



# 33<sup>a</sup> Cividale - Castelmonte

## FIA Central Europe Z. - Tr. Italiano Vel. Montagna

### Autovetture con Om. FIA Analisi Telemetrie E2M

26° Trofeo Banca di Cividale

Trofeo Italiano Velocità Montagna - FIA Central Europe Zone

Coppa Italia Velocità Montagna Zona Nord - Campionato Triveneto -

Campionato Friuli Venezia Giulia

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P. N. Conduttore 100m	Madonnina	Naz	Vettura Tornante	Arrivo	Scuderia VMed	Classe VMax	Tem./Dif.
<b>1. 15 ZARDO Denny</b>		I	Gloria C810p		Team Italia	E2M 1600	<b>6:23.01</b>
[1] 4.76 <sup>(4)</sup>	26.78 <sup>(2)</sup>	2:24.56 <sup>(1)</sup>	<b>3:11.89<sup>(1)</sup></b>	123.8	A:193.2		
75.6	22.02 <sup>(2)</sup> 143.9	1:57.78 <sup>(1)</sup> 119.8	47.33 <sup>(1)</sup> 129.3				
[2] 4.75 <sup>(4)</sup>	26.64 <sup>(2)</sup>	2:24.05 <sup>(1)</sup>	<b>3:11.12<sup>(1)</sup></b>	124.3	A:196.9		
75.8	21.89 <sup>(2)</sup> 144.7	1:57.41 <sup>(1)</sup> 120.2	47.07 <sup>(1)</sup> 130.0				
<b>2. 3 CINELLI Franco</b>		I	Lola B99/50		Etruria	E2M 3000	<b>6:29.78</b>
[1] 4.78 <sup>(5)</sup>	26.19 <sup>(1)</sup>	2:26.71 <sup>(2)</sup>	<b>3:14.97<sup>(2)</sup></b>	121.9	A:204.2		+6.77
75.3	21.41 <sup>(1)</sup> 148.0	2:00.52 <sup>(2)</sup> 117.1	48.26 <sup>(3)</sup> 126.8				
[2] 4.66 <sup>(2)</sup>	25.85 <sup>(1)</sup>	2:27.45 <sup>(2)</sup>	<b>3:14.81<sup>(2)</sup></b>	122.0	A:205.1		
77.3	21.19 <sup>(1)</sup> 149.5	2:01.60 <sup>(2)</sup> 116.1	47.36 <sup>(2)</sup> 129.2				
<b>3. 5 GAZZIERO Stefano</b>		I	Reynard Nippon		Villorba Corse	E2M 3000	<b>6:44.53</b>
[1] 4.62 <sup>(1)</sup>	26.89 <sup>(3)</sup>	2:34.91 <sup>(3)</sup>	<b>3:22.99<sup>(3)</sup></b>	117.1	A:185.8		+21.52
77.9	22.27 <sup>(3)</sup> 142.3	2:08.02 <sup>(3)</sup> 110.2	48.08 <sup>(2)</sup> 127.3				
[2] 4.51 <sup>(1)</sup>	26.65 <sup>(3)</sup>	2:33.27 <sup>(3)</sup>	<b>3:21.54<sup>(3)</sup></b>	117.9	A:178.2		
79.8	22.14 <sup>(3)</sup> 143.1	2:06.62 <sup>(3)</sup> 111.5	48.27 <sup>(3)</sup> 126.8				
<b>4. 18 LIBER Federico</b>		I	Gloria		Realmotorsport	E2M 1000	<b>7:14.12</b>
[1] 4.82 <sup>(6)</sup>	29.54 <sup>(5)</sup>	2:44.99 <sup>(5)</sup>	<b>3:37.11<sup>(4)</sup></b>	109.4	A:166.6		+51.11
74.7	24.72 <sup>(5)</sup> 128.2	2:15.45 <sup>(5)</sup> 104.2	52.12 <sup>(4)</sup> 117.4				
[2] 4.84 <sup>(6)</sup>	29.95 <sup>(6)</sup>	2:45.14 <sup>(4)</sup>	<b>3:37.01<sup>(4)</sup></b>	109.5	A:170.8		
74.4	25.11 <sup>(6)</sup> 126.2	2:15.19 <sup>(4)</sup> 104.4	51.87 <sup>(4)</sup> 118.0				
<b>5. 6 NALON Marietto</b>		I	Lola Zytek			E2M 3000	<b>7:18.22</b>
[1] 4.70 <sup>(2)</sup>	29.61 <sup>(6)</sup>	2:46.50 <sup>(6)</sup>	<b>3:39.79<sup>(5)</sup></b>	108.1	A:164.1		+55.21
76.6	24.91 <sup>(6)</sup> 127.2	2:16.89 <sup>(6)</sup> 103.1	53.29 <sup>(5)</sup> 114.8				
[2] 4.82 <sup>(5)</sup>	29.11 <sup>(4)</sup>	2:45.79 <sup>(5)</sup>	<b>3:38.43<sup>(5)</sup></b>	108.8	A:166.6		
74.7	24.29 <sup>(4)</sup> 130.4	2:16.68 <sup>(5)</sup> 103.2	52.64 <sup>(5)</sup> 116.3				
<b>6. 8 MANDL Anton</b>		A	Reynard Opel			E2M 2000	<b>7:34.98</b>
[1] 5.15 <sup>(11)</sup>	31.23 <sup>(8)</sup>	2:50.28 <sup>(7)</sup>	<b>3:46.30<sup>(6)</sup></b>	105.0	A:162.3		+1:11.97
69.9	26.08 <sup>(8)</sup> 121.5	2:19.05 <sup>(7)</sup> 101.5	56.02 <sup>(7)</sup> 109.2				
[2] 5.18 <sup>(10)</sup>	31.48 <sup>(8)</sup>	2:51.47 <sup>(6)</sup>	<b>3:48.68<sup>(8)</sup></b>	103.9	A:168.6		
69.5	26.30 <sup>(8)</sup> 120.5	2:19.99 <sup>(6)</sup> 100.8	57.21 <sup>(6)</sup> 107.0				
<b>7. 14 BERTÒ Franco</b>		I	Tatuus F.Renault		Realmotorsport	E2M 1600	<b>7:50.02</b>
[1] 4.92 <sup>(7)</sup>	30.61 <sup>(7)</sup>	2:53.87 <sup>(8)</sup>	<b>3:48.65<sup>(7)</sup></b>	103.9	A:155.6		+1:27.01
73.2	25.69 <sup>(7)</sup> 123.3	2:23.26 <sup>(8)</sup> 98.5	54.78 <sup>(6)</sup> 111.7				
[2] 4.97 <sup>(8)</sup>	30.05 <sup>(7)</sup>	3:04.05 <sup>(9)</sup>	<b>4:01.37<sup>(9)</sup></b>	98.4	A:151.4		
72.4	25.08 <sup>(5)</sup> 126.3	2:34.00 <sup>(9)</sup> 91.6	57.32 <sup>(7)</sup> 106.8				
<b>8. 19 LAFFRANCHI Andrea</b>		I	Gloria		Cooper Racing Club	E2M 1000	<b>7:52.82</b>
[1] 5.03 <sup>(9)</sup>	32.70 <sup>(10)</sup>	3:00.10 <sup>(9)</sup>	<b>3:56.85<sup>(8)</sup></b>	100.3	A:141.0		+1:29.81
71.6	27.67 <sup>(10)</sup> 114.5	2:27.40 <sup>(9)</sup> 95.7	56.75 <sup>(8)</sup> 107.8				
[2] 5.01 <sup>(9)</sup>	32.23 <sup>(9)</sup>	2:58.17 <sup>(8)</sup>	<b>3:55.97<sup>(8)</sup></b>	100.7	A:146.1		
71.9	27.22 <sup>(9)</sup> 116.4	2:25.94 <sup>(7)</sup> 96.7	57.80 <sup>(8)</sup> 105.9				
<b>9. 1 GALLI Hubert</b>		A	Dallara Indy		Galli Racing	E2M 3000+	<b>7:58.18</b>
[1] 4.95 <sup>(8)</sup>	31.85 <sup>(9)</sup>	3:03.65 <sup>(10)</sup>	<b>4:03.43<sup>(9)</sup></b>	97.6	A:145.8		+1:35.17
72.7	26.90 <sup>(9)</sup> 117.8	2:31.80 <sup>(10)</sup> 93.0	59.78 <sup>(9)</sup> 102.4				
[2] 4.67 <sup>(3)</sup>	29.83 <sup>(5)</sup>	2:56.42 <sup>(7)</sup>	<b>3:54.75<sup>(8)</sup></b>	101.2	A:161.9		
77.1	25.16 <sup>(7)</sup> 125.9	2:26.59 <sup>(8)</sup> 96.3	58.33 <sup>(9)</sup> 104.9				
<b>10. 21 MARCON Paolo</b>		I	Predator's		Red White	E2M 1000	<b>8:34.71</b>
[1] 5.98 <sup>(12)</sup>	36.95 <sup>(12)</sup>	3:11.26 <sup>(11)</sup>	<b>4:15.95<sup>(10)</sup></b>	92.8	A:140.4		+2:11.70
60.2	30.97 <sup>(12)</sup> 102.3	2:34.31 <sup>(11)</sup> 91.5	1:04.69 <sup>(10)</sup> 94.6				
[2] 5.97 <sup>(11)</sup>	37.27 <sup>(11)</sup>	3:12.38 <sup>(10)</sup>	<b>4:18.76<sup>(11)</sup></b>	91.8	A:140.4		
60.3	31.30 <sup>(11)</sup> 101.2	2:35.11 <sup>(10)</sup> 91.0	1:06.38 <sup>(11)</sup> 92.2				
<b>11. 11 TARMANN Josef</b>		A	Dallara F3			E2M 2000	<b>8:43.99</b>
[1] 5.12 <sup>(10)</sup>	35.83 <sup>(11)</sup>	3:19.72 <sup>(12)</sup>	<b>4:25.73<sup>(11)</sup></b>	89.4	A:128.1		+2:20.98
70.3	30.71 <sup>(11)</sup> 103.2	2:43.89 <sup>(12)</sup> 86.1	1:06.01 <sup>(11)</sup> 92.7				
[2] 4.94 <sup>(7)</sup>	33.35 <sup>(10)</sup>	3:14.29 <sup>(11)</sup>	<b>4:18.26<sup>(11)</sup></b>	92.0	A:137.6		

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax	
72.9	28.41 <sub>(10)</sub> 111.5	2:40.94 <sub>(11)</sub> 87.7	1:03.97 <sub>(10)</sub> 95.7			
12.	12	<b>STOLLENBERGER</b>	<b>Andreas</b>	Formula Opel Lotus	E2M 2000	
[1]	4.74 <sub>(3)</sub>	27.96 <sub>(4)</sub>	2:36.86 <sub>(4)</sub>	DNF 1		A: 189.4
75.9	23.22 <sub>(4)</sub> 136.4	2:08.90 <sub>(4)</sub> 109.5				

A. Riva, Dir. di Gara \_\_\_\_\_

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