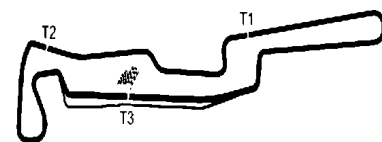




ASSOCIAZIONE SPORT AUTO TICINO

## REGOLARITA'



## ANALISI DEI TEMPI

GIRO	VEL	SETT.1	SETT.2	FINISH	TEMPO	GIRO	VEL	SETT.1	SETT.2	FINISH	TEMPO
<b>11 MAZZARO Albino</b>											
LODRINO		BMW 320 E90									
1)	(162.1)	2'43.964	20.157	26.213	<b>1'21.564</b>	2)	(146.5)	40.016	22.544	29.818	<b>1'32.378</b>
2)		34.373	18.790	25.493	<b>1'18.656</b>	3)	(147.1)	41.461	23.797	30.266	<b>1'35.524</b>
3)	(173.9)	33.580	21.202	25.553	<b>1'20.335</b>	4)	(145.7)	40.900	22.936	29.965	<b>1'33.801</b>
4)	(173.9)	34.171	18.418	25.059	<b>1'17.648</b>	5)	(148.3)	42.342	22.160	29.936	<b>1'34.438</b>
5)	(174.1)	33.567	19.656	24.969	<b>1'18.192</b>	6)	(149.1)	39.547	22.358	29.694	<b>1'31.599</b>
6)	(174.4)	33.730	18.462	24.455	<b>1'16.647</b>	7)	(149.7)	40.154	22.637	29.845	<b>1'32.636</b>
7)	(176.4)	34.189	19.165	25.947	<b>1'19.301</b>	8)	(148.9)	40.222	22.629	31.195	<b>1'34.046</b>
<b>13 STACCHI Mattia</b>											
MONTE CARASS		BMW 325									
1)	(138.4)	3'12.114	21.186	27.757	<b>1'28.261</b>	9)	(147.5)	40.956	22.488	29.550	<b>1'32.994</b>
2)	(149.5)	38.550	20.751	27.481	<b>1'26.782</b>	10)	(148.5)	39.698	22.539	29.686	<b>1'31.923</b>
3)	(148.3)	38.134	20.587	27.144	<b>1'25.865</b>	11)	(148.1)	40.410	22.512	29.943	<b>1'32.865</b>
4)	(150.6)	38.045	20.456	27.434	<b>1'25.935</b>	12)	(148.7)	40.117	22.593	30.625	<b>1'33.335</b>
5)	(149.1)	38.389	20.773	27.374	<b>1'26.536</b>	13)	(149.1)	39.939	22.414	29.257	<b>1'31.610</b>
6)	(151.0)	37.508	20.264	27.330	<b>1'25.102</b>	14)	(148.5)	39.630	22.636	30.709	<b>1'32.975</b>
7)	(151.6)	38.221	20.680	27.640	<b>1'26.541</b>	15)	(147.9)	39.940	22.403	29.616	<b>1'31.959</b>
8)	(150.8)	39.188	20.423	26.908	<b>1'26.519</b>	16)	(148.7)	39.788	22.661	29.774	<b>1'32.223</b>
9)	(151.4)	37.480	20.035	26.968	<b>1'24.483</b>	<b>19 CENCINI Vincenzo</b>					
10)	(152.5)	37.418	20.205	26.870	<b>1'24.493</b>	PREGASSONA		BMW 320 E90			
11)	(151.2)	37.473	19.822	26.766	<b>1'24.061</b>	1)	(156.0)	2'38.745	19.843	26.081	<b>1'22.295</b>
12)	(150.8)	37.233	19.925	26.696	<b>1'23.854</b>	2)	(166.1)	34.773	18.787	25.503	<b>1'19.063</b>
13)	(151.6)	37.205	19.722	26.581	<b>1'23.508</b>	3)	(164.8)	34.902	19.190	25.451	<b>1'19.543</b>
14)	(151.0)	37.329	20.075	26.536	<b>1'23.940</b>	4)	(166.9)	34.612	19.334	25.503	<b>1'19.449</b>
15)	(151.6)	37.288	19.864	26.677	<b>1'23.829</b>	5)	(167.7)	34.736	19.339	25.848	<b>1'19.923</b>
16)	(152.1)	37.027	19.814	26.723	<b>1'23.564</b>	6)	(166.6)	34.571	18.980	25.245	<b>1'18.796</b>
17)	(151.4)	37.513	20.179	26.985	<b>1'24.677</b>	7)	(167.1)	34.275	18.871	25.590	<b>1'18.736</b>
<b>15 MARIONI Edy</b>						8)	(165.3)	34.614	19.094	25.499	<b>1'19.207</b>
MINUSIO		CATERHAM 160				9)	(168.7)	34.827	18.760	25.641	<b>1'19.228</b>
1)	(114.8)	2'33.260	24.445	32.434	<b>1'41.485</b>	10)	(164.8)	34.402	18.680	25.201	<b>1'18.283</b>
2)	(130.4)	42.030	23.685	29.610	<b>1'35.325</b>	11)	(167.1)	38.531	19.069	25.215	<b>1'22.815</b>
3)	(132.3)	41.868	23.219	29.081	<b>1'34.168</b>	12)	(166.1)	34.089	19.180	26.025	<b>1'19.294</b>
4)	(136.5)	41.564	24.061	29.162	<b>1'34.787</b>	13)	(166.6)	34.588	18.901	25.451	<b>1'18.940</b>
5)	(137.4)	40.722	23.548	29.935	<b>1'34.205</b>	14)	(165.3)	34.264	19.140	24.990	<b>1'18.394</b>
6)	(135.6)	41.751	23.172	31.238	<b>1'36.161</b>	15)	(167.4)	34.386	19.070	25.859	<b>1'19.315</b>
7)	(101.6)	43.813	23.665	29.972	<b>1'37.450</b>	16)	(166.1)	34.278	18.916	25.625	<b>1'18.819</b>
8)	(118.6)	43.790	23.912	29.459	<b>1'37.161</b>	17)	(167.7)	34.270	18.792	25.209	<b>1'18.271</b>
9)	(127.6)	42.654	24.579	30.187	<b>1'37.420</b>	18)	(166.6)	34.347	18.757	25.655	<b>1'18.759</b>
10)	(135.8)	41.903	23.726	31.589	<b>1'37.218</b>	<b>21 CERESA Fabrizio</b>					
11)	(130.9)	43.873	23.525	29.779	<b>1'37.177</b>	BIASCA		BMW M3 2500			
12)	(136.1)	41.593	23.363	30.789	<b>1'35.745</b>	1)	(173.0)	3'07.521	18.608	25.212	<b>1'18.909</b>
13)	(133.3)	41.489	23.390	29.258	<b>1'34.137</b>	2)	(179.4)	33.355	18.086	24.719	<b>1'16.160</b>
14)	(137.0)	41.231	24.142	29.700	<b>1'35.073</b>	3)	(183.9)	33.082	18.414	25.014	<b>1'16.510</b>
15)	(134.4)	41.656	23.334	30.108	<b>1'35.098</b>	4)	(185.2)	33.145	17.922	24.566	<b>1'15.633</b>
<b>16 PETITTO Antonio</b>						5)	(182.1)	32.999	17.918	24.466	<b>1'15.383</b>
ARZO		HONDA 2000				6)	(186.2)	32.811	17.973	24.706	<b>1'15.490</b>
1)	(144.3)	2'14.900	23.166	30.454	<b>1'33.892</b>	7)	(187.1)	32.602	17.917	24.618	<b>1'15.137</b>
						8)	(182.7)	32.824	18.100	24.566	<b>1'15.490</b>
						9)	(183.6)	33.221	19.161	25.012	<b>1'17.394</b>
						10)	(182.1)	32.847	18.027	24.598	<b>1'15.472</b>
						11)	(184.3)	35.880	17.854	24.657	<b>1'18.391</b>
						12)	(184.9)	32.804	17.745	25.119	<b>1'15.668</b>
						13)	(184.3)	32.740	17.645	25.152	<b>1'15.537</b>
						14)	(185.2)	33.374	17.775	24.877	<b>1'16.026</b>
						15)	(179.1)	32.804	18.027	24.594	<b>1'15.425</b>
						16)	(183.3)	32.825	18.586	24.975	<b>1'16.386</b>

GIRO	VEL	SETT.1	SETT.2	FINISH	TEMPO	GIRO	VEL	SETT.1	SETT.2	FINISH	TEMPO
17)	(185.2)	32.737	17.895	26.250	<b>1'16.882</b>						
18)	(124.7)	42.520	22.536	28.214	<b>1'33.270</b>						
<hr/>						<hr/>					
<b>22</b>	<b>MORO Fabiano</b>					<b>31</b>	<b>CILIO Gabriele</b>				
	BIASCA						NOVAZZANO HONDA 2000				
1)	(122.3)	2'46.390	21.842	28.362	<b>1'31.231</b>	1)	(127.3)			28.195	<b>1'28.894</b>
2)	(180.0)	37.521	20.675	27.679	<b>1'25.875</b>	2)	(148.5)			27.719	<b>1'26.273</b>
3)	(174.4)	35.811	20.771	27.539	<b>1'24.121</b>	3)	(152.7)			27.409	<b>1'25.936</b>
4)	(170.0)	35.957	22.048	28.187	<b>1'26.192</b>	4)	(151.2)			27.375	<b>1'28.556</b>
5)	(161.1)	36.231	20.649	27.875	<b>1'24.755</b>	5)	(154.0)			27.681	<b>1'27.086</b>
6)	(163.6)	35.714	20.619	29.356	<b>1'25.689</b>	6)	(152.9)			27.142	<b>1'24.718</b>
7)	(116.7)	42.693	25.549	39.327	<b>1'47.569 B</b>	7)	(149.3)			27.104	<b>1'25.815</b>
<hr/>						8)	(150.6)			27.326	<b>1'25.228</b>
<b>23</b>	<b>STEVAN Ottavio</b>					9)	(152.1)			27.091	<b>1'24.687</b>
	RIAZZINO BMW M3 2500					10)	(152.1)			27.115	<b>1'24.488</b>
1)	(139.5)	2'07.279	22.177	28.769	<b>1'30.682</b>	11)	(153.6)			28.627	<b>1'27.235</b>
2)	(147.3)	38.753	21.701	27.007	<b>1'27.461</b>	12)	(152.1)			27.171	<b>1'24.328</b>
3)	(147.1)	38.280	20.919	26.798	<b>1'25.997</b>	13)	(152.3)			26.974	<b>1'25.049</b>
4)	(150.0)	37.567	21.216	27.412	<b>1'26.195</b>	14)	(151.4)			28.738	<b>1'25.792</b>
5)	(149.7)	37.776	20.503	27.556	<b>1'25.835</b>	15)	(150.8)			27.065	<b>1'24.628</b>
6)	(152.1)	37.845	20.755	27.148	<b>1'25.748</b>	16)	(151.6)			26.665	<b>1'24.800</b>
7)	(149.5)	37.156	20.569	27.570	<b>1'25.295</b>	17)	(153.8)			26.873	<b>1'24.738</b>
8)	(148.7)	38.017	21.092	28.294	<b>1'27.403</b>	<hr/>					
9)	(148.1)	37.998	21.066	27.391	<b>1'26.455</b>	<b>32</b>	<b>ARTIOLI Alain</b>				
10)	(148.9)	37.695	20.876	27.026	<b>1'25.597</b>		BRIONE S/MIN				
11)	(150.4)	38.478	20.907	26.746	<b>1'26.131</b>	1)	(111.9)	2'34.035	23.127	26.795	<b>1'33.814</b>
12)	(152.7)	37.622	20.862	26.495	<b>1'24.979</b>	2)	(150.0)	36.249	18.897	25.043	<b>1'20.189</b>
13)	(152.5)	37.370	21.174	27.370	<b>1'25.914</b>	3)	(163.8)	35.878	23.333	25.207	<b>1'24.418</b>
14)	(150.2)	37.766	20.719	27.708	<b>1'26.193</b>	<hr/>					
15)	(152.5)	41.331	30.111	35.229	<b>1'46.671</b>	<b>33</b>	<b>YERJEN Daniel</b>				
16)	(95.8)	50.540	27.747	48.973	<b>2'07.260 B</b>		MINUSIO BMW M3 2500				
<hr/>						1)	(123.7)	3'27.657	23.154	29.819	<b>1'34.817</b>
<b>24</b>	<b>FORNASIER Giancarlo</b>					2)	(145.3)	39.330	21.710	29.061	<b>1'30.101</b>
	MASSAGNO BMW M3 2500					3)	(150.0)	37.985	21.997	29.712	<b>1'29.694</b>
1)	(130.1)	3'41.380	24.997	31.005	<b>1'39.215</b>	4)	(152.3)	38.732	23.143	28.447	<b>1'30.322</b>
2)	(137.5)	42.060	24.342	34.174	<b>1'40.576</b>	5)	(151.2)	38.193	21.132	28.282	<b>1'27.607</b>
3)	(137.4)			32.178	<b>1'38.034</b>	6)	(152.5)	38.467	21.213	28.515	<b>1'28.195</b>
4)	(135.6)	42.517	24.215	30.687	<b>1'37.419</b>	7)	(136.3)	38.899	20.981	28.381	<b>1'28.261</b>
5)	(138.9)	41.025	23.369	30.498	<b>1'34.892</b>	8)	(152.7)	37.866	20.956	28.103	<b>1'26.925</b>
6)	(138.4)			31.355	<b>1'37.134</b>	9)	(152.1)	38.096	21.005	27.961	<b>1'27.062</b>
7)	(138.1)	41.455	23.005	30.128	<b>1'34.588</b>	10)	(154.5)	38.524	20.959	28.073	<b>1'27.556</b>
8)	(140.4)			29.907	<b>1'33.128</b>	11)	(152.7)	37.640	20.657	27.823	<b>1'26.120</b>
9)	(139.5)	40.429	22.337	29.666	<b>1'32.432</b>	12)	(155.1)	38.610	20.480	28.899	<b>1'27.989</b>
10)	(141.3)	40.341	22.372	29.750	<b>1'32.463</b>	13)	(151.8)	37.938	20.820	28.798	<b>1'27.556</b>
11)	(138.8)			31.105	<b>1'34.082</b>	14)	(152.9)	37.788	20.794	27.960	<b>1'26.542</b>
12)	(140.8)	40.966	22.330	29.925	<b>1'33.221</b>	15)	(154.5)	37.699	21.332	27.849	<b>1'26.880</b>
13)	(140.4)	40.452	23.211	30.286	<b>1'33.949</b>	16)	(153.8)	38.541	20.703	27.704	<b>1'26.948</b>
14)	(138.4)	40.204	22.561	29.753	<b>1'32.518</b>	<hr/>					
15)	(139.1)	39.723	22.629	29.550	<b>1'31.902</b>	<b>29</b>	<b>ROSSI Emanuele</b>				
<hr/>							GORDOLA RENAULT 5 TU				
1)	(112.2)			29.245	<b>1'35.823</b>	1)	(112.2)				
2)	(135.1)			28.503	<b>1'32.254</b>	2)	(135.1)				
3)	(136.5)			28.532	<b>1'31.349</b>	3)	(136.5)				
4)	(117.2)			27.995	<b>1'31.174</b>	4)	(117.2)				
5)	(115.3)			29.604	<b>1'31.853</b>	5)	(115.3)				

Il DSC: Rapi Andrea

DIRETTORE DI GARA:	I COMMISSARI SPORTIVI:	II CRONOMETRISTI:
--------------------	------------------------	-------------------