

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

## Corsa Internazionale di Velocità in Salita

### Auto Moderne E3

### Performance Analysis

Coppa C.S.A.I. Vetture E3

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P. N.	Condu	Naz	Vettura	Scuderia	Classe	Tem./Dif.			
98m	400m	Sar	7t+Speed	Norge	Arrivo				
					VMed	VMax			
1.	227	<b>BIASIOTTO Andrea</b>	I Bmw M3	Vimotorsport	E3 A 3000	<b>11:35.40</b>			
[1]	5.53 <sup>(1)</sup> ↓	13.26 <sup>(1)</sup> ↓	2:21.37 <sup>(1)</sup> ↓	4:16.82 <sup>(1)</sup> ↓	5:34.75 <sup>(1)</sup> ↓	8:50.84 <sup>(1)</sup> ↓	<b>11:35.40<sup>(1)</sup></b>	89.6	A:138.1 B:157.0 C:108.0
	63.8	7.73 <sup>(2)</sup>	140.2:08.11 <sup>(1)</sup>	91.3:55.45 <sup>(1)</sup>	101.3:17.93 <sup>(1)</sup>	84.3:16.09 <sup>(1)</sup>	85.2:44.56 <sup>(1)</sup>	85.3	
2.	235	<b>MAZZONELLI Alessandrò</b>	I Renault Clio Williams	Vimotorsport	E3 A 2000	<b>11:52.65</b>			
[1]	5.87 <sup>(4)</sup> ↓	14.10 <sup>(3)</sup> ↓	2:25.17 <sup>(2)</sup> ↓	4:24.27 <sup>(2)</sup> ↓	5:44.17 <sup>(2)</sup> ↓	9:03.37 <sup>(2)</sup> ↓	<b>11:52.65<sup>(2)</sup></b>	87.4	A:134.3 B:148.0 C:102.9
	60.1	8.23 <sup>(3)</sup>	132.2:11.07 <sup>(2)</sup>	89.3:59.10 <sup>(2)</sup>	98.2:19.90 <sup>(2)</sup>	82.3:19.20 <sup>(2)</sup>	84.2:49.28 <sup>(2)</sup>	82.9	
3.	225	<b>LOMBARDI Andrea</b>	I Bmw M3		E3 A 3000+	<b>12:06.27</b>			
[1]	5.81 <sup>(3)</sup> ↓	13.51 <sup>(2)</sup> ↓	2:27.21 <sup>(3)</sup> ↓	4:26.70 <sup>(3)</sup> ↓	5:48.20 <sup>(3)</sup> ↓	9:12.59 <sup>(3)</sup> ↓	<b>12:06.27<sup>(3)</sup></b>	85.8	A:132.0 B:153.4 C:101.4
	60.7	7.70 <sup>(1)</sup>	141.2:13.70 <sup>(3)</sup>	87.5:59.49 <sup>(3)</sup>	97.9:21.50 <sup>(3)</sup>	80.3:24.39 <sup>(3)</sup>	82.2:53.68 <sup>(4)</sup>	80.8	
4.	237	<b>PILATI Maurizio</b>	I Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:10.70</b>			
[1]	6.29 <sup>(11)</sup> ↓	14.74 <sup>(8)</sup> ↓	2:28.46 <sup>(4)</sup> ↓	4:28.53 <sup>(4)</sup> ↓	5:50.20 <sup>(4)</sup> ↓	9:16.08 <sup>(4)</sup> ↓	<b>12:10.70<sup>(4)</sup></b>	85.2	A:131.9 B:147.7 C:99.1
	56.1	8.45 <sup>(5)</sup>	128.2:13.72 <sup>(4)</sup>	87.2:00.07 <sup>(4)</sup>	97.4:21.67 <sup>(4)</sup>	80.3:25.88 <sup>(6)</sup>	81.2:54.62 <sup>(6)</sup>	80.4	
5.	234	<b>BOLFELLI Fulvio</b>	I Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:15.51</b>			
[1]	6.14 <sup>(7)</sup> ↓	14.61 <sup>(7)</sup> ↓	2:30.82 <sup>(6)</sup> ↓	4:33.68 <sup>(6)</sup> ↓	5:57.01 <sup>(6)</sup> ↓	9:22.77 <sup>(7)</sup> ↓	<b>12:15.51<sup>(5)</sup></b>	84.7	A:128.5 B:147.2 C:99.3
	57.5	8.47 <sup>(7)</sup>	128.2:16.21 <sup>(10)</sup>	85.2:02.86 <sup>(5)</sup>	95.2:23.33 <sup>(8)</sup>	79.3:25.76 <sup>(5)</sup>	81.2:52.74 <sup>(3)</sup>	81.3	
6.	236	<b>CAMERA Stefano</b>	I Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:16.90</b>			
[1]	6.38 <sup>(13)</sup> ↓	14.83 <sup>(9)</sup> ↓	2:30.86 <sup>(7)</sup> ↓	4:34.67 <sup>(8)</sup> ↓	5:57.07 <sup>(7)</sup> ↓	9:22.62 <sup>(6)</sup> ↓	<b>12:16.90<sup>(6)</sup></b>	84.5	A:128.9 B:145.8 C:99.8
	55.3	8.45 <sup>(5)</sup>	128.2:16.03 <sup>(7)</sup>	86.2:03.81 <sup>(8)</sup>	94.5:22.40 <sup>(5)</sup>	80.3:25.55 <sup>(4)</sup>	81.2:54.28 <sup>(5)</sup>	80.6	
7.	238	<b>PARISI Roberto</b>	I Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:16.93</b>			
[1]	6.22 <sup>(9)</sup> ↓	14.85 <sup>(11)</sup> ↓	2:29.75 <sup>(5)</sup> ↓	4:32.66 <sup>(5)</sup> ↓	5:55.36 <sup>(5)</sup> ↓	9:21.65 <sup>(5)</sup> ↓	<b>12:16.93<sup>(7)</sup></b>	84.5	A:129.4 B:142.7 C:100.1
	56.7	8.63 <sup>(11)</sup>	126.2:14.90 <sup>(5)</sup>	86.2:02.91 <sup>(6)</sup>	95.2:22.70 <sup>(6)</sup>	79.3:26.29 <sup>(7)</sup>	81.2:55.28 <sup>(7)</sup>	80.1	
8.	244	<b>MORANDELL Lukas</b>	I Honda Civic Vti	Rennstall Mendel	E3 A 1600	<b>12:24.21</b>			
[1]	6.44 <sup>(17)</sup> ↓	15.10 <sup>(14)</sup> ↓	2:31.17 <sup>(9)</sup> ↓	4:34.38 <sup>(7)</sup> ↓	5:57.56 <sup>(8)</sup> ↓	9:26.31 <sup>(8)</sup> ↓	<b>12:24.21<sup>(8)</sup></b>	83.7	A:132.5 B:141.8 C:100.7
	54.8	8.66 <sup>(13)</sup>	125.2:16.07 <sup>(8)</sup>	86.2:03.21 <sup>(7)</sup>	95.1:23.18 <sup>(7)</sup>	79.3:28.75 <sup>(8)</sup>	80.2:57.90 <sup>(9)</sup>	78.9	
9.	239	<b>NIDERIAUFNER Vittorio</b>	I Peugeot 306 S16	Destra 4	E3 A 2000	<b>12:26.36</b>			
[1]	6.42 <sup>(16)</sup> ↓	14.95 <sup>(13)</sup> ↓	2:30.86 <sup>(7)</sup> ↓	4:35.46 <sup>(9)</sup> ↓	5:59.72 <sup>(9)</sup> ↓	9:29.75 <sup>(9)</sup> ↓	<b>12:26.36<sup>(9)</sup></b>	83.4	A:125.2 B:142.3 C:97.2
	55.0	8.53 <sup>(8)</sup>	127.2:15.91 <sup>(6)</sup>	86.2:04.60 <sup>(9)</sup>	93.9:24.26 <sup>(9)</sup>	78.3:30.03 <sup>(9)</sup>	80.2:56.61 <sup>(8)</sup>	79.5	
10.	231	<b>BOSCHI Maurizio</b>	I Opel Astra Kit	Vimotorsport	E3 A 2000	<b>12:42.71</b>			
[1]	6.00 <sup>(5)</sup> ↓	14.54 <sup>(6)</sup> ↓	2:34.22 <sup>(11)</sup> ↓	4:41.79 <sup>(11)</sup> ↓	6:06.78 <sup>(11)</sup> ↓	9:41.63 <sup>(11)</sup> ↓	<b>12:42.71<sup>(10)</sup></b>	81.7	A:131.8 B:140.3 C:96.7
	58.8	8.54 <sup>(9)</sup>	127.2:19.68 <sup>(11)</sup>	83.2:07.57 <sup>(11)</sup>	91.7:24.99 <sup>(11)</sup>	77.3:34.85 <sup>(11)</sup>	78.3:01.08 <sup>(11)</sup>	77.5	
11.	232	<b>CIAGHI Corrado</b>	I Renault Clio	Destra 4	E3 A 2000	<b>12:44.40</b>			
[1]	6.39 <sup>(14)</sup> ↓	15.40 <sup>(15)</sup> ↓	2:31.58 <sup>(10)</sup> ↓	4:36.69 <sup>(10)</sup> ↓	6:00.95 <sup>(10)</sup> ↓	9:36.52 <sup>(10)</sup> ↓	<b>12:44.40<sup>(11)</sup></b>	81.5	A:126.8 B:136.9 C:94.5
	55.2	9.01 <sup>(15)</sup>	120.2:16.18 <sup>(9)</sup>	85.2:05.11 <sup>(10)</sup>	93.5:24.26 <sup>(9)</sup>	78.3:35.57 <sup>(12)</sup>	78.3:07.88 <sup>(17)</sup>	74.7	
12.	228	<b>MASSARO Michele</b>	I Bmw M3 E30	Master Team	E3 A 3000	<b>12:48.70</b>			
[1]	5.67 <sup>(2)</sup> ↓	14.22 <sup>(4)</sup> ↓	2:38.74 <sup>(17)</sup> ↓	4:47.86 <sup>(15)</sup> ↓	6:15.49 <sup>(15)</sup> ↓	9:50.00 <sup>(12)</sup> ↓	<b>12:48.70<sup>(12)</sup></b>	81.0	A:113.7 B:136.7 C:97.6
	62.2	8.55 <sup>(10)</sup>	127.2:24.52 <sup>(18)</sup>	81.2:09.12 <sup>(14)</sup>	90.6:27.63 <sup>(15)</sup>	75.3:34.51 <sup>(10)</sup>	78.2:58.70 <sup>(10)</sup>	78.6	
13.	274	<b>KRANER Stefan</b>	I Renault Clio Williams	Rennstall Mendel	E3 N 2000	<b>12:53.58</b>			
[1]	6.23 <sup>(10)</sup> ↓	14.87 <sup>(12)</sup> ↓	2:37.69 <sup>(15)</sup> ↓	4:47.62 <sup>(14)</sup> ↓	6:13.83 <sup>(14)</sup> ↓	9:51.19 <sup>(14)</sup> ↓	<b>12:53.58<sup>(13)</sup></b>	80.5	A:128.3 B:136.4 C:98.9
	56.6	8.64 <sup>(12)</sup>	125.2:22.82 <sup>(16)</sup>	81.2:09.93 <sup>(15)</sup>	90.0:26.21 <sup>(12)</sup>	76.3:37.36 <sup>(13)</sup>	77.3:02.39 <sup>(12)</sup>	77.0	
14.	276	<b>FACCENDA Filippo</b>	I Renault Clio Williams	Destra 4	E3 N 2000	<b>12:55.13</b>			
[1]	6.33 <sup>(12)</sup> ↓	15.70 <sup>(17)</sup> ↓	2:35.75 <sup>(12)</sup> ↓	4:44.11 <sup>(12)</sup> ↓	6:11.02 <sup>(12)</sup> ↓	9:50.12 <sup>(13)</sup> ↓	<b>12:55.13<sup>(14)</sup></b>	80.3	A:119.0 B:134.6 C:94.3
	55.7	9.37 <sup>(18)</sup>	116.2:20.05 <sup>(12)</sup>	83.2:08.36 <sup>(13)</sup>	91.1:26.91 <sup>(13)</sup>	75.3:39.10 <sup>(14)</sup>	76.3:05.01 <sup>(15)</sup>	75.9	
15.	246	<b>PIFFER Alessio</b>	I Alfa Romeo 33	Destra 4	E3 A 1600	<b>12:57.57</b>			
[1]	6.54 <sup>(19)</sup> ↓	16.04 <sup>(19)</sup> ↓	2:37.22 <sup>(13)</sup> ↓	4:45.20 <sup>(13)</sup> ↓	6:12.46 <sup>(13)</sup> ↓	9:52.49 <sup>(15)</sup> ↓	<b>12:57.57<sup>(15)</sup></b>	80.1	A:120.9 B:132.4 C:94.9
	53.9	9.50 <sup>(19)</sup>	114.2:21.18 <sup>(13)</sup>	82.2:07.98 <sup>(12)</sup>	91.4:27.26 <sup>(14)</sup>	75.3:40.03 <sup>(15)</sup>	76.3:05.08 <sup>(16)</sup>	75.9	
16.	278	<b>PAULETTI Thomas</b>	I Renault Clio	Halley Racing Team	E3 N 2000	<b>13:05.13</b>			
[1]	6.08 <sup>(6)</sup> ↓	14.84 <sup>(10)</sup> ↓	2:38.53 <sup>(16)</sup> ↓	4:50.99 <sup>(17)</sup> ↓	6:20.50 <sup>(17)</sup> ↓	10:00.56 <sup>(16)</sup> ↓	<b>13:05.13<sup>(16)</sup></b>	79.3	A:121.9 B:133.8 C:88.8
	58.0	8.76 <sup>(14)</sup>	124.2:23.69 <sup>(17)</sup>	81.2:12.46 <sup>(17)</sup>	88.3:29.51 <sup>(19)</sup>	73.3:40.06 <sup>(16)</sup>	76.3:04.57 <sup>(14)</sup>	76.1	

P. N. Conducente		Naz	Vettura		Scuderia	Classe		Tem./Dif.	
98m	400m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
<b>17. 277 CERRI Massimo</b>	I	Renault Clio Williams	Vimotorsport		E3 N 2000	<b>13:08.73</b>		13:08.73	
[1] 6.71 <sup>(21)</sup>	16.02 <sup>(18)</sup>	2:42.88 <sup>(19)</sup>	4:55.46 <sup>(18)</sup>	6:23.97 <sup>(18)</sup>	10:05.20 <sup>(18)</sup>	13:08.73 <sup>(17)</sup>		79.0	A:114.1 B:136.0 C:95.5 +1:33.33
52.6	9.31 <sup>(17)</sup>	116.8	2:26.86 <sup>(19)</sup>	79.2	12.58 <sup>(18)</sup>	88.1	28.51 <sup>(17)</sup>	74.3	41.23 <sup>(17)</sup>
									76.3
									03.53 <sup>(13)</sup>
									76.5
<b>18. 251 SIEBERLECHNER Martin</b>	I	Peugeot 106 Xsi	Rennstall Mendel		E3 A 1400	<b>13:14.03</b>		13:14.03	
[1] 6.56 <sup>(20)</sup>	16.36 <sup>(21)</sup>	2:38.97 <sup>(18)</sup>	4:49.25 <sup>(16)</sup>	6:17.13 <sup>(16)</sup>	10:03.33 <sup>(17)</sup>	13:14.03 <sup>(18)</sup>		78.4	A:115.2 B:128.1 C:92.1 +1:38.63
53.8	9.80 <sup>(22)</sup>	110.8	2:22.61 <sup>(15)</sup>	82.2	10.28 <sup>(16)</sup>	89.8	1:27.88 <sup>(16)</sup>	75.3	46.20 <sup>(18)</sup>
									74.3
									10.70 <sup>(18)</sup>
									73.6
<b>19. 253 OSS PEGORAR Stefano</b>	I	Peugeot 205 Rallye	Destra 4		E3 A 1400	<b>13:29.66</b>		13:29.66	
[1] 6.88 <sup>(24)</sup>	16.69 <sup>(24)</sup>	2:44.96 <sup>(20)</sup>	4:58.30 <sup>(19)</sup>	6:27.54 <sup>(19)</sup>	10:16.42 <sup>(19)</sup>	13:29.66 <sup>(19)</sup>		76.9	A:105.7 B:128.2 C:91.2 +1:54.26
51.3	9.81 <sup>(24)</sup>	110.8	2:28.27 <sup>(20)</sup>	78.2	13.34 <sup>(19)</sup>	87.1	29.24 <sup>(18)</sup>	73.3	48.88 <sup>(19)</sup>
									73.3
									13.24 <sup>(19)</sup>
									72.7
<b>20. 285 NIEDERSTÄTTER Paul</b>	I	Peugeot 106 Rallye	Rennstall Mendel		E3 N 1400	<b>13:43.53</b>		13:43.53	
[1] 6.91 <sup>(26)</sup>	16.99 <sup>(25)</sup>	2:46.74 <sup>(21)</sup>	5:01.59 <sup>(20)</sup>	6:33.21 <sup>(20)</sup>	10:25.16 <sup>(20)</sup>	13:43.53 <sup>(20)</sup>		75.6	A:112.2 B:123.5 C:87.1 +2:08.13
51.1	10.08 <sup>(25)</sup>	107.2	2:29.75 <sup>(21)</sup>	78.2	14.85 <sup>(20)</sup>	86.8	31.62 <sup>(21)</sup>	71.3	51.95 <sup>(21)</sup>
									72.3
									18.37 <sup>(21)</sup>
									70.8
<b>21. 271 VINCENZI Roberto</b>	I	Bmw M3 E30	Vimotorsport		E3 N 3000	<b>13:47.24</b>		13:47.24	
[1] 6.49 <sup>(18)</sup>	16.21 <sup>(20)</sup>	2:50.31 <sup>(23)</sup>	5:07.65 <sup>(22)</sup>	6:38.94 <sup>(22)</sup>	10:30.44 <sup>(21)</sup>	13:47.24 <sup>(21)</sup>		75.3	A:107.3 B:128.8 C:91.6 +2:11.84
54.4	9.72 <sup>(21)</sup>	111.2	2:34.10 <sup>(23)</sup>	75.2	17.34 <sup>(21)</sup>	85.1	31.29 <sup>(20)</sup>	72.3	51.50 <sup>(20)</sup>
									72.3
									16.80 <sup>(20)</sup>
									71.3
<b>22. 252 CALÌ Alfredo</b>	I	Peugeot 205 Rallye	ACN Forze di Polizia		E3 A 1400	<b>14:01.06</b>		14:01.06	
[1] 6.82 <sup>(23)</sup>	17.20 <sup>(26)</sup>	2:47.04 <sup>(22)</sup>	5:04.43 <sup>(21)</sup>	6:37.48 <sup>(21)</sup>	10:38.33 <sup>(22)</sup>	14:01.06 <sup>(22)</sup>		74.0	A:107.0 B:115.7 C:87.6 +2:25.66
51.7	10.38 <sup>(26)</sup>	104.2	2:29.84 <sup>(22)</sup>	78.2	17.39 <sup>(22)</sup>	85.1	33.05 <sup>(22)</sup>	70.4	00.85 <sup>(22)</sup>
									69.3
									22.73 <sup>(22)</sup>
									69.3
<b>23. 287 MILANESI Paolo</b>	I	Autobianchi A112 Abarth 70hp	BL Racing		E3 N 1150	<b>16:33.54</b>		16:33.54	
[1] 8.09 <sup>(28)</sup>		3:23.42 <sup>(25)</sup>	6:05.72 <sup>(24)</sup>	7:53.67 <sup>(24)</sup>	12:36.53 <sup>(24)</sup>	16:33.54 <sup>(23)</sup>		62.7	B:94.9 C:78.3 +4:58.14
43.6			2:42.30 <sup>(24)</sup>	72.1	47.95 <sup>(24)</sup>	61.4	42.86 <sup>(24)</sup>	59.3	57.01 <sup>(23)</sup>
									59.2
<b>24. 275 PILOTTO Adriano</b>	I	Renault Clio Williams	Vimotorsport		E3 N 2000	DNF 1		A:121.6	
[1] 6.40 <sup>(15)</sup>	15.53 <sup>(16)</sup>	2:37.44 <sup>(14)</sup>				DNF 1		A:121.6	
55.1	9.13 <sup>(16)</sup>	119.2	2:21.91 <sup>(14)</sup>	82.4		DNF 1		A:121.6	
						DNF 1		A:121.6	
<b>25. 282 PELLÈ Roberto</b>	I	Honda Civic Vti Eg6	Destra 4		E3 N 1600	DNF 1		A:117.2	
[1] 6.90 <sup>(25)</sup>	16.52 <sup>(22)</sup>					DNF 1		A:117.2	
51.1	9.62 <sup>(20)</sup>	113.0				DNF 1		A:117.2	
						DNF 1		A:117.2	
<b>26. 283 VOLPI Carlo</b>	T	Peugeot 106	RAAT		E3 N 1600	DNF 1		A:114.5 B:116.1 C:82.5	
[1] 6.75 <sup>(22)</sup>	16.55 <sup>(23)</sup>	2:53.00 <sup>(24)</sup>	5:18.37 <sup>(23)</sup>	6:55.36 <sup>(23)</sup>	11:13.31 <sup>(23)</sup>	DNF 1		A:114.5 B:116.1 C:82.5	
52.3	9.80 <sup>(22)</sup>	110.2	2:36.45 <sup>(24)</sup>	74.8	25.37 <sup>(23)</sup>	80.5	36.99 <sup>(23)</sup>	67.4	17.95 <sup>(23)</sup>
									65.2
<b>27. 254 COSSALTER Roberto</b>	I	Peugeot 106 Rallye	Antares Motorsport		E3 A 1400	DNF 1		A:109.2	
[1] 7.43 <sup>(27)</sup>	18.10 <sup>(27)</sup>					DNF 1		A:109.2	
47.5	10.67 <sup>(27)</sup>	101.9				DNF 1		A:109.2	
						DNF 1		A:109.2	
<b>28. 233 BEGHER Walter</b>	I	Renault Clio Williams	Pintarally Motorsport		E3 A 2000	DNF 1		A:136.5	
[1] 6.18 <sup>(8)</sup>	14.47 <sup>(5)</sup>					DNF 1		A:136.5	
57.1	8.29 <sup>(4)</sup>	131.1				DNF 1		A:136.5	

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

Risultati e Telemetrie a cura di Francesco Dariz

