



# M3 REVIVAL CUP



## ANALISI DEI TEMPI GARA 2

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
<b>5</b>	<b>KOPELINGH Niki</b>				
	REDARACING	BMW M3 E30	E30	N2500	

1)				25.936	<b>1'26.780</b> p1
2)	3.425	(157.6)	51.953	26.283	<b>1'21.661</b> p1
3)	3.451	(156.9)	52.049	26.028	<b>1'21.528</b> p1
4)	3.439	(157.2)	52.153	26.443	<b>1'22.035</b> p1
5)	3.454	(156.5)	52.149	26.398	<b>1'22.001</b> p1
6)	3.425	(157.6)	52.266	26.604	<b>1'22.295</b> p1
7)	3.447	(156.5)	52.634	26.564	<b>1'22.645</b> p1
8)	3.463	(156.0)	52.537	26.418	<b>1'22.418</b> p1
9)	3.448	(156.5)	52.484	26.363	<b>1'22.295</b> p1
10)	3.452	(156.5)	52.463	26.318	<b>1'22.233</b> p1
11)	3.438	(157.2)	52.076	26.484	<b>1'21.998</b> p1
12)	3.452	(156.7)	53.093	26.485	<b>1'23.030</b> p1
13)	3.483	(155.1)	52.659	26.640	<b>1'22.782</b> p1
14)	3.463	(155.8)	52.555	26.529	<b>1'22.547</b> p1
15)	3.447	(156.5)	52.790	26.442	<b>1'22.679</b> p1
16)	3.435	(156.7)	52.542	26.466	<b>1'22.443</b> p1

### 15 BEGGI Alex

ATICAR BMW M3 E30 E30 A2500

1)					<b>1'23.477</b> p1
2)	3.172	(167.1)			<b>1'19.676</b> p1
3)	3.200	(167.1)			<b>1'19.837</b> p1
4)	3.169	(168.4)			<b>1'19.490</b> p1
5)	3.196	(167.4)			<b>1'19.593</b> p1
6)	3.210	(167.4)			<b>1'19.519</b> p1
7)	3.181	(168.2)	50.644	25.809	<b>1'19.634</b> p1
8)	3.212	(166.9)			<b>1'20.135</b> p1
9)	3.186	(166.9)			<b>1'20.296</b> p1
10)	3.202	(166.9)			<b>1'20.394</b> p1
11)	3.194	(166.4)			<b>1'20.534</b> p1
12)	3.229	(165.3)			<b>1'20.790</b> p1
13)	3.217	(165.8)			<b>1'21.225</b> p1
14)	3.236	(163.8)			<b>1'21.083</b> p1
15)	3.233	(164.3)			<b>1'22.607</b> p1
16)	3.237	(161.9)			<b>1'22.671</b> p1

### 16 ORLANDINI Massimo

MOTORSPORT D BMW M3 E36 E36 NO300

1)				26.139	<b>1'29.144</b> p2
2)	3.317	(164.1)	52.347	26.830	<b>1'22.494</b> p2
3)	3.372	(162.8)	53.596	26.864	<b>1'23.832</b> p2
4)	3.357	(163.3)	53.114	27.419	<b>1'23.890</b> p2
5)	3.432	(160.4)	52.569	26.355	<b>1'22.356</b> p2
6)	3.415	(160.9)	52.082	26.660	<b>1'22.157</b> p2
7)	3.367	(162.1)	52.058	26.510	<b>1'21.935</b> p2
8)	3.364	(161.4)	51.959	26.536	<b>1'21.859</b> p2
9)	3.341	(163.1)	51.699	26.353	<b>1'21.393</b> p2
10)	3.282	(164.3)	51.871	26.783	<b>1'21.936</b> p2
11)	3.328	(162.1)	51.779	26.617	<b>1'21.724</b> p2
12)	3.317	(162.8)	52.879	26.616	<b>1'22.812</b> p2
13)	3.344	(163.3)	51.586	26.545	<b>1'21.475</b> p2

14)	3.354	(163.1)	52.005	27.298	<b>1'22.657</b> p2
15)	3.545	(155.8)	52.855	26.366	<b>1'22.766</b> p2
16)	3.379	(162.4)	51.889	26.986	<b>1'22.254</b> p2

### 19 PERONI Sergio

GTM MOTORSPORT BMW M3 E36 E36 NO300

1)				26.096	<b>1'24.621</b> p2
2)	3.250	(167.9)	50.768	26.231	<b>1'20.249</b> p2
3)	3.261	(167.4)	50.625	25.968	<b>1'19.854</b> p2
4)	3.240	(167.7)	50.822	26.348	<b>1'20.410</b> p2
5)	3.256	(167.1)	50.400	26.227	<b>1'19.883</b> p2
6)	3.247	(167.7)	50.594	26.036	<b>1'19.877</b> p2
7)	3.257	(167.7)	51.535	26.330	<b>1'21.122</b> p2
8)	3.256	(167.1)	51.193	26.198	<b>1'20.647</b> p2
9)	3.255	(167.7)	51.460	26.233	<b>1'20.948</b> p2
10)	3.249	(167.7)	50.956	26.369	<b>1'20.574</b> p2
11)	3.264	(167.4)	51.027	26.400	<b>1'20.691</b> p2
12)	3.255	(167.7)	51.173	26.582	<b>1'21.010</b> p2
13)	3.286	(166.1)	51.466	26.542	<b>1'21.294</b> p2
14)	3.283	(166.4)	51.013	26.442	<b>1'20.738</b> p2
15)	3.278	(166.4)	51.481	26.647	<b>1'21.406</b> p2
16)	3.283	(165.6)	52.236	27.144	<b>1'22.663</b> p2

### 21 SC. AUTOM. CITTA' DI GUB

SC. AUTOM. C BMW M3 E36 E36 NO300

1)					<b>1'28.120</b> p1
2)	3.372	(161.4)			<b>1'23.194</b> p1
3)	3.383	(160.9)			<b>1'23.615</b> p1
4)	3.382	(160.9)			<b>1'23.910</b> p1
5)	3.372	(160.4)			<b>1'24.134</b> p1
6)	3.576	(143.8)	52.618	26.577	<b>1'22.771</b> p1
7)	3.376	(160.2)			<b>1'23.030</b> p1
8)	3.416	(159.5)			<b>1'23.514</b> p1
9)	3.389	(160.0)	53.547	27.244	<b>1'24.180</b> p1
10)	3.432	(158.1)	52.807	26.894	<b>1'23.133</b> p1
11)	3.403	(159.2)			<b>1'23.774</b> p1
12)	3.406	(159.2)	53.255	27.359	<b>1'24.020</b> p1
13)	3.460	(156.9)	53.436	27.113	<b>1'24.009</b> p1
14)	3.423	(158.3)			<b>1'23.755</b> p1
15)	3.365	(161.6)			<b>1'25.127</b> p1
16)	3.436	(157.6)			<b>1'24.623</b> p1

### 24 SC. AUTOM. CITTA' DI GUB

SC. AUTOM. C BMW M3 E36 E36 NO300

1)				26.326	<b>1'25.723</b> p1
2)	3.217	(169.0)	51.108	26.167	<b>1'20.492</b> p1
3)	3.227	(169.0)	50.576	26.095	<b>1'19.898</b> p1
4)	3.222	(169.2)	51.296	26.261	<b>1'20.779</b> p1
5)	3.228	(169.0)	50.852	27.191	<b>1'21.271</b> p1
6)	3.229	(168.7)	51.864	26.355	<b>1'21.448</b> p1
7)	3.248	(167.9)	50.821	26.193	<b>1'20.262</b> p1
8)	3.222	(168.7)	50.977	26.508	<b>1'20.707</b> p1
9)	3.259	(167.4)	50.986	26.432	<b>1'20.677</b> p1

GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO	GIRO	VEL-T	VEL	SETT.2	FINISH	TEMPO
10)	3.218	(169.5)	51.231	26.087	<b>1'20.536</b> p1						
11)	3.225	(169.2)	51.170	26.416	<b>1'20.811</b> p1						
12)	3.239	(167.9)	50.894	26.304	<b>1'20.437</b> p1						
13)	3.301	(166.1)	51.073	26.664	<b>1'21.038</b> p1						
14)	3.287	(167.4)	51.648	26.482	<b>1'21.417</b> p1						
15)	3.249	(167.4)	52.392	26.526	<b>1'22.167</b> p1						
16)	3.257	(166.4)	51.184	26.546	<b>1'20.987</b> p1						

## 28 DESTRO Franco

AB MOTORSPOR BMW M3 E36 E36 E120

1)					<b>1'22.010</b> p1
2)				26.428	<b>1'20.445</b> p1
3)	3.083	(177.3)	50.453	26.179	<b>1'19.715</b> p1
4)	3.060	(178.5)	49.531	25.850	<b>1'18.441</b> p1
5)	3.054	(179.1)	49.428	26.203	<b>1'18.685</b> p1
6)	3.116	(176.7)	49.263	25.890	<b>1'18.269</b> p1
7)	3.052	(179.4)	49.422	25.939	<b>1'18.413</b> p1
8)	3.070	(178.5)	49.978	26.157	<b>1'19.205</b> p1
9)	3.056	(179.1)	49.574	26.221	<b>1'18.851</b> p1
10)	3.054	(179.4)	49.744	26.503	<b>1'19.301</b> p1
11)	3.085	(178.2)	49.718	26.453	<b>1'19.256</b> p1
12)	3.091	(177.6)	50.471	27.061	<b>1'20.623</b> p1
13)	3.137	(172.5)	50.847	26.481	<b>1'20.465</b> p1
14)	3.089	(177.6)	51.329	26.908	<b>1'21.326</b> p1
15)	3.222	(170.0)	52.256	27.635	<b>1'23.113</b> p1
16)	3.208	(170.3)	53.245	27.813	<b>1'24.266</b> p1

Esposta ore:

Il Direttore di Gara: Fondacci Fabrizio

Il DSC: Rapi Andrea