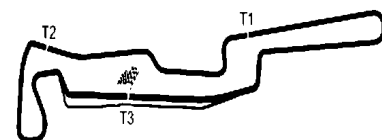




ASSOCIAZIONE SPORT AUTO TICINO

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FORMULA LO

## ANALISI DEI TEMPI PROVE LIBERE

GIRO	TEMPO	VEL	SETT.1	SETT.2	FINISH	GIRO	TEMPO	VEL	SETT.1	SETT.2	FINISH	
<b>4 LUSUARDI Dino</b>						16)	(167.7)	32.160				<b>1'22.454</b> Bp1
RACING TEAM DALLARA F3 F												
1)					<b>1'11.617</b> p1							
2)	(182.1)	30.763	16.779	22.798	<b>1'10.340</b> p1							
3)	(182.7)	31.002	16.797	22.617	<b>1'10.416</b> p1							
4)	(183.0)	30.287	16.381	22.435	<b>1'09.103</b> p1							
5)	(186.2)	30.155	16.985	31.245	<b>1'18.385</b> Bp1							
6)		3'54.299	17.114	22.646	<b>4'34.059</b> p1							
7)	(186.5)	30.153	16.478	22.609	<b>1'09.240</b> p1							
8)	(184.6)	29.739	16.382	22.528	<b>1'08.649</b> p1							
9)	(186.5)	30.234	16.950	34.521	<b>1'21.705</b> Bp1							
10)		6'42.965	17.915	23.957	<b>7'24.837</b> p1							
11)	(186.5)	29.908	23.902	34.726	<b>1'28.536</b> Bp1							
<b>70 FREIBURGHaus Cedric</b>						<b>72 TENTHAFT Marvin</b>						
GU RACING FORMEL BMW L						TIMA MOTORSP FORMEL BMW L						
1)	(162.6)			22.901	<b>1'12.801</b> p1	1)	(154.5)			23.281	<b>1'16.011</b> p1	
2)	(168.4)			22.631	<b>1'11.655</b> p1	2)	(158.5)			22.966	<b>1'13.616</b> p1	
3)	(170.0)			22.652	<b>1'10.824</b> p1	3)	(159.0)			23.017	<b>1'13.496</b> p1	
4)	(169.0)			22.624	<b>1'10.908</b> p1	4)	(159.0)			22.987	<b>1'13.452</b> p1	
5)	(169.5)			22.735	<b>1'10.813</b> p1	5)	(160.0)			22.918	<b>1'12.687</b> p1	
6)	(169.8)			22.513	<b>1'10.184</b> p1	6)	(160.4)			23.046	<b>1'12.618</b> p1	
7)	(170.3)			28.344	<b>1'16.058</b> Bp1	7)	(160.4)			22.904	<b>1'12.817</b> p1	
8)				22.815	<b>3'14.326</b> p1	8)	(160.4)			23.051	<b>1'12.651</b> p1	
9)	(170.3)			22.749	<b>1'10.919</b> p1	9)	(159.7)			22.615	<b>1'12.146</b> p1	
10)	(171.9)			22.605	<b>1'10.401</b> p1	10)	(161.6)			22.718	<b>1'12.287</b> p1	
11)	(172.2)			22.627	<b>1'10.632</b> p1	11)	(161.6)			25.699	<b>1'16.101</b> Bp1	
12)	(172.5)			22.665	<b>1'10.421</b> p1	12)				22.903	<b>2'33.607</b> p1	
13)	(170.8)			22.734	<b>1'10.885</b> p1	13)	(161.4)			22.866	<b>1'12.483</b> p1	
14)	(172.2)			22.875	<b>1'10.708</b> p1	14)	(162.8)			23.293	<b>1'12.551</b> p1	
15)	(168.7)			22.890	<b>1'11.173</b> p1	15)	(162.1)			23.315	<b>1'13.571</b> p1	
16)	(170.8)			22.919	<b>1'10.753</b> p1	16)	(161.1)			22.898	<b>1'12.964</b> p1	
17)	(171.7)			23.725	<b>1'11.744</b> p1	17)	(163.6)			23.191	<b>1'14.765</b> p1	
18)	(171.7)			22.738	<b>1'10.416</b> p1	18)	(163.1)			22.675	<b>1'12.790</b> p1	
19)	(172.8)			28.643	<b>1'18.011</b> Bp1	19)	(166.1)			22.809	<b>1'12.647</b> p1	
<b>71 KILLENSBERGER Freddy</b>						<b>80 AMWEG Lewin</b>						
GU RACING FORMEL BMW L						GU RACING FORMEL BMW L						
1)	(163.6)			22.923	<b>1'13.339</b> p1	1)	(166.4)	2'12.767	17.146	22.661	<b>1'12.432</b> p1	
2)	(168.7)			22.363	<b>1'11.312</b> p1	2)	(167.9)	31.911	16.872	22.431	<b>1'11.214</b> p1	
3)	(171.7)			22.317	<b>1'10.541</b> p1	3)	(169.8)	31.738	16.751	22.362	<b>1'10.851</b> p1	
4)	(170.8)			22.474	<b>1'10.720</b> p1	4)	(170.3)	31.384	16.701	22.314	<b>1'10.399</b> p1	
5)	(171.7)			22.262	<b>1'10.427</b> p1	5)	(171.1)	31.172	16.527	22.202	<b>1'09.901</b> p1	
6)	(171.7)			22.350	<b>1'10.328</b> p1	6)	(171.1)	31.147	16.580	22.251	<b>1'09.978</b> p1	
7)	(172.2)			22.478	<b>1'10.749</b> p1	7)	(172.2)	31.177	16.517	22.128	<b>1'09.822</b> p1	
8)	(171.1)			22.307	<b>1'10.441</b> p1	8)	(171.9)	31.258	16.602	22.309	<b>1'10.169</b> p1	
9)	(172.2)				<b>1'10.254</b> p1	9)	(171.9)	31.146	16.549	22.218	<b>1'09.913</b> p1	
10)	(171.9)			22.318	<b>1'10.152</b> p1	10)	(171.7)	31.763	16.837	27.513	<b>1'16.113</b> Bp1	
11)	(171.7)			22.625	<b>1'12.084</b> p1	11)		3'36.148	17.597	22.921	<b>4'16.666</b> p1	
12)	(171.7)			22.390	<b>1'10.842</b> p1	12)	(171.9)	31.400	16.671	22.370	<b>1'10.441</b> p1	
13)	(172.2)			25.321	<b>1'14.436</b> Bp1	13)	(170.3)	31.319	17.231	22.532	<b>1'11.082</b> p1	
14)					<b>4'16.217</b> p1	14)	(170.8)	31.084	16.486	22.396	<b>1'09.966</b> p1	
15)	(170.8)			22.674	<b>1'11.068</b> p1	15)	(170.8)	31.227	16.581	22.368	<b>1'10.176</b> p1	
						16)	(171.1)	31.007	16.467	22.254	<b>1'09.728</b> p1	
						17)	(171.9)	31.030	16.568	22.363	<b>1'09.961</b> p1	
						18)	(171.1)	31.055	16.457	22.426	<b>1'09.938</b> p1	
						19)	(171.4)	32.280	17.370	25.022	<b>1'14.672</b> Bp1	
						<b>82 RICHARD Cris</b>						
						DALTEC RACIN FORMEL BMW L						
						1)		3'33.040	16.945	22.705	<b>1'12.004</b> p1	
						2)	(169.0)	31.393	16.642	22.539	<b>1'10.574</b> p1	
						3)	(170.3)	31.294	16.551	22.573	<b>1'10.418</b> p1	
						4)	(170.3)	31.175	16.531	22.517	<b>1'10.223</b> p1	

GIRO	TEMPO	VEL	SETT.1	SETT.2	FINISH	GIRO	TEMPO	VEL	SETT.1	SETT.2	FINISH
5)	(171.4)	31.398	16.604	22.384	<b>1'10.386</b> p1						
6)	(170.6)	31.129	16.475	22.432	<b>1'10.036</b> p1						
7)	(171.4)	30.875	16.504	22.406	<b>1'09.785</b> p1						
8)	(170.6)	33.830	17.036	27.335	<b>1'18.201</b> Bp1						
9)		4'41.799	17.056	22.839	<b>5'21.694</b> p1						
10)	(169.8)	31.267	16.587	22.458	<b>1'10.312</b> p1						
11)	(170.6)	31.229	16.544	22.393	<b>1'10.166</b> p1						
12)	(170.8)	30.959	16.499	22.519	<b>1'09.977</b> p1						
13)	(171.1)	31.138	16.376	22.452	<b>1'09.966</b> p1						
14)	(170.3)	30.966	16.438	22.475	<b>1'09.879</b> p1						

Il DSC: Rapi Andrea

DIRETTORE DI GARA:	COMMISSARI SPORTIVI:	CRONOMETRISTI:
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