

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

## Corsa Internazionale di Velocità in Salita

### Auto Storiche

### Performance Analysis

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.	Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.
98m	400m	Sardegna	7t+Speed	Norge	Arrivo	
					VMed	VMax
1. 332	<b>ZARDO Denny</b>	I	Porsche 934/5	AB Motorsport	3-C5	<b>11:06.28</b>
[1]	5.72 <sup>(18)</sup> 12.45 <sup>(2)</sup> 2:15.50 <sup>(1)</sup> 4:03.64 <sup>(1)</sup> 5:17.75 <sup>(1)</sup> 8:26.79 <sup>(1)</sup>					93.5 A:146.3 B:185.7 C:108.2
	61.7 6.73 <sup>(1)</sup> 161.2:03.05 <sup>(1)</sup> 95.1:48.14 <sup>(1)</sup> 108.2:14.11 <sup>(1)</sup> 88.3:09.04 <sup>(1)</sup> 88.2:39.49 <sup>(1)</sup> 88.0					
2. 325	<b>AMBROSO Giovanni</b>	I	Osella Pa 9/90	Team Italia	4-D5	<b>11:44.95</b>
[1]	4.93 <sup>(1)</sup> 12.25 <sup>(1)</sup> 2:22.64 <sup>(2)</sup> 4:19.17 <sup>(2)</sup> 5:37.43 <sup>(2)</sup> 8:58.07 <sup>(2)</sup>					88.3 A:130.7 B:171.3 C:114.1 +38.67
	71.6 7.32 <sup>(2)</sup> 148.2:10.39 <sup>(2)</sup> 89.1:56.53 <sup>(2)</sup> 100.1:18.26 <sup>(2)</sup> 84.3:20.64 <sup>(2)</sup> 83.2:46.88 <sup>(2)</sup> 84.1					
3. 388	<b>GULINELLI Giovanni</b>	I	Porsche Carrera Rs	Team Italia	2-B6	<b>11:57.66</b>
[1]	5.36 <sup>(12)</sup> 13.31 <sup>(8)</sup> 2:26.83 <sup>(4)</sup> 4:28.03 <sup>(4)</sup> 5:47.79 <sup>(4)</sup> 9:09.89 <sup>(3)</sup>					86.8 A:142.0 B:153.2 C:103.4 +51.38
	65.8 7.95 <sup>(6)</sup> 136.2:13.52 <sup>(5)</sup> 87.2:01.20 <sup>(5)</sup> 96.5:19.76 <sup>(3)</sup> 82.3:22.10 <sup>(3)</sup> 83.2:47.77 <sup>(3)</sup> 83.7					
4. 383	<b>CABIANCA Andrea</b>	I	Porsche Carrera Rs	AB Motorsport	2-B6	<b>12:04.04</b>
[1]	5.52 <sup>(13)</sup> 13.30 <sup>(7)</sup> 2:25.29 <sup>(3)</sup> 4:25.61 <sup>(3)</sup> 5:47.78 <sup>(3)</sup> 9:11.52 <sup>(4)</sup>					86.0 A:142.8 B:149.8 C:104.8 +57.76
	63.9 7.78 <sup>(4)</sup> 139.2:11.99 <sup>(3)</sup> 88.2:00.32 <sup>(3)</sup> 97.2:22.17 <sup>(5)</sup> 80.3:23.74 <sup>(4)</sup> 82.2:52.52 <sup>(4)</sup> 81.4					
5. 318	<b>BURATTI Roberto</b>	I	Van Diemen Rf-79	Biella Corse	5-E2	<b>12:18.13</b>
[1]	5.63 <sup>(16)</sup> 14.01 <sup>(16)</sup> 2:31.02 <sup>(11)</sup> 4:35.83 <sup>(11)</sup> 5:59.07 <sup>(11)</sup> 9:23.98 <sup>(5)</sup>					84.4 A:130.5 B:126.4 C:99.3 +1:11.85
	62.7 8.38 <sup>(15)</sup> 129.2:17.01 <sup>(11)</sup> 85.2:04.81 <sup>(11)</sup> 93.1:23.24 <sup>(8)</sup> 79.3:24.91 <sup>(5)</sup> 82.2:54.15 <sup>(6)</sup> 80.6					
6. 382	<b>RONCONI Massimo</b>	I	Porsche 914/6	Team Italia	2-B6	<b>12:22.90</b>
[1]	5.28 <sup>(7)</sup> 13.17 <sup>(5)</sup> 2:29.38 <sup>(6)</sup> 4:33.30 <sup>(7)</sup> 5:56.53 <sup>(7)</sup> 9:26.38 <sup>(8)</sup>					83.8 A:135.9 B:149.0 C:98.1 +1:16.62
	66.8 7.89 <sup>(5)</sup> 137.2:16.21 <sup>(7)</sup> 85.2:03.92 <sup>(7)</sup> 94.1:23.23 <sup>(7)</sup> 79.3:29.85 <sup>(8)</sup> 80.2:56.52 <sup>(8)</sup> 79.5					
7. 326	<b>MIKOV Ondrej</b>	CZ	Mtx 1-03		5-E2	<b>12:25.74</b>
[1]	6.26 <sup>(27)</sup> 15.61 <sup>(27)</sup> 2:30.14 <sup>(7)</sup> 4:31.19 <sup>(5)</sup> 5:52.86 <sup>(5)</sup> 9:24.05 <sup>(6)</sup>					83.5 A:118.4 B:131.0 C:102.7 +1:19.46
	56.4 9.35 <sup>(29)</sup> 116.2:14.53 <sup>(6)</sup> 87.2:01.05 <sup>(4)</sup> 96.1:21.67 <sup>(4)</sup> 80.3:31.19 <sup>(10)</sup> 79.3:01.69 <sup>(15)</sup> 77.3					
8. 395	<b>LAMPELMAIER Max</b>	A	Ford Escort Rs 1800 Bda	Ford Racing Club	2-B5	<b>12:26.87</b>
[1]	5.54 <sup>(14)</sup> 13.86 <sup>(15)</sup> 2:30.39 <sup>(9)</sup> 4:35.80 <sup>(10)</sup> 5:58.70 <sup>(9)</sup> 9:28.97 <sup>(9)</sup>					83.4 A:130.9 B:139.8 C:101.7 +1:20.59
	63.7 8.32 <sup>(13)</sup> 130.2:16.53 <sup>(9)</sup> 85.2:05.41 <sup>(12)</sup> 93.1:22.90 <sup>(6)</sup> 79.3:30.27 <sup>(9)</sup> 80.2:57.90 <sup>(12)</sup> 78.9					
9. 381	<b>MICHL Josef</b>	CZ	Porsche 911 Rs	Michl Motorsport	2-B6	<b>12:26.94</b>
[1]	5.24 <sup>(6)</sup> 13.60 <sup>(11)</sup> 2:30.54 <sup>(10)</sup> 4:34.71 <sup>(8)</sup> 5:58.64 <sup>(8)</sup> 9:29.83 <sup>(10)</sup>					83.4 A:134.6 B:149.9 C:103.2 +1:20.66
	67.3 8.36 <sup>(14)</sup> 130.2:16.94 <sup>(10)</sup> 85.2:04.17 <sup>(8)</sup> 94.2:23.93 <sup>(10)</sup> 78.3:31.19 <sup>(10)</sup> 79.2:57.11 <sup>(10)</sup> 79.3					
10. 347	<b>TESSAROLO Giancarlo</b>	I	Porsche 930	Bassano Corse	3-C3	<b>12:29.21</b>
[1]	5.05 <sup>(2)</sup> 13.08 <sup>(4)</sup> 2:35.29 <sup>(16)</sup> 4:42.54 <sup>(16)</sup> 6:07.46 <sup>(15)</sup> 9:36.56 <sup>(13)</sup>					83.1 A:109.9 B:150.9 C:98.7 +1:22.93
	69.9 8.03 <sup>(7)</sup> 135.2:22.21 <sup>(20)</sup> 82.2:07.25 <sup>(15)</sup> 91.9:24.92 <sup>(13)</sup> 77.3:29.10 <sup>(6)</sup> 80.2:52.65 <sup>(5)</sup> 81.3					
11. 319	<b>TYKAL Petr</b>	CZ	Formula Easter Mtx 1-03	SK Industrietechnik Mchil	2-B6	<b>12:29.49</b>
[1]	5.92 <sup>(22)</sup> 14.47 <sup>(20)</sup> 2:27.96 <sup>(5)</sup> 4:31.87 <sup>(6)</sup> 5:55.44 <sup>(6)</sup> 9:25.00 <sup>(7)</sup>					83.1 A:127.7 B:133.5 C:98.1 +1:23.21
	59.6 8.55 <sup>(19)</sup> 127.2:13.49 <sup>(4)</sup> 87.2:03.91 <sup>(6)</sup> 94.1:23.57 <sup>(9)</sup> 78.3:29.56 <sup>(7)</sup> 80.3:04.49 <sup>(18)</sup> 76.1					
12. 435	<b>"HMÖ"</b>	A	Steyr Puch König Bergspyder	Mössler Historic Car Racing Team	2-B6	<b>12:31.14</b>
[1]	5.34 <sup>(10)</sup> 13.72 <sup>(14)</sup> 2:30.22 <sup>(8)</sup> 4:34.88 <sup>(9)</sup> 5:58.89 <sup>(10)</sup> 9:31.29 <sup>(11)</sup>					82.9 A:129.1 B:133.0 C:94.7 +1:24.86
	66.1 8.38 <sup>(15)</sup> 129.2:16.50 <sup>(8)</sup> 85.2:04.66 <sup>(9)</sup> 93.1:24.01 <sup>(11)</sup> 78.3:32.40 <sup>(13)</sup> 79.2:59.85 <sup>(14)</sup> 78.1					
13. 389	<b>ICCOLTI Agostino</b>	I	Porsche 911 Rs	Hawk Racing Club	2-B6	<b>12:39.87</b>
[1]	5.15 <sup>(3)</sup> 13.35 <sup>(9)</sup> 2:32.44 <sup>(13)</sup> 4:39.68 <sup>(13)</sup> 6:05.52 <sup>(13)</sup> 9:40.99 <sup>(15)</sup>					82.0 A:125.6 B:141.0 C:93.1 +1:33.59
	68.5 8.20 <sup>(10)</sup> 132.2:19.09 <sup>(13)</sup> 84.2:07.24 <sup>(14)</sup> 92.0:25.84 <sup>(14)</sup> 76.3:35.47 <sup>(18)</sup> 78.2:58.88 <sup>(13)</sup> 78.5					
14. 314	<b>DECARLI Remo</b>	I	Fiat X1/9 Dallara	Destra 4	3H2ISIL1600	<b>12:40.08</b>
[1]	5.30 <sup>(9)</sup> 13.61 <sup>(12)</sup> 2:35.82 <sup>(17)</sup> 4:43.67 <sup>(17)</sup> 6:11.01 <sup>(17)</sup> 9:43.61 <sup>(16)</sup>					81.9 A:124.0 B:139.4 C:96.1 +1:33.80
	66.6 8.31 <sup>(12)</sup> 130.2:22.21 <sup>(20)</sup> 82.2:07.85 <sup>(16)</sup> 91.5:27.34 <sup>(20)</sup> 75.3:32.60 <sup>(14)</sup> 79.2:56.47 <sup>(7)</sup> 79.6					
15. 384	<b>"GIARTUAS"</b>	I	Porsche 911	A.S.P.A.S.	2-B6	<b>12:41.43</b>
[1]	5.17 <sup>(4)</sup> 13.23 <sup>(6)</sup> 2:32.97 <sup>(14)</sup> 4:42.26 <sup>(15)</sup> 6:09.22 <sup>(16)</sup> 9:44.02 <sup>(17)</sup>					81.8 A:123.8 B:131.9 C:96.4 +1:35.15
	68.2 8.06 <sup>(8)</sup> 134.2:19.74 <sup>(15)</sup> 83.2:09.29 <sup>(17)</sup> 90.5:26.96 <sup>(17)</sup> 75.3:34.80 <sup>(16)</sup> 78.2:57.41 <sup>(11)</sup> 79.1					
16. 385	<b>PERUCH Roberto</b>	I	Porsche 911 Sc	Piave Jolly Club	2-B6	<b>12:44.44</b>
[1]	5.88 <sup>(21)</sup> 14.59 <sup>(22)</sup> 2:34.19 <sup>(15)</sup> 4:39.87 <sup>(14)</sup> 6:05.89 <sup>(14)</sup> 9:40.83 <sup>(14)</sup>					81.5 A:129.5 B:138.9 C:98.7 +1:38.16
	60.0 8.71 <sup>(21)</sup> 124.2:19.60 <sup>(14)</sup> 83.2:05.68 <sup>(13)</sup> 93.1:26.02 <sup>(15)</sup> 76.3:34.94 <sup>(17)</sup> 78.3:03.61 <sup>(16)</sup> 76.5					

P. N. Conducente		Naz	Vettura	Scuderia	Classe		
98m	400m	Sardegna	7t+Speed	Norge	Arrivo	VMed	VMax
<b>17.386</b>	<b>BERTONI Sergio</b>	I	Porsche 911 Carrera	Porsche Club Italia	2-B6		
[1] 5.60 <sup>(15)</sup>	14.04 <sup>(17)</sup>	2:38.18 <sup>(23)</sup>	4:48.64 <sup>(21)</sup>	6:16.47 <sup>(21)</sup>	9:50.01 <sup>(18)</sup>	<b>12:46.65</b> <sup>(17)</sup>	81.2 A:115.3 B:135.6 C:97.5 +1:40.37
63.0	8.44 <sup>(18)</sup>	2:24.14 <sup>(28)</sup>	2:10.46 <sup>(21)</sup>	89.1:27.83 <sup>(23)</sup>	75.3:33.54 <sup>(15)</sup>	78.2:56.64 <sup>(9)</sup>	79.5
<b>18.359</b>	<b>BONOLLO Nereo</b>	I	Fiat 131 Racing	Team Bassano	3-C2		
[1] 5.81 <sup>(20)</sup>	14.70 <sup>(23)</sup>	2:35.94 <sup>(18)</sup>	4:46.04 <sup>(18)</sup>	6:13.82 <sup>(18)</sup>	9:52.73 <sup>(19)</sup>	<b>12:56.92</b> <sup>(18)</sup>	80.2 A:126.9 B:136.9 C:94.6 +1:50.64
60.7	8.89 <sup>(23)</sup>	2:21.24 <sup>(17)</sup>	2:10.10 <sup>(18)</sup>	89.9:27.78 <sup>(22)</sup>	75.3:38.91 <sup>(19)</sup>	76.3:04.19 <sup>(17)</sup>	76.2
<b>19.333</b>	<b>STRAZZERI Roberto</b>	I	Porsche 911 Sc		3-C3		
[1] 5.78 <sup>(19)</sup>	14.52 <sup>(21)</sup>	2:36.97 <sup>(21)</sup>	4:47.24 <sup>(19)</sup>	6:16.05 <sup>(20)</sup>	9:56.46 <sup>(20)</sup>	<b>13:01.35</b> <sup>(19)</sup>	79.7 A:127.6 B:135.5 C:93.0 +1:55.07
61.0	8.74 <sup>(22)</sup>	2:22.45 <sup>(22)</sup>	2:10.27 <sup>(20)</sup>	89.8:28.81 <sup>(25)</sup>	74.3:40.41 <sup>(21)</sup>	76.3:04.89 <sup>(19)</sup>	75.9
<b>20.419</b>	<b>TABORSKY Radovan</b>	CZ	Fiat 128 Rally	SK Industrietechnik Mo	3-B3		
[1] 6.56 <sup>(37)</sup>	15.95 <sup>(30)</sup>	2:36.60 <sup>(20)</sup>	4:47.79 <sup>(20)</sup>	6:14.15 <sup>(19)</sup>	9:58.09 <sup>(21)</sup>	<b>13:10.31</b> <sup>(20)</sup>	78.8 A:119.6 B:128.6 C:93.2 +2:04.03
53.8	9.39 <sup>(30)</sup>	2:20.65 <sup>(16)</sup>	2:11.19 <sup>(22)</sup>	89.2:26.36 <sup>(16)</sup>	76.3:43.94 <sup>(26)</sup>	75.3:12.22 <sup>(28)</sup>	73.0
<b>21.337</b>	<b>LIPPARINI Sandro</b>	I	Osella Pa 8 Bmw	Destra 4	3-C4		
[1] 5.23 <sup>(5)</sup>	13.42 <sup>(10)</sup>	2:42.50 <sup>(30)</sup>	4:54.47 <sup>(28)</sup>	6:22.87 <sup>(28)</sup>	10:03.79 <sup>(23)</sup>	<b>13:11.31</b> <sup>(21)</sup>	78.7 A:119.1 B:138.4 C:94.7 +2:05.03
67.5	8.19 <sup>(9)</sup>	2:29.08 <sup>(37)</sup>	2:11.97 <sup>(25)</sup>	88.1:28.40 <sup>(24)</sup>	74.3:40.92 <sup>(22)</sup>	76.3:07.52 <sup>(21)</sup>	74.9
<b>22.396</b>	<b>STOSCHEK Michael</b>	D	Bmw 2002 Ti	Brose Motorsport	2-B5		
[1] 6.11 <sup>(24)</sup>	15.38 <sup>(25)</sup>	2:42.62 <sup>(31)</sup>	4:55.13 <sup>(29)</sup>	6:25.47 <sup>(29)</sup>	10:04.85 <sup>(26)</sup>	<b>13:11.72</b> <sup>(22)</sup>	78.7 A:117.2 B:128.2 C:96.3 +2:05.44
57.7	9.27 <sup>(26)</sup>	2:27.24 <sup>(32)</sup>	2:12.51 <sup>(28)</sup>	88.3:30.34 <sup>(29)</sup>	72.3:39.38 <sup>(20)</sup>	76.3:06.87 <sup>(20)</sup>	75.1
<b>23.357</b>	<b>MARCONCINI Gianfranco</b>		Opel Kadett Gte	Team Bassano	3-C2		
[1] 6.47 <sup>(30)</sup>	16.17 <sup>(34)</sup>	2:39.77 <sup>(28)</sup>	4:52.27 <sup>(27)</sup>	6:21.70 <sup>(27)</sup>	10:04.32 <sup>(24)</sup>	<b>13:11.89</b> <sup>(23)</sup>	78.6 A:115.5 B:130.6 C:92.7 +2:05.61
54.5	9.70 <sup>(35)</sup>	2:23.60 <sup>(27)</sup>	2:12.50 <sup>(27)</sup>	88.3:29.43 <sup>(26)</sup>	73.3:42.62 <sup>(25)</sup>	75.3:07.57 <sup>(22)</sup>	74.9
<b>24.315</b>	<b>ORTOLAN Daniele</b>	I	Autobianchi A112 Abarth	Conegliano Corse	3H2ISIL1150		
[1] 6.67 <sup>(42)</sup>	16.30 <sup>(37)</sup>	2:39.14 <sup>(25)</sup>	4:50.77 <sup>(24)</sup>	6:17.79 <sup>(23)</sup>	10:04.54 <sup>(25)</sup>	<b>13:13.61</b> <sup>(24)</sup>	78.5 A:114.5 B:125.1 C:95.5 +2:07.33
52.9	9.63 <sup>(33)</sup>	2:22.84 <sup>(24)</sup>	2:11.63 <sup>(24)</sup>	88.9:27.02 <sup>(18)</sup>	75.3:46.75 <sup>(29)</sup>	74.3:09.07 <sup>(24)</sup>	74.3
<b>25.358</b>	<b>DE ROSSI Romeo</b>	I	Alfa Romeo Alfasud Ti	Rally Club Isola Vicentina	3-C2		
[1] 6.54 <sup>(35)</sup>	16.25 <sup>(36)</sup>	2:39.16 <sup>(26)</sup>	4:51.33 <sup>(25)</sup>	6:21.40 <sup>(26)</sup>	10:06.74 <sup>(28)</sup>	<b>13:16.52</b> <sup>(25)</sup>	78.2 A:114.0 B:125.6 C:88.7 +2:10.24
53.9	9.71 <sup>(36)</sup>	2:22.91 <sup>(25)</sup>	2:12.17 <sup>(26)</sup>	88.5:30.07 <sup>(28)</sup>	73.3:45.34 <sup>(27)</sup>	74.3:09.78 <sup>(26)</sup>	74.0
<b>26.344</b>	<b>MANIERO Antonio</b>	I	Ford Escort Rs 2000	Club 91	3-C2		
[1] 6.49 <sup>(32)</sup>	16.10 <sup>(32)</sup>	2:39.42 <sup>(27)</sup>	4:49.56 <sup>(22)</sup>	6:17.19 <sup>(22)</sup>	9:59.23 <sup>(22)</sup>	<b>13:20.08</b> <sup>(26)</sup>	77.8 A:119.5 B:134.4 C:97.3 +2:13.80
54.4	9.61 <sup>(32)</sup>	2:23.32 <sup>(26)</sup>	2:10.14 <sup>(19)</sup>	89.9:27.63 <sup>(21)</sup>	75.3:42.04 <sup>(23)</sup>	75.3:20.85 <sup>(34)</sup>	69.9
<b>27.351</b>	<b>PIATTO Roberto</b>	I	Fiat Ritmo 75	Team Bassano	3-C2		
[1] 6.70 <sup>(44)</sup>	16.63 <sup>(43)</sup>	2:38.53 <sup>(24)</sup>	4:49.93 <sup>(23)</sup>	6:19.47 <sup>(25)</sup>	10:06.49 <sup>(27)</sup>	<b>13:20.21</b> <sup>(27)</sup>	77.8 A:114.7 B:122.5 C:94.4 +2:13.93
52.7	9.93 <sup>(42)</sup>	2:21.90 <sup>(18)</sup>	2:11.40 <sup>(23)</sup>	89.0:29.54 <sup>(27)</sup>	73.3:47.02 <sup>(30)</sup>	74.3:13.72 <sup>(29)</sup>	72.5
<b>28.438</b>	<b>SALA Mario</b>	I	Porsche 911	A.S.P.A.S.	1-A5		
[1] 6.64 <sup>(40)</sup>	16.55 <sup>(40)</sup>	2:45.27 <sup>(38)</sup>	5:00.11 <sup>(33)</sup>	6:30.55 <sup>(32)</sup>	10:12.81 <sup>(29)</sup>	<b>13:22.31</b> <sup>(28)</sup>	77.6 A:113.9 B:128.7 C:90.3 +2:16.03
53.1	9.91 <sup>(41)</sup>	2:28.72 <sup>(36)</sup>	2:14.84 <sup>(30)</sup>	86.5:30.44 <sup>(31)</sup>	72.3:42.26 <sup>(24)</sup>	75.3:09.50 <sup>(25)</sup>	74.1
<b>29.334</b>	<b>TOTTOLI Claudio</b>	I	Porsche 911 Sc		3-C3		
[1] 5.68 <sup>(17)</sup>	14.37 <sup>(18)</sup>	2:42.67 <sup>(32)</sup>	4:57.91 <sup>(31)</sup>	6:29.28 <sup>(31)</sup>	10:14.66 <sup>(30)</sup>	<b>13:23.59</b> <sup>(29)</sup>	77.5 A:109.0 B:131.6 C:96.0 +2:17.31
62.1	8.69 <sup>(20)</sup>	2:28.30 <sup>(35)</sup>	2:15.24 <sup>(32)</sup>	86.5:31.37 <sup>(33)</sup>	72.3:45.38 <sup>(28)</sup>	74.3:08.93 <sup>(23)</sup>	74.3
<b>30.354</b>	<b>MEGGIORIN Stefano</b>	I	Volkswagen Scirocco		3-C2		
[1] 6.32 <sup>(28)</sup>	15.64 <sup>(28)</sup>	2:47.00 <sup>(40)</sup>	5:05.65 <sup>(39)</sup>	6:37.57 <sup>(38)</sup>	10:27.01 <sup>(33)</sup>	<b>13:37.83</b> <sup>(30)</sup>	76.2 A:109.3 B:121.7 C:94.0 +2:31.55
55.8	9.32 <sup>(28)</sup>	2:31.36 <sup>(43)</sup>	2:18.65 <sup>(40)</sup>	84.4:31.92 <sup>(35)</sup>	71.3:49.44 <sup>(32)</sup>	73.3:10.82 <sup>(27)</sup>	73.6
<b>31.427</b>	<b>PEZZANI Andrea</b>	I	Fiat Giannini 650 Np	Valdelsa Classic M. Clu	3-B1		
[1] 7.15 <sup>(54)</sup>	17.71 <sup>(51)</sup>	2:44.79 <sup>(35)</sup>	5:00.00 <sup>(32)</sup>	6:31.07 <sup>(33)</sup>	10:19.35 <sup>(31)</sup>	<b>13:42.47</b> <sup>(31)</sup>	75.7 A:106.3 B:116.6 C:88.4 +2:36.19
49.3	10.56 <sup>(49)</sup>	2:27.08 <sup>(31)</sup>	2:15.21 <sup>(31)</sup>	86.5:31.07 <sup>(32)</sup>	72.3:48.28 <sup>(31)</sup>	73.3:23.12 <sup>(38)</sup>	69.1
<b>32.437</b>	<b>KONICAR Vladimir</b>	CZ	Bmw 2002 Ti	Czech National Team	1-A5		
[1] 6.18 <sup>(26)</sup>	15.49 <sup>(26)</sup>	2:44.70 <sup>(33)</sup>	5:03.12 <sup>(36)</sup>	6:36.17 <sup>(37)</sup>	10:25.94 <sup>(32)</sup>	<b>13:43.79</b> <sup>(32)</sup>	75.6 A:118.6 B:122.1 C:90.2 +2:37.51
57.1	9.31 <sup>(27)</sup>	2:29.21 <sup>(38)</sup>	2:18.42 <sup>(39)</sup>	84.5:33.05 <sup>(37)</sup>	70.3:49.77 <sup>(33)</sup>	73.3:17.85 <sup>(31)</sup>	71.0
<b>33.444</b>	<b>REBASTI Luciano</b>	I	Abarth 1000 Tc		1-A2		
[1] 6.62 <sup>(39)</sup>	17.07 <sup>(44)</sup>	2:45.04 <sup>(37)</sup>	5:01.67 <sup>(34)</sup>	6:34.93 <sup>(35)</sup>	10:29.87 <sup>(36)</sup>	<b>13:49.98</b> <sup>(33)</sup>	75.0 A:105.9 B:109.0 C:87.3 +2:43.70
53.3	10.45 <sup>(46)</sup>	2:27.97 <sup>(33)</sup>	2:16.63 <sup>(35)</sup>	85.1:33.26 <sup>(38)</sup>	70.3:54.94 <sup>(37)</sup>	71.3:20.11 <sup>(33)</sup>	70.2
<b>34.414</b>	<b>LENA Enrico</b>	I	Lancia Fulvia Hf	Borrett Team Motorsport	3-B4		
[1] 6.57 <sup>(38)</sup>	16.41 <sup>(38)</sup>	2:47.16 <sup>(41)</sup>	5:03.52 <sup>(37)</sup>	6:35.69 <sup>(36)</sup>	10:28.92 <sup>(35)</sup>	<b>13:51.51</b> <sup>(34)</sup>	74.9 A:114.0 B:127.5 C:89.4 +2:45.23
53.7	9.84 <sup>(40)</sup>	2:30.75 <sup>(41)</sup>	2:16.36 <sup>(34)</sup>	85.1:32.17 <sup>(36)</sup>	71.3:53.23 <sup>(35)</sup>	72.3:22.59 <sup>(36)</sup>	69.3
<b>35.339</b>	<b>ERLACHER Bernhard</b>	A	Ford Fiesta Mk1	MSC Mühlbach	3-C4		
[1] 6.65 <sup>(41)</sup>	16.42 <sup>(39)</sup>	2:44.70 <sup>(33)</sup>	5:02.22 <sup>(35)</sup>	6:33.98 <sup>(34)</sup>	10:27.43 <sup>(34)</sup>	<b>13:53.05</b> <sup>(35)</sup>	74.8 A:114.3 B:106.5 C:91.3 +2:46.77
53.1	9.77 <sup>(38)</sup>	2:28.28 <sup>(34)</sup>	2:17.52 <sup>(38)</sup>	85.1:31.76 <sup>(34)</sup>	71.3:53.45 <sup>(36)</sup>	72.3:25.62 <sup>(41)</sup>	68.3
<b>36.428</b>	<b>FRONZA Massimo</b>	I	Fiat Giannini	Destra 4	2-B1		
[1] 7.59 <sup>(60)</sup>	19.12 <sup>(61)</sup>	2:49.15 <sup>(44)</sup>	5:06.43 <sup>(40)</sup>	6:39.74 <sup>(40)</sup>	10:35.92 <sup>(37)</sup>	<b>13:53.63</b> <sup>(36)</sup>	74.7 A:95.1 B:106.3 C:86.0 +2:47.35
46.5	11.53 <sup>(62)</sup>	2:30.03 <sup>(39)</sup>	2:17.28 <sup>(36)</sup>	85.2:33.31 <sup>(39)</sup>	70.3:56.18 <sup>(38)</sup>	71.3:17.71 <sup>(30)</sup>	71.0



P. N. Conducente		Naz	Vettura	Scuderia	Classe	Arrivo		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Norge		VMed	VMax	
<b>57.</b>	<b>376</b>	<b>BARDINI James</b>	I	Fiat Ritmo 60l	Hawk Racing Club	3-C1		
[1]	6.90 <sup>(49)</sup>	17.11 <sup>(45)</sup>	2:42.17 <sup>(29)</sup>	4:56.96 <sup>(30)</sup>	6:27.31 <sup>(30)</sup>	DNF 1		A:108.1 B:119.5 C:90.3
	51.1	10.21 <sup>(44)</sup>	106.2	2:25.06 <sup>(29)</sup>	80.2	14.79 <sup>(29)</sup>	86.8	1:30.35 <sup>(30)</sup> 72.9
<b>58.</b>	<b>422</b>	<b>KRAL Oskar</b>	CZ	Fiat 128 Sc	Czech National Team	2-B3		
[1]	6.67 <sup>(42)</sup>	15.89 <sup>(29)</sup>	2:37.93 <sup>(22)</sup>			DNF 1		A:122.0
	52.9	9.22 <sup>(25)</sup>	117.2	2:22.04 <sup>(19)</sup>	82.4			
<b>59.</b>	<b>426</b>	<b>INDRA Jindrich</b>	CZ	Skoda 110l	Czech National Team	2-B2		
[1]	7.32 <sup>(57)</sup>	18.71 <sup>(58)</sup>	2:49.83 <sup>(45)</sup>	5:09.18 <sup>(42)</sup>		DNF 1		A:98.6 B:106.9
	48.2	11.39 <sup>(60)</sup>	95.2	2:31.12 <sup>(42)</sup>	77.2	19.35 <sup>(42)</sup>	84.0	
<b>60.</b>	<b>341</b>	<b>VISENTIN Lamberto</b>	I	Fiat 127 Sport		3-C4		
[1]	6.92 <sup>(50)</sup>	17.93 <sup>(54)</sup>	2:44.95 <sup>(36)</sup>			DNF 1		A:90.0
	51.0	11.01 <sup>(53)</sup>	98.2	2:27.02 <sup>(30)</sup>	79.6			
<b>61.</b>	<b>445</b>	<b>FRANCESCON Amedeo</b>	I	Fiat Abarth 1000 Ba		1-A2		
[1]	6.48 <sup>(31)</sup>	16.59 <sup>(42)</sup>	2:51.55 <sup>(49)</sup>	5:13.06 <sup>(46)</sup>		DNF 1		A:113.5 B:123.7
	54.4	10.11 <sup>(43)</sup>	107.2	2:34.96 <sup>(50)</sup>	75.2	21.51 <sup>(46)</sup>	82.7	
<b>62.</b>	<b>316</b>	<b>VONDRAK Martin</b>	CZ	March 712 MF2		5-E3		
[1]	5.34 <sup>(10)</sup>	12.80 <sup>(3)</sup>				DNF 1		A:144.9
	66.1	7.46 <sup>(3)</sup>	145.7					
<b>63.</b>	<b>312</b>	<b>BARLETTA Matteo</b>	I	Ford Sierra Rs Cosworth	Club 91	Cl.-J2CT45		
[1]	6.14 <sup>(25)</sup>	14.40 <sup>(19)</sup>	2:32.25 <sup>(12)</sup>	4:37.04 <sup>(12)</sup>	6:01.55 <sup>(12)</sup>	9:32.89 <sup>(12)</sup>	DNF 1	A:139.0 B:148.0 C:101.1
	57.5	8.26 <sup>(11)</sup>	131.2	2:17.85 <sup>(12)</sup>	84.2	04.79 <sup>(10)</sup>	93.8	1:24.51 <sup>(12)</sup> 78.8
								3:31.34 <sup>(12)</sup> 79.5
<b>64.</b>	<b>311</b>	<b>GIOVANNINI Maurizio</b>	I	Ford Sierra Rs Cosworth	Mediolanum Sc. Autostoriche	Cl.-J2CT45		
[1]	5.29 <sup>(8)</sup>	13.67 <sup>(13)</sup>	2:36.39 <sup>(19)</sup>	4:52.06 <sup>(26)</sup>	6:19.32 <sup>(24)</sup>	DNF 1		A:129.6 B:133.4 C:87.9
	66.7	8.38 <sup>(15)</sup>	129.2	2:22.72 <sup>(23)</sup>	82.2	15.67 <sup>(33)</sup>	86.2	1:27.26 <sup>(19)</sup> 75.5

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

Risultati e Telemetrie a cura di Francesco Dariz

