



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

## Corsa Internazionale di Velocità in Salita

### Auto Moderne

### Performance Analysis N

F.I.A. European Hill-Climb Championship  
 Campionato Italiano della Montagna - Coppa Italia  
 Trofeo Costruttori, Under 25 e Scuderie  
 Camp. Triveneto - Coppa Dame - Challenge F.I.S.A.



Notice: this document, its content and its layout are protected by copyright. Avvertenza: questo documento, il suo contenuto e l'impostazione sono tutelate da copyright. © 2004-2012 Francesco Dariz

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe			Tem./Dif.
98m	400m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax
1. 181	<b>PIONER Maurizio</b>	I	Mitsubishi Lancer Evo Ix	Pintarally Motorsport	N 3000+			
[1]	5.06 <sup>(1)</sup> ↓	12.93 <sup>(2)</sup> ↓	2:23.71 <sup>(2)</sup> ↓	4:21.32 <sup>(2)</sup> ↓	5:40.52 <sup>(2)</sup> ↓	8:58.57 <sup>(1)</sup> ↓	<b>11:44.43<sup>(1)</sup></b>	88.4 A:142.0 B:166.4 C:108.3
	69.7	7.87 <sup>(2)</sup>	138.2:10.78 <sup>(3)</sup>	89.5:15.7.61 <sup>(2)</sup>	99.5:19.20 <sup>(1)</sup>	83.3:18.05 <sup>(1)</sup>	84.2:45.86 <sup>(1)</sup>	84.6
2. 184	<b>CENEDESE Ivano</b>	I	Honda Civic Type R	Sc. Motor Group	N 2000			
[1]	6.12 <sup>(3)</sup> ↓	14.48 <sup>(3)</sup> ↓	2:25.23 <sup>(3)</sup> ↓	4:24.47 <sup>(3)</sup> ↓	5:44.80 <sup>(3)</sup> ↓	9:09.24 <sup>(2)</sup> ↓	<b>12:03.25<sup>(2)</sup></b>	86.1 A:134.6 B:147.8 C:100.9 +18.82
	57.6	8.36 <sup>(3)</sup>	130.2:10.75 <sup>(2)</sup>	89.5:15.9.24 <sup>(3)</sup>	98.1:20.33 <sup>(3)</sup>	82.3:24.44 <sup>(2)</sup>	82.2:54.01 <sup>(2)</sup>	80.7
3. 187	<b>ARMENI Alessio</b>	I	Honda Civic Type R		N 2000			
[1]	6.32 <sup>(6)</sup> ↓	15.01 <sup>(4)</sup> ↓	2:29.99 <sup>(5)</sup> ↓	4:32.79 <sup>(4)</sup> ↓	5:55.58 <sup>(4)</sup> ↓	9:22.97 <sup>(3)</sup> ↓	<b>12:19.15<sup>(3)</sup></b>	84.3 A:129.9 B:143.0 C:99.9 +34.72
	55.8	8.69 <sup>(4)</sup>	125.2:14.98 <sup>(5)</sup>	86.2:02.80 <sup>(4)</sup>	95.3:22.79 <sup>(4)</sup>	79.3:27.39 <sup>(3)</sup>	81.2:56.18 <sup>(3)</sup>	79.7
4. 193	<b>REGIS Giovanni</b>	I	Peugeot 106 Rallye	Vimotorsport	N 1600			
[1]	6.19 <sup>(5)</sup> ↓	15.16 <sup>(5)</sup> ↓	2:30.84 <sup>(6)</sup> ↓	4:34.62 <sup>(6)</sup> ↓	5:58.06 <sup>(6)</sup> ↓	9:27.82 <sup>(4)</sup> ↓	<b>12:27.23<sup>(4)</sup></b>	83.3 A:124.8 B:137.1 C:96.0 +42.80
	57.0	8.97 <sup>(7)</sup>	121.2:15.68 <sup>(6)</sup>	86.2:03.78 <sup>(6)</sup>	94.5:23.44 <sup>(5)</sup>	79.3:29.76 <sup>(4)</sup>	80.2:59.41 <sup>(4)</sup>	78.3
5. 194	<b>BOMMARTINI Matteo</b>	I	Honda Civic Vti		N 1600			
[1]	6.34 <sup>(7)</sup> ↓	15.34 <sup>(7)</sup> ↓	2:29.85 <sup>(4)</sup> ↓	4:33.28 <sup>(5)</sup> ↓	5:56.87 <sup>(5)</sup> ↓	9:28.49 <sup>(5)</sup> ↓	<b>12:30.39<sup>(5)</sup></b>	83.0 A:125.6 B:137.8 C:97.2 +45.96
	55.6	9.00 <sup>(8)</sup>	120.2:14.51 <sup>(4)</sup>	87.2:03.43 <sup>(5)</sup>	94.5:23.59 <sup>(6)</sup>	78.3:31.62 <sup>(6)</sup>	79.3:01.90 <sup>(6)</sup>	77.2
6. 189	<b>MATTIVI Michael</b>	I	Renault Clio Rs		N 2000			
[1]	6.16 <sup>(4)</sup> ↓	15.24 <sup>(6)</sup> ↓	2:34.96 <sup>(10)</sup> ↓	4:39.04 <sup>(9)</sup> ↓	6:02.64 <sup>(7)</sup> ↓	9:33.98 <sup>(6)</sup> ↓	<b>12:34.31<sup>(6)</sup></b>	82.6 A:122.3 B:138.9 C:97.1 +49.88
	57.3	9.08 <sup>(10)</sup>	119.2:19.72 <sup>(10)</sup>	83.2:04.08 <sup>(7)</sup>	94.3:23.60 <sup>(7)</sup>	78.3:31.34 <sup>(5)</sup>	79.3:00.33 <sup>(5)</sup>	77.9
7. 188	<b>FONTANA Elis</b>	I	Renault Clio Rs	Destra 4	N 2000			
[1]	6.65 <sup>(15)</sup> ↓	16.08 <sup>(12)</sup> ↓	2:36.77 <sup>(12)</sup> ↓	4:43.30 <sup>(11)</sup> ↓	6:08.16 <sup>(11)</sup> ↓	9:41.79 <sup>(7)</sup> ↓	<b>12:43.74<sup>(7)</sup></b>	81.5 A:119.3 B:134.0 C:95.0 +59.31
	53.1	9.43 <sup>(12)</sup>	115.2:20.69 <sup>(12)</sup>	83.2:06.53 <sup>(10)</sup>	92.5:24.86 <sup>(9)</sup>	77.3:33.63 <sup>(7)</sup>	78.3:01.95 <sup>(7)</sup>	77.2
8. 186	<b>MACALLI Marcello</b>	I	Renault Clio Light		N 2000			
[1]	6.47 <sup>(10)</sup> ↓	15.35 <sup>(8)</sup> ↓	2:33.60 <sup>(9)</sup> ↓	4:40.32 <sup>(10)</sup> ↓	6:06.19 <sup>(10)</sup> ↓	9:41.88 <sup>(8)</sup> ↓	<b>12:49.73<sup>(8)</sup></b>	80.9 A:126.7 B:138.2 C:96.2 +1:05.30
	54.5	8.88 <sup>(6)</sup>	122.2:18.25 <sup>(9)</sup>	84.2:06.72 <sup>(11)</sup>	92.3:25.87 <sup>(11)</sup>	76.3:35.69 <sup>(9)</sup>	77.3:07.85 <sup>(10)</sup>	74.7
9. 215	<b>GIAMPICCOLO Marco</b>	I	Honda Civic Ek4	Vimotorsport	N 1600			
[1]	6.37 <sup>(8)</sup> ↓	15.43 <sup>(10)</sup> ↓	2:32.64 <sup>(8)</sup> ↓	4:38.94 <sup>(8)</sup> ↓	6:03.60 <sup>(9)</sup> ↓	9:43.75 <sup>(10)</sup> ↓	<b>12:50.04<sup>(9)</sup></b>	80.9 A:124.1 B:136.3 C:95.8 +1:05.61
	55.4	9.06 <sup>(9)</sup>	120.2:17.21 <sup>(8)</sup>	85.2:06.30 <sup>(9)</sup>	92.6:24.66 <sup>(8)</sup>	77.3:40.15 <sup>(10)</sup>	76.3:06.29 <sup>(8)</sup>	75.4
10. 191	<b>RAINER Gino</b>	I	Honda Civic Type R	Destra 4	N 2000			
[1]	6.62 <sup>(13)</sup> ↓	15.38 <sup>(9)</sup> ↓	2:35.91 <sup>(11)</sup> ↓	4:43.69 <sup>(12)</sup> ↓	6:09.42 <sup>(12)</sup> ↓	9:44.43 <sup>(11)</sup> ↓	<b>12:52.21<sup>(10)</sup></b>	80.7 A:129.1 B:142.5 C:95.3 +1:07.78
	53.3	8.76 <sup>(5)</sup>	124.2:20.53 <sup>(11)</sup>	83.2:07.78 <sup>(12)</sup>	91.6:25.73 <sup>(10)</sup>	76.3:35.01 <sup>(8)</sup>	78.3:07.78 <sup>(9)</sup>	74.8
11. 199	<b>CORRADINI Stefano</b>	I	Peugeot 106 Rallye	Pintarally Motorsport	N 1600			
[1]	6.68 <sup>(16)</sup> ↓	16.36 <sup>(15)</sup> ↓	2:43.84 <sup>(13)</sup> ↓	4:57.34 <sup>(13)</sup> ↓	6:28.07 <sup>(13)</sup> ↓	10:14.13 <sup>(12)</sup> ↓	<b>13:25.32<sup>(11)</sup></b>	77.3 A:117.7 B:129.0 C:88.7 +1:40.89
	52.8	9.68 <sup>(14)</sup>	112.2:27.48 <sup>(13)</sup>	79.2:13.50 <sup>(14)</sup>	87.6:30.73 <sup>(13)</sup>	72.3:46.06 <sup>(12)</sup>	74.3:11.19 <sup>(11)</sup>	73.4
12. 198	<b>BOLFELLI Alessio</b>	I	Peugeot 106 Rallye	Pintarally Motorsport	N 1600			
[1]	6.59 <sup>(11)</sup> ↓	16.35 <sup>(14)</sup> ↓	2:45.77 <sup>(15)</sup> ↓	5:01.40 <sup>(15)</sup> ↓	6:33.52 <sup>(15)</sup> ↓	10:21.78 <sup>(14)</sup> ↓	<b>13:34.05<sup>(12)</sup></b>	76.5 A:110.5 B:125.9 C:89.7 +1:49.62
	53.5	9.76 <sup>(16)</sup>	111.2:29.42 <sup>(15)</sup>	78.2:15.63 <sup>(15)</sup>	86.3:32.12 <sup>(15)</sup>	71.3:48.26 <sup>(14)</sup>	73.3:12.27 <sup>(12)</sup>	73.0
13. 216	<b>MORANDELL Thomas</b>	I	Peugeot 106 Rallye	Rennstall Mendel	N 1600			
[1]	6.60 <sup>(12)</sup> ↓	16.18 <sup>(13)</sup> ↓	2:44.15 <sup>(14)</sup> ↓	4:57.52 <sup>(14)</sup> ↓	6:28.33 <sup>(14)</sup> ↓	10:16.09 <sup>(13)</sup> ↓	<b>13:45.97<sup>(13)</sup></b>	75.4 A:117.4 B:126.4 C:93.0 +2:01.54
	53.5	9.58 <sup>(13)</sup>	113.2:27.97 <sup>(14)</sup>	79.2:13.37 <sup>(13)</sup>	87.1:30.81 <sup>(14)</sup>	72.3:47.76 <sup>(13)</sup>	73.3:29.88 <sup>(15)</sup>	66.9
14. 211	<b>MORELLI Doris</b>	I	Peugeot 106 Rallye	Pintarally Motorsport	N 1600			
[1]	6.95 <sup>(19)</sup> ↓	16.63 <sup>(18)</sup> ↓	2:52.08 <sup>(17)</sup> ↓	5:13.88 <sup>(17)</sup> ↓	6:48.07 <sup>(17)</sup> ↓	10:37.52 <sup>(16)</sup> ↓	<b>13:49.95<sup>(14)</sup></b>	75.0 A:109.3 B:123.9 C:85.1 +2:05.52
	50.8	9.68 <sup>(14)</sup>	112.2:35.45 <sup>(17)</sup>	75.2:21.80 <sup>(17)</sup>	82.5:34.19 <sup>(17)</sup>	69.3:49.45 <sup>(15)</sup>	73.3:12.43 <sup>(13)</sup>	73.0
15. 195	<b>ACCORSI Lorenzo</b>	I	Peugeot 106 Rallye	BL Racing	N 1600			
[1]	6.37 <sup>(8)</sup> ↓	15.54 <sup>(11)</sup> ↓	2:31.29 <sup>(7)</sup> ↓	4:36.47 <sup>(7)</sup> ↓	6:02.72 <sup>(8)</sup> ↓	9:43.29 <sup>(9)</sup> ↓	<b>13:50.00<sup>(15)</sup></b>	75.0 A:122.4 B:133.3 C:94.4 +2:05.57
	55.4	9.17 <sup>(11)</sup>	118.2:15.75 <sup>(7)</sup>	86.2:05.18 <sup>(8)</sup>	93.5:26.25 <sup>(12)</sup>	76.3:40.57 <sup>(11)</sup>	76.4:06.71 <sup>(16)</sup>	56.9
16. 214	<b>DEPEDRI Michele</b>	I	Peugeot 106 S16	ATS Motorsport	N 1600			
[1]	6.62 <sup>(13)</sup> ↓	16.55 <sup>(16)</sup> ↓	2:48.95 <sup>(16)</sup> ↓	5:09.24 <sup>(16)</sup> ↓	6:43.40 <sup>(16)</sup> ↓	10:36.97 <sup>(15)</sup> ↓	<b>13:52.68<sup>(16)</sup></b>	74.8 A:112.9 B:120.9 C:91.8 +2:08.25
	53.3	9.93 <sup>(18)</sup>	109.2:32.40 <sup>(16)</sup>	76.2:20.29 <sup>(16)</sup>	83.4:34.16 <sup>(16)</sup>	70.3:53.57 <sup>(16)</sup>	72.3:15.71 <sup>(14)</sup>	71.7



P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Arrivo	VMed	VMax	Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge				
<b>17. 173</b>	<b>FUMAGALLI Luca</b>	I	Renault Twingo Rs R1		N 1600				
[1]	6.99 <sup>(20)†</sup>	17.96 <sup>(20)†</sup>	2:59.36 <sup>(19)†</sup>	5:25.75 <sup>(19)†</sup>	7:04.51 <sup>(19)</sup>	DNF 1			A:102.5 B:113.2 C:81.5
	50.5	10.97 <sup>(20)</sup>	99.2:41.40 <sup>(19)</sup>	72.2:26.39 <sup>(19)</sup>	79.9:38.76 <sup>(19)</sup>			66.7	
<b>18. 197</b>	<b>LEARDINI Alex</b>	I	Citroën Saxo Vts	Real Motorsport	N 1600				
[1]	6.71 <sup>(17)†</sup>	17.05 <sup>(19)†</sup>	2:56.88 <sup>(18)†</sup>	5:22.37 <sup>(18)†</sup>	6:57.78 <sup>(18)†</sup>	10:57.08 <sup>(17)</sup>	DNF 1		A:109.9 B:119.5 C:85.9
	52.6	10.34 <sup>(19)</sup>	105.2:39.83 <sup>(18)</sup>	73.2:25.49 <sup>(18)</sup>	80.4:35.41 <sup>(18)</sup>	69.0:59.30 <sup>(17)</sup>		70.3	
<b>19. 212</b>	<b>FONTANA Alex</b>	I	Peugeot 106 Rallye 16v	Destra 4	N 1600				
[1]	6.72 <sup>(18)†</sup>	16.55 <sup>(16)</sup>				DNF 1			A:114.4
	52.5	9.83 <sup>(17)</sup>	110.6						
<b>20. 179</b>	<b>MIGLIUOLO Antonino</b>	I	Mitsubishi Lancer Evo Ix	Vimotorsport	N 3000+				
[1]	5.10 <sup>(2)†</sup>	12.62 <sup>(1)†</sup>	2:20.00 <sup>(1)†</sup>	4:16.92 <sup>(1)†</sup>	5:36.90 <sup>(1)</sup>	DNF 1			A:144.6 B:165.6 C:110.7
	69.2	7.52 <sup>(1)</sup>	144.2:07.38 <sup>(1)</sup>	91.9:56.92 <sup>(1)</sup>	100.1:19.98 <sup>(2)</sup>			82.4	

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

Risultati e Telemetrie a cura di Francesco Dariz

