

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

## Corsa Internazionale di Velocità in Salita

### Auto Moderne E3

### Performance Analysis A

Coppa C.S.A.I. Vetture E3

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P. N.	Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.			
98m	400m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
<b>1.</b>	<b>227 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	
<b>2.</b>	<b>235 MAZZONELLI Alessandrò</b>		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	
<b>3.</b>	<b>225 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	
<b>4.</b>	<b>237 PILATI Maurizio</b>	I	Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:10.70</b>			
[1]	6.29 <sup>(9)</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	
<b>5.</b>	<b>234 BOLFELLI Fulvio</b>	I	Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:15.51</b>			
[1]	6.14 <sup>(6)</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	
<b>6.</b>	<b>236 CAMERA Stefano</b>	I	Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:16.90</b>			
[1]	6.38 <sup>(10)</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	
<b>7.</b>	<b>238 PARISI Roberto</b>	I	Renault Clio Williams	Pintarally Motorsport	E3 A 2000	<b>12:16.93</b>			
[1]	6.22 <sup>(8)</sup> ↓	14.85 <sup>(10)</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	
<b>8.</b>	<b>244 MORANDELL Lukas</b>	I	Honda Civic Vti	Rennstall Mendel	E3 A 1600	<b>12:24.21</b>			
[1]	6.44 <sup>(13)</sup> ↓	15.10 <sup>(12)</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>(12)</sup>	125.2:16.07 <sup>(8)</sup>	86.2:03.21 <sup>(7)</sup>	95.2:23.18 <sup>(7)</sup>	79.3:28.75 <sup>(8)</sup>	80.2:57.90 <sup>(9)</sup>	78.9	
<b>9.</b>	<b>239 NIDERIAUFNER Vittorio</b>		Peugeot 306 S16	Destra 4	E3 A 2000	<b>12:26.36</b>			
[1]	6.42 <sup>(12)</sup> ↓	14.95 <sup>(11)</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	
<b>10.</b>	<b>231 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	
<b>11.</b>	<b>232 CIAGHI Corrado</b>	I	Renault Clio	Destra 4	E3 A 2000	<b>12:44.40</b>			
[1]	6.39 <sup>(11)</sup> ↓	15.40 <sup>(13)</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>(13)</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>(13)</sup>	74.7	
<b>12.</b>	<b>228 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>(13)</sup> ↓	4:47.86 <sup>(13)</sup> ↓	6:15.49 <sup>(13)</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>(14)</sup>	81.2:09.12 <sup>(13)</sup>	90.6:27.63 <sup>(13)</sup>	75.3:34.51 <sup>(10)</sup>	78.2:58.70 <sup>(10)</sup>	78.6	
<b>13.</b>	<b>246 PIFFER Alessio</b>	I	Alfa Romeo 33	Destra 4	E3 A 1600	<b>12:57.57</b>			
[1]	6.54 <sup>(14)</sup> ↓	16.04 <sup>(14)</sup> ↓	2:37.22 <sup>(12)</sup> ↓	4:45.20 <sup>(12)</sup> ↓	6:12.46 <sup>(12)</sup> ↓	9:52.49 <sup>(13)</sup> ↓	<b>12:57.57<sup>(13)</sup></b>	80.1	A:120.9 B:132.4 C:94.9
	53.9	9.50 <sup>(14)</sup>	114.2:21.18 <sup>(12)</sup>	82.2:07.98 <sup>(12)</sup>	91.4:27.26 <sup>(12)</sup>	75.3:40.03 <sup>(13)</sup>	76.3:05.08 <sup>(12)</sup>	75.9	
<b>14.</b>	<b>251 SIEBERLECHNER Martini</b>		Peugeot 106 Xsi	Rennstall Mendel	E3 A 1400	<b>13:14.03</b>			
[1]	6.56 <sup>(15)</sup> ↓	16.36 <sup>(15)</sup> ↓	2:38.97 <sup>(14)</sup> ↓	4:49.25 <sup>(14)</sup> ↓	6:17.13 <sup>(14)</sup> ↓	10:03.33 <sup>(14)</sup> ↓	<b>13:14.03<sup>(14)</sup></b>	78.4	A:115.2 B:128.1 C:92.1
	53.8	9.80 <sup>(15)</sup>	110.2:22.61 <sup>(13)</sup>	82.2:10.28 <sup>(14)</sup>	89.3:27.88 <sup>(14)</sup>	75.3:46.20 <sup>(14)</sup>	74.3:10.70 <sup>(14)</sup>	73.6	
<b>15.</b>	<b>253 OSS PEGORAR Stefano</b>	I	Peugeot 205 Rallye	Destra 4	E3 A 1400	<b>13:29.66</b>			
[1]	6.88 <sup>(17)</sup> ↓	16.69 <sup>(16)</sup> ↓	2:44.96 <sup>(15)</sup> ↓	4:58.30 <sup>(15)</sup> ↓	6:27.54 <sup>(15)</sup> ↓	10:16.42 <sup>(15)</sup> ↓	<b>13:29.66<sup>(15)</sup></b>	76.9	A:105.7 B:128.2 C:91.2
	51.3	9.81 <sup>(16)</sup>	110.2:28.27 <sup>(15)</sup>	78.2:13.34 <sup>(15)</sup>	87.1:29.24 <sup>(15)</sup>	73.3:48.88 <sup>(15)</sup>	73.3:13.24 <sup>(15)</sup>	72.7	
<b>16.</b>	<b>252 CALÌ Alfredo</b>	I	Peugeot 205 Rally	ACN Forze di Polizia	E3 A 1400	<b>14:01.06</b>			
[1]	6.82 <sup>(16)</sup> ↓	17.20 <sup>(17)</sup> ↓	2:47.04 <sup>(16)</sup> ↓	5:04.43 <sup>(16)</sup> ↓	6:37.48 <sup>(16)</sup> ↓	10:38.33 <sup>(16)</sup> ↓	<b>14:01.06<sup>(16)</sup></b>	74.0	A:107.0 B:115.7 C:87.6
	51.7	10.38 <sup>(17)</sup>	104.2:29.84 <sup>(16)</sup>	78.2:17.39 <sup>(16)</sup>	85.2:33.05 <sup>(16)</sup>	70.4:00.85 <sup>(16)</sup>	69.3:22.73 <sup>(16)</sup>	69.3	

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Arrivo	VMed	VMax	Tem./Dif.
98m	400m	Sardagna	7t+Speed	Norge					
<b>17.</b>	<b>254</b>	<b>COSSALTER Roberto</b>	I	Peugeot 106 Rallye	Antares Motorsport	E3 A 1400			
[1]	7.43 <sup>(18)†</sup>	18.10 <sup>(18)</sup>				DNF 1		A:109.2	
	47.5	10.67 <sup>(18)</sup>	101.9						
<b>18.</b>	<b>233</b>	<b>BEGHER Walter</b>	I	Renault Clio Williams	Pintarally Motorsport	E3 A 2000			
[1]	6.18 <sup>(7)†</sup>	14.47 <sup>(5)</sup>				DNF 1		A:136.5	
	57.1	8.29 <sup>(4)</sup>	131.1						

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