup>	75.0:3:54.94 <sup>(1)</sup>	71.6:3:17.55 <sup>(1)</sup> 71.1
<b>5.</b>	<b>396 ARMELLINI Matteo</b>	<b>I</b>	<b>Alfa Romeo Sprint</b>			<b>3-C2</b>	<b>13:11.17</b>
[1]	6.47 <sup>(12)</sup> ↓	15.87 <sup>(10)</sup> ↓	2:40.02 <sup>(7)</sup> ↓	4:51.95 <sup>(7)</sup> ↓	6:20.45 <sup>(6)</sup> ↓	10:03.48 <sup>(6)</sup> ↓	<b>13:11.17<sup>(5)</sup></b> 78.7 A:121.9 B:131.1 C:79.0 +31.25
	54.5	9.40 <sup>(10)</sup>	115.72:24.15 <sup>(7)</sup>	81.2:2:11.93 <sup>(7)</sup>	88.7:1:28.50 <sup>(6)</sup>	74.4:3:43.03 <sup>(6)</sup>	75.4:3:07.69 <sup>(5)</sup> 74.8
[2]	6.40 <sup>(11)</sup> ↓	16.01 <sup>(10)</sup> ↓	2:41.57 <sup>(7)</sup>				A:118.3
	55.1	9.61 <sup>(10)</sup>	113.12:25.56 <sup>(7)</sup>	80.4			
<b>6.</b>	<b>391 BONOLLO Nereo</b>	<b>I</b>	<b>Fiat 131 Racing</b>			<b>3-C2</b>	<b>13:19.37</b>
[1]	5.96 <sup>(3)</sup> ↓	15.13 <sup>(6)</sup> ↓	2:38.83 <sup>(6)</sup> ↓	4:53.86 <sup>(8)</sup> ↓	6:22.85 <sup>(7)</sup> ↓	10:08.72 <sup>(7)</sup> ↓	<b>13:19.37<sup>(6)</sup></b> 77.9 A:123.1 B:130.2 C:86.6 +39.45
	59.2	9.17 <sup>(8)</sup>	118.62:23.70 <sup>(6)</sup>	81.4:2:15.03 <sup>(9)</sup>	86.6:1:28.99 <sup>(7)</sup>	74.0:3:45.87 <sup>(8)</sup>	74.4:3:10.65 <sup>(7)</sup> 73.6
[2]	5.95 <sup>(4)</sup> ↓	15.16 <sup>(6)</sup> ↓	2:40.26 <sup>(6)</sup> ↓	4:54.09 <sup>(6)</sup> ↓	6:23.48 <sup>(4)</sup> ↓	10:33.30 <sup>(4)</sup> ↓	<b>13:53.69<sup>(11)</sup></b> 74.7 A:122.0 B:131.8 C:85.8
	59.3	9.21 <sup>(6)</sup>	118.02:25.10 <sup>(6)</sup>	80.6:2:13.83 <sup>(6)</sup>	87.4:1:29.39 <sup>(3)</sup>	73.7:4:09.82 <sup>(6)</sup>	67.3:3:20.39 <sup>(2)</sup> 70.1
<b>7.</b>	<b>389 OLIVO Matteo</b>	<b>I</b>	<b>Opel Kadett Gte</b>			<b>3-C2</b>	<b>13:27.64</b>
[1]	6.33 <sup>(8)</sup> ↓	15.94 <sup>(11)</sup> ↓	2:44.98 <sup>(10)</sup> ↓	4:59.99 <sup>(10)</sup> ↓	6:29.36 <sup>(9)</sup> ↓	10:17.57 <sup>(9)</sup> ↓	<b>13:27.64<sup>(7)</sup></b> 77.1 A:116.7 B:129.2 C:83.7 +47.72
	55.7	9.61 <sup>(12)</sup>	113.12:29.04 <sup>(10)</sup>	78.5:2:15.01 <sup>(8)</sup>	86.7:1:29.37 <sup>(8)</sup>	73.7:3:48.21 <sup>(11)</sup>	73.7:3:10.07 <sup>(6)</sup> 73.9
[2]	6.54 <sup>(13)</sup> ↓	16.44 <sup>(13)</sup> ↓	2:44.45 <sup>(10)</sup> ↓	5:00.21 <sup>(9)</sup> ↓	6:32.64 <sup>(9)</sup> ↓	10:54.43 <sup>(11)</sup> ↓	<b>14:47.29<sup>(18)</sup></b> 70.2 A:114.9 B:125.0 C:84.1
	53.9	9.90 <sup>(13)</sup>	109.82:28.01 <sup>(10)</sup>	79.0:2:15.76 <sup>(9)</sup>	86.2:1:32.43 <sup>(5)</sup>	71.3:4:21.79 <sup>(14)</sup>	64.2:3:52.86 <sup>(17)</sup> 60.3
<b>8.</b>	<b>388 MARCONCINI Gianfrancb</b>		<b>Opel Kadett Gte</b>			<b>3-C2</b>	<b>13:27.92</b>
[1]	6.54 <sup>(13)</sup> ↓	16.67 <sup>(14)</sup> ↓	2:42.30 <sup>(9)</sup> ↓	4:57.35 <sup>(9)</sup> ↓	6:28.42 <sup>(8)</sup> ↓	10:15.79 <sup>(8)</sup> ↓	<b>13:27.92<sup>(8)</sup></b> 77.1 A:113.5 B:128.4 C:85.0 +48.00
	53.9	10.13 <sup>(15)</sup>	107.32:25.63 <sup>(8)</sup>	80.3:2:15.05 <sup>(10)</sup>	86.6:1:31.07 <sup>(11)</sup>	72.3:3:47.37 <sup>(9)</sup>	73.9:3:12.13 <sup>(8)</sup> 73.1
[2]	6.69 <sup>(14)</sup> ↓	16.98 <sup>(15)</sup> ↓	2:42.77 <sup>(9)</sup> ↓	4:57.76 <sup>(7)</sup> ↓	6:30.89 <sup>(8)</sup> ↓	10:32.07 <sup>(3)</sup> ↓	<b>13:54.57<sup>(11)</sup></b> 74.6 A:111.5 B:127.6 C:83.9
	52.7	10.29 <sup>(15)</sup>	105.72:25.79 <sup>(8)</sup>	80.3:2:14.99 <sup>(7)</sup>	86.7:1:33.13 <sup>(6)</sup>	70.7:4:01.18 <sup>(2)</sup>	69.7:3:22.50 <sup>(4)</sup> 69.3
<b>9.</b>	<b>392 SULSENTE Corrado</b>	<b>I</b>	<b>Opel Kadett Gte</b>			<b>3-C2</b>	<b>13:32.78</b>
[1]	6.37 <sup>(10)</sup> ↓	16.24 <sup>(13)</sup> ↓	2:45.97 <sup>(11)</sup> ↓	5:02.91 <sup>(11)</sup> ↓	6:33.15 <sup>(10)</sup> ↓	10:18.36 <sup>(10)</sup> ↓	<b>13:32.78<sup>(9)</sup></b> 76.6 A:112.4 B:125.5 C:87.6 +52.86
	55.4	9.87 <sup>(13)</sup>	110.22:29.73 <sup>(11)</sup>	78.7:2:16.94 <sup>(12)</sup>	85.4:1:30.24 <sup>(9)</sup>	73.0:3:45.21 <sup>(7)</sup>	74.7:3:14.42 <sup>(10)</sup> 72.2
[2]	6.39 <sup>(10)</sup> ↓	16.15 <sup>(11)</sup> ↓	2:42.44 <sup>(8)</sup> ↓	4:58.14 <sup>(8)</sup> ↓	6:29.99 <sup>(7)</sup> ↓	10:45.17 <sup>(5)</sup> ↓	<b>14:23.47<sup>(18)</sup></b> 72.1 A:115.6 B:127.2 C:86.5
	55.2	9.76 <sup>(11)</sup>	111.42:26.29 <sup>(9)</sup>	80.0:2:15.70 <sup>(8)</sup>	86.2:1:31.85 <sup>(4)</sup>	71.7:4:15.18 <sup>(9)</sup>	65.9:3:38.30 <sup>(11)</sup> 64.3
<b>10.</b>	<b>376 ERLACHER Bernhard</b>	<b>A</b>	<b>Ford Fiesta Mk1</b>			<b>3-C4</b>	<b>13:34.45</b>
[1]	7.05 <sup>(18)</sup> ↓	17.67 <sup>(19)</sup> ↓	2:47.50 <sup>(12)</sup> ↓	5:03.11 <sup>(12)</sup> ↓	6:33.97 <sup>(11)</sup> ↓	10:21.96 <sup>(11)</sup> ↓	<b>13:34.45<sup>(10)</sup></b> 76.5 A:103.4 B:118.3 C:86.8 +54.53
	50.0	10.62 <sup>(19)</sup>	102.42:29.83 <sup>(12)</sup>	78.7:2:15.61 <sup>(11)</sup>	86.3:1:30.86 <sup>(10)</sup>	72.5:3:47.99 <sup>(10)</sup>	73.7:3:12.49 <sup>(9)</sup> 72.9
[2]	6.86 <sup>(15)</sup>	16.86 <sup>(14)</sup>	2:45.52 <sup>(11)</sup>	5:03.62 <sup>(10)</sup>	6:39.30 <sup>(10)</sup>	10:54.00 <sup>(9)</sup>	<b>14:25.31<sup>(18)</sup></b> 72.0 A:104.1 B:106.8 C:79.9

P. N. Conduttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.			
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
51.4	10.00 <sup>(14)</sup>	108.72:28.66 <sup>(11)</sup>	78.72:18.10 <sup>(12)</sup>	84.71:35.68 <sup>(11)</sup>	68.94:14.70 <sup>(8)</sup>	66.03:31.31 <sup>(8)</sup>	66.4	
<b>11.393 PERA Francesco</b>	I	Opel Kadett Gte	Vimotorsport	3-C2				<b>13:56.23</b>
[1]	6.65 <sup>(14)</sup> ⌋	16.23 <sup>(12)</sup> ⌋	2:53.99 <sup>(18)</sup> ⌋	5:13.22 <sup>(17)</sup> ⌋	6:46.57 <sup>(16)</sup> ⌋	10:41.43 <sup>(13)</sup> ⌋	<b>13:56.23<sup>(11)</sup></b>	74.5 A:114.8 B:127.2 C:85.0 +1:16.31
	53.1	9.58 <sup>(11)</sup>	113.52:37.76 <sup>(19)</sup>	74.22:19.23 <sup>(14)</sup>	84.01:33.35 <sup>(13)</sup>	70.63:54.86 <sup>(12)</sup>	71.63:14.80 <sup>(11)</sup>	72.1
[2]	6.26 <sup>(7)</sup> ⌋	15.57 <sup>(9)</sup> ⌋	2:48.17 <sup>(14)</sup> ⌋	5:05.60 <sup>(11)</sup> ⌋	6:39.82 <sup>(12)</sup> ⌋	10:54.12 <sup>(10)</sup> ⌋	<b>14:27.29<sup>(18)</sup></b>	71.8 A:122.9 B:129.4 C:83.6
	56.4	9.31 <sup>(9)</sup>	116.82:32.60 <sup>(15)</sup>	76.72:17.43 <sup>(10)</sup>	85.11:34.22 <sup>(9)</sup>	69.94:14.30 <sup>(7)</sup>	66.13:33.17 <sup>(9)</sup>	65.9
<b>12.399 DE ROSSI Romeo</b>	I	Alfa Romeo Alfasud Ti	Rally Club Isola Vicentina	A C1				<b>13:58.63</b>
[1]	7.04 <sup>(17)</sup> ⌋	17.38 <sup>(17)</sup> ⌋	2:49.12 <sup>(16)</sup> ⌋	5:08.21 <sup>(13)</sup> ⌋	6:42.24 <sup>(13)</sup> ⌋	10:40.68 <sup>(12)</sup> ⌋	<b>13:58.63<sup>(12)</sup></b>	74.3 A:110.3 B:116.7 C:81.8 +1:18.71
	50.1	10.34 <sup>(17)</sup>	105.12:31.74 <sup>(13)</sup>	77.12:19.09 <sup>(13)</sup>	84.11:34.03 <sup>(15)</sup>	70.13:58.44 <sup>(16)</sup>	70.53:17.95 <sup>(12)</sup>	70.9
[2]	7.34 <sup>(17)</sup> ⌋	17.68 <sup>(17)</sup> ⌋	2:49.54 <sup>(15)</sup> ⌋	5:09.60 <sup>(14)</sup> ⌋	6:50.62 <sup>(15)</sup> ⌋	11:17.69 <sup>(16)</sup> ⌋	<b>14:58.76<sup>(18)</sup></b>	69.3 A:110.8 B:117.4 C:82.0
	48.1	10.34 <sup>(16)</sup>	105.12:31.86 <sup>(13)</sup>	77.02:20.06 <sup>(13)</sup>	83.51:41.02 <sup>(13)</sup>	65.24:27.07 <sup>(15)</sup>	62.93:41.07 <sup>(15)</sup>	63.5
<b>13.387 MANIERO Antonio</b>	I	Ford Escort Rs 2000	Club 91 Squadracorse	3-C2				<b>14:05.29</b>
[1]	6.87 <sup>(16)</sup> ⌋	17.12 <sup>(16)</sup> ⌋	2:53.23 <sup>(17)</sup> ⌋	5:13.83 <sup>(18)</sup> ⌋	6:51.30 <sup>(18)</sup> ⌋	10:47.25 <sup>(15)</sup> ⌋	<b>14:05.29<sup>(13)</sup></b>	73.7 A:103.4 B:120.1 C:85.9 +1:25.37
	51.4	10.25 <sup>(16)</sup>	106.12:36.11 <sup>(17)</sup>	74.92:20.60 <sup>(16)</sup>	83.21:37.47 <sup>(18)</sup>	67.63:55.95 <sup>(13)</sup>	71.33:18.04 <sup>(13)</sup>	70.9
[2]	6.40 <sup>(11)</sup> ⌋	16.21 <sup>(12)</sup> ⌋	2:47.88 <sup>(13)</sup> ⌋	5:05.71 <sup>(12)</sup> ⌋	6:39.80 <sup>(11)</sup> ⌋	10:49.22 <sup>(8)</sup> ⌋	<b>14:16.43<sup>(18)</sup></b>	72.7 A:113.9 B:121.3 C:85.3
	55.1	9.81 <sup>(12)</sup>	110.82:31.67 <sup>(12)</sup>	77.12:17.83 <sup>(11)</sup>	84.91:34.09 <sup>(8)</sup>	70.04:09.42 <sup>(5)</sup>	67.43:27.21 <sup>(6)</sup>	67.8
<b>14.412 BIZZARINI Fabrizio</b>	I	Fiat Ritmo 60	Halley Racing Team	3-C1				<b>14:08.28</b>
[1]	7.06 <sup>(19)</sup> ⌋	17.57 <sup>(18)</sup> ⌋	2:54.91 <sup>(19)</sup> ⌋	5:15.50 <sup>(19)</sup> ⌋	6:49.61 <sup>(17)</sup> ⌋	10:47.94 <sup>(17)</sup> ⌋	<b>14:08.28<sup>(14)</sup></b>	73.4 A:100.9 B:117.4 C:84.8 +1:28.36
	50.0	10.51 <sup>(18)</sup>	103.42:37.34 <sup>(18)</sup>	74.42:20.59 <sup>(15)</sup>	83.21:34.11 <sup>(16)</sup>	70.03:58.33 <sup>(15)</sup>	70.53:20.34 <sup>(14)</sup>	70.1
[2]	6.87 <sup>(16)</sup> ⌋	17.23 <sup>(16)</sup> ⌋	2:51.68 <sup>(17)</sup>		6:49.47 <sup>(14)</sup> ⌋	10:56.78 <sup>(12)</sup> ⌋	<b>14:23.56<sup>(18)</sup></b>	72.1 A:108.2 C:77.5
	51.4	10.36 <sup>(17)</sup>	104.92:34.45 <sup>(16)</sup>	75.8		4:07.31 <sup>(4)</sup>	68.03:26.78 <sup>(5)</sup>	67.9
<b>15.381 BARANEK Jaroslav</b>	SK	Ferrari 308 Gt4		3-C3				<b>14:09.81</b>
[1]	6.02 <sup>(4)</sup> ⌋	15.17 <sup>(7)</sup> ⌋	2:49.07 <sup>(15)</sup> ⌋	5:11.90 <sup>(16)</sup> ⌋	6:45.53 <sup>(15)</sup> ⌋	10:43.07 <sup>(14)</sup> ⌋	<b>14:09.81<sup>(15)</sup></b>	73.3 A:113.8 B:120.6 C:81.0 +1:29.89
	58.6	9.15 <sup>(7)</sup>	118.82:33.90 <sup>(16)</sup>	76.02:22.83 <sup>(19)</sup>	81.91:33.63 <sup>(14)</sup>	70.43:57.54 <sup>(14)</sup>	70.83:26.74 <sup>(17)</sup>	67.9
[2]	6.06 <sup>(5)</sup> ⌋	15.34 <sup>(7)</sup> ⌋	2:50.13 <sup>(16)</sup> ⌋	5:14.59 <sup>(15)</sup> ⌋	6:56.02 <sup>(16)</sup> ⌋	11:16.62 <sup>(15)</sup> ⌋	<b>14:52.84<sup>(18)</sup></b>	69.8 A:112.3 B:119.2 C:77.7
	58.2	9.28 <sup>(8)</sup>	117.22:34.79 <sup>(17)</sup>	75.62:24.46 <sup>(15)</sup>	81.01:41.43 <sup>(14)</sup>	65.04:20.60 <sup>(13)</sup>	64.53:36.22 <sup>(10)</sup>	64.9
<b>16.394 MEGGIORIN Stefano</b>	I	Volkswagen Scirocco	Sc. Funny Team	3-C2				<b>14:10.52</b>
[1]	6.34 <sup>(9)</sup> ⌋	15.71 <sup>(9)</sup> ⌋	2:47.71 <sup>(13)</sup> ⌋	5:09.09 <sup>(14)</sup> ⌋	6:41.37 <sup>(12)</sup> ⌋	10:49.10 <sup>(18)</sup> ⌋	<b>14:10.52<sup>(16)</sup></b>	73.2 A:112.1 B:116.6 C:85.2 +1:30.60
	55.6	9.37 <sup>(9)</sup>	116.02:32.00 <sup>(15)</sup>	77.02:21.38 <sup>(18)</sup>	82.81:32.28 <sup>(12)</sup>	71.44:07.73 <sup>(18)</sup>	67.93:21.42 <sup>(15)</sup>	69.7
[2]	6.26 <sup>(7)</sup> ⌋	15.48 <sup>(8)</sup> ⌋	2:47.58 <sup>(12)</sup> ⌋	5:07.99 <sup>(13)</sup> ⌋	6:41.83 <sup>(13)</sup> ⌋	11:00.07 <sup>(13)</sup> ⌋	<b>14:39.21<sup>(18)</sup></b>	70.8 A:110.1 B:114.6 C:77.1
	56.4	9.22 <sup>(7)</sup>	117.92:32.10 <sup>(14)</sup>	76.92:20.41 <sup>(14)</sup>	83.31:33.84 <sup>(7)</sup>	70.24:18.24 <sup>(10)</sup>	65.13:39.14 <sup>(13)</sup>	64.1
<b>17.382 BERLANDA Maurizio</b>	I	Daimler Benz 2800c	Destra 4	3-C3				<b>14:11.73</b>
[1]	6.66 <sup>(15)</sup> ⌋	16.78 <sup>(15)</sup> ⌋	2:48.64 <sup>(14)</sup> ⌋	5:09.29 <sup>(15)</sup> ⌋	6:44.00 <sup>(14)</sup> ⌋	10:47.33 <sup>(16)</sup> ⌋	<b>14:11.73<sup>(17)</sup></b>	73.1 A:111.9 B:116.4 C:81.0 +1:31.81
	53.0	10.12 <sup>(14)</sup>	107.42:31.86 <sup>(14)</sup>	77.02:20.65 <sup>(17)</sup>	83.21:34.71 <sup>(17)</sup>	69.64:03.33 <sup>(17)</sup>	69.13:24.40 <sup>(16)</sup>	68.7
<b>18.373 LIPPARINI Sandro</b>	I	Osella Pa 8	Destra 4	3-C4				<b>14:41.44</b>
[2]	5.51 <sup>(2)</sup> ⌋	13.30 <sup>(2)</sup> ⌋	2:36.32 <sup>(3)</sup> ⌋	4:47.45 <sup>(4)</sup> ⌋	6:26.24 <sup>(5)</sup> ⌋	11:00.92 <sup>(14)</sup> ⌋	<b>14:41.44<sup>(18)</sup></b>	70.7 A:126.4 B:136.9 C:75.5 +2:01.52
	64.0	7.79 <sup>(2)</sup>	139.62:23.02 <sup>(5)</sup>	81.82:11.13 <sup>(5)</sup>	89.21:38.79 <sup>(12)</sup>	66.74:34.68 <sup>(18)</sup>	61.23:40.52 <sup>(14)</sup>	63.7
<b>19.414 MILANESI Paolo</b>	I	Autobianchi A112 Abarth 70hp	BL Racing	3-C1				<b>14:59.25</b>
[1]	7.40 <sup>(20)</sup> ⌋	19.18 <sup>(20)</sup> ⌋	3:07.01 <sup>(21)</sup> ⌋	5:37.85 <sup>(21)</sup> ⌋	7:18.56 <sup>(20)</sup> ⌋	11:28.43 <sup>(19)</sup> ⌋	<b>14:59.25<sup>(18)</sup></b>	69.3 A:90.7 B:103.6 C:76.9 +2:19.33
	47.7	11.78 <sup>(21)</sup>	92.32:47.83 <sup>(20)</sup>	69.72:30.84 <sup>(21)</sup>	77.61:40.71 <sup>(19)</sup>	65.44:09.87 <sup>(19)</sup>	67.33:30.82 <sup>(18)</sup>	66.6
[2]	7.38 <sup>(18)</sup> ⌋	18.97 <sup>(18)</sup> ⌋	3:09.27 <sup>(19)</sup> ⌋	5:42.99 <sup>(17)</sup> ⌋	7:25.99 <sup>(18)</sup>			A:92.7 B:110.8 C:71.7
	47.8	11.59 <sup>(18)</sup>	93.82:50.30 <sup>(18)</sup>	68.72:33.72 <sup>(17)</sup>	76.11:43.00 <sup>(15)</sup>	64.0		
<b>20.415 CONCINI Enzo</b>	I	Autobianchi A112 Abarth 70hp	Sc. Team Bassano	3-C1				<b>15:00.98</b>
[1]	8.90 <sup>(23)</sup>		3:05.08 <sup>(20)</sup>	5:35.84 <sup>(20)</sup>	7:17.27 <sup>(19)</sup>	11:29.23 <sup>(20)</sup>	<b>15:00.98<sup>(19)</sup></b>	69.1 B:106.3 C:76.8 +2:21.06
	39.6		2:30.76 <sup>(20)</sup>	77.61:41.43 <sup>(20)</sup>	65.04:11.96 <sup>(20)</sup>	66.73:31.75 <sup>(19)</sup>	66.3	
[2]	8.28 <sup>(21)</sup>		3:06.36 <sup>(18)</sup>	5:38.87 <sup>(16)</sup>	7:22.54 <sup>(17)</sup>	11:42.57 <sup>(17)</sup>	<b>15:21.55<sup>(20)</sup></b>	67.6 B:103.2 C:74.0
	42.6		2:32.51 <sup>(16)</sup>	76.71:43.67 <sup>(16)</sup>	63.54:20.03 <sup>(11)</sup>	64.73:38.98 <sup>(12)</sup>	64.1	
<b>21.416 CESCATTI Claudio</b>	I	Autobianchi A112 Abarth 70hp	Manghen Team	3-C1				<b>15:48.77</b>
[1]	7.58 <sup>(22)</sup>		3:21.06 <sup>(22)</sup>	5:59.55 <sup>(22)</sup>	7:46.79 <sup>(21)</sup>	12:13.34 <sup>(21)</sup>	<b>15:57.44<sup>(20)</sup></b>	65.0 B:99.7 C:63.4 +3:08.85
	46.5		2:38.49 <sup>(22)</sup>	73.81:47.24 <sup>(21)</sup>	61.44:26.55 <sup>(21)</sup>	63.13:44.10 <sup>(20)</sup>	62.7	
[2]	7.51 <sup>(19)</sup> ⌋	19.27 <sup>(20)</sup> ⌋	3:12.20 <sup>(20)</sup> ⌋	5:47.57 <sup>(18)</sup> ⌋	7:33.08 <sup>(19)</sup> ⌋	12:05.08 <sup>(18)</sup> ⌋	<b>15:48.77<sup>(20)</sup></b>	65.6 A:96.3 B:102.5 C:75.0
	47.0	11.76 <sup>(20)</sup>	92.42:52.93 <sup>(19)</sup>	67.72:35.37 <sup>(18)</sup>	75.31:45.51 <sup>(17)</sup>	62.44:32.00 <sup>(17)</sup>	61.83:43.69 <sup>(16)</sup>	62.8
<b>22.411 CAPANNA Dante</b>	I	Autobianchi A112 Abarth 70hp	Sc. Biondetti	3-C1				<b>16:20.00</b>
[1]	7.54 <sup>(21)</sup> ⌋	19.23 <sup>(21)</sup> ⌋	3:21.26 <sup>(23)</sup> ⌋	6:03.60 <sup>(23)</sup> ⌋	7:53.50 <sup>(22)</sup> ⌋	12:29.41 <sup>(22)</sup> ⌋	<b>16:20.00<sup>(21)</sup></b>	63.6 A:90.4 B:97.0 C:71.5 +3:40.08
	46.8	11.69 <sup>(20)</sup>	93.03:02.03 <sup>(21)</sup>	64.32:42.34 <sup>(23)</sup>	72.11:49.90 <sup>(22)</sup>	59.94:35.91 <sup>(22)</sup>	60.93:50.59 <sup>(21)</sup>	60.9
[2]	7.52 <sup>(20)</sup> ⌋	19.12 <sup>(19)</sup> ⌋	3:19.83 <sup>(21)</sup> ⌋	6:04.05 <sup>(19)</sup> ⌋	7:59.96 <sup>(20)</sup> ⌋	13:00.65 <sup>(19)</sup> ⌋	<b>17:10.18<sup>(22)</sup></b>	60.5 A:90.0 B:96.8 C:67.9
	46.9	11.60 <sup>(19)</sup>	93.73:00.71 <sup>(20)</sup>	64.72:44.22 <sup>(19)</sup>	71.21:55.91 <sup>(19)</sup>	56.85:00.69 <sup>(19)</sup>	55.94:09.53 <sup>(19)</sup>	56.3
<b>23.386 KLEINER Thomas</b>	A	Ford Escort Rs 2000		3-C2				
[1]	6.42 <sup>(11)</sup> ⌋	15.35 <sup>(8)</sup> ⌋	2:37.41 <sup>(4)</sup> ⌋	4:44.78 <sup>(3)</sup>				A:123.9 B:134.3
	55.0	8.93 <sup>(6)</sup>	121.72:22.06 <sup>(2)</sup>	82.42:07.37 <sup>(2)</sup>	91.9			
<b>24.375 RICCIO Ciro</b>	I	Alfa Romeo Gt 2000		3-C4				

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo
						VMed VMax
[1]	6.11 <sup>(6)</sup> †	14.94 <sup>(3)</sup> †	2:38.39 <sup>(5)</sup> †	4:48.46 <sup>(5)</sup> †	6:16.69 <sup>(5)</sup> †	9:58.11 <sup>(5)</sup>
	57.7	8.83 <sup>(4)</sup>	123.12:23.45 <sup>(5)</sup>	81.62:10.07 <sup>(6)</sup>	90.01:28.23 <sup>(5)</sup>	74.73:41.42 <sup>(5)</sup>
						75.9

A:121.7 B:132.8 C:92.4

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

Risultati e Telemetrie a cura di Francesco Dariz