



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

## Corsa Internazionale di Velocità in Salita

### 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.	Condu	Naz	Vettura	Scuderia	Classe	Tem./Dif.		
98m	400m	Sardagna	7t+Speed	Norge	Arrivo			
					VMed VMax			
1. 374	<b>ZORZI Marco</b>	I	Ams 176 Ford Cosworth	Team Italia	3-C4	<b>12:01.22</b>		
[1]	5.84 <sup>(2)</sup> ↓	14.20 <sup>(3)</sup> ↓	2:24.51 <sup>(2)</sup> ↓	4:23.53 <sup>(1)</sup> ↓	5:45.41 <sup>(1)</sup> ↓	9:08.29 <sup>(1)</sup> ↓	<b>12:01.22</b> <sup>(1)</sup>	86.4 A:134.3 B:152.9 C:101.2
	60.4	8.36 <sup>(3)</sup>	130.02:10.31 <sup>(1)</sup>	89.81:59.02 <sup>(1)</sup>	98.31:21.88 <sup>(1)</sup>	80.53:22.88 <sup>(1)</sup>	82.92:52.93 <sup>(1)</sup>	81.2
2. 371	<b>ALMERAS Jean Marie</b>	F	Porsche 935 Turbo		3-C5	<b>12:05.00</b>		
[1]	4.94 <sup>(1)</sup> ↓	12.42 <sup>(1)</sup> ↓	2:24.38 <sup>(1)</sup> ↓	4:24.36 <sup>(2)</sup> ↓	5:46.91 <sup>(2)</sup> ↓	9:11.93 <sup>(2)</sup> ↓	<b>12:05.00</b> <sup>(2)</sup>	85.9 A:129.6 B:149.4 C:94.2
	71.4	7.48 <sup>(1)</sup>	145.32:11.96 <sup>(2)</sup>	88.71:59.98 <sup>(2)</sup>	97.51:22.55 <sup>(2)</sup>	79.83:25.02 <sup>(2)</sup>	82.02:53.07 <sup>(2)</sup>	81.1
3. 373	<b>LIPPARINI Sandro</b>	I	Osella Pa 8	Destra 4	3-C4	<b>12:40.95</b>		
[1]	5.99 <sup>(4)</sup> ↓	14.13 <sup>(2)</sup> ↓	2:35.93 <sup>(4)</sup> ↓	4:41.82 <sup>(3)</sup> ↓	6:05.51 <sup>(3)</sup> ↓	9:40.24 <sup>(3)</sup> ↓	<b>12:40.95</b> <sup>(3)</sup>	81.8 A:126.8 B:144.2 C:90.5
	58.9	8.14 <sup>(2)</sup>	133.62:21.80 <sup>(4)</sup>	82.52:05.89 <sup>(3)</sup>	92.91:23.69 <sup>(3)</sup>	78.73:34.73 <sup>(3)</sup>	78.33:00.71 <sup>(3)</sup>	77.7
4. 395	<b>PIATTO Roberto</b>	I	Fiat Ritmo 75	Sc. Team Bassano	3-C2	<b>12:51.23</b>		
[1]	6.12 <sup>(7)</sup> ↓	14.87 <sup>(5)</sup> ↓	2:35.56 <sup>(3)</sup> ↓	4:44.05 <sup>(4)</sup> ↓	6:11.12 <sup>(4)</sup> ↓	9:48.75 <sup>(4)</sup> ↓	<b>12:51.23</b> <sup>(4)</sup>	80.8 A:124.3 B:132.8 C:92.9
	57.6	8.75 <sup>(5)</sup>	124.32:20.69 <sup>(3)</sup>	83.22:08.49 <sup>(4)</sup>	91.11:27.07 <sup>(4)</sup>	75.73:37.63 <sup>(4)</sup>	77.33:02.48 <sup>(4)</sup>	76.9
5. 392	<b>SULSENTE Corrado</b>	I	Opel Kadett Gte	Sc. Team Bassano	3-C2	<b>13:11.03</b>		
[1]	6.42 <sup>(11)</sup> ↓	16.19 <sup>(11)</sup> ↓	2:41.00 <sup>(9)</sup> ↓	4:54.08 <sup>(9)</sup> ↓	6:22.47 <sup>(8)</sup> ↓	10:04.36 <sup>(5)</sup> ↓	<b>13:11.03</b> <sup>(5)</sup>	78.7 A:118.9 B:129.7 C:87.2
	55.0	9.77 <sup>(12)</sup>	111.32:24.81 <sup>(8)</sup>	80.82:13.08 <sup>(9)</sup>	87.91:28.39 <sup>(6)</sup>	74.53:41.89 <sup>(6)</sup>	75.83:06.67 <sup>(5)</sup>	75.2
6. 396	<b>ARMELLINI Matteo</b>	I	Alfa Romeo Sprint	Sc. Team Bassano	3-C2	<b>13:13.68</b>		
[1]	6.59 <sup>(14)</sup> ↓	16.30 <sup>(12)</sup> ↓	2:40.62 <sup>(7)</sup> ↓	4:50.98 <sup>(6)</sup> ↓	6:19.63 <sup>(6)</sup> ↓	10:04.73 <sup>(6)</sup> ↓	<b>13:13.68</b> <sup>(6)</sup>	78.5 A:118.1 B:129.7 C:80.2
	53.5	9.71 <sup>(11)</sup>	112.02:24.32 <sup>(7)</sup>	81.72:10.36 <sup>(6)</sup>	89.81:28.65 <sup>(7)</sup>	74.33:45.10 <sup>(9)</sup>	74.73:08.95 <sup>(7)</sup>	74.3
7. 388	<b>MARCONCINI Gianfrancb</b>		Opel Kadett Gte	Sc. Team Bassano	3-C2	<b>13:14.91</b>		
[1]	6.51 <sup>(12)</sup> ↓	16.77 <sup>(15)</sup> ↓	2:42.19 <sup>(11)</sup> ↓	4:55.58 <sup>(11)</sup> ↓	6:25.39 <sup>(11)</sup> ↓	10:07.75 <sup>(9)</sup> ↓	<b>13:14.91</b> <sup>(7)</sup>	78.3 A:109.8 B:129.2 C:85.8
	54.2	10.26 <sup>(16)</sup>	106.02:25.42 <sup>(9)</sup>	80.52:13.39 <sup>(11)</sup>	87.71:29.81 <sup>(11)</sup>	73.43:42.36 <sup>(7)</sup>	75.63:07.16 <sup>(6)</sup>	75.0
8. 376	<b>ERLACHER Bernhard</b>	A	Ford Fiesta Mk1		3-C4	<b>13:15.72</b>		
[1]	6.63 <sup>(15)</sup> ↓	16.33 <sup>(13)</sup> ↓	2:41.89 <sup>(10)</sup> ↓	4:54.69 <sup>(10)</sup> ↓	6:23.96 <sup>(10)</sup> ↓	10:05.67 <sup>(7)</sup> ↓	<b>13:15.72</b> <sup>(8)</sup>	78.3 A:114.5 B:118.9 C:86.0
	53.2	9.70 <sup>(10)</sup>	112.12:25.56 <sup>(11)</sup>	80.42:12.80 <sup>(8)</sup>	88.11:29.27 <sup>(8)</sup>	73.83:41.71 <sup>(5)</sup>	75.83:10.05 <sup>(8)</sup>	73.9
9. 391	<b>BONOLLO Nereo</b>	I	Fiat 131 Racing	Sc. Team Bassano	3-C2	<b>13:18.53</b>		
[1]	6.02 <sup>(5)</sup> ↓	15.30 <sup>(7)</sup> ↓	2:38.91 <sup>(6)</sup> ↓	4:52.04 <sup>(7)</sup> ↓	6:21.59 <sup>(7)</sup> ↓	10:06.26 <sup>(8)</sup> ↓	<b>13:18.53</b> <sup>(9)</sup>	78.0 A:121.4 B:128.7 C:85.5
	58.6	9.28 <sup>(9)</sup>	117.22:23.61 <sup>(6)</sup>	81.52:13.13 <sup>(10)</sup>	87.91:29.55 <sup>(9)</sup>	73.63:44.67 <sup>(8)</sup>	74.83:12.27 <sup>(11)</sup>	73.0
10. 393	<b>PERA Francesco</b>	I	Opel Kadett Gte	Vimotorsport	3-C2	<b>13:18.71</b>		
[1]	6.16 <sup>(8)</sup> ↓	15.41 <sup>(8)</sup> ↓	2:40.88 <sup>(8)</sup> ↓	4:53.12 <sup>(8)</sup> ↓	6:22.80 <sup>(9)</sup> ↓	10:08.12 <sup>(10)</sup> ↓	<b>13:18.71</b> <sup>(10)</sup>	78.0 A:120.4 B:131.8 C:89.6
	57.3	9.25 <sup>(8)</sup>	117.52:25.47 <sup>(10)</sup>	80.42:12.24 <sup>(7)</sup>	88.51:29.68 <sup>(10)</sup>	73.53:45.32 <sup>(10)</sup>	74.63:10.59 <sup>(9)</sup>	73.7
11. 389	<b>OLIVO Matteo</b>	I	Opel Kadett Gte	Jtc Racing Technology	3-C2	<b>13:30.11</b>		
[1]	6.33 <sup>(10)</sup> ↓	16.17 <sup>(10)</sup> ↓	2:44.18 <sup>(12)</sup> ↓	4:59.17 <sup>(12)</sup> ↓	6:29.27 <sup>(12)</sup> ↓	10:18.18 <sup>(11)</sup> ↓	<b>13:30.11</b> <sup>(11)</sup>	76.9 A:114.7 B:125.9 C:85.2
	55.7	9.84 <sup>(13)</sup>	110.52:28.01 <sup>(12)</sup>	79.02:14.99 <sup>(12)</sup>	86.71:30.10 <sup>(12)</sup>	73.13:48.91 <sup>(11)</sup>	73.43:11.93 <sup>(10)</sup>	73.2
12. 394	<b>MEGGIORIN Stefano</b>	I	Volkswagen Scirocco	Sc. Funny Team	3-C2	<b>13:42.09</b>		
[1]	6.29 <sup>(9)</sup> ↓	15.46 <sup>(9)</sup> ↓	2:47.10 <sup>(13)</sup> ↓	5:05.28 <sup>(13)</sup> ↓	6:37.33 <sup>(14)</sup> ↓	10:28.18 <sup>(12)</sup> ↓	<b>13:42.09</b> <sup>(12)</sup>	75.8 A:110.6 B:116.5 C:88.6
	56.1	9.17 <sup>(6)</sup>	118.62:31.64 <sup>(15)</sup>	77.22:18.18 <sup>(14)</sup>	84.71:32.05 <sup>(14)</sup>	71.63:50.85 <sup>(12)</sup>	72.83:13.91 <sup>(12)</sup>	72.4
13. 387	<b>MANIERO Antonio</b>	I	Ford Escort Rs 2000	Club 91 Squadracorse	3-C2	<b>13:47.01</b>		
[1]	6.55 <sup>(13)</sup> ↓	16.64 <sup>(14)</sup> ↓	2:47.33 <sup>(15)</sup> ↓	5:05.42 <sup>(14)</sup> ↓	6:37.30 <sup>(13)</sup> ↓	10:29.55 <sup>(13)</sup> ↓	<b>13:47.01</b> <sup>(13)</sup>	75.3 A:108.4 B:120.0 C:86.0
	53.9	10.09 <sup>(14)</sup>	107.82:30.69 <sup>(14)</sup>	77.62:18.09 <sup>(13)</sup>	84.71:31.88 <sup>(13)</sup>	71.73:52.25 <sup>(13)</sup>	72.43:17.46 <sup>(13)</sup>	71.1
14. 412	<b>BIZZARINI Fabrizio</b>	I	Fiat Ritmo 60	Halley Racing Team	3-C1	<b>13:59.86</b>		
[1]	6.95 <sup>(18)</sup> ↓	17.23 <sup>(18)</sup> ↓	2:50.30 <sup>(17)</sup> ↓	5:09.05 <sup>(17)</sup> ↓	6:43.49 <sup>(17)</sup> ↓	10:38.62 <sup>(14)</sup> ↓	<b>13:59.86</b> <sup>(14)</sup>	74.2 A:108.1 B:117.7 C:82.0
	50.8	10.28 <sup>(17)</sup>	105.82:33.07 <sup>(17)</sup>	76.42:18.75 <sup>(15)</sup>	84.31:34.44 <sup>(16)</sup>	69.83:55.13 <sup>(14)</sup>	71.53:21.24 <sup>(14)</sup>	69.8
15. 399	<b>DE ROSSI Romeo</b>	I	Alfa Romeo Alfasad Ti	Rally Club Isola Vicentina	3-C1	<b>14:04.03</b>		
[1]	6.91 <sup>(16)</sup> ↓	17.21 <sup>(17)</sup> ↓	2:47.16 <sup>(14)</sup> ↓	5:07.45 <sup>(15)</sup> ↓	6:42.93 <sup>(15)</sup> ↓	10:42.48 <sup>(15)</sup> ↓	<b>14:04.03</b> <sup>(15)</sup>	73.8 A:111.0 B:119.1 C:83.2
	51.1	10.30 <sup>(18)</sup>	105.62:29.95 <sup>(13)</sup>	78.02:20.29 <sup>(17)</sup>	83.41:35.48 <sup>(17)</sup>	69.03:59.55 <sup>(15)</sup>	70.23:21.55 <sup>(15)</sup>	69.7
16. 382	<b>BERLANDA Maurizio</b>	I	Daimler Benz 2800c	Destra 4	3-C3	<b>14:07.35</b>		
[1]	6.94 <sup>(17)</sup> ↓	17.19 <sup>(16)</sup> ↓	2:48.91 <sup>(16)</sup> ↓	5:08.86 <sup>(16)</sup> ↓	6:43.10 <sup>(16)</sup> ↓	10:42.74 <sup>(16)</sup> ↓	<b>14:07.35</b> <sup>(16)</sup>	73.5 A:109.8 B:118.9 C:81.0
	50.8	10.25 <sup>(15)</sup>	106.12:31.72 <sup>(16)</sup>	77.2:19.95 <sup>(16)</sup>	83.61:34.24 <sup>(15)</sup>	69.93:59.64 <sup>(16)</sup>	70.23:24.61 <sup>(16)</sup>	68.6
17. 381	<b>BARANEK Jaroslav</b>	SK	Ferrari 308 Gt4		3-C3	<b>14:20.46</b>		
								+2:19.24

P. N. Conduuttore		Naz	Vettura	Scuderia	Classe		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Norge	Arrivo	VMed VMax	
[1] 6.07 <sup>(6)</sup> T	15.26 <sup>(6)</sup> T	2:50.47 <sup>(18)</sup> T	5:14.17 <sup>(18)</sup> T	6:50.72 <sup>(18)</sup> T	10:54.64 <sup>(17)</sup> T	<b>14:20.46<sup>(17)</sup></b>	72.4 A:115.7 B:123.5 C:79.2
58.1	9.19 <sup>(7)</sup>	118.32:35.21 <sup>(18)</sup>	75.42:23.70 <sup>(18)</sup>	81.41:36.55 <sup>(18)</sup>	68.24:03.92 <sup>(17)</sup>	68.93:25.82 <sup>(17)</sup>	68.2
<b>18.415</b>	<b>CONCINI Enzo</b>	I	Autobianchi A112 Abarth 70hp	Sc. Team Bassano		3-C1	<b>15:04.91</b>
[1] 8.08 <sup>(22)</sup> T	19.71 <sup>(22)</sup> T	3:03.37 <sup>(19)</sup> T	5:34.34 <sup>(19)</sup> T	7:17.34 <sup>(19)</sup> T	11:30.09 <sup>(18)</sup> T	<b>15:04.91<sup>(18)</sup></b>	68.8 A:97.7 B:107.6 C:76.1 +3:03.69
43.7	11.63 <sup>(19)</sup>	93.52:43.66 <sup>(19)</sup>	71.52:30.97 <sup>(20)</sup>	77.51:43.00 <sup>(20)</sup>	64.04:12.75 <sup>(18)</sup>	66.53:34.82 <sup>(19)</sup>	65.4
<b>19.414</b>	<b>MILANESI Paolo</b>	I	Autobianchi A112 Abarth 70hp	BL Racing		3-C1	<b>15:10.16</b>
[1] 7.53 <sup>(21)</sup> T	19.46 <sup>(21)</sup> T	3:10.04 <sup>(20)</sup> T	5:40.62 <sup>(20)</sup> T	7:22.80 <sup>(20)</sup> T	11:39.59 <sup>(19)</sup> T	<b>15:10.16<sup>(19)</sup></b>	68.4 A:89.7 B:103.4 C:74.5 +3:08.94
46.9	11.93 <sup>(22)</sup>	91.12:50.58 <sup>(20)</sup>	68.62:30.58 <sup>(19)</sup>	77.71:42.18 <sup>(19)</sup>	64.54:16.79 <sup>(19)</sup>	65.53:30.57 <sup>(18)</sup>	66.7
<b>20.416</b>	<b>CESCATTI Claudio</b>	I	Autobianchi A112 Abarth 70hp	Manghen Team		3-C1	<b>15:43.05</b>
[1] 7.47 <sup>(19)</sup> T	19.10 <sup>(19)</sup> T	3:14.47 <sup>(21)</sup> T	5:50.03 <sup>(21)</sup> T	7:36.86 <sup>(21)</sup> T	12:03.15 <sup>(20)</sup> T	<b>15:43.05<sup>(20)</sup></b>	66.0 A:96.0 B:101.6 C:74.3 +3:41.83
47.2	11.63 <sup>(19)</sup>	93.52:55.37 <sup>(21)</sup>	66.72:35.56 <sup>(21)</sup>	75.21:46.83 <sup>(21)</sup>	61.74:26.29 <sup>(20)</sup>	63.13:39.90 <sup>(20)</sup>	63.8
<b>21.411</b>	<b>CAPANNA Dante</b>	I	Autobianchi A112 Abarth 70hp	Sc. Biondetti		3-C1	
[1] 7.52 <sup>(20)</sup> T	19.25 <sup>(20)</sup>					DNF 1	A:89.9
46.9	11.73 <sup>(21)</sup>	92.7					
<b>22.385</b>	<b>FORSTINGER Werner</b>	A	Ford Escort Rs 2000			3-C2	
[1] 5.88 <sup>(3)</sup> T	14.51 <sup>(4)</sup> T	2:37.15 <sup>(5)</sup> T	4:46.58 <sup>(5)</sup> T	6:14.82 <sup>(5)</sup>		DNF 1	A:120.4 B:130.8 C:85.3
60.0	8.63 <sup>(4)</sup>	126.02:22.64 <sup>(5)</sup>	82.02:09.43 <sup>(5)</sup>	90.41:28.24 <sup>(5)</sup>	74.7		

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

Risultati e Telemetrie a cura di Francesco Dariz