



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

## Corsa Internazionale di Velocità in Salita

### Prove Ufficiali Autovetture Moderne

#### Analisi Telemetrie

F.I.A. European Hill-Climb Championship - Championnat d'Europe des Courses de Côte F.I.A.

Campionato Italiano della Montagna - Coppa Italia - Trofeo Costruttori

Trofeo Under 25 - Campionato Triveneto - Coppa di Classe C.I.V.M. - Coppa Dame

Trofeo Scuderie - 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>9:34.02</b>		
[1]	4.63 <sup>(6)</sup> ↓	10.07 <sup>(1)</sup> ↓	1:59.58 <sup>(1)</sup> ↓	3:34.50 <sup>(1)</sup> ↓	4:39.56 <sup>(1)</sup> ↓	7:28.68 <sup>(1)</sup> ↓	<b>9:55.43<sup>(1)</sup></b>	
	76.2	5.44 <sup>(1)</sup>	199.91:49.51 <sup>(1)</sup>	106.81:34.92 <sup>(1)</sup>	123.31:05.06 <sup>(1)</sup>	101.32:49.12 <sup>(1)</sup>	99.42:26.75 <sup>(1)</sup>	95.7
[2]	4.71 <sup>(10)</sup> ↓	10.22 <sup>(1)</sup> ↓	1:55.38 <sup>(1)</sup> ↓	3:27.88 <sup>(1)</sup> ↓	4:31.01 <sup>(1)</sup> ↓	7:14.65 <sup>(1)</sup> ↓	<b>9:34.02<sup>(1)</sup></b>	
	74.9	5.51 <sup>(1)</sup>	197.31:45.16 <sup>(1)</sup>	111.31:32.50 <sup>(1)</sup>	126.51:03.13 <sup>(1)</sup>	104.42:43.64 <sup>(1)</sup>	102.72:19.37 <sup>(1)</sup>	100.7
<b>2.</b>	<b>2 CINELLI Franco</b>	I	Lola T99/50 Zytek	Sc. Etruria	D/E2-SS 3000	<b>10:01.36</b>		
[1]	4.73 <sup>(14)</sup> ↓	10.68 <sup>(6)</sup> ↓	2:03.65 <sup>(4)</sup> ↓	3:44.68 <sup>(3)</sup> ↓	4:52.97 <sup>(3)</sup> ↓	7:48.65 <sup>(4)</sup> ↓	<b>10:19.53<sup>(2)</sup></b>	
	74.6	5.95 <sup>(5)</sup>	182.71:52.97 <sup>(4)</sup>	103.61:41.03 <sup>(3)</sup>	115.81:08.29 <sup>(4)</sup>	96.52:55.68 <sup>(4)</sup>	95.72:30.88 <sup>(2)</sup>	93.1
[2]	4.68 <sup>(7)</sup> ↓	10.56 <sup>(6)</sup> ↓	1:59.66 <sup>(2)</sup> ↓	3:37.60 <sup>(2)</sup> ↓	4:43.34 <sup>(2)</sup> ↓	7:35.03 <sup>(2)</sup> ↓	<b>10:01.36<sup>(2)</sup></b>	
	75.4	5.88 <sup>(5)</sup>	184.91:49.10 <sup>(2)</sup>	107.21:37.94 <sup>(2)</sup>	119.51:05.74 <sup>(2)</sup>	100.22:51.69 <sup>(3)</sup>	97.92:26.33 <sup>(3)</sup>	95.9
<b>3.</b>	<b>16 LEOGRANDE Francesco I</b>	I	Formula Gloria C810P		D/E2-SS 1600	<b>10:10.42</b>		
[1]	4.67 <sup>(11)</sup> ↓	11.13 <sup>(14)</sup> ↓	2:03.57 <sup>(3)</sup> ↓	3:47.17 <sup>(4)</sup> ↓	4:55.26 <sup>(4)</sup> ↓	7:48.44 <sup>(3)</sup> ↓	<b>10:55.64<sup>(6)</sup></b>	
	75.5	6.46 <sup>(16)</sup>	168.31:52.44 <sup>(3)</sup>	104.11:43.60 <sup>(4)</sup>	122.91:08.09 <sup>(3)</sup>	96.82:53.18 <sup>(3)</sup>	97.13:07.20 <sup>(89)</sup>	75.0
[2]	4.51 <sup>(3)</sup> ↓	10.95 <sup>(9)</sup> ↓	2:02.75 <sup>(5)</sup> ↓	3:45.16 <sup>(6)</sup> ↓	4:53.03 <sup>(5)</sup> ↓	7:44.48 <sup>(4)</sup> ↓	<b>10:10.42<sup>(2)</sup></b>	
	78.2	6.44 <sup>(17)</sup>	168.81:51.80 <sup>(4)</sup>	104.71:42.41 <sup>(8)</sup>	114.21:07.87 <sup>(4)</sup>	97.12:51.45 <sup>(2)</sup>	98.12:25.94 <sup>(2)</sup>	96.2
<b>4.</b>	<b>25 CAMARLINGHI Michele I</b>	I	Osella PA 30 Zytek	Villorba Corse	E2-SC 3000	<b>10:12.52</b>		
[1]	4.48 <sup>(2)</sup> ↓	10.15 <sup>(2)</sup> ↓	2:01.77 <sup>(2)</sup> ↓	3:40.96 <sup>(2)</sup> ↓	4:47.66 <sup>(2)</sup> ↓	7:40.66 <sup>(2)</sup> ↓	<b>11:18.21<sup>(17)</sup></b>	
	78.8	5.67 <sup>(2)</sup>	191.71:51.62 <sup>(2)</sup>	104.81:39.19 <sup>(2)</sup>	118.01:06.70 <sup>(2)</sup>	98.82:53.00 <sup>(2)</sup>	97.23:37.55 <sup>(111)</sup>	64.5
[2]	4.57 <sup>(5)</sup> ↓	10.26 <sup>(2)</sup> ↓	2:00.41 <sup>(3)</sup> ↓	3:39.26 <sup>(3)</sup> ↓	4:45.94 <sup>(3)</sup> ↓	7:40.85 <sup>(3)</sup> ↓	<b>10:12.52<sup>(2)</sup></b>	
	77.2	5.69 <sup>(3)</sup>	191.11:50.15 <sup>(3)</sup>	106.21:38.85 <sup>(3)</sup>	118.41:06.68 <sup>(3)</sup>	98.82:54.91 <sup>(4)</sup>	96.12:31.67 <sup>(7)</sup>	92.6
<b>5.</b>	<b>8 NAPPI Piero I</b>	I	Osella FA 30		D/E2-SS 3000	<b>10:17.86</b>		
[1]	4.48 <sup>(2)</sup> ↓	10.42 <sup>(4)</sup> ↓	2:07.35 <sup>(7)</sup> ↓	3:52.01 <sup>(6)</sup> ↓	5:02.99 <sup>(6)</sup> ↓	8:04.18 <sup>(7)</sup> ↓	<b>10:48.82<sup>(4)</sup></b>	
	78.8	5.94 <sup>(4)</sup>	183.01:56.93 <sup>(7)</sup>	100.11:44.66 <sup>(7)</sup>	111.81:10.98 <sup>(6)</sup>	92.83:01.19 <sup>(7)</sup>	92.82:44.64 <sup>(18)</sup>	85.3
[2]	4.58 <sup>(6)</sup> ↓	10.26 <sup>(2)</sup> ↓	2:02.06 <sup>(4)</sup> ↓	3:42.63 <sup>(4)</sup> ↓	4:50.59 <sup>(4)</sup> ↓	7:47.00 <sup>(5)</sup> ↓	<b>10:17.86<sup>(2)</sup></b>	
	77.0	5.68 <sup>(2)</sup>	191.41:51.80 <sup>(4)</sup>	104.71:40.57 <sup>(5)</sup>	116.31:07.96 <sup>(5)</sup>	96.92:56.41 <sup>(5)</sup>	95.32:30.86 <sup>(5)</sup>	93.1
<b>6.</b>	<b>3 BORMOLINI Fausto I</b>	I	Reynard K02	Sport Racing Team	D/E2-SS 3000	<b>10:20.70</b>		
[1]	4.53 <sup>(4)</sup> ↓	10.33 <sup>(3)</sup> ↓	2:07.24 <sup>(6)</sup> ↓	3:51.35 <sup>(5)</sup> ↓	5:02.59 <sup>(5)</sup> ↓	8:03.31 <sup>(5)</sup> ↓	<b>10:41.21<sup>(3)</sup></b>	
	77.9	5.80 <sup>(3)</sup>	187.41:56.91 <sup>(6)</sup>	100.11:44.11 <sup>(5)</sup>	112.41:11.24 <sup>(7)</sup>	92.53:00.72 <sup>(6)</sup>	93.02:37.90 <sup>(6)</sup>	88.9
[2]	5.02 <sup>(22)</sup> ↓	10.91 <sup>(8)</sup> ↓	2:03.53 <sup>(6)</sup> ↓	3:45.05 <sup>(5)</sup> ↓	4:54.69 <sup>(7)</sup> ↓	7:52.51 <sup>(7)</sup> ↓	<b>10:20.70<sup>(3)</sup></b>	
	70.3	5.89 <sup>(6)</sup>	184.61:52.62 <sup>(6)</sup>	103.91:41.52 <sup>(6)</sup>	115.21:09.64 <sup>(8)</sup>	94.62:57.82 <sup>(8)</sup>	94.52:28.19 <sup>(4)</sup>	94.7
<b>7.</b>	<b>15 PICHLER Thomas I</b>	I	Formula Master		D/E2-SS 2000	<b>10:23.52</b>		
[1]	4.73 <sup>(14)</sup> ↓	11.39 <sup>(20)</sup> ↓	2:19.09 <sup>(26)</sup> ↓	4:09.17 <sup>(23)</sup> ↓	5:22.68 <sup>(20)</sup> ↓	8:25.49 <sup>(16)</sup> ↓	<b>11:23.30<sup>(23)</sup></b>	
	74.6	6.66 <sup>(20)</sup>	163.22:07.70 <sup>(29)</sup>	91.61:50.08 <sup>(19)</sup>	106.31:13.51 <sup>(10)</sup>	89.63:02.81 <sup>(8)</sup>	92.02:57.81 <sup>(65)</sup>	79.0
[2]	4.69 <sup>(8)</sup> ↓	11.06 <sup>(13)</sup> ↓	2:05.21 <sup>(7)</sup> ↓	3:47.42 <sup>(8)</sup> ↓	4:55.68 <sup>(8)</sup> ↓	7:52.62 <sup>(8)</sup> ↓	<b>10:23.52<sup>(3)</sup></b>	
	75.2	6.37 <sup>(13)</sup>	170.71:54.15 <sup>(7)</sup>	102.51:42.21 <sup>(7)</sup>	114.51:08.26 <sup>(6)</sup>	96.52:56.94 <sup>(6)</sup>	95.02:30.90 <sup>(6)</sup>	93.0
<b>8.</b>	<b>31 ZERLA Adriano I</b>	I	Osella PA 21/s	Vimotorsport	E2-SC 3000	<b>10:24.51</b>		
[1]	4.71 <sup>(12)</sup> ↓	10.83 <sup>(9)</sup> ↓	2:09.24 <sup>(8)</sup> ↓	3:55.57 <sup>(9)</sup> ↓	5:09.49 <sup>(9)</sup> ↓	8:19.90 <sup>(12)</sup> ↓	<b>11:01.77<sup>(8)</sup></b>	
	74.9	6.12 <sup>(8)</sup>	177.61:58.41 <sup>(8)</sup>	98.81:46.33 <sup>(9)</sup>	110.01:13.92 <sup>(13)</sup>	89.13:10.41 <sup>(18)</sup>	88.32:41.87 <sup>(12)</sup>	86.7
[2]	4.86 <sup>(14)</sup> ↓	10.97 <sup>(10)</sup> ↓	2:05.51 <sup>(8)</sup> ↓	3:45.73 <sup>(7)</sup> ↓	4:54.54 <sup>(6)</sup> ↓	7:51.82 <sup>(6)</sup> ↓	<b>10:24.51<sup>(3)</sup></b>	
	72.6	6.11 <sup>(11)</sup>	177.91:54.54 <sup>(8)</sup>	102.71:40.22 <sup>(4)</sup>	116.71:08.81 <sup>(7)</sup>	95.72:57.28 <sup>(7)</sup>	94.82:32.69 <sup>(10)</sup>	92.0
<b>9.</b>	<b>7 JANIK Vaclav</b>	CZ	Lola 302/50	Czech National Team	D/E2-SS 3000	<b>10:35.86</b>		
[1]	4.85 <sup>(21)</sup> ↓	11.05 <sup>(12)</sup> ↓	2:11.41 <sup>(14)</sup> ↓	3:59.36 <sup>(13)</sup> ↓	5:13.64 <sup>(12)</sup> ↓	8:18.20 <sup>(9)</sup> ↓	<b>11:06.06<sup>(12)</sup></b>	
	72.7	6.20 <sup>(10)</sup>	175.42:00.36 <sup>(14)</sup>	97.21:47.95 <sup>(12)</sup>	108.41:14.28 <sup>(14)</sup>	88.73:04.56 <sup>(11)</sup>	91.12:47.86 <sup>(26)</sup>	83.6
[2]	4.47 <sup>(2)</sup> ↓	10.39 <sup>(4)</sup> ↓	2:07.89 <sup>(9)</sup> ↓	3:51.24 <sup>(9)</sup> ↓	5:03.57 <sup>(10)</sup> ↓	8:02.98 <sup>(9)</sup> ↓	<b>10:35.86<sup>(3)</sup></b>	
	78.9	5.92 <sup>(7)</sup>	183.61:57.50 <sup>(10)</sup>	99.61:43.35 <sup>(10)</sup>	113.21:12.33 <sup>(14)</sup>	91.12:59.41 <sup>(10)</sup>	93.72:32.88 <sup>(11)</sup>	91.8
<b>10.</b>	<b>11 MORATELLI Matteo I</b>	I	Lola B99 Zytek	Sc. Etruria	D/E2-SS 3000	<b>10:37.23</b>		
[1]	4.78 <sup>(18)</sup> ↓	10.96 <sup>(10)</sup> ↓	2:14.08 <sup>(18)</sup> ↓	4:02.20 <sup>(16)</sup> ↓	5:16.08 <sup>(15)</sup> ↓	8:20.26 <sup>(13)</sup> ↓	<b>11:02.57<sup>(9)</sup></b>	
	73.8	6.18 <sup>(9)</sup>	175.92:03.12 <sup>(21)</sup>	95.01:48.12 <sup>(13)</sup>	108.21:13.88 <sup>(11)</sup>	89.23:04.18 <sup>(10)</sup>	91.32:42.31 <sup>(14)</sup>	86.5
[2]	4.89 <sup>(16)</sup> ↓	11.21 <sup>(16)</sup> ↓	2:11.44 <sup>(15)</sup> ↓	3:55.69 <sup>(14)</sup> ↓	5:05.49 <sup>(12)</sup> ↓	8:05.12 <sup>(11)</sup> ↓	<b>10:37.23<sup>(3)</sup></b>	
	72.1	6.32 <sup>(12)</sup>	172.02:00.23 <sup>(15)</sup>	97.31:44.25 <sup>(12)</sup>	112.21:09.80 <sup>(9)</sup>	94.42:59.63 <sup>(11)</sup>	93.62:32.11 <sup>(9)</sup>	92.3
<b>11.</b>	<b>39 DESSI Gianclaudio I</b>	I	Osella PA 21/s	Best Lap	CN 2000	<b>10:37.35</b>		
[1]	4.72 <sup>(13)</sup> ↓	11.13 <sup>(14)</sup> ↓	2:09.61 <sup>(9)</sup> ↓	3:55.41 <sup>(8)</sup> ↓	5:08.85 <sup>(8)</sup> ↓	8:14.55 <sup>(8)</sup> ↓	<b>10:55.59<sup>(5)</sup></b>	
	74.7	6.41 <sup>(14)</sup>	169.61:58.48 <sup>(9)</sup>	98.81:45.80 <sup>(8)</sup>	110.61:13.44 <sup>(9)</sup>	89.73:05.70 <sup>(12)</sup>	90.52:41.04 <sup>(10)</sup>	87.2
[2]	4.69 <sup>(8)</sup>	11.06 <sup>(13)</sup>	2:08.89 <sup>(11)</sup>	3:53.40 <sup>(12)</sup>	5:05.18 <sup>(11)</sup>	8:05.26 <sup>(12)</sup>	<b>10:37.35<sup>(3)</sup></b>	
								97.7

P. N. Conducente		Naz	Vettura	Scuderia		Classe		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
75.2	6.37 <sup>(13)</sup>	170.71:57.83 <sup>(11)</sup>	99.31:44.51 <sup>(13)</sup>	112.01:11.78 <sup>(11)</sup>	91.83:00.08 <sup>(12)</sup>	93.42:32.09 <sup>(8)</sup>	92.3	
<b>12.</b>	<b>41</b>	<b>MAGLIONA Omar</b>	I	Osella PA 21/s	Maglion Motorsport	CN 2000		<b>10:42.85</b>
[1]	5.19 <sup>(36)</sup>	12.03 <sup>(28)</sup>	2:14.15 <sup>(19)</sup>	4:01.62 <sup>(14)</sup>	5:14.61 <sup>(14)</sup>	8:18.66 <sup>(10)</sup>	11:10.77 <sup>(15)</sup>	92.8 A:148.9 B:178.3 C:110.4 +1:08.83
	68.0	6.84 <sup>(24)</sup>	158.92:02.12 <sup>(18)</sup>	95.81:47.47 <sup>(11)</sup>	108.91:12.99 <sup>(8)</sup>	90.33:04.05 <sup>(9)</sup>	91.32:52.11 <sup>(46)</sup>	81.6
[2]	4.98 <sup>(19)</sup>	11.55 <sup>(20)</sup>	2:07.89 <sup>(9)</sup>	3:51.34 <sup>(10)</sup>	5:01.78 <sup>(9)</sup>	8:04.25 <sup>(10)</sup>	10:42.85 <sup>(4)</sup>	96.9 A:161.7 B:181.6 C:114.8
	70.8	6.57 <sup>(19)</sup>	165.51:56.34 <sup>(9)</sup>	100.61:43.45 <sup>(11)</sup>	113.11:10.44 <sup>(10)</sup>	93.53:02.47 <sup>(14)</sup>	92.12:38.60 <sup>(18)</sup>	88.5
<b>13.</b>	<b>6</b>	<b>NAPIONE Renzo</b>	I	Reynard K02		D/E2-SS 3000		<b>10:45.93</b>
[1]	4.66 <sup>(10)</sup>	10.76 <sup>(7)</sup>	2:10.57 <sup>(12)</sup>	3:58.93 <sup>(12)</sup>	5:13.65 <sup>(13)</sup>	8:19.54 <sup>(11)</sup>	11:01.50 <sup>(7)</sup>	94.1 A:175.4 B:191.1 C:114.1 +1:11.91
	75.7	6.10 <sup>(7)</sup>	178.21:59.81 <sup>(12)</sup>	97.71:48.36 <sup>(15)</sup>	108.01:14.72 <sup>(18)</sup>	88.23:05.89 <sup>(14)</sup>	90.42:41.96 <sup>(13)</sup>	86.7
[2]	5.16 <sup>(29)</sup>	10.98 <sup>(11)</sup>	2:09.55 <sup>(13)</sup>	3:55.40 <sup>(13)</sup>	5:07.19 <sup>(13)</sup>	8:07.27 <sup>(13)</sup>	10:45.93 <sup>(4)</sup>	96.4 A:172.5 B:195.1 C:117.2
	68.4	5.82 <sup>(4)</sup>	186.81:58.57 <sup>(13)</sup>	98.71:45.85 <sup>(14)</sup>	110.51:11.79 <sup>(12)</sup>	91.83:00.08 <sup>(12)</sup>	93.42:38.66 <sup>(19)</sup>	88.5
<b>14.</b>	<b>14</b>	<b>BOTTURA Adolfo</b>	I	Formula Master		D/E2-SS 2000		<b>10:52.86</b>
[1]	4.64 <sup>(9)</sup>	10.97 <sup>(11)</sup>	2:10.34 <sup>(10)</sup>	3:58.56 <sup>(11)</sup>	5:12.44 <sup>(10)</sup>	8:22.58 <sup>(14)</sup>	11:20.07 <sup>(19)</sup>	91.6 A:159.7 B:171.7 C:106.3 +1:18.84
	76.0	6.33 <sup>(12)</sup>	171.81:59.37 <sup>(10)</sup>	98.01:48.22 <sup>(14)</sup>	108.11:13.88 <sup>(11)</sup>	89.23:10.14 <sup>(17)</sup>	88.42:57.49 <sup>(64)</sup>	79.1
[2]	4.83 <sup>(13)</sup>	11.22 <sup>(17)</sup>	2:10.35 <sup>(14)</sup>	3:56.22 <sup>(15)</sup>	5:08.84 <sup>(14)</sup>	8:13.65 <sup>(14)</sup>	10:52.86 <sup>(5)</sup>	95.4 A:163.8 B:182.3 C:117.2
	73.0	6.39 <sup>(16)</sup>	170.11:59.13 <sup>(14)</sup>	98.21:45.87 <sup>(15)</sup>	110.51:12.62 <sup>(15)</sup>	90.73:04.81 <sup>(15)</sup>	91.02:39.21 <sup>(21)</sup>	88.2
<b>15.</b>	<b>71</b>	<b>FORATO Antonio</b>	I	Lamborghini Gallardo	Rubicone Corse	GT4 3000+		<b>10:59.68</b>
[1]	5.24 <sup>(39)</sup>	11.98 <sup>(27)</sup>	2:13.86 <sup>(17)</sup>	4:07.87 <sup>(21)</sup>	5:23.13 <sup>(21)</sup>	8:28.86 <sup>(18)</sup>	11:02.65 <sup>(10)</sup>	94.0 A:157.6 B:173.2 C:107.6 +1:25.66
	67.3	6.74 <sup>(22)</sup>	161.32:01.88 <sup>(17)</sup>	96.01:54.01 <sup>(30)</sup>	102.61:15.26 <sup>(23)</sup>	87.53:05.73 <sup>(13)</sup>	90.52:33.79 <sup>(3)</sup>	91.3
[2]	5.01 <sup>(20)</sup>	11.46 <sup>(19)</sup>	2:13.67 <sup>(16)</sup>	4:04.65 <sup>(20)</sup>	5:20.95 <sup>(18)</sup>	8:25.96 <sup>(16)</sup>	10:59.68 <sup>(7)</sup>	94.4 A:162.3 B:154.9 C:101.6
	70.4	6.45 <sup>(18)</sup>	168.62:02.21 <sup>(16)</sup>	95.71:50.98 <sup>(21)</sup>	105.41:16.30 <sup>(26)</sup>	86.33:05.01 <sup>(16)</sup>	90.92:33.72 <sup>(12)</sup>	91.3
<b>16.</b>	<b>19</b>	<b>DEGIACOMI Gianluca</b>	I	Formula Gloria Cp8	Sport Racing Team	D/E2-SS 1600		<b>11:00.02</b>
[1]	4.89 <sup>(23)</sup>	11.87 <sup>(24)</sup>	2:16.33 <sup>(22)</sup>	4:09.74 <sup>(24)</sup>	5:24.94 <sup>(23)</sup>	8:37.47 <sup>(22)</sup>	11:26.83 <sup>(26)</sup>	90.7 A:154.6 B:152.4 C:107.4 +1:26.00
	72.1	6.98 <sup>(27)</sup>	155.82:04.46 <sup>(23)</sup>	94.01:53.41 <sup>(26)</sup>	103.21:15.20 <sup>(21)</sup>	87.63:12.53 <sup>(25)</sup>	87.32:49.36 <sup>(34)</sup>	82.9
[2]	4.89 <sup>(16)</sup>	12.24 <sup>(24)</sup>	2:15.70 <sup>(20)</sup>	4:03.97 <sup>(16)</sup>	5:15.89 <sup>(15)</sup>	8:23.93 <sup>(15)</sup>	11:00.02 <sup>(7)</sup>	94.4 A:144.9 B:163.3 C:108.7
	72.1	7.35 <sup>(32)</sup>	147.92:03.46 <sup>(19)</sup>	94.81:48.27 <sup>(17)</sup>	108.11:11.92 <sup>(13)</sup>	91.63:08.04 <sup>(19)</sup>	89.42:36.09 <sup>(13)</sup>	89.9
<b>17.</b>	<b>136</b>	<b>DE TISI Giorgio</b>	I	Citroën Xara Wrc	Car Racing	A 3000+		<b>11:03.53</b>
[1]	5.18 <sup>(35)</sup>	12.64 <sup>(38)</sup>	2:15.71 <sup>(21)</sup>	4:07.25 <sup>(19)</sup>	5:21.65 <sup>(18)</sup>	8:27.70 <sup>(17)</sup>	11:03.53 <sup>(11)</sup>	93.9 A:150.7 B:164.4 C:106.1 +1:29.51
	68.1	7.46 <sup>(41)</sup>	145.72:03.07 <sup>(20)</sup>	95.71:51.54 <sup>(21)</sup>	104.91:14.40 <sup>(15)</sup>	88.53:06.05 <sup>(15)</sup>	90.42:35.83 <sup>(5)</sup>	90.1
[2]	5.12 <sup>(27)</sup>	12.68 <sup>(36)</sup>	2:14.96 <sup>(19)</sup>	4:06.72 <sup>(21)</sup>	5:21.44 <sup>(19)</sup>	8:28.64 <sup>(18)</sup>	11:05.61 <sup>(12)</sup>	93.6 A:149.6 B:164.4 C:105.7
	68.9	7.56 <sup>(40)</sup>	143.82:02.28 <sup>(17)</sup>	95.71:51.76 <sup>(22)</sup>	104.71:14.72 <sup>(19)</sup>	88.23:07.20 <sup>(17)</sup>	89.82:36.97 <sup>(15)</sup>	89.4
<b>18.</b>	<b>91</b>	<b>GIULIANI Fulvio</b>	I	Lancia Delta Int. Evo	AB Motorsport	E1 It. 3000+		<b>11:03.56</b>
[1]	5.12 <sup>(31)</sup>	12.09 <sup>(29)</sup>	2:19.71 <sup>(28)</sup>	4:11.46 <sup>(26)</sup>	5:27.74 <sup>(26)</sup>	8:41.87 <sup>(26)</sup>	11:22.95 <sup>(21)</sup>	91.2 A:137.6 B:153.2 C:108.2 +1:29.54
	68.9	6.97 <sup>(26)</sup>	156.02:07.62 <sup>(28)</sup>	91.71:51.75 <sup>(22)</sup>	104.71:16.28 <sup>(28)</sup>	86.43:14.13 <sup>(29)</sup>	86.62:41.08 <sup>(11)</sup>	87.2
[2]	4.52 <sup>(4)</sup>	11.09 <sup>(15)</sup>	2:14.50 <sup>(18)</sup>	4:04.32 <sup>(19)</sup>	5:19.70 <sup>(17)</sup>	8:27.37 <sup>(17)</sup>	11:03.56 <sup>(12)</sup>	93.9 A:136.0 B:154.6 C:111.9
	78.1	6.57 <sup>(19)</sup>	165.52:03.41 <sup>(18)</sup>	94.81:49.82 <sup>(19)</sup>	106.51:15.38 <sup>(22)</sup>	87.43:07.67 <sup>(18)</sup>	89.62:36.19 <sup>(14)</sup>	89.9
<b>19.</b>	<b>5</b>	<b>SZASZ Laszlo</b>	H	Reynard Zytek		D/E2-SS 3000		<b>11:08.81</b>
[1]	4.82 <sup>(20)</sup>	11.18 <sup>(16)</sup>	2:11.26 <sup>(13)</sup>	3:58.18 <sup>(10)</sup>	5:13.07 <sup>(11)</sup>	8:23.73 <sup>(15)</sup>	11:09.49 <sup>(13)</sup>	93.0 A:159.1 B:175.9 C:109.2 +1:34.79
	73.2	6.36 <sup>(13)</sup>	170.92:00.08 <sup>(13)</sup>	97.41:46.92 <sup>(10)</sup>	109.41:14.89 <sup>(19)</sup>	88.03:10.66 <sup>(20)</sup>	88.22:45.76 <sup>(21)</sup>	84.7
[2]	4.86 <sup>(14)</sup>	10.82 <sup>(7)</sup>	2:16.28 <sup>(22)</sup>	4:04.17 <sup>(18)</sup>	5:18.27 <sup>(16)</sup>	8:29.45 <sup>(19)</sup>	11:08.81 <sup>(13)</sup>	93.1 A:169.4 B:190.8 C:107.7
	72.6	5.96 <sup>(9)</sup>	182.42:05.46 <sup>(24)</sup>	93.31:47.89 <sup>(16)</sup>	108.41:14.10 <sup>(17)</sup>	88.93:11.18 <sup>(24)</sup>	87.92:39.36 <sup>(23)</sup>	88.1
<b>20.</b>	<b>93</b>	<b>DI GIUSEPPE Roberto</b>	I	Alfa Romeo 155 GTA	AB Motorsport	E1 It. 3000+		<b>11:10.17</b>
[1]	4.57 <sup>(5)</sup>	11.24 <sup>(17)</sup>	2:16.53 <sup>(23)</sup>	4:06.22 <sup>(18)</sup>	5:20.80 <sup>(17)</sup>	8:35.00 <sup>(20)</sup>	11:10.17 <sup>(14)</sup>	92.9 A:142.6 B:169.0 C:111.1 +1:36.15
	77.2	6.67 <sup>(21)</sup>	163.02:05.29 <sup>(25)</sup>	93.41:49.69 <sup>(17)</sup>	106.71:14.58 <sup>(16)</sup>	88.33:14.20 <sup>(30)</sup>	86.62:35.17 <sup>(4)</sup>	90.5
<b>21.</b>	<b>27</b>	<b>CAMANINI Giuseppe</b>	I	Osella PA 20/s Bmw		CN 3000		<b>11:11.56</b>
[1]	4.81 <sup>(19)</sup>	11.89 <sup>(25)</sup>	2:17.06 <sup>(25)</sup>	4:10.63 <sup>(25)</sup>	5:25.93 <sup>(24)</sup>	8:39.89 <sup>(25)</sup>	11:24.83 <sup>(24)</sup>	90.9 A:144.0 B:158.6 C:105.7 +1:37.54
	73.3	7.08 <sup>(30)</sup>	153.62:05.17 <sup>(24)</sup>	93.51:53.57 <sup>(27)</sup>	103.01:15.30 <sup>(24)</sup>	87.53:13.96 <sup>(27)</sup>	86.72:44.94 <sup>(19)</sup>	85.1
[2]	4.72 <sup>(11)</sup>	11.95 <sup>(22)</sup>	2:17.07 <sup>(24)</sup>	4:07.74 <sup>(22)</sup>	5:21.74 <sup>(20)</sup>	8:32.75 <sup>(20)</sup>	11:11.56 <sup>(16)</sup>	92.7 A:143.2 B:162.3 C:104.3
	74.7	7.23 <sup>(27)</sup>	150.42:05.12 <sup>(23)</sup>	93.51:50.67 <sup>(20)</sup>	105.71:14.00 <sup>(16)</sup>	89.03:11.01 <sup>(21)</sup>	88.02:38.81 <sup>(20)</sup>	88.4
<b>22.</b>	<b>139</b>	<b>NONES Tiziano</b>	I	Peugeot 206 Wrc	Vimotorsport	A 3000+		<b>11:12.44</b>
[1]	4.93 <sup>(25)</sup>	12.38 <sup>(33)</sup>	2:21.02 <sup>(33)</sup>	4:14.83 <sup>(31)</sup>	5:31.14 <sup>(30)</sup>	8:42.06 <sup>(28)</sup>	11:21.12 <sup>(20)</sup>	91.4 A:139.5 B:162.5 C:103.4 +1:38.42
	71.6	7.45 <sup>(40)</sup>	145.92:08.64 <sup>(31)</sup>	91.01:53.81 <sup>(29)</sup>	102.81:16.31 <sup>(29)</sup>	86.33:10.92 <sup>(21)</sup>	88.12:39.06 <sup>(7)</sup>	88.3
[2]	5.15 <sup>(28)</sup>	12.62 <sup>(34)</sup>	2:16.63 <sup>(23)</sup>	4:08.82 <sup>(24)</sup>	5:24.07 <sup>(22)</sup>	8:33.14 <sup>(21)</sup>	11:12.44 <sup>(16)</sup>	92.6 A:148.2 B:163.3 C:102.7
	68.5	7.47 <sup>(38)</sup>	145.52:04.01 <sup>(21)</sup>	94.31:52.19 <sup>(24)</sup>	104.31:15.25 <sup>(21)</sup>	87.53:09.07 <sup>(20)</sup>	88.92:39.30 <sup>(22)</sup>	88.1
<b>23.</b>	<b>24</b>	<b>"BRUS"</b>	I	Ghipard	Team Speed Race	D/E2-SS 1600		<b>11:15.81</b>
[1]	5.43 <sup>(46)</sup>	13.39 <sup>(49)</sup>	2:19.87 <sup>(30)</sup>	4:12.94 <sup>(28)</sup>	5:28.67 <sup>(27)</sup>	8:36.53 <sup>(21)</sup>	11:15.81 <sup>(16)</sup>	92.2 A:136.6 B:159.5 C:101.9 +1:41.79
	65.0	7.96 <sup>(52)</sup>	136.62:06.48 <sup>(26)</sup>	92.51:53.07 <sup>(25)</sup>	103.51:15.73 <sup>(26)</sup>	87.03:07.86 <sup>(16)</sup>	89.52:39.28 <sup>(8)</sup>	88.1
[2]	5.63 <sup>(44)</sup>	13.14 <sup>(43)</sup>	2:21.61 <sup>(30)</sup>	4:14.59 <sup>(28)</sup>	5:30.76 <sup>(27)</sup>	8:41.93 <sup>(26)</sup>	11:19.68 <sup>(19)</sup>	91.6 A:136.0 B:158.3 C:103.2
	62.7	7.51 <sup>(39)</sup>	144.82:08.47 <sup>(29)</sup>	91.71:52.98 <sup>(28)</sup>	103.61:16.17 <sup>(25)</sup>	86.53:11.17 <sup>(23)</sup>	87.92:37.75 <sup>(17)</sup>	89.0
<b>24.</b>	<b>53</b>	<b>ISOLANI Leonardo</b>	I	Ferrari 575 Gtc	Isolani Racing Team	GT 3000+		<b>11:19.09</b>
[1]	5.40 <sup>(45)</sup>	11.83 <sup>(23)</sup>	2:13.29 <sup>(16)</sup>	4:03.29 <sup>(17)</sup>	5:19.40 <sup>(16)</sup>	8:31.30 <sup>(19)</sup>	11:19.09 <sup>(18)</sup>	91.7 A:146.1 B:152.7 C:110.5 +1:45.07
	65.3	6.43 <sup>(15)</sup>	169.72:01.46 <sup>(16)</sup>	96.31:50.00 <sup>(18)</sup>	106.41:16.11 <sup>(27)</sup>	86.63:11.90 <sup>(24)</sup>	87.62:47.79 <sup>(25)</sup>	83.7
<b>25.</b>	<b>55</b>	<b>CRISTOFORETTI Marco</b>	I	Porsche 997 Rsr	Car Racing	GT 3000+		<b>11:19.24</b>
[1]	5.92 <sup>(57)</sup>	14.72 <sup>(73)</sup>	2:26.72 <sup>(49)</sup>	4:22.17 <sup>(40)</sup>	5:38.94 <sup>(38)</sup>	8:52.43 <sup>(33)</sup>	11:37.83 <sup>(30)</sup>	89.2 A:111.7 B:164.6 C:106.0 +1:45.22
	59.6	8.80 <sup>(78)</sup>	123.52:12.00 <sup>(42)</sup>	88.61:55.45 <sup>(35)</sup>	101.31:16.77 <sup>(30)</sup>	85.83:13.49 <sup>(26)</sup>	86.92:45.40 <sup>(20)</sup>	84.9
[2]	5.49 <sup>(40)</sup>	12.45 <sup>(28)</sup>	2:19.02 <sup>(26)</sup>	4:11.54 <sup>(26)</sup>	5:27.08 <sup>(25)</sup>	8:38.20 <sup>(23)</sup>	11:19.24 <sup>(19)</sup>	91.7 A:140.1 B:169.2 C:107.1

P. N. Conducente		Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
64.3	6.96 <sup>(22)</sup>	156.22:06.57 <sup>(27)</sup>	92.41:52.52 <sup>(27)</sup>	104.01:15.54 <sup>(23)</sup>	87.23:11.12 <sup>(22)</sup>	88.02:41.04 <sup>(24)</sup>	87.2
<b>26.</b>	<b>26</b>	<b>MENEGETTI Renzo</b>	I	Lucchini 06		E2-SC 3000	<b>11:20.42</b>
[1]	4.75 <sup>(17)</sup>	11.29 <sup>(18)</sup>	2:19.78 <sup>(29)</sup>	4:14.70 <sup>(30)</sup>	5:30.01 <sup>(28)</sup>	8:46.60 <sup>(31)</sup>	12:29.39 <sup>(69)</sup> 83.1 A:154.6 B:185.0 C:112.8 +1:46.40
	74.3	6.54 <sup>(18)</sup>	166.22:08.49 <sup>(30)</sup>	91.1:54.92 <sup>(33)</sup>	101.81:15.31 <sup>(25)</sup>	87.53:16.59 <sup>(34)</sup>	85.53:42.79 <sup>(114)</sup> 63.0
[2]	4.93 <sup>(18)</sup>	11.30 <sup>(18)</sup>	2:16.22 <sup>(21)</sup>	4:08.43 <sup>(23)</sup>	5:23.63 <sup>(21)</sup>	8:36.41 <sup>(22)</sup>	11:20.42 <sup>(20)</sup> 91.5 A:157.2 B:180.2 C:111.9
	71.6	6.37 <sup>(13)</sup>	170.72:04.92 <sup>(22)</sup>	93.71:52.21 <sup>(25)</sup>	104.31:15.20 <sup>(20)</sup>	87.63:12.78 <sup>(26)</sup>	87.22:44.01 <sup>(28)</sup> 85.6
<b>27.</b>	<b>188</b>	<b>BICCIATO Rudy</b>	I	Mitsubishi Lanc. Evo IX		Rennstall Mendel N 3000+	<b>11:22.95</b>
[1]	5.22 <sup>(38)</sup>		2:21.19 <sup>(34)</sup>	4:15.29 <sup>(32)</sup>	5:32.14 <sup>(31)</sup>	8:42.66 <sup>(29)</sup>	11:22.95 <sup>(21)</sup> 91.2 B:165.2 C:103.2 +1:48.93
	67.6		1:54.10 <sup>(31)</sup>	102.51:16.85 <sup>(31)</sup>	85.73:10.52 <sup>(19)</sup>	88.22:40.29 <sup>(9)</sup>	87.6
<b>28.</b>	<b>44</b>	<b>CAPUCCI Marco</b>	I	Osella PA 21j Honda		CN 1600	<b>11:24.57</b>
[1]	5.13 <sup>(32)</sup>	12.42 <sup>(35)</sup>	2:16.78 <sup>(24)</sup>	4:08.26 <sup>(22)</sup>	5:23.25 <sup>(22)</sup>	8:38.33 <sup>(23)</sup>	11:25.33 <sup>(25)</sup> 90.9 A:153.0 B:160.6 C:100.0 +1:50.55
	68.8	7.29 <sup>(35)</sup>	149.12:04.36 <sup>(22)</sup>	94.71:51.48 <sup>(20)</sup>	105.01:14.99 <sup>(20)</sup>	87.93:15.08 <sup>(31)</sup>	86.22:47.00 <sup>(24)</sup> 84.1
[2]	5.18 <sup>(31)</sup>	12.50 <sup>(30)</sup>	2:18.28 <sup>(25)</sup>	4:10.41 <sup>(25)</sup>	5:25.12 <sup>(24)</sup>	8:39.45 <sup>(24)</sup>	11:24.57 <sup>(24)</sup> 91.0 A:153.1 B:161.6 C:102.8
	68.1	7.32 <sup>(31)</sup>	148.52:05.78 <sup>(26)</sup>	93.01:52.13 <sup>(23)</sup>	104.31:14.71 <sup>(18)</sup>	88.23:14.33 <sup>(28)</sup>	86.52:45.12 <sup>(30)</sup> 85.0
<b>29.</b>	<b>98</b>	<b>SAMBUCO Luigi</b>	I	Alfa Romeo 155		Global Rally Racing E1 It. 2000	<b>11:29.97</b>
[1]	5.92 <sup>(57)</sup>	13.34 <sup>(48)</sup>	2:24.91 <sup>(41)</sup>	4:21.35 <sup>(39)</sup>	5:38.57 <sup>(37)</sup>	8:53.98 <sup>(34)</sup>	11:45.37 <sup>(34)</sup> 88.3 A:133.1 B:163.1 C:104.4 +1:55.95
	59.6	7.42 <sup>(38)</sup>	146.52:11.57 <sup>(41)</sup>	88.91:56.44 <sup>(39)</sup>	100.51:17.22 <sup>(34)</sup>	85.33:15.41 <sup>(32)</sup>	86.02:51.39 <sup>(43)</sup> 81.9
[2]	6.06 <sup>(54)</sup>	13.48 <sup>(44)</sup>	2:19.24 <sup>(27)</sup>	4:11.61 <sup>(27)</sup>	5:27.44 <sup>(26)</sup>	8:39.83 <sup>(25)</sup>	11:29.97 <sup>(27)</sup> 90.3 A:139.6 B:165.8 C:105.2
	58.2	7.42 <sup>(34)</sup>	146.52:05.76 <sup>(25)</sup>	93.01:52.37 <sup>(26)</sup>	104.11:15.83 <sup>(24)</sup>	86.93:12.39 <sup>(25)</sup>	87.42:50.14 <sup>(43)</sup> 82.5
<b>30.</b>	<b>187</b>	<b>CHIAVAROLI Roberto</b>	I	Mitsubishi Lanc. Evo IX		Best Lap N 3000+	<b>11:30.48</b>
[1]	5.65 <sup>(51)</sup>		2:21.00 <sup>(32)</sup>	4:15.41 <sup>(33)</sup>	5:32.53 <sup>(32)</sup>	8:46.55 <sup>(30)</sup>	11:30.48 <sup>(27)</sup> 90.2 B:162.0 C:102.7 +1:56.46
	62.4		1:54.41 <sup>(32)</sup>	102.31:17.12 <sup>(32)</sup>	85.43:14.02 <sup>(28)</sup>	86.72:43.93 <sup>(16)</sup>	85.6
<b>31.</b>	<b>9</b>	<b>PALLER Friedrich</b>	I	Lola Cosworth		Rennstall Mendel D/E2-SS 3000	<b>11:33.29</b>
[1]	4.85 <sup>(21)</sup>	10.80 <sup>(8)</sup>	2:10.46 <sup>(11)</sup>	3:54.63 <sup>(7)</sup>	5:04.26 <sup>(7)</sup>	8:03.35 <sup>(6)</sup>	A:174.7 B:187.0 C:113.2 +1:59.27
	72.7	5.95 <sup>(5)</sup>	182.71:59.66 <sup>(11)</sup>	97.81:44.17 <sup>(6)</sup>	112.31:09.63 <sup>(5)</sup>	94.62:59.09 <sup>(5)</sup>	93.9
[2]	5.04 <sup>(24)</sup>	10.99 <sup>(12)</sup>	2:09.40 <sup>(12)</sup>	3:51.92 <sup>(11)</sup>	5:56.16 <sup>(54)</sup>	8:55.56 <sup>(32)</sup>	11:33.29 <sup>(28)</sup> 89.8 A:173.1 B:192.4 C:110.9
	70.0	5.95 <sup>(8)</sup>	182.71:58.41 <sup>(12)</sup>	98.81:42.52 <sup>(9)</sup>	114.22:04.24 <sup>(93)</sup>	53.02:59.40 <sup>(9)</sup>	93.72:37.73 <sup>(16)</sup> 89.0
<b>32.</b>	<b>92</b>	<b>MOLINARO Eugenio</b>	I	Alfa Romeo 155 GTA		E1 It. 3000+	<b>11:33.34</b>
[1]	4.74 <sup>(16)</sup>	11.31 <sup>(19)</sup>	2:20.36 <sup>(31)</sup>	4:12.50 <sup>(27)</sup>	5:27.73 <sup>(25)</sup>	8:39.03 <sup>(24)</sup>	11:33.34 <sup>(28)</sup> 89.8 A:149.3 B:178.3 C:109.5 +1:59.32
	74.4	6.57 <sup>(19)</sup>	165.52:09.05 <sup>(34)</sup>	90.71:52.14 <sup>(23)</sup>	104.31:15.23 <sup>(22)</sup>	87.63:11.30 <sup>(22)</sup>	87.92:54.31 <sup>(50)</sup> 80.5
[2]	4.37 <sup>(1)</sup>	10.45 <sup>(5)</sup>	2:14.43 <sup>(17)</sup>	4:04.16 <sup>(17)</sup>	5:24.76 <sup>(23)</sup>	8:50.32 <sup>(29)</sup>	11:33.35 <sup>(29)</sup> 89.8 A:155.9 B:179.5 C:111.4
	80.7	6.08 <sup>(10)</sup>	178.82:03.98 <sup>(20)</sup>	94.41:49.73 <sup>(18)</sup>	106.61:20.60 <sup>(45)</sup>	81.73:25.56 <sup>(47)</sup>	81.82:43.03 <sup>(26)</sup> 86.1
<b>33.</b>	<b>135</b>	<b>PIONER Maurizio</b>	I	Mitsubishi Lancer Evo VI		Rennstall Mendel A 3000+	<b>11:34.02</b>
[1]	5.01 <sup>(27)</sup>	12.40 <sup>(34)</sup>	2:21.35 <sup>(35)</sup>	4:17.02 <sup>(34)</sup>	5:35.31 <sup>(33)</sup>	8:51.19 <sup>(32)</sup>	11:34.02 <sup>(29)</sup> 89.7 A:142.4 B:165.6 C:104.0 +2:00.00
	70.4	7.39 <sup>(37)</sup>	147.12:08.95 <sup>(33)</sup>	90.71:55.67 <sup>(36)</sup>	101.11:18.29 <sup>(36)</sup>	84.13:15.88 <sup>(33)</sup>	85.82:42.83 <sup>(15)</sup> 86.2
<b>34.</b>	<b>49</b>	<b>PISANO Egidio</b>	D	Spieß Golf 16v		Cosenza Corse E2-SH 1600	<b>11:35.40</b>
[1]	5.71 <sup>(55)</sup>	13.18 <sup>(44)</sup>	2:21.94 <sup>(36)</sup>	4:17.25 <sup>(35)</sup>	5:36.33 <sup>(34)</sup>	8:56.42 <sup>(35)</sup>	11:44.49 <sup>(32)</sup> 88.4 A:146.9 B:150.6 C:99.3 +2:01.38
	61.8	7.47 <sup>(42)</sup>	145.52:08.76 <sup>(32)</sup>	90.91:55.31 <sup>(34)</sup>	101.51:19.08 <sup>(40)</sup>	83.33:20.09 <sup>(38)</sup>	84.02:48.07 <sup>(27)</sup> 83.5
[2]	5.58 <sup>(42)</sup>	12.97 <sup>(40)</sup>	2:21.43 <sup>(29)</sup>	4:16.23 <sup>(29)</sup>	5:34.35 <sup>(28)</sup>	8:49.77 <sup>(28)</sup>	11:35.40 <sup>(30)</sup> 89.6 A:148.1 B:152.4 C:98.9
	63.2	7.39 <sup>(33)</sup>	147.12:08.46 <sup>(28)</sup>	91.71:54.80 <sup>(29)</sup>	101.91:18.12 <sup>(31)</sup>	84.33:15.42 <sup>(29)</sup>	86.02:45.63 <sup>(31)</sup> 84.8
<b>35.</b>	<b>194</b>	<b>IORIATTI Armando</b>	I	Mitsubishi Lanc. Ev. VIII		Hawk Racing Club N 3000+	<b>11:39.96</b>
[1]	5.67 <sup>(53)</sup>		2:26.76 <sup>(50)</sup>	4:25.19 <sup>(48)</sup>	5:45.20 <sup>(47)</sup>	9:03.71 <sup>(40)</sup>	11:50.41 <sup>(36)</sup> 87.7 B:154.6 C:100.5 +2:05.94
	62.2		1:58.43 <sup>(48)</sup>	98.81:20.01 <sup>(44)</sup>	82.33:18.51 <sup>(36)</sup>	84.72:46.70 <sup>(23)</sup>	84.2
[2]	5.16 <sup>(29)</sup>	12.75 <sup>(37)</sup>	2:22.86 <sup>(31)</sup>	4:19.97 <sup>(33)</sup>	5:40.26 <sup>(34)</sup>	8:56.47 <sup>(33)</sup>	11:39.96 <sup>(31)</sup> 89.0 A:148.8 B:165.6 C:99.4
	68.4	7.59 <sup>(41)</sup>	143.22:10.11 <sup>(32)</sup>	89.91:57.11 <sup>(34)</sup>	99.91:20.29 <sup>(41)</sup>	82.13:16.21 <sup>(30)</sup>	85.72:43.49 <sup>(27)</sup> 85.9
<b>36.</b>	<b>83</b>	<b>VITVER Vladimir</b>	CZ	Lotus Wr 9/2		Czech National Team E1 FIA 2000	<b>11:40.52</b>
[1]	5.09 <sup>(30)</sup>	12.28 <sup>(31)</sup>	2:19.31 <sup>(27)</sup>	4:12.96 <sup>(29)</sup>	5:30.17 <sup>(29)</sup>	8:42.03 <sup>(27)</sup>	11:40.52 <sup>(31)</sup> 88.9 A:155.9 B:164.6 C:100.6 +2:06.50
	69.3	7.19 <sup>(32)</sup>	151.22:07.03 <sup>(27)</sup>	92.71:53.65 <sup>(28)</sup>	102.91:17.21 <sup>(33)</sup>	85.33:11.86 <sup>(23)</sup>	87.62:58.49 <sup>(68)</sup> 78.7
[2]	5.10 <sup>(25)</sup>	12.22 <sup>(23)</sup>					A:155.1
	69.2	7.12 <sup>(26)</sup>	152.7				
<b>37.</b>	<b>145</b>	<b>NICOLINI Pio</b>	I	Skoda Fabia		Destra 4 A 3000+	<b>11:41.15</b>
[1]	5.92 <sup>(57)</sup>	13.52 <sup>(50)</sup>	2:27.34 <sup>(54)</sup>	4:25.61 <sup>(49)</sup>	5:44.96 <sup>(46)</sup>	9:02.04 <sup>(37)</sup>	11:46.41 <sup>(35)</sup> 88.2 A:136.9 B:154.8 C:103.8 +2:07.13
	59.6	7.60 <sup>(45)</sup>	143.12:13.82 <sup>(54)</sup>	87.41:58.27 <sup>(46)</sup>	98.91:19.35 <sup>(41)</sup>	83.03:17.08 <sup>(35)</sup>	85.32:44.37 <sup>(17)</sup> 85.4
[2]	5.47 <sup>(39)</sup>	12.91 <sup>(39)</sup>	2:25.87 <sup>(42)</sup>	4:23.84 <sup>(38)</sup>	5:42.55 <sup>(36)</sup>	8:58.96 <sup>(34)</sup>	11:41.15 <sup>(32)</sup> 88.8 A:139.8 B:159.4 C:103.2
	64.5	7.44 <sup>(35)</sup>	146.12:12.96 <sup>(48)</sup>	88.01:57.97 <sup>(39)</sup>	99.21:18.71 <sup>(32)</sup>	83.73:16.41 <sup>(31)</sup>	85.62:42.19 <sup>(25)</sup> 86.6
<b>38.</b>	<b>151</b>	<b>"ROMY"</b>	I	Honda Civic Type R		New Media A 2000	<b>11:41.90</b>
[1]	6.13 <sup>(68)</sup>	14.39 <sup>(62)</sup>	2:27.93 <sup>(57)</sup>	4:25.81 <sup>(50)</sup>	5:44.81 <sup>(45)</sup>	9:07.33 <sup>(44)</sup>	11:56.64 <sup>(39)</sup> 86.9 A:134.3 B:154.4 C:98.3 +2:07.88
	57.6	8.26 <sup>(61)</sup>	131.62:13.54 <sup>(51)</sup>	87.61:57.88 <sup>(44)</sup>	99.31:19.00 <sup>(39)</sup>	83.43:22.52 <sup>(45)</sup>	83.02:49.31 <sup>(33)</sup> 82.9
[2]	6.11 <sup>(56)</sup>	14.05 <sup>(48)</sup>	2:23.86 <sup>(33)</sup>	4:19.66 <sup>(32)</sup>	5:37.74 <sup>(31)</sup>	8:55.22 <sup>(31)</sup>	11:41.90 <sup>(32)</sup> 88.7 A:139.7 B:157.7 C:100.1
	57.7	7.94 <sup>(47)</sup>	136.92:09.81 <sup>(31)</sup>	90.71:55.80 <sup>(32)</sup>	101.01:18.08 <sup>(30)</sup>	84.43:17.48 <sup>(32)</sup>	85.12:46.68 <sup>(33)</sup> 84.2
<b>39.</b>	<b>48</b>	<b>STOLZ Herbert</b>	D	Porsche 935 Dp II		E2-SH 3000+	<b>11:42.24</b>
[1]	5.43 <sup>(46)</sup>	12.47 <sup>(36)</sup>	2:23.15 <sup>(37)</sup>	4:19.41 <sup>(36)</sup>	5:38.02 <sup>(36)</sup>	8:58.39 <sup>(36)</sup>	11:45.01 <sup>(33)</sup> 88.3 A:142.3 B:156.5 C:101.5 +2:08.22
	65.0	7.04 <sup>(28)</sup>	154.42:10.68 <sup>(36)</sup>	89.51:56.26 <sup>(38)</sup>	100.61:18.61 <sup>(37)</sup>	83.83:20.37 <sup>(39)</sup>	83.92:46.62 <sup>(22)</sup> 84.3
[2]	5.60 <sup>(43)</sup>	12.43 <sup>(27)</sup>	2:23.02 <sup>(32)</sup>	4:18.24 <sup>(31)</sup>	5:35.58 <sup>(29)</sup>	8:54.22 <sup>(30)</sup>	11:42.24 <sup>(32)</sup> 88.7 A:148.3 B:167.2 C:104.0
	63.0	6.83 <sup>(21)</sup>	159.22:10.59 <sup>(34)</sup>	89.61:55.22 <sup>(30)</sup>	101.51:17.34 <sup>(28)</sup>	85.23:18.64 <sup>(33)</sup>	84.62:48.02 <sup>(37)</sup> 83.6
<b>40.</b>	<b>111</b>	<b>HAFNER Armin</b>	I	Alfa Romeo 147 GTA		Rennstall Mendel E1 It. 2000	<b>11:50.26</b>
							+2:16.24

P. N. Conducente		Naz	Vettura	Scuderia		Classe		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
[1]	6.19 <sup>(75)</sup> ⌋	14.52 <sup>(67)</sup> ⌋	2:29.16 <sup>(60)</sup> ⌋	4:29.37 <sup>(60)</sup> ⌋	5:49.16 <sup>(53)</sup> ⌋	9:10.34 <sup>(47)</sup> ⌋	<b>12:01.35</b> <sup>(45)</sup>	86.3 A:132.2 B:146.1 C:101.5
	57.0	8.33 <sup>(67)</sup>	130.52:14.64 <sup>(56)</sup>	86.92:00.21 <sup>(61)</sup>	97.31:19.79 <sup>(42)</sup>	82.63:21.18 <sup>(42)</sup>	83.62:51.01 <sup>(40)</sup>	82.1
[2]	6.19 <sup>(60)</sup> ⌋	14.51 <sup>(57)</sup> ⌋	2:25.26 <sup>(38)</sup> ⌋	4:23.94 <sup>(39)</sup> ⌋	5:42.92 <sup>(37)</sup> ⌋	9:01.57 <sup>(35)</sup> ⌋	<b>11:50.26</b> <sup>(36)</sup>	87.7 A:135.5 B:147.2 C:100.8
	57.0	8.32 <sup>(60)</sup>	130.72:10.75 <sup>(35)</sup>	89.51:58.68 <sup>(40)</sup>	98.61:18.98 <sup>(35)</sup>	83.43:18.65 <sup>(34)</sup>	84.62:48.69 <sup>(38)</sup>	83.2
<b>41.155 D'ANGELO Giuseppe</b>	I	Peugeot 106 S16				Puntese Corse	A 1600	<b>11:52.23</b>
[1]	6.24 <sup>(81)</sup> ⌋	14.64 <sup>(70)</sup> ⌋	2:28.55 <sup>(59)</sup> ⌋	4:29.65 <sup>(61)</sup> ⌋	5:50.09 <sup>(57)</sup> ⌋	9:14.03 <sup>(52)</sup> ⌋	<b>12:04.12</b> <sup>(47)</sup>	86.0 A:132.3 B:150.4 C:96.3 +2:18.21
	56.5	8.40 <sup>(68)</sup>	129.42:13.91 <sup>(55)</sup>	87.42:01.10 <sup>(66)</sup>	96.61:20.44 <sup>(51)</sup>	81.93:23.94 <sup>(51)</sup>	82.42:50.09 <sup>(36)</sup>	82.5
[2]	6.19 <sup>(60)</sup> ⌋	14.47 <sup>(56)</sup> ⌋	2:25.31 <sup>(40)</sup> ⌋	4:22.55 <sup>(36)</sup> ⌋	5:41.34 <sup>(35)</sup> ⌋	9:02.25 <sup>(36)</sup> ⌋	<b>11:52.23</b> <sup>(37)</sup>	87.4 A:137.5 B:152.2 C:97.6
	57.0	8.28 <sup>(54)</sup>	131.32:10.84 <sup>(36)</sup>	89.41:57.24 <sup>(35)</sup>	99.81:18.79 <sup>(33)</sup>	83.63:20.91 <sup>(40)</sup>	83.72:49.98 <sup>(42)</sup>	82.6
<b>42.149 FERRARI Fabrizio</b>	I	Renault Clio R3				Car Racing	A 2000	<b>11:52.47</b>
[1]	6.19 <sup>(75)</sup> ⌋	14.42 <sup>(63)</sup> ⌋	2:24.21 <sup>(40)</sup> ⌋	4:22.44 <sup>(41)</sup> ⌋	5:42.90 <sup>(42)</sup> ⌋	9:03.72 <sup>(41)</sup> ⌋	<b>11:52.47</b> <sup>(37)</sup>	87.4 A:138.5 B:152.4 C:97.5 +2:18.45
	57.0	8.23 <sup>(60)</sup>	132.12:09.79 <sup>(35)</sup>	90.71:58.23 <sup>(45)</sup>	99.01:20.46 <sup>(52)</sup>	81.93:20.82 <sup>(41)</sup>	83.72:48.75 <sup>(30)</sup>	83.2
<b>43.57 "RAGASTAS"</b>	I	Ferrari F430					GT 3000+	<b>11:53.79</b>
[1]	5.06 <sup>(29)</sup> ⌋	12.34 <sup>(32)</sup> ⌋	2:23.59 <sup>(39)</sup> ⌋	4:20.21 <sup>(38)</sup> ⌋	5:40.75 <sup>(39)</sup> ⌋	9:05.79 <sup>(42)</sup> ⌋	<b>11:54.32</b> <sup>(38)</sup>	87.2 A:130.2 B:157.7 C:102.7 +2:19.77
	69.7	7.28 <sup>(34)</sup>	149.32:11.25 <sup>(40)</sup>	89.11:56.62 <sup>(40)</sup>	100.31:20.54 <sup>(53)</sup>	81.83:25.04 <sup>(55)</sup>	82.02:48.53 <sup>(29)</sup>	83.3
[2]	5.34 <sup>(36)</sup> ⌋	12.42 <sup>(26)</sup> ⌋	2:23.86 <sup>(33)</sup> ⌋	4:20.11 <sup>(34)</sup> ⌋	5:39.74 <sup>(33)</sup> ⌋	9:09.15 <sup>(43)</sup> ⌋	<b>11:53.79</b> <sup>(38)</sup>	87.3 A:134.6 B:168.2 C:104.9
	66.1	7.08 <sup>(23)</sup>	153.62:11.44 <sup>(38)</sup>	89.01:56.25 <sup>(33)</sup>	100.61:19.63 <sup>(37)</sup>	82.73:29.41 <sup>(57)</sup>	80.32:44.64 <sup>(29)</sup>	85.3
<b>44.182 DAPRÀ Matteo</b>	I	Renault Clio S1600					A 1600	<b>11:56.22</b>
[1]	6.16 <sup>(71)</sup> ⌋	14.37 <sup>(61)</sup> ⌋	2:30.08 <sup>(68)</sup> ⌋	4:31.02 <sup>(65)</sup> ⌋	5:54.39 <sup>(67)</sup> ⌋	9:17.01 <sup>(61)</sup> ⌋	<b>12:08.10</b> <sup>(51)</sup>	85.5 A:134.8 B:150.4 C:96.9 +2:22.20
	57.3	8.21 <sup>(58)</sup>	132.42:15.71 <sup>(59)</sup>	86.22:00.94 <sup>(62)</sup>	96.71:23.37 <sup>(74)</sup>	79.03:22.62 <sup>(46)</sup>	83.02:51.09 <sup>(41)</sup>	82.1
[2]	6.01 <sup>(52)</sup> ⌋	14.16 <sup>(50)</sup> ⌋	2:27.43 <sup>(51)</sup> ⌋	4:26.75 <sup>(49)</sup> ⌋	5:48.91 <sup>(47)</sup> ⌋	9:08.29 <sup>(40)</sup> ⌋	<b>11:56.22</b> <sup>(39)</sup>	87.0 A:139.3 B:150.6 C:96.0
	58.7	8.15 <sup>(50)</sup>	133.42:13.27 <sup>(49)</sup>	87.81:59.32 <sup>(44)</sup>	98.11:22.16 <sup>(51)</sup>	80.23:19.38 <sup>(35)</sup>	84.32:47.93 <sup>(36)</sup>	83.6
<b>45.114 MOROCUTTI Manuel</b>	I	Renault New Clio				Sport Racing Team	E1 It. 2000	<b>11:56.89</b>
[1]	6.32 <sup>(88)</sup> ⌋	14.53 <sup>(68)</sup> ⌋	2:25.37 <sup>(44)</sup> ⌋	4:24.28 <sup>(46)</sup> ⌋	5:44.23 <sup>(43)</sup> ⌋	9:06.64 <sup>(43)</sup> ⌋	<b>11:56.89</b> <sup>(40)</sup>	86.9 A:134.5 B:147.8 C:97.5 +2:22.87
	55.8	8.21 <sup>(58)</sup>	132.42:10.84 <sup>(37)</sup>	89.41:58.91 <sup>(51)</sup>	98.41:19.95 <sup>(43)</sup>	82.43:22.41 <sup>(44)</sup>	83.12:50.25 <sup>(38)</sup>	82.5
<b>46.37 MAGGIANI Renzo</b>	I	Osella PA 20/s Bmw					CN 3000	<b>11:57.43</b>
[1]	5.13 <sup>(32)</sup> ⌋	12.20 <sup>(30)</sup> ⌋	2:23.36 <sup>(38)</sup> ⌋	4:19.47 <sup>(37)</sup> ⌋	5:37.39 <sup>(35)</sup> ⌋	9:02.83 <sup>(38)</sup> ⌋	<b>12:00.90</b> <sup>(44)</sup>	86.4 A:144.7 B:158.3 C:108.7 +2:23.41
	68.8	7.07 <sup>(29)</sup>	153.82:11.16 <sup>(39)</sup>	89.21:56.11 <sup>(37)</sup>	100.81:17.92 <sup>(35)</sup>	84.53:25.44 <sup>(59)</sup>	81.82:58.07 <sup>(66)</sup>	78.8
[2]	5.49 <sup>(40)</sup> ⌋	12.58 <sup>(32)</sup> ⌋	2:25.28 <sup>(39)</sup> ⌋	4:20.98 <sup>(35)</sup> ⌋	5:38.05 <sup>(32)</sup> ⌋	9:06.08 <sup>(38)</sup> ⌋	<b>11:57.43</b> <sup>(41)</sup>	86.8 A:144.3 B:165.2 C:106.5
	64.3	7.09 <sup>(24)</sup>	153.32:12.70 <sup>(46)</sup>	88.21:55.70 <sup>(31)</sup>	101.11:17.07 <sup>(27)</sup>	85.53:28.03 <sup>(55)</sup>	80.82:51.35 <sup>(46)</sup>	81.9
<b>47.181 PIFFER Luca</b>	I	Renault Clio S1600				Vimotorsport	A 1600	<b>11:57.76</b>
[1]	6.47 <sup>(98)</sup> ⌋	14.91 <sup>(75)</sup> ⌋	2:28.08 <sup>(58)</sup> ⌋	4:27.43 <sup>(56)</sup> ⌋	5:47.80 <sup>(51)</sup> ⌋	9:11.00 <sup>(50)</sup> ⌋	<b>12:03.29</b> <sup>(46)</sup>	86.1 A:131.0 B:147.5 C:95.4 +2:23.74
	54.5	8.44 <sup>(69)</sup>	128.82:13.17 <sup>(47)</sup>	87.91:59.35 <sup>(54)</sup>	98.01:20.37 <sup>(49)</sup>	82.03:23.20 <sup>(49)</sup>	82.72:52.29 <sup>(47)</sup>	81.5
[2]	6.29 <sup>(68)</sup> ⌋	14.58 <sup>(60)</sup> ⌋	2:26.28 <sup>(44)</sup> ⌋	4:26.20 <sup>(46)</sup> ⌋	5:42.63 <sup>(94)</sup> ⌋	9:08.78 <sup>(42)</sup> ⌋	<b>11:57.76</b> <sup>(41)</sup>	86.8 A:136.6 B:148.0
	56.1	8.29 <sup>(56)</sup>	131.12:11.70 <sup>(39)</sup>	88.81:59.92 <sup>(48)</sup>	97.11:16.43 <sup>(94)</sup>	9.7	2:48.98 <sup>(40)</sup>	83.1
<b>48.212 REGIS Giovanni</b>	I	Renault Clio Rs				Vimotorsport	N 2000	<b>11:58.15</b>
[1]	6.22 <sup>(78)</sup>		2:27.91 <sup>(56)</sup> ⌋	4:27.02 <sup>(55)</sup> ⌋	5:47.42 <sup>(50)</sup> ⌋	9:08.78 <sup>(45)</sup> ⌋	<b>11:58.57</b> <sup>(41)</sup>	86.7 B:146.8 C:96.2 +2:24.13
	56.7		1:59.11 <sup>(52)</sup>	98.21:20.40 <sup>(50)</sup>	81.93:21.36 <sup>(43)</sup>	83.52:49.79 <sup>(35)</sup>	82.7	
[2]	6.18 <sup>(59)</sup> ⌋	14.60 <sup>(63)</sup> ⌋	2:25.95 <sup>(43)</sup> ⌋	4:24.64 <sup>(40)</sup> ⌋	5:46.27 <sup>(43)</sup> ⌋	9:07.98 <sup>(39)</sup> ⌋	<b>11:58.15</b> <sup>(41)</sup>	86.7 A:134.6 B:147.1 C:84.8
	57.1	8.42 <sup>(61)</sup>	129.12:11.35 <sup>(37)</sup>	89.11:58.69 <sup>(41)</sup>	98.61:21.63 <sup>(48)</sup>	80.73:21.71 <sup>(41)</sup>	83.32:50.17 <sup>(44)</sup>	82.5
<b>49.74 PARRINO Rosario</b>	I	Porsche 997				Sport Racing Team	GT4 3000+	<b>11:58.72</b>
[1]	4.99 <sup>(26)</sup> ⌋	12.81 <sup>(39)</sup> ⌋	2:30.94 <sup>(71)</sup> ⌋	4:32.81 <sup>(69)</sup> ⌋	5:54.72 <sup>(68)</sup> ⌋	9:21.04 <sup>(64)</sup> ⌋	<b>12:12.32</b> <sup>(60)</sup>	85.0 A:123.3 B:145.2 C:92.6 +2:24.70
	70.7	7.82 <sup>(48)</sup>	139.02:18.13 <sup>(63)</sup>	84.72:01.87 <sup>(70)</sup>	96.01:21.91 <sup>(65)</sup>	80.43:26.32 <sup>(61)</sup>	81.52:51.28 <sup>(42)</sup>	82.0
[2]	5.03 <sup>(23)</sup> ⌋	12.33 <sup>(25)</sup> ⌋	2:30.27 <sup>(57)</sup> ⌋	4:32.33 <sup>(56)</sup> ⌋	5:51.21 <sup>(50)</sup> ⌋	9:11.76 <sup>(47)</sup> ⌋	<b>11:58.72</b> <sup>(42)</sup>	86.7 A:134.0 B:151.5 C:98.0
	70.1	7.30 <sup>(29)</sup>	148.92:17.94 <sup>(63)</sup>	84.82:02.06 <sup>(56)</sup>	95.91:18.88 <sup>(34)</sup>	83.53:20.55 <sup>(37)</sup>	83.82:46.96 <sup>(34)</sup>	84.1
<b>50.18 GALLINI Severino</b>	I	Formula Gloria C8					D/E2-SS 1600	<b>11:58.94</b>
[1]	4.63 <sup>(6)</sup> ⌋	11.80 <sup>(22)</sup> ⌋	2:25.21 <sup>(43)</sup> ⌋	4:26.98 <sup>(54)</sup> ⌋	5:50.50 <sup>(60)</sup> ⌋	9:10.46 <sup>(48)</sup> ⌋	<b>11:58.94</b> <sup>(42)</sup>	86.6 A:142.9 B:149.1 C:102.2 +2:24.92
	76.2	7.17 <sup>(31)</sup>	151.62:13.41 <sup>(50)</sup>	87.72:01.77 <sup>(68)</sup>	96.11:23.52 <sup>(77)</sup>	78.93:19.96 <sup>(37)</sup>	84.12:48.48 <sup>(28)</sup>	83.3
[2]	4.78 <sup>(12)</sup> ⌋	11.88 <sup>(21)</sup> ⌋	2:20.40 <sup>(28)</sup> ⌋	4:17.76 <sup>(30)</sup> ⌋	5:35.78 <sup>(30)</sup> ⌋	8:49.49 <sup>(27)</sup>		A:147.5 B:159.0 C:103.5
	73.8	7.10 <sup>(25)</sup>	153.12:08.52 <sup>(30)</sup>	91.01:57.36 <sup>(36)</sup>	99.71:18.02 <sup>(29)</sup>	84.43:13.71 <sup>(27)</sup>	86.8	
<b>51.54 FIERTEL Giacomo</b>	I	Ferrari 360 Ngt				Isolani Racing Team	GT 3000+	<b>11:59.57</b>
[1]	5.28 <sup>(41)</sup> ⌋	12.58 <sup>(37)</sup> ⌋	2:25.98 <sup>(46)</sup> ⌋	4:23.69 <sup>(43)</sup> ⌋	5:42.48 <sup>(40)</sup> ⌋	9:10.78 <sup>(49)</sup> ⌋	<b>11:59.57</b> <sup>(43)</sup>	86.6 A:125.8 B:151.2 C:104.6 +2:25.55
	66.8	7.30 <sup>(36)</sup>	148.92:13.40 <sup>(49)</sup>	87.71:57.71 <sup>(42)</sup>	99.41:18.79 <sup>(38)</sup>	83.63:28.30 <sup>(70)</sup>	80.72:48.79 <sup>(31)</sup>	83.2
<b>52.192 ALBERTI Mauro</b>	I	Mitsubishi Lanc. Evo IX					N 3000+	<b>12:00.17</b>
[1]	5.32 <sup>(43)</sup>		2:29.37 <sup>(62)</sup> ⌋	4:31.99 <sup>(67)</sup> ⌋	5:53.99 <sup>(66)</sup> ⌋	9:16.81 <sup>(60)</sup> ⌋	<b>12:05.73</b> <sup>(49)</sup>	85.8 B:153.4 C:100.9 +2:26.15
	66.3		2:02.62 <sup>(72)</sup>	95.41:22.00 <sup>(66)</sup>	80.33:22.82 <sup>(47)</sup>	82.92:48.92 <sup>(32)</sup>	83.1	
[2]	5.29 <sup>(34)</sup> ⌋	12.88 <sup>(38)</sup> ⌋	2:25.78 <sup>(41)</sup> ⌋	4:26.83 <sup>(51)</sup> ⌋	5:53.52 <sup>(52)</sup> ⌋	9:14.39 <sup>(50)</sup> ⌋	<b>12:00.17</b> <sup>(44)</sup>	86.5 A:124.0 B:149.6 C:102.1
	66.7	7.59 <sup>(41)</sup>	143.22:12.90 <sup>(47)</sup>	88.02:01.05 <sup>(54)</sup>	96.71:26.69 <sup>(72)</sup>	76.03:20.87 <sup>(39)</sup>	83.72:45.78 <sup>(32)</sup>	84.7
<b>53.115 BOMMARTINI Fabrizio</b>	I	Renault Clio				Real Motorsport	E1 It. 2000	<b>12:00.80</b>
[1]	6.93 <sup>(12)</sup> ⌋	15.65 <sup>(86)</sup> ⌋	2:29.35 <sup>(61)</sup> ⌋	4:28.91 <sup>(58)</sup> ⌋	5:49.51 <sup>(56)</sup> ⌋	9:14.64 <sup>(54)</sup> ⌋	<b>12:09.95</b> <sup>(55)</sup>	85.3 A:130.8 B:145.5 C:95.2 +2:26.78
	50.9	8.72 <sup>(76)</sup>	124.72:13.70 <sup>(53)</sup>	87.51:59.56 <sup>(55)</sup>	97.91:20.60 <sup>(54)</sup>	81.73:25.13 <sup>(56)</sup>	82.02:55.31 <sup>(58)</sup>	80.1
[2]	6.75 <sup>(93)</sup> ⌋	15.40 <sup>(73)</sup> ⌋	2:27.33 <sup>(50)</sup> ⌋	4:24.95 <sup>(43)</sup> ⌋	5:44.80 <sup>(39)</sup> ⌋	9:08.60 <sup>(41)</sup> ⌋	<b>12:00.80</b> <sup>(44)</sup>	86.4 A:131.0 B:146.0 C:94.8
	52.3	8.65 <sup>(69)</sup>	125.72:11.93 <sup>(42)</sup>	88.71:57.62 <sup>(38)</sup>	99.51:19.85 <sup>(38)</sup>	82.53:23.80 <sup>(44)</sup>	82.52:52.20 <sup>(47)</sup>	81.5
<b>54.156 TINELLA Rino</b>	I	Peugeot 106					A 1600	<b>12:01.56</b>
[1]	6.07 <sup>(66)</sup> ⌋	14.33 <sup>(60)</sup> ⌋	2:27.22 <sup>(53)</sup> ⌋	4:26.37 <sup>(51)</sup> ⌋	5:49.29 <sup>(55)</sup> ⌋	9:16.78 <sup>(59)</sup> ⌋	<b>12:11.11</b> <sup>(57)</sup>	85.2 A:132.1 B:150.1 C:94.4 +2:27.54
	58.1	8.26 <sup>(61)</sup>	131.62:12.89 <sup>(46)</sup>	88.01:59.15 <sup>(53)</sup>	98.21:22.92 <sup>(71)</sup>	79.53:27.49 <sup>(66)</sup>	81.02:54.33 <sup>(51)</sup>	80.5



P. N. Conducente		Naz	Vettura	Scuderia		Classe		Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
[2] 6.23 <sup>(64)</sup> T	14.39 <sup>(55)</sup> T	2:26.80 <sup>(47)</sup> T	4:25.98 <sup>(45)</sup> T	5:47.31 <sup>(45)</sup> T	9:11.10 <sup>(46)</sup> T	12:01.56 <sup>(46)</sup>	86.3 A:132.2 B:151.5 C:96.9	
56.6	8.16 <sup>(51)</sup>	133.22:12.41 <sup>(44)</sup>	88.4:59.18 <sup>(43)</sup>	98.2:21.33 <sup>(46)</sup>	81.0:32.79 <sup>(43)</sup>	82.5:50.46 <sup>(45)</sup>	82.4	
<b>55. 185 FERRARI Lucio</b>		I	Peugeot 207 S2000	Car Racing		S20		<b>12:01.75</b>
[1] 7.02 <sup>(127)</sup> T	15.51 <sup>(84)</sup> T	2:36.24 <sup>(84)</sup> T	4:41.89 <sup>(83)</sup> T	6:05.98 <sup>(83)</sup> T	9:33.31 <sup>(74)</sup> T	12:24.74 <sup>(65)</sup>	83.6 A:126.7 B:142.3 C:94.3	+2:27.73
50.3	8.49 <sup>(70)</sup>	128.12:20.73 <sup>(70)</sup>	83.2:05.65 <sup>(85)</sup>	93.1:24.09 <sup>(80)</sup>	78.3:27.33 <sup>(65)</sup>	81.2:51.43 <sup>(44)</sup>	81.9	
[2] 5.99 <sup>(51)</sup> T	14.27 <sup>(53)</sup> T	2:27.97 <sup>(53)</sup> T	4:28.43 <sup>(52)</sup> T	5:50.00 <sup>(48)</sup> T	9:12.83 <sup>(48)</sup> T	12:01.75 <sup>(46)</sup>	86.3 A:135.2 B:148.3 C:94.2	
58.9	8.28 <sup>(54)</sup>	131.32:13.70 <sup>(52)</sup>	87.5:00.46 <sup>(51)</sup>	97.1:21.57 <sup>(47)</sup>	80.8:32.83 <sup>(42)</sup>	82.9:48.92 <sup>(39)</sup>	83.1	
<b>56. 35 ROSA Fabio</b>		I	Radical Sr4	E2-SC 1600				<b>12:03.64</b>
[1] 5.94 <sup>(61)</sup> T	14.51 <sup>(65)</sup> T	2:33.70 <sup>(75)</sup> T	4:35.54 <sup>(74)</sup> T	5:56.37 <sup>(72)</sup> T	9:21.07 <sup>(65)</sup> T	12:11.37 <sup>(59)</sup>	85.2 A:110.3 B:139.3 C:104.0	+2:29.62
59.4	8.57 <sup>(72)</sup>	126.92:19.19 <sup>(66)</sup>	84.2:01.84 <sup>(69)</sup>	96.0:20.83 <sup>(55)</sup>	81.5:32.70 <sup>(53)</sup>	82.2:50.30 <sup>(39)</sup>	82.4	
[2] 6.29 <sup>(68)</sup> T	14.59 <sup>(61)</sup> T	2:35.43 <sup>(70)</sup> T	4:35.93 <sup>(63)</sup> T	5:56.47 <sup>(55)</sup> T	9:16.40 <sup>(52)</sup> T	12:03.64 <sup>(47)</sup>	86.1 A:116.0 B:142.8 C:102.1	
56.1	8.30 <sup>(58)</sup>	131.02:20.84 <sup>(75)</sup>	83.2:00.50 <sup>(52)</sup>	97.1:20.54 <sup>(43)</sup>	81.8:31.93 <sup>(36)</sup>	84.2:47.24 <sup>(35)</sup>	84.0	
<b>57. 141 KREIM Achim</b>		D	Mitsubishi Lanc. Evo VIII	MSC Rodenstein		A 3000+		<b>12:04.46</b>
[1] 5.47 <sup>(48)</sup> T	12.98 <sup>(43)</sup> T	2:25.43 <sup>(45)</sup> T	4:24.17 <sup>(44)</sup> T	5:46.67 <sup>(49)</sup> T	9:09.73 <sup>(46)</sup> T	12:04.46 <sup>(48)</sup>	86.0 A:138.8 B:156.0 C:98.6	+2:30.44
64.5	7.51 <sup>(43)</sup>	144.82:12.45 <sup>(44)</sup>	88.3:58.74 <sup>(49)</sup>	98.5:22.50 <sup>(69)</sup>	79.9:32.06 <sup>(48)</sup>	82.8:54.73 <sup>(54)</sup>	80.4	
<b>58. 82 BOTTECCHIA Enzo</b>		CH	Renault 5 GT Turbo	E1 FIA 3000				<b>12:06.32</b>
[1] 5.82 <sup>(56)</sup> T	13.26 <sup>(45)</sup> T	2:26.90 <sup>(51)</sup> T	4:26.48 <sup>(52)</sup> T	5:50.70 <sup>(61)</sup> T	9:16.12 <sup>(58)</sup> T	12:06.32 <sup>(50)</sup>	85.7 A:141.1 B:150.6 C:100.2	+2:32.30
60.6	7.44 <sup>(39)</sup>	146.12:13.64 <sup>(52)</sup>	87.5:59.58 <sup>(56)</sup>	97.8:24.22 <sup>(81)</sup>	78.2:32.54 <sup>(58)</sup>	81.8:50.20 <sup>(37)</sup>	82.5	
[2] 5.36 <sup>(38)</sup> T	12.59 <sup>(33)</sup> T	2:24.33 <sup>(35)</sup> T	4:24.88 <sup>(42)</sup> T	5:45.37 <sup>(42)</sup> T	9:13.03 <sup>(49)</sup> T	12:47.09 <sup>(77)</sup>	81.2 A:135.7 B:152.9 C:98.7	
65.8	7.23 <sup>(27)</sup>	150.42:11.74 <sup>(40)</sup>	88.8:00.55 <sup>(53)</sup>	97.1:20.49 <sup>(42)</sup>	81.8:32.76 <sup>(53)</sup>	81.0:34.06 <sup>(88)</sup>	65.6	
<b>59. 184 DE GASPERI Diego</b>		I	Peugeot 207 S2000	Vimotorsport		S20		<b>12:07.07</b>
[1] 6.17 <sup>(73)</sup> T	14.45 <sup>(64)</sup> T	2:27.84 <sup>(55)</sup> T	4:28.82 <sup>(57)</sup> T	5:49.18 <sup>(54)</sup> T	9:14.15 <sup>(53)</sup> T	12:11.18 <sup>(58)</sup>	85.2 A:135.3 B:145.1 C:94.1	+2:33.05
57.2	8.28 <sup>(64)</sup>	131.32:13.39 <sup>(48)</sup>	87.2:00.98 <sup>(63)</sup>	96.7:20.36 <sup>(48)</sup>	82.0:32.49 <sup>(54)</sup>	82.0:57.03 <sup>(62)</sup>	79.3	
[2] 5.86 <sup>(48)</sup> T	14.15 <sup>(49)</sup> T	2:24.45 <sup>(37)</sup> T	4:23.33 <sup>(37)</sup> T	5:44.97 <sup>(40)</sup> T	9:11.02 <sup>(45)</sup> T	12:07.07 <sup>(51)</sup>	85.7 A:134.5 B:146.9 C:99.7	
60.2	8.29 <sup>(56)</sup>	131.12:10.30 <sup>(33)</sup>	89.8:58.88 <sup>(42)</sup>	98.4:21.64 <sup>(49)</sup>	80.7:32.05 <sup>(50)</sup>	81.6:56.05 <sup>(56)</sup>	79.8	
<b>60. 144 WIEDENHOFER Stefan</b>		A	Mitsubishi Lanc. Evo VI Wrc	A 3000+				<b>12:08.20</b>
[1] 6.35 <sup>(91)</sup> T	14.29 <sup>(58)</sup> T	2:30.00 <sup>(67)</sup> T	4:33.75 <sup>(72)</sup> T	5:57.24 <sup>(74)</sup> T	9:29.97 <sup>(70)</sup> T	12:36.56 <sup>(72)</sup>	82.3 A:129.5 B:139.8 C:97.1	+2:34.18
55.6	7.94 <sup>(50)</sup>	136.92:15.71 <sup>(59)</sup>	86.2:03.75 <sup>(75)</sup>	94.5:23.49 <sup>(76)</sup>	78.9:32.73 <sup>(77)</sup>	79.0:30.59 <sup>(87)</sup>	75.2	
[2] 5.10 <sup>(25)</sup> T	12.54 <sup>(31)</sup> T	2:24.42 <sup>(36)</sup> T	4:24.82 <sup>(41)</sup> T	5:44.33 <sup>(38)</sup> T	9:09.15 <sup>(43)</sup> T	12:08.20 <sup>(52)</sup>	85.5 A:134.9 B:150.6 C:100.4	
69.2	7.44 <sup>(35)</sup>	146.12:11.88 <sup>(41)</sup>	88.7:00.40 <sup>(50)</sup>	97.2:19.51 <sup>(36)</sup>	82.9:32.82 <sup>(46)</sup>	82.2:59.05 <sup>(61)</sup>	78.4	
<b>61. 143 SCHWEIGER Christian</b>		A	Mitsubishi Lanc. Evo VII	CS - Motorport		A 3000+		<b>12:08.43</b>
[1] 5.27 <sup>(40)</sup> T	12.81 <sup>(39)</sup> T	2:29.39 <sup>(63)</sup> T	4:30.44 <sup>(63)</sup> T	5:52.19 <sup>(64)</sup> T	9:15.44 <sup>(56)</sup> T	12:08.43 <sup>(52)</sup>	85.5 A:136.8 B:156.0 C:99.5	+2:34.41
66.9	7.54 <sup>(44)</sup>	144.22:16.58 <sup>(61)</sup>	85.2:01.05 <sup>(65)</sup>	96.7:21.75 <sup>(63)</sup>	80.6:32.25 <sup>(50)</sup>	82.7:52.99 <sup>(48)</sup>	81.2	
[2] 5.35 <sup>(37)</sup> T	12.65 <sup>(35)</sup> T	2:26.32 <sup>(45)</sup> T	4:29.51 <sup>(54)</sup> T	5:52.34 <sup>(51)</sup> T	9:18.86 <sup>(54)</sup> T	12:12.35 <sup>(61)</sup>	85.0 A:145.3 B:156.5 C:98.2	
65.9	7.30 <sup>(29)</sup>	148.92:13.67 <sup>(51)</sup>	87.5:03.19 <sup>(63)</sup>	95.0:22.83 <sup>(56)</sup>	79.5:32.52 <sup>(51)</sup>	81.4:53.49 <sup>(49)</sup>	80.9	
<b>62. 195 PEDRONI Gabriella</b>		I	Mitsubishi Lanc. Evo VI	N 3000+				<b>12:09.07</b>
[1] 5.20 <sup>(37)</sup>		2:26.44 <sup>(47)</sup> T	4:24.20 <sup>(45)</sup> T	5:44.27 <sup>(44)</sup> T	9:11.81 <sup>(51)</sup> T	12:09.07 <sup>(53)</sup>	85.4 B:154.4 C:86.5	+2:35.05
67.8		1:57.76 <sup>(43)</sup>	99.4:20.07 <sup>(45)</sup>	82.3:27.54 <sup>(68)</sup>	81.0:57.26 <sup>(63)</sup>	79.2		
[2] 5.01 <sup>(20)</sup> T	12.45 <sup>(28)</sup>						A:144.4	
70.4	7.44 <sup>(35)</sup>	146.1						
<b>63. 199 ABATE Maurizio</b>		I	Honda Civic Type R	Sport Racing Team		N 2000		<b>12:09.28</b>
[1] 6.16 <sup>(71)</sup>		2:29.55 <sup>(65)</sup> T	4:29.17 <sup>(59)</sup> T	5:50.09 <sup>(57)</sup> T	9:14.66 <sup>(55)</sup> T	12:09.28 <sup>(54)</sup>	85.4 B:146.8 C:93.7	+2:35.26
57.3		1:59.62 <sup>(57)</sup>	97.8:20.92 <sup>(56)</sup>	81.4:32.45 <sup>(52)</sup>	82.2:54.62 <sup>(53)</sup>	80.4		
<b>64. 173 FATTORELLI Claudio</b>		I	Honda Civic EK4	A 1600				<b>12:10.73</b>
[1] 6.24 <sup>(81)</sup> T	15.12 <sup>(76)</sup> T	2:34.00 <sup>(77)</sup> T	4:38.47 <sup>(76)</sup> T	6:01.32 <sup>(76)</sup> T	9:30.00 <sup>(71)</sup> T	12:25.23 <sup>(66)</sup>	83.6 A:123.9 B:136.0 C:93.0	+2:36.71
56.5	8.88 <sup>(81)</sup>	122.42:18.88 <sup>(64)</sup>	84.2:04.47 <sup>(80)</sup>	94.0:22.85 <sup>(70)</sup>	79.5:32.68 <sup>(71)</sup>	80.6:55.23 <sup>(57)</sup>	80.1	
[2] 6.21 <sup>(63)</sup> T	14.92 <sup>(67)</sup> T	2:28.88 <sup>(54)</sup> T	4:29.07 <sup>(53)</sup> T	5:50.79 <sup>(49)</sup> T	9:16.68 <sup>(53)</sup> T	12:10.73 <sup>(56)</sup>	85.2 A:129.3 B:143.9 C:94.1	
56.8	8.71 <sup>(72)</sup>	124.82:13.96 <sup>(53)</sup>	87.3:00.19 <sup>(49)</sup>	97.3:21.72 <sup>(50)</sup>	80.6:32.58 <sup>(48)</sup>	81.7:54.05 <sup>(51)</sup>	80.7	
<b>65. 179 CAINELLI Gianluca</b>		I	Renault Clio S1600	A 1600				<b>12:10.97</b>
[1] 6.38 <sup>(93)</sup> T	15.49 <sup>(83)</sup> T	2:36.50 <sup>(87)</sup> T	4:41.99 <sup>(84)</sup> T	6:06.27 <sup>(84)</sup> T	9:32.50 <sup>(73)</sup> T	12:24.09 <sup>(64)</sup>	83.7 A:118.1 B:140.4 C:91.3	+2:36.95
55.3	9.11 <sup>(85)</sup>	119.32:21.01 <sup>(72)</sup>	83.0:05.49 <sup>(83)</sup>	93.2:24.28 <sup>(82)</sup>	78.2:32.63 <sup>(60)</sup>	81.5:51.59 <sup>(45)</sup>	81.8	
[2] 6.28 <sup>(66)</sup> T	14.59 <sup>(61)</sup> T	2:32.78 <sup>(63)</sup> T	4:35.22 <sup>(60)</sup> T	5:57.41 <sup>(56)</sup> T	9:21.54 <sup>(56)</sup> T	12:10.97 <sup>(56)</sup>	85.2 A:129.0 B:143.4 C:93.1	
56.2	8.31 <sup>(59)</sup>	130.82:18.19 <sup>(64)</sup>	84.2:02.44 <sup>(58)</sup>	95.6:22.19 <sup>(52)</sup>	80.2:32.43 <sup>(45)</sup>	82.4:49.43 <sup>(41)</sup>	82.9	
<b>66. 198 BUIATTI Michele</b>		I	Honda Civic	Sc. Friuli		N 2000		<b>12:11.03</b>
[1] 6.46 <sup>(97)</sup>		2:30.08 <sup>(68)</sup> T	4:30.14 <sup>(62)</sup> T	5:50.33 <sup>(59)</sup> T	9:15.55 <sup>(57)</sup> T	12:11.03 <sup>(56)</sup>	85.2 B:149.4 C:95.2	+2:37.01
54.6		2:00.06 <sup>(60)</sup>	97.5:20.19 <sup>(46)</sup>	82.2:32.25 <sup>(57)</sup>	81.9:55.48 <sup>(59)</sup>	80.0		
[2] 6.32 <sup>(71)</sup> T	14.80 <sup>(66)</sup> T	2:27.16 <sup>(48)</sup> T	4:26.69 <sup>(48)</sup>				A:135.4 B:145.5	
55.8	8.48 <sup>(63)</sup>	128.22:12.36 <sup>(43)</sup>	88.4:59.53 <sup>(45)</sup>	97.9				
<b>67. 56 SGHERI Guido</b>		I	Porsche 993	Pistoia Corse		GT 3000+		<b>12:11.79</b>
[1] 5.36 <sup>(44)</sup> T	12.97 <sup>(42)</sup> T	2:43.27 <sup>(112)</sup> T	4:42.89 <sup>(86)</sup> T	6:03.88 <sup>(80)</sup> T	9:31.45 <sup>(72)</sup> T	12:26.62 <sup>(67)</sup>	83.4 A:120.4 B:149.4 C:101.1	+2:37.77
65.8	7.61 <sup>(46)</sup>	142.92:30.30 <sup>(86)</sup>	77.8:59.62 <sup>(57)</sup>	97.8:20.99 <sup>(57)</sup>	81.3:32.57 <sup>(69)</sup>	81.0:55.17 <sup>(56)</sup>	80.2	
[2] 5.30 <sup>(35)</sup> T	12.97 <sup>(40)</sup> T	2:27.27 <sup>(49)</sup> T	4:26.81 <sup>(50)</sup> T	5:47.35 <sup>(46)</sup> T	9:15.33 <sup>(51)</sup> T	12:11.79 <sup>(60)</sup>	85.1 A:115.0 B:156.3 C:100.6	
66.6	7.67 <sup>(43)</sup>	141.72:14.30 <sup>(54)</sup>	87.1:59.54 <sup>(46)</sup>	97.9:20.54 <sup>(43)</sup>	81.8:32.27 <sup>(54)</sup>	80.8:56.46 <sup>(57)</sup>	79.6	
<b>68. 112 KLAMMER Stefan</b>		A	Renault Clio Rs	Vimotorsport		E1 It. 2000		<b>12:13.85</b>
[1] 6.22 <sup>(78)</sup> T	14.31 <sup>(59)</sup> T	2:33.58 <sup>(74)</sup> T	4:32.35 <sup>(68)</sup> T	5:53.57 <sup>(65)</sup> T	9:19.93 <sup>(63)</sup> T	12:13.85 <sup>(61)</sup>	84.9 A:124.7 B:146.1 C:99.1	+2:39.83
56.7	8.09 <sup>(57)</sup>	134.42:19.27 <sup>(67)</sup>	84.0:58.77 <sup>(50)</sup>	98.5:21.22 <sup>(59)</sup>	81.1:32.36 <sup>(62)</sup>	81.5:53.92 <sup>(49)</sup>	80.7	

P. N. Conducente		Naz	Vettura	Scuderia		Classe		Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
[2] 6.31 <sup>(70)</sup> T	14.51 <sup>(57)</sup> T	2:27.92 <sup>(52)</sup> T	4:25.40 <sup>(44)</sup> T	5:45.33 <sup>(41)</sup> T	9:06.03 <sup>(37)</sup> T	<b>12:17.49<sup>(62)</sup></b>	84.4	A:131.5 B:152.4 C:99.3	
55.9	8.20 <sup>(52)</sup>	132.62:13.41 <sup>(50)</sup>	87.7:57.48 <sup>(37)</sup>	99.6:19.93 <sup>(39)</sup>	82.4:3:20.70 <sup>(38)</sup>	83.8:3:11.46 <sup>(78)</sup>	73.3		
<b>69. 211 MONTANARO Oronzo</b> I Renault Clio Rs Fasano Corse N 2000 <b>12:14.66</b>									
[1] 6.20 <sup>(77)</sup>		2:31.49 <sup>(72)</sup> T	4:34.17 <sup>(73)</sup> T	5:56.22 <sup>(71)</sup> T	9:22.94 <sup>(67)</sup> T	<b>12:17.96<sup>(63)</sup></b>	84.4	B:142.8 C:94.4	+2:40.64
56.9		2:02.68 <sup>(73)</sup>	95.4:1:22.05 <sup>(67)</sup>	80.3:3:26.72 <sup>(63)</sup>	81.3:2:55.02 <sup>(55)</sup>	80.2			
[2] 6.20 <sup>(62)</sup> T	14.65 <sup>(65)</sup> T	2:30.08 <sup>(56)</sup> T	4:31.96 <sup>(55)</sup> T	5:54.49 <sup>(53)</sup> T	9:20.40 <sup>(55)</sup> T	<b>12:14.66<sup>(62)</sup></b>	84.8	A:133.7 B:143.7 C:94.7	
56.9	8.45 <sup>(62)</sup>	128.72:15.43 <sup>(56)</sup>	86.4:2:01.88 <sup>(55)</sup>	96.0:1:22.53 <sup>(54)</sup>	79.8:3:25.91 <sup>(49)</sup>	81.6:2:54.26 <sup>(52)</sup>	80.6		
<b>70. 214 LOMBARDI Achille</b> I Honda Civic Type R AB Motorsport N 2000 <b>12:17.84</b>									
[1] 6.23 <sup>(80)</sup>		2:31.83 <sup>(73)</sup> T	4:32.99 <sup>(70)</sup> T	5:54.87 <sup>(69)</sup> T	9:22.19 <sup>(66)</sup> T	<b>12:17.84<sup>(62)</sup></b>	84.4	B:147.4 C:96.1	+2:43.82
56.6		2:01.16 <sup>(67)</sup>	96.6:1:21.88 <sup>(64)</sup>	80.5:3:27.32 <sup>(64)</sup>	81.1:2:55.65 <sup>(60)</sup>	79.9			
[2] 6.39 <sup>(72)</sup> T	15.05 <sup>(70)</sup> T	2:34.63 <sup>(68)</sup> T	4:37.06 <sup>(65)</sup> T	6:01.24 <sup>(63)</sup>				A:130.6 B:141.5 C:87.5	
55.2	8.66 <sup>(70)</sup>	125.52:19.58 <sup>(68)</sup>	83.8:2:02.43 <sup>(57)</sup>	95.6:1:24.18 <sup>(61)</sup>	78.3				
<b>71. 189 FERNANDEZ ALCAZAR José Joaquín</b> I Mitsubishi Lanc. Evo IX AC Ibiza y Formentera N 3000+ <b>12:18.28</b>									
[1] 6.25 <sup>(85)</sup>		2:36.27 <sup>(85)</sup> T	4:43.58 <sup>(88)</sup> T	6:11.27 <sup>(92)</sup> T	9:44.00 <sup>(82)</sup> T	<b>12:43.98<sup>(76)</sup></b>	81.5	B:139.8 C:95.4	+2:44.26
56.4		2:07.31 <sup>(94)</sup>	91.9:1:27.69 <sup>(105)</sup>	75.1:3:32.73 <sup>(77)</sup>	79.0:2:59.98 <sup>(70)</sup>	78.0			
[2] 6.03 <sup>(53)</sup> T	13.98 <sup>(47)</sup> T	2:30.88 <sup>(59)</sup> T	4:33.80 <sup>(57)</sup> T	5:58.19 <sup>(57)</sup> T	9:25.31 <sup>(57)</sup> T	<b>12:18.28<sup>(64)</sup></b>	84.4	A:141.9 B:137.1 C:94.9	
58.5	7.95 <sup>(48)</sup>	136.82:16.90 <sup>(60)</sup>	85.5:2:02.92 <sup>(60)</sup>	95.2:1:24.39 <sup>(62)</sup>	78.1:3:27.12 <sup>(52)</sup>	81.2:2:52.97 <sup>(48)</sup>	81.2		
<b>72. 172 CHECCUCCI LISI Federito</b> Suzuki Ignis A 1600 <b>12:24.02</b>									
[1] 6.73 <sup>(120)</sup>	15.32 <sup>(79)</sup> T	2:35.10 <sup>(81)</sup> T	4:41.36 <sup>(81)</sup> T	6:04.83 <sup>(81)</sup> T	9:34.05 <sup>(75)</sup> T	<b>12:28.61<sup>(68)</sup></b>	83.2	A:120.6 B:140.7 C:93.0	+2:50.00
52.4	8.59 <sup>(73)</sup>	126.62:19.78 <sup>(68)</sup>	83.7:2:06.26 <sup>(89)</sup>	92.7:1:23.47 <sup>(75)</sup>	78.9:3:29.22 <sup>(73)</sup>	80.4:2:54.56 <sup>(52)</sup>	80.4		
[2] 6.53 <sup>(83)</sup> T	15.06 <sup>(71)</sup> T	2:35.62 <sup>(72)</sup> T	4:39.55 <sup>(68)</sup> T	6:02.18 <sup>(65)</sup> T	9:30.48 <sup>(59)</sup> T	<b>12:24.02<sup>(64)</sup></b>	83.7	A:123.7 B:142.5 C:92.9	
54.0	8.53 <sup>(64)</sup>	127.52:20.56 <sup>(72)</sup>	83.2:2:03.93 <sup>(65)</sup>	94.4:1:22.63 <sup>(55)</sup>	79.7:3:28.30 <sup>(56)</sup>	80.7:2:53.54 <sup>(50)</sup>	80.9		
<b>73. 158 DALSASS Alfonso</b> I Citroën Saxo Destra 4 A 1600 <b>12:25.64</b>									
[1] 7.26 <sup>(133)</sup>	16.61 <sup>(91)</sup> T	2:35.62 <sup>(82)</sup> T	4:39.85 <sup>(79)</sup> T	6:02.85 <sup>(79)</sup> T	9:36.60 <sup>(76)</sup> T	<b>12:42.40<sup>(75)</sup></b>	81.7	A:119.4 B:138.3 C:90.9	+2:51.62
48.6	9.35 <sup>(87)</sup>	116.32:19.01 <sup>(65)</sup>	84.2:2:04.23 <sup>(79)</sup>	94.2:1:23.00 <sup>(72)</sup>	79.4:3:33.75 <sup>(79)</sup>	78.7:3:05.80 <sup>(84)</sup>	75.6		
[2] 6.59 <sup>(84)</sup> T	15.70 <sup>(80)</sup> T	2:32.86 <sup>(64)</sup> T	4:35.81 <sup>(61)</sup> T	5:59.74 <sup>(60)</sup> T	9:29.70 <sup>(58)</sup> T	<b>12:25.64<sup>(67)</sup></b>	83.5	A:121.9 B:139.3 C:91.3	
53.5	9.11 <sup>(77)</sup>	119.32:17.16 <sup>(61)</sup>	85.3:2:02.95 <sup>(62)</sup>	95.2:1:23.93 <sup>(60)</sup>	78.5:3:29.96 <sup>(58)</sup>	80.1:2:55.94 <sup>(55)</sup>	79.8		
<b>74. 45 GOTTARDI Walter</b> I Gi-Pi Sport Honda Destra 4 CN 1600 <b>12:29.60</b>									
[1] 5.65 <sup>(51)</sup> T	13.71 <sup>(51)</sup> T	2:34.45 <sup>(78)</sup> T	4:38.59 <sup>(77)</sup> T	5:59.94 <sup>(75)</sup> T	9:29.39 <sup>(69)</sup> T	<b>12:29.60<sup>(70)</sup></b>	83.1	A:126.4 B:129.0 C:95.1	+2:55.58
62.4	8.06 <sup>(56)</sup>	134.92:20.74 <sup>(71)</sup>	83.7:2:04.14 <sup>(77)</sup>	94.2:1:21.35 <sup>(61)</sup>	81.0:3:29.45 <sup>(74)</sup>	80.3:3:00.21 <sup>(72)</sup>	77.9		
[2] 5.24 <sup>(33)</sup> T	12.97 <sup>(40)</sup> T	2:29.60 <sup>(55)</sup> T	4:33.91 <sup>(58)</sup>					A:133.5 B:121.0	
67.3	7.73 <sup>(44)</sup>	140.62:16.63 <sup>(59)</sup>	85.6:2:04.31 <sup>(67)</sup>	94.1					
<b>75. 84 BRACHT Jürgen</b> D Lancia Delta Int. Evo E1 Int. 3000 <b>12:31.41</b>									
[1] 5.30 <sup>(42)</sup> T	13.27 <sup>(46)</sup> T	2:36.37 <sup>(86)</sup> T	4:46.33 <sup>(92)</sup> T	6:11.57 <sup>(93)</sup> T	9:50.19 <sup>(87)</sup> T	<b>12:50.67<sup>(78)</sup></b>	80.8	A:126.4 B:127.2 C:98.9	+2:57.39
66.6	7.97 <sup>(53)</sup>	136.42:23.10 <sup>(74)</sup>	81.8:2:09.96 <sup>(105)</sup>	90.0:1:25.24 <sup>(87)</sup>	77.3:3:38.62 <sup>(89)</sup>	76.9:3:00.48 <sup>(73)</sup>	77.8		
[2] 5.74 <sup>(46)</sup> T	13.64 <sup>(46)</sup> T	2:32.58 <sup>(62)</sup> T	4:36.35 <sup>(64)</sup> T	5:59.20 <sup>(59)</sup> T	9:35.95 <sup>(61)</sup> T	<b>12:31.41<sup>(71)</sup></b>	82.9	A:127.4 B:141.0 C:105.2	
61.5	7.90 <sup>(46)</sup>	137.62:18.94 <sup>(67)</sup>	84.2:2:03.77 <sup>(64)</sup>	94.5:1:22.85 <sup>(57)</sup>	79.5:3:36.75 <sup>(67)</sup>	77.6:2:55.46 <sup>(54)</sup>	80.0		
<b>76. 78 BAITA Dario</b> I Lotus Exige Sport Sport Racing Team GT4 2000 <b>12:34.57</b>									
[1] 5.98 <sup>(63)</sup> T	14.66 <sup>(71)</sup> T	2:40.32 <sup>(99)</sup> T	5:20.27 <sup>(124)</sup> T	6:48.39 <sup>(120)</sup> T	10:20.20 <sup>(107)</sup> T	<b>13:19.08<sup>(95)</sup></b>	77.9	A:116.2 B:127.0 C:92.6	+3:00.55
59.0	8.68 <sup>(75)</sup>	125.32:25.66 <sup>(81)</sup>	80.2:3:39.95 <sup>(133)</sup>	73.1:1:28.12 <sup>(106)</sup>	74.8:3:31.81 <sup>(76)</sup>	79.4:2:58.88 <sup>(69)</sup>	78.5		
[2] 5.98 <sup>(50)</sup> T	14.62 <sup>(64)</sup> T	2:37.10 <sup>(77)</sup> T	4:43.48 <sup>(75)</sup> T	6:09.31 <sup>(70)</sup> T	9:39.33 <sup>(63)</sup> T	<b>12:34.57<sup>(71)</sup></b>	82.5	A:121.6 B:137.9 C:85.8	
59.0	8.64 <sup>(67)</sup>	125.82:22.48 <sup>(78)</sup>	82.1:2:06.38 <sup>(72)</sup>	92.6:1:25.83 <sup>(68)</sup>	76.8:3:30.02 <sup>(59)</sup>	80.0:2:55.24 <sup>(53)</sup>	80.1		
<b>77. 178 GRACCI Massimo</b> I Suzuki Swift A 1600 <b>12:34.87</b>									
[1] 6.70 <sup>(116)</sup>	15.34 <sup>(80)</sup> T	2:35.97 <sup>(83)</sup> T	4:41.36 <sup>(81)</sup> T	6:06.53 <sup>(85)</sup> T	9:37.93 <sup>(78)</sup> T	<b>12:34.87<sup>(71)</sup></b>	82.5	A:131.0 B:140.8 C:92.9	+3:00.85
52.7	8.64 <sup>(74)</sup>	125.82:20.63 <sup>(69)</sup>	83.2:2:05.39 <sup>(82)</sup>	93.3:1:25.17 <sup>(86)</sup>	77.4:3:31.40 <sup>(75)</sup>	79.5:2:56.94 <sup>(61)</sup>	79.3		
[2] 6.97 <sup>(97)</sup> T	15.61 <sup>(78)</sup> T	2:36.40 <sup>(75)</sup> T	4:42.24 <sup>(71)</sup> T	6:08.81 <sup>(68)</sup> T	9:40.32 <sup>(65)</sup> T	<b>12:38.01<sup>(74)</sup></b>	82.2	A:128.7 B:141.2 C:93.1	
50.6	8.64 <sup>(67)</sup>	125.82:20.79 <sup>(74)</sup>	83.7:2:05.84 <sup>(71)</sup>	93.0:1:26.57 <sup>(71)</sup>	76.1:3:31.51 <sup>(60)</sup>	79.5:2:57.69 <sup>(59)</sup>	79.0		
<b>78. 226 BIASIOLI Tiziano</b> I Honda Civic EK4 Vimotorsport N 1600 <b>12:36.64</b>									
[1] 6.61 <sup>(108)</sup>		2:34.92 <sup>(80)</sup> T	4:38.88 <sup>(78)</sup> T	6:02.72 <sup>(78)</sup> T	9:39.08 <sup>(79)</sup> T	<b>12:40.80<sup>(74)</sup></b>	81.9	B:134.6 C:87.4	+3:02.62
53.4		2:03.96 <sup>(76)</sup>	94.4:1:23.84 <sup>(79)</sup>	78.6:3:36.36 <sup>(85)</sup>	77.7:3:01.72 <sup>(75)</sup>	77.3			
[2] 6.65 <sup>(87)</sup> T	15.87 <sup>(86)</sup> T	2:31.83 <sup>(60)</sup> T	4:34.76 <sup>(59)</sup> T	5:58.43 <sup>(58)</sup> T	9:33.54 <sup>(60)</sup> T	<b>12:36.64<sup>(73)</sup></b>	82.3	A:124.1 B:133.9 C:91.0	
53.1	9.22 <sup>(81)</sup>	117.92:15.96 <sup>(57)</sup>	86.1:2:02.93 <sup>(61)</sup>	95.2:1:23.67 <sup>(58)</sup>	78.7:3:35.11 <sup>(64)</sup>	78.2:3:03.10 <sup>(67)</sup>	76.7		
<b>79. 227 MIGLIUOLO Antonino</b> I Peugeot 106 S16 Vimotorsport N 1600 <b>12:37.18</b>									
[1] 6.54 <sup>(102)</sup>		2:33.97 <sup>(76)</sup> T	4:38.13 <sup>(75)</sup> T	6:01.96 <sup>(77)</sup> T	9:37.05 <sup>(77)</sup> T	<b>12:37.18<sup>(73)</sup></b>	82.3	B:133.9 C:91.6	+3:03.16
53.9		2:04.16 <sup>(78)</sup>	94.2:1:23.83 <sup>(78)</sup>	78.6:3:35.09 <sup>(81)</sup>	78.2:3:00.13 <sup>(71)</sup>	77.9			
<b>80. 224 MORANDELL Simon</b> I Citroën Saxo Vts Rennstall Mendel N 1600 <b>12:42.56</b>									
[1] 6.47 <sup>(98)</sup>		2:34.85 <sup>(79)</sup> T	4:40.82 <sup>(80)</sup> T	6:05.44 <sup>(82)</sup> T	9:42.67 <sup>(81)</sup> T	<b>12:47.40<sup>(77)</sup></b>	81.2	B:132.8 C:89.7	+3:08.54
54.5		2:05.97 <sup>(87)</sup>	92.9:1:24.62 <sup>(84)</sup>	77.9:3:37.23 <sup>(86)</sup>	77.4:3:04.73 <sup>(81)</sup>	76.0			
[2] 6.51 <sup>(82)</sup> T	15.76 <sup>(81)</sup> T	2:33.04 <sup>(65)</sup> T	4:37.81 <sup>(67)</sup> T	6:01.71 <sup>(64)</sup> T	9:38.52 <sup>(62)</sup> T	<b>12:42.56<sup>(76)</sup></b>	81.7	A:124.2 B:133.0 C:88.8	
54.2	9.25 <sup>(82)</sup>	117.52:17.28 <sup>(62)</sup>	85.2:2:04.77 <sup>(68)</sup>	93.8:1:23.90 <sup>(59)</sup>	78.5:3:36.81 <sup>(68)</sup>	77.5:3:04.04 <sup>(69)</sup>	76.3		
<b>81. 216 ARMENI Alessio</b> I Honda Civic Type R N 2000 <b>12:44.16</b>									
[1] 6.31 <sup>(87)</sup>		2:38.04 <sup>(92)</sup> T	4:44.18 <sup>(90)</sup> T	6:10.59 <sup>(90)</sup> T	9:48.33 <sup>(83)</sup> T	<b>12:52.38<sup>(80)</sup></b>	80.6	B:138.0 C:89.6	+3:10.14
55.9		2:06.14 <sup>(88)</sup>	92.8:1:26.41 <sup>(96)</sup>	76.2:3:37.74 <sup>(87)</sup>	77.2:3:04.05 <sup>(80)</sup>	76.3			
[2] 6.27 <sup>(65)</sup> T	14.94 <sup>(68)</sup> T	2:35.45 <sup>(71)</sup> T	4:40.44 <sup>(70)</sup> T	6:06.24 <sup>(66)</sup> T	9:42.51 <sup>(66)</sup> T	<b>12:44.16<sup>(77)</sup></b>	81.5	A:132.4 B:143.0 C:88.4	
56.3	8.67 <sup>(71)</sup>	125.42:20.51 <sup>(70)</sup>	83.3:2:04.99 <sup>(69)</sup>	93.6:1:25.80 <sup>(67)</sup>	76.8:3:36.27 <sup>(66)</sup>	77.7:3:01.65 <sup>(66)</sup>	77.3		
<b>82. 221 MARINO Angelo</b> I Peugeot 106 Rallye N 1600 <b>12:45.93</b>									
									+3:11.91

P. N. Conducente	Naz		Vettura		Scuderia		Classe		Tem./Dif.
	98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
[1] 6.47 <sup>(98)</sup>			2:37.11 <sup>(90)T</sup>	4:43.55 <sup>(87)T</sup>	6:09.97 <sup>(88)T</sup>	9:48.93 <sup>(84)T</sup>	<b>12:55.86<sup>(82)</sup></b>	80.3	B:135.2 C:90.5
54.5			2:06.44 <sup>(90)</sup>	92.51:26.42 <sup>(97)</sup>	76.23:38.96 <sup>(90)</sup>	76.83:06.93 <sup>(88)</sup>	75.1		
[2] 6.44 <sup>(76)T</sup>	15.55 <sup>(76)T</sup>		2:31.84 <sup>(61)T</sup>	4:35.88 <sup>(62)T</sup>	6:01.15 <sup>(62)T</sup>	9:39.81 <sup>(64)T</sup>	<b>12:45.93<sup>(77)</sup></b>	81.3	A:124.3 B:134.4 C:89.7
54.8	9.11 <sup>(77)</sup>	119.32:16.29 <sup>(58)</sup>	85.82:04.04 <sup>(66)</sup>	94.31:25.27 <sup>(64)</sup>	77.33:38.66 <sup>(73)</sup>	76.93:06.12 <sup>(71)</sup>	75.4		
<b>83. 174 BONELLO Moreno</b>			I	Peugeot 106		G.S. Promotion	A 1600		<b>12:47.14</b>
[1] 6.34 <sup>(90)T</sup>	16.01 <sup>(88)T</sup>		2:41.39 <sup>(108)T</sup>	5:01.68 <sup>(118)T</sup>	6:28.25 <sup>(110)T</sup>	10:03.37 <sup>(97)T</sup>	<b>13:08.51<sup>(91)</sup></b>	79.0	A:102.8 B:126.8 C:94.4
55.6	9.67 <sup>(92)</sup>	112.42:25.38 <sup>(80)</sup>	80.52:20.29 <sup>(123)</sup>	83.41:26.57 <sup>(100)</sup>	76.13:35.12 <sup>(82)</sup>	78.23:05.14 <sup>(82)</sup>	75.8		
[2] 6.28 <sup>(66)T</sup>	15.57 <sup>(77)T</sup>		2:41.58 <sup>(85)T</sup>	4:50.41 <sup>(80)T</sup>	6:17.79 <sup>(75)T</sup>	9:50.21 <sup>(70)T</sup>	<b>12:47.14<sup>(77)</sup></b>	81.2	A:115.2 B:129.9 C:94.9
56.2	9.29 <sup>(83)</sup>	117.02:26.01 <sup>(85)</sup>	80.12:08.83 <sup>(79)</sup>	90.81:27.38 <sup>(75)</sup>	75.43:32.42 <sup>(61)</sup>	79.12:56.93 <sup>(58)</sup>	79.4		
<b>84. 193 CIOFFI Alberto</b>			I	Mitsubishi Lanc. Evo VII		Sport Racing Team	N 3000+		<b>12:47.96</b>
[1] 5.52 <sup>(50)</sup>			2:40.64 <sup>(10)T</sup>	4:47.91 <sup>(95)T</sup>	6:13.29 <sup>(96)T</sup>	9:49.54 <sup>(85)T</sup>	<b>12:51.45<sup>(79)</sup></b>	80.7	B:140.3 C:93.7
63.9			2:07.27 <sup>(93)</sup>	91.91:25.38 <sup>(89)</sup>	77.23:36.25 <sup>(84)</sup>	77.73:01.91 <sup>(76)</sup>	77.2		
[2] 5.66 <sup>(45)T</sup>	14.55 <sup>(59)T</sup>		2:39.66 <sup>(80)T</sup>	4:46.93 <sup>(78)T</sup>	6:13.99 <sup>(73)T</sup>	9:48.57 <sup>(69)T</sup>	<b>12:47.96<sup>(78)</sup></b>	81.1	A:121.9 B:131.1 C:91.8
62.3	8.89 <sup>(73)</sup>	122.32:25.11 <sup>(83)</sup>	80.62:07.27 <sup>(76)</sup>	91.91:27.06 <sup>(73)</sup>	75.73:34.58 <sup>(63)</sup>	78.32:59.39 <sup>(62)</sup>	78.3		
<b>85. 175 GOTTARDI Cornelio</b>			I	Suzuki Ignis			A 1600		<b>12:49.78</b>
[1] 6.56 <sup>(103)T</sup>	15.60 <sup>(85)T</sup>		2:43.30 <sup>(113)T</sup>	4:54.24 <sup>(110)T</sup>	6:20.74 <sup>(105)T</sup>	9:56.77 <sup>(91)T</sup>	<b>12:54.97<sup>(81)</sup></b>	80.4	A:108.4 B:134.2 C:90.2
53.8	9.04 <sup>(83)</sup>	120.32:27.70 <sup>(84)</sup>	79.22:10.94 <sup>(108)</sup>	89.41:26.50 <sup>(98)</sup>	76.23:36.03 <sup>(83)</sup>	77.82:58.20 <sup>(67)</sup>	78.8		
[2] 6.70 <sup>(90)T</sup>	15.28 <sup>(72)T</sup>		2:40.67 <sup>(83)T</sup>	4:51.91 <sup>(83)T</sup>	6:18.40 <sup>(76)T</sup>	9:51.37 <sup>(71)T</sup>	<b>12:49.78<sup>(78)</sup></b>	80.9	A:109.5 B:137.6 C:91.6
52.7	8.58 <sup>(66)</sup>	126.72:25.39 <sup>(84)</sup>	80.52:11.24 <sup>(82)</sup>	89.11:26.49 <sup>(70)</sup>	76.23:32.97 <sup>(62)</sup>	78.92:58.41 <sup>(60)</sup>	78.7		
<b>86. 223 REA Cosimo</b>			I	Citroën Saxo Vts 16v		Gruppo Piloti Forlivesi	N 1600		<b>12:52.86</b>
[1] 6.18 <sup>(74)</sup>			2:40.23 <sup>(98)T</sup>	4:48.77 <sup>(97)T</sup>	6:13.90 <sup>(97)T</sup>	9:53.10 <sup>(89)T</sup>	<b>12:58.85<sup>(84)</sup></b>	80.0	B:135.6 C:90.0
57.1			2:08.54 <sup>(99)</sup>	91.01:25.13 <sup>(85)</sup>	77.43:39.20 <sup>(91)</sup>	76.73:05.75 <sup>(83)</sup>	75.6		
[2] 6.17 <sup>(58)T</sup>	15.90 <sup>(87)T</sup>		2:36.24 <sup>(73)T</sup>	4:43.42 <sup>(74)T</sup>	6:09.12 <sup>(69)T</sup>	9:47.52 <sup>(68)T</sup>	<b>12:52.86<sup>(81)</sup></b>	80.6	A:120.4 B:135.2 C:90.7
57.2	9.73 <sup>(95)</sup>	111.72:20.34 <sup>(69)</sup>	83.42:07.18 <sup>(75)</sup>	91.01:25.70 <sup>(65)</sup>	76.93:38.40 <sup>(72)</sup>	77.03:05.34 <sup>(70)</sup>	75.8		
<b>87. 171 GIOVANNINI Omar</b>			I	Citroën C2			A 1600		<b>12:54.10</b>
[1] 6.36 <sup>(92)T</sup>	15.43 <sup>(81)T</sup>		2:40.37 <sup>(100)T</sup>	4:49.13 <sup>(100)T</sup>	6:18.90 <sup>(103)T</sup>	10:05.11 <sup>(99)T</sup>	<b>14:28.83<sup>(111)</sup></b>	71.7	A:115.3 B:122.5 C:87.0
55.5	9.07 <sup>(84)</sup>	119.92:24.94 <sup>(79)</sup>	80.72:08.76 <sup>(100)</sup>	90.91:29.77 <sup>(111)</sup>	73.43:46.21 <sup>(106)</sup>	74.34:23.72 <sup>(119)</sup>	53.2		
[2] 6.40 <sup>(74)T</sup>	15.82 <sup>(84)T</sup>		2:39.83 <sup>(81)T</sup>	4:50.77 <sup>(81)T</sup>	6:19.48 <sup>(77)T</sup>	9:54.61 <sup>(74)T</sup>	<b>12:54.10<sup>(81)</sup></b>	80.5	A:115.9 B:129.1 C:88.1
55.1	9.42 <sup>(86)</sup>	115.42:24.01 <sup>(80)</sup>	81.22:10.94 <sup>(81)</sup>	89.41:28.71 <sup>(78)</sup>	74.33:35.13 <sup>(65)</sup>	78.12:59.49 <sup>(63)</sup>	78.2		
<b>88. 231 ACCORSI Lorenzo</b>			I	Citroën Saxo		Mirano Rally	N 1600		<b>12:54.84</b>
[1] 6.67 <sup>(112)</sup>			2:39.10 <sup>(94)T</sup>	4:44.85 <sup>(91)T</sup>	6:10.55 <sup>(89)T</sup>	9:50.06 <sup>(86)T</sup>	<b>13:02.46<sup>(85)</sup></b>	79.6	B:131.6 C:90.1
52.9			2:05.75 <sup>(86)</sup>	93.01:25.70 <sup>(93)</sup>	76.93:39.51 <sup>(93)</sup>	76.63:12.40 <sup>(97)</sup>	73.0		
[2] 6.48 <sup>(80)T</sup>	15.79 <sup>(83)T</sup>		2:36.34 <sup>(74)T</sup>	4:42.74 <sup>(73)T</sup>	6:07.98 <sup>(67)T</sup>	9:45.51 <sup>(67)T</sup>	<b>12:54.84<sup>(81)</sup></b>	80.4	A:116.7 B:133.3 C:90.6
54.4	9.31 <sup>(84)</sup>	116.82:20.55 <sup>(71)</sup>	83.22:06.40 <sup>(73)</sup>	92.61:25.24 <sup>(63)</sup>	77.33:37.53 <sup>(71)</sup>	77.33:09.33 <sup>(76)</sup>	74.2		
<b>89. 96 FERRARA Patrizio</b>			I	Bmw M3		Piloti Valtiberini Motorsport	3000		<b>12:58.18</b>
[1] 6.13 <sup>(68)T</sup>	14.67 <sup>(72)T</sup>		2:39.48 <sup>(97)T</sup>	4:46.36 <sup>(93)T</sup>	6:10.73 <sup>(91)T</sup>	9:54.48 <sup>(90)T</sup>	<b>12:58.18<sup>(83)</sup></b>	80.0	A:127.4 B:139.4 C:95.4
57.6	8.54 <sup>(71)</sup>	127.32:24.81 <sup>(78)</sup>	80.82:06.88 <sup>(92)</sup>	92.21:24.37 <sup>(83)</sup>	78.13:43.75 <sup>(98)</sup>	75.13:03.70 <sup>(79)</sup>	76.4		
<b>90. 238 SQUASSINA Nicola</b>			I	Peugeot 106		Sport Racing Team	N 1600		<b>12:58.53</b>
[1] 6.57 <sup>(106)</sup>			2:37.45 <sup>(91)T</sup>	4:44.07 <sup>(89)T</sup>	6:09.53 <sup>(87)T</sup>	9:51.21 <sup>(88)T</sup>	<b>13:27.55<sup>(99)</sup></b>	77.1	B:130.4 C:88.5
53.7			2:06.62 <sup>(91)</sup>	92.41:25.46 <sup>(91)</sup>	77.13:41.68 <sup>(95)</sup>	75.83:36.34 <sup>(110)</sup>	64.9		
[2] 6.43 <sup>(75)T</sup>	15.85 <sup>(85)T</sup>		2:37.99 <sup>(78)T</sup>	4:45.10 <sup>(77)T</sup>	6:10.81 <sup>(71)T</sup>	9:51.88 <sup>(72)T</sup>	<b>12:58.53<sup>(84)</sup></b>	80.0	A:120.5 B:128.2 C:88.5
54.9	9.42 <sup>(86)</sup>	115.42:22.14 <sup>(77)</sup>	82.32:07.11 <sup>(74)</sup>	92.01:25.71 <sup>(66)</sup>	76.93:41.07 <sup>(74)</sup>	76.03:06.65 <sup>(72)</sup>	75.2		
<b>91. 228 BOMMARTINI Matteo</b>			I	Honda Civic EK4		Real Motorsport	N 1600		<b>13:00.76</b>
[1] 6.69 <sup>(114)</sup>			2:42.13 <sup>(109)T</sup>	4:49.95 <sup>(102)T</sup>	6:16.98 <sup>(100)T</sup>	9:57.44 <sup>(92)T</sup>	<b>13:04.90<sup>(88)</sup></b>	79.3	B:131.1 C:91.2
52.7			2:07.82 <sup>(96)</sup>	91.51:27.03 <sup>(101)</sup>	75.73:40.46 <sup>(94)</sup>	76.33:07.46 <sup>(90)</sup>	74.9		
[2] 6.68 <sup>(88)T</sup>	16.02 <sup>(89)T</sup>		2:36.78 <sup>(76)T</sup>	4:44.88 <sup>(76)T</sup>	6:11.18 <sup>(72)T</sup>	9:53.64 <sup>(73)T</sup>	<b>13:00.76<sup>(85)</sup></b>	79.8	A:119.6 B:129.0 C:90.0
52.8	9.34 <sup>(85)</sup>	116.42:20.76 <sup>(73)</sup>	83.72:08.10 <sup>(77)</sup>	91.31:26.30 <sup>(69)</sup>	76.33:42.46 <sup>(77)</sup>	75.63:07.12 <sup>(73)</sup>	75.0		
<b>92. 21 GALLINA Silvano</b>			I	Formula Bmw			D/E2-SS 1600		<b>13:01.31</b>
[1] 6.61 <sup>(108)T</sup>	16.62 <sup>(92)T</sup>		2:42.29 <sup>(111)T</sup>	4:53.76 <sup>(109)T</sup>	6:21.11 <sup>(107)</sup>				A:114.0 B:141.4 C:92.5
53.4	10.01 <sup>(96)</sup>	108.62:25.67 <sup>(82)</sup>	80.32:11.47 <sup>(110)</sup>	89.01:27.35 <sup>(104)</sup>	75.4				
[2] 5.78 <sup>(47)T</sup>	14.34 <sup>(54)T</sup>		2:38.60 <sup>(79)T</sup>	4:48.35 <sup>(79)T</sup>	6:15.92 <sup>(74)T</sup>	9:57.43 <sup>(75)T</sup>	<b>13:01.31<sup>(85)</sup></b>	79.7	A:119.8 B:137.8 C:92.5
61.0	8.56 <sup>(65)</sup>	127.02:24.26 <sup>(81)</sup>	81.72:09.75 <sup>(80)</sup>	90.21:27.57 <sup>(76)</sup>	75.23:41.51 <sup>(75)</sup>	75.93:03.88 <sup>(68)</sup>	76.4		
<b>93. 118 ZUCOL Claudio</b>			I	Bmw M3		Destra 4	E1 It. 2000		<b>13:03.49</b>
[1] 7.37 <sup>(134)T</sup>	17.18 <sup>(96)T</sup>		2:41.53 <sup>(108)T</sup>	4:50.03 <sup>(103)T</sup>	6:15.27 <sup>(99)T</sup>	10:00.73 <sup>(95)T</sup>	<b>13:03.49<sup>(86)</sup></b>	79.5	A:111.2 B:137.8 C:88.9
47.9	9.81 <sup>(93)</sup>	110.82:24.35 <sup>(76)</sup>	81.72:08.50 <sup>(98)</sup>	91.11:25.24 <sup>(87)</sup>	77.33:45.46 <sup>(103)</sup>	74.63:02.76 <sup>(77)</sup>	76.8		
<b>94. 229 VEDOVELLO Riccardo</b>			I	Peugeot 106 Rallye 16v		BL Racing	N 1600		<b>13:04.04</b>
[1] 6.92 <sup>(124)</sup>			2:41.48 <sup>(107)T</sup>	4:52.20 <sup>(106)T</sup>	6:18.20 <sup>(102)T</sup>	9:57.51 <sup>(94)T</sup>	<b>13:04.04<sup>(87)</sup></b>	79.4	B:131.3 C:89.3
51.0			2:10.72 <sup>(107)</sup>	89.51:26.00 <sup>(94)</sup>	76.63:39.31 <sup>(92)</sup>	76.73:06.53 <sup>(86)</sup>	75.3		
<b>95. 218 NARDELLI Carlo Albertd</b>			I	Renault Clio Rs			N 2000		<b>13:05.39</b>
[1] 6.88 <sup>(123)</sup>			2:49.75 <sup>(118)T</sup>	5:00.91 <sup>(113)T</sup>	6:29.19 <sup>(111)T</sup>	10:07.45 <sup>(101)T</sup>	<b>13:08.71<sup>(92)</sup></b>	79.0	B:130.9 C:91.2
51.3			2:11.16 <sup>(109)</sup>	89.21:28.28 <sup>(107)</sup>	74.63:38.26 <sup>(88)</sup>	77.03:01.26 <sup>(74)</sup>	77.5		
[2] 6.71 <sup>(92)T</sup>	16.17 <sup>(91)T</sup>		2:45.13 <sup>(90)T</sup>	4:57.64 <sup>(88)T</sup>	6:27.22 <sup>(83)T</sup>	10:04.27 <sup>(76)T</sup>	<b>13:05.39<sup>(89)</sup></b>	79.3	A:110.9 B:131.5 C:90.7
52.6	9.46 <sup>(88)</sup>	114.92:28.96 <sup>(89)</sup>	78.52:12.51 <sup>(87)</sup>	88.31:29.58 <sup>(81)</sup>	73.53:37.05 <sup>(69)</sup>	77.53:01.12 <sup>(65)</sup>	77.5		
<b>96. 225 VETTOREL Fabrizio</b>			I	Peugeot 106 Rallye		BL Racing	N 1600		<b>13:05.82</b>
[1] 6.68 <sup>(113)</sup>			2:38.90 <sup>(93)T</sup>	4:48.03 <sup>(96)T</sup>	6:15.13 <sup>(98)T</sup>	9:57.44 <sup>(92)T</sup>	<b>13:05.82<sup>(89)</sup></b>	79.3	B:127.4 C:87.3
52.8			2:09.13 <sup>(101)</sup>	90.61:27.10 <sup>(102)</sup>	75.63:42.31 <sup>(96)</sup>	75.63:08.38 <sup>(91)</sup>	74.5		

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.				
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax			
<b>97.</b>	<b>215 PELLÈ Roberto</b>	I	Renault Clio	Destra 4	N 2000	<b>13:06.39</b>				
[1]	6.56 <sup>(103)</sup>	2:39.20 <sup>(96)</sup>	4:46.91 <sup>(94)</sup>	6:12.58 <sup>(95)</sup>	10:03.06 <sup>(96)</sup>	<b>13:06.39</b> <sup>(90)</sup>	79.2	B:137.1 C:89.4 +3:32.37		
	53.8	2:07.71 <sup>(95)</sup>	91.6	1:25.67 <sup>(92)</sup>	76.9	3:50.48 <sup>(110)</sup>	72.9	3:03.33 <sup>(78)</sup> 76.6		
[2]	6.64 <sup>(86)</sup>	15.76 <sup>(81)</sup>	2:34.52 <sup>(67)</sup>	4:39.87 <sup>(69)</sup>				A:122.9 B:138.6		
	53.1	9.12 <sup>(79)</sup>	119.22:18.76 <sup>(66)</sup>	84.3	2:05.35 <sup>(70)</sup>	93.3				
<b>98.</b>	<b>97 FRIJO Sebastiano</b>	I	Renault Clio V6	Sport Racing Team	E1 It. 3000	<b>13:06.53</b>				
[1]	5.93 <sup>(60)</sup>	14.79 <sup>(74)</sup>	2:39.11 <sup>(95)</sup>	4:49.01 <sup>(99)</sup>				A:104.2 B:122.8 +3:32.51		
	59.5	8.86 <sup>(79)</sup>	122.72:24.32 <sup>(75)</sup>	81.2	2:09.90 <sup>(104)</sup>	90.1				
[2]	6.06 <sup>(54)</sup>	15.02 <sup>(69)</sup>	2:44.09 <sup>(87)</sup>	4:58.39 <sup>(89)</sup>	6:28.41 <sup>(84)</sup>	10:05.61 <sup>(78)</sup>	<b>13:06.53</b> <sup>(91)</sup>	79.2 A:105.6 B:132.3 C:90.9		
	58.2	8.96 <sup>(74)</sup>	121.32:29.07 <sup>(90)</sup>	78.5	2:14.30 <sup>(90)</sup>	87.1	1:30.02 <sup>(83)</sup>	73.2	3:37.20 <sup>(70)</sup> 77.4	3:00.92 <sup>(64)</sup> 77.6
<b>99.</b>	<b>73 DAMINATO Franco</b>	I	Ferrari F430	Rubicone Corse	GT4 3000+	<b>13:16.63</b>				
[1]	6.10 <sup>(67)</sup>	14.15 <sup>(56)</sup>	2:44.31 <sup>(114)</sup>	4:53.66 <sup>(108)</sup>	6:20.95 <sup>(109)</sup>	10:05.76 <sup>(100)</sup>	<b>13:16.63</b> <sup>(93)</sup>	78.2 A:123.0 B:146.8 C:87.8 +3:39.41		
	57.8	8.05 <sup>(55)</sup>	135.12:30.16 <sup>(85)</sup>	77.9	2:09.35 <sup>(102)</sup>	90.5	1:27.29 <sup>(103)</sup>	75.5	3:44.81 <sup>(100)</sup> 74.8	3:10.87 <sup>(94)</sup> 73.6
[2]	6.14 <sup>(57)</sup>	14.24 <sup>(52)</sup>	2:41.89 <sup>(86)</sup>	4:53.32 <sup>(84)</sup>	6:20.67 <sup>(78)</sup>	10:04.39 <sup>(77)</sup>	<b>13:13.43</b> <sup>(93)</sup>	78.5 A:128.6 B:148.6 C:86.1		
	57.5	8.10 <sup>(49)</sup>	134.22:27.65 <sup>(86)</sup>	79.2	2:11.43 <sup>(83)</sup>	89.0	1:27.35 <sup>(74)</sup>	75.4	3:43.72 <sup>(78)</sup> 75.1	3:09.04 <sup>(75)</sup> 74.3
<b>100.</b>	<b>232 MASIERO Emanuele</b>	I	Citroën Saxo Vts 16v	Sc. Funny Team	N 1600	<b>13:15.15</b>				
[1]	6.65 <sup>(110)</sup>							+3:41.13		
	53.1									
[2]	6.61 <sup>(85)</sup>	16.33 <sup>(93)</sup>	2:44.97 <sup>(88)</sup>	4:57.26 <sup>(87)</sup>	6:25.38 <sup>(81)</sup>	10:07.56 <sup>(79)</sup>	<b>13:15.15</b> <sup>(93)</sup>	78.3 A:116.4 B:126.6 C:84.4		
	53.4	9.72 <sup>(94)</sup>	111.92:28.64 <sup>(87)</sup>	78.7	2:12.29 <sup>(86)</sup>	88.4	1:28.12 <sup>(77)</sup>	74.8	3:42.18 <sup>(76)</sup> 75.7	3:07.59 <sup>(74)</sup> 74.8
<b>101.</b>	<b>233 DEMATTÈ Bruno</b>	I	Citroën Saxo Vts	Destra 4	N 1600	<b>13:18.86</b>				
[1]	6.70 <sup>(116)</sup>		2:40.87 <sup>(102)</sup>	4:52.52 <sup>(107)</sup>	6:21.70 <sup>(109)</sup>	10:07.86 <sup>(102)</sup>	<b>13:18.86</b> <sup>(94)</sup>	78.0 B:122.7 C:87.5 +3:44.84		
	52.7		2:11.65 <sup>(111)</sup>	88.9	1:29.18 <sup>(109)</sup>	73.9	3:46.16 <sup>(105)</sup>	74.3	3:11.00 <sup>(95)</sup> 73.5	
[2]	6.79 <sup>(95)</sup>	16.56 <sup>(96)</sup>	2:39.97 <sup>(82)</sup>	4:51.60 <sup>(82)</sup>	6:20.67 <sup>(78)</sup>	10:08.20 <sup>(80)</sup>	<b>13:21.75</b> <sup>(98)</sup>	77.7 A:117.6 B:121.9 C:87.2		
	52.0	9.77 <sup>(96)</sup>	111.32:23.41 <sup>(79)</sup>	81.6	2:11.63 <sup>(84)</sup>	88.9	1:29.07 <sup>(79)</sup>	74.0	3:47.53 <sup>(81)</sup> 73.9	3:13.55 <sup>(80)</sup> 72.5
<b>102.</b>	<b>241 TOMASELLI Luca</b>	I	Peugeot 106		N 1600	<b>13:21.12</b>				
[1]	6.65 <sup>(110)</sup>		2:41.11 <sup>(104)</sup>	4:54.61 <sup>(111)</sup>	6:24.67 <sup>(109)</sup>	10:08.99 <sup>(103)</sup>	<b>13:21.12</b> <sup>(96)</sup>	77.7 B:123.8 C:88.2 +3:47.10		
	53.1		2:13.50 <sup>(117)</sup>	87.6	1:30.06 <sup>(114)</sup>	73.2	3:44.32 <sup>(99)</sup>	74.9	3:12.13 <sup>(96)</sup> 73.1	
[2]	6.47 <sup>(78)</sup>	15.99 <sup>(88)</sup>	2:40.92 <sup>(84)</sup>	4:54.60 <sup>(85)</sup>	6:24.28 <sup>(80)</sup>	10:10.56 <sup>(81)</sup>	<b>13:21.68</b> <sup>(97)</sup>	77.7 A:115.7 B:124.2 C:87.8		
	54.5	9.52 <sup>(90)</sup>	114.22:24.93 <sup>(82)</sup>	80.7	2:13.68 <sup>(89)</sup>	87.5	1:29.68 <sup>(82)</sup>	73.5	3:46.28 <sup>(80)</sup> 74.3	3:11.12 <sup>(77)</sup> 73.5
<b>103.</b>	<b>28 DE LUCA Antonio</b>	I	Osella PA 20/s Bmw		E2-SC 3000	<b>13:21.69</b>				
[1]	5.16 <sup>(34)</sup>	13.89 <sup>(52)</sup>	2:40.95 <sup>(103)</sup>	4:48.79 <sup>(98)</sup>	6:11.94 <sup>(94)</sup>	9:39.44 <sup>(80)</sup>	<b>13:21.69</b> <sup>(97)</sup>	77.7 A:115.2 B:151.4 C:97.2 +3:47.67		
	68.4	8.73 <sup>(77)</sup>	124.52:27.06 <sup>(83)</sup>	79.6	2:07.84 <sup>(97)</sup>	91.5	1:23.15 <sup>(73)</sup>	79.2	3:27.50 <sup>(67)</sup> 81.0	3:42.25 <sup>(113)</sup> 63.2
[2]	5.21 <sup>(32)</sup>	13.48 <sup>(44)</sup>	2:35.16 <sup>(69)</sup>	4:37.64 <sup>(66)</sup>	5:59.98 <sup>(61)</sup>			A:114.8 B:147.8 C:100.1		
	67.7	8.27 <sup>(53)</sup>	131.52:21.68 <sup>(76)</sup>	82.6	2:02.48 <sup>(59)</sup>	95.5	1:22.34 <sup>(53)</sup>	80.0		
<b>104.</b>	<b>242 ANESI Domenico</b>	I	Honda Civic VTI EK4	Hawk Racing Club	N 1600	<b>13:22.26</b>				
[1]	6.78 <sup>(122)</sup>		2:42.13 <sup>(109)</sup>	4:51.62 <sup>(105)</sup>	6:18.16 <sup>(101)</sup>	10:04.13 <sup>(98)</sup>	<b>13:22.26</b> <sup>(98)</sup>	77.6 B:132.0 C:91.1 +3:48.24		
	52.0		2:09.49 <sup>(103)</sup>	90.4	1:26.54 <sup>(99)</sup>	76.1	3:45.97 <sup>(104)</sup>	74.4	3:18.13 <sup>(101)</sup> 70.9	
<b>105.</b>	<b>79 MASSARO Michele</b>	I	Lotus Exige Mk1	Master Team	GT4 2000	<b>13:31.36</b>				
[1]	7.37 <sup>(134)</sup>	17.28 <sup>(97)</sup>	2:52.88 <sup>(123)</sup>	5:06.07 <sup>(119)</sup>	6:37.36 <sup>(119)</sup>	10:20.54 <sup>(108)</sup>	<b>13:31.36</b> <sup>(100)</sup>	76.8 A:111.1 B:124.9 C:86.6 +3:57.34		
	47.9	9.91 <sup>(95)</sup>	109.72:35.60 <sup>(89)</sup>	75.2	2:13.19 <sup>(114)</sup>	87.8	1:31.29 <sup>(115)</sup>	72.2	3:43.18 <sup>(97)</sup> 75.3	3:10.82 <sup>(93)</sup> 73.6
<b>106.</b>	<b>244 FOGAROLLI Serena</b>	I	Honda Civic EK4	Vimotorsport	N 1600	<b>13:32.84</b>				
[1]	6.60 <sup>(107)</sup>		2:47.69 <sup>(119)</sup>	5:00.92 <sup>(114)</sup>	6:30.14 <sup>(112)</sup>	10:19.07 <sup>(109)</sup>	<b>13:32.84</b> <sup>(101)</sup>	76.6 B:132.6 C:88.1 +3:58.82		
	53.5		2:13.23 <sup>(116)</sup>	87.8	1:29.22 <sup>(110)</sup>	73.8	3:48.93 <sup>(108)</sup>	73.4	3:13.77 <sup>(98)</sup> 72.5	
[2]	7.16 <sup>(99)</sup>	16.77 <sup>(97)</sup>	2:49.73 <sup>(95)</sup>	5:05.42 <sup>(93)</sup>	6:37.34 <sup>(88)</sup>	10:26.90 <sup>(84)</sup>	<b>13:38.88</b> <sup>(105)</sup>	76.1 A:113.7 B:108.0 C:92.6		
	49.3	9.61 <sup>(91)</sup>	113.12:32.96 <sup>(95)</sup>	76.5	2:15.69 <sup>(92)</sup>	86.2	1:31.92 <sup>(86)</sup>	71.7	3:49.56 <sup>(83)</sup> 73.2	3:11.98 <sup>(79)</sup> 73.1
<b>107.</b>	<b>126 CHIARATO Roberto</b>	I	Peugeot 106	Mirano Rally	E1 It. 1400	<b>13:33.06</b>				
[1]	7.20 <sup>(131)</sup>	16.69 <sup>(93)</sup>	2:41.40 <sup>(109)</sup>	4:51.43 <sup>(104)</sup>	6:19.78 <sup>(104)</sup>	10:10.49 <sup>(104)</sup>	<b>13:33.06</b> <sup>(102)</sup>	76.6 A:115.5 B:136.1 C:91.8 +3:59.04		
	49.0	9.49 <sup>(89)</sup>	114.62:24.71 <sup>(77)</sup>	80.9	2:10.03 <sup>(106)</sup>	90.0	1:28.35 <sup>(108)</sup>	74.6	3:50.71 <sup>(111)</sup> 72.9	3:22.57 <sup>(104)</sup> 69.3
<b>108.</b>	<b>236 PILATI Maurizio</b>	I	Peugeot 106		N 1600	<b>13:33.11</b>				
[1]	7.53 <sup>(136)</sup>		2:51.21 <sup>(129)</sup>	5:04.40 <sup>(117)</sup>	6:36.10 <sup>(115)</sup>	10:25.86 <sup>(109)</sup>	<b>13:42.98</b> <sup>(106)</sup>	75.7 B:128.1 C:84.5 +3:59.09		
	46.9		2:13.19 <sup>(114)</sup>	87.8	1:31.70 <sup>(116)</sup>	71.8	3:49.76 <sup>(109)</sup>	73.2	3:17.12 <sup>(100)</sup> 71.2	
[2]	6.77 <sup>(94)</sup>	16.45 <sup>(95)</sup>	2:46.16 <sup>(92)</sup>	4:59.33 <sup>(90)</sup>	6:30.42 <sup>(85)</sup>	10:16.38 <sup>(82)</sup>	<b>13:33.11</b> <sup>(103)</sup>	76.6 A:116.2 B:123.8 C:86.4		
	52.1	9.68 <sup>(92)</sup>	112.32:29.71 <sup>(92)</sup>	78.2	2:13.17 <sup>(88)</sup>	87.9	1:31.09 <sup>(85)</sup>	72.3	3:45.96 <sup>(79)</sup> 74.4	3:16.73 <sup>(82)</sup> 71.4
<b>109.</b>	<b>76 CROCE Elena</b>	I	Ferrari 430 Challenge	Isolani Racing Team	GT4 3000+	<b>13:34.55</b>				
[1]	6.43 <sup>(96)</sup>	15.30 <sup>(78)</sup>	2:52.31 <sup>(122)</sup>	5:09.01 <sup>(121)</sup>	6:41.39 <sup>(119)</sup>	10:28.53 <sup>(112)</sup>	<b>13:34.55</b> <sup>(103)</sup>	76.5 A:100.1 B:132.5 C:84.8 +4:00.53		
	54.9	8.87 <sup>(80)</sup>	122.62:37.01 <sup>(91)</sup>	74.5	2:16.70 <sup>(120)</sup>	85.6	1:32.38 <sup>(118)</sup>	71.3	3:47.14 <sup>(107)</sup> 74.0	3:06.02 <sup>(85)</sup> 75.5
<b>110.</b>	<b>123 BARESI Francesco</b>	I	Honda Civic Vtec	Sport Racing Team	E1 It. 1600	<b>13:35.34</b>				
[1]	6.25 <sup>(85)</sup>	15.43 <sup>(81)</sup>	2:51.90 <sup>(121)</sup>	5:08.88 <sup>(120)</sup>	6:40.97 <sup>(119)</sup>	10:26.26 <sup>(110)</sup>	<b>13:35.34</b> <sup>(104)</sup>	76.4 A:109.8 B:125.5 C:89.6 +4:01.32		
	56.4	9.18 <sup>(86)</sup>	118.42:36.47 <sup>(90)</sup>	74.8	2:16.98 <sup>(121)</sup>	85.4	1:32.09 <sup>(117)</sup>	71.5	3:45.29 <sup>(101)</sup> 74.6	3:09.08 <sup>(92)</sup> 74.3
<b>111.</b>	<b>235 NIDERIAUFNER Vittorio</b>	I	Citroën Saxo	Destra 4	N 1600	<b>13:41.71</b>				
[1]	7.13 <sup>(130)</sup>							+4:07.69		
	49.5									
[2]	7.04 <sup>(98)</sup>	17.26 <sup>(99)</sup>	2:47.84 <sup>(93)</sup>	5:05.07 <sup>(92)</sup>	6:37.02 <sup>(87)</sup>	10:28.06 <sup>(85)</sup>	<b>13:41.71</b> <sup>(105)</sup>	75.8 A:113.5 B:120.9 C:80.6		
	50.1	10.22 <sup>(98)</sup>	106.42:30.58 <sup>(93)</sup>	77.7	2:17.23 <sup>(93)</sup>	85.3	1:31.95 <sup>(87)</sup>	71.6	3:51.04 <sup>(84)</sup> 72.8	3:13.65 <sup>(81)</sup> 72.5
<b>112.</b>	<b>119 ZUCOL Nicola</b>	I	Bmw 320 I	Destra 4	E1 It. 2000	<b>13:42.54</b>				
								+4:08.52		



P. N. Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.				
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
[1] 6.56 <sup>(103)</sup>	16.20 <sup>(89)</sup>	2:48.82 <sup>(117)</sup>	5:02.41 <sup>(116)</sup>	6:32.18 <sup>(114)</sup>	10:26.92 <sup>(117)</sup>	13:42.54 <sup>(105)</sup>	75.7	A:112.8 B:126.3 C:83.7	
53.8	9.64 <sup>(91)</sup>	112.82:32.62 <sup>(87)</sup>	76.72:13.59 <sup>(118)</sup>	87.61:29.77 <sup>(111)</sup>	73.43:54.74 <sup>(112)</sup>	71.63:15.62 <sup>(99)</sup>	71.8		
<b>113. 131 OSS PEGORAR Stefano</b>	<b>I</b>	Peugeot 205 Rallye		Destra 4		E1 It. 1400			<b>13:50.60</b>
[1] 6.69 <sup>(114)</sup>	16.24 <sup>(90)</sup>	3:08.93 <sup>(132)</sup>						A:110.1	+4:16.58
52.7	9.55 <sup>(90)</sup>	113.82:52.69 <sup>(96)</sup>	67.8						
[2] 6.86 <sup>(96)</sup>	16.80 <sup>(98)</sup>	2:45.91 <sup>(91)</sup>	5:01.16 <sup>(91)</sup>	6:31.74 <sup>(86)</sup>	10:20.14 <sup>(83)</sup>	13:50.60 <sup>(107)</sup>	75.0	A:110.8 B:125.1 C:87.1	
51.4	9.94 <sup>(97)</sup>	109.42:29.11 <sup>(91)</sup>	78.52:15.25 <sup>(91)</sup>	86.51:30.58 <sup>(84)</sup>	72.73:48.40 <sup>(82)</sup>	73.63:30.46 <sup>(86)</sup>	66.7		
<b>114. 234 IMPERIALE Gianluca</b>	<b>I</b>	Peugeot 106		Sport Racing Team		N 1600			<b>13:57.64</b>
[1] 6.73 <sup>(120)</sup>		2:52.98 <sup>(124)</sup>	5:16.05 <sup>(123)</sup>	6:51.34 <sup>(122)</sup>	10:54.51 <sup>(119)</sup>	14:21.73 <sup>(109)</sup>	72.3	B:118.8 C:83.7	+4:23.62
52.4		2:23.07 <sup>(124)</sup>	81.81:35.29 <sup>(121)</sup>	69.14:03.17 <sup>(116)</sup>	69.13:27.22 <sup>(107)</sup>	67.8			
[2] 6.70 <sup>(90)</sup>	16.40 <sup>(94)</sup>	2:48.81 <sup>(94)</sup>	5:08.96 <sup>(94)</sup>	6:41.91 <sup>(89)</sup>	10:37.34 <sup>(86)</sup>	13:57.64 <sup>(107)</sup>	74.4	A:117.5 B:121.0 C:84.6	
52.7	9.70 <sup>(93)</sup>	112.12:32.41 <sup>(94)</sup>	76.82:20.15 <sup>(94)</sup>	83.51:32.95 <sup>(88)</sup>	70.93:55.43 <sup>(85)</sup>	71.43:20.30 <sup>(83)</sup>	70.1		
<b>115. 86 HEBBERGER Jürgen</b>	<b>D</b>	Fiat 127 Sport		Adac Team Nordbayern		E1 Vnt. 2000			<b>14:02.87</b>
[1] 6.41 <sup>(94)</sup>	15.88 <sup>(87)</sup>	2:50.87 <sup>(119)</sup>	5:06.26 <sup>(119)</sup>	6:39.27 <sup>(117)</sup>	10:40.09 <sup>(113)</sup>	14:02.87 <sup>(107)</sup>	73.9	A:116.7 B:129.8 C:87.6	+4:28.85
55.0	9.47 <sup>(88)</sup>	114.82:34.99 <sup>(88)</sup>	75.52:15.39 <sup>(119)</sup>	86.41:33.01 <sup>(119)</sup>	70.84:00.82 <sup>(115)</sup>	69.83:22.78 <sup>(105)</sup>	69.2		
<b>116. 128 FRANZONI Angelo</b>	<b>I</b>	Peugeot 106				E1 It. 1400			<b>14:15.61</b>
[1] 7.23 <sup>(132)</sup>	17.63 <sup>(98)</sup>	2:59.48 <sup>(127)</sup>	5:23.19 <sup>(125)</sup>	6:57.96 <sup>(123)</sup>	10:54.20 <sup>(114)</sup>	14:15.61 <sup>(108)</sup>	72.8	A:101.8 B:124.2 C:83.5	+4:41.59
48.8	10.40 <sup>(98)</sup>	104.52:41.85 <sup>(94)</sup>	72.32:23.71 <sup>(125)</sup>	81.41:34.77 <sup>(120)</sup>	69.53:56.24 <sup>(113)</sup>	71.23:21.41 <sup>(103)</sup>	69.7		
<b>117. 239 STRINGARI Francesco</b>	<b>I</b>	Peugeot 106				N 1600			<b>14:28.81</b>
[1] 7.04 <sup>(128)</sup>		3:05.41 <sup>(130)</sup>	5:30.78 <sup>(129)</sup>	7:07.10 <sup>(125)</sup>	11:07.57 <sup>(117)</sup>	14:28.81 <sup>(110)</sup>	71.7	B:116.4 C:85.1	+4:54.79
50.1		2:25.37 <sup>(126)</sup>	80.51:36.32 <sup>(123)</sup>	68.44:00.47 <sup>(114)</sup>	69.93:21.24 <sup>(102)</sup>	69.8			
<b>118. 237 GRAZIADEI Nicola</b>	<b>I</b>	Citroën Saxo		Destra 4		N 1600			<b>14:35.44</b>
[1] 7.61 <sup>(138)</sup>		3:12.75 <sup>(133)</sup>	5:47.51 <sup>(131)</sup>	7:30.22 <sup>(130)</sup>	11:40.44 <sup>(121)</sup>	15:09.95 <sup>(116)</sup>	68.4	B:104.1 C:80.8	+5:01.42
46.4		2:34.76 <sup>(132)</sup>	75.61:42.71 <sup>(128)</sup>	64.14:10.22 <sup>(119)</sup>	67.23:29.51 <sup>(108)</sup>	67.0			
[2] 7.48 <sup>(101)</sup>	19.21 <sup>(101)</sup>	3:02.33 <sup>(98)</sup>	5:27.12 <sup>(95)</sup>	7:06.22 <sup>(91)</sup>	11:09.31 <sup>(88)</sup>	14:35.44 <sup>(112)</sup>	71.1	A:98.7 B:111.8 C:81.9	
47.2	11.73 <sup>(101)</sup>	92.72:43.12 <sup>(98)</sup>	71.72:24.79 <sup>(95)</sup>	80.81:39.10 <sup>(90)</sup>	66.54:03.09 <sup>(86)</sup>	69.23:26.13 <sup>(84)</sup>	68.1		
<b>119. 243 ANESI David</b>	<b>I</b>	Peugeot 106		Hawk Racing Club		N 1600			<b>14:38.30</b>
[1] 6.70 <sup>(116)</sup>		2:47.33 <sup>(115)</sup>	5:00.43 <sup>(112)</sup>	6:30.24 <sup>(113)</sup>	10:15.69 <sup>(105)</sup>	14:38.30 <sup>(112)</sup>	70.9	B:129.9 C:84.2	+5:04.28
52.7		2:13.10 <sup>(112)</sup>	87.91:29.81 <sup>(113)</sup>	73.43:45.45 <sup>(102)</sup>	74.64:22.61 <sup>(118)</sup>	53.5			
[2] 6.68 <sup>(88)</sup>	16.18 <sup>(92)</sup>	2:45.03 <sup>(89)</sup>	4:57.25 <sup>(86)</sup>	6:26.55 <sup>(82)</sup>	11:04.68 <sup>(87)</sup>	15:37.18 <sup>(119)</sup>	66.5	A:115.1 B:130.4 C:85.7	
52.8	9.50 <sup>(89)</sup>	114.42:28.85 <sup>(88)</sup>	78.62:12.22 <sup>(85)</sup>	88.51:29.30 <sup>(80)</sup>	73.84:38.13 <sup>(90)</sup>	60.44:32.50 <sup>(90)</sup>	51.5		
<b>120. 129 TERLIZZI Raffaele</b>	<b>I</b>	Peugeot 106 Rallye		BL Racing		E1 It. 1400			<b>14:39.08</b>
[1] 6.96 <sup>(126)</sup>	16.97 <sup>(95)</sup>	2:57.56 <sup>(126)</sup>	5:24.35 <sup>(126)</sup>	7:02.55 <sup>(124)</sup>	11:13.77 <sup>(118)</sup>	14:39.08 <sup>(113)</sup>	70.8	A:112.4 B:120.9 C:83.8	+5:05.06
50.7	10.01 <sup>(96)</sup>	108.62:40.59 <sup>(93)</sup>	72.92:26.79 <sup>(128)</sup>	79.71:38.20 <sup>(124)</sup>	67.14:11.22 <sup>(120)</sup>	66.93:25.31 <sup>(106)</sup>	68.4		
<b>121. 246 MANDELLI Eugenio</b>	<b>I</b>	Seat Arosa		Valcuvia Corse		Racing Start			<b>14:41.70</b>
[1] 7.55 <sup>(137)</sup>		3:00.74 <sup>(128)</sup>	5:30.05 <sup>(128)</sup>	7:09.56 <sup>(126)</sup>	11:14.74 <sup>(119)</sup>	14:44.75 <sup>(114)</sup>	70.4	B:109.6 C:77.8	+5:07.68
46.7		2:29.31 <sup>(129)</sup>	78.41:39.51 <sup>(125)</sup>	66.24:05.18 <sup>(117)</sup>	68.63:30.01 <sup>(109)</sup>	66.9			
[2] 7.43 <sup>(100)</sup>	18.74 <sup>(100)</sup>	2:59.74 <sup>(96)</sup>	5:27.40 <sup>(96)</sup>	7:06.13 <sup>(90)</sup>	11:14.15 <sup>(89)</sup>	14:41.70 <sup>(114)</sup>	70.6	A:101.6 B:110.3 C:77.7	
47.5	11.31 <sup>(100)</sup>	96.12:41.00 <sup>(96)</sup>	72.72:27.66 <sup>(97)</sup>	79.21:38.73 <sup>(89)</sup>	66.74:08.02 <sup>(87)</sup>	67.83:27.55 <sup>(85)</sup>	67.6		
<b>122. 116 ODORIZZI Luca</b>	<b>I</b>	Peugeot 205		Destra 4		E1 It. 2000			<b>14:46.16</b>
[1] 7.11 <sup>(129)</sup>	16.92 <sup>(94)</sup>	2:55.03 <sup>(125)</sup>	5:15.24 <sup>(122)</sup>	6:51.14 <sup>(121)</sup>	10:58.43 <sup>(116)</sup>	14:46.16 <sup>(115)</sup>	70.3	A:116.9 B:122.4 C:83.6	+5:12.14
49.6	9.81 <sup>(93)</sup>	110.82:38.11 <sup>(92)</sup>	74.02:20.21 <sup>(122)</sup>	83.41:35.90 <sup>(122)</sup>	68.74:07.29 <sup>(118)</sup>	68.03:47.73 <sup>(116)</sup>	61.7		
<b>123. 75 FERRETTI Romano</b>	<b>I</b>	Porsche 996				GT4 3000+			<b>15:08.52</b>
[1] 6.41 <sup>(94)</sup>	17.98 <sup>(99)</sup>	3:15.05 <sup>(134)</sup>	5:47.91 <sup>(132)</sup>	7:29.51 <sup>(129)</sup>	11:44.57 <sup>(122)</sup>	15:22.34 <sup>(118)</sup>	67.5	A:93.6 B:114.6 C:82.2	+5:34.50
55.0	11.57 <sup>(99)</sup>	94.02:57.07 <sup>(97)</sup>	66.12:32.86 <sup>(130)</sup>	76.51:41.60 <sup>(127)</sup>	64.84:15.06 <sup>(121)</sup>	65.93:37.77 <sup>(112)</sup>	64.5		
[2] 5.86 <sup>(48)</sup>	16.10 <sup>(90)</sup>	3:03.14 <sup>(99)</sup>	5:36.81 <sup>(98)</sup>	7:18.78 <sup>(93)</sup>	11:37.47 <sup>(91)</sup>	15:08.52 <sup>(116)</sup>	68.6	A:98.6 B:116.1 C:81.5	
60.2	10.24 <sup>(99)</sup>	106.22:47.04 <sup>(99)</sup>	70.02:33.67 <sup>(98)</sup>	76.11:41.97 <sup>(92)</sup>	64.64:18.69 <sup>(89)</sup>	65.03:31.05 <sup>(87)</sup>	66.5		
<b>124. 245 TACCHINI Mario</b>	<b>I</b>	Fiat Punto Sporting 16v		Sc. del Portello		Racing Start			<b>15:09.19</b>
[1] 7.76 <sup>(139)</sup>		3:02.95 <sup>(129)</sup>	5:29.62 <sup>(127)</sup>	7:11.05 <sup>(127)</sup>	11:33.80 <sup>(120)</sup>	15:17.28 <sup>(117)</sup>	67.9	B:99.6 C:76.4	+5:35.17
45.5		2:26.67 <sup>(127)</sup>	79.81:41.43 <sup>(126)</sup>	65.04:22.75 <sup>(122)</sup>	64.03:43.48 <sup>(115)</sup>	62.8			
[2] 8.42 <sup>(102)</sup>	21.03 <sup>(102)</sup>	3:02.09 <sup>(97)</sup>	5:29.16 <sup>(97)</sup>	7:09.80 <sup>(92)</sup>	11:27.33 <sup>(90)</sup>	15:09.19 <sup>(116)</sup>	68.5	A:91.1 B:99.0 C:76.2	
41.9	12.61 <sup>(102)</sup>	86.22:41.06 <sup>(97)</sup>	72.62:27.07 <sup>(96)</sup>	79.61:40.64 <sup>(91)</sup>	65.54:17.53 <sup>(88)</sup>	65.33:41.86 <sup>(89)</sup>	63.3		
<b>125. 132 CIMBALI Massimo Enrico</b>	<b>I</b>	Citroën C1 Cup				E1 It. 1150			<b>16:00.98</b>
[1] 7.94 <sup>(140)</sup>	20.24 <sup>(100)</sup>	3:07.30 <sup>(131)</sup>	5:41.54 <sup>(130)</sup>	7:29.31 <sup>(128)</sup>	11:56.58 <sup>(123)</sup>	16:00.98 <sup>(119)</sup>	64.8	A:92.0 B:91.8 C:74.7	+6:26.96
44.4	12.30 <sup>(100)</sup>	88.42:47.06 <sup>(95)</sup>	70.02:34.24 <sup>(131)</sup>	75.91:47.77 <sup>(129)</sup>	61.14:27.27 <sup>(123)</sup>	62.94:04.40 <sup>(117)</sup>	57.4		
<b>126. 72 LA DELFA Serafino</b>	<b>I</b>	Lotus Exige Cup		Sc. Etna		GT4 3000+			
[1] 5.49 <sup>(49)</sup>	13.28 <sup>(47)</sup>	2:30.24 <sup>(70)</sup>	4:33.03 <sup>(71)</sup>	5:55.44 <sup>(70)</sup>				A:126.4 B:151.5 C:99.1	
64.3	7.79 <sup>(47)</sup>	139.62:16.96 <sup>(62)</sup>	85.42:02.79 <sup>(74)</sup>	95.31:22.41 <sup>(68)</sup>	79.9				
<b>127. 99 AMATO Daniele</b>	<b>I</b>	Opel Astra Kit Car		Vimotorsport		E1 It. 2000			
[1] 6.01 <sup>(64)</sup>	13.91 <sup>(53)</sup>	2:25.06 <sup>(42)</sup>	4:22.56 <sup>(42)</sup>	5:42.75 <sup>(41)</sup>	9:03.39 <sup>(39)</sup>			A:139.5 B:154.4 C:98.3	
58.7	7.90 <sup>(49)</sup>	137.62:11.15 <sup>(38)</sup>	89.21:57.50 <sup>(41)</sup>	99.61:20.19 <sup>(46)</sup>	82.23:20.64 <sup>(40)</sup>	83.8			
<b>128. 42 NOVOTNY Martin</b>	<b>CZ</b>	Ligier Js49		SVC Nachod Motorsport		N 2000			
[1] 4.90 <sup>(24)</sup>	11.70 <sup>(21)</sup>	2:14.35 <sup>(20)</sup>	4:07.36 <sup>(20)</sup>	5:22.07 <sup>(19)</sup>				A:162.1 B:165.2 C:104.4	
72.0	6.80 <sup>(23)</sup>	159.92:02.65 <sup>(19)</sup>	95.41:53.01 <sup>(24)</sup>	103.51:14.71 <sup>(17)</sup>	88.2				
<b>129. 124 TURRIN Tiziano</b>	<b>I</b>	Citroën Saxo		Halley Racing Team		E1 It. 1600			
[1] 6.24 <sup>(81)</sup>	14.56 <sup>(69)</sup>							A:134.2	

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
56.5	8.32 <sup>(66)</sup>	130.7					
<b>130.</b>	<b>12 FARRIS Sergio</b>	I	Formula Master		D/E2-SS 2000		
[1]	4.38 <sup>(1)</sup>	10.64 <sup>(5)</sup>	2:06.91 <sup>(5)</sup>			A:163.5	
	80.5	6.26 <sup>(11)</sup>	173.71:56.27 <sup>(5)</sup>	100.6			
<b>131.</b>	<b>94 LECHNER Kevin</b>	I	Bmw M3		E1 It. 3000+		
[1]	6.15 <sup>(70)</sup>	14.10 <sup>(54)</sup>	2:26.44 <sup>(47)</sup>	4:24.86 <sup>(47)</sup>	5:46.12 <sup>(48)</sup>	A:143.5 B:147.4 C:99.4	
	57.4	7.95 <sup>(51)</sup>	136.82:12.34 <sup>(43)</sup>	88.41:58.42 <sup>(47)</sup>	98.81:21.26 <sup>(60)</sup>	81.1	
[2]	6.44 <sup>(76)</sup>	14.20 <sup>(51)</sup>	2:26.74 <sup>(46)</sup>	4:26.30 <sup>(47)</sup>	5:46.44 <sup>(44)</sup>	A:141.5 B:154.6 C:98.2	
	54.8	7.76 <sup>(45)</sup>	140.12:12.54 <sup>(45)</sup>	88.31:59.56 <sup>(47)</sup>	97.91:20.14 <sup>(40)</sup>	82.2	
<b>132.</b>	<b>23 LIBER Federico</b>	I	Formula Gloria	Real Motorsport	D/E2-SS 1600		
[1]	5.01 <sup>(27)</sup>	11.97 <sup>(26)</sup>	2:13.21 <sup>(15)</sup>	4:01.89 <sup>(15)</sup>		A:155.0 B:162.1	
	70.4	6.96 <sup>(25)</sup>	156.22:01.24 <sup>(15)</sup>	96.51:48.68 <sup>(16)</sup>	107.7		
<b>133.</b>	<b>148 D'AMICO Salvatore</b>	I	Renault New Clio	Sc. Etna	A 2000		
[1]	6.06 <sup>(65)</sup>	14.10 <sup>(54)</sup>	2:29.39 <sup>(63)</sup>	4:31.53 <sup>(66)</sup>	5:56.97 <sup>(73)</sup>	A:121.9 B:142.5 C:92.4	
	58.2	8.04 <sup>(54)</sup>	135.22:15.29 <sup>(57)</sup>	86.52:02.14 <sup>(71)</sup>	95.81:25.44 <sup>(90)</sup>	77.1	
<b>134.</b>	<b>153 DE LUCA Rino</b>	I	Peugeot 306	Vimotorsport	A 2000		
[1]	6.24 <sup>(81)</sup>	14.51 <sup>(65)</sup>	2:29.93 <sup>(66)</sup>	4:30.91 <sup>(64)</sup>	5:51.98 <sup>(63)</sup>	A:132.3 B:152.5 C:97.2	
	56.5	8.27 <sup>(63)</sup>	131.52:15.42 <sup>(58)</sup>	86.42:00.98 <sup>(63)</sup>	96.71:21.07 <sup>(58)</sup>	81.3	
<b>135.</b>	<b>157 CHIRICO Domenico</b>	I	Peugeot 106 Rallye 16v	Jonja Corse Giarre	A 1600		
[1]	5.96 <sup>(62)</sup>	14.27 <sup>(57)</sup>	2:26.94 <sup>(52)</sup>	4:26.77 <sup>(53)</sup>	5:48.22 <sup>(52)</sup>	9:17.05 <sup>(62)</sup>	A:131.3 B:147.4 C:96.7
	59.2	8.31 <sup>(65)</sup>	130.82:12.67 <sup>(45)</sup>	88.21:59.83 <sup>(59)</sup>	97.61:21.45 <sup>(62)</sup>	80.93:28.83 <sup>(72)</sup>	80.5
<b>136.</b>	<b>159 GILLI Paolo</b>	I	Citroën Saxo	Destra 4	A 1600		
[2]	6.50 <sup>(81)</sup>	15.52 <sup>(75)</sup>	2:30.50 <sup>(58)</sup>			A:125.3	
	54.3	9.02 <sup>(76)</sup>	120.52:14.98 <sup>(55)</sup>	86.7			
<b>137.</b>	<b>176 "SARBA"</b>	I	Peugeot 106 S16	Sc. Etruria	A 1600		
[1]	6.32 <sup>(88)</sup>	15.22 <sup>(77)</sup>	2:36.67 <sup>(88)</sup>	4:42.19 <sup>(85)</sup>	6:08.47 <sup>(86)</sup>	12:28.22 <sup>(124)</sup>	A:124.3 B:140.3 C:89.6
	55.8	8.90 <sup>(82)</sup>	122.22:21.45 <sup>(73)</sup>	82.72:05.52 <sup>(84)</sup>	93.21:26.28 <sup>(95)</sup>	76.46:19.75 <sup>(124)</sup>	44.3
<b>138.</b>	<b>4 SVOBODA Milan</b>	CZ	Lola T96/50	Czech National Team	D/E2-SS 3000		
[1]	4.63 <sup>(6)</sup>	11.10 <sup>(13)</sup>				A:159.4	
	76.2	6.47 <sup>(17)</sup>	168.0				
<b>139.</b>	<b>219 MATTIVI Michael</b>	I	Renault Clio Rs	Hawk Racing Club	N 2000		
[1]	6.70 <sup>(116)</sup>					A:122.6	
	52.7						
[2]	6.47 <sup>(78)</sup>	15.62 <sup>(79)</sup>					
	54.5	9.15 <sup>(80)</sup>	118.8				
<b>140.</b>	<b>222 LIUZZI Giacomo</b>	I	Peugeot 106		N 1600		
[1]	6.47 <sup>(98)</sup>		2:36.74 <sup>(89)</sup>	4:49.92 <sup>(101)</sup>		B:128.2	
	54.5		2:13.18 <sup>(113)</sup>	87.9			
[2]	6.39 <sup>(72)</sup>	15.40 <sup>(73)</sup>	2:34.06 <sup>(66)</sup>	4:42.45 <sup>(72)</sup>		A:125.3 B:133.5	
	55.2	9.01 <sup>(75)</sup>	120.72:18.66 <sup>(65)</sup>	84.42:08.39 <sup>(78)</sup>	91.1		
<b>141.</b>	<b>32 MAZZALAI Luca</b>	I	Ligier Js49		E2-SC 2000		
[1]	5.70 <sup>(54)</sup>	12.91 <sup>(41)</sup>		5:51.76 <sup>(62)</sup>	9:25.72 <sup>(68)</sup>	A:141.0 C:102.2	
	61.9	7.21 <sup>(33)</sup>	150.8	3:33.96 <sup>(80)</sup>	78.6		

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

Risultati e Telemetrie a cura di Francesco Dariz