



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

## Corsa Internazionale di Velocità in Salita

### Prove Ufficiali Autovetture Moderne

### Analisi Telemetrie D/E2-SS

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	98m	400m	Naz	Sardagna	Vettura	7t+Speed	Candriai	Scuderia	Norge	Classe	Arrivo	VMed	VMax	Tem./Dif.
<b>1.</b>	<b>1</b>	<b>FAGGIOLI Simone</b>	I		Osella Fa 30			Best Lap		D/E2-SS 3000				<b>9:35.02</b>
[1]	4.41 <sup>(3)</sup> ↓	9.85 <sup>(1)</sup> ↓	1:53.55 <sup>(1)</sup> ↓	3:28.67 <sup>(1)</sup> ↓	4:32.90 <sup>(1)</sup> ↓	7:17.80 <sup>(1)</sup> ↓	<b>9:40.25<sup>(1)</sup></b>	107.3	A:202.4 B:220.4 C:131.8					
	80.0	5.44 <sup>(1)</sup>	199.91:43.70 <sup>(1)</sup>	112.81:35.12 <sup>(1)</sup>	123.01:04.23 <sup>(1)</sup>	102.62:44.90 <sup>(1)</sup>	102.02:22.45 <sup>(1)</sup>	98.6						
[2]	4.53 <sup>(7)</sup> ↓	10.00 <sup>(1)</sup> ↓	1:54.27 <sup>(1)</sup> ↓	3:26.61 <sup>(1)</sup> ↓	4:29.40 <sup>(1)</sup> ↓	7:16.62 <sup>(1)</sup> ↓	<b>9:35.02<sup>(1)</sup></b>	108.3	A:200.7 B:218.7 C:132.5					
	77.9	5.47 <sup>(1)</sup>	198.81:44.27 <sup>(1)</sup>	112.21:32.34 <sup>(1)</sup>	126.71:02.79 <sup>(1)</sup>	104.92:47.22 <sup>(1)</sup>	100.52:18.40 <sup>(1)</sup>	101.4						
<b>2.</b>	<b>2</b>	<b>NAPPI Piero</b>	I		Osella Fa 30			Best Lap		D/E2-SS 3000				<b>10:03.11</b>
[1]	4.86 <sup>(13)</sup> ↓	10.36 <sup>(3)</sup> ↓	1:59.82 <sup>(2)</sup> ↓	3:37.76 <sup>(2)</sup> ↓	4:44.81 <sup>(2)</sup> ↓	7:38.00 <sup>(2)</sup> ↓	<b>10:11.53<sup>(3)</sup></b>	101.8	A:192.1 B:209.5 C:118.2					+28.09
	72.6	5.50 <sup>(2)</sup>	197.71:49.46 <sup>(2)</sup>	106.91:37.94 <sup>(2)</sup>	119.51:07.05 <sup>(2)</sup>	98.32:53.19 <sup>(4)</sup>	97.12:33.53 <sup>(4)</sup>	91.4						
[2]	4.66 <sup>(9)</sup> ↓	10.46 <sup>(7)</sup> ↓	1:59.00 <sup>(2)</sup> ↓	3:36.56 <sup>(2)</sup> ↓	4:42.69 <sup>(2)</sup> ↓	7:36.76 <sup>(2)</sup> ↓	<b>10:03.11<sup>(2)</sup></b>	103.3	A:177.0 B:201.6 C:118.6					
	75.7	5.80 <sup>(5)</sup>	187.41:48.54 <sup>(2)</sup>	107.81:37.56 <sup>(2)</sup>	119.91:06.13 <sup>(2)</sup>	99.62:54.07 <sup>(4)</sup>	96.62:26.35 <sup>(3)</sup>	95.9						
<b>3.</b>	<b>3</b>	<b>CINELLI Franco</b>	I		Lola Zytek			Sc. Etruria		D/E2-SS 3000				<b>10:05.93</b>
[1]	4.41 <sup>(3)</sup> ↓	10.15 <sup>(2)</sup> ↓	2:01.27 <sup>(4)</sup> ↓	3:40.85 <sup>(3)</sup> ↓	4:48.58 <sup>(3)</sup> ↓	7:41.48 <sup>(3)</sup> ↓	<b>10:09.68<sup>(2)</sup></b>	102.2	A:183.0 B:197.3 C:122.2					+30.91
	80.0	5.74 <sup>(3)</sup>	189.41:51.12 <sup>(4)</sup>	105.31:39.58 <sup>(3)</sup>	117.51:07.73 <sup>(4)</sup>	97.32:52.90 <sup>(3)</sup>	97.22:28.20 <sup>(2)</sup>	94.7						
[2]	4.47 <sup>(4)</sup> ↓	10.19 <sup>(3)</sup> ↓	2:02.12 <sup>(4)</sup> ↓	3:40.69 <sup>(4)</sup> ↓	4:47.20 <sup>(4)</sup> ↓	7:39.77 <sup>(4)</sup> ↓	<b>10:05.93<sup>(2)</sup></b>	102.8	A:182.9 B:188.0 C:126.9					
	78.9	5.72 <sup>(3)</sup>	190.11:51.93 <sup>(4)</sup>	104.51:38.57 <sup>(3)</sup>	118.71:06.51 <sup>(3)</sup>	99.12:52.57 <sup>(2)</sup>	97.42:26.16 <sup>(2)</sup>	96.1						
<b>4.</b>	<b>25</b>	<b>LEOGRANDE Francesco</b>	I		Gloria C8/10p			Fasano Corse		D/E2-SS 1600				<b>10:10.36</b>
[1]	4.51 <sup>(5)</sup> ↓	11.00 <sup>(9)</sup> ↓	2:01.08 <sup>(3)</sup> ↓	3:41.79 <sup>(4)</sup> ↓	4:49.30 <sup>(4)</sup> ↓	7:41.94 <sup>(4)</sup> ↓	<b>17:43.31<sup>(15)</sup></b>	58.6	A:161.2 B:184.5 C:118.4					+35.34
	78.2	6.49 <sup>(8)</sup>	167.51:50.08 <sup>(3)</sup>	106.31:40.71 <sup>(4)</sup>	116.21:07.51 <sup>(3)</sup>	97.62:52.64 <sup>(2)</sup>	97.10:01.37 <sup>(15)</sup>	23.3						
[2]	4.52 <sup>(6)</sup> ↓	10.92 <sup>(8)</sup> ↓	1:59.66 <sup>(3)</sup> ↓	3:38.76 <sup>(3)</sup> ↓	4:45.78 <sup>(3)</sup> ↓	7:39.52 <sup>(3)</sup> ↓	<b>10:10.36<sup>(3)</sup></b>	102.0	A:168.4 B:184.2 C:118.4					
	78.1	6.40 <sup>(9)</sup>	169.91:48.74 <sup>(3)</sup>	107.61:39.10 <sup>(4)</sup>	118.11:07.02 <sup>(5)</sup>	98.32:53.74 <sup>(3)</sup>	96.82:30.84 <sup>(5)</sup>	93.1						
<b>5.</b>	<b>4</b>	<b>SVOBODA Milan</b>	CZ		Lola T96/50					D/E2-SS 3000				<b>10:14.16</b>
[1]	4.59 <sup>(6)</sup> ↓	10.52 <sup>(5)</sup> ↓	2:04.90 <sup>(5)</sup> ↓	3:50.61 <sup>(5)</sup> ↓	5:00.94 <sup>(5)</sup> ↓	8:00.46 <sup>(5)</sup> ↓	<b>10:33.88<sup>(4)</sup></b>	98.3	A:171.0 B:189.5 C:117.2					+39.14
	76.9	5.93 <sup>(5)</sup>	183.31:54.38 <sup>(5)</sup>	102.31:45.71 <sup>(5)</sup>	110.71:10.33 <sup>(5)</sup>	93.72:59.52 <sup>(5)</sup>	93.62:33.42 <sup>(3)</sup>	91.5						
[2]	4.45 <sup>(3)</sup> ↓	10.35 <sup>(6)</sup> ↓	2:04.35 <sup>(5)</sup> ↓	3:45.89 <sup>(5)</sup> ↓	4:52.79 <sup>(5)</sup> ↓	7:47.67 <sup>(5)</sup> ↓	<b>10:14.16<sup>(4)</sup></b>	101.4	A:183.3 B:196.5 C:120.6					
	79.3	5.90 <sup>(6)</sup>	184.31:54.00 <sup>(5)</sup>	102.61:41.54 <sup>(5)</sup>	115.21:06.90 <sup>(4)</sup>	98.52:54.88 <sup>(5)</sup>	96.12:26.49 <sup>(4)</sup>	95.8						
<b>6.</b>	<b>5</b>	<b>DEMUTH Guy</b>	L		Osella Fa 30			Ecurie Tetelberg		D/E2-SS 3000				<b>10:48.15</b>
[1]	4.23 <sup>(2)</sup> ↓	10.37 <sup>(4)</sup> ↓	2:10.51 <sup>(9)</sup> ↓	4:04.57 <sup>(10)</sup> ↓	5:18.48 <sup>(10)</sup> ↓	8:28.73 <sup>(10)</sup> ↓	<b>11:08.59<sup>(7)</sup></b>	93.2	A:167.9 B:184.5 C:109.4					+1:13.13
	83.4	6.14 <sup>(6)</sup>	177.12:00.14 <sup>(9)</sup>	97.41:54.06 <sup>(12)</sup>	102.61:13.91 <sup>(10)</sup>	89.13:10.25 <sup>(10)</sup>	88.42:39.86 <sup>(5)</sup>	87.8						
[2]	4.38 <sup>(2)</sup> ↓	10.31 <sup>(5)</sup> ↓	2:08.57 <sup>(6)</sup> ↓	3:56.06 <sup>(8)</sup> ↓	5:07.49 <sup>(8)</sup> ↓	8:12.53 <sup>(7)</sup> ↓	<b>10:48.15<sup>(5)</sup></b>	96.1	A:171.3 B:195.1 C:113.5					
	80.5	5.93 <sup>(7)</sup>	198.91:58.26 <sup>(6)</sup>	98.91:47.49 <sup>(9)</sup>	108.81:11.43 <sup>(8)</sup>	92.32:05.04 <sup>(7)</sup>	90.92:35.62 <sup>(6)</sup>	90.2						
<b>7.</b>	<b>8</b>	<b>RITCHEN Billy</b>	F		Lola 99b51 Formula 3000					D/E2-SS 3000				<b>10:53.69</b>
[1]	4.08 <sup>(1)</sup> ↓	10.77 <sup>(7)</sup> ↓	2:09.89 <sup>(7)</sup> ↓	3:59.65 <sup>(9)</sup> ↓	5:12.18 <sup>(9)</sup> ↓	8:23.21 <sup>(9)</sup> ↓	<b>11:05.31<sup>(6)</sup></b>	93.6	B:167.8 C:111.2					+1:18.67
	86.5	6.69 <sup>(9)</sup>	162.51:59.12 <sup>(7)</sup>	98.21:49.76 <sup>(9)</sup>	106.61:12.53 <sup>(8)</sup>	90.83:11.03 <sup>(11)</sup>	88.02:42.10 <sup>(6)</sup>	86.6						
[2]	4.34 <sup>(1)</sup> ↓	10.04 <sup>(2)</sup> ↓	2:09.09 <sup>(7)</sup> ↓	3:55.88 <sup>(7)</sup> ↓	5:05.52 <sup>(6)</sup> ↓	8:16.79 <sup>(8)</sup> ↓	<b>10:53.69<sup>(5)</sup></b>	95.3	A:173.1 B:176.8 C:115.3					
	81.3	5.70 <sup>(2)</sup>	190.71:59.05 <sup>(7)</sup>	98.31:46.79 <sup>(8)</sup>	109.61:09.64 <sup>(6)</sup>	94.63:11.27 <sup>(10)</sup>	87.92:36.90 <sup>(7)</sup>	89.5						
<b>8.</b>	<b>7</b>	<b>JANIK Vaclav</b>	CZ		Lola 302/50					D/E2-SS 3000				<b>10:54.31</b>
[1]	4.83 <sup>(12)</sup> ↓	10.65 <sup>(6)</sup> ↓	2:09.86 <sup>(6)</sup> ↓	3:57.38 <sup>(6)</sup> ↓	5:09.94 <sup>(6)</sup> ↓	8:12.33 <sup>(6)</sup> ↓	<b>10:58.91<sup>(5)</sup></b>	94.5	A:169.7 B:181.4 C:111.1					+1:19.29
	73.0	5.82 <sup>(4)</sup>	186.81:59.21 <sup>(8)</sup>	98.71:47.52 <sup>(7)</sup>	108.81:12.56 <sup>(9)</sup>	90.83:02.39 <sup>(6)</sup>	92.22:46.58 <sup>(7)</sup>	84.3						
[2]	4.48 <sup>(5)</sup> ↓	10.22 <sup>(4)</sup> ↓	2:10.06 <sup>(8)</sup> ↓	3:55.18 <sup>(6)</sup> ↓	5:06.08 <sup>(7)</sup> ↓	8:10.67 <sup>(6)</sup> ↓	<b>10:54.31<sup>(5)</sup></b>	95.2	A:173.8 B:192.4 C:113.7					
	78.8	5.74 <sup>(4)</sup>	189.41:59.84 <sup>(8)</sup>	97.61:45.12 <sup>(6)</sup>	111.31:10.90 <sup>(7)</sup>	92.93:04.59 <sup>(6)</sup>	91.12:43.64 <sup>(9)</sup>	85.8						
<b>9.</b>	<b>14</b>	<b>BOTTURA Adolfo</b>	I		Tatuus Formula Master			Vimotorsport		D/E2-SS 2000				<b>11:06.94</b>
[1]	4.67 <sup>(8)</sup> ↓	10.96 <sup>(8)</sup> ↓	2:12.02 <sup>(10)</sup> ↓	3:59.42 <sup>(8)</sup> ↓	5:11.45 <sup>(8)</sup> ↓	8:19.86 <sup>(8)</sup> ↓	<b>15:01.93<sup>(9)</sup></b>	69.1	A:161.6 B:183.5 C:115.0					+1:31.92
	75.5	6.29 <sup>(7)</sup>	172.82:01.06 <sup>(10)</sup>	96.61:47.40 <sup>(6)</sup>	108.91:12.03 <sup>(7)</sup>	91.53:08.41 <sup>(9)</sup>	89.26:42.07 <sup>(10)</sup>	34.9						
[2]	4.88 <sup>(14)</sup> ↓	11.19 <sup>(10)</sup> ↓	2:12.13 <sup>(9)</sup> ↓	3:59.89 <sup>(10)</sup> ↓	5:12.59 <sup>(10)</sup> ↓	8:21.25 <sup>(9)</sup> ↓	<b>11:06.94<sup>(7)</sup></b>	93.4	A:170.2 B:184.5 C:110.0					
	72.3	6.31 <sup>(8)</sup>	172.32:00.94 <sup>(10)</sup>	96.71:47.76 <sup>(10)</sup>	108.61:12.70 <sup>(11)</sup>	90.63:08.66 <sup>(8)</sup>	89.12:45.69 <sup>(11)</sup>	84.7						
<b>10.</b>	<b>28</b>	<b>"BRUS"</b>	I		Ghipard Monoposto			3B Racing		D/E2-SS 1600				<b>11:19.33</b>
[1]		20.02 <sup>(18)</sup> ↓	2:25.95 <sup>(16)</sup> ↓	4:20.07 <sup>(13)</sup> ↓	5:36.59 <sup>(13)</sup> ↓	8:48.09 <sup>(13)</sup> ↓	<b>20:16.29<sup>(18)</sup></b>	51.2	A:149.0 B:163.3 C:104.6					+1:44.31
			2:05.93 <sup>(11)</sup>	92.91:54.12 <sup>(13)</sup>	102.51:16.52 <sup>(13)</sup>	86.13:11.50 <sup>(12)</sup>	87.11:28.20 <sup>(18)</sup>	20.4						
[2]	4.67 <sup>(10)</sup>	11.81 <sup>(12)</sup>	2:18.59 <sup>(12)</sup>	4:10.26 <sup>(12)</sup>	5:25.10 <sup>(12)</sup>	8:38.33 <sup>(11)</sup>	<b>11:19.33<sup>(8)</sup></b>	91.7	A:142.2 B:162.5 C:107.4					

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.		
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
75.5	7.14 <sup>(14)</sup>	152.32:06.78 <sup>(12)</sup>	92.31:51.67 <sup>(12)</sup>	104.81:14.84 <sup>(12)</sup>	88.03:13.23 <sup>(11)</sup>	87.02:41.00 <sup>(8)</sup>	87.2	
<b>11.</b>	<b>18</b>	<b>HECHE Yann</b>	CH	Renault Fr 2000		D/E2-SS 2000	<b>11:42.16</b>	
[1]	4.66 <sup>(7)</sup> T	11.87 <sup>(11)</sup> T	2:22.66 <sup>(13)</sup> T	4:21.49 <sup>(14)</sup> T	5:40.99 <sup>(14)</sup> T	8:58.36 <sup>(14)</sup> T	16:17.71 <sup>(11)</sup>	63.7 A:142.8 B:148.5 C:97.2 +2:07.14
	75.7	7.21 <sup>(13)</sup>	150.82:10.79 <sup>(14)</sup>	89.51:58.83 <sup>(14)</sup>	98.51:19.50 <sup>(14)</sup>	82.93:17.37 <sup>(14)</sup>	85.27:19.35 <sup>(11)</sup>	32.0
[2]	4.70 <sup>(11)</sup> T	11.93 <sup>(14)</sup> T	2:21.71 <sup>(13)</sup> T	4:19.81 <sup>(13)</sup> T	5:39.57 <sup>(13)</sup> T	8:57.22 <sup>(12)</sup> T	11:42.16 <sup>(8)</sup>	88.7 A:145.4 B:153.7 C:98.3
	75.1	7.23 <sup>(15)</sup>	150.42:09.78 <sup>(13)</sup>	90.21:58.10 <sup>(13)</sup>	99.11:19.76 <sup>(13)</sup>	82.63:17.65 <sup>(12)</sup>	85.12:44.94 <sup>(10)</sup>	85.1
<b>12.</b>	<b>16</b>	<b>BOUVIER Christian</b>	F	Renault Fr 2000		D/E2-SS 2000	<b>11:59.57</b>	
[1]	4.67 <sup>(8)</sup> T	12.13 <sup>(13)</sup> T	2:24.69 <sup>(15)</sup> T	4:26.50 <sup>(16)</sup> T	5:47.68 <sup>(16)</sup> T	9:07.68 <sup>(15)</sup> T	15:39.13 <sup>(10)</sup>	66.3 A:140.4 B:147.7 C:102.5 +2:24.55
	75.5	7.46 <sup>(14)</sup>	145.72:12.56 <sup>(16)</sup>	88.32:01.81 <sup>(16)</sup>	96.11:21.18 <sup>(15)</sup>	81.23:20.00 <sup>(15)</sup>	84.16:31.45 <sup>(9)</sup>	35.9
[2]	4.83 <sup>(12)</sup> T	12.32 <sup>(16)</sup> T	2:27.32 <sup>(14)</sup> T	4:27.16 <sup>(14)</sup> T	5:49.23 <sup>(14)</sup> T	9:12.76 <sup>(13)</sup> T	11:59.57 <sup>(8)</sup>	86.6 A:129.5 B:143.1 C:99.0
	73.0	7.49 <sup>(16)</sup>	145.22:15.00 <sup>(14)</sup>	86.71:59.84 <sup>(15)</sup>	97.61:22.07 <sup>(17)</sup>	80.33:23.53 <sup>(14)</sup>	82.62:46.81 <sup>(12)</sup>	84.2
<b>13.</b>	<b>19</b>	<b>PEDROTTI Gino</b>	I	Formula Renault		D/E2-SS 2000	<b>12:06.30</b>	
[1]	5.19 <sup>(15)</sup> T	14.51 <sup>(17)</sup> T	2:37.23 <sup>(18)</sup> T	4:44.14 <sup>(18)</sup> T	6:06.27 <sup>(18)</sup> T	9:30.21 <sup>(17)</sup> T	17:07.66 <sup>(13)</sup>	60.6 A:116.9 B:136.3 C:96.3 +2:31.28
	68.0	9.32 <sup>(17)</sup>	116.72:22.72 <sup>(18)</sup>	82.02:06.91 <sup>(18)</sup>	92.21:22.13 <sup>(17)</sup>	80.23:23.94 <sup>(17)</sup>	82.47:37.45 <sup>(13)</sup>	30.7
[2]	5.07 <sup>(16)</sup> T	13.75 <sup>(17)</sup> T	2:29.96 <sup>(16)</sup> T	4:32.18 <sup>(16)</sup> T	5:53.62 <sup>(16)</sup> T	9:17.17 <sup>(14)</sup> T	12:06.30 <sup>(8)</sup>	85.7 A:117.9 B:139.8 C:95.4
	69.6	8.68 <sup>(18)</sup>	125.32:16.21 <sup>(16)</sup>	85.92:02.22 <sup>(17)</sup>	95.71:21.44 <sup>(15)</sup>	80.93:23.55 <sup>(15)</sup>	82.62:49.13 <sup>(13)</sup>	83.0
<b>14.</b>	<b>15</b>	<b>NOVY Lubok</b>	CZ	Dallara Jsc 302		D/E2-SS 2000	<b>12:10.93</b>	
[1]	5.29 <sup>(16)</sup> T	12.25 <sup>(14)</sup> T	2:24.63 <sup>(14)</sup> T	4:24.08 <sup>(15)</sup> T	5:45.75 <sup>(15)</sup> T	9:08.53 <sup>(16)</sup> T	16:34.22 <sup>(12)</sup>	62.6 A:142.2 B:149.3 C:94.7 +2:35.91
	66.7	6.96 <sup>(10)</sup>	156.22:12.38 <sup>(15)</sup>	88.41:59.45 <sup>(15)</sup>	97.91:21.67 <sup>(16)</sup>	80.73:22.78 <sup>(16)</sup>	82.97:25.69 <sup>(12)</sup>	31.5
[2]	5.50 <sup>(17)</sup> T	12.10 <sup>(15)</sup> T	2:38.26 <sup>(17)</sup> T	4:36.77 <sup>(17)</sup> T	5:58.03 <sup>(17)</sup> T	9:21.43 <sup>(15)</sup> T	12:10.93 <sup>(8)</sup>	85.2 A:156.3 B:147.4 C:99.5
	64.1	6.60 <sup>(11)</sup>	164.72:26.16 <sup>(17)</sup>	80.01:58.51 <sup>(14)</sup>	98.71:21.26 <sup>(14)</sup>	81.13:23.40 <sup>(13)</sup>	82.72:49.50 <sup>(14)</sup>	82.8
<b>15.</b>	<b>9</b>	<b>GIULIANI Ivano</b>	D	Lola Zytek	Etruria	D/E2-SS 3000	<b>13:52.29</b>	
[1]	4.75 <sup>(10)</sup> T	11.73 <sup>(10)</sup> T	2:17.96 <sup>(11)</sup> T	4:11.54 <sup>(11)</sup> T	5:27.48 <sup>(12)</sup> T	8:41.07 <sup>(12)</sup> T	13:52.29 <sup>(8)</sup>	74.8 A:133.9 B:152.9 C:101.2 +4:17.27
	74.3	6.98 <sup>(11)</sup>	155.82:06.23 <sup>(12)</sup>	92.71:53.58 <sup>(11)</sup>	103.01:15.94 <sup>(12)</sup>	86.83:13.59 <sup>(13)</sup>	86.85:11.22 <sup>(8)</sup>	45.1
[2]	4.57 <sup>(8)</sup> T	11.14 <sup>(9)</sup> T						A:136.5
	77.2	6.57 <sup>(10)</sup>	165.5					
<b>16.</b>	<b>21</b>	<b>PALLER Friedrich</b>	I	Formula Renault	Rennstall Mendel	D/E2-SS 2000	<b>17:14.92</b>	
[1]	4.89 <sup>(14)</sup> T	11.87 <sup>(11)</sup> T	2:10.33 <sup>(8)</sup> T	3:58.46 <sup>(7)</sup> T	5:10.27 <sup>(7)</sup> T	8:14.93 <sup>(7)</sup> T	17:14.92 <sup>(14)</sup>	60.2 A:155.6 B:171.1 C:107.3 +7:39.90
	72.1	6.98 <sup>(11)</sup>	155.81:58.46 <sup>(6)</sup>	98.81:48.13 <sup>(8)</sup>	108.21:11.81 <sup>(6)</sup>	91.73:04.66 <sup>(7)</sup>	91.08:59.99 <sup>(14)</sup>	26.0
[2]	4.94 <sup>(15)</sup> T	11.86 <sup>(13)</sup> T	2:12.91 <sup>(11)</sup> T	4:00.68 <sup>(11)</sup> T	5:12.81 <sup>(11)</sup> T	8:23.67 <sup>(10)</sup>		A:154.6 B:173.4 C:109.0
	71.4	6.92 <sup>(13)</sup>	157.12:01.05 <sup>(11)</sup>	96.71:47.77 <sup>(11)</sup>	108.61:12.13 <sup>(10)</sup>	91.33:10.86 <sup>(9)</sup>	88.1	
<b>17.</b>	<b>27</b>	<b>HAFNER Armin</b>	I	Gloria C8f	Rennstall Mendel	D/E2-SS 1600	<b>19:49.47</b>	
[1]	4.79 <sup>(11)</sup> T	12.71 <sup>(15)</sup> T	2:20.67 <sup>(12)</sup> T	4:12.66 <sup>(12)</sup> T	5:27.05 <sup>(11)</sup> T	8:34.16 <sup>(11)</sup> T	19:49.47 <sup>(16)</sup>	52.4 A:130.9 B:162.1 C:113.0 +10:14.45
	73.7	7.92 <sup>(15)</sup>	137.32:07.96 <sup>(13)</sup>	91.41:51.99 <sup>(10)</sup>	104.51:14.39 <sup>(11)</sup>	88.63:07.11 <sup>(8)</sup>	89.11:15.31 <sup>(17)</sup>	20.8
[2]	4.87 <sup>(13)</sup> T	11.61 <sup>(11)</sup> T	2:12.41 <sup>(10)</sup> T	3:58.43 <sup>(9)</sup> T	5:10.27 <sup>(9)</sup>			A:137.0 B:160.1 C:110.7
	72.4	6.74 <sup>(12)</sup>	161.32:00.80 <sup>(9)</sup>	96.91:46.02 <sup>(7)</sup>	110.41:11.84 <sup>(9)</sup>	91.7		
<b>18.</b>	<b>29</b>	<b>MARCON Paolo</b>	I	Predator's		D/E2-SS 1600	<b>19:55.02</b>	
[1]	5.45 <sup>(17)</sup> T	13.93 <sup>(16)</sup> T	2:33.96 <sup>(17)</sup> T	4:40.18 <sup>(17)</sup> T	6:04.71 <sup>(17)</sup> T	9:33.00 <sup>(18)</sup> T	19:55.02 <sup>(17)</sup>	52.1 A:122.9 B:133.4 C:86.0 +10:20.00
	64.7	8.48 <sup>(16)</sup>	128.22:20.03 <sup>(17)</sup>	83.62:06.22 <sup>(17)</sup>	92.71:24.53 <sup>(18)</sup>	77.93:28.29 <sup>(18)</sup>	80.10:22.02 <sup>(16)</sup>	22.6
[2]	5.58 <sup>(18)</sup> T	14.22 <sup>(18)</sup> T	2:29.68 <sup>(15)</sup> T	4:29.64 <sup>(15)</sup> T	5:51.39 <sup>(15)</sup>			A:125.5 B:135.3 C:94.6
	63.2	8.64 <sup>(17)</sup>	125.82:15.46 <sup>(15)</sup>	86.41:59.96 <sup>(16)</sup>	97.51:21.75 <sup>(16)</sup>	80.6		

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