



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

## Corsa Internazionale di Velocità in Salita Prove Ufficiali/Official Practice Auto Storiche Performance Analysis 1. 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.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
98m	400m	Sardegna	7t+Speed	Candriai	Norge	Arrivo
						VMed VMax
1. 435	"HMÖ"	A	Steyr Puch König Bergspyder	Mössler Historic Car Racing Team	1-A7	13:04.56
[1]	5.67 <sup>(1)</sup> 14.34 <sup>(1)</sup> 2:34.00 <sup>(1)</sup> 4:42.21 <sup>(1)</sup> 6:07.94 <sup>(1)</sup> 9:53.96 <sup>(1)</sup>					79.4 A:124.2 B:128.0 C:93.3
	62.2 8.67 <sup>(1)</sup> 125.2:19.66 <sup>(1)</sup> 83.2:08.21 <sup>(1)</sup> 91.3:1:25.73 <sup>(1)</sup> 76.8:3:46.02 <sup>(2)</sup> 74.3:10.60 <sup>(1)</sup> 73.7					
2. 438	SALA Mario	I	Porsche 911	A.S.P.A.S.	1-A5	13:30.87
[1]	6.75 <sup>(6)</sup> 16.07 <sup>(3)</sup> 2:43.12 <sup>(2)</sup> 4:57.59 <sup>(2)</sup> 6:29.05 <sup>(2)</sup> 10:14.87 <sup>(2)</sup>					76.8 A:121.1 B:131.8 C:87.6 +26.31
	52.3 9.32 <sup>(2)</sup> 116.2:27.05 <sup>(2)</sup> 79.2:14.47 <sup>(2)</sup> 87.1:31.46 <sup>(2)</sup> 72.3:45.82 <sup>(1)</sup> 74.3:16.00 <sup>(2)</sup> 71.6					
3. 444	REBASTI Luciano	I	Abarth 1000 Tc		1-A2	13:58.50
[1]	8.16 <sup>(12)</sup>		2:57.50 <sup>(7)</sup> 5:15.77 <sup>(5)</sup> 6:53.89 <sup>(5)</sup> 10:55.76 <sup>(5)</sup>			72.3 B:103.8 C:89.3 +53.94
	43.2		2:18.27 <sup>(3)</sup> 84.6:1:38.12 <sup>(5)</sup> 67.4:01.87 <sup>(5)</sup> 69.3:25.46 <sup>(5)</sup> 68.3			
[2]	6.83 <sup>(3)</sup> 17.43 <sup>(3)</sup> 2:46.63 <sup>(1)</sup> 5:12.50 <sup>(3)</sup> 6:37.29 <sup>(1)</sup> 10:37.06 <sup>(1)</sup>					74.3 A:104.0 C:83.5
	51.7 10.60 <sup>(4)</sup> 102.2:29.20 <sup>(1)</sup> 78.2:25.87 <sup>(3)</sup> 80.2:1:24.79 <sup>(1)</sup> 77.3:59.77 <sup>(2)</sup> 70.3:21.44 <sup>(3)</sup> 69.7					
4. 437	KONICAR Vladimir	CZ	Bmw 2002 Ti	Czech National Team	1-A5	13:58.55
[1]	6.14 <sup>(2)</sup> 15.63 <sup>(2)</sup> 2:48.50 <sup>(3)</sup> 5:11.60 <sup>(4)</sup> 6:46.24 <sup>(4)</sup> 10:41.26 <sup>(3)</sup>					73.8 A:114.9 C:86.2 +53.99
	57.5 9.49 <sup>(3)</sup> 114.2:32.87 <sup>(4)</sup> 76.2:23.10 <sup>(6)</sup> 81.1:34.64 <sup>(4)</sup> 69.3:55.02 <sup>(3)</sup> 71.3:22.36 <sup>(4)</sup> 69.4					
[2]	6.32 <sup>(1)</sup> 15.86 <sup>(1)</sup> 2:48.70 <sup>(3)</sup> 5:08.93 <sup>(2)</sup> 6:44.62 <sup>(3)</sup> 10:40.33 <sup>(2)</sup>					74.3 A:113.9 C:89.3
	55.8 9.54 <sup>(1)</sup> 114.2:32.84 <sup>(3)</sup> 76.2:20.23 <sup>(2)</sup> 83.1:35.69 <sup>(3)</sup> 68.3:55.71 <sup>(1)</sup> 71.3:18.22 <sup>(1)</sup> 70.8					
5. 443	FOCHESATO Marino	I	Fiat Abarth 1000		1-A2	14:01.36
[1]	6.88 <sup>(8)</sup> 17.48 <sup>(7)</sup> 2:49.83 <sup>(4)</sup> 5:08.83 <sup>(3)</sup> 6:41.96 <sup>(3)</sup> 10:41.68 <sup>(4)</sup>					74.0 A:104.2 B:112.5 C:88.1 +56.80
	51.3 10.60 <sup>(7)</sup> 102.2:32.35 <sup>(3)</sup> 76.2:19.00 <sup>(4)</sup> 84.2:1:33.13 <sup>(3)</sup> 70.3:59.72 <sup>(4)</sup> 70.3:19.68 <sup>(3)</sup> 70.3					
[2]	6.95 <sup>(4)</sup> 17.45 <sup>(4)</sup> 2:48.67 <sup>(2)</sup> 5:08.10 <sup>(1)</sup> 6:41.33 <sup>(2)</sup> 10:41.48 <sup>(3)</sup>					73.9 A:105.2 C:88.0
	50.8 10.50 <sup>(2)</sup> 103.2:31.22 <sup>(2)</sup> 77.2:19.43 <sup>(1)</sup> 83.9:1:33.23 <sup>(2)</sup> 70.4:00.15 <sup>(3)</sup> 70.3:20.86 <sup>(2)</sup> 69.9					
6. 445	FRANCESCON Amedeo	I	Fiat Abarth 1000 Ba		1-A2	14:30.19
[1]	6.54 <sup>(5)</sup> 16.62 <sup>(6)</sup> 2:56.29 <sup>(6)</sup> 5:17.84 <sup>(6)</sup> 6:56.57 <sup>(6)</sup> 11:02.00 <sup>(6)</sup>					71.6 A:114.0 B:122.4 C:84.8 +1:25.63
	53.9 10.08 <sup>(5)</sup> 107.2:39.67 <sup>(6)</sup> 73.2:21.55 <sup>(5)</sup> 82.1:38.73 <sup>(7)</sup> 66.4:05.43 <sup>(6)</sup> 68.3:28.19 <sup>(6)</sup> 67.4					
[2]	6.75 <sup>(2)</sup> 17.33 <sup>(2)</sup> 2:57.45 <sup>(4)</sup>			7:00.91 <sup>(4)</sup> 11:13.90 <sup>(4)</sup>		70.1 A:109.5 C:85.4
	52.3 10.58 <sup>(3)</sup> 102.2:40.12 <sup>(4)</sup> 73.1			4:12.99 <sup>(4)</sup> 66.3:34.33 <sup>(4)</sup> 65.5		
7. 452	PACHTEU Jurgen	A	Steyr Puch 650 Tr		1-A1	14:59.94
[1]	6.28 <sup>(3)</sup> 16.38 <sup>(5)</sup> 2:54.35 <sup>(5)</sup> 5:20.95 <sup>(7)</sup> 6:59.21 <sup>(7)</sup> 11:14.44 <sup>(7)</sup>					69.2 A:108.5 B:117.5 C:79.6 +1:55.38
	56.2 10.10 <sup>(6)</sup> 107.2:37.97 <sup>(5)</sup> 74.2:26.60 <sup>(7)</sup> 79.8:1:38.26 <sup>(6)</sup> 67.4:15.23 <sup>(8)</sup> 65.3:45.50 <sup>(10)</sup> 62.3					
8. 441	SEDRAN Italo	I	Saab Sedan V4	Conegliano Corse	1-A4	15:05.84
[1]	6.38 <sup>(4)</sup> 16.13 <sup>(4)</sup> 3:00.84 <sup>(8)</sup> 5:30.31 <sup>(8)</sup> 7:10.51 <sup>(8)</sup> 11:27.19 <sup>(8)</sup>					68.8 A:107.7 B:118.0 C:80.9 +2:01.28
	55.3 9.75 <sup>(4)</sup> 111.2:44.71 <sup>(7)</sup> 71.2:29.47 <sup>(8)</sup> 78.3:1:40.20 <sup>(8)</sup> 65.4:16.68 <sup>(9)</sup> 65.3:38.65 <sup>(8)</sup> 64.2					
9. 454	DEUTSCH Bernhard	A	Steyr Puch 650 Tr		1-A1	15:18.46
[1]	6.87 <sup>(7)</sup> 18.08 <sup>(8)</sup> 3:10.72 <sup>(9)</sup> 5:47.30 <sup>(9)</sup> 7:31.67 <sup>(9)</sup> 11:46.04 <sup>(9)</sup>					67.8 A:92.7 B:101.5 C:80.6 +2:13.90
	51.4 11.21 <sup>(8)</sup> 97.2:52.64 <sup>(8)</sup> 67.2:36.58 <sup>(9)</sup> 74.1:44.37 <sup>(9)</sup> 63.4:14.37 <sup>(7)</sup> 66.3:32.42 <sup>(7)</sup> 66.1					
10. 455	BAIER Thomas	A	Steyr Puch 650 Tr	MSC Mühlbach	1-A1	15:49.64
[1]	8.09 <sup>(11)</sup>		3:11.42 <sup>(10)</sup> 5:50.74 <sup>(10)</sup> 7:37.46 <sup>(10)</sup> 12:03.63 <sup>(10)</sup>			65.6 B:93.5 C:77.1 +2:45.08
	43.6		2:39.32 <sup>(10)</sup> 73.1:46.72 <sup>(10)</sup> 61.4:26.17 <sup>(10)</sup> 63.3:46.01 <sup>(11)</sup> 62.1			
11. 433	DILAURO Franco	I	Frazer Nash Competition Model	Forum Julii Historic	1-A9	16:08.63
[1]	7.59 <sup>(9)</sup> 19.74 <sup>(10)</sup> 3:18.40 <sup>(11)</sup> 6:04.85 <sup>(12)</sup> 7:55.40 <sup>(12)</sup> 12:27.86 <sup>(11)</sup>					64.3 A:84.0 C:77.6 +3:04.07
	46.5 12.15 <sup>(10)</sup> 89.2:58.66 <sup>(9)</sup> 65.2:46.45 <sup>(12)</sup> 70.3:1:50.55 <sup>(12)</sup> 59.4:32.46 <sup>(11)</sup> 61.3:40.77 <sup>(9)</sup> 63.6					
12. 451	CAMPARMÒ Daniele	I	Fiat 850 Coupé		1-A1	17:05.50
[1]	8.42 <sup>(13)</sup>		3:19.67 <sup>(12)</sup> 6:00.91 <sup>(11)</sup> 7:49.27 <sup>(11)</sup> 12:46.57 <sup>(12)</sup>			60.7 B:87.2 C:70.3 +4:00.94
	41.9		2:41.24 <sup>(11)</sup> 72.1:48.36 <sup>(11)</sup> 60.4:57.30 <sup>(12)</sup> 56.4:18.93 <sup>(12)</sup> 54.2			
[2]	8.00 <sup>(5)</sup>		3:07.87 <sup>(5)</sup>			
	44.1					
13. 453	KNES Norbert	A	Steyr Puch 650 Tr		1-A1	18:13.66
[1]	7.64 <sup>(10)</sup> 19.72 <sup>(9)</sup> 3:31.10 <sup>(13)</sup> 6:33.96 <sup>(13)</sup> 8:37.82 <sup>(13)</sup> 13:51.74 <sup>(13)</sup>					56.9 A:84.4 B:85.6 C:65.9 +5:09.10



P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo
46,2	12.08 <sup>(9)</sup>	90,3:11.38 <sup>(10)</sup>	61,3:02.86 <sup>(13)</sup>	64,2:03.86 <sup>(13)</sup>	53,2:13.92 <sup>(13)</sup>	53,4:21.92 <sup>(13)</sup>
						53,6

G. Rossi, Dir. di Gara \_\_\_\_\_

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