



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

## Corsa Internazionale di Velocità in Salita

### Prove Ufficiali Autovetture E3

#### Analisi Telemetrie A

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
<b>1.</b>	<b>278</b>	<b>DE MORI Giuseppe</b>	I	Renault Clio Maxi	Vimotorsport	E3 A 2000	<b>11:50.71</b>
[1]	6.08 <sup>(2)</sup> ↓	13.92 <sup>(2)</sup> ↓	2:26.45 <sup>(2)</sup> ↓	4:26.62 <sup>(5)</sup> ↓	5:47.37 <sup>(3)</sup> ↓	9:04.92 <sup>(2)</sup> ↓	<b>11:50.71</b> <sup>(1)</sup>
	58.0	7.84 <sup>(1)</sup>	138.72:12.53 <sup>(4)</sup>	88.32:00.17 <sup>(5)</sup>	97.41:20.75 <sup>(3)</sup>	81.63:17.55 <sup>(1)</sup>	85.12:45.79 <sup>(1)</sup>
[2]	6.12 <sup>(3)</sup> ↓	14.23 <sup>(2)</sup> ↓	2:32.42 <sup>(4)</sup> ↓	4:33.81 <sup>(3)</sup> ↓	6:01.68 <sup>(2)</sup> ↓	10:03.51 <sup>(3)</sup> ↓	<b>13:15.03</b> <sup>(14)</sup>
	57.6	8.11 <sup>(2)</sup>	134.12:18.19 <sup>(4)</sup>	84.72:01.39 <sup>(2)</sup>	96.41:27.87 <sup>(3)</sup>	75.04:01.83 <sup>(4)</sup>	69.53:11.52 <sup>(2)</sup>
<b>2.</b>	<b>281</b>	<b>PIFFER Luca</b>	I	Renault Clio Maxi	Vimotorsport	E3 A 2000	<b>11:51.55</b>
[1]	5.67 <sup>(1)</sup> ↓	13.53 <sup>(1)</sup> ↓	2:25.65 <sup>(1)</sup> ↓	4:24.40 <sup>(4)</sup> ↓	5:43.95 <sup>(2)</sup> ↓	9:03.51 <sup>(1)</sup> ↓	<b>11:51.55</b> <sup>(2)</sup>
	62.2	7.86 <sup>(2)</sup>	138.32:12.12 <sup>(3)</sup>	88.61:58.75 <sup>(4)</sup>	98.51:19.55 <sup>(2)</sup>	82.83:19.56 <sup>(2)</sup>	84.22:48.04 <sup>(2)</sup>
[2]	5.70 <sup>(1)</sup> ↓	13.49 <sup>(1)</sup> ↓	2:28.31 <sup>(1)</sup> ↓	4:30.68 <sup>(2)</sup> ↓	5:55.80 <sup>(1)</sup> ↓	9:47.20 <sup>(1)</sup> ↓	<b>12:57.65</b> <sup>(12)</sup>
	61.9	7.79 <sup>(1)</sup>	139.62:14.82 <sup>(2)</sup>	86.82:02.37 <sup>(3)</sup>	95.61:25.12 <sup>(1)</sup>	77.43:51.40 <sup>(1)</sup>	72.73:10.45 <sup>(1)</sup>
<b>3.</b>	<b>275</b>	<b>BIASIOTTO Andrea</b>	I	Bmw M3	Vimotorsport	E3 A 3000	<b>11:58.99</b>
[1]	6.33 <sup>(7)</sup> ↓	14.83 <sup>(5)</sup> ↓	2:26.77 <sup>(3)</sup> ↓	4:23.47 <sup>(3)</sup> ↓	5:42.15 <sup>(1)</sup> ↓	9:06.25 <sup>(3)</sup> ↓	<b>11:58.99</b> <sup>(3)</sup>
	55.7	8.50 <sup>(7)</sup>	127.92:11.94 <sup>(1)</sup>	88.71:56.70 <sup>(3)</sup>	100.31:18.68 <sup>(1)</sup>	83.73:24.10 <sup>(3)</sup>	82.42:52.74 <sup>(4)</sup>
<b>4.</b>	<b>285</b>	<b>PARISI Roberto</b>	I	Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:06.07</b>
[1]	6.09 <sup>(3)</sup> ↓	14.83 <sup>(5)</sup> ↓	2:26.79 <sup>(4)</sup> ↓	4:27.95 <sup>(6)</sup> ↓	5:48.91 <sup>(4)</sup> ↓	9:13.90 <sup>(4)</sup> ↓	<b>12:06.07</b> <sup>(4)</sup>
	57.9	8.74 <sup>(9)</sup>	124.42:11.96 <sup>(2)</sup>	88.72:01.16 <sup>(6)</sup>	96.61:20.96 <sup>(4)</sup>	81.43:24.99 <sup>(4)</sup>	82.62:52.17 <sup>(3)</sup>
[2]	6.08 <sup>(2)</sup> ↓	14.82 <sup>(6)</sup> ↓	2:30.91 <sup>(3)</sup> ↓	4:35.01 <sup>(4)</sup> ↓	6:02.63 <sup>(3)</sup> ↓	9:57.50 <sup>(2)</sup> ↓	<b>13:10.07</b> <sup>(13)</sup>
	58.0	8.74 <sup>(7)</sup>	124.42:16.09 <sup>(3)</sup>	86.02:04.10 <sup>(4)</sup>	94.31:27.62 <sup>(2)</sup>	75.23:54.87 <sup>(2)</sup>	71.63:12.57 <sup>(3)</sup>
<b>5.</b>	<b>291</b>	<b>LOMBARDI Andrea</b>	I	Honda Civic Vti		E3 A 1600	<b>12:24.04</b>
[1]	6.49 <sup>(11)</sup> ↓	14.93 <sup>(7)</sup> ↓	2:31.79 <sup>(7)</sup> ↓	4:33.95 <sup>(8)</sup> ↓	5:58.17 <sup>(7)</sup> ↓	9:29.19 <sup>(6)</sup> ↓	<b>12:24.04</b> <sup>(5)</sup>
	54.4	8.44 <sup>(4)</sup>	128.82:16.86 <sup>(7)</sup>	85.52:02.16 <sup>(8)</sup>	95.81:24.22 <sup>(8)</sup>	78.23:31.02 <sup>(7)</sup>	79.72:54.85 <sup>(5)</sup>
[2]	6.26 <sup>(6)</sup> ↓	14.62 <sup>(3)</sup> ↓	2:40.11 <sup>(8)</sup> ↓	4:49.36 <sup>(7)</sup> ↓	6:21.89 <sup>(7)</sup> ↓	10:42.18 <sup>(8)</sup> ↓	<b>14:26.87</b> <sup>(22)</sup>
	56.4	8.36 <sup>(4)</sup>	130.02:25.49 <sup>(8)</sup>	80.42:09.25 <sup>(7)</sup>	90.51:32.53 <sup>(7)</sup>	71.24:20.29 <sup>(8)</sup>	64.63:44.69 <sup>(15)</sup>
<b>6.</b>	<b>286</b>	<b>ZANCANELLA Nicola</b>	I	Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:27.34</b>
[1]	6.20 <sup>(4)</sup> ↓	14.68 <sup>(3)</sup> ↓	2:27.38 <sup>(5)</sup> ↓	4:28.91 <sup>(7)</sup> ↓	5:51.29 <sup>(5)</sup> ↓	9:19.67 <sup>(5)</sup> ↓	<b>12:27.34</b> <sup>(6)</sup>
	56.9	8.48 <sup>(6)</sup>	128.22:12.70 <sup>(5)</sup>	88.22:01.53 <sup>(7)</sup>	96.31:22.38 <sup>(5)</sup>	80.03:28.38 <sup>(5)</sup>	80.73:07.67 <sup>(11)</sup>
[2]	6.22 <sup>(5)</sup> ↓	14.72 <sup>(5)</sup> ↓	2:29.08 <sup>(2)</sup> ↓	4:30.02 <sup>(1)</sup>			A:132.6 B:144.2
	56.7	8.50 <sup>(5)</sup>	127.92:14.36 <sup>(1)</sup>	87.72:00.94 <sup>(1)</sup>	96.7		
<b>7.</b>	<b>279</b>	<b>BOSCHI Maurizio</b>	I	Renault Clio Williams	Vimotorsport	E3 A 2000	<b>12:32.78</b>
[1]	6.66 <sup>(16)</sup> ↓	15.07 <sup>(9)</sup> ↓	2:33.47 <sup>(10)</sup> ↓	4:38.74 <sup>(10)</sup> ↓	6:03.19 <sup>(9)</sup> ↓	9:34.17 <sup>(8)</sup> ↓	<b>12:32.78</b> <sup>(7)</sup>
	53.0	8.41 <sup>(3)</sup>	129.32:18.40 <sup>(10)</sup>	84.52:05.27 <sup>(10)</sup>	93.41:24.45 <sup>(9)</sup>	78.03:30.98 <sup>(6)</sup>	79.72:58.61 <sup>(7)</sup>
[2]	6.38 <sup>(8)</sup> ↓	14.62 <sup>(3)</sup> ↓	2:37.13 <sup>(6)</sup> ↓	4:44.77 <sup>(6)</sup> ↓	6:18.79 <sup>(5)</sup> ↓	10:43.89 <sup>(9)</sup> ↓	<b>14:13.81</b> <sup>(22)</sup>
	55.3	8.24 <sup>(3)</sup>	131.92:22.51 <sup>(6)</sup>	82.72:07.64 <sup>(5)</sup>	91.71:34.02 <sup>(9)</sup>	70.14:25.10 <sup>(10)</sup>	63.43:29.92 <sup>(7)</sup>
<b>8.</b>	<b>288</b>	<b>CIAGHI Corrado</b>	I	Renault Clio	Destra 4	E3 A 2000	<b>12:41.75</b>
[1]	6.23 <sup>(5)</sup> ↓	15.12 <sup>(10)</sup> ↓	2:33.39 <sup>(9)</sup> ↓	4:39.70 <sup>(11)</sup> ↓	6:04.46 <sup>(10)</sup> ↓	9:38.57 <sup>(9)</sup> ↓	<b>12:41.75</b> <sup>(8)</sup>
	56.6	8.89 <sup>(10)</sup>	122.32:18.27 <sup>(9)</sup>	84.62:06.31 <sup>(11)</sup>	92.61:24.76 <sup>(10)</sup>	77.73:34.11 <sup>(9)</sup>	78.53:03.18 <sup>(9)</sup>
[2]	6.34 <sup>(7)</sup> ↓	15.26 <sup>(8)</sup> ↓	2:35.88 <sup>(5)</sup> ↓	4:43.94 <sup>(5)</sup> ↓	6:13.96 <sup>(4)</sup> ↓	10:15.06 <sup>(4)</sup> ↓	<b>13:35.69</b> <sup>(18)</sup>
	55.6	8.92 <sup>(9)</sup>	121.92:20.62 <sup>(5)</sup>	83.22:08.06 <sup>(6)</sup>	91.41:30.02 <sup>(4)</sup>	73.24:01.10 <sup>(3)</sup>	69.73:20.63 <sup>(4)</sup>
<b>9.</b>	<b>293</b>	<b>CONSOLATI Valerio</b>	I	Honda Civic Eg6 6		E3 A 1600	<b>12:44.81</b>
[1]	6.25 <sup>(6)</sup> ↓	14.98 <sup>(8)</sup> ↓	2:35.38 <sup>(12)</sup> ↓	4:07.05 <sup>(1)</sup> ↓	6:07.37 <sup>(11)</sup> ↓	9:43.57 <sup>(11)</sup> ↓	<b>12:44.81</b> <sup>(9)</sup>
	56.4	8.73 <sup>(8)</sup>	124.52:20.40 <sup>(12)</sup>	83.31:31.67 <sup>(1)</sup>	127.62:00.32 <sup>(22)</sup>	54.83:36.20 <sup>(10)</sup>	77.83:01.24 <sup>(8)</sup>
[2]	6.18 <sup>(4)</sup> ↓	14.92 <sup>(7)</sup> ↓	2:46.70 <sup>(13)</sup> ↓	5:07.15 <sup>(13)</sup> ↓	6:50.20 <sup>(12)</sup> ↓	11:19.85 <sup>(12)</sup> ↓	<b>15:10.12</b> <sup>(23)</sup>
	57.1	8.74 <sup>(7)</sup>	124.42:31.78 <sup>(13)</sup>	77.72:20.45 <sup>(14)</sup>	83.31:43.05 <sup>(16)</sup>	63.94:29.65 <sup>(14)</sup>	62.33:50.27 <sup>(18)</sup>
<b>10.</b>	<b>292</b>	<b>MORANDELL Lukas</b>	I	Honda Civic Vti	Rennstall Mendel	E3 A 1600	<b>12:45.87</b>
[1]	6.33 <sup>(7)</sup> ↓	14.79 <sup>(4)</sup> ↓	2:31.51 <sup>(6)</sup> ↓	4:34.44 <sup>(9)</sup> ↓	5:58.04 <sup>(6)</sup> ↓	9:30.34 <sup>(7)</sup> ↓	<b>12:45.87</b> <sup>(10)</sup>
	55.7	8.46 <sup>(5)</sup>	128.52:16.72 <sup>(6)</sup>	85.62:02.93 <sup>(9)</sup>	95.21:23.60 <sup>(6)</sup>	78.83:32.30 <sup>(8)</sup>	79.23:15.53 <sup>(18)</sup>
<b>11.</b>	<b>294</b>	<b>GILLI Paolo</b>	I	Alfa Romeo 33	Destra 4	E3 A 1600	<b>12:51.26</b>
[1]	6.68 <sup>(18)</sup> ↓	15.88 <sup>(14)</sup> ↓	2:32.91 <sup>(8)</sup> ↓	4:20.95 <sup>(2)</sup> ↓	6:01.25 <sup>(8)</sup> ↓	9:38.80 <sup>(10)</sup> ↓	<b>12:51.26</b> <sup>(11)</sup>
	52.8	9.20 <sup>(13)</sup>	118.22:17.03 <sup>(8)</sup>	85.41:48.04 <sup>(2)</sup>	108.31:40.30 <sup>(21)</sup>	65.73:37.55 <sup>(12)</sup>	77.33:12.46 <sup>(16)</sup>

P. N. Conducente		Naz	Vettura	Scuderia		Classe		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
[2] 6.75 <sup>(15)</sup> 52.3	16.35 <sup>(13)</sup> 9.60 <sup>(13)</sup> 113.32:26.27 <sup>(10)</sup>		4:54.10 <sup>(9)</sup> 80.02:11.48 <sup>(9)</sup> 89.07:35.34 <sup>(10)</sup>	6:29.44 <sup>(9)</sup> 69.14:24.30 <sup>(9)</sup>	10:53.74 <sup>(10)</sup> 63.63:34.10 <sup>(9)</sup>	<b>14:27.84</b> <sup>(22)</sup> 65.6	71.8 A:118.0 B:130.4 C:80.8	
<b>12.284 FRAINER Marco</b>		I	Opel Kadett Gsi 16v	Rally Team		E3 A 2000		<b>12:58.31</b>
[1] 6.59 <sup>(13)</sup> 53.5	15.86 <sup>(13)</sup> 9.27 <sup>(14)</sup> 117.32:22.02 <sup>(13)</sup>		4:48.44 <sup>(13)</sup> 82.42:10.56 <sup>(14)</sup> 89.61:28.65 <sup>(12)</sup>	6:17.09 <sup>(13)</sup> 74.33:36.83 <sup>(11)</sup>	9:53.92 <sup>(12)</sup> 77.53:04.39 <sup>(10)</sup>	<b>12:58.31</b> <sup>(12)</sup> 76.1	80.0 A:122.5 B:131.0 C:90.2	+1:07.60
[2] 6.47 <sup>(10)</sup> 54.5	15.75 <sup>(11)</sup> 9.28 <sup>(11)</sup> 117.22:22.62 <sup>(7)</sup>		4:49.36 <sup>(7)</sup> 82.02:10.99 <sup>(8)</sup> 89.31:30.78 <sup>(5)</sup>	6:20.14 <sup>(6)</sup> 72.64:04.32 <sup>(5)</sup>	10:24.46 <sup>(5)</sup> 68.83:21.45 <sup>(5)</sup>	<b>13:45.91</b> <sup>(18)</sup> 69.7	75.4 A:122.2 B:129.3 C:84.6	
<b>13.296 PIFFER Alessio</b>		I	Alfa Romeo 33	Destra 4		E3 A 1600		<b>13:11.58</b>
[1] 6.94 <sup>(21)</sup> 50.8	16.59 <sup>(18)</sup> 9.65 <sup>(17)</sup> 112.72:24.84 <sup>(14)</sup>		2:41.43 <sup>(14)</sup> 80.8	6:18.89 <sup>(14)</sup> 3:44.04 <sup>(13)</sup>	10:02.93 <sup>(13)</sup> 75.03:08.65 <sup>(12)</sup>	<b>13:11.58</b> <sup>(13)</sup> 74.4	78.7 A:118.8 C:82.6	+1:20.87
[2] 6.80 <sup>(16)</sup> 51.9	16.27 <sup>(12)</sup> 9.47 <sup>(12)</sup> 114.82:28.62 <sup>(11)</sup>		2:44.89 <sup>(11)</sup> 78.72:11.60 <sup>(10)</sup> 88.91:32.64 <sup>(8)</sup>	4:56.49 <sup>(10)</sup> 71.14:07.27 <sup>(6)</sup>	6:29.13 <sup>(8)</sup> 68.03:25.74 <sup>(6)</sup>	<b>14:02.14</b> <sup>(19)</sup> 68.2	74.0 A:120.3 B:130.3 C:83.3	
<b>14.312 WEBER Stefano</b>		I	Citroën Ax Gti	Vimotorsport		E3 A 1400		<b>13:15.07</b>
[1] 6.49 <sup>(11)</sup> 54.4	16.03 <sup>(15)</sup> 9.54 <sup>(16)</sup> 114.02:27.48 <sup>(16)</sup>		2:43.51 <sup>(16)</sup> 79.32:09.28 <sup>(13)</sup> 90.51:27.35 <sup>(11)</sup>	4:52.79 <sup>(14)</sup> 75.43:46.16 <sup>(14)</sup>	6:20.14 <sup>(15)</sup> 74.33:08.77 <sup>(13)</sup>	<b>13:15.07</b> <sup>(14)</sup> 74.4	78.3 A:109.4 B:130.2 C:88.0	+1:24.36
[2] 6.54 <sup>(11)</sup> 53.9	16.35 <sup>(13)</sup> 9.81 <sup>(15)</sup> 110.82:43.63 <sup>(17)</sup>		2:59.98 <sup>(16)</sup> 71.52:23.18 <sup>(15)</sup> 81.71:41.66 <sup>(13)</sup>	5:23.16 <sup>(15)</sup> 64.84:25.66 <sup>(11)</sup>	7:04.82 <sup>(14)</sup> 63.33:42.55 <sup>(13)</sup>	<b>15:13.03</b> <sup>(23)</sup> 63.1	68.2 A:104.6 B:104.9 C:80.0	
<b>15.314 OSS PEGORAR Stefano</b>		I	Peugeot 205	Destra 4		E3 A 1400		<b>13:29.20</b>
[1] 6.62 <sup>(15)</sup> 53.3	16.14 <sup>(16)</sup> 9.52 <sup>(15)</sup> 114.22:29.44 <sup>(18)</sup>		2:45.58 <sup>(18)</sup> 78.32:14.85 <sup>(17)</sup> 86.81:30.16 <sup>(14)</sup>	5:00.43 <sup>(17)</sup> 73.13:47.27 <sup>(15)</sup>	6:30.59 <sup>(18)</sup> 74.03:11.34 <sup>(15)</sup>	<b>13:29.20</b> <sup>(15)</sup> 73.4	77.0 A:113.9 B:126.4 C:86.3	+1:38.49
[2] 6.69 <sup>(14)</sup> 52.7	16.43 <sup>(15)</sup> 9.74 <sup>(14)</sup> 111.62:41.85 <sup>(15)</sup>		2:58.28 <sup>(14)</sup> 72.32:25.56 <sup>(16)</sup> 80.41:43.12 <sup>(17)</sup>	5:23.84 <sup>(16)</sup> 63.94:27.60 <sup>(13)</sup>	7:06.96 <sup>(15)</sup> 62.83:44.12 <sup>(14)</sup>	<b>15:18.68</b> <sup>(23)</sup> 62.6	67.8 A:106.9 B:108.7 C:76.3	
<b>16.287 BONAMIN Luigino</b>		I	Seat Ibiza			E3 A 2000		<b>13:29.86</b>
[1] 6.34 <sup>(9)</sup> 55.6	15.29 <sup>(11)</sup> 8.95 <sup>(12)</sup> 121.52:27.89 <sup>(17)</sup>		2:43.18 <sup>(15)</sup> 79.12:13.50 <sup>(16)</sup> 87.61:31.55 <sup>(15)</sup>	4:56.68 <sup>(15)</sup> 72.03:51.61 <sup>(17)</sup>	6:28.23 <sup>(17)</sup> 72.63:10.02 <sup>(14)</sup>	<b>13:29.86</b> <sup>(16)</sup> 73.9	76.9 A:121.4 B:133.0 C:79.9	+1:39.15
[2] 6.46 <sup>(9)</sup> 54.6	15.46 <sup>(10)</sup> 9.00 <sup>(10)</sup> 120.82:31.15 <sup>(12)</sup>		2:46.61 <sup>(12)</sup> 77.42:17.10 <sup>(11)</sup> 85.31:39.50 <sup>(12)</sup>	5:03.71 <sup>(12)</sup> 66.24:34.63 <sup>(16)</sup>	6:43.21 <sup>(11)</sup> 61.23:35.17 <sup>(10)</sup>	<b>14:53.01</b> <sup>(23)</sup> 65.3	69.7 A:119.2 B:124.1 C:72.6	
<b>17.311 SIEBERLECHNER Martin</b>		I	Peugeot 205 Rallye	Rennstall Mendel		E3 A 1400		<b>13:31.72</b>
[1] 6.89 <sup>(20)</sup> 51.2	17.13 <sup>(20)</sup> 10.24 <sup>(20)</sup> 106.22:26.82 <sup>(15)</sup>		2:43.95 <sup>(17)</sup> 79.72:12.86 <sup>(15)</sup> 88.11:29.59 <sup>(13)</sup>	4:56.81 <sup>(16)</sup> 73.53:50.08 <sup>(16)</sup>	6:26.40 <sup>(16)</sup> 73.13:15.24 <sup>(17)</sup>	<b>13:31.72</b> <sup>(17)</sup> 71.9	76.7 A:111.8 B:122.6 C:86.8	+1:41.01
<b>18.316 COSSALTER Roberto</b>		I	Peugeot 106 Rallye	Antares Motorsport		E3 A 1400		<b>13:49.51</b>
[1] 6.83 <sup>(18)</sup> 51.7	16.95 <sup>(17)</sup> 10.12 <sup>(17)</sup> 107.42:43.37 <sup>(16)</sup>		2:47.02 <sup>(19)</sup> 71.62:27.70 <sup>(17)</sup> 79.21:42.01 <sup>(14)</sup>	5:03.70 <sup>(18)</sup> 64.64:26.95 <sup>(12)</sup>	6:37.23 <sup>(19)</sup> 63.03:46.69 <sup>(17)</sup>	<b>13:49.51</b> <sup>(18)</sup> 71.6	75.1 B:86.2 C:82.3	+1:58.80
[2] 6.83 <sup>(18)</sup> 51.7	16.95 <sup>(17)</sup> 10.12 <sup>(17)</sup> 107.42:43.37 <sup>(16)</sup>		3:00.32 <sup>(17)</sup> 71.62:27.70 <sup>(17)</sup> 79.21:42.01 <sup>(14)</sup>	5:28.02 <sup>(17)</sup> 64.64:26.95 <sup>(12)</sup>	7:10.03 <sup>(16)</sup> 63.03:46.69 <sup>(17)</sup>	<b>15:23.67</b> <sup>(23)</sup> 61.9	67.4 A:109.0 B:116.4 C:77.0	
<b>19.318 FOLGHERAITER Mattia</b>		I	Peugeot 106 Rallye	Destra 4		E3 A 1400		<b>14:06.33</b>
[1] 7.13 <sup>(22)</sup> 49.5	2:57.78 <sup>(22)</sup> 2:23.92 <sup>(21)</sup>		5:21.70 <sup>(21)</sup> 81.31:34.57 <sup>(18)</sup>	6:56.27 <sup>(22)</sup> 69.73:53.47 <sup>(18)</sup>	10:49.74 <sup>(21)</sup> 72.03:16.59 <sup>(20)</sup>	<b>14:06.33</b> <sup>(19)</sup> 71.4	73.6 B:110.5 C:76.0	+2:15.62
[2] 7.20 <sup>(19)</sup> 49.0	17.66 <sup>(19)</sup> 10.46 <sup>(18)</sup> 103.92:41.13 <sup>(14)</sup>		2:58.79 <sup>(15)</sup> 72.62:19.01 <sup>(13)</sup> 84.21:35.84 <sup>(11)</sup>	5:17.80 <sup>(14)</sup> 68.74:37.26 <sup>(17)</sup>	6:53.64 <sup>(13)</sup> 60.63:35.54 <sup>(11)</sup>	<b>15:06.44</b> <sup>(23)</sup> 65.1	68.7 A:104.9 B:118.2 C:76.7	
<b>20.299 DONATI Paolo</b>		I	Alfa Romeo 33	Destra 4		E3 A 1600		<b>14:08.06</b>
[1] 6.66 <sup>(16)</sup> 53.0	16.79 <sup>(19)</sup> 10.13 <sup>(19)</sup> 107.32:34.09 <sup>(19)</sup>		2:50.88 <sup>(20)</sup> 75.92:19.79 <sup>(19)</sup> 83.71:33.51 <sup>(16)</sup>	5:10.67 <sup>(19)</sup> 70.54:00.79 <sup>(21)</sup>	6:44.18 <sup>(20)</sup> 69.83:23.09 <sup>(22)</sup>	<b>14:08.06</b> <sup>(20)</sup> 69.1	73.4 A:104.6 B:120.0 C:82.3	+2:17.35
[2] 6.82 <sup>(17)</sup> 51.7	16.93 <sup>(16)</sup> 10.11 <sup>(16)</sup> 107.52:47.81 <sup>(18)</sup>		3:04.74 <sup>(18)</sup> 69.72:28.17 <sup>(18)</sup> 79.01:42.19 <sup>(15)</sup>	5:32.91 <sup>(18)</sup> 64.54:32.23 <sup>(15)</sup>	7:15.10 <sup>(17)</sup> 61.83:41.42 <sup>(12)</sup>	<b>15:28.75</b> <sup>(23)</sup> 63.4	67.1 A:107.7 B:112.8 C:74.3	
<b>21.276 BARLETTA Matteo</b>		I	Bmw M3	Club 91 Squadracorse		E3 A 3000		<b>14:08.79</b>
[1] 6.74 <sup>(19)</sup> 52.3	15.63 <sup>(12)</sup> 8.89 <sup>(10)</sup> 122.32:19.60 <sup>(11)</sup>		2:35.23 <sup>(11)</sup> 83.82:08.88 <sup>(12)</sup> 90.81:23.92 <sup>(7)</sup>	4:44.11 <sup>(12)</sup> 78.65:28.52 <sup>(24)</sup>	6:08.03 <sup>(12)</sup> 9.72:58.13 <sup>(6)</sup>	<b>37:58.25</b> <sup>(24)</sup> 78.8	27.3 A:116.2 B:128.8 C:94.7	+2:18.08
[2] 6.63 <sup>(13)</sup> 53.2	15.31 <sup>(9)</sup> 8.68 <sup>(6)</sup> 125.32:25.69 <sup>(9)</sup>		2:41.00 <sup>(9)</sup> 80.32:17.77 <sup>(12)</sup> 84.91:31.11 <sup>(6)</sup>	4:58.77 <sup>(11)</sup> 72.34:07.61 <sup>(7)</sup>	6:29.88 <sup>(10)</sup> 67.93:31.30 <sup>(8)</sup>	<b>14:08.79</b> <sup>(21)</sup> 66.4	73.4 A:118.2 B:129.2 C:86.4	
<b>22.298 CRISTOFARO Daniele</b>		I	Alfa Romeo 33	Rally Team		E3 A 1600		<b>14:09.35</b>
[1] 6.46 <sup>(10)</sup> 54.6	16.25 <sup>(17)</sup> 9.79 <sup>(18)</sup> 111.12:36.35 <sup>(20)</sup>		2:52.60 <sup>(21)</sup> 74.82:21.21 <sup>(20)</sup> 82.91:35.55 <sup>(19)</sup>	5:13.81 <sup>(20)</sup> 68.93:58.59 <sup>(20)</sup>	6:49.36 <sup>(21)</sup> 70.53:21.40 <sup>(21)</sup>	<b>14:09.35</b> <sup>(21)</sup> 69.7	73.3 A:110.5 B:127.0 C:81.4	+2:18.64
[2] 7.26 <sup>(20)</sup> 48.6	18.45 <sup>(20)</sup> 11.19 <sup>(20)</sup> 97.23:06.70 <sup>(19)</sup>		3:25.15 <sup>(19)</sup> 62.72:40.74 <sup>(19)</sup> 72.81:51.20 <sup>(18)</sup>	6:05.89 <sup>(19)</sup> 59.24:52.22 <sup>(18)</sup>	7:57.09 <sup>(18)</sup> 57.53:46.07 <sup>(16)</sup>	<b>16:35.38</b> <sup>(24)</sup> 62.1	62.6 A:100.5 B:107.1 C:71.1	
<b>23.315 DE ZORDI Damiano</b>		I	Peugeot 205 Rallye			E3 A 1400		<b>14:43.93</b>
[1] 6.60 <sup>(14)</sup> 53.5	17.14 <sup>(21)</sup> 10.54 <sup>(21)</sup> 103.12:45.76 <sup>(21)</sup>		3:02.90 <sup>(23)</sup> 70.62:32.21 <sup>(22)</sup> 76.91:40.05 <sup>(20)</sup>	5:35.11 <sup>(22)</sup> 65.84:04.90 <sup>(22)</sup>	7:15.16 <sup>(23)</sup> 68.63:23.87 <sup>(23)</sup>	<b>14:43.93</b> <sup>(22)</sup> 68.9	70.5 A:96.8 B:113.7 C:79.4	+2:53.22
[2] 6.60 <sup>(12)</sup> 53.5	17.46 <sup>(18)</sup> 10.86 <sup>(19)</sup> 100.13:11.12 <sup>(20)</sup>		3:28.58 <sup>(20)</sup> 61.22:53.17 <sup>(20)</sup> 67.62:05.93 <sup>(19)</sup>	6:21.75 <sup>(20)</sup> 52.35:06.51 <sup>(19)</sup>	8:27.68 <sup>(19)</sup> 54.84:16.49 <sup>(19)</sup>	<b>17:50.68</b> <sup>(24)</sup> 54.7	58.2 A:93.1 B:89.0 C:68.8	
<b>24.321 BORDIGNON Antonello</b>		I	Peugeot 106	Jtc Racing Technology		E3 A 1400		<b>16:28.92</b>
								+4:38.21

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe			Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
[1]	7.60 <sup>(23)</sup> 46.4	3:20.43 <sup>(24)</sup>		7:52.87 <sup>(24)</sup>   12:31.11 <sup>(23)</sup>		<b>16:28.92<sup>(23)</sup></b>	63.0	C:74.0
[2]	8.49 <sup>(21)</sup> 41.6	3:46.69 <sup>(21)</sup>   3:06.21 <sup>(21)</sup>	6:52.90 <sup>(21)</sup> 62.8	4:38.24 <sup>(23)</sup>   60.4	3:57.81 <sup>(24)</sup>   59.0			B:84.1

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