

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

## Corsa Internazionale di Velocità in Salita Prove Ufficiali/Official Practice Auto Storiche Performance Analysis 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.      | Conduuttore                   | Naz                    | Vettura                     | Scuderia                   | Classe                     | Tem./Dif.                     |                                |         |                        |        |
|------------|-------------------------------|------------------------|-----------------------------|----------------------------|----------------------------|-------------------------------|--------------------------------|---------|------------------------|--------|
| 98m        | 400m                          | Sardegna               | 7t+Speed                    | Candriai                   | Norge                      | Arrivo                        | VMed                           | VMax    |                        |        |
| <b>1.</b>  | <b>388 GULINELLI Giovanni</b> | I                      | Porsche Carrera Rs          | Team Italia                | 2-B6                       | <b>12:09.95</b>               |                                |         |                        |        |
| [1]        | 7.03 <sup>(1)T</sup>          | 15.57 <sup>(10)T</sup> | 2:42.59 <sup>(8)T</sup>     | 4:49.78 <sup>(6)T</sup>    | 6:14.31 <sup>(6)T</sup>    | 9:48.18 <sup>(5)T</sup>       | <b>12:43.81<sup>(6)</sup></b>  | 81.5    | A:115.2 B:142.4 C:99.8 |        |
|            | 50.2                          | 8.54 <sup>(5)</sup>    | 127.2:27.02 <sup>(8)</sup>  | 79.2:07.19 <sup>(4)</sup>  | 92.0:24.53 <sup>(1)</sup>  | 77.3:33.87 <sup>(2)</sup>     | 78.2:55.63 <sup>(2)</sup>      | 79.9    |                        |        |
| [2]        | 5.25 <sup>(1)T</sup>          | 13.23 <sup>(1)T</sup>  | 2:30.49 <sup>(2)</sup>      | 5:56.35 <sup>(2)T</sup>    | 9:21.34 <sup>(1)T</sup>    | <b>12:09.95<sup>(1)</sup></b> | 85.3                           | A:138.3 | C:103.4                |        |
|            | 67.2                          | 7.98 <sup>(2)</sup>    | 136.2:17.26 <sup>(2)</sup>  | 85.2                       | 3:24.99 <sup>(1)</sup>     | 82.2:48.61 <sup>(1)</sup>     | 83.3                           |         |                        |        |
| <b>2.</b>  | <b>383 CABI ANCA Andrea</b>   | I                      | Porsche Carrera Rs          | AB Motorsport              | 2-B6                       | <b>12:16.76</b>               |                                |         |                        |        |
| [1]        | 5.47 <sup>(5)T</sup>          | 13.25 <sup>(1)T</sup>  | 2:25.45 <sup>(1)T</sup>     | 4:30.61 <sup>(1)T</sup>    | 6:04.56 <sup>(2)T</sup>    | 9:46.35 <sup>(4)T</sup>       | <b>12:40.30<sup>(3)</sup></b>  | 81.9    | A:134.1 B:130.8 C:95.3 |        |
|            | 64.5                          | 7.78 <sup>(1)</sup>    | 139.2:12.20 <sup>(1)</sup>  | 88.2:05.16 <sup>(1)</sup>  | 93.5:33.95 <sup>(14)</sup> | 70.3:41.79 <sup>(6)</sup>     | 75.2:53.95 <sup>(1)</sup>      | 80.7    |                        |        |
| [2]        | 5.47 <sup>(5)T</sup>          | 13.25 <sup>(2)T</sup>  | 2:29.58 <sup>(1)</sup>      | 5:55.28 <sup>(1)T</sup>    | 9:23.31 <sup>(2)T</sup>    | <b>12:16.76<sup>(1)</sup></b> | 84.5                           | A:133.3 | C:100.3                |        |
|            | 64.5                          | 7.78 <sup>(1)</sup>    | 139.2:16.33 <sup>(1)</sup>  | 85.8                       | 3:28.03 <sup>(2)</sup>     | 80.2:53.45 <sup>(2)</sup>     | 80.9                           |         |                        |        |
| <b>3.</b>  | <b>385 PERUCH Roberto</b>     | I                      | Porsche 911 Sc              | Piave Jolly Club           | 2-B6                       | <b>12:34.56</b>               |                                |         |                        |        |
| [1]        | 5.79 <sup>(7)T</sup>          | 14.52 <sup>(7)T</sup>  | 2:33.44 <sup>(4)T</sup>     | 4:38.75 <sup>(2)T</sup>    | 6:04.82 <sup>(3)T</sup>    | 30:27.73 <sup>(25)</sup>      | <b>12:34.56<sup>(1)</sup></b>  | 82.5    | A:130.8 B:134.8 C:96.1 |        |
|            | 60.9                          | 8.73 <sup>(7)</sup>    | 124.2:18.92 <sup>(3)</sup>  | 84.2:05.31 <sup>(3)</sup>  | 93.4:26.07 <sup>(3)</sup>  | 72.4:22.91 <sup>(25)</sup>    | 11.5                           |         | +24.61                 |        |
| <b>4.</b>  | <b>382 RONCONI Massimo</b>    | I                      | Porsche 914/6               | Team Italia                | 2-B6                       | <b>12:34.61</b>               |                                |         |                        |        |
| [1]        | 5.39 <sup>(3)T</sup>          | 14.01 <sup>(5)T</sup>  | 2:34.19 <sup>(5)T</sup>     | 4:39.48 <sup>(3)T</sup>    | 6:04.05 <sup>(1)T</sup>    | 9:36.32 <sup>(1)T</sup>       | <b>12:34.61<sup>(2)</sup></b>  | 82.5    | A:119.0 B:146.0 C:99.9 |        |
|            | 65.5                          | 8.62 <sup>(6)</sup>    | 126.2:20.18 <sup>(5)</sup>  | 83.2:05.29 <sup>(2)</sup>  | 93.4:24.57 <sup>(2)</sup>  | 77.3:32.27 <sup>(1)</sup>     | 79.2:58.29 <sup>(3)</sup>      | 78.7    |                        |        |
| [2]        | 5.33 <sup>(2)T</sup>          | 14.31 <sup>(6)T</sup>  | 2:34.43 <sup>(4)</sup>      | 6:04.85 <sup>(3)T</sup>    | 9:38.09 <sup>(3)T</sup>    | <b>12:36.16<sup>(3)</sup></b> | 82.4                           | A:111.2 | C:100.6                |        |
|            | 66.2                          | 8.98 <sup>(7)</sup>    | 121.2:20.12 <sup>(4)</sup>  | 83.5                       | 3:33.24 <sup>(4)</sup>     | 78.2:58.07 <sup>(4)</sup>     | 78.8                           |         |                        |        |
| <b>5.</b>  | <b>395 LAMPELMAIER Max</b>    | A                      | Ford Escort Rs 1800 Bda     | Ford Racing Club           | 2-B5                       | <b>12:41.71</b>               |                                |         |                        |        |
| [1]        | 5.53 <sup>(6)T</sup>          | 13.93 <sup>(4)T</sup>  | 2:33.26 <sup>(3)T</sup>     | 4:41.00 <sup>(5)T</sup>    | 6:07.36 <sup>(5)T</sup>    | 9:41.59 <sup>(2)T</sup>       | <b>12:41.71<sup>(4)</sup></b>  | 81.8    | A:122.3 B:133.9 C:91.5 |        |
|            | 63.8                          | 8.40 <sup>(4)</sup>    | 129.2:19.33 <sup>(4)</sup>  | 84.2:07.74 <sup>(5)</sup>  | 91.6:26.36 <sup>(4)</sup>  | 76.3:34.23 <sup>(3)</sup>     | 78.3:00.12 <sup>(6)</sup>      | 77.9    |                        |        |
| [2]        | 5.53 <sup>(6)T</sup>          | 13.95 <sup>(5)T</sup>  | 2:33.95 <sup>(3)T</sup>     | 4:41.54 <sup>(1)T</sup>    | 6:08.45 <sup>(5)T</sup>    | 9:41.61 <sup>(4)T</sup>       | <b>12:42.60<sup>(5)</sup></b>  | 81.7    | A:122.5                | C:98.5 |
|            | 63.8                          | 8.42 <sup>(4)</sup>    | 129.2:20.00 <sup>(3)</sup>  | 83.2:07.59 <sup>(1)</sup>  | 91.7:26.91 <sup>(1)</sup>  | 75.3:33.16 <sup>(3)</sup>     | 78.3:00.99 <sup>(7)</sup>      | 77.6    |                        |        |
| <b>6.</b>  | <b>389 ICCOLTI Agostino</b>   | I                      | Porsche 911 Rs              | Hawk Racing Club           | 2-B6                       | <b>12:43.76</b>               |                                |         |                        |        |
| [1]        | 5.42 <sup>(4)T</sup>          | 13.77 <sup>(3)T</sup>  | 2:32.40 <sup>(2)T</sup>     | 4:40.41 <sup>(4)T</sup>    | 6:06.80 <sup>(4)T</sup>    | 9:45.04 <sup>(3)T</sup>       | <b>12:43.76<sup>(5)</sup></b>  | 81.5    | A:130.3 B:144.0 C:98.3 |        |
|            | 65.1                          | 8.35 <sup>(3)</sup>    | 130.2:18.63 <sup>(2)</sup>  | 84.2:08.01 <sup>(6)</sup>  | 91.4:26.39 <sup>(5)</sup>  | 76.3:38.24 <sup>(5)</sup>     | 77.2:58.72 <sup>(5)</sup>      | 78.6    |                        |        |
| <b>7.</b>  | <b>381 MICHL Josef</b>        | CZ                     | Porsche 911 Rs              | Michl Motorsport           | 2-B6                       | <b>12:45.04</b>               |                                |         |                        |        |
| [1]        | 5.16 <sup>(1)T</sup>          | 13.28 <sup>(2)T</sup>  | 2:39.72 <sup>(6)T</sup>     | 4:51.10 <sup>(7)T</sup>    | 6:20.72 <sup>(7)T</sup>    | 10:07.03 <sup>(6)T</sup>      | <b>13:13.69<sup>(8)</sup></b>  | 78.5    | A:124.6 B:136.0 C:99.1 |        |
|            | 68.4                          | 8.12 <sup>(2)</sup>    | 133.2:26.44 <sup>(7)</sup>  | 79.2:11.38 <sup>(7)</sup>  | 89.1:29.62 <sup>(7)</sup>  | 73.3:46.31 <sup>(8)</sup>     | 74.3:06.66 <sup>(8)</sup>      | 75.2    |                        |        |
| [2]        | 5.44 <sup>(3)T</sup>          | 13.89 <sup>(4)T</sup>  | 2:35.98 <sup>(5)</sup>      | 6:07.86 <sup>(4)T</sup>    | 9:44.08 <sup>(5)T</sup>    | <b>12:45.04<sup>(7)</sup></b> | 81.4                           | A:129.9 | C:105.6                |        |
|            | 64.9                          | 8.45 <sup>(5)</sup>    | 128.2:22.09 <sup>(5)</sup>  | 82.3                       | 3:36.22 <sup>(6)</sup>     | 77.3:00.96 <sup>(6)</sup>     | 77.6                           |         |                        |        |
| <b>8.</b>  | <b>386 BERTONI Sergio</b>     | I                      | Porsche 911 Carrera         | Porsche Club Italia        | 2-B6                       | <b>12:54.51</b>               |                                |         |                        |        |
| [1]        | 5.97 <sup>(8)T</sup>          | 15.27 <sup>(8)T</sup>  | 2:47.00 <sup>(12)T</sup>    | 5:04.30 <sup>(13)T</sup>   | 6:34.73 <sup>(12)T</sup>   | 10:10.19 <sup>(7)T</sup>      | <b>13:08.55<sup>(7)</sup></b>  | 79.0    | A:106.5 B:110.4 C:64.7 |        |
|            | 59.1                          | 9.30 <sup>(9)</sup>    | 116.2:31.73 <sup>(14)</sup> | 77.2:17.30 <sup>(14)</sup> | 85.1:30.43 <sup>(8)</sup>  | 72.3:35.46 <sup>(4)</sup>     | 78.2:58.36 <sup>(4)</sup>      | 78.7    |                        |        |
| [2]        | 5.75 <sup>(7)T</sup>          | 14.64 <sup>(7)T</sup>  | 2:43.81 <sup>(8)</sup>      | 6:21.05 <sup>(7)T</sup>    | 9:57.14 <sup>(6)T</sup>    | <b>12:54.51<sup>(7)</sup></b> | 80.4                           | A:109.9 | C:99.7                 |        |
|            | 61.4                          | 8.89 <sup>(6)</sup>    | 122.2:29.17 <sup>(10)</sup> | 78.4                       | 3:36.09 <sup>(5)</sup>     | 77.2:57.37 <sup>(3)</sup>     | 79.2                           |         |                        |        |
| <b>9.</b>  | <b>384 "GIARTUAS"</b>         | I                      | Porsche 911                 | A.S.P.A.S.                 | 2-B6                       | <b>12:58.34</b>               |                                |         |                        |        |
| [1]        | 5.32 <sup>(2)T</sup>          | 14.05 <sup>(6)T</sup>  | 2:43.26 <sup>(9)T</sup>     | 4:59.81 <sup>(10)T</sup>   | 6:33.97 <sup>(11)T</sup>   | 10:18.61 <sup>(8)T</sup>      | <b>13:19.77<sup>(9)</sup></b>  | 77.9    | A:111.9 B:118.7 C:91.9 |        |
|            | 66.3                          | 8.73 <sup>(7)</sup>    | 124.2:29.21 <sup>(11)</sup> | 78.2:16.55 <sup>(12)</sup> | 85.1:34.16 <sup>(15)</sup> | 70.3:44.64 <sup>(7)</sup>     | 74.3:01.16 <sup>(7)</sup>      | 77.5    |                        |        |
| [2]        | 5.44 <sup>(3)T</sup>          | 13.61 <sup>(3)T</sup>  | 2:38.46 <sup>(6)</sup>      | 6:18.38 <sup>(6)T</sup>    | 9:57.43 <sup>(7)T</sup>    | <b>12:58.34<sup>(7)</sup></b> | 80.0                           | A:121.1 | C:96.9                 |        |
|            | 64.9                          | 8.17 <sup>(3)</sup>    | 133.2:24.85 <sup>(6)</sup>  | 80.8                       | 3:39.05 <sup>(7)</sup>     | 76.3:00.91 <sup>(5)</sup>     | 77.6                           |         |                        |        |
| <b>10.</b> | <b>396 STOSCHEK Michael</b>   | D                      | Bmw 2002 Ti                 | Brose Motorsport           | 2-B5                       | <b>13:26.56</b>               |                                |         |                        |        |
| [1]        | 6.81 <sup>(13)T</sup>         | 16.41 <sup>(12)T</sup> | 2:44.27 <sup>(10)T</sup>    | 4:59.23 <sup>(9)T</sup>    | 6:30.59 <sup>(10)T</sup>   | 10:20.10 <sup>(9)T</sup>      | <b>13:27.92<sup>(10)</sup></b> | 77.1    | A:118.4 B:120.1 C:93.3 |        |
|            | 51.8                          | 9.60 <sup>(12)</sup>   | 113.2:27.86 <sup>(9)</sup>  | 79.2:14.96 <sup>(8)</sup>  | 86.1:31.36 <sup>(10)</sup> | 72.3:49.51 <sup>(9)</sup>     | 73.3:07.82 <sup>(9)</sup>      | 74.8    |                        |        |
| [2]        | 6.38 <sup>(8)T</sup>          | 15.76 <sup>(8)T</sup>  | 2:44.42 <sup>(9)T</sup>     | 4:59.55 <sup>(3)T</sup>    | 6:31.24 <sup>(8)T</sup>    | 10:16.94 <sup>(8)T</sup>      | <b>13:26.56<sup>(10)</sup></b> | 77.2    | A:121.0                | C:94.5 |
|            | 55.3                          | 9.38 <sup>(8)</sup>    | 115.2:28.66 <sup>(8)</sup>  | 78.2:15.13 <sup>(2)</sup>  | 86.6:31.69 <sup>(2)</sup>  | 71.3:45.70 <sup>(8)</sup>     | 74.3:09.62 <sup>(8)</sup>      | 74.0    |                        |        |
| <b>11.</b> | <b>427 PEZZANI Andrea</b>     | I                      | Fiat Giannini 650 Np        | Valdelsa Classic M. Club   | B1                         | <b>13:44.54</b>               |                                |         |                        |        |
| [1]        | 7.16 <sup>(23)</sup>          | 17.95 <sup>(21)</sup>  | 2:47.05 <sup>(13)</sup>     | 5:03.05 <sup>(12)</sup>    | 6:35.37 <sup>(13)</sup>    | 10:27.37 <sup>(10)</sup>      | <b>13:44.54<sup>(11)</sup></b> | 75.5    | A:105.1 B:116.5 C:87.6 |        |
|            |                               |                        |                             |                            |                            |                               |                                |         | +1:34.59               |        |

| P. N. Conduuttore   |                       | Naz                     | Vettura                 | Scuderia                |                         |                          | Classe                         |                                |                         |         |                         |          |        |          |  |  |  |
|---|-----------------------|-------------------------|-------------------------|-------------------------|-------------------------|--------------------------|--------------------------------|--------------------------------|-------------------------|---------|-------------------------|----------|--------|----------|--|--|--|
| 98m   | 400m                  | Sardagna                | 7t+Speed                | Candriai                | Norge                   | Arrivo                   | VMed                           | VMax                           | Tem./Dif.               |         |                         |          |        |          |  |  |  |
| 49.3  | 10.79 <sup>(21)</sup> | 100.2                   | 2:29.10 <sup>(10)</sup> | 78.2                    | 1:16.00 <sup>(11)</sup> | 86.0                     | 1:32.32 <sup>(11)</sup>        | 71.3                           | 1:52.00 <sup>(10)</sup> | 72.3    | 1:17.17 <sup>(10)</sup> | 71.2     |        |          |  |  |  |
| <b>12. 412 KORNHERR Christian A Ford Escort Tc 2-B4 13:53.81</b>                                    |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 7.03 <sup>(17)</sup>  | 16.85 <sup>(15)</sup>   | 2:50.60 <sup>(16)</sup> | 5:09.85 <sup>(16)</sup> | 6:44.26 <sup>(17)</sup> | 10:39.41 <sup>(12)</sup> | <b>14:05.36<sup>(15)</sup></b> | 73.7                           | A:112.5 B:125.0 C:86.7  |         |                         | +1:43.86 |        |          |  |  |  |
|   | 50.2                  | 9.82 <sup>(14)</sup>    | 2:33.75 <sup>(18)</sup> | 76.2                    | 1:19.25 <sup>(17)</sup> | 84.0                     | 1:34.41 <sup>(16)</sup>        | 69.3                           | 1:55.15 <sup>(11)</sup> | 71.3    | 1:25.95 <sup>(14)</sup> | 68.2     |        |          |  |  |  |
| [2]   | 6.52 <sup>(12)</sup>  | 16.19 <sup>(9)</sup>    | 2:51.70 <sup>(14)</sup> | 6:45.97 <sup>(10)</sup> |                         |                          | 10:39.18 <sup>(10)</sup>       | <b>13:53.81<sup>(12)</sup></b> | 74.7                    | A:113.1 |                         |          | C:88.9 |          |  |  |  |
|   | 54.1                  | 9.67 <sup>(10)</sup>    | 2:35.51 <sup>(16)</sup> | 75.2                    | 3:53.21 <sup>(9)</sup>  |                          |                                | 72.3                           | 1:14.63 <sup>(9)</sup>  | 72.1    |                         |          |        |          |  |  |  |
| <b>13. 414 LENA Enrico I Lancia Fulvia Hf Borrett Team Motorsport B4 13:58.18</b>                   |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 6.92 <sup>(16)</sup>  | 17.08 <sup>(16)</sup>   | 2:49.96 <sup>(15)</sup> | 5:08.42 <sup>(14)</sup> | 6:41.96 <sup>(14)</sup> | 10:41.62 <sup>(14)</sup> | <b>14:03.43<sup>(13)</sup></b> | 73.8                           | A:110.6 B:125.4 C:85.0  |         |                         | +1:48.23 |        |          |  |  |  |
|   | 51.0                  | 10.16 <sup>(16)</sup>   | 2:32.88 <sup>(15)</sup> | 76.2                    | 1:18.46 <sup>(15)</sup> | 84.5                     | 1:33.54 <sup>(12)</sup>        | 70.3                           | 1:59.66 <sup>(14)</sup> | 70.3    | 1:21.81 <sup>(12)</sup> | 69.6     |        |          |  |  |  |
| [2]   | 6.47 <sup>(10)</sup>  | 16.58 <sup>(12)</sup>   | 2:50.15 <sup>(12)</sup> | 6:41.29 <sup>(9)</sup>  |                         |                          | 10:36.80 <sup>(9)</sup>        | <b>13:58.18<sup>(12)</sup></b> | 74.3                    | A:111.3 |                         |          | C:87.9 |          |  |  |  |
|   | 54.5                  | 10.11 <sup>(12)</sup>   | 2:33.57 <sup>(13)</sup> | 76.2                    | 3:55.51 <sup>(10)</sup> |                          |                                | 71.3                           | 1:21.38 <sup>(10)</sup> | 69.7    |                         |          |        |          |  |  |  |
| <b>14. 428 FRONZA Massimo I Fiat Giannini Destra 4 2-B1 14:00.68</b>                                |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 7.11 <sup>(22)</sup>  | 18.36 <sup>(24)</sup>   | 2:48.13 <sup>(14)</sup> | 6:44.58 <sup>(18)</sup> |                         |                          | 10:41.84 <sup>(15)</sup>       | <b>14:00.68<sup>(12)</sup></b> | 74.1                    | A:96.6  |                         |          | C:85.0 | +1:50.73 |  |  |  |
|   | 49.6                  | 11.25 <sup>(23)</sup>   | 2:29.77 <sup>(12)</sup> | 78.1                    | 3:57.26 <sup>(12)</sup> |                          |                                | 70.3                           | 1:18.84 <sup>(11)</sup> | 70.6    |                         |          |        |          |  |  |  |
| <b>15. 423 ARMELLINI Matteo I Fiat 128 Coupé Team Bassano 2-B3 14:05.25</b>                         |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 6.81 <sup>(13)</sup>  | 17.23 <sup>(17)</sup>   | 2:51.69 <sup>(19)</sup> | 5:08.85 <sup>(15)</sup> | 6:44.23 <sup>(15)</sup> | 10:41.53 <sup>(13)</sup> | <b>14:05.25<sup>(14)</sup></b> | 73.7                           | A:109.9 B:122.8 C:95.0  |         |                         | +1:55.30 |        |          |  |  |  |
|   | 51.8                  | 10.42 <sup>(17)</sup>   | 2:34.46 <sup>(19)</sup> | 75.2                    | 1:17.16 <sup>(13)</sup> | 85.1                     | 1:35.38 <sup>(18)</sup>        | 69.3                           | 1:57.30 <sup>(13)</sup> | 70.3    | 1:23.72 <sup>(13)</sup> | 68.9     |        |          |  |  |  |
| [2]   | 6.45 <sup>(9)</sup>   | 16.60 <sup>(13)</sup>   | 2:45.42 <sup>(10)</sup> | A:115.2                 |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
|   | 54.7                  | 10.15 <sup>(13)</sup>   | 2:28.82 <sup>(9)</sup>  | 78.6                    |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| <b>16. 397 ZANETTI Andrea Giordano Bmw 2002 Tii 2-B5 14:16.04</b>                                   |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 6.85 <sup>(15)</sup>  | 17.35 <sup>(18)</sup>   | 2:50.66 <sup>(17)</sup> | 5:10.62 <sup>(18)</sup> | 6:44.25 <sup>(16)</sup> | 10:46.59 <sup>(16)</sup> | <b>14:22.38<sup>(17)</sup></b> | 72.2                           | A:108.3 B:119.3 C:89.7  |         |                         | +2:06.09 |        |          |  |  |  |
|   | 51.5                  | 10.50 <sup>(19)</sup>   | 2:33.31 <sup>(17)</sup> | 76.2                    | 1:19.96 <sup>(18)</sup> | 83.6                     | 1:33.63 <sup>(13)</sup>        | 70.4                           | 1:02.34 <sup>(17)</sup> | 69.3    | 1:35.79 <sup>(20)</sup> | 65.1     |        |          |  |  |  |
| [2]   | 6.87 <sup>(13)</sup>  | 17.47 <sup>(14)</sup>   | 2:51.82 <sup>(15)</sup> | 5:11.42 <sup>(5)</sup>  | 6:47.34 <sup>(11)</sup> | 10:49.70 <sup>(11)</sup> | <b>14:16.04<sup>(16)</sup></b> | 72.8                           | A:107.8                 |         |                         | C:90.0   |        |          |  |  |  |
|   | 51.4                  | 10.60 <sup>(14)</sup>   | 2:34.35 <sup>(14)</sup> | 75.2                    | 1:19.60 <sup>(5)</sup>  | 83.8                     | 1:35.92 <sup>(3)</sup>         | 68.4                           | 1:02.36 <sup>(11)</sup> | 69.3    | 1:26.34 <sup>(11)</sup> | 68.0     |        |          |  |  |  |
| <b>17. 426 INDRA Jindrich CZ Skoda 110i Czech National Team 2-B2 14:19.81</b>                       |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 7.10 <sup>(20)</sup>  | 18.28 <sup>(22)</sup>   | 2:51.36 <sup>(18)</sup> | 5:10.54 <sup>(17)</sup> | 6:44.96 <sup>(19)</sup> | 10:49.16 <sup>(17)</sup> | <b>14:19.81<sup>(16)</sup></b> | 72.4                           | A:100.9 B:110.6 C:87.6  |         |                         | +2:09.86 |        |          |  |  |  |
|   | 49.7                  | 11.18 <sup>(22)</sup>   | 2:33.08 <sup>(16)</sup> | 76.2                    | 1:19.18 <sup>(16)</sup> | 84.1                     | 1:34.42 <sup>(17)</sup>        | 69.4                           | 1:04.20 <sup>(18)</sup> | 68.3    | 1:30.65 <sup>(17)</sup> | 66.7     |        |          |  |  |  |
| [2]   | 7.27 <sup>(15)</sup>  | 18.56 <sup>(16)</sup>   | 2:50.08 <sup>(11)</sup> | 5:09.46 <sup>(4)</sup>  | A:100.0                 |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
|   | 48.5                  | 11.29 <sup>(17)</sup>   | 2:31.52 <sup>(11)</sup> | 77.2                    | 1:19.38 <sup>(4)</sup>  | 83.9                     |                                |                                |                         |         |                         |          |        |          |  |  |  |
| <b>18. 419 "RADO" CZ Fiat 128 Rally SK Industrietechnik Motor Race 2-B3 14:24.42</b>                |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 7.09 <sup>(19)</sup>  | 16.76 <sup>(14)</sup>   | 2:55.60 <sup>(21)</sup> | 5:16.91 <sup>(19)</sup> | 6:52.99 <sup>(20)</sup> | 10:54.24 <sup>(18)</sup> | <b>14:24.42<sup>(18)</sup></b> | 72.0                           | A:114.3 B:104.2 C:90.1  |         |                         | +2:14.47 |        |          |  |  |  |
|   | 49.8                  | 9.67 <sup>(13)</sup>    | 2:38.84 <sup>(21)</sup> | 73.2                    | 1:21.31 <sup>(19)</sup> | 82.8                     | 1:36.08 <sup>(19)</sup>        | 68.4                           | 1:01.25 <sup>(15)</sup> | 69.3    | 1:30.18 <sup>(16)</sup> | 66.8     |        |          |  |  |  |
| <b>19. 424 ZUBLASING Stefano I Nsu Tt 2-B3 14:32.11</b>   |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 7.10 <sup>(20)</sup>  | 17.58 <sup>(19)</sup>   | 2:56.52 <sup>(23)</sup> | 5:23.26 <sup>(22)</sup> | 6:59.90 <sup>(23)</sup> | 11:04.93 <sup>(20)</sup> | <b>14:32.11<sup>(19)</sup></b> | 71.4                           | A:104.7 B:106.6 C:83.9  |         |                         | +2:22.16 |        |          |  |  |  |
|   | 49.7                  | 10.48 <sup>(18)</sup>   | 2:38.94 <sup>(22)</sup> | 73.2                    | 1:26.74 <sup>(22)</sup> | 79.1                     | 1:36.64 <sup>(20)</sup>        | 68.4                           | 1:05.03 <sup>(20)</sup> | 68.3    | 1:27.18 <sup>(15)</sup> | 67.8     |        |          |  |  |  |
| [2]   | 7.40 <sup>(16)</sup>  | 18.39 <sup>(15)</sup>   | 2:58.45 <sup>(17)</sup> | 7:01.71 <sup>(14)</sup> |                         |                          | 11:07.88 <sup>(13)</sup>       | <b>14:36.90<sup>(20)</sup></b> | 71.0                    | A:101.6 |                         |          | C:83.5 |          |  |  |  |
|   | 47.7                  | 10.99 <sup>(15)</sup>   | 2:40.06 <sup>(17)</sup> | 73.1                    | 4:06.17 <sup>(12)</sup> |                          |                                | 68.3                           | 1:29.02 <sup>(12)</sup> | 67.2    |                         |          |        |          |  |  |  |
| <b>20. 418 KURKA Erwin A Alpine Renault A110 2-B3 14:37.49</b>                                      |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 6.58 <sup>(11)</sup>  | 16.56 <sup>(13)</sup>   | 2:56.39 <sup>(22)</sup> | 5:20.08 <sup>(21)</sup> | 6:57.93 <sup>(22)</sup> | 11:02.65 <sup>(19)</sup> | <b>14:37.49<sup>(20)</sup></b> | 71.0                           | A:116.6 B:124.3 C:86.2  |         |                         | +2:27.54 |        |          |  |  |  |
|   | 53.6                  | 9.98 <sup>(15)</sup>    | 2:39.83 <sup>(23)</sup> | 73.2                    | 1:23.69 <sup>(21)</sup> | 81.4                     | 1:37.85 <sup>(21)</sup>        | 67.4                           | 1:04.72 <sup>(19)</sup> | 68.3    | 1:34.84 <sup>(19)</sup> | 65.4     |        |          |  |  |  |
| [2]   | 6.49 <sup>(11)</sup>  | 16.28 <sup>(10)</sup>   | 2:51.14 <sup>(13)</sup> | 6:48.99 <sup>(12)</sup> |                         |                          | 11:07.24 <sup>(12)</sup>       | <b>14:41.92<sup>(21)</sup></b> | 70.6                    | A:113.1 |                         |          | C:87.4 |          |  |  |  |
|   | 54.4                  | 9.79 <sup>(11)</sup>    | 2:34.86 <sup>(15)</sup> | 75.6                    | 4:18.25 <sup>(14)</sup> |                          |                                | 65.3                           | 1:34.68 <sup>(14)</sup> | 65.4    |                         |          |        |          |  |  |  |
| <b>21. 387 "CICCIOPASTICCIO" I Porsche 911 T 2-B6 15:19.38</b>                                      |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 7.18 <sup>(24)</sup>  | 17.87 <sup>(20)</sup>   | 3:11.98 <sup>(24)</sup> | 5:51.32 <sup>(23)</sup> | 7:36.82 <sup>(24)</sup> | 11:53.87 <sup>(22)</sup> | <b>15:27.02<sup>(21)</sup></b> | 67.2                           | A:99.8 B:106.0 C:76.2   |         |                         | +3:09.43 |        |          |  |  |  |
|   | 49.1                  | 10.69 <sup>(20)</sup>   | 2:54.11 <sup>(24)</sup> | 67.2                    | 1:39.34 <sup>(23)</sup> | 73.1                     | 1:45.50 <sup>(23)</sup>        | 62.4                           | 1:17.05 <sup>(21)</sup> | 65.3    | 1:33.15 <sup>(18)</sup> | 65.9     |        |          |  |  |  |
| [2]   | 7.40 <sup>(16)</sup>  | 18.58 <sup>(17)</sup>   | 3:10.90 <sup>(18)</sup> | 7:32.12 <sup>(15)</sup> |                         |                          | 11:45.95 <sup>(14)</sup>       | <b>15:19.38<sup>(21)</sup></b> | 67.7                    | A:97.6  |                         |          | C:80.6 |          |  |  |  |
|   | 47.7                  | 11.18 <sup>(16)</sup>   | 2:52.32 <sup>(18)</sup> | 67.9                    | 4:13.83 <sup>(13)</sup> |                          |                                | 66.3                           | 1:33.43 <sup>(13)</sup> | 65.8    |                         |          |        |          |  |  |  |
| <b>22. 429 LEONARDELLI Maurizio I Fiat Giannini 650 Np Destra 4 2-B1 15:50.12</b>                   |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 8.03 <sup>(25)</sup>  | 19.97 <sup>(25)</sup>   | 2:55.13 <sup>(20)</sup> | 5:18.06 <sup>(20)</sup> | 6:56.80 <sup>(21)</sup> | 11:44.54 <sup>(21)</sup> | <b>15:50.12<sup>(22)</sup></b> | 65.5                           | A:91.3 B:98.6 C:77.0    |         |                         | +3:40.17 |        |          |  |  |  |
|   | 43.9                  | 11.94 <sup>(25)</sup>   | 2:35.16 <sup>(20)</sup> | 75.2                    | 1:22.93 <sup>(20)</sup> | 81.9                     | 1:38.74 <sup>(22)</sup>        | 66.4                           | 1:47.74 <sup>(23)</sup> | 58.4    | 1:05.58 <sup>(23)</sup> | 57.2     |        |          |  |  |  |
| [2]   | 8.09 <sup>(18)</sup>  | 19.44 <sup>(18)</sup>   | 2:52.87 <sup>(16)</sup> | 5:16.43 <sup>(6)</sup>  | 6:56.50 <sup>(13)</sup> | 11:51.14 <sup>(15)</sup> | <b>15:56.34<sup>(23)</sup></b> | 65.1                           | A:98.2                  |         |                         | C:63.8   |        |          |  |  |  |
|   | 43.6                  | 11.35 <sup>(18)</sup>   | 2:33.43 <sup>(12)</sup> | 76.2                    | 1:23.56 <sup>(6)</sup>  | 81.5                     | 1:40.07 <sup>(4)</sup>         | 65.4                           | 1:54.64 <sup>(15)</sup> | 57.4    | 1:05.20 <sup>(15)</sup> | 57.3     |        |          |  |  |  |
| <b>23. 398 RAMELLO Ferdinando I Fiat Abarth 124 Rally Aeffe Sport E Comunicazioni 2-B5 15:57.30</b> |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 6.68 <sup>(12)</sup>  | 18.35 <sup>(23)</sup>   | 3:21.04 <sup>(25)</sup> | 6:04.33 <sup>(24)</sup> | 7:55.50 <sup>(25)</sup> | 12:18.39 <sup>(23)</sup> | <b>15:57.30<sup>(23)</sup></b> | 65.1                           | A:77.3 B:94.5 C:74.5    |         |                         | +3:47.35 |        |          |  |  |  |
|   | 52.8                  | 11.67 <sup>(24)</sup>   | 2:02.69 <sup>(25)</sup> | 64.2                    | 1:43.29 <sup>(24)</sup> | 71.1                     | 1:51.17 <sup>(24)</sup>        | 59.4                           | 1:22.89 <sup>(22)</sup> | 64.3    | 1:38.91 <sup>(21)</sup> | 64.1     |        |          |  |  |  |
| <b>24. 399 DELLADIO Lorenzo I Porsche 914/6 Nuova Scuderia Valfiemme 2-B5 16:20.79</b>              |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 6.01 <sup>(9)</sup>   | 15.45 <sup>(9)</sup>    | 2:45.51 <sup>(11)</sup> | 5:01.23 <sup>(11)</sup> | 6:29.95 <sup>(9)</sup>  | 10:32.23 <sup>(11)</sup> | <b>16:20.79<sup>(24)</sup></b> | 63.5                           | A:113.9 B:126.0 C:89.7  |         |                         | +4:10.84 |        |          |  |  |  |
|   | 58.7                  | 9.44 <sup>(10)</sup>    | 2:30.06 <sup>(13)</sup> | 78.2                    | 1:15.72 <sup>(9)</sup>  | 86.2                     | 1:28.72 <sup>(6)</sup>         | 74.4                           | 1:02.28 <sup>(16)</sup> | 69.5    | 1:48.56 <sup>(24)</sup> | 40.3     |        |          |  |  |  |
| <b>25. 421 GONELLA Paolo I Fiat 128 Coupé BL Racing 2-B3 17:06.78</b>                               |                       |                         |                         |                         |                         |                          |                                |                                |                         |         |                         |          |        |          |  |  |  |
| [1]   | 8.47 <sup>(26)</sup>  | 3:35.87 <sup>(26)</sup> |                         | 6:31.97 <sup>(25)</sup> | 8:27.63 <sup>(26)</sup> | 13:16.99 <sup>(24)</sup> | <b>17:06.78<sup>(25)</sup></b> | 60.7                           | B:82.8 C:72.4           |         |                         | +4:56.83 |        |          |  |  |  |

| P. N. Conducente         | Naz                   | Vettura                    | Scuderia                   | Classe                     | Tem./Dif.   |                         |      |                       |                        |
|--------------------------|-----------------------|----------------------------|----------------------------|----------------------------|-------------|-------------------------|------|-----------------------|------------------------|
| 98m                      | 400m                  | Sardagna                   | 7t+Speed                   | Candriai                   | Norge       | Arrivo                  | VMed | VMax                  |                        |
| 41.7                     |                       | 2:56.10 <sup>(25)</sup>    | 66.1                       | 55.66 <sup>(25)</sup>      | 57.4        | 4:49.36 <sup>(24)</sup> | 58.3 | 49.79 <sup>(22)</sup> | 61.1                   |
| <b>26.422</b>            | <b>KRAL Oskar</b>     | <b>CZ</b>                  | <b>Fiat 128 Sc</b>         | <b>Czech National Team</b> | <b>2-B3</b> |                         |      |                       |                        |
| [1] 6.28 <sup>(10)</sup> | 15.76 <sup>(11)</sup> | 2:41.27 <sup>(7)</sup>     | 4:57.20 <sup>(8)</sup>     | 6:28.33 <sup>(8)</sup>     |             |                         |      |                       | A:117.4 B:132.3 C:94.7 |
| 56.2                     | 9.48 <sup>(11)</sup>  | 114.2:25.51 <sup>(6)</sup> | 80.2:15.93 <sup>(10)</sup> | 86.1:31.13 <sup>(9)</sup>  | 72.3        |                         |      |                       |                        |
| [2] 6.98 <sup>(14)</sup> | 16.47 <sup>(11)</sup> | 2:43.47 <sup>(7)</sup>     | 4:58.98 <sup>(2)</sup>     |                            |             |                         |      |                       | A:119.0                |
| 50.5                     | 9.49 <sup>(9)</sup>   | 114.2:27.00 <sup>(7)</sup> | 79.2:15.51 <sup>(3)</sup>  | 86.3                       |             |                         |      |                       |                        |

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

Risultati e Telemetrie a cura di Francesco Dariz

