



**ANALISI DEI TEMPI PROVE UFFICIALI FINO A 1600**

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
<b>14 SUPINO Francesco</b>					
		FORD CORTINA		1	F FT160
1)	1'42.336	(149.3)	53.915	27.622	<b>1'25.138</b> p1
2)	3.591	(149.7)	54.273	27.253	<b>1'25.117</b> p1
3)	3.593	(148.9)	54.115	27.851	<b>1'25.559</b> p1
4)	3.635	(148.1)	54.217	27.720	<b>1'25.572</b> p1
5)	3.586	(148.5)	55.294	28.034	<b>1'26.914</b> p1
6)	3.593	(149.1)	55.656	27.541	<b>1'26.790</b> p1
7)	3.623	(148.5)	54.473	27.405	<b>1'25.501</b> p1
8)	3.618	(148.7)	54.595	27.983	<b>1'26.196</b> p1
9)	3.580	(150.2)	54.784	27.553	<b>1'25.917</b> p1
10)	3.604	(148.7)	54.270	27.534	<b>1'25.408</b> p1
11)	3.589	(150.6)	59.294	35.143	<b>1'38.026</b> Bp1
12)			28.072		<b>2'57.609</b> p1
13)	3.559	(151.8)	54.838	27.761	<b>1'26.158</b> p1
14)	3.545	(152.1)	54.218	27.700	<b>1'25.463</b> p1
15)	3.626	(149.1)	54.665	27.739	<b>1'26.030</b> p1
16)	3.557	(151.2)	54.027	27.399	<b>1'24.983</b> p1
17)	3.550	(151.6)	53.820	27.630	<b>1'25.000</b> p1
18)	3.577	(150.6)	54.302	27.708	<b>1'25.587</b> p1
19)	3.617	(148.9)	54.518	27.717	<b>1'25.852</b> p1

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
<b>27 RANGHERI Silvano</b>					
		JAGUAR E TYP		1	FTO20
1)	1'46.653	(152.1)			<b>1'25.290</b> p1
2)	3.327	(162.8)			<b>1'23.798</b> p1
3)	3.288	(164.3)			<b>1'23.985</b> p1
4)	3.325	(162.6)			<b>1'24.179</b> p1
5)	3.292	(163.6)			<b>1'25.201</b> p1
6)	3.349	(161.1)			<b>1'38.468</b> Bp1
7)					<b>2'10.343</b> p1
8)	3.343	(159.5)			<b>1'23.723</b> p1
9)	3.320	(163.1)			<b>1'24.851</b> p1
10)	3.318	(163.3)			<b>1'22.680</b> p1
11)	3.314	(162.8)			<b>1'22.876</b> p1
12)	3.274	(164.8)			<b>1'22.249</b> p1
13)	3.278	(164.1)			<b>1'21.750</b> p1
14)	3.266	(163.6)			<b>1'41.308</b> Bp1

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
<b>30 MALAGUTI Marco</b>					
		CLUB 02		1	FTO20
1)	1'40.771	(153.4)			<b>1'23.367</b> p1
2)	3.153	(152.7)			<b>1'21.730</b> p1

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
3)	3.158	(150.8)			<b>1'34.938</b> Bp1
4)					<b>2'53.728</b> p1
5)	3.092	(168.7)			<b>1'18.081</b> p1
6)	3.038	(170.6)			<b>1'17.466</b> p1
7)	3.089	(153.6)			<b>1'45.195</b> Bp1
8)					<b>3'19.022</b> p1

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
<b>32 TRUGLIA Vito</b>					
		TVR GRIFFITH		1	FTO20
1)	1'55.287	(146.5)			<b>1'29.355</b> p1
2)	3.524	(157.2)			<b>1'26.736</b> p1
3)	3.434	(150.2)			<b>1'26.072</b> p1
4)	3.371	(154.0)			<b>1'25.487</b> p1
5)	3.352	(152.3)			<b>1'46.511</b> Bp1
6)					<b>2'35.364</b> p1
7)	3.397	(165.3)			<b>1'28.744</b> p1
8)	3.343	(157.6)			<b>1'23.827</b> p1
9)	3.327	(167.4)			<b>1'24.029</b> p1
10)	3.345	(167.1)			<b>1'23.432</b> p1
11)	3.368	(164.3)			<b>1'23.832</b> p1
12)	3.305	(168.4)			<b>1'22.697</b> p1
13)	3.264	(170.3)			<b>1'24.716</b> p1
14)	3.405	(154.9)			<b>1'27.662</b> p1
15)	3.757	(138.8)			<b>1'27.604</b> p1
16)	3.339	(167.4)			<b>1'32.328</b> p1
17)	3.433	(158.3)			<b>1'24.365</b> p1
18)	3.377	(164.8)			<b>1'23.318</b> p1

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
<b>40 GIANNI Enrico Matteo</b>					
		CLUB 02		2	G1T16
1)	1'51.934	(134.8)	57.049	28.195	<b>1'29.197</b> p1
2)	3.865	(137.9)	56.958	27.604	<b>1'28.427</b> p1
3)	3.824	(139.3)	55.486	28.584	<b>1'27.894</b> p1
4)	4.139	(132.5)	56.550	27.960	<b>1'28.649</b> p1
5)	3.854	(137.9)	57.100	28.057	<b>1'29.011</b> p1
6)	3.860	(138.1)	55.546	28.360	<b>1'27.766</b> p1
7)	3.801	(140.9)	58.494	29.178	<b>1'31.473</b> p1
8)	4.166	(119.0)	1'01.561	28.619	<b>1'34.346</b> p1
9)	3.889	(136.8)	56.768	28.027	<b>1'28.684</b> p1
10)	3.878	(130.5)	59.600	33.256	<b>1'36.734</b> Bp1
11)				28.431	<b>2'34.264</b> p1
12)	3.894	(137.5)			<b>1'25.848</b> p1
13)	3.804	(140.0)	55.711	26.963	<b>1'26.478</b> p1
14)	3.800	(140.4)	54.944	27.557	<b>1'26.301</b> p1
15)	3.869	(138.6)	54.584	27.199	<b>1'25.652</b> p1

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO	GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
16)	3.820	(139.7)	54.597	27.239	<b>1'25.656</b> p1	10)	4.378	(123.5)	1'02.829	31.948	<b>1'39.155</b> p1
17)	3.854	(139.1)	54.768	27.551	<b>1'26.173</b> p1	11)	4.425	(120.1)	1'02.828	30.499	<b>1'37.752</b> p1
18)	4.058	(125.7)	1'04.924	30.692	<b>1'39.674</b> p1	12)	4.426	(121.7)	1'01.838	31.329	<b>1'37.593</b> p1
19)	3.881	(138.1)	54.636	27.152	<b>1'25.669</b> p1	13)	4.390	(122.5)	1'05.927	32.136	<b>1'42.453</b> p1
<hr/>						14)	4.417	(122.3)	1'01.502	31.382	<b>1'37.301</b> p1
<b>41</b>	<b>DEL NIBBIO Massimiliano</b>				F	15)	4.484	(120.8)	1'01.854	30.491	<b>1'36.829</b> p1
	CLUB 02	BMW 1600 TI	2	G1T16		16)	4.387	(122.4)	1'03.003	30.659	<b>1'38.049</b> p1
<hr/>						17)	4.392	(122.4)	1'01.782	30.291	<b>1'36.465</b> p1
1)	2'10.461	(137.9)	56.702	28.003	<b>1'28.628</b> p1	<hr/>					
2)	3.804	(141.5)	56.113	27.624	<b>1'27.541</b> p1	<b>53</b>	<b>LUCENTE Antonio</b>				F
3)	3.774	(142.8)	55.807	27.772	<b>1'27.353</b> p1		E.R. RACING	VW MAGGIOLIN	1	FGT13	
4)	3.765	(143.2)	55.154	27.798	<b>1'26.717</b> p1	<hr/>					
5)	3.758	(138.9)	1'08.201	36.182	<b>1'48.141</b> Bp1	1)	1'50.887	(126.9)	59.558	29.245	<b>1'32.998</b> p1
6)				28.705	<b>2'52.182</b> p1	2)	4.165	(127.5)	59.387	28.397	<b>1'31.949</b> p1
7)	3.755	(143.6)	57.756	28.461	<b>1'29.972</b> p1	3)	4.189	(127.2)	58.332	28.453	<b>1'30.974</b> p1
8)	3.802	(142.2)	54.983	27.879	<b>1'26.664</b> p1	4)	4.245	(126.1)	59.336	29.082	<b>1'32.663</b> p1
9)	3.750	(143.8)	57.848	28.298	<b>1'29.896</b> p1	5)	4.359	(122.1)	1'00.762	28.621	<b>1'33.742</b> p1
10)	3.750	(144.0)	1'00.432	29.715	<b>1'33.897</b> p1	6)	4.299	(124.4)	58.650	28.358	<b>1'31.307</b> p1
11)	3.804	(142.1)	58.259	32.843	<b>1'34.906</b> p1	7)	4.317	(123.1)	59.036	35.123	<b>1'38.476</b> Bp1
12)	3.808	(142.2)	57.351	28.473	<b>1'29.632</b> p1	<hr/>					
13)	3.807	(141.7)	54.669	27.412	<b>1'25.888</b> p1	<b>64</b>	<b>PAPA Loris Antonio</b>				F
14)	3.722	(144.5)	54.543	27.545	<b>1'25.810</b> p1		FIAT 128	2	H1TC5		
15)	3.716	(145.1)	53.919	27.506	<b>1'25.141</b> p1	<hr/>					
16)	3.731	(142.4)	1'07.914	36.987	<b>1'48.632</b> Bp1	1)	2'20.329	(129.3)	1'03.839	31.082	<b>1'39.142</b> p1
<hr/>						2)	4.183	(129.6)	1'01.640	31.034	<b>1'36.857</b> p1
<b>48</b>	<b>SORDI Massimo</b>				F	3)	4.105	(131.7)	1'01.336	31.109	<b>1'36.550</b> p1
	SCUDERIA DEL	A.R. GTA 1.3	2	H1TC3		4)	4.167	(129.4)	1'02.117	30.789	<b>1'37.073</b> p1
<hr/>						5)	4.193	(128.2)	1'07.073	33.350	<b>1'44.616</b> p1
1)	1'47.348	(131.2)	1'00.703	28.313	<b>1'33.103</b> p1	6)	4.424	(124.1)	1'07.697	31.310	<b>1'43.431</b> p1
2)	3.961	(138.2)	56.123	26.959	<b>1'27.043</b> p1	7)	4.167	(130.5)	1'01.306	30.491	<b>1'35.964</b> p1
3)	3.892	(140.6)	55.314	26.839	<b>1'26.045</b> p1	8)	4.238	(128.4)	1'00.418	31.592	<b>1'36.248</b> p1
4)	3.826	(142.2)	54.945	26.784	<b>1'25.555</b> p1	9)	4.346	(119.3)	1'05.688	31.192	<b>1'41.226</b> p1
5)	3.857	(140.8)	54.272	26.834	<b>1'24.963</b> p1	10)	4.232	(128.7)	1'08.123	30.861	<b>1'43.216</b> p1
6)	3.849	(142.2)	54.637	33.764	<b>1'32.250</b> Bp1	11)	4.197	(129.3)	1'01.359	30.441	<b>1'35.997</b> p1
7)				28.129	<b>2'32.347</b> p1	12)	4.254	(127.5)	1'08.182	31.599	<b>1'44.035</b> p1
8)	3.874	(140.8)	54.489	26.872	<b>1'25.235</b> p1	13)	4.278	(127.0)	1'06.559	30.976	<b>1'41.813</b> p1
9)	3.832	(141.3)	53.948	26.785	<b>1'24.565</b> p1	14)	4.227	(122.1)	1'02.172	30.357	<b>1'36.756</b> p1
10)	3.792	(143.0)	53.848	26.746	<b>1'24.386</b> p1	15)	4.228	(128.1)	1'00.679	30.717	<b>1'35.624</b> p1
11)	3.803	(142.4)	1'04.181	30.841	<b>1'38.825</b> p1	16)	4.219	(128.2)	1'01.266	30.276	<b>1'35.761</b> p1
<hr/>						17)	4.214	(127.3)	1'00.508	29.971	<b>1'34.693</b> p1
<b>50</b>	<b>CERNUSCHI Cesare</b>				F	<hr/>					
	VALDELSA CLA	A.R. GT 1.3	2	H1T13		<b>68</b>	<b>DE RUI Roberto</b>				F
<hr/>							ABS SPORT	FORD ESCORT	2	H1TC6	
1)	2'09.149	(115.0)	1'06.831	32.241	<b>1'43.778</b> p1	<hr/>					
2)	4.600	(117.6)	1'04.973	31.878	<b>1'41.451</b> p1	1)	2'02.274	(128.5)	58.289	28.185	<b>1'30.624</b> p1
3)	4.543	(118.5)	1'03.936	31.655	<b>1'40.134</b> p1	2)	3.870	(138.1)	55.925	27.566	<b>1'27.361</b> p1
4)	4.483	(120.0)	1'02.897	32.802	<b>1'40.182</b> p1	3)	3.851	(138.1)	55.465	27.208	<b>1'26.524</b> p1
5)	4.499	(114.8)	1'03.368	33.463	<b>1'41.330</b> p1	4)	3.813	(140.0)	54.220	26.976	<b>1'25.009</b> p1
6)	4.612	(118.1)	1'05.289	31.489	<b>1'41.390</b> p1	5)	3.827	(139.3)	54.803	26.970	<b>1'25.600</b> p1
7)	4.424	(122.0)	1'03.108	30.510	<b>1'38.042</b> p1	6)	3.780	(140.9)	54.197	27.275	<b>1'25.252</b> p1
8)	4.349	(123.7)	1'04.245	30.967	<b>1'39.561</b> p1	7)	3.791	(139.8)	57.179	34.639	<b>1'35.609</b> Bp1
9)	4.412	(122.1)	1'02.266	30.717	<b>1'37.395</b> p1	8)				28.758	<b>2'35.482</b> p1

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO	GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
9)	3.865	(139.1)	56.530	29.710	<b>1'30.105</b> p1						
10)	3.775	(142.4)	55.209	27.698	<b>1'26.682</b> p1						
11)	3.699	(144.5)	54.391	27.452	<b>1'25.542</b> p1						
12)	3.709	(143.8)	54.574	27.910	<b>1'26.193</b> p1						
13)	3.774	(142.1)	55.613	27.987	<b>1'27.374</b> p1						
14)	3.716	(144.1)			<b>1'26.502</b> p1						
15)	3.697	(144.3)	54.888	27.660	<b>1'26.245</b> p1						
16)	3.695	(144.9)	54.731	27.734	<b>1'26.160</b> p1						
17)	3.659	(145.3)	54.205	27.590	<b>1'25.454</b> p1						
18)	3.724	(144.1)	54.126	27.077	<b>1'24.927</b> p1						
19)	3.671	(145.9)	53.376	27.523	<b>1'24.570</b> p1						
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<b>99</b>	<b>PELLIZZARI Astrid</b>			F		<b>125</b>	<b>GIOVANNINI Thomas</b>				
	LOTUS ELAN		2	H1GT6		GTM MOTORSPORT		FIAT RITMO 6	3	H2TC6	
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1)	2'39.485	(142.4)	1'51.971	28.965	<b>2'24.790</b> p1	1)	1'57.359	(143.2)	54.140	26.195	<b>1'24.045</b> p1
2)	3.789	(143.8)	56.253	31.119	<b>1'31.161</b> p1	2)	3.716	(144.5)			<b>1'22.207</b> p1
3)	3.788	(142.6)	57.527	31.852	<b>1'33.167</b> p1	3)	3.745	(142.6)	52.698	25.914	<b>1'22.357</b> p1
4)	3.768	(144.3)	56.176	28.291	<b>1'28.235</b> p1	4)	3.738	(143.0)	52.599	25.733	<b>1'22.070</b> p1
5)	3.758	(145.5)	55.875	27.868	<b>1'27.501</b> p1	5)	3.710	(143.8)	52.178	28.511	<b>1'24.399</b> p1
6)	3.694	(145.5)	55.943	28.836	<b>1'28.473</b> p1	6)	5.136	(100.5)	58.732	36.482	<b>1'40.350</b> Bp1
7)	3.700	(147.1)	56.133	28.009	<b>1'27.842</b> p1	7)				26.952	<b>2'40.840</b> p1
8)	3.722	(146.5)	58.480	33.291	<b>1'35.493</b> Bp1	8)	3.757	(142.1)	54.196	26.163	<b>1'24.116</b> p1
9)				28.494	<b>3'11.018</b> p1	9)	3.733	(142.8)	52.777	26.574	<b>1'23.084</b> p1
10)	3.660	(148.5)	54.877	27.547	<b>1'26.084</b> p1	10)	3.716	(143.6)	52.773	26.053	<b>1'22.542</b> p1
11)	3.656	(149.1)	54.696	27.463	<b>1'25.815</b> p1	11)	3.669	(144.9)	55.047	26.185	<b>1'24.901</b> p1
12)	3.668	(148.3)	54.410	27.581	<b>1'25.659</b> p1	12)	3.717	(143.8)	52.890	26.682	<b>1'23.289</b> p1
13)	3.693	(147.1)	54.192	28.500	<b>1'26.385</b> p1	13)	3.708	(143.4)	53.011	26.456	<b>1'23.175</b> p1
14)	3.980	(138.6)	53.968	26.971	<b>1'24.919</b> p1	14)	3.721	(143.0)	53.045	26.525	<b>1'23.291</b> p1
15)	3.673	(148.1)	54.574	27.024	<b>1'25.271</b> p1	15)	3.763	(141.7)	53.411	26.300	<b>1'23.474</b> p1
16)	3.672	(148.1)	54.229	27.460	<b>1'25.361</b> p1	16)	3.710	(143.6)			<b>1'23.533</b> p1
17)	3.665	(148.7)	1'07.715	41.748	<b>1'53.128</b> Bp1	17)	3.778	(140.9)	53.007	26.452	<b>1'23.237</b> p1
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<b>123</b>	<b>PANINI Matteo</b>			F		<b>162</b>	<b>CROSA GALANT Alberto</b>				
	CIRCOLO DELL	DAVRIAN	2	H1GTP		TOYOTA COROL		4	J1A16		
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1)	1'48.165	(143.4)	55.566	28.218	<b>1'27.559</b> p1	1)	2'17.020	(144.7)			<b>1'26.422</b> p1
2)	3.753	(143.6)	55.333	34.227	<b>1'33.313</b> Bp1	2)	3.617	(149.3)	53.659	26.475	<b>1'23.751</b> p1
3)				28.650	<b>3'34.914</b> p1	3)	3.595	(150.6)			<b>1'23.667</b> p1
4)	4.138	(133.9)	54.118	27.226	<b>1'25.482</b> p1	4)	3.584	(150.6)			<b>1'38.980</b> Bp1
5)	3.842	(141.9)	54.436	27.202	<b>1'25.480</b> p1	5)					<b>4'29.852</b> Bp1
6)	3.745	(144.0)	54.086	28.640	<b>1'26.471</b> p1	6)					<b>3'33.143</b> p1
7)	3.692	(146.5)	53.960	33.712	<b>1'31.364</b> Bp1	7)	3.680	(145.7)	54.487	27.604	<b>1'25.771</b> p1
8)				27.348	<b>3'32.701</b> p1	8)	3.616	(150.0)			<b>1'30.488</b> Bp1
9)	3.714	(145.5)	53.410	26.668	<b>1'23.792</b> p1	9)					<b>4'44.470</b> p1
10)	3.683	(146.7)	53.409	26.552	<b>1'23.644</b> p1	10)	3.938	(140.2)			<b>1'31.079</b> p1
11)	3.673	(146.9)	54.339	27.292	<b>1'25.304</b> p1	11)	3.759	(145.9)			<b>1'28.482</b> p1
12)	3.674	(146.5)	52.881	27.632	<b>1'24.187</b> p1	12)	3.719	(147.3)			<b>1'29.131</b> p1
13)	3.691	(145.9)	53.303	26.718	<b>1'23.712</b> p1	13)	3.729	(147.3)	57.684	34.430	<b>1'35.843</b> Bp1
14)	3.699	(145.9)	53.003	27.391	<b>1'24.093</b> p1						

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*GIRO*   *VEL-T*   *VEL*   *SETT.2*   *FINISH*   *TEMPO*

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Esposta ore:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Rapi Andrea