

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

## Corsa Internazionale di Velocità in Salita

### 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.	Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.			
98m	400m	Sardegna	7t+Speed	Norge	Arrivo				
					VMed	VMax			
1. 435	"HMÖ"	A	Steyr Puch König Bergspyder	Mössler Historic Car Racing Team	1-A7	12:31.14			
[1]	5.34 <sup>(1)</sup> ↓	13.72 <sup>(1)</sup> ↓	2:30.22 <sup>(1)</sup> ↓	4:34.88 <sup>(1)</sup> ↓	5:58.89 <sup>(1)</sup> ↓	9:31.29 <sup>(1)</sup> ↓	12:31.14 <sup>(1)</sup>	82.9	A:129.1 B:133.0 C:94.7
	66.1	8.38 <sup>(1)</sup>	129.2:16.50 <sup>(1)</sup>	85.2:04.66 <sup>(1)</sup>	93.9:1:24.01 <sup>(1)</sup>	78.3:32.40 <sup>(1)</sup>	79.2:59.85 <sup>(1)</sup>	78.1	
2. 438	SALA Mario	I	Porsche 911	A.S.P.A.S.	1-A5	13:22.31			
[1]	6.64 <sup>(6)</sup> ↓	16.55 <sup>(4)</sup> ↓	2:45.27 <sup>(4)</sup> ↓	5:00.11 <sup>(2)</sup> ↓	6:30.55 <sup>(2)</sup> ↓	10:12.81 <sup>(2)</sup> ↓	13:22.31 <sup>(2)</sup>	77.6	A:113.9 B:128.7 C:90.3
	53.1	9.91 <sup>(4)</sup>	109.2:28.72 <sup>(3)</sup>	78.2:14.84 <sup>(2)</sup>	86.8:1:30.44 <sup>(2)</sup>	72.3:42.26 <sup>(2)</sup>	75.3:09.50 <sup>(2)</sup>	74.1	
3. 437	KONICAR Vladimir	CZ	Bmw 2002 Ti	Czech National Team	1-A5	13:43.79			
[1]	6.18 <sup>(2)</sup> ↓	15.49 <sup>(2)</sup> ↓	2:44.70 <sup>(2)</sup> ↓	5:03.12 <sup>(4)</sup> ↓	6:36.17 <sup>(4)</sup> ↓	10:25.94 <sup>(3)</sup> ↓	13:43.79 <sup>(3)</sup>	75.6	A:118.6 B:122.1 C:90.2
	57.1	9.31 <sup>(2)</sup>	116.2:29.21 <sup>(4)</sup>	78.2:18.42 <sup>(4)</sup>	84.5:1:33.05 <sup>(3)</sup>	70.8:3:49.77 <sup>(3)</sup>	73.3:17.85 <sup>(3)</sup>	71.0	
4. 444	REBASTI Luciano	I	Abarth 1000 Tc		1-A2	13:49.98			
[1]	6.62 <sup>(5)</sup> ↓	17.07 <sup>(6)</sup> ↓	2:45.04 <sup>(3)</sup> ↓	5:01.67 <sup>(3)</sup> ↓	6:34.93 <sup>(3)</sup> ↓	10:29.87 <sup>(4)</sup> ↓	13:49.98 <sup>(4)</sup>	75.0	A:105.9 B:109.0 C:87.3
	53.3	10.45 <sup>(6)</sup>	104.2:27.97 <sup>(2)</sup>	79.2:16.63 <sup>(3)</sup>	85.6:1:33.26 <sup>(4)</sup>	70.3:5:54.94 <sup>(4)</sup>	71.3:20.11 <sup>(4)</sup>	70.2	
5. 441	SEDRAN Italo	I	Saab Sedan V4	Conegliano Corse	1-A4	14:46.32			
[1]	6.43 <sup>(3)</sup> ↓	16.14 <sup>(3)</sup> ↓	2:58.81 <sup>(6)</sup> ↓	5:29.41 <sup>(6)</sup> ↓	7:08.77 <sup>(5)</sup> ↓	11:16.19 <sup>(5)</sup> ↓	14:46.32 <sup>(5)</sup>	70.3	A:114.7 B:118.3 C:84.8
	54.9	9.71 <sup>(3)</sup>	112.2:42.67 <sup>(6)</sup>	71.2:30.60 <sup>(8)</sup>	77.1:1:39.36 <sup>(5)</sup>	66.4:07.42 <sup>(6)</sup>	67.3:30.13 <sup>(5)</sup>	66.8	
6. 454	DEUTSCH Bernhard	A	Steyr Puch 650 Tr		1-A1	14:50.89			
[1]	6.74 <sup>(8)</sup> ↓	17.74 <sup>(8)</sup> ↓	3:02.88 <sup>(8)</sup> ↓	5:32.60 <sup>(8)</sup> ↓	7:14.40 <sup>(7)</sup> ↓	11:19.48 <sup>(6)</sup> ↓	14:50.89 <sup>(6)</sup>	69.9	A:93.1 B:104.7 C:81.7
	52.3	11.00 <sup>(8)</sup>	98.2:45.14 <sup>(8)</sup>	70.2:29.72 <sup>(7)</sup>	78.1:1:41.80 <sup>(6)</sup>	64.4:05.08 <sup>(5)</sup>	68.3:31.41 <sup>(6)</sup>	66.4	
7. 452	PACHTEU Jurgen	A	Steyr Puch 650 Tr		1-A1	15:04.40			
[1]	6.71 <sup>(7)</sup> ↓	17.48 <sup>(7)</sup> ↓	3:01.70 <sup>(7)</sup> ↓	5:30.96 <sup>(7)</sup> ↓	7:12.78 <sup>(6)</sup> ↓	11:27.11 <sup>(7)</sup> ↓	15:04.40 <sup>(7)</sup>	68.9	A:102.6 B:109.0 C:80.6
	52.6	10.77 <sup>(7)</sup>	100.2:44.22 <sup>(7)</sup>	71.2:29.26 <sup>(6)</sup>	78.1:1:41.82 <sup>(7)</sup>	64.4:14.33 <sup>(7)</sup>	66.3:37.29 <sup>(7)</sup>	64.6	
8. 455	BAIER Thomas	A	Steyr Puch 650 Tr	MSC Mühlbach	1-A1	15:31.54			
[1]	7.61 <sup>(10)</sup> ↓	19.64 <sup>(10)</sup> ↓	3:06.67 <sup>(9)</sup> ↓	5:42.49 <sup>(9)</sup> ↓	7:26.68 <sup>(8)</sup> ↓	11:48.01 <sup>(8)</sup> ↓	15:31.54 <sup>(8)</sup>	66.9	A:90.2 B:97.0 C:79.2
	46.4	12.03 <sup>(10)</sup>	90.2:47.03 <sup>(9)</sup>	70.2:35.82 <sup>(9)</sup>	75.1:1:44.19 <sup>(8)</sup>	63.4:21.33 <sup>(8)</sup>	64.3:43.53 <sup>(9)</sup>	62.8	
9. 433	DILAURO Franco	I	Frazer Nash Competition Model	Forum Julii Historic	1-A9	15:41.30			
[1]	7.47 <sup>(9)</sup> ↓	18.84 <sup>(9)</sup> ↓	3:17.90 <sup>(10)</sup> ↓	5:56.48 <sup>(10)</sup> ↓	7:41.60 <sup>(9)</sup> ↓	12:03.98 <sup>(9)</sup> ↓	15:41.30 <sup>(9)</sup>	66.2	A:94.3 B:104.8 C:80.2
	47.2	11.37 <sup>(9)</sup>	95.2:59.06 <sup>(10)</sup>	65.2:38.58 <sup>(10)</sup>	73.8:1:45.12 <sup>(9)</sup>	62.4:22.38 <sup>(9)</sup>	64.3:37.32 <sup>(8)</sup>	64.6	
10. 445	FRANCESCON Amedeo	I	Fiat Abarth 1000 Ba		1-A2	DNF 1			
[1]	6.48 <sup>(4)</sup> ↓	16.59 <sup>(5)</sup> ↓	2:51.55 <sup>(5)</sup> ↓	5:13.06 <sup>(5)</sup>					A:113.5 B:123.7
	54.4	10.11 <sup>(5)</sup>	107.2:34.96 <sup>(5)</sup>	75.2:21.51 <sup>(5)</sup>	82.7				

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

Risultati e Telemetrie a cura di Francesco Dariz