



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

## Corsa Internazionale di Velocità in Salita

### 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                  | Naz                          | Vettura                      | Scuderia                    | Classe                       | Tem./Dif.                   |                                 |                       |
|------------|------------------------|------------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|---------------------------------|-----------------------|
| 98m        | 400m                   | Sardagna                     | 7t+Speed                     | Norge                       | Arrivo                       |                             |                                 |                       |
|            |                        |                              |                              |                             | VMed VMax                    |                             |                                 |                       |
| <b>1.</b>  | <b>1</b>               | <b>FAGGIOLI Simone</b>       | I Osella Fa 30               | Best Lap                    | D/E2-SS 3000                 | <b>9:23.19</b>              |                                 |                       |
| [1]        | 4.37 <sup>(2)</sup> ↓  | 9.81 <sup>(1)</sup> ↓        | 1:50.93 <sup>(1)</sup> ↓     | 3:22.93 <sup>(1)</sup> ↓    | 4:26.29 <sup>(1)</sup> ↓     | 7:06.28 <sup>(1)</sup> ↓    | <b>9:23.19</b> <sup>(1)</sup>   | 110.6 A:202.4 B:219.7 |
|            | 80.7                   | 5.44 <sup>(1)</sup>          | 199.91:41.12 <sup>(1)</sup>  | 115.71:32.00 <sup>(1)</sup> | 127.21:03.36 <sup>(1)</sup>  | 104.02:39.99 <sup>(1)</sup> | 105.12:16.91 <sup>(1)</sup>     | 102.5                 |
| <b>2.</b>  | <b>3</b>               | <b>CINELLI Franco</b>        | I Lola Zytec                 | Sc. Etruria                 | D/E2-SS 3000                 | <b>9:48.94</b>              |                                 |                       |
| [1]        | 4.54 <sup>(8)</sup> ↓  | 10.33 <sup>(7)</sup> ↓       | 1:57.77 <sup>(3)</sup> ↓     | 3:34.59 <sup>(2)</sup> ↓    | 4:40.14 <sup>(2)</sup> ↓     | 7:27.02 <sup>(2)</sup> ↓    | <b>9:48.94</b> <sup>(2)</sup>   | 105.7 A:185.5 B:199.0 |
|            | 77.7                   | 5.79 <sup>(7)</sup>          | 187.81:47.44 <sup>(3)</sup>  | 108.91:36.82 <sup>(2)</sup> | 120.81:05.55 <sup>(2)</sup>  | 100.52:46.88 <sup>(2)</sup> | 100.72:21.92 <sup>(2)</sup>     | 98.9                  |
| <b>3.</b>  | <b>4</b>               | <b>SVOBODA Milan</b>         | CZ Lola T96/50               |                             | D/E2-SS 3000                 | <b>10:04.45</b>             |                                 |                       |
| [1]        | 4.50 <sup>(6)</sup> ↓  | 10.21 <sup>(6)</sup> ↓       | 2:00.11 <sup>(5)</sup> ↓     | 3:39.81 <sup>(4)</sup> ↓    | 4:47.71 <sup>(4)</sup> ↓     | 7:38.40 <sup>(3)</sup> ↓    | <b>10:04.45</b> <sup>(3)</sup>  | 103.0 A:188.5 B:202.2 |
|            | 78.4                   | 5.71 <sup>(5)</sup>          | 190.41:49.90 <sup>(5)</sup>  | 106.51:39.70 <sup>(4)</sup> | 117.41:07.90 <sup>(3)</sup>  | 97.02:50.69 <sup>(3)</sup>  | 98.52:26.05 <sup>(3)</sup>      | 96.1                  |
| <b>4.</b>  | <b>7</b>               | <b>JANIK Vaclav</b>          | CZ Lola 302/50               |                             | D/E2-SS 3000                 | <b>10:24.59</b>             |                                 |                       |
| [1]        | 4.42 <sup>(4)</sup> ↓  | 10.06 <sup>(5)</sup> ↓       | 2:03.65 <sup>(8)</sup> ↓     | 3:45.99 <sup>(7)</sup> ↓    | 4:55.95 <sup>(7)</sup> ↓     | 7:49.57 <sup>(5)</sup> ↓    | <b>10:24.59</b> <sup>(4)</sup>  | 99.7 A:178.1 B:192.1  |
|            | 79.8                   | 5.64 <sup>(4)</sup>          | 192.81:53.59 <sup>(8)</sup>  | 103.01:42.34 <sup>(6)</sup> | 114.31:09.96 <sup>(6)</sup>  | 94.22:53.62 <sup>(4)</sup>  | 96.82:35.02 <sup>(6)</sup>      | 90.6                  |
| <b>5.</b>  | <b>25</b>              | <b>LEOGRANDE Francesco I</b> | Gloria C8/10p                | Fasano Corse                | D/E2-SS 1600                 | <b>10:26.25</b>             |                                 |                       |
| [1]        | 4.52 <sup>(7)</sup> ↓  | 10.93 <sup>(8)</sup> ↓       | 2:00.04 <sup>(4)</sup> ↓     | 3:38.50 <sup>(3)</sup> ↓    | 4:47.34 <sup>(3)</sup> ↓     | 7:45.50 <sup>(4)</sup> ↓    | <b>10:26.25</b> <sup>(5)</sup>  | 99.4 A:167.3 B:184.2  |
|            | 78.1                   | 6.41 <sup>(9)</sup>          | 169.61:49.11 <sup>(4)</sup>  | 107.21:38.46 <sup>(3)</sup> | 118.81:08.84 <sup>(4)</sup>  | 95.72:58.16 <sup>(6)</sup>  | 94.42:40.75 <sup>(9)</sup>      | 87.3                  |
| <b>6.</b>  | <b>5</b>               | <b>DEMUTH Guy</b>            | L Osella Fa 30               | Ecurie Tetelberg            | D/E2-SS 3000                 | <b>10:27.93</b>             |                                 |                       |
| [1]        | 4.37 <sup>(2)</sup> ↓  | 9.97 <sup>(2)</sup> ↓        | 2:01.40 <sup>(6)</sup> ↓     | 3:44.99 <sup>(5)</sup> ↓    | 4:55.94 <sup>(6)</sup> ↓     | 7:55.11 <sup>(6)</sup> ↓    | <b>10:27.93</b> <sup>(6)</sup>  | 99.2 A:194.5 B:203.0  |
|            | 80.7                   | 5.60 <sup>(3)</sup>          | 194.11:51.43 <sup>(6)</sup>  | 105.01:43.59 <sup>(8)</sup> | 112.91:10.95 <sup>(7)</sup>  | 92.92:59.17 <sup>(7)</sup>  | 93.82:32.82 <sup>(4)</sup>      | 91.9                  |
| <b>7.</b>  | <b>8</b>               | <b>RITCHEN Billy</b>         | F Lola 99b51 Formula 3000    |                             | D/E2-SS 3000                 | <b>10:31.48</b>             |                                 |                       |
| [1]        | 4.30 <sup>(1)</sup> ↓  | 10.05 <sup>(4)</sup> ↓       | 2:03.01 <sup>(7)</sup> ↓     | 3:45.14 <sup>(6)</sup> ↓    | 4:54.09 <sup>(5)</sup> ↓     | 7:56.35 <sup>(7)</sup> ↓    | <b>10:31.48</b> <sup>(7)</sup>  | 98.6 A:190.5 B:182.8  |
|            | 82.0                   | 5.75 <sup>(6)</sup>          | 189.11:52.96 <sup>(7)</sup>  | 103.61:42.13 <sup>(5)</sup> | 114.61:08.95 <sup>(5)</sup>  | 95.53:02.26 <sup>(8)</sup>  | 92.22:35.13 <sup>(7)</sup>      | 90.5                  |
| <b>8.</b>  | <b>27</b>              | <b>HAFNER Armin</b>          | I Gloria C8f                 | Rennstall Mendel            | D/E2-SS 1600                 | <b>10:35.05</b>             |                                 |                       |
| [1]        | 4.68 <sup>(10)</sup> ↓ | 11.34 <sup>(10)</sup> ↓      | 2:08.18 <sup>(10)</sup> ↓    | 3:51.72 <sup>(8)</sup> ↓    | 5:03.87 <sup>(8)</sup> ↓     | 8:02.01 <sup>(8)</sup> ↓    | <b>10:35.05</b> <sup>(8)</sup>  | 98.1 A:154.9 B:172.4  |
|            | 75.4                   | 6.66 <sup>(10)</sup>         | 163.21:56.84 <sup>(10)</sup> | 100.11:43.54 <sup>(7)</sup> | 113.01:12.15 <sup>(9)</sup>  | 91.32:58.14 <sup>(5)</sup>  | 94.42:33.04 <sup>(5)</sup>      | 91.7                  |
| <b>9.</b>  | <b>21</b>              | <b>PALLER Friedrich</b>      | I Formula Renault            | Rennstall Mendel            | D/E2-SS 2000                 | <b>10:49.79</b>             |                                 |                       |
| [1]        | 5.00 <sup>(15)</sup> ↓ | 11.91 <sup>(15)</sup> ↓      | 2:11.76 <sup>(11)</sup> ↓    | 3:58.43 <sup>(10)</sup> ↓   | 5:11.52 <sup>(10)</sup> ↓    | 8:14.18 <sup>(10)</sup> ↓   | <b>10:49.79</b> <sup>(9)</sup>  | 95.8 A:153.8 B:172.8  |
|            | 70.6                   | 6.91 <sup>(12)</sup>         | 157.31:59.85 <sup>(11)</sup> | 97.61:46.67 <sup>(10)</sup> | 109.71:13.09 <sup>(10)</sup> | 90.13:02.66 <sup>(9)</sup>  | 92.02:35.61 <sup>(8)</sup>      | 90.2                  |
| <b>10.</b> | <b>14</b>              | <b>BOTTURA Adolfo</b>        | I Tatuus Formula Master      | Vimotorsport                | D/E2-SS 2000                 | <b>10:56.54</b>             |                                 |                       |
| [1]        | 4.57 <sup>(9)</sup> ↓  | 10.93 <sup>(8)</sup> ↓       | 2:06.91 <sup>(9)</sup> ↓     | 3:51.92 <sup>(9)</sup> ↓    | 5:03.94 <sup>(9)</sup> ↓     | 8:10.52 <sup>(9)</sup> ↓    | <b>10:56.54</b> <sup>(10)</sup> | 94.9 A:170.9 B:185.7  |
|            | 77.2                   | 6.36 <sup>(8)</sup>          | 170.91:55.98 <sup>(9)</sup>  | 100.91:45.01 <sup>(9)</sup> | 111.41:12.02 <sup>(8)</sup>  | 91.53:06.58 <sup>(10)</sup> | 90.12:46.02 <sup>(12)</sup>     | 84.6                  |
| <b>11.</b> | <b>28</b>              | <b>"BRUS"</b>                | I Ghipard Monoposto          | 3B Racing                   | D/E2-SS 1600                 | <b>11:19.78</b>             |                                 |                       |
| [1]        | 4.71 <sup>(11)</sup> ↓ | 11.90 <sup>(14)</sup> ↓      | 2:17.29 <sup>(12)</sup> ↓    | 4:08.34 <sup>(11)</sup> ↓   | 5:24.26 <sup>(11)</sup> ↓    | 8:36.25 <sup>(11)</sup> ↓   | <b>11:19.78</b> <sup>(11)</sup> | 91.6 A:141.8 B:162.5  |
|            | 74.9                   | 7.19 <sup>(15)</sup>         | 151.22:05.39 <sup>(12)</sup> | 93.31:51.05 <sup>(11)</sup> | 105.41:15.92 <sup>(11)</sup> | 86.83:11.99 <sup>(11)</sup> | 87.62:43.53 <sup>(10)</sup>     | 85.9                  |
| <b>12.</b> | <b>18</b>              | <b>HECHE Yann</b>            | CH Renault Fr 2000           |                             | D/E2-SS 2000                 | <b>11:33.50</b>             |                                 |                       |
| [1]        | 4.73 <sup>(13)</sup> ↓ | 11.77 <sup>(11)</sup> ↓      | 2:18.38 <sup>(13)</sup> ↓    | 4:13.85 <sup>(12)</sup> ↓   | 5:33.99 <sup>(12)</sup> ↓    | 8:49.78 <sup>(12)</sup> ↓   | <b>11:33.50</b> <sup>(12)</sup> | 89.8 A:142.7 B:159.0  |
|            | 74.6                   | 7.04 <sup>(13)</sup>         | 154.42:06.61 <sup>(13)</sup> | 92.41:55.47 <sup>(12)</sup> | 101.31:20.14 <sup>(12)</sup> | 82.23:15.79 <sup>(12)</sup> | 85.92:43.72 <sup>(11)</sup>     | 85.8                  |
| <b>13.</b> | <b>16</b>              | <b>BOUVIER Christian</b>     | F Renault Fr 2000            |                             | D/E2-SS 2000                 | <b>11:48.36</b>             |                                 |                       |
| [1]        | 4.72 <sup>(12)</sup> ↓ | 11.79 <sup>(12)</sup> ↓      | 2:22.57 <sup>(14)</sup> ↓    | 4:22.04 <sup>(13)</sup> ↓   | 5:44.01 <sup>(13)</sup> ↓    | 9:01.14 <sup>(13)</sup> ↓   | <b>11:48.36</b> <sup>(13)</sup> | 87.9 A:143.1 B:153.9  |
|            | 74.7                   | 7.07 <sup>(14)</sup>         | 153.82:10.78 <sup>(14)</sup> | 89.51:59.47 <sup>(14)</sup> | 97.91:21.97 <sup>(14)</sup>  | 80.43:17.13 <sup>(13)</sup> | 85.32:47.22 <sup>(14)</sup>     | 84.0                  |
| <b>14.</b> | <b>19</b>              | <b>PEDROTTI Gino</b>         | I Formula Renault            |                             | D/E2-SS 2000                 | <b>11:54.58</b>             |                                 |                       |
| [1]        | 4.94 <sup>(14)</sup> ↓ | 12.52 <sup>(16)</sup> ↓      | 2:25.15 <sup>(16)</sup> ↓    | 4:25.48 <sup>(15)</sup> ↓   | 5:47.09 <sup>(14)</sup> ↓    | 9:07.51 <sup>(14)</sup> ↓   | <b>11:54.58</b> <sup>(14)</sup> | 87.2 A:141.3 B:142.7  |
|            | 71.4                   | 7.58 <sup>(16)</sup>         | 143.42:12.63 <sup>(15)</sup> | 88.22:00.33 <sup>(15)</sup> | 97.21:21.61 <sup>(13)</sup>  | 80.73:20.42 <sup>(14)</sup> | 83.92:47.07 <sup>(13)</sup>     | 84.0                  |
| <b>15.</b> | <b>15</b>              | <b>NOVY Lubok</b>            | CZ Dallara Jsc 302           |                             | D/E2-SS 2000                 | <b>12:01.21</b>             |                                 |                       |
| [1]        | 5.10 <sup>(16)</sup> ↓ | 11.82 <sup>(13)</sup> ↓      | 2:24.87 <sup>(15)</sup> ↓    | 4:24.09 <sup>(14)</sup> ↓   | 5:47.72 <sup>(15)</sup> ↓    | 9:12.23 <sup>(15)</sup> ↓   | <b>12:01.21</b> <sup>(15)</sup> | 86.4 A:152.2 B:137.8  |
|            | 69.2                   | 6.72 <sup>(11)</sup>         | 161.82:13.05 <sup>(16)</sup> | 87.91:59.22 <sup>(13)</sup> | 98.11:23.63 <sup>(16)</sup>  | 78.83:24.51 <sup>(15)</sup> | 82.22:48.98 <sup>(15)</sup>     | 83.1                  |
| <b>16.</b> | <b>29</b>              | <b>MARCON Paolo</b>          | I Predator's                 |                             | D/E2-SS 1600                 | <b>12:19.05</b>             |                                 |                       |
| [1]        | 5.45 <sup>(17)</sup> ↓ | 14.00 <sup>(17)</sup> ↓      | 2:28.46 <sup>(17)</sup> ↓    | 4:32.20 <sup>(16)</sup> ↓   | 5:54.85 <sup>(16)</sup> ↓    | 9:21.87 <sup>(16)</sup> ↓   | <b>12:19.05</b> <sup>(16)</sup> | 84.3 A:127.2 B:133.7  |
|            | 64.7                   | 8.55 <sup>(17)</sup>         | 127.22:14.46 <sup>(17)</sup> | 87.02:03.74 <sup>(16)</sup> | 94.61:22.65 <sup>(15)</sup>  | 79.73:27.02 <sup>(16)</sup> | 81.22:57.18 <sup>(16)</sup>     | 79.2                  |
| <b>17.</b> | <b>2</b>               | <b>NAPPI Piero</b>           | I Osella Fa 30               | Best Lap                    | D/E2-SS 3000                 |                             |                                 |                       |

| P. N. | Conduuttore           | Naz                   | Vettura                     | Scuderia | Classe | Arrivo | VMed | VMax    | Tem./Dif. |
|-------|-----------------------|-----------------------|-----------------------------|----------|--------|--------|------|---------|-----------|
| 98m   | 400m                  | Sardagna              | 7t+Speed                    | Candriai | Norge  |        |      |         |           |
| [1]   | 4.47 <sup>(5)</sup> † | 9.97 <sup>(2)</sup> † | 1:56.45 <sup>(2)</sup>      |          |        | DNF 1  |      | A:191.4 |           |
|       | 78.9                  | 5.50 <sup>(2)</sup>   | 197.71:46.48 <sup>(2)</sup> | 109.9    |        |        |      |         |           |

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

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