



# 62<sup>a</sup> Trento - Bondone

## Corsa Internazionale di Velocità in Salita

### Auto Moderne

### Performance Analysis

F.I.A. European Hill-Climb Championship  
 Campionato Italiano della Montagna - Coppa Italia  
 Trofeo Costruttori, Under 25 e Scuderie  
 Camp. Triveneto - Coppa Dame - Challenge F.I.S.A.



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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo
						VMed VMax
<b>1.</b>	<b>1 FAGGIOLI Simone</b>	I	Osella Fa 30	Best Lap	D/E2-SS 3000	<b>9:25.69</b>
[1]	4.14 <sup>(2)</sup> 9.51 <sup>(1)</sup> 1:50.39 <sup>(1)</sup> 3:22.30 <sup>(1)</sup> 4:25.47 <sup>(1)</sup> 7:07.99 <sup>(1)</sup>					<b>9:25.69<sup>(1)</sup></b> 110.1 A:202.9 B:217.3 C:143.7
	85.2 5.37 <sup>(1)</sup> 202.5 40.88 <sup>(1)</sup> 116.0 1:31.91 <sup>(1)</sup> 127.3 1:03.17 <sup>(1)</sup> 104.2 42.52 <sup>(1)</sup> 103.2 17.70 <sup>(1)</sup> 102.0					
<b>2.</b>	<b>6 CAMARLINGHI Michele</b>	I	Osella Fa 30	Villorba Corse	D/E2-SS 3000	<b>9:50.31</b>
[1]	4.12 <sup>(1)</sup> 9.61 <sup>(2)</sup> 1:56.29 <sup>(2)</sup> 3:32.43 <sup>(2)</sup> 4:37.95 <sup>(2)</sup> 7:26.17 <sup>(2)</sup>					<b>9:50.31<sup>(2)</sup></b> 105.5 A:200.1 B:216.6 C:132.2 +24.62
	85.6 5.49 <sup>(2)</sup> 198.0 46.68 <sup>(2)</sup> 109.1 1:36.14 <sup>(2)</sup> 121.1 1:05.52 <sup>(2)</sup> 100.2 48.22 <sup>(2)</sup> 99.2 24.14 <sup>(2)</sup> 97.4					
<b>3.</b>	<b>47 MERLI Christian</b>	I	Radical Prosport	Vimotorsport	E2-SC 1600	<b>9:59.27</b>
[1]	4.63 <sup>(16)</sup> 11.06 <sup>(15)</sup> 1:59.37 <sup>(3)</sup> 3:37.53 <sup>(3)</sup> 4:43.35 <sup>(3)</sup> 7:34.09 <sup>(3)</sup>					<b>9:59.27<sup>(3)</sup></b> 103.9 A:170.1 B:184.2 C:126.7 +33.58
	76.2 6.43 <sup>(17)</sup> 169.1 48.31 <sup>(3)</sup> 108.0 1:38.16 <sup>(3)</sup> 119.2 1:05.82 <sup>(3)</sup> 100.2 50.74 <sup>(3)</sup> 98.2 25.18 <sup>(3)</sup> 96.7					
<b>4.</b>	<b>44 IAQUINTA Rosario</b>	I	Osella Pa 21/s	Publimedia	E2-SC 2000	<b>10:06.60</b>
[1]	4.61 <sup>(12)</sup> 10.85 <sup>(11)</sup> 1:59.59 <sup>(4)</sup> 3:38.90 <sup>(4)</sup> 4:45.88 <sup>(4)</sup> 7:39.25 <sup>(4)</sup>					<b>10:06.60<sup>(4)</sup></b> 102.7 A:176.1 B:189.2 C:124.5 +40.91
	76.5 6.24 <sup>(12)</sup> 174.2 48.74 <sup>(4)</sup> 107.0 1:39.31 <sup>(4)</sup> 117.8 1:06.98 <sup>(5)</sup> 98.2 53.37 <sup>(4)</sup> 97.2 27.35 <sup>(4)</sup> 95.3					
<b>5.</b>	<b>4 BOTTURA Adolfo</b>	I	Lola Zytek	Vimotorsport	D/E2-SS 3000	<b>10:13.92</b>
[1]	4.49 <sup>(7)</sup> 10.22 <sup>(5)</sup> 2:00.48 <sup>(6)</sup> 3:40.78 <sup>(5)</sup> 4:49.98 <sup>(6)</sup> 7:44.96 <sup>(5)</sup>					<b>10:13.92<sup>(5)</sup></b> 107.4 A:173.4 B:185.5 C:121.9 +48.23
	78.6 5.73 <sup>(5)</sup> 189.1 50.26 <sup>(6)</sup> 106.1 1:40.30 <sup>(5)</sup> 116.1 1:09.20 <sup>(9)</sup> 95.2 54.98 <sup>(5)</sup> 96.2 28.96 <sup>(6)</sup> 94.3					
<b>6.</b>	<b>7 BORMOLINI Fausto</b>	I	Reynard K02 Mugen	Sport Racing Team	D/E2-SS 3000	<b>10:19.13</b>
[1]	4.54 <sup>(9)</sup> 10.03 <sup>(3)</sup> 2:00.53 <sup>(7)</sup> 3:42.19 <sup>(6)</sup> 4:50.92 <sup>(7)</sup> 7:50.96 <sup>(6)</sup>					<b>10:19.13<sup>(6)</sup></b> 100.6 A:201.9 B:210.4 C:127.1 +53.44
	77.7 5.49 <sup>(2)</sup> 198.0 50.50 <sup>(7)</sup> 105.0 1:41.66 <sup>(6)</sup> 115.1 1:08.73 <sup>(6)</sup> 95.3 00.04 <sup>(9)</sup> 93.2 28.17 <sup>(5)</sup> 94.8					
<b>7.</b>	<b>25 MORATELLI Matteo</b>	I	Formula Gloria	Vimotorsport	D/E2-SS 1600	<b>10:23.88</b>
[1]	4.31 <sup>(3)</sup> 10.85 <sup>(11)</sup> 2:05.40 <sup>(9)</sup> 3:47.95 <sup>(8)</sup> 4:56.77 <sup>(8)</sup> 7:53.48 <sup>(7)</sup>					<b>10:23.88<sup>(7)</sup></b> 99.8 A:162.0 B:176.3 C:126.0 +58.19
	81.9 6.54 <sup>(20)</sup> 166.2 54.55 <sup>(9)</sup> 102.1 1:42.55 <sup>(7)</sup> 114.1 1:08.82 <sup>(8)</sup> 95.2 56.71 <sup>(6)</sup> 95.2 30.40 <sup>(7)</sup> 93.4					
<b>8.</b>	<b>48 LOMBARDI Achille</b>	I	Radical Sr4	AB Motorsport	E2-SC 1600	<b>10:29.54</b>
[1]	4.62 <sup>(13)</sup> 11.01 <sup>(14)</sup> 2:05.89 <sup>(10)</sup> 3:49.71 <sup>(10)</sup> 5:00.42 <sup>(10)</sup> 7:57.83 <sup>(9)</sup>					<b>10:29.54<sup>(8)</sup></b> 98.9 A:153.5 B:181.6 C:122.9 +1:03.85
	76.4 6.39 <sup>(16)</sup> 170.1 54.88 <sup>(10)</sup> 101.0 1:43.82 <sup>(11)</sup> 112.1 1:10.71 <sup>(10)</sup> 93.2 57.41 <sup>(7)</sup> 94.2 31.71 <sup>(9)</sup> 92.5					
<b>9.</b>	<b>12 DE GASPERI Diego</b>	I	Tatuus Formula Master	Vimotorsport	D/E2-SS 2000	<b>10:30.67</b>
[1]	4.75 <sup>(21)</sup> 11.12 <sup>(18)</sup> 2:04.94 <sup>(8)</sup> 3:48.00 <sup>(9)</sup> 4:56.77 <sup>(8)</sup> 7:55.61 <sup>(8)</sup>					<b>10:30.67<sup>(9)</sup></b> 98.8 A:169.3 B:187.5 C:126.7 +1:04.98
	74.3 6.37 <sup>(15)</sup> 170.1 53.82 <sup>(8)</sup> 102.0 1:43.06 <sup>(9)</sup> 113.5 1:08.77 <sup>(7)</sup> 95.2 58.84 <sup>(8)</sup> 94.2 35.06 <sup>(13)</sup> 90.5					
<b>10.</b>	<b>91 GRAMENZI Marco</b>	I	Alfa Romeo 155 Itc	AB Motorsport	E1 3000	<b>10:36.89</b>
[1]	4.39 <sup>(4)</sup> 10.64 <sup>(10)</sup> 2:07.82 <sup>(12)</sup> 3:53.12 <sup>(12)</sup> 5:05.40 <sup>(12)</sup> 8:06.46 <sup>(11)</sup>					<b>10:36.89<sup>(10)</sup></b> 97.8 A:159.8 B:187.0 C:123.7 +1:11.20
	80.4 6.25 <sup>(13)</sup> 174.0 57.18 <sup>(14)</sup> 99.0 1:45.30 <sup>(12)</sup> 111.1 1:12.28 <sup>(16)</sup> 91.3 01.06 <sup>(10)</sup> 92.2 30.43 <sup>(8)</sup> 93.3					
<b>11.</b>	<b>32 VITEK Petr</b>	CZ	Osella Pa 30		E2-SC 3000	<b>10:38.84</b>
[1]	4.65 <sup>(18)</sup> 10.47 <sup>(6)</sup> 2:07.03 <sup>(11)</sup> 3:50.43 <sup>(11)</sup> 5:01.61 <sup>(11)</sup> 8:03.68 <sup>(10)</sup>					<b>10:38.84<sup>(11)</sup></b> 97.5 A:186.9 B:195.1 C:122.3 +1:13.15
	75.9 5.82 <sup>(6)</sup> 186.0 56.56 <sup>(12)</sup> 100.1 1:43.40 <sup>(10)</sup> 113.2 1:11.18 <sup>(12)</sup> 92.3 02.07 <sup>(12)</sup> 92.2 35.16 <sup>(14)</sup> 90.5					
<b>12.</b>	<b>27 LIBER Federico</b>	I	Formula Gloria	Real Motorsport	D/E2-SS 1600	<b>10:43.54</b>
[1]	5.11 <sup>(42)</sup> 12.09 <sup>(36)</sup> 2:08.14 <sup>(14)</sup> 3:54.69 <sup>(14)</sup> 5:06.16 <sup>(13)</sup> 8:07.59 <sup>(12)</sup>					<b>10:43.54<sup>(12)</sup></b> 96.8 A:154.3 B:162.3 C:112.2 +1:17.85
	69.0 6.98 <sup>(35)</sup> 155.0 56.05 <sup>(11)</sup> 100.0 1:46.55 <sup>(15)</sup> 109.0 1:11.47 <sup>(14)</sup> 92.3 01.43 <sup>(11)</sup> 92.2 35.95 <sup>(16)</sup> 90.0					
<b>13.</b>	<b>85 GIULIANI Fulvio</b>	I	Lancia Delta Evo	Ateneo	E1 3000+	<b>10:46.66</b>
[1]	4.41 <sup>(5)</sup> 10.60 <sup>(8)</sup> 2:08.61 <sup>(17)</sup> 3:55.65 <sup>(16)</sup> 5:09.15 <sup>(17)</sup> 8:13.36 <sup>(16)</sup>					<b>10:46.66<sup>(13)</sup></b> 96.3 A:158.1 B:177.9 C:122.7 +1:20.97
	80.0 6.19 <sup>(11)</sup> 175.0 58.01 <sup>(18)</sup> 99.1 1:47.04 <sup>(17)</sup> 109.3 1:13.50 <sup>(23)</sup> 89.3 04.21 <sup>(16)</sup> 91.2 33.30 <sup>(10)</sup> 91.6					
<b>14.</b>	<b>14 PEDROTTI Gino</b>	I	Formula Renault	Vimotorsport	D/E2-SS 2000	<b>10:48.95</b>
[1]	4.79 <sup>(23)</sup> 11.66 <sup>(28)</sup> 2:08.60 <sup>(16)</sup> 3:56.40 <sup>(18)</sup> 5:07.61 <sup>(16)</sup> 8:12.69 <sup>(15)</sup>					<b>10:48.95<sup>(14)</sup></b> 96.0 A:160.1 B:171.1 C:117.3 +1:23.26
	73.7 6.87 <sup>(30)</sup> 158.0 56.94 <sup>(13)</sup> 100.1 1:47.80 <sup>(20)</sup> 108.0 1:11.21 <sup>(13)</sup> 92.3 05.08 <sup>(19)</sup> 90.2 36.26 <sup>(17)</sup> 89.9					
<b>15.</b>	<b>34 MENEGHETTI Renzo</b>	I	Lucchini Bmw	Vimotorsport	E2-SC 3000	<b>10:51.39</b>
[1]	4.54 <sup>(9)</sup> 10.53 <sup>(7)</sup> 2:07.98 <sup>(13)</sup> 3:54.15 <sup>(13)</sup> 5:06.25 <sup>(14)</sup> 8:12.25 <sup>(13)</sup>					<b>10:51.39<sup>(15)</sup></b> 95.6 A:180.8 B:190.5 C:120.7 +1:25.70
	77.7 5.99 <sup>(7)</sup> 181.0 57.45 <sup>(15)</sup> 99.0 1:46.17 <sup>(13)</sup> 110.2 1:12.10 <sup>(15)</sup> 91.3 06.00 <sup>(23)</sup> 90.2 39.14 <sup>(23)</sup> 88.2					
<b>16.</b>	<b>86 NAPPI Piero</b>	I	Ferrari 550 Gti		E1 3000+	<b>10:52.14</b>
[1]	4.90 <sup>(29)</sup> 10.96 <sup>(13)</sup> 2:08.43 <sup>(15)</sup> 3:55.51 <sup>(15)</sup> 5:09.46 <sup>(18)</sup> 8:15.38 <sup>(17)</sup>					<b>10:52.14<sup>(16)</sup></b> 95.5 A:176.3 B:189.5 C:115.3 +1:26.45
	72.0 6.06 <sup>(8)</sup> 179.0 57.47 <sup>(16)</sup> 99.0 1:47.08 <sup>(18)</sup> 109.3 1:13.95 <sup>(25)</sup> 89.3 05.92 <sup>(22)</sup> 90.2 36.76 <sup>(19)</sup> 89.6					



P. N. Conducente		Naz	Vettura	Scuderia	Classe	Arrivo		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	VMed	VMax	
<b>17.</b>	<b>53</b>	<b>PEDRINI Thomas</b>	I	Radical Prosport	Destra 4	E2-SC 1600		<b>10:53.05</b>
[1]	5.20 <sup>(46)</sup>	12.17 <sup>(38)</sup>	2:11.49 <sup>(20)</sup>	3:58.38 <sup>(20)</sup>	5:11.30 <sup>(20)</sup>	8:15.83 <sup>(18)</sup>	<b>10:53.05</b> <sup>(17)</sup>	95.4 A:137.7 B:172.6 C:121.5 +1:27.36
	67.8	6.97 <sup>(34)</sup>	156.01:59.32 <sup>(20)</sup>	98.11:46.89 <sup>(16)</sup>	109.51:12.92 <sup>(21)</sup>	90.33:04.53 <sup>(18)</sup>	91.2:37.22 <sup>(20)</sup>	89.3
<b>18.</b>	<b>21</b>	<b>WEBER David</b>	CH	Dallara F302-04	Ecurie des Orjons	D/E2-SS 2000		<b>10:53.29</b>
[1]	4.84 <sup>(26)</sup>	11.34 <sup>(22)</sup>	2:09.31 <sup>(18)</sup>	3:55.75 <sup>(17)</sup>	5:06.49 <sup>(15)</sup>	8:12.55 <sup>(14)</sup>	<b>10:53.29</b> <sup>(18)</sup>	95.3 A:168.6 B:181.6 C:122.7 +1:27.60
	72.9	6.50 <sup>(19)</sup>	167.31:57.97 <sup>(17)</sup>	99.21:46.44 <sup>(14)</sup>	109.91:10.74 <sup>(11)</sup>	93.33:06.06 <sup>(24)</sup>	90.2:40.74 <sup>(26)</sup>	87.3
<b>19.</b>	<b>126</b>	<b>DE TISI Giorgio</b>	I	Citroën Xsara Wrc	Car Racing	A 3000+		<b>10:54.28</b>
[1]	4.97 <sup>(36)</sup>	12.45 <sup>(43)</sup>	2:13.10 <sup>(24)</sup>	4:02.49 <sup>(24)</sup>	5:16.49 <sup>(25)</sup>	8:20.17 <sup>(23)</sup>	<b>10:54.28</b> <sup>(19)</sup>	95.2 A:149.1 B:165.4 C:112.6 +1:28.59
	71.0	7.48 <sup>(45)</sup>	145.2:00.65 <sup>(24)</sup>	97.01:49.39 <sup>(24)</sup>	107.01:14.00 <sup>(26)</sup>	89.3:03.68 <sup>(14)</sup>	91.2:34.11 <sup>(11)</sup>	91.1
<b>20.</b>	<b>16</b>	<b>PALLER Friedrich</b>	I	Formula Renault	Rennstall Mendel	D/E2-SS 2000		<b>10:56.31</b>
[1]	4.95 <sup>(33)</sup>	11.90 <sup>(32)</sup>	2:12.18 <sup>(21)</sup>	4:01.90 <sup>(22)</sup>	5:14.36 <sup>(22)</sup>	8:19.80 <sup>(22)</sup>	<b>10:56.31</b> <sup>(20)</sup>	94.9 A:158.7 B:168.2 C:120.0 +1:30.62
	71.3	6.95 <sup>(33)</sup>	156.2:00.28 <sup>(22)</sup>	97.31:49.72 <sup>(26)</sup>	106.61:12.46 <sup>(17)</sup>	90.3:05.44 <sup>(21)</sup>	90.2:36.51 <sup>(18)</sup>	89.7
<b>21.</b>	<b>127</b>	<b>NONES Tiziano</b>	I	Citroën Xsara Wrc	D-Max Racing	A 3000+		<b>10:56.42</b>
[1]	4.88 <sup>(27)</sup>	12.39 <sup>(41)</sup>	2:13.67 <sup>(25)</sup>	4:03.12 <sup>(27)</sup>	5:16.80 <sup>(27)</sup>	8:21.25 <sup>(24)</sup>	<b>10:56.42</b> <sup>(21)</sup>	94.9 A:146.6 B:166.0 C:110.4 +1:30.73
	72.3	7.51 <sup>(46)</sup>	144.2:01.28 <sup>(25)</sup>	96.51:49.45 <sup>(25)</sup>	106.91:13.68 <sup>(24)</sup>	89.3:04.45 <sup>(17)</sup>	91.2:35.17 <sup>(15)</sup>	90.5
<b>22.</b>	<b>49</b>	<b>HAFNER Armin</b>	I	Radical Sr4 Suzuki	Rennstall Mendel	E2-SC 1600		<b>10:58.00</b>
[1]	5.14 <sup>(43)</sup>	11.70 <sup>(30)</sup>	2:13.81 <sup>(26)</sup>	4:02.69 <sup>(26)</sup>	5:16.02 <sup>(24)</sup>	8:18.31 <sup>(20)</sup>	<b>10:58.00</b> <sup>(22)</sup>	94.7 A:145.5 B:170.7 C:118.4 +1:32.31
	68.6	6.56 <sup>(22)</sup>	165.2:02.11 <sup>(27)</sup>	95.51:48.88 <sup>(23)</sup>	107.51:13.33 <sup>(22)</sup>	89.3:02.29 <sup>(13)</sup>	92.2:39.69 <sup>(25)</sup>	87.9
<b>23.</b>	<b>19</b>	<b>WEBER Christophe</b>	CH	Dallara F302-04		D/E2-SS 2000		<b>10:58.96</b>
[1]	4.59 <sup>(11)</sup>	11.06 <sup>(15)</sup>	2:09.64 <sup>(19)</sup>	3:57.54 <sup>(19)</sup>	5:10.12 <sup>(19)</sup>	8:16.90 <sup>(19)</sup>	<b>10:58.96</b> <sup>(23)</sup>	94.5 A:159.3 B:180.4 C:119.4 +1:33.27
	76.9	6.47 <sup>(18)</sup>	168.01:58.58 <sup>(19)</sup>	98.11:47.90 <sup>(21)</sup>	108.41:12.58 <sup>(19)</sup>	90.3:06.78 <sup>(25)</sup>	90.2:42.06 <sup>(28)</sup>	86.6
<b>24.</b>	<b>78</b>	<b>CRISTOFORRETTI Marco</b>	I	Porsche 997 R	Autorlando Sport	GT 3000+		<b>10:59.95</b>
[1]	5.33 <sup>(48)</sup>	11.98 <sup>(34)</sup>	2:13.92 <sup>(28)</sup>	4:02.48 <sup>(23)</sup>	5:16.59 <sup>(26)</sup>	8:22.00 <sup>(25)</sup>	<b>10:59.95</b> <sup>(24)</sup>	94.4 A:152.9 B:186.7 C:117.9 +1:34.26
	66.2	6.65 <sup>(25)</sup>	163.2:01.94 <sup>(26)</sup>	95.91:48.56 <sup>(22)</sup>	107.81:14.11 <sup>(27)</sup>	88.3:05.41 <sup>(20)</sup>	90.2:37.95 <sup>(22)</sup>	88.9
<b>25.</b>	<b>124</b>	<b>BICCIATO Rudy</b>	I	Mitsubishi Lancer Evo Vi	Rennstall Mendel	A 3000+		<b>11:03.42</b>
[1]	4.63 <sup>(16)</sup>	11.36 <sup>(23)</sup>	2:13.89 <sup>(27)</sup>	4:04.80 <sup>(28)</sup>	5:20.23 <sup>(28)</sup>	8:28.37 <sup>(27)</sup>	<b>11:03.42</b> <sup>(25)</sup>	93.9 A:154.2 B:165.2 C:107.5 +1:37.73
	76.2	6.73 <sup>(28)</sup>	161.2:02.53 <sup>(28)</sup>	95.51:50.91 <sup>(28)</sup>	105.51:15.43 <sup>(28)</sup>	87.3:08.14 <sup>(26)</sup>	89.2:35.05 <sup>(12)</sup>	90.6
<b>26.</b>	<b>54</b>	<b>CAPUCCI Marco</b>	I	Osella Pa 21j Honda	Best Lap	E2-SC 1600		<b>11:05.09</b>
[1]	5.15 <sup>(44)</sup>	12.43 <sup>(42)</sup>	2:12.65 <sup>(23)</sup>	3:59.82 <sup>(21)</sup>	5:12.72 <sup>(21)</sup>	8:23.18 <sup>(26)</sup>	<b>11:05.09</b> <sup>(26)</sup>	93.6 A:152.7 B:164.8 C:113.1 +1:39.40
	68.5	7.28 <sup>(41)</sup>	149.2:00.22 <sup>(21)</sup>	97.31:47.17 <sup>(19)</sup>	109.21:12.90 <sup>(20)</sup>	90.3:10.46 <sup>(28)</sup>	88.2:41.91 <sup>(27)</sup>	86.7
<b>27.</b>	<b>51</b>	<b>ROSA Fabio</b>	I	Radical Prosport	Autosport Sorrento Racing	E2-SC 1600		<b>11:15.08</b>
[1]	5.09 <sup>(40)</sup>	12.02 <sup>(35)</sup>	2:18.41 <sup>(31)</sup>	4:11.77 <sup>(31)</sup>	5:27.85 <sup>(31)</sup>	8:37.62 <sup>(28)</sup>	<b>11:15.08</b> <sup>(27)</sup>	92.3 A:134.9 B:161.6 C:115.7 +1:49.39
	69.3	6.93 <sup>(32)</sup>	156.2:06.39 <sup>(31)</sup>	92.61:53.36 <sup>(30)</sup>	103.21:16.08 <sup>(32)</sup>	86.3:09.77 <sup>(27)</sup>	88.2:37.46 <sup>(21)</sup>	89.2
<b>28.</b>	<b>52</b>	<b>MAZZALAI Luca</b>	I	Radical Sr4	Autosport Sorrento Racing	E2-SC 1600		<b>11:21.92</b>
[1]	4.69 <sup>(19)</sup>	11.29 <sup>(20)</sup>	2:18.57 <sup>(32)</sup>	4:14.56 <sup>(32)</sup>	5:30.38 <sup>(32)</sup>	8:42.69 <sup>(30)</sup>	<b>11:21.92</b> <sup>(28)</sup>	91.3 A:145.3 B:163.5 C:117.3 +1:56.23
	75.2	6.60 <sup>(23)</sup>	164.2:07.28 <sup>(32)</sup>	91.91:55.99 <sup>(35)</sup>	100.91:15.82 <sup>(30)</sup>	86.3:12.31 <sup>(29)</sup>	87.2:39.23 <sup>(24)</sup>	88.2
<b>29.</b>	<b>41</b>	<b>PITORRI Maurizio</b>	I	Wolf Gb/08 Honda	Best Lap	E2-SC 2000		<b>11:25.93</b>
[1]	4.73 <sup>(20)</sup>	11.33 <sup>(21)</sup>	2:16.56 <sup>(30)</sup>	4:09.93 <sup>(30)</sup>	5:25.70 <sup>(29)</sup>	8:39.94 <sup>(29)</sup>	<b>11:25.93</b> <sup>(29)</sup>	90.8 A:158.9 B:170.5 C:107.8 +2:00.24
	74.6	6.60 <sup>(23)</sup>	164.2:05.23 <sup>(29)</sup>	93.41:53.37 <sup>(31)</sup>	103.21:15.77 <sup>(29)</sup>	86.3:14.24 <sup>(31)</sup>	86.2:45.99 <sup>(36)</sup>	84.6
<b>30.</b>	<b>38</b>	<b>RICCIO Ciro</b>	I	Osella Pa 20/s		E2-SC 2000		<b>11:31.77</b>
[1]	4.83 <sup>(25)</sup>	11.49 <sup>(25)</sup>	2:18.95 <sup>(33)</sup>	4:15.67 <sup>(33)</sup>	5:35.81 <sup>(36)</sup>	8:49.70 <sup>(31)</sup>	<b>11:31.77</b> <sup>(30)</sup>	90.0 A:144.1 B:145.8 C:109.4 +2:06.08
	73.0	6.66 <sup>(26)</sup>	163.2:07.46 <sup>(35)</sup>	91.81:56.72 <sup>(38)</sup>	100.21:20.14 <sup>(42)</sup>	82.3:13.89 <sup>(30)</sup>	86.2:42.07 <sup>(29)</sup>	86.6
<b>31.</b>	<b>81</b>	<b>RAGAZZI Roberto</b>	I	Ferrari 458 Challenge		GT CUP 3000+		<b>11:33.58</b>
[1]	4.95 <sup>(33)</sup>	11.50 <sup>(26)</sup>	2:19.86 <sup>(34)</sup>	4:16.21 <sup>(35)</sup>	5:36.42 <sup>(37)</sup>	8:51.18 <sup>(32)</sup>	<b>11:33.58</b> <sup>(31)</sup>	89.8 A:139.2 B:164.0 C:110.4 +2:07.89
	71.3	6.55 <sup>(21)</sup>	166.2:08.36 <sup>(38)</sup>	91.11:56.35 <sup>(37)</sup>	100.11:20.21 <sup>(43)</sup>	82.3:14.76 <sup>(32)</sup>	86.2:42.40 <sup>(30)</sup>	86.5
<b>32.</b>	<b>128</b>	<b>SCHWEIGER Christian</b>	A	Mitsubishi Lancer Evo Vii		A 3000+		<b>11:36.55</b>
[1]	4.98 <sup>(37)</sup>	12.14 <sup>(37)</sup>	2:21.34 <sup>(37)</sup>	4:18.94 <sup>(39)</sup>	5:37.55 <sup>(40)</sup>	8:53.71 <sup>(36)</sup>	<b>11:36.55</b> <sup>(32)</sup>	89.4 A:139.3 B:147.7 C:109.9 +2:10.86
	70.8	7.16 <sup>(39)</sup>	151.2:09.20 <sup>(41)</sup>	90.61:57.60 <sup>(41)</sup>	99.51:18.61 <sup>(36)</sup>	83.3:16.16 <sup>(33)</sup>	85.2:42.84 <sup>(31)</sup>	86.2
<b>33.</b>	<b>89</b>	<b>ZANIBONI Michele</b>	I	Lotus Exige	Racing for Genova	E1 3000+		<b>11:37.20</b>
[1]	5.02 <sup>(38)</sup>	12.18 <sup>(39)</sup>	2:20.02 <sup>(36)</sup>	4:15.71 <sup>(34)</sup>	5:34.71 <sup>(33)</sup>	8:52.51 <sup>(33)</sup>	<b>11:37.20</b> <sup>(33)</sup>	89.3 A:127.6 B:154.2 C:104.1 +2:11.51
	70.3	7.16 <sup>(39)</sup>	151.2:07.84 <sup>(36)</sup>	91.51:55.69 <sup>(34)</sup>	101.11:19.00 <sup>(37)</sup>	83.3:17.80 <sup>(37)</sup>	85.2:44.69 <sup>(33)</sup>	85.3
<b>34.</b>	<b>115</b>	<b>ALASTRA Isidoro</b>	I	Citroën Saxo	Rallyteam	E1 1600		<b>11:39.90</b>
[1]	6.13 <sup>(68)</sup>	14.31 <sup>(62)</sup>	2:22.49 <sup>(43)</sup>	4:17.98 <sup>(38)</sup>	5:35.61 <sup>(34)</sup>	8:53.20 <sup>(35)</sup>	<b>11:39.90</b> <sup>(34)</sup>	89.0 A:137.5 B:153.0 C:104.4 +2:14.21
	57.6	8.18 <sup>(59)</sup>	132.2:08.18 <sup>(37)</sup>	91.31:55.49 <sup>(33)</sup>	101.31:17.63 <sup>(33)</sup>	84.3:17.59 <sup>(36)</sup>	85.2:46.70 <sup>(39)</sup>	84.2
<b>35.</b>	<b>136</b>	<b>"ROMY"</b>	I	Honda Civic Type R	Publimedia	A 2000		<b>11:40.94</b>
[1]	5.98 <sup>(59)</sup>	13.96 <sup>(55)</sup>	2:23.03 <sup>(44)</sup>	4:19.36 <sup>(40)</sup>	5:37.49 <sup>(39)</sup>	8:54.54 <sup>(37)</sup>	<b>11:40.94</b> <sup>(35)</sup>	88.9 A:137.6 B:156.8 C:104.8 +2:15.25
	59.0	7.98 <sup>(53)</sup>	136.2:09.07 <sup>(39)</sup>	90.61:56.33 <sup>(36)</sup>	100.61:18.13 <sup>(35)</sup>	84.3:17.05 <sup>(35)</sup>	85.2:46.40 <sup>(38)</sup>	84.4
<b>36.</b>	<b>15</b>	<b>HÈCHE Yann</b>	CH	Renault Fr 2000	ASA Rangiers Ecurie Ordons	D/E2-SS 2000		<b>11:43.33</b>
[1]	4.75 <sup>(21)</sup>	11.67 <sup>(29)</sup>	2:12.31 <sup>(22)</sup>	4:02.63 <sup>(25)</sup>	5:15.13 <sup>(23)</sup>	8:19.15 <sup>(21)</sup>	<b>11:43.33</b> <sup>(36)</sup>	88.6 A:156.4 B:161.8 C:119.8 +2:17.64
	74.3	6.92 <sup>(31)</sup>	157.2:00.64 <sup>(23)</sup>	97.01:50.32 <sup>(27)</sup>	106.11:12.50 <sup>(18)</sup>	90.3:04.02 <sup>(15)</sup>	91.3:24.18 <sup>(94)</sup>	68.8

P. N. Conducente		Naz	Vettura	Scuderia	Classe	Arrivo		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	VMed	VMax	
<b>37.</b>	<b>11 PEDRONI Gabriella</b>	I	Lola B99/50			D/E2-SS	3000	<b>11:44.40</b>
[1]	4.46 <sup>(6)</sup> 79.1	10.62 <sup>(9)</sup> 176.2	16.45 <sup>(29)</sup> 2:05.83 <sup>(30)</sup>	4:09.74 <sup>(29)</sup> 5:25.76 <sup>(30)</sup>	8:52.96 <sup>(34)</sup> 11:44.40 <sup>(37)</sup>	88.4	A:146.6 B:168.0 C:120.7	+2:18.71
	6.16 <sup>(9)</sup>	2:05.83 <sup>(30)</sup>	5:53.29 <sup>(29)</sup> 10:31:16.02 <sup>(31)</sup>	86.3:27.20 <sup>(57)</sup> 81.2:51.44 <sup>(46)</sup> 81.9				
<b>38.</b>	<b>181 PIONER Maurizio</b>	I	Mitsubishi Lancer Evo Ix	Pintarally Motorsport	N	3000+		<b>11:44.43</b>
[1]	5.06 <sup>(39)</sup> 69.7	12.93 <sup>(49)</sup> 138.2	2:23.71 <sup>(47)</sup> 2:10.78 <sup>(49)</sup>	4:21.32 <sup>(43)</sup> 5:40.52 <sup>(43)</sup>	8:58.57 <sup>(39)</sup> 11:44.43 <sup>(38)</sup>	88.4	A:142.0 B:166.4 C:108.3	+2:18.74
	7.87 <sup>(51)</sup>	2:10.78 <sup>(49)</sup>	89.5:1:57.61 <sup>(42)</sup> 99.5:1:19.20 <sup>(38)</sup>	83.3:18.05 <sup>(38)</sup> 84.2:45.86 <sup>(34)</sup> 84.6				
<b>39.</b>	<b>18 BOUVIER Christian</b>	F	Renault Fr 2000			D/E2-SS	2000	<b>11:45.82</b>
[1]	4.81 <sup>(24)</sup> 73.3	11.95 <sup>(33)</sup> 152.2	2:22.23 <sup>(41)</sup> 2:10.28 <sup>(45)</sup>	4:19.55 <sup>(41)</sup> 5:40.16 <sup>(42)</sup>	8:59.56 <sup>(40)</sup> 11:45.82 <sup>(39)</sup>	88.2	A:137.9 B:151.9 C:112.4	+2:20.13
	7.14 <sup>(38)</sup>	2:10.28 <sup>(45)</sup>	89.1:1:57.32 <sup>(40)</sup> 99.1:1:20.61 <sup>(48)</sup>	81.3:19.40 <sup>(41)</sup> 84.2:46.26 <sup>(37)</sup> 84.4				
<b>40.</b>	<b>77 BIGONI Cristian</b>	I	Dodge Viper Gt3	Brescia Corse	GT	3000+		<b>11:47.53</b>
[1]	5.61 <sup>(52)</sup> 62.9	12.72 <sup>(46)</sup> 152.2	2:26.92 <sup>(56)</sup> 2:14.20 <sup>(62)</sup>	4:25.94 <sup>(53)</sup> 5:47.52 <sup>(52)</sup>	9:04.46 <sup>(45)</sup> 11:47.53 <sup>(40)</sup>	88.0	A:146.6 B:160.8 C:104.4	+2:21.84
	7.11 <sup>(37)</sup>	2:14.20 <sup>(62)</sup>	87.2:1:59.02 <sup>(48)</sup> 98.3:1:21.58 <sup>(54)</sup>	80.3:16.94 <sup>(34)</sup> 85.2:43.07 <sup>(32)</sup> 86.1				
<b>41.</b>	<b>35 DE LUCA Antonio</b>	I	Osella Pa 20/s Bmw			E2-SC	3000	<b>11:48.02</b>
[1]	4.62 <sup>(13)</sup> 76.4	11.72 <sup>(31)</sup> 153.2	2:25.25 <sup>(53)</sup> 2:13.53 <sup>(57)</sup>	4:23.65 <sup>(49)</sup> 5:43.99 <sup>(47)</sup>	9:02.11 <sup>(43)</sup> 11:48.02 <sup>(41)</sup>	88.0	A:146.8 B:156.0 C:108.3	+2:22.33
	7.10 <sup>(36)</sup>	2:13.53 <sup>(57)</sup>	87.1:1:58.40 <sup>(45)</sup> 98.1:1:20.34 <sup>(45)</sup>	82.3:18.12 <sup>(39)</sup> 84.2:45.91 <sup>(35)</sup> 84.6				
<b>42.</b>	<b>156 VALENTINI Michael</b>	I	Renault Clio	Pintarally Motorsport	A	1600		<b>11:48.77</b>
[1]	6.21 <sup>(74)</sup> 56.8	14.41 <sup>(64)</sup> 132.2	2:23.57 <sup>(45)</sup> 2:09.16 <sup>(40)</sup>	4:22.18 <sup>(45)</sup> 5:41.42 <sup>(44)</sup>	9:00.55 <sup>(41)</sup> 11:48.77 <sup>(42)</sup>	87.9	A:137.9 B:150.6 C:103.1	+2:23.08
	8.20 <sup>(60)</sup>	2:09.16 <sup>(40)</sup>	90.1:1:58.61 <sup>(46)</sup> 98.1:1:19.24 <sup>(39)</sup>	83.3:19.13 <sup>(40)</sup> 84.2:48.22 <sup>(40)</sup> 83.5				
<b>43.</b>	<b>147 GHIRARDO Michele</b>	I	Honda Civic Ek4	Vimotorsport	A	1600		<b>11:51.06</b>
[1]	5.95 <sup>(56)</sup> 59.3	14.30 <sup>(61)</sup> 130.2	2:21.71 <sup>(40)</sup> 2:07.41 <sup>(34)</sup>	4:20.36 <sup>(42)</sup> 5:40.07 <sup>(41)</sup>	9:01.32 <sup>(42)</sup> 11:51.06 <sup>(43)</sup>	87.6	A:134.8 B:121.9 C:100.7	+2:25.37
	8.35 <sup>(66)</sup>	2:07.41 <sup>(34)</sup>	91.8:1:58.65 <sup>(47)</sup> 98.6:1:19.71 <sup>(40)</sup>	82.3:21.25 <sup>(45)</sup> 83.2:49.74 <sup>(43)</sup> 82.7				
<b>44.</b>	<b>118 TURRIN Tiziano</b>	I	Citroën Saxo	Halley Racing Team	E1	1600		<b>11:53.43</b>
[1]	6.22 <sup>(75)</sup> 56.7	14.29 <sup>(59)</sup> 134.2	2:24.87 <sup>(51)</sup> 2:10.58 <sup>(47)</sup>	4:22.93 <sup>(47)</sup> 5:43.67 <sup>(46)</sup>	9:03.24 <sup>(44)</sup> 11:53.43 <sup>(44)</sup>	87.3	A:137.2 B:150.4 C:103.7	+2:27.74
	8.07 <sup>(56)</sup>	2:10.58 <sup>(47)</sup>	89.6:1:58.06 <sup>(44)</sup> 99.1:1:20.74 <sup>(49)</sup>	81.3:19.57 <sup>(42)</sup> 84.2:50.19 <sup>(44)</sup> 82.5				
<b>45.</b>	<b>146 MANCIN Michele</b>	I	Citroën Saxo Vts	Mach 3 Sport	A	1600		<b>11:58.05</b>
[1]	6.18 <sup>(71)</sup> 57.1	14.43 <sup>(65)</sup> 131.2	2:27.45 <sup>(58)</sup> 2:13.02 <sup>(55)</sup>	4:26.61 <sup>(54)</sup> 5:47.64 <sup>(53)</sup>	9:08.38 <sup>(47)</sup> 11:58.05 <sup>(45)</sup>	86.7	A:136.4 B:146.0 C:101.6	+2:32.36
	8.25 <sup>(61)</sup>	2:13.02 <sup>(55)</sup>	88.1:1:59.16 <sup>(50)</sup> 98.2:1:21.03 <sup>(52)</sup>	81.3:20.74 <sup>(43)</sup> 83.2:49.67 <sup>(42)</sup> 82.7				
<b>46.</b>	<b>145 BOMMARTINI Fabrizio</b>	I	Honda Civic Vti			A	1600	<b>11:58.42</b>
[1]	6.28 <sup>(79)</sup> 56.2	14.79 <sup>(75)</sup> 127.2	2:24.41 <sup>(49)</sup> 2:09.62 <sup>(42)</sup>	4:23.53 <sup>(48)</sup> 5:44.46 <sup>(48)</sup>	9:05.98 <sup>(46)</sup> 11:58.42 <sup>(46)</sup>	86.7	A:132.1 B:146.0 C:100.6	+2:32.73
	8.51 <sup>(72)</sup>	2:09.62 <sup>(42)</sup>	90.3:1:59.12 <sup>(49)</sup> 98.2:1:20.93 <sup>(50)</sup>	81.3:21.52 <sup>(47)</sup> 83.2:52.44 <sup>(50)</sup> 81.4				
<b>47.</b>	<b>97 MIOTTO Stefano</b>	I	Renault Clio Cup	Sc.Testadoro	E1	2000		<b>12:01.77</b>
[1]	5.98 <sup>(59)</sup> 59.0	14.29 <sup>(59)</sup> 130.2	2:26.56 <sup>(55)</sup> 2:12.27 <sup>(53)</sup>	4:28.56 <sup>(55)</sup> 5:49.04 <sup>(54)</sup>	9:10.50 <sup>(49)</sup> 12:01.77 <sup>(47)</sup>	86.3	A:136.1 B:149.0 C:103.1	+2:36.08
	8.31 <sup>(63)</sup>	2:12.27 <sup>(53)</sup>	88.2:1:02.00 <sup>(60)</sup> 95.9:1:20.48 <sup>(46)</sup>	81.3:21.46 <sup>(46)</sup> 83.2:51.27 <sup>(45)</sup> 82.0				
<b>48.</b>	<b>184 CENEDESE Ivano</b>	I	Honda Civic Type R	Sc. Motor Group	N	2000		<b>12:03.25</b>
[1]	6.12 <sup>(66)</sup> 57.6	14.48 <sup>(66)</sup> 130.2	2:25.23 <sup>(52)</sup> 2:10.75 <sup>(48)</sup>	4:24.47 <sup>(51)</sup> 5:44.80 <sup>(49)</sup>	9:09.24 <sup>(48)</sup> 12:03.25 <sup>(48)</sup>	86.1	A:134.6 B:147.8 C:100.9	+2:37.56
	8.36 <sup>(68)</sup>	2:10.75 <sup>(48)</sup>	89.5:1:59.24 <sup>(52)</sup> 98.1:1:20.33 <sup>(44)</sup>	82.3:24.44 <sup>(50)</sup> 82.2:54.01 <sup>(53)</sup> 80.7				
<b>49.</b>	<b>137 DE LUCA Rino</b>	I	Peugeot 306	Vimotorsport	A	2000		<b>12:04.67</b>
[1]	6.06 <sup>(63)</sup> 58.2	14.17 <sup>(56)</sup> 134.2	2:26.11 <sup>(54)</sup> 2:11.94 <sup>(52)</sup>	4:25.31 <sup>(52)</sup> 5:46.30 <sup>(50)</sup>	9:11.68 <sup>(50)</sup> 12:04.67 <sup>(49)</sup>	85.9	A:138.4 B:149.6 C:104.2	+2:38.98
	8.11 <sup>(57)</sup>	2:11.94 <sup>(52)</sup>	88.1:1:59.20 <sup>(51)</sup> 98.2:1:20.99 <sup>(51)</sup>	81.3:25.38 <sup>(51)</sup> 81.2:52.99 <sup>(51)</sup> 81.2				
<b>50.</b>	<b>71 VITVER Vladimir</b>	CZ	Audi Wtt-R Dtm	SVC Náchod Motorsport	E2-SH	3000+		<b>12:05.67</b>
[1]	4.93 <sup>(32)</sup> 71.6	11.10 <sup>(17)</sup> 176.2	2:23.83 <sup>(48)</sup> 2:12.73 <sup>(54)</sup>	4:17.88 <sup>(37)</sup> 5:35.78 <sup>(35)</sup>	8:56.79 <sup>(38)</sup> 12:05.67 <sup>(50)</sup>	85.8	A:173.2 B:167.6 C:106.5	+2:39.98
	6.17 <sup>(10)</sup>	2:12.73 <sup>(54)</sup>	88.1:1:54.05 <sup>(32)</sup> 102.6:1:17.90 <sup>(34)</sup>	84.3:21.01 <sup>(44)</sup> 83.3:08.88 <sup>(82)</sup> 74.3				
<b>51.</b>	<b>83 RIZZARDI Agostino</b>	I	Porsche 993 Super Cup	Real Motorsport	GT	CUP 3000+		<b>12:06.55</b>
[1]	5.30 <sup>(47)</sup> 66.6	13.07 <sup>(50)</sup> 139.2	2:27.30 <sup>(57)</sup> 2:14.23 <sup>(63)</sup>	4:30.14 <sup>(59)</sup> 5:52.08 <sup>(57)</sup>	9:15.10 <sup>(51)</sup> 12:06.55 <sup>(51)</sup>	85.7	A:138.9 B:148.2 C:104.0	+2:40.86
	7.77 <sup>(50)</sup>	2:14.23 <sup>(63)</sup>	87.2:1:02.84 <sup>(62)</sup> 95.2:1:21.94 <sup>(56)</sup>	80.3:23.02 <sup>(48)</sup> 82.2:51.45 <sup>(47)</sup> 81.9				
<b>52.</b>	<b>151 FACCA Giorgio</b>	I	Renault Clio S 1600	Vimotorsport	A	1600		<b>12:09.89</b>
[1]	6.25 <sup>(76)</sup> 56.4	14.63 <sup>(71)</sup> 129.2	2:28.36 <sup>(61)</sup> 2:13.73 <sup>(58)</sup>	4:31.20 <sup>(61)</sup> 5:53.48 <sup>(60)</sup>	9:17.83 <sup>(54)</sup> 12:09.89 <sup>(52)</sup>	85.3	A:125.5 B:145.8 C:101.8	+2:44.20
	8.38 <sup>(70)</sup>	2:13.73 <sup>(58)</sup>	87.2:1:02.84 <sup>(62)</sup> 95.2:1:22.28 <sup>(59)</sup>	80.3:24.35 <sup>(49)</sup> 82.2:52.06 <sup>(48)</sup> 81.6				
<b>53.</b>	<b>98 "MARLOK"</b>	I	Alfa Romeo 147 Gta			E1	2000	<b>12:10.83</b>
[1]	6.31 <sup>(81)</sup> 55.9	14.63 <sup>(71)</sup> 130.2	2:27.98 <sup>(59)</sup> 2:13.35 <sup>(56)</sup>	4:29.03 <sup>(56)</sup> 5:50.24 <sup>(55)</sup>	9:16.67 <sup>(52)</sup> 12:10.83 <sup>(53)</sup>	85.2	A:124.8 B:146.9 C:102.7	+2:45.14
	8.32 <sup>(64)</sup>	2:13.35 <sup>(56)</sup>	87.2:1:01.05 <sup>(57)</sup> 96.1:1:21.21 <sup>(53)</sup>	81.3:26.43 <sup>(53)</sup> 81.2:54.16 <sup>(54)</sup> 80.6				
<b>54.</b>	<b>135 PARLATO Paolo</b>	I	Honda Civic Type R	Borrett Team Motorsport	A	2000		<b>12:11.39</b>
[1]	6.10 <sup>(64)</sup> 57.8	14.24 <sup>(57)</sup> 133.2	2:28.26 <sup>(60)</sup> 2:14.02 <sup>(60)</sup>	4:29.20 <sup>(57)</sup> 5:51.24 <sup>(56)</sup>	9:16.85 <sup>(53)</sup> 12:11.39 <sup>(54)</sup>	85.2	A:136.7 B:152.9 C:101.7	+2:45.70
	8.14 <sup>(58)</sup>	2:14.02 <sup>(60)</sup>	87.2:1:00.94 <sup>(56)</sup> 96.1:1:22.04 <sup>(57)</sup>	80.3:25.61 <sup>(52)</sup> 81.2:54.54 <sup>(56)</sup> 80.4				
<b>55.</b>	<b>142 NARDELLI Carlo Albertd</b>		Renault New Clio R3c			A	2000	<b>12:11.96</b>
[1]	6.20 <sup>(73)</sup> 56.9	14.54 <sup>(67)</sup> 130.2	2:28.60 <sup>(62)</sup> 2:14.06 <sup>(61)</sup>	4:30.05 <sup>(58)</sup> 5:52.20 <sup>(58)</sup>	9:18.96 <sup>(55)</sup> 12:11.96 <sup>(55)</sup>	85.1	A:127.7 B:147.4 C:102.7	+2:46.27
	8.34 <sup>(65)</sup>	2:14.06 <sup>(61)</sup>	87.2:1:01.45 <sup>(58)</sup> 96.3:1:22.15 <sup>(58)</sup>	80.3:26.76 <sup>(55)</sup> 81.2:53.00 <sup>(52)</sup> 81.2				
<b>56.</b>	<b>92 FRIJO Sebastiano</b>	I	Renault Clio V6	Sport Racing Team	E1	3000		<b>12:17.59</b>
[1]	5.80 <sup>(54)</sup> 60.8	13.78 <sup>(54)</sup> 136.2	2:30.21 <sup>(67)</sup> 2:16.43 <sup>(70)</sup>	4:33.77 <sup>(65)</sup> 5:56.21 <sup>(63)</sup>	9:23.29 <sup>(57)</sup> 12:17.59 <sup>(56)</sup>	84.4	A:126.5 B:144.6 C:103.5	+2:51.90
	7.98 <sup>(53)</sup>	2:16.43 <sup>(70)</sup>	85.2:1:03.56 <sup>(66)</sup> 94.1:1:22.44 <sup>(60)</sup>	79.3:27.08 <sup>(56)</sup> 81.2:54.30 <sup>(55)</sup> 80.6				



P. N. Conducente		Naz	Vettura	Scuderia	Classe			Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax
<b>57.</b>	<b>93 ZARPELLON Giuseppe</b>	<b>I</b>	<b>Bmw M3</b>	<b>Halley Racing Team</b>	<b>E1 3000</b>			<b>12:17.77</b>
[1]	5.96 <sup>(57)</sup>	14.39 <sup>(63)</sup>	2:31.53 <sup>(71)</sup>	4:35.44 <sup>(68)</sup>	5:57.25 <sup>(66)</sup>	9:25.45 <sup>(59)</sup>	<b>12:17.77</b> <sup>(57)</sup>	84.4 A:130.7 B:145.4 C:98.7 +2:52.08
	59.2	8.43 <sup>(71)</sup>	129.2:17.14 <sup>(71)</sup>	85.2:03.91 <sup>(69)</sup>	94.4:1:21.81 <sup>(55)</sup>	80.3:28.20 <sup>(60)</sup>	80.2:52.32 <sup>(49)</sup>	81.5
<b>58.</b>	<b>143 CHECCUCCI LISI Federito</b>		<b>Renault New Clio R3c</b>		<b>A 2000</b>			<b>12:18.72</b>
[1]	5.97 <sup>(58)</sup>	14.25 <sup>(58)</sup>	2:29.16 <sup>(64)</sup>	4:32.85 <sup>(63)</sup>	5:55.95 <sup>(62)</sup>	9:24.18 <sup>(58)</sup>	<b>12:18.72</b> <sup>(58)</sup>	84.3 A:136.0 B:146.3 C:99.8 +2:53.03
	59.1	8.28 <sup>(62)</sup>	131.2:14.91 <sup>(65)</sup>	86.2:03.69 <sup>(67)</sup>	94.6:1:23.10 <sup>(67)</sup>	79.3:28.23 <sup>(61)</sup>	80.2:54.54 <sup>(56)</sup>	80.4
<b>59.</b>	<b>187 ARMENI Alessio</b>	<b>I</b>	<b>Honda Civic Type R</b>		<b>N 2000</b>			<b>12:19.15</b>
[1]	6.32 <sup>(83)</sup>	15.01 <sup>(79)</sup>	2:29.99 <sup>(66)</sup>	4:32.79 <sup>(62)</sup>	5:55.58 <sup>(61)</sup>	9:22.97 <sup>(56)</sup>	<b>12:19.15</b> <sup>(59)</sup>	84.3 A:129.9 B:143.0 C:99.9 +2:53.46
	55.8	8.69 <sup>(78)</sup>	125.2:14.98 <sup>(66)</sup>	86.2:02.80 <sup>(61)</sup>	95.3:1:22.79 <sup>(65)</sup>	79.3:27.39 <sup>(58)</sup>	81.2:56.18 <sup>(60)</sup>	79.7
<b>60.</b>	<b>82 JARACH Bruno</b>	<b>I</b>	<b>Ferrari 430 Challenge</b>		<b>GTCUP 3000+</b>			<b>12:20.06</b>
[1]	5.55 <sup>(51)</sup>	13.47 <sup>(52)</sup>	2:33.71 <sup>(80)</sup>	4:39.58 <sup>(76)</sup>	6:03.91 <sup>(75)</sup>	9:30.56 <sup>(64)</sup>	<b>12:20.06</b> <sup>(60)</sup>	84.2 A:125.1 B:145.5 C:102.7 +2:54.37
	63.6	7.92 <sup>(52)</sup>	137.2:20.24 <sup>(82)</sup>	83.2:05.87 <sup>(73)</sup>	93.0:1:24.33 <sup>(72)</sup>	78.3:26.65 <sup>(54)</sup>	81.2:49.50 <sup>(41)</sup>	82.8
<b>61.</b>	<b>152 FURLINI Massimo</b>	<b>I</b>	<b>Peugeot 206 Super 1600</b>		<b>A 1600</b>			<b>12:23.32</b>
[1]	6.29 <sup>(80)</sup>	15.08 <sup>(80)</sup>	2:33.12 <sup>(75)</sup>	4:37.56 <sup>(71)</sup>	6:00.00 <sup>(68)</sup>	9:27.58 <sup>(60)</sup>	<b>12:23.32</b> <sup>(61)</sup>	83.8 A:124.9 B:139.7 C:99.7 +2:57.63
	56.1	8.79 <sup>(82)</sup>	123.2:18.04 <sup>(75)</sup>	84.2:04.44 <sup>(71)</sup>	94.0:1:22.44 <sup>(60)</sup>	79.3:27.58 <sup>(59)</sup>	81.2:55.74 <sup>(58)</sup>	79.9
<b>62.</b>	<b>193 REGIS Giovanni</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Vimotorsport</b>	<b>N 1600</b>			<b>12:27.23</b>
[1]	6.19 <sup>(72)</sup>	15.16 <sup>(82)</sup>	2:30.84 <sup>(68)</sup>	4:34.62 <sup>(67)</sup>	5:58.06 <sup>(67)</sup>	9:27.82 <sup>(61)</sup>	<b>12:27.23</b> <sup>(62)</sup>	83.3 A:124.8 B:137.1 C:96.0 +3:01.54
	57.0	8.97 <sup>(86)</sup>	121.2:15.68 <sup>(67)</sup>	86.2:03.78 <sup>(68)</sup>	94.5:1:23.44 <sup>(69)</sup>	79.3:29.76 <sup>(62)</sup>	80.2:59.41 <sup>(67)</sup>	78.3
<b>63.</b>	<b>57 VENTURI Paolo</b>	<b>I</b>	<b>Elia Avrio St 09 Evo</b>	<b>Vimotorsport</b>	<b>E2-SC 1600</b>			<b>12:27.59</b>
[1]	5.49 <sup>(49)</sup>	14.57 <sup>(68)</sup>	2:36.17 <sup>(85)</sup>	4:37.01 <sup>(70)</sup>	6:00.29 <sup>(69)</sup>	9:31.60 <sup>(65)</sup>	<b>12:27.59</b> <sup>(63)</sup>	83.3 A:105.5 B:126.6 C:107.8 +3:01.90
	64.3	9.08 <sup>(90)</sup>	119.2:21.60 <sup>(88)</sup>	82.2:00.84 <sup>(55)</sup>	96.8:1:23.28 <sup>(68)</sup>	79.3:31.31 <sup>(65)</sup>	79.2:55.99 <sup>(59)</sup>	79.8
<b>64.</b>	<b>121 ODDO Antonino</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Vimotorsport</b>	<b>E1 1400</b>			<b>12:29.10</b>
[1]	6.36 <sup>(85)</sup>	14.96 <sup>(78)</sup>	2:28.75 <sup>(63)</sup>	4:30.48 <sup>(60)</sup>	5:52.97 <sup>(59)</sup>	9:29.82 <sup>(63)</sup>	<b>12:29.10</b> <sup>(64)</sup>	83.1 A:132.4 B:142.5 C:99.9 +3:03.41
	55.5	8.60 <sup>(75)</sup>	126.2:13.79 <sup>(59)</sup>	87.2:01.73 <sup>(59)</sup>	96.1:1:22.49 <sup>(62)</sup>	79.3:36.85 <sup>(78)</sup>	77.2:59.28 <sup>(66)</sup>	78.3
<b>65.</b>	<b>194 BOMMARTINI Matteo</b>	<b>I</b>	<b>Honda Civic Vti</b>		<b>N 1600</b>			<b>12:30.39</b>
[1]	6.34 <sup>(84)</sup>	15.34 <sup>(86)</sup>	2:29.85 <sup>(65)</sup>	4:33.28 <sup>(64)</sup>	5:56.87 <sup>(65)</sup>	9:28.49 <sup>(62)</sup>	<b>12:30.39</b> <sup>(65)</sup>	83.0 A:125.6 B:137.8 C:97.2 +3:04.70
	55.6	9.00 <sup>(87)</sup>	120.2:14.51 <sup>(64)</sup>	87.2:03.43 <sup>(65)</sup>	94.5:1:23.59 <sup>(70)</sup>	78.3:31.62 <sup>(70)</sup>	79.3:01.90 <sup>(72)</sup>	77.2
<b>66.</b>	<b>56 GOTTARDI Walter</b>	<b>I</b>	<b>Gi-Pi Sport Honda</b>	<b>Destra 4</b>	<b>E2-SC 1600</b>			<b>12:30.90</b>
[1]	5.15 <sup>(44)</sup>	12.76 <sup>(47)</sup>	2:31.56 <sup>(72)</sup>	4:37.58 <sup>(72)</sup>	6:01.94 <sup>(70)</sup>	9:34.15 <sup>(67)</sup>	<b>12:30.90</b> <sup>(66)</sup>	82.9 A:135.6 B:149.8 C:99.7 +3:05.21
	68.5	7.61 <sup>(49)</sup>	142.2:18.80 <sup>(78)</sup>	84.2:06.02 <sup>(75)</sup>	92.8:1:24.36 <sup>(73)</sup>	78.3:32.21 <sup>(71)</sup>	79.2:56.75 <sup>(62)</sup>	79.4
<b>67.</b>	<b>99 ZUCOL Claudio</b>	<b>I</b>	<b>Bmw 325i</b>	<b>Destra 4</b>	<b>E1 2000</b>			<b>12:32.72</b>
[1]	5.99 <sup>(61)</sup>	14.61 <sup>(69)</sup>	2:33.62 <sup>(79)</sup>	4:40.74 <sup>(79)</sup>	6:03.56 <sup>(73)</sup>	9:34.64 <sup>(68)</sup>	<b>12:32.72</b> <sup>(67)</sup>	82.7 A:125.9 B:140.1 C:105.1 +3:07.03
	58.9	8.62 <sup>(76)</sup>	126.2:19.01 <sup>(79)</sup>	84.2:07.12 <sup>(82)</sup>	92.0:1:22.82 <sup>(66)</sup>	79.3:31.08 <sup>(64)</sup>	79.2:58.08 <sup>(64)</sup>	78.8
<b>68.</b>	<b>189 MATTIVI Michael</b>	<b>I</b>	<b>Renault Clio Rs</b>		<b>N 2000</b>			<b>12:34.31</b>
[1]	6.16 <sup>(70)</sup>	15.24 <sup>(84)</sup>	2:34.96 <sup>(82)</sup>	4:39.04 <sup>(74)</sup>	6:02.64 <sup>(71)</sup>	9:33.98 <sup>(66)</sup>	<b>12:34.31</b> <sup>(68)</sup>	82.6 A:122.3 B:138.9 C:97.1 +3:08.62
	57.3	9.08 <sup>(90)</sup>	119.2:19.72 <sup>(80)</sup>	83.2:04.08 <sup>(70)</sup>	94.3:1:23.60 <sup>(71)</sup>	78.3:31.34 <sup>(66)</sup>	79.3:00.33 <sup>(69)</sup>	77.9
<b>69.</b>	<b>153 BARUCHELLI Dario</b>	<b>I</b>	<b>Peugeot 206 Super 1600</b>		<b>A 1600</b>			<b>12:37.55</b>
[1]	6.53 <sup>(94)</sup>	15.79 <sup>(96)</sup>	2:37.77 <sup>(90)</sup>	4:43.72 <sup>(84)</sup>	6:08.47 <sup>(81)</sup>	9:40.01 <sup>(72)</sup>	<b>12:37.55</b> <sup>(69)</sup>	82.2 A:120.6 B:137.2 C:97.5 +3:11.86
	54.0	9.26 <sup>(96)</sup>	117.2:21.98 <sup>(90)</sup>	82.2:05.95 <sup>(74)</sup>	92.9:1:24.75 <sup>(75)</sup>	77.3:31.54 <sup>(69)</sup>	79.2:57.54 <sup>(63)</sup>	79.1
<b>70.</b>	<b>172 TSCHOLL Lorenz</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Destra 4</b>	<b>A 1600</b>			<b>12:38.06</b>
[1]	6.36 <sup>(85)</sup>	15.14 <sup>(81)</sup>	2:33.13 <sup>(76)</sup>	4:40.22 <sup>(77)</sup>	6:05.30 <sup>(77)</sup>	9:38.50 <sup>(70)</sup>	<b>12:38.06</b> <sup>(70)</sup>	82.2 A:122.6 B:135.5 C:96.9 +3:12.37
	55.5	8.78 <sup>(80)</sup>	123.2:17.99 <sup>(74)</sup>	84.2:07.09 <sup>(81)</sup>	92.1:1:25.08 <sup>(78)</sup>	77.3:33.20 <sup>(73)</sup>	78.2:59.56 <sup>(68)</sup>	78.2
<b>71.</b>	<b>141 GOTTARDI Cornelio</b>	<b>I</b>	<b>Renault New Clio R3c</b>	<b>Pintarally Motorsport</b>	<b>A 2000</b>			<b>12:38.14</b>
[1]	6.26 <sup>(77)</sup>	14.61 <sup>(69)</sup>	2:36.54 <sup>(88)</sup>	4:44.60 <sup>(87)</sup>	6:10.46 <sup>(85)</sup>	9:41.85 <sup>(74)</sup>	<b>12:38.14</b> <sup>(71)</sup>	82.1 A:117.0 B:139.0 C:99.0 +3:12.45
	56.4	8.35 <sup>(66)</sup>	130.2:21.93 <sup>(89)</sup>	82.2:08.06 <sup>(86)</sup>	91.4:1:25.86 <sup>(82)</sup>	76.3:31.39 <sup>(67)</sup>	79.2:56.29 <sup>(61)</sup>	79.6
<b>72.</b>	<b>157 MASIERO Emanuele</b>	<b>I</b>	<b>Citroën Saxo Vts</b>	<b>Hawk Racing Club</b>	<b>A 1600</b>			<b>12:42.57</b>
[1]	6.12 <sup>(66)</sup>	14.90 <sup>(76)</sup>	2:32.75 <sup>(74)</sup>	4:39.14 <sup>(75)</sup>	6:03.92 <sup>(76)</sup>	9:35.41 <sup>(69)</sup>	<b>12:42.57</b> <sup>(72)</sup>	81.7 A:128.8 B:135.5 C:96.4 +3:16.88
	57.6	8.78 <sup>(80)</sup>	123.2:17.85 <sup>(73)</sup>	84.2:06.39 <sup>(77)</sup>	92.6:1:24.78 <sup>(76)</sup>	77.3:31.49 <sup>(68)</sup>	79.3:07.16 <sup>(79)</sup>	75.0
<b>73.</b>	<b>159 BONELLO Moreno</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>G.S. Promotion</b>	<b>A 1600</b>			<b>12:43.14</b>
[1]	6.05 <sup>(62)</sup>	15.40 <sup>(90)</sup>	2:38.29 <sup>(91)</sup>	4:47.20 <sup>(91)</sup>	6:13.35 <sup>(89)</sup>	9:43.99 <sup>(79)</sup>	<b>12:43.14</b> <sup>(73)</sup>	81.6 A:117.6 B:128.0 C:98.1 +3:17.45
	58.3	9.35 <sup>(98)</sup>	116.2:22.89 <sup>(93)</sup>	81.2:08.91 <sup>(91)</sup>	90.8:1:26.15 <sup>(86)</sup>	76.3:30.64 <sup>(63)</sup>	79.2:59.15 <sup>(65)</sup>	78.4
<b>74.</b>	<b>188 FONTANA Elis</b>	<b>I</b>	<b>Renault Clio Rs</b>	<b>Destra 4</b>	<b>N 2000</b>			<b>12:43.74</b>
[1]	6.65 <sup>(99)</sup>	16.08 <sup>(99)</sup>	2:36.77 <sup>(89)</sup>	4:43.30 <sup>(82)</sup>	6:08.16 <sup>(80)</sup>	9:41.79 <sup>(73)</sup>	<b>12:43.74</b> <sup>(74)</sup>	81.5 A:119.3 B:134.0 C:95.0 +3:18.05
	53.1	9.43 <sup>(99)</sup>	115.2:20.69 <sup>(86)</sup>	83.2:06.53 <sup>(79)</sup>	92.5:1:24.86 <sup>(77)</sup>	77.3:33.63 <sup>(74)</sup>	78.3:01.95 <sup>(73)</sup>	77.2
<b>75.</b>	<b>221 CHIAVAROLI Roberto</b>	<b>I</b>	<b>Mini Cooper S</b>		<b>RSTB</b>			<b>12:45.65</b>
[1]	6.31 <sup>(81)</sup>	14.93 <sup>(77)</sup>	2:33.44 <sup>(77)</sup>	4:40.89 <sup>(80)</sup>	6:06.23 <sup>(79)</sup>	9:39.21 <sup>(71)</sup>	<b>12:45.65</b> <sup>(75)</sup>	81.3 A:130.2 B:140.5 C:96.4 +3:19.96
	55.9	8.62 <sup>(76)</sup>	126.2:18.51 <sup>(77)</sup>	84.2:07.45 <sup>(83)</sup>	91.8:1:25.34 <sup>(79)</sup>	77.3:32.98 <sup>(72)</sup>	78.3:06.44 <sup>(78)</sup>	75.3
<b>76.</b>	<b>158 RAFFETTI Oscar</b>	<b>I</b>	<b>Renault Twingo</b>	<b>Rally Sport Evolution</b>	<b>A 1600</b>			<b>12:47.23</b>
[1]	6.27 <sup>(78)</sup>	15.27 <sup>(85)</sup>	2:36.01 <sup>(84)</sup>	4:44.01 <sup>(85)</sup>	6:09.68 <sup>(84)</sup>	9:45.48 <sup>(81)</sup>	<b>12:47.23</b> <sup>(76)</sup>	81.2 A:124.3 B:132.8 C:97.6 +3:21.54
	56.3	9.00 <sup>(87)</sup>	120.2:20.74 <sup>(87)</sup>	83.2:08.00 <sup>(85)</sup>	91.4:1:25.67 <sup>(80)</sup>	76.3:35.80 <sup>(77)</sup>	77.3:01.75 <sup>(71)</sup>	77.2

P. N. Conducente		Naz	Vettura	Scuderia	Classe				
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	Tem./Dif.
<b>77.</b>	<b>186</b>	<b>MACALLI Marcello</b>	I	Renault Clio Light		N 2000			<b>12:49.73</b>
[1]	6.47 <sup>(90)</sup>	15.35 <sup>(87)</sup>	2:33.60 <sup>(78)</sup>	4:40.32 <sup>(78)</sup>	6:06.19 <sup>(78)</sup>	9:41.88 <sup>(75)</sup>	<b>12:49.73</b> <sup>(77)</sup>	80.9	A:126.7 B:138.2 C:96.2 +3:24.04
	54.5	8.88 <sup>(85)</sup>	122.2:18.25 <sup>(76)</sup>	84.2:06.72 <sup>(80)</sup>	92.3:12.57 <sup>(83)</sup>	76.3:35.69 <sup>(76)</sup>	77.3:07.85 <sup>(81)</sup>	74.7	
<b>78.</b>	<b>215</b>	<b>GIAMPICCOLO Marco</b>	I	Honda Civic Ek4	Vimotorsport	N 1600			<b>12:50.04</b>
[1]	6.37 <sup>(87)</sup>	15.43 <sup>(91)</sup>	2:32.64 <sup>(73)</sup>	4:38.94 <sup>(73)</sup>	6:03.60 <sup>(74)</sup>	9:43.75 <sup>(78)</sup>	<b>12:50.04</b> <sup>(78)</sup>	80.9	A:124.1 B:136.3 C:95.8 +3:24.35
	55.4	9.06 <sup>(89)</sup>	120.2:17.21 <sup>(72)</sup>	85.2:06.30 <sup>(76)</sup>	92.6:12.46 <sup>(74)</sup>	77.3:40.15 <sup>(83)</sup>	76.3:06.29 <sup>(77)</sup>	75.4	
<b>79.</b>	<b>191</b>	<b>RAINER Gino</b>	I	Honda Civic Type R	Destra 4	N 2000			<b>12:52.21</b>
[1]	6.62 <sup>(97)</sup>	15.38 <sup>(89)</sup>	2:35.91 <sup>(83)</sup>	4:43.69 <sup>(83)</sup>	6:09.42 <sup>(83)</sup>	9:44.43 <sup>(80)</sup>	<b>12:52.21</b> <sup>(79)</sup>	80.7	A:129.1 B:142.5 C:95.3 +3:26.52
	53.3	8.76 <sup>(79)</sup>	124.2:20.53 <sup>(85)</sup>	83.2:07.78 <sup>(84)</sup>	91.1:12.57 <sup>(81)</sup>	76.3:35.01 <sup>(75)</sup>	78.3:07.78 <sup>(80)</sup>	74.8	
<b>80.</b>	<b>149</b>	<b>ALBERTI Mauro</b>	I	Suzuki Swift		A 1600			<b>12:52.24</b>
[1]	7.00 <sup>(110)</sup>	16.56 <sup>(100)</sup>	2:38.80 <sup>(93)</sup>	4:46.87 <sup>(89)</sup>	6:12.98 <sup>(88)</sup>	9:51.13 <sup>(82)</sup>	<b>12:52.24</b> <sup>(80)</sup>	80.6	A:119.3 B:133.0 C:93.1 +3:26.55
	50.4	9.56 <sup>(101)</sup>	113.2:22.24 <sup>(91)</sup>	82.2:08.07 <sup>(87)</sup>	91.4:12.61 <sup>(85)</sup>	76.3:38.15 <sup>(80)</sup>	77.3:01.11 <sup>(70)</sup>	77.5	
<b>81.</b>	<b>9</b>	<b>BENES Milos</b>	CZ	Osella Fa 30		D/E2-SS 3000			<b>12:52.66</b>
[1]	4.49 <sup>(7)</sup>	10.06 <sup>(4)</sup>	1:59.81 <sup>(5)</sup>	3:42.37 <sup>(7)</sup>	4:49.32 <sup>(5)</sup>	9:42.99 <sup>(76)</sup>	<b>12:52.66</b> <sup>(81)</sup>	80.6	A:182.5 B:209.8 C:131.1 +3:26.97
	78.6	5.57 <sup>(4)</sup>	195.1:49.75 <sup>(5)</sup>	106.1:42.56 <sup>(8)</sup>	114.1:06.95 <sup>(4)</sup>	98.4:53.67 <sup>(100)</sup>	57.3:09.67 <sup>(83)</sup>	74.0	
<b>82.</b>	<b>148</b>	<b>CHIARIA Domenico</b>	I	Suzuki Swift		A 1600			<b>12:54.83</b>
[1]	6.78 <sup>(100)</sup>	16.33 <sup>(107)</sup>	2:38.79 <sup>(92)</sup>	4:47.04 <sup>(90)</sup>	6:13.95 <sup>(90)</sup>	9:51.56 <sup>(83)</sup>	<b>12:54.83</b> <sup>(82)</sup>	80.4	A:118.3 B:132.1 C:94.3 +3:29.14
	52.0	9.55 <sup>(100)</sup>	113.2:22.46 <sup>(92)</sup>	82.2:08.25 <sup>(90)</sup>	91.1:12.61 <sup>(89)</sup>	75.3:37.61 <sup>(79)</sup>	77.3:03.27 <sup>(74)</sup>	76.6	
<b>83.</b>	<b>116</b>	<b>"ZIO FESTER"</b>	I	Honda Civic Vtec	Sport Racing Team	E1 1600			<b>13:00.60</b>
[1]	6.14 <sup>(69)</sup>	14.68 <sup>(73)</sup>	2:41.07 <sup>(96)</sup>	4:51.19 <sup>(93)</sup>	6:17.54 <sup>(91)</sup>	9:57.27 <sup>(85)</sup>	<b>13:00.60</b> <sup>(83)</sup>	79.8	A:125.6 B:140.3 C:94.1 +3:34.91
	57.5	8.54 <sup>(73)</sup>	127.2:26.39 <sup>(97)</sup>	79.2:10.12 <sup>(93)</sup>	89.9:12.63 <sup>(88)</sup>	76.3:39.73 <sup>(82)</sup>	76.3:03.33 <sup>(75)</sup>	76.6	
<b>84.</b>	<b>222</b>	<b>TACCHINI Mario</b>	I	Opel Corsa 1600		RSTB			<b>13:03.94</b>
[1]	6.48 <sup>(91)</sup>	15.35 <sup>(87)</sup>	2:40.26 <sup>(94)</sup>	4:53.44 <sup>(94)</sup>	6:22.13 <sup>(93)</sup>	10:00.32 <sup>(87)</sup>	<b>13:03.94</b> <sup>(84)</sup>	79.4	A:117.1 B:136.9 C:97.1 +3:38.25
	54.4	8.87 <sup>(83)</sup>	122.2:24.91 <sup>(94)</sup>	80.2:13.18 <sup>(95)</sup>	87.9:12.86 <sup>(92)</sup>	74.3:38.19 <sup>(81)</sup>	77.3:03.62 <sup>(76)</sup>	76.5	
<b>85.</b>	<b>122</b>	<b>MARCHIONE Canio</b>	L	Fiat 127		E1 1400			<b>13:11.80</b>
[1]	6.10 <sup>(64)</sup>	14.69 <sup>(74)</sup>	2:34.70 <sup>(81)</sup>	4:44.79 <sup>(88)</sup>	6:12.89 <sup>(87)</sup>	9:57.00 <sup>(84)</sup>	<b>13:11.80</b> <sup>(85)</sup>	78.7	A:129.8 B:131.1 C:94.3 +3:46.11
	57.8	8.59 <sup>(74)</sup>	126.2:20.01 <sup>(81)</sup>	83.2:10.09 <sup>(92)</sup>	89.9:12.86 <sup>(91)</sup>	74.3:44.11 <sup>(86)</sup>	75.3:14.80 <sup>(91)</sup>	72.1	
<b>86.</b>	<b>223</b>	<b>NOVAGLIO Nicola</b>	I	Renault New Clio		RS4			<b>13:19.47</b>
[1]	6.89 <sup>(107)</sup>	17.01 <sup>(109)</sup>	2:42.17 <sup>(98)</sup>	4:56.31 <sup>(96)</sup>	6:25.21 <sup>(95)</sup>	10:08.43 <sup>(89)</sup>	<b>13:19.47</b> <sup>(86)</sup>	77.9	A:113.8 B:130.8 C:95.5 +3:53.78
	51.2	10.12 <sup>(109)</sup>	107.2:25.16 <sup>(95)</sup>	80.2:14.14 <sup>(98)</sup>	87.1:12.90 <sup>(93)</sup>	74.3:43.22 <sup>(85)</sup>	75.3:11.04 <sup>(85)</sup>	73.5	
<b>87.</b>	<b>199</b>	<b>CORRADINI Stefano</b>	I	Peugeot 106 Rallye	Pintarally Motorsport	N 1600			<b>13:25.32</b>
[1]	6.68 <sup>(100)</sup>	16.36 <sup>(103)</sup>	2:43.84 <sup>(99)</sup>	4:57.34 <sup>(97)</sup>	6:28.07 <sup>(96)</sup>	10:14.13 <sup>(91)</sup>	<b>13:25.32</b> <sup>(87)</sup>	77.3	A:117.7 B:129.0 C:88.7 +3:59.63
	52.8	9.68 <sup>(103)</sup>	112.2:27.48 <sup>(98)</sup>	79.2:13.50 <sup>(97)</sup>	87.1:12.90 <sup>(96)</sup>	72.3:46.06 <sup>(87)</sup>	74.3:11.19 <sup>(86)</sup>	73.4	
<b>88.</b>	<b>198</b>	<b>BOLFELLI Alessio</b>	I	Peugeot 106 Rallye	Pintarally Motorsport	N 1600			<b>13:34.05</b>
[1]	6.59 <sup>(95)</sup>	16.35 <sup>(102)</sup>	2:45.77 <sup>(107)</sup>	5:01.40 <sup>(99)</sup>	6:33.52 <sup>(98)</sup>	10:21.78 <sup>(93)</sup>	<b>13:34.05</b> <sup>(88)</sup>	76.5	A:110.5 B:125.9 C:89.7 +4:08.36
	53.5	9.76 <sup>(105)</sup>	111.2:29.42 <sup>(102)</sup>	78.2:15.63 <sup>(99)</sup>	86.1:12.90 <sup>(99)</sup>	71.3:48.26 <sup>(89)</sup>	73.3:12.27 <sup>(87)</sup>	73.0	
<b>89.</b>	<b>171</b>	<b>"SARBA"</b>	I	Peugeot 106 S16	Sc. Etruria	A 1600			<b>13:39.44</b>
[1]	7.00 <sup>(110)</sup>	15.87 <sup>(97)</sup>	2:36.29 <sup>(87)</sup>	4:42.75 <sup>(81)</sup>	6:08.78 <sup>(82)</sup>	9:57.94 <sup>(86)</sup>	<b>13:39.44</b> <sup>(89)</sup>	76.0	A:124.3 B:136.3 C:97.2 +4:13.75
	50.4	8.87 <sup>(83)</sup>	122.2:20.42 <sup>(83)</sup>	83.2:06.46 <sup>(78)</sup>	92.5:12.63 <sup>(84)</sup>	76.3:49.16 <sup>(91)</sup>	73.3:41.50 <sup>(97)</sup>	63.4	
<b>90.</b>	<b>155</b>	<b>MOSER Thomas</b>	I	Citroën C2	ATS Motorsport	A 1600			<b>13:42.44</b>
[1]	6.45 <sup>(89)</sup>	15.69 <sup>(94)</sup>	2:48.35 <sup>(100)</sup>	5:04.74 <sup>(107)</sup>	6:34.97 <sup>(99)</sup>	10:31.75 <sup>(95)</sup>	<b>13:42.44</b> <sup>(90)</sup>	75.7	A:113.5 B:131.1 C:94.5 +4:16.75
	54.7	9.24 <sup>(95)</sup>	117.2:32.66 <sup>(106)</sup>	76.2:16.39 <sup>(101)</sup>	85.1:12.90 <sup>(95)</sup>	73.3:56.78 <sup>(98)</sup>	71.3:10.69 <sup>(84)</sup>	73.6	
<b>91.</b>	<b>224</b>	<b>MANDELLI Eugenio</b>	I	Renault Clio Rs Light	Valcuvia Corse	RS4			<b>13:45.70</b>
[1]	7.18 <sup>(113)</sup>	17.45 <sup>(111)</sup>	2:48.36 <sup>(100)</sup>	5:05.92 <sup>(102)</sup>	6:39.10 <sup>(100)</sup>	10:31.66 <sup>(94)</sup>	<b>13:45.70</b> <sup>(91)</sup>	75.4	A:109.6 B:122.7 C:84.9 +4:20.01
	49.1	10.27 <sup>(110)</sup>	105.2:30.91 <sup>(103)</sup>	77.2:17.56 <sup>(102)</sup>	85.1:12.90 <sup>(101)</sup>	70.3:52.56 <sup>(95)</sup>	72.3:14.04 <sup>(90)</sup>	72.4	
<b>92.</b>	<b>216</b>	<b>MORANDELL Thomas</b>	I	Peugeot 106 Rallye	Rennstall Mendel	N 1600			<b>13:45.97</b>
[1]	6.60 <sup>(96)</sup>	16.18 <sup>(100)</sup>	2:44.15 <sup>(100)</sup>	4:57.52 <sup>(98)</sup>	6:28.33 <sup>(97)</sup>	10:16.09 <sup>(92)</sup>	<b>13:45.97</b> <sup>(92)</sup>	75.4	A:117.4 B:126.4 C:93.0 +4:20.28
	53.5	9.58 <sup>(102)</sup>	113.2:27.97 <sup>(100)</sup>	79.2:13.37 <sup>(96)</sup>	87.1:12.90 <sup>(97)</sup>	72.3:47.76 <sup>(88)</sup>	73.3:29.88 <sup>(95)</sup>	66.9	
<b>93.</b>	<b>76</b>	<b>CANNAVÒ Ignazio</b>	I	Ferrari F430		GT 3000+			<b>13:46.04</b>
[1]	5.75 <sup>(53)</sup>	13.74 <sup>(53)</sup>	2:41.39 <sup>(97)</sup>	4:49.62 <sup>(92)</sup>	6:21.68 <sup>(92)</sup>	10:14.07 <sup>(90)</sup>	<b>13:46.04</b> <sup>(93)</sup>	75.4	A:131.7 B:135.6 C:93.6 +4:20.35
	61.4	7.99 <sup>(55)</sup>	136.2:27.65 <sup>(99)</sup>	79.2:08.23 <sup>(89)</sup>	91.1:12.90 <sup>(98)</sup>	71.3:52.39 <sup>(94)</sup>	72.3:31.97 <sup>(96)</sup>	66.2	
<b>94.</b>	<b>111</b>	<b>MATTIVI Valentino</b>	I	Bmw 320 E46	Destra 4	E1 2000			<b>13:49.76</b>
[1]	6.72 <sup>(102)</sup>	15.99 <sup>(98)</sup>	2:48.64 <sup>(105)</sup>	5:10.37 <sup>(100)</sup>	6:42.75 <sup>(102)</sup>	10:36.97 <sup>(97)</sup>	<b>13:49.76</b> <sup>(94)</sup>	75.1	A:116.8 B:125.0 C:95.5 +4:24.07
	52.5	9.27 <sup>(97)</sup>	117.2:32.65 <sup>(105)</sup>	76.2:21.73 <sup>(104)</sup>	82.1:12.90 <sup>(100)</sup>	71.3:54.22 <sup>(97)</sup>	71.3:12.79 <sup>(89)</sup>	72.8	
<b>95.</b>	<b>211</b>	<b>MORELLI Doris</b>	I	Peugeot 106 Rallye	Pintarally Motorsport	N 1600			<b>13:49.95</b>
[1]	6.95 <sup>(100)</sup>	16.63 <sup>(107)</sup>	2:52.08 <sup>(107)</sup>	5:13.88 <sup>(105)</sup>	6:48.07 <sup>(100)</sup>	10:37.52 <sup>(99)</sup>	<b>13:49.95</b> <sup>(95)</sup>	75.0	A:109.3 B:123.9 C:85.1 +4:24.26
	50.8	9.68 <sup>(103)</sup>	112.2:35.45 <sup>(107)</sup>	75.2:21.80 <sup>(105)</sup>	82.1:12.90 <sup>(103)</sup>	69.3:49.45 <sup>(92)</sup>	73.3:12.43 <sup>(88)</sup>	73.0	
<b>96.</b>	<b>195</b>	<b>ACCORSI Lorenzo</b>	I	Peugeot 106 Rallye	BL Racing	N 1600			<b>13:50.00</b>
[1]	6.37 <sup>(87)</sup>	15.54 <sup>(92)</sup>	2:31.29 <sup>(70)</sup>	4:36.47 <sup>(69)</sup>	6:02.72 <sup>(72)</sup>	9:43.29 <sup>(77)</sup>	<b>13:50.00</b> <sup>(96)</sup>	75.0	A:122.4 B:133.3 C:94.4 +4:24.31
	55.4	9.17 <sup>(93)</sup>	118.2:15.75 <sup>(68)</sup>	86.2:05.18 <sup>(72)</sup>	93.1:12.90 <sup>(87)</sup>	76.3:40.57 <sup>(84)</sup>	76.4:06.71 <sup>(98)</sup>	56.9	

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Arrivo	VMed	VMax	Tem./Dif.					
98m	400m	Sardagna	7t+Speed	Candriai	Norge									
<b>97.</b>	<b>214 DEPEDRI Michele</b>	I	Peugeot 106 S16	ATS Motorsport	N 1600				<b>13:52.68</b>					
[1]	6.62 <sup>(97)</sup>	16.55 <sup>(104)</sup>	2:48.95 <sup>(104)</sup>	5:09.24 <sup>(103)</sup>	6:43.40 <sup>(103)</sup>	10:36.97 <sup>(97)</sup>	13:52.68 <sup>(97)</sup>	74.8	A:112.9 B:120.9 C:91.8 +4:26.99					
	53.3	9.93 <sup>(108)</sup>	109.2	2:32.40 <sup>(104)</sup>	76.8	2:20.29 <sup>(103)</sup>	83.1	1:34.16 <sup>(102)</sup>	70.8	3:53.57 <sup>(96)</sup>	72.8	1:15.71 <sup>(92)</sup>	71.7	
<b>98.</b>	<b>175 ZUECH Alessio</b>	I	Fiat Panda Kit Car		A 1400				<b>13:55.05</b>					
[1]	7.02 <sup>(112)</sup>	17.57 <sup>(112)</sup>	2:46.07 <sup>(102)</sup>	5:02.27 <sup>(100)</sup>	6:40.45 <sup>(107)</sup>	10:32.68 <sup>(96)</sup>	13:55.05 <sup>(98)</sup>	74.6	A:106.5 B:115.0 C:85.9 +4:29.36					
	50.3	10.55 <sup>(112)</sup>	103	2:28.50 <sup>(101)</sup>	78.2	1:16.20 <sup>(100)</sup>	85.9	1:38.18 <sup>(105)</sup>	67.3	3:52.23 <sup>(93)</sup>	72.3	2:22.37 <sup>(93)</sup>	69.4	
<b>99.</b>	<b>87 PANCOTTI Amedeo</b>	I	Bmw M5 Superstars		E1 3000+				DNF 1					
[1]	5.53 <sup>(50)</sup>	12.87 <sup>(48)</sup>	2:24.74 <sup>(50)</sup>	4:24.42 <sup>(50)</sup>	5:47.06 <sup>(51)</sup>				DNF 1	A:125.3 B:153.9 C:107.1				
	63.8	7.34 <sup>(42)</sup>	148	2:11.87 <sup>(51)</sup>	88.1	1:59.68 <sup>(53)</sup>	97.1	2:22.64 <sup>(64)</sup>	79.7					
<b>100.</b>	<b>88 AMBROSIANI Alessandro</b>		Mitsubishi Lancer Evo Ix		E1 3000+				DNF 1					
[1]	4.92 <sup>(31)</sup>	12.34 <sup>(40)</sup>	2:22.38 <sup>(42)</sup>	4:22.18 <sup>(45)</sup>					DNF 1	A:142.5 B:150.4				
	71.7	7.42 <sup>(44)</sup>	146	2:10.04 <sup>(44)</sup>	90.0	1:59.80 <sup>(54)</sup>	97.7							
<b>101.</b>	<b>43 MAGLIONA Omar</b>	I	Osella Pa 21/s	Ateneo	E2-SC 2000				DNF 1					
[1]	4.88 <sup>(27)</sup>	11.20 <sup>(19)</sup>							DNF 1	A:172.4				
	72.3	6.32 <sup>(14)</sup>	172.0											
<b>102.</b>	<b>28 CRISTOFARO Daniele</b>	I	Formula Arcobaleno		D/E2-SS 1600				DNF 1					
[1]	4.96 <sup>(35)</sup>	12.51 <sup>(44)</sup>	2:23.59 <sup>(46)</sup>	4:21.60 <sup>(44)</sup>	5:42.15 <sup>(45)</sup>				DNF 1	A:136.3 B:149.1 C:108.8				
	71.1	7.55 <sup>(48)</sup>	144	2:11.08 <sup>(50)</sup>	89.1	1:58.01 <sup>(43)</sup>	99.1	2:20.55 <sup>(47)</sup>	81.8					
<b>103.</b>	<b>131 VOJACEK Lukas</b>	CZ	Mitsubishi Lancer Evo VIII	Czech National Team	A 3000+				DNF 1					
[1]	4.62 <sup>(13)</sup>	11.36 <sup>(23)</sup>	2:21.67 <sup>(39)</sup>						DNF 1	A:146.9				
	76.4	6.74 <sup>(29)</sup>	161	2:10.31 <sup>(46)</sup>	89.8									
<b>104.</b>	<b>138 LOVATO Stefano</b>	I	Alfa Romeo 147 Sp		A 2000				DNF 1					
[1]	6.86 <sup>(106)</sup>	15.23 <sup>(83)</sup>	2:31.07 <sup>(69)</sup>	4:34.30 <sup>(66)</sup>	5:56.80 <sup>(64)</sup>				DNF 1	A:135.0 B:146.6 C:104.4				
	51.4	8.37 <sup>(69)</sup>	129	2:15.84 <sup>(69)</sup>	86	2:03.23 <sup>(64)</sup>	94.9	1:22.50 <sup>(63)</sup>	79.9					
<b>105.</b>	<b>139 LARI CCHIA Christian</b>	I	Alfa Romeo 147		A 2000				DNF 1					
[1]	6.48 <sup>(91)</sup>	15.60 <sup>(93)</sup>	2:40.87 <sup>(95)</sup>	4:53.97 <sup>(95)</sup>	6:23.45 <sup>(94)</sup>				DNF 1	A:123.5 B:132.5 C:92.1				
	54.4	9.12 <sup>(92)</sup>	119	2:25.27 <sup>(96)</sup>	80	2:13.10 <sup>(94)</sup>	87.9	1:29.48 <sup>(94)</sup>	73.6					
<b>106.</b>	<b>154 CAPUZZO Maurizio</b>	I	Citroën C2 R2		A 1600				DNF 1					
[1]	6.51 <sup>(93)</sup>	15.70 <sup>(95)</sup>	2:36.17 <sup>(85)</sup>	4:44.36 <sup>(86)</sup>	6:11.97 <sup>(86)</sup>	10:00.88 <sup>(88)</sup>			DNF 1	A:122.6 B:132.8 C:84.6				
	54.2	9.19 <sup>(94)</sup>	118	2:20.47 <sup>(84)</sup>	83	2:08.19 <sup>(88)</sup>	91.1	1:27.61 <sup>(90)</sup>	75	3:48.91 <sup>(90)</sup>	73.4			
<b>107.</b>	<b>179 MIGLIUOLO Antonino</b>	I	Mitsubishi Lancer Evo Ix	Vimotorsport	N 3000+				DNF 1					
[1]	5.10 <sup>(41)</sup>	12.62 <sup>(45)</sup>	2:20.00 <sup>(35)</sup>	4:16.92 <sup>(36)</sup>	5:36.90 <sup>(38)</sup>				DNF 1	A:144.6 B:165.6 C:110.7				
	69.2	7.52 <sup>(47)</sup>	144	2:07.38 <sup>(33)</sup>	91.9	1:56.92 <sup>(39)</sup>	100.1	1:19.98 <sup>(41)</sup>	82.4					
<b>108.</b>	<b>74 SGHERI Guido</b>	I	Porsche 996 Gt Cup Rs	Pistoia Corse	GT 3000+				DNF 1					
[1]	4.91 <sup>(30)</sup>	11.57 <sup>(27)</sup>	2:21.37 <sup>(38)</sup>						DNF 1	A:148.8				
	71.9	6.66 <sup>(26)</sup>	163	2:09.80 <sup>(43)</sup>	90.1									
<b>109.</b>	<b>197 LEARDINI Alex</b>	I	Citroën Saxo Vts	Real Motorsport	N 1600				DNF 1					
[1]	6.71 <sup>(107)</sup>	17.05 <sup>(110)</sup>	2:56.88 <sup>(108)</sup>	5:22.37 <sup>(108)</sup>	6:57.78 <sup>(108)</sup>	10:57.08 <sup>(100)</sup>			DNF 1	A:109.9 B:119.5 C:85.9				
	52.6	10.34 <sup>(111)</sup>	105	2:39.83 <sup>(108)</sup>	73	2:25.49 <sup>(106)</sup>	80.1	1:35.41 <sup>(104)</sup>	69	3:59.30 <sup>(99)</sup>	70.3			
<b>110.</b>	<b>72 PISANO Egidio</b>	D	Spieß Golf 16v	Cosenza Corse	E2-SH 1600				DNF 1					
[1]	5.90 <sup>(55)</sup>	13.31 <sup>(51)</sup>							DNF 1	A:145.3				
	59.8	7.41 <sup>(43)</sup>	146.7											
<b>111.</b>	<b>212 FONTANA Alex</b>	I	Peugeot 106 Rallye 16v	Destra 4	N 1600				DNF 1					
[1]	6.72 <sup>(102)</sup>	16.55 <sup>(104)</sup>							DNF 1	A:114.4				
	52.5	9.83 <sup>(106)</sup>	110.6											
<b>112.</b>	<b>112 ZUCOL Nicola</b>	I	Bmw 318 Ti	Destra 4	E1 2000				DNF 1					
[1]	6.83 <sup>(108)</sup>	16.66 <sup>(108)</sup>							DNF 1	A:116.1				
	51.7	9.83 <sup>(106)</sup>	110.6											
<b>113.</b>	<b>173 FUMAGALLI Luca</b>	I	Renault Twingo Rs R1		N 1600				DNF 1					
[1]	6.99 <sup>(109)</sup>	17.96 <sup>(113)</sup>	2:59.36 <sup>(109)</sup>	5:25.75 <sup>(107)</sup>	7:04.51 <sup>(106)</sup>				DNF 1	A:102.5 B:113.2 C:81.5				
	50.5	10.97 <sup>(113)</sup>	99	2:41.40 <sup>(109)</sup>	72	2:26.39 <sup>(107)</sup>	79.9	1:38.76 <sup>(106)</sup>	66.7					

G. Rossi, Dir. di Gara \_\_\_\_\_

Risultati e Telemetrie a cura di Francesco Dariz