



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

## Corsa Internazionale di Velocità in Salita

### 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.	Condu	Naz	Vettura	Scuderia	Classe	Tem./Dif.		
98m	400m	Sardagna	7t+Speed	Norge	Arrivo			
					VMed VMax			
1. 424	<b>LAMPELMAIER Max</b>	A	Ford Escort Rs 1800 Bda	Ford Racing Club	2-B5	<b>12:28.41</b>		
[1]	5.39 <sup>(2)</sup> ↓	13.67 <sup>(2)</sup> ↓	2:29.89 <sup>(1)</sup> ↓	4:36.90 <sup>(2)</sup> ↓	6:00.46 <sup>(1)</sup> ↓	9:32.85 <sup>(1)</sup> ↓	<b>12:28.41</b> <sup>(1)</sup>	83.2 A:119.6 B:141.1 C:96.0
	65.5	8.28 <sup>(2)</sup>	131.32:16.22 <sup>(1)</sup>	85.92:07.01 <sup>(2)</sup>	92.11:23.56 <sup>(1)</sup>	78.83:32.39 <sup>(1)</sup>	79.22:55.56 <sup>(1)</sup>	80.0
2. 421	<b>BIGONI Cristian</b>	I	Porsche 911 Iroc	Brescia Corse	2-B6	<b>12:58.49</b>		
[1]	5.58 <sup>(3)</sup> ↓	13.93 <sup>(3)</sup> ↓	2:37.93 <sup>(3)</sup> ↓	4:52.63 <sup>(4)</sup> ↓	6:22.98 <sup>(4)</sup> ↓	9:59.21 <sup>(3)</sup> ↓	<b>12:58.49</b> <sup>(2)</sup>	80.0 A:128.9 B:124.7 C:90.2
	63.2	8.35 <sup>(3)</sup>	130.22:24.00 <sup>(4)</sup>	81.32:14.70 <sup>(6)</sup>	86.91:30.35 <sup>(6)</sup>	72.93:36.23 <sup>(3)</sup>	77.82:59.28 <sup>(2)</sup>	78.3
3. 433	<b>ARPELLINI Enzo</b>	I	Fiat 128 Coupé	Sc. Team Bassano	2-B3	<b>13:05.28</b>		
[1]	6.55 <sup>(8)</sup> ↓	16.35 <sup>(8)</sup> ↓	2:39.24 <sup>(4)</sup> ↓	4:49.55 <sup>(3)</sup> ↓	6:17.51 <sup>(2)</sup> ↓	9:57.94 <sup>(2)</sup> ↓	<b>13:05.28</b> <sup>(3)</sup>	79.3 A:114.5 B:127.8 C:86.4
	53.9	9.80 <sup>(8)</sup>	110.92:22.89 <sup>(3)</sup>	81.92:10.31 <sup>(3)</sup>	89.81:27.96 <sup>(3)</sup>	74.93:40.43 <sup>(4)</sup>	76.33:07.34 <sup>(3)</sup>	74.9
4. 429	<b>SANTANGELO Sandro</b>	I	Lancia Fulvia Hf	Halley Racing Team	2-B4	<b>13:16.16</b>		
[1]	6.48 <sup>(7)</sup> ↓	16.24 <sup>(7)</sup> ↓	2:41.26 <sup>(7)</sup> ↓	4:53.18 <sup>(5)</sup> ↓	6:20.88 <sup>(3)</sup> ↓	10:06.82 <sup>(4)</sup> ↓	<b>13:16.16</b> <sup>(4)</sup>	78.2 A:115.1 B:128.8 C:85.4
	54.4	9.76 <sup>(7)</sup>	111.42:25.02 <sup>(5)</sup>	80.72:11.92 <sup>(4)</sup>	88.71:27.70 <sup>(2)</sup>	75.13:45.94 <sup>(5)</sup>	74.43:09.34 <sup>(5)</sup>	74.2
5. 427	<b>DELLADIO Lorenzo</b>	I	Porsche 914/6	Nuova Scuderia Valfiemme	2-B5	<b>13:17.36</b>		
[1]	6.12 <sup>(5)</sup> ↓	14.98 <sup>(4)</sup> ↓	2:40.36 <sup>(5)</sup> ↓	5:05.15 <sup>(8)</sup> ↓	6:33.74 <sup>(7)</sup> ↓	10:08.60 <sup>(5)</sup> ↓	<b>13:17.36</b> <sup>(5)</sup>	78.1 A:123.8 B:129.3 C:91.0
	57.6	8.86 <sup>(4)</sup>	122.72:25.38 <sup>(6)</sup>	80.52:24.79 <sup>(11)</sup>	80.81:28.59 <sup>(4)</sup>	74.43:34.86 <sup>(2)</sup>	78.23:08.76 <sup>(4)</sup>	74.4
6. 423	<b>THEURETSBACHER Leo</b>	A	Bmw 2002 Ti		2-B5	<b>13:22.70</b>		
[1]	6.08 <sup>(4)</sup> ↓	15.07 <sup>(5)</sup> ↓	2:41.14 <sup>(6)</sup> ↓	4:54.99 <sup>(6)</sup> ↓	6:24.75 <sup>(5)</sup> ↓	10:11.67 <sup>(6)</sup> ↓	<b>13:22.70</b> <sup>(6)</sup>	77.6 A:123.3 B:126.8 C:88.3
	58.0	8.99 <sup>(5)</sup>	120.92:26.07 <sup>(7)</sup>	80.72:13.85 <sup>(5)</sup>	87.41:29.76 <sup>(5)</sup>	73.43:46.92 <sup>(6)</sup>	74.13:11.03 <sup>(6)</sup>	73.5
7. 431	<b>LENA Enrico</b>	I	Lancia Fulvia Hf	Borrett Team Motorsport	2-B4	<b>13:35.52</b>		
[1]	6.42 <sup>(6)</sup> ↓	16.15 <sup>(6)</sup> ↓	2:43.58 <sup>(8)</sup> ↓	5:00.10 <sup>(7)</sup> ↓	6:30.81 <sup>(6)</sup> ↓	10:21.03 <sup>(7)</sup> ↓	<b>13:35.52</b> <sup>(7)</sup>	76.4 A:115.2 B:128.5 C:83.3
	55.0	9.73 <sup>(6)</sup>	111.72:27.43 <sup>(8)</sup>	79.42:16.52 <sup>(7)</sup>	85.71:30.71 <sup>(7)</sup>	72.63:50.22 <sup>(7)</sup>	73.03:14.49 <sup>(7)</sup>	72.2
8. 425	<b>PESSO Marco</b>	I	Fiat 124 Abarth		2-B5	<b>13:59.31</b>		
[1]	9.46 <sup>(14)</sup> ↓	19.57 <sup>(12)</sup> ↓	2:58.46 <sup>(11)</sup> ↓	5:17.21 <sup>(11)</sup> ↓	6:48.78 <sup>(11)</sup> ↓	10:40.40 <sup>(9)</sup> ↓	<b>13:59.31</b> <sup>(8)</sup>	74.2 A:104.3 B:122.6 C:80.8
	37.3	10.11 <sup>(9)</sup>	107.52:38.89 <sup>(11)</sup>	73.62:18.75 <sup>(8)</sup>	84.31:31.57 <sup>(8)</sup>	71.93:51.62 <sup>(8)</sup>	72.63:18.91 <sup>(8)</sup>	70.6
9. 438	<b>FRONZA Massimo</b>	I	Fiat Giannini 650 Np	Destra 4	2-B1	<b>14:00.77</b>		
[1]	7.33 <sup>(10)</sup> ↓	18.63 <sup>(10)</sup> ↓	2:50.06 <sup>(10)</sup> ↓	5:09.10 <sup>(9)</sup> ↓	6:41.97 <sup>(9)</sup> ↓	10:39.94 <sup>(8)</sup> ↓	<b>14:00.77</b> <sup>(9)</sup>	74.1 A:98.5 B:109.9 C:80.2
	48.1	11.30 <sup>(11)</sup>	96.22:31.43 <sup>(9)</sup>	77.32:19.04 <sup>(9)</sup>	84.11:32.87 <sup>(9)</sup>	70.93:57.97 <sup>(9)</sup>	70.63:20.83 <sup>(9)</sup>	69.9
10. 441	<b>PEZZANI Andrea</b>	I	Fiat Giannini 650 Np		2-B1	<b>15:12.07</b>		
[1]	7.34 <sup>(11)</sup> ↓	18.22 <sup>(9)</sup> ↓	2:49.68 <sup>(9)</sup> ↓	5:09.91 <sup>(10)</sup> ↓	6:44.00 <sup>(10)</sup> ↓	11:09.42 <sup>(10)</sup> ↓	<b>15:12.07</b> <sup>(10)</sup>	68.3 A:102.6 B:111.5 C:78.3
	48.1	10.88 <sup>(10)</sup>	99.92:31.46 <sup>(10)</sup>	77.22:20.23 <sup>(10)</sup>	83.41:34.09 <sup>(10)</sup>	70.04:25.42 <sup>(10)</sup>	63.34:02.65 <sup>(11)</sup>	57.9
11. 434	<b>GONELLA Paolo</b>	I	Fiat 128 Coupé	BL Racing	2-B3	<b>16:11.58</b>		
[1]	7.95 <sup>(13)</sup>		3:20.13 <sup>(13)</sup> ↓	6:04.36 <sup>(12)</sup> ↓	7:53.57 <sup>(12)</sup> ↓	12:25.20 <sup>(12)</sup> ↓	<b>16:11.58</b> <sup>(11)</sup>	64.1 B:97.6 C:65.8
	44.4		2:44.23 <sup>(12)</sup>	71.21:49.21 <sup>(11)</sup>	60.34:31.63 <sup>(11)</sup>	61.93:46.38 <sup>(10)</sup>	62.0	
12. 419	<b>RONCONI Massimo</b>	I	Porsche 914/6	Team Italia	2-B6	<b>16:38.09</b>		
[1]	5.38 <sup>(1)</sup> ↓	13.47 <sup>(1)</sup> ↓	2:30.26 <sup>(2)</sup> ↓	4:36.10 <sup>(1)</sup> ↓	6:40.84 <sup>(8)</sup> ↓	11:53.08 <sup>(11)</sup> ↓	<b>16:38.09</b> <sup>(12)</sup>	62.4 A:127.2 B:141.5 C:58.0
	65.6	8.09 <sup>(1)</sup>	134.42:16.79 <sup>(2)</sup>	85.52:05.84 <sup>(1)</sup>	93.02:04.74 <sup>(12)</sup>	52.85:12.24 <sup>(12)</sup>	53.84:45.01 <sup>(13)</sup>	49.3
13. 435	<b>ZUBLASING Stefano</b>	I	Nsu Tt		2-B3	<b>19:12.08</b>		
[1]	7.77 <sup>(12)</sup> ↓	19.56 <sup>(11)</sup> ↓	3:18.03 <sup>(12)</sup> ↓	6:47.20 <sup>(13)</sup> ↓	9:06.20 <sup>(13)</sup> ↓	14:38.75 <sup>(13)</sup> ↓	<b>19:12.08</b> <sup>(13)</sup>	54.1 A:92.6 B:57.1 C:63.2
	45.4	11.79 <sup>(12)</sup>	92.22:58.47 <sup>(12)</sup>	65.63:29.17 <sup>(13)</sup>	55.92:19.00 <sup>(13)</sup>	47.45:32.55 <sup>(13)</sup>	50.64:33.33 <sup>(12)</sup>	51.4
14. 426	<b>DASARA Andrea</b>	I	Fiat 124 Abarth	Sc. Team Bassano	2-B5	DNF 1		
[1]	6.60 <sup>(9)</sup>							
	53.5							

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

Risultati e Telemetrie a cura di Francesco Dariz