



# 61<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.

Notice: this document, its content and its layout are protected by copyright. Avvertenza: questo documento, il suo contenuto e l'impostazione sono tutelate da copyright. © 2004-2011 Francesco Dariz

P. N.	Condu	Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Norge	Arrivo		
			Candriai		VMed VMax		
<b>1.</b>	<b>1</b>	<b>FAGGIOLI Simone</b>	I Osella Fa 30	Best Lap	D/E2-SS 3000	<b>9:35.02</b>	
[1]	4.41 <sup>(3)</sup> ↓	9.85 <sup>(1)</sup> ↓	1:53.55 <sup>(1)</sup> ↓	3:28.67 <sup>(1)</sup> ↓	4:32.90 <sup>(1)</sup> ↓	7:17.80 <sup>(1)</sup> ↓	<b>9:40.25<sup>(1)</sup></b> 107.3 A:202.4 B:220.4 C:131.8
	80.0	5.44 <sup>(1)</sup>	199.91:43.70 <sup>(1)</sup>	112.81:35.12 <sup>(1)</sup>	123.01:04.23 <sup>(1)</sup>	102.62:44.90 <sup>(1)</sup>	102.02:22.45 <sup>(1)</sup> 98.6
[2]	4.53 <sup>(8)</sup> ↓	10.00 <sup>(1)</sup> ↓	1:54.27 <sup>(1)</sup> ↓	3:26.61 <sup>(1)</sup> ↓	4:29.40 <sup>(1)</sup> ↓	7:16.62 <sup>(1)</sup> ↓	<b>9:35.02<sup>(1)</sup></b> 108.3 A:200.7 B:218.7 C:132.5
	77.9	5.47 <sup>(1)</sup>	198.81:44.27 <sup>(1)</sup>	112.21:32.34 <sup>(1)</sup>	126.71:02.79 <sup>(1)</sup>	104.92:47.22 <sup>(1)</sup>	100.52:18.40 <sup>(1)</sup> 101.4
<b>2.</b>	<b>2</b>	<b>NAPPI Piero</b>	I Osella Fa 30	Best Lap	D/E2-SS 3000	<b>10:03.11</b>	
[1]	4.86 <sup>(26)</sup> ↓	10.36 <sup>(3)</sup> ↓	1:59.82 <sup>(2)</sup> ↓	3:37.76 <sup>(2)</sup> ↓	4:44.81 <sup>(2)</sup> ↓	7:38.00 <sup>(2)</sup> ↓	<b>10:11.53<sup>(3)</sup></b> 101.8 A:192.1 B:209.5 C:118.2 +28.09
	72.6	5.50 <sup>(2)</sup>	197.71:49.46 <sup>(2)</sup>	106.91:37.94 <sup>(2)</sup>	119.51:07.05 <sup>(2)</sup>	98.32:53.19 <sup>(4)</sup>	97.12:33.53 <sup>(7)</sup> 91.4
[2]	4.66 <sup>(11)</sup> ↓	10.46 <sup>(7)</sup> ↓	1:59.00 <sup>(2)</sup> ↓	3:36.56 <sup>(2)</sup> ↓	4:42.69 <sup>(2)</sup> ↓	7:36.76 <sup>(2)</sup> ↓	<b>10:03.11<sup>(2)</sup></b> 103.3 A:177.0 B:201.6 C:118.6
	75.7	5.80 <sup>(5)</sup>	187.41:48.54 <sup>(2)</sup>	107.81:37.56 <sup>(2)</sup>	119.91:06.13 <sup>(2)</sup>	99.62:54.07 <sup>(4)</sup>	96.62:26.35 <sup>(3)</sup> 95.9
<b>3.</b>	<b>3</b>	<b>CINELLI Franco</b>	I Lola Zytec	Sc. Etruria	D/E2-SS 3000	<b>10:05.93</b>	
[1]	4.41 <sup>(3)</sup> ↓	10.15 <sup>(2)</sup> ↓	2:01.27 <sup>(4)</sup> ↓	3:40.85 <sup>(3)</sup> ↓	4:48.58 <sup>(3)</sup> ↓	7:41.48 <sup>(3)</sup> ↓	<b>10:09.68<sup>(2)</sup></b> 102.2 A:183.0 B:197.3 C:122.2 +30.91
	80.0	5.74 <sup>(3)</sup>	189.41:51.12 <sup>(4)</sup>	105.31:39.58 <sup>(3)</sup>	117.51:07.73 <sup>(4)</sup>	97.32:52.90 <sup>(3)</sup>	97.22:28.20 <sup>(2)</sup> 94.7
[2]	4.47 <sup>(4)</sup> ↓	10.19 <sup>(3)</sup> ↓	2:02.12 <sup>(4)</sup> ↓	3:40.69 <sup>(4)</sup> ↓	4:47.20 <sup>(4)</sup> ↓	7:39.77 <sup>(4)</sup> ↓	<b>10:05.93<sup>(2)</sup></b> 102.8 A:182.9 B:188.0 C:126.9
	78.9	5.72 <sup>(3)</sup>	190.11:51.93 <sup>(4)</sup>	104.51:38.57 <sup>(3)</sup>	118.71:06.51 <sup>(3)</sup>	99.12:52.57 <sup>(2)</sup>	97.42:26.16 <sup>(2)</sup> 96.1
<b>4.</b>	<b>25</b>	<b>LEOGRANDE Francesco</b>	I Gloria C8/10p	Fasano Corse	D/E2-SS 1600	<b>10:10.36</b>	
[1]	4.51 <sup>(7)</sup> ↓	11.00 <sup>(13)</sup> ↓	2:01.08 <sup>(3)</sup> ↓	3:41.79 <sup>(4)</sup> ↓	4:49.30 <sup>(4)</sup> ↓	7:41.94 <sup>(4)</sup> ↓	<b>17:43.31<sup>(135)</sup></b> 58.6 A:161.2 B:184.5 C:118.4 +35.34
	78.2	6.49 <sup>(13)</sup>	167.51:50.08 <sup>(3)</sup>	106.31:40.71 <sup>(4)</sup>	116.21:07.51 <sup>(3)</sup>	97.62:52.64 <sup>(2)</sup>	97.10:01.37 <sup>(134)</sup> 23.3
[2]	4.52 <sup>(7)</sup> ↓	10.92 <sup>(10)</sup> ↓	1:59.66 <sup>(3)</sup> ↓	3:38.76 <sup>(3)</sup> ↓	4:45.78 <sup>(3)</sup> ↓	7:39.52 <sup>(3)</sup> ↓	<b>10:10.36<sup>(3)</sup></b> 102.0 A:168.4 B:184.2 C:118.4
	78.1	6.40 <sup>(13)</sup>	169.91:48.74 <sup>(3)</sup>	107.61:39.10 <sup>(4)</sup>	118.11:07.02 <sup>(5)</sup>	98.32:53.74 <sup>(3)</sup>	96.82:30.84 <sup>(8)</sup> 93.1
<b>5.</b>	<b>4</b>	<b>SVOBODA Milan</b>	CZ Lola T96/50		D/E2-SS 3000	<b>10:14.16</b>	
[1]	4.59 <sup>(10)</sup> ↓	10.52 <sup>(5)</sup> ↓	2:04.90 <sup>(6)</sup> ↓	3:50.61 <sup>(6)</sup> ↓	5:00.94 <sup>(6)</sup> ↓	8:00.46 <sup>(6)</sup> ↓	<b>10:33.88<sup>(5)</sup></b> 98.3 A:171.0 B:189.5 C:117.2 +39.14
	76.9	5.93 <sup>(6)</sup>	183.31:54.38 <sup>(6)</sup>	102.31:45.71 <sup>(8)</sup>	110.71:10.33 <sup>(7)</sup>	93.72:59.52 <sup>(6)</sup>	93.62:33.42 <sup>(6)</sup> 91.5
[2]	4.45 <sup>(3)</sup> ↓	10.35 <sup>(6)</sup> ↓	2:04.35 <sup>(6)</sup> ↓	3:45.89 <sup>(6)</sup> ↓	4:52.79 <sup>(5)</sup> ↓	7:47.67 <sup>(5)</sup> ↓	<b>10:14.16<sup>(4)</sup></b> 101.4 A:183.3 B:196.5 C:120.6
	79.3	5.90 <sup>(7)</sup>	184.31:54.00 <sup>(6)</sup>	102.61:41.54 <sup>(7)</sup>	115.21:06.90 <sup>(4)</sup>	98.52:54.88 <sup>(5)</sup>	96.12:26.49 <sup>(4)</sup> 95.8
<b>6.</b>	<b>37</b>	<b>MAGLIONA Omar</b>	I Osella Pa 21/s	Best Lap	E2-SC 2000	<b>10:24.40</b>	
[1]	4.74 <sup>(17)</sup> ↓	11.16 <sup>(14)</sup> ↓	2:08.18 <sup>(10)</sup> ↓	3:53.34 <sup>(8)</sup> ↓	5:04.43 <sup>(8)</sup> ↓	8:06.12 <sup>(8)</sup> ↓	<b>10:43.74<sup>(6)</sup></b> 96.7 A:165.1 B:188.5 C:113.7 +49.38
	74.4	6.42 <sup>(10)</sup>	169.31:57.02 <sup>(8)</sup>	100.01:45.16 <sup>(7)</sup>	111.31:11.09 <sup>(8)</sup>	92.73:01.69 <sup>(8)</sup>	92.52:37.62 <sup>(10)</sup> 89.1
[2]	4.73 <sup>(17)</sup> ↓	11.04 <sup>(12)</sup> ↓	2:05.49 <sup>(7)</sup> ↓	3:47.00 <sup>(7)</sup> ↓	4:56.06 <sup>(7)</sup> ↓	7:54.81 <sup>(7)</sup> ↓	<b>10:24.40<sup>(4)</sup></b> 99.7 A:161.2 B:190.3 C:118.0
	74.6	6.31 <sup>(9)</sup>	172.31:54.45 <sup>(7)</sup>	102.21:41.51 <sup>(6)</sup>	115.31:09.06 <sup>(7)</sup>	95.42:58.75 <sup>(7)</sup>	94.12:29.59 <sup>(5)</sup> 93.9
<b>7.</b>	<b>36</b>	<b>IAQUINTA Rosario</b>	I Osella Pa 21/s	New Media Eventi	E2-SC 2000	<b>10:24.89</b>	
[1]	4.70 <sup>(16)</sup> ↓	11.19 <sup>(15)</sup> ↓	2:03.57 <sup>(5)</sup> ↓	3:45.61 <sup>(5)</sup> ↓	4:54.29 <sup>(5)</sup> ↓	7:53.40 <sup>(5)</sup> ↓	<b>10:26.19<sup>(4)</sup></b> 99.5 A:166.3 B:180.7 C:116.5 +49.87
	75.1	6.49 <sup>(13)</sup>	167.51:52.38 <sup>(5)</sup>	104.71:42.04 <sup>(5)</sup>	114.71:08.68 <sup>(5)</sup>	95.92:59.11 <sup>(5)</sup>	93.92:32.79 <sup>(5)</sup> 91.9
[2]	4.72 <sup>(16)</sup> ↓	11.35 <sup>(17)</sup> ↓	2:03.74 <sup>(5)</sup> ↓	3:44.65 <sup>(5)</sup> ↓	4:53.27 <sup>(6)</sup> ↓	7:52.54 <sup>(6)</sup> ↓	<b>10:24.89<sup>(4)</sup></b> 99.7 A:168.9 B:184.5 C:115.5
	74.7	6.63 <sup>(19)</sup>	164.01:52.39 <sup>(5)</sup>	104.71:40.91 <sup>(5)</sup>	115.91:08.62 <sup>(6)</sup>	96.02:59.27 <sup>(8)</sup>	93.82:32.35 <sup>(10)</sup> 92.2
<b>8.</b>	<b>31</b>	<b>MERLI Christian</b>	I Radical	Vimotorsport	E2-SC 3000	<b>10:28.97</b>	
[1]	4.46 <sup>(5)</sup> ↓	10.88 <sup>(10)</sup> ↓	2:06.06 <sup>(7)</sup> ↓	3:51.21 <sup>(7)</sup> ↓	5:01.42 <sup>(7)</sup> ↓	8:01.25 <sup>(7)</sup> ↓	<b>20:36.39<sup>(139)</sup></b> 50.4 A:160.5 B:180.2 C:109.2 +53.95
	79.1	6.42 <sup>(10)</sup>	169.31:55.18 <sup>(7)</sup>	101.61:45.15 <sup>(6)</sup>	111.31:10.21 <sup>(6)</sup>	93.82:59.83 <sup>(7)</sup>	93.12:35.14 <sup>(139)</sup> 18.6
[2]	4.82 <sup>(19)</sup> ↓	11.31 <sup>(16)</sup> ↓	2:08.49 <sup>(9)</sup> ↓	3:51.14 <sup>(8)</sup> ↓	5:00.43 <sup>(8)</sup> ↓	7:58.98 <sup>(8)</sup> ↓	<b>10:28.97<sup>(5)</sup></b> 99.0 A:166.6 B:181.6 C:107.6
	73.2	6.49 <sup>(15)</sup>	167.51:57.18 <sup>(8)</sup>	99.81:42.65 <sup>(8)</sup>	114.01:09.29 <sup>(8)</sup>	95.12:58.55 <sup>(6)</sup>	94.22:29.99 <sup>(7)</sup> 93.6
<b>9.</b>	<b>5</b>	<b>DEMUTH Guy</b>	L Osella Fa 30	Ecurie Tetelbiere	D/E2-SS 3000	<b>10:48.15</b>	
[1]	4.23 <sup>(2)</sup> ↓	10.37 <sup>(4)</sup> ↓	2:10.51 <sup>(14)</sup> ↓	4:04.57 <sup>(18)</sup> ↓	5:18.48 <sup>(15)</sup> ↓	8:28.73 <sup>(16)</sup> ↓	<b>11:08.59<sup>(14)</sup></b> 93.2 A:167.9 B:184.5 C:109.4 +1:13.13
	83.4	6.14 <sup>(8)</sup>	177.12:00.14 <sup>(14)</sup>	97.41:54.06 <sup>(28)</sup>	102.61:13.91 <sup>(13)</sup>	89.13:10.25 <sup>(24)</sup>	88.42:39.86 <sup>(13)</sup> 87.8
[2]	4.38 <sup>(2)</sup> ↓	10.31 <sup>(5)</sup> ↓	2:08.57 <sup>(10)</sup> ↓	3:56.06 <sup>(12)</sup> ↓	5:07.49 <sup>(12)</sup> ↓	8:12.53 <sup>(10)</sup> ↓	<b>10:48.15<sup>(7)</sup></b> 96.1 A:171.3 B:195.1 C:113.5
	80.5	5.93 <sup>(8)</sup>	183.31:58.26 <sup>(10)</sup>	98.91:47.49 <sup>(15)</sup>	108.81:11.43 <sup>(11)</sup>	92.23:05.04 <sup>(10)</sup>	90.92:35.62 <sup>(13)</sup> 90.2
<b>10.</b>	<b>8</b>	<b>RITCHEN Billy</b>	F Lola 99b51 Formula 3000		D/E2-SS 3000	<b>10:53.69</b>	
[1]	4.08 <sup>(1)</sup> ↓	10.77 <sup>(9)</sup> ↓	2:09.89 <sup>(12)</sup> ↓	3:59.65 <sup>(13)</sup> ↓	5:12.18 <sup>(13)</sup> ↓	8:23.21 <sup>(13)</sup> ↓	<b>11:05.31<sup>(11)</sup></b> 93.6 B:167.8 C:111.2 +1:18.67
	86.5	6.69 <sup>(19)</sup>	162.51:59.12 <sup>(12)</sup>	98.21:49.76 <sup>(15)</sup>	106.61:12.53 <sup>(11)</sup>	90.83:11.03 <sup>(27)</sup>	88.02:42.10 <sup>(19)</sup> 86.6
[2]	4.34 <sup>(1)</sup>	10.04 <sup>(2)</sup>	2:09.09 <sup>(11)</sup>	3:55.88 <sup>(11)</sup>	5:05.52 <sup>(9)</sup>	8:16.79 <sup>(12)</sup>	<b>10:53.69<sup>(7)</sup></b> 95.3 A:173.1 B:176.8 C:115.3

P. N. Conducente		Naz	Vettura	Scuderia	Classe	Tem./Dif.							
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax						
87.3	5.70(2)	190.71	59.05(11)	98.31	46.79(13)	109.61	09.64(9)	94.63	11.27(16)	87.92	36.90(14)	89.5	
<b>11.</b>	<b>52</b>	<b>PLASA Georg</b>	<b>D</b>	<b>Bmw 134 V8 Judd</b>	<b>Vimotorsport</b>	<b>E2-SH 3000+</b>						<b>10:53.98</b>	
[1]	4.69(14)T	10.58(6)T	2:08.13(9)T	4:01.90(14)T	5:21.62(20)T	8:47.96(32)T	<b>11:45.32(34)</b>	88.3	A:179.7	B:114.3	C:113.2	+1:18.96	
	75.2	5.89(5)	184.61	57.55(10)	99.51	53.77(27)	102.81	19.72(51)	82.63	26.34(75)	81.52	57.36(72)	79.2
[2]	4.84(21)T	10.73(8)T	2:08.36(8)T	3:54.52(9)T	5:07.14(11)T	8:15.96(11)T	<b>10:53.98(7)</b>	95.2	A:171.4	B:184.5	C:119.4		
	72.9	5.89(6)	184.61	57.63(9)	99.51	46.16(11)	110.21	12.62(14)	90.73	08.82(12)	89.02	38.02(15)	88.8
<b>12.</b>	<b>7</b>	<b>JANIK Vaclav</b>	<b>CZ</b>	<b>Lola 302/50</b>		<b>D/E2-SS 3000</b>						<b>10:54.31</b>	
[1]	4.83(21)T	10.65(8)T	2:09.86(11)T	3:57.38(10)T	5:09.94(9)T	8:12.33(9)T	<b>10:58.91(7)</b>	94.5	A:169.7	B:181.4	C:111.1	+1:19.29	
	73.0	5.82(4)	186.81	59.21(13)	98.71	47.52(11)	108.81	12.56(12)	90.83	02.39(9)	92.22	46.58(31)	84.3
[2]	4.48(6)T	10.22(4)T	2:10.06(12)T	3:55.18(10)T	5:06.08(10)T	8:10.67(9)T	<b>10:54.31(7)</b>	95.2	A:173.8	B:192.4	C:113.7		
	78.8	5.74(4)	189.41	59.84(13)	97.61	45.12(9)	111.31	10.90(10)	92.93	04.59(9)	91.12	43.64(23)	85.8
<b>13.</b>	<b>41</b>	<b>MORATELLI Matteo</b>	<b>I</b>	<b>Osella Pa 21</b>		<b>E2-SC 2000</b>						<b>10:58.40</b>	
[1]	4.86(26)T	11.62(18)T	2:15.11(18)T	4:03.78(16)T	5:17.73(14)T	8:25.30(14)T	<b>11:03.86(9)</b>	93.8	A:154.4	B:170.7	C:113.3	+1:23.38	
	72.6	6.76(21)	160.82	03.49(20)	94.71	48.67(13)	107.71	13.95(15)	89.13	07.57(16)	89.62	38.56(12)	88.5
[2]	4.73(17)T	11.17(14)T	2:10.76(13)T	3:57.26(13)T	5:14.08(18)T	8:23.16(14)T	<b>10:58.40(7)</b>	94.6	A:156.7	B:167.0	C:115.5		
	74.6	6.44(14)	168.81	59.59(12)	97.81	46.50(12)	109.91	16.82(24)	85.83	09.08(13)	88.92	35.24(12)	90.4
<b>14.</b>	<b>97</b>	<b>PANDOLFI Fabrizio</b>	<b>I</b>	<b>Alfa Romeo 155 V6ti</b>		<b>E1 3000</b>						<b>10:59.37</b>	
[1]	4.54(8)T	11.19(15)T	2:16.30(22)T	4:08.04(23)T	5:23.43(23)T	8:29.25(18)T	<b>11:01.84(8)</b>	94.1	A:137.2	B:177.0	C:106.1	+1:24.35	
	77.7	6.65(17)	163.52	05.11(23)	93.51	51.74(21)	104.71	15.39(22)	87.43	05.82(13)	90.52	32.59(4)	92.0
[2]	4.47(4)T	10.78(9)T	2:11.59(14)T	3:59.60(16)T	5:14.01(17)T	8:27.22(16)T	<b>10:59.37(8)</b>	94.5	A:147.8	B:178.1	C:110.7		
	78.9	6.31(9)	172.32	00.81(16)	96.81	48.01(18)	108.31	14.41(19)	88.53	13.21(17)	87.02	32.15(9)	92.3
<b>15.</b>	<b>79</b>	<b>CRISTOFORRETTI Marco</b>	<b>I</b>	<b>Porsche 911 Gt3 R</b>	<b>Autorlando Sport</b>	<b>GT 3000+</b>						<b>11:04.13</b>	
[1]	5.71(60)T	12.39(36)T	2:15.72(19)T	4:05.67(19)T	5:20.17(18)T	8:25.89(15)T	<b>11:04.13(10)</b>	93.8	A:140.3	B:177.4	C:110.5	+1:29.11	
	61.8	6.68(18)	162.82	03.33(19)	94.91	49.95(16)	106.41	14.50(17)	88.43	05.72(12)	90.52	38.24(11)	88.7
<b>16.</b>	<b>149</b>	<b>DE TISI Giorgio</b>	<b>I</b>	<b>Citroën C4</b>		<b>A 3000+</b>						<b>11:04.62</b>	
[1]	4.84(22)T	12.12(30)T	2:17.91(25)T	4:11.18(25)T	5:27.21(26)T	8:36.22(26)T	<b>11:27.27(23)</b>	90.6	A:150.3	B:167.0	C:102.8	+1:29.60	
	72.9	7.28(37)	149.32	05.79(26)	93.01	53.27(25)	103.31	16.03(26)	86.73	09.01(21)	88.92	51.05(47)	82.1
[2]	4.66(11)T	11.84(25)T	2:13.49(20)T	4:02.02(19)T	5:15.63(19)T	8:30.60(18)T	<b>11:04.62(11)</b>	93.7	A:153.3	B:168.6	C:105.7		
	75.7	7.18(29)	151.42	01.65(19)	96.21	48.53(19)	107.81	13.61(17)	89.53	14.97(19)	86.22	34.02(11)	91.2
<b>17.</b>	<b>14</b>	<b>BOTTURA Adolfo</b>	<b>I</b>	<b>Tatuus Formula Master</b>	<b>Vimotorsport</b>	<b>D/E2-SS 2000</b>						<b>11:06.94</b>	
[1]	4.67(12)T	10.96(12)T	2:12.02(15)T	3:59.42(12)T	5:11.45(12)T	8:19.86(12)T	<b>15:01.93(124)</b>	69.1	A:161.6	B:183.5	C:115.0	+1:31.92	
	75.5	6.29(9)	172.82	01.06(15)	96.61	47.40(10)	108.91	12.03(10)	91.53	08.41(19)	89.26	42.07(129)	34.9
[2]	4.88(24)T	11.19(15)T	2:12.13(15)T	3:59.89(17)T	5:12.59(14)T	8:21.25(13)T	<b>11:06.94(12)</b>	93.4	A:170.2	B:184.5	C:110.0		
	72.3	6.31(9)	172.32	00.94(17)	96.71	47.76(16)	108.61	12.70(15)	90.63	08.66(11)	89.12	45.69(28)	84.7
<b>18.</b>	<b>82</b>	<b>FORATO Antonio</b>	<b>I</b>	<b>Lamborghini Gallardo</b>	<b>Rubicone Corse</b>	<b>GTCUP 3000+</b>						<b>11:07.37</b>	
[1]	5.20(47)T	11.90(23)T	2:16.15(21)T	4:07.56(22)T	5:22.52(22)T	8:30.17(19)T	<b>11:07.37(12)</b>	93.3	A:147.7	B:171.1	C:105.5	+1:32.35	
	67.8	6.70(20)	162.32	04.25(21)	94.21	51.41(20)	105.01	14.96(20)	87.93	07.65(17)	89.62	37.20(9)	89.3
[2]	5.16(41)T	11.69(20)T	2:16.28(21)T	4:06.04(21)T	5:21.49(21)T	8:31.84(19)T	<b>11:31.21(26)</b>	90.1	A:158.2	B:168.8	C:105.1		
	68.4	6.53(16)	166.52	04.59(21)	93.91	49.76(20)	106.61	15.45(21)	87.33	10.35(14)	88.32	59.37(56)	78.3
<b>19.</b>	<b>93</b>	<b>DI GIUSEPPE Roberto</b>	<b>I</b>	<b>Alfa Romeo 155 Gta</b>	<b>AB Motorsport</b>	<b>E1 3000+</b>						<b>11:07.74</b>	
[1]	4.76(19)T	12.00(25)T	2:23.79(45)T	4:16.20(33)T	5:31.14(30)T	8:35.53(25)T	<b>11:07.74(13)</b>	93.3	A:127.0	B:168.8	C:109.9	+1:32.72	
	74.1	7.24(35)	150.22	11.79(52)	88.81	52.41(23)	104.11	14.94(19)	87.93	04.39(10)	91.22	32.21(3)	92.2
<b>20.</b>	<b>116</b>	<b>SAMBUCO Luigi</b>	<b>I</b>	<b>Alfa Romeo 155</b>	<b>Global Rally Racing</b>	<b>E1 2000</b>						<b>11:09.43</b>	
[1]	5.92(67)T	13.16(53)T	2:16.11(20)T	4:06.67(20)T	5:20.58(19)T	8:28.80(17)T	<b>11:09.43(15)</b>	93.0	A:149.0	B:168.0	C:108.2	+1:34.41	
	59.6	7.24(35)	150.22	02.95(18)	95.21	50.56(18)	105.81	13.91(13)	89.13	08.22(18)	89.32	40.63(17)	87.4
<b>21.</b>	<b>142</b>	<b>BICCIATO Rudi</b>	<b>I</b>	<b>Mitsubishi Lancer Evo Vi</b>	<b>Rennstall Mendel</b>	<b>A 3000+</b>						<b>11:11.00</b>	
[1]	5.05(36)T	12.10(29)T	2:17.75(24)T	4:10.47(24)T	5:26.91(24)T	8:35.33(24)T	<b>11:11.00(16)</b>	92.8	A:133.6	B:162.3	C:105.2	+1:35.98	
	69.9	7.05(26)	154.22	05.65(25)	93.71	52.72(24)	103.81	16.44(28)	86.23	08.42(20)	89.22	35.67(8)	90.2
<b>22.</b>	<b>38</b>	<b>BASSI Ettore Francesco</b>	<b>Maria</b>	<b>Osella Pa 21/s</b>	<b>Best Lap</b>	<b>E2-SC 2000</b>						<b>11:11.49</b>	
[1]	4.46(5)T	10.92(11)T	2:22.75(39)T	4:17.34(34)T	5:35.29(35)T	8:53.15(40)T	<b>11:47.75(40)</b>	88.0	A:152.2	B:160.6	C:100.4	+1:36.47	
	79.1	6.46(12)	168.32	11.83(53)	88.81	54.59(33)	102.11	17.95(37)	84.53	17.86(46)	85.02	54.60(66)	80.4
[2]	4.64(10)T	11.03(11)T	2:12.96(19)T	4:03.08(20)T	5:16.66(20)T	8:32.50(20)T	<b>11:11.49(17)</b>	92.7	A:163.9	B:184.5	C:107.9		
	76.0	6.39(12)	170.12	01.93(20)	96.01	50.12(21)	106.21	13.58(16)	89.53	15.84(20)	85.82	38.99(17)	88.3
<b>23.</b>	<b>47</b>	<b>CAPUCCI Marco</b>	<b>I</b>	<b>Osella Pa 21j Honda</b>		<b>E2-SC 1600</b>						<b>11:13.55</b>	
[1]	4.92(33)T	12.09(28)T	2:13.98(16)T	4:04.12(17)T	5:19.05(16)T	8:32.02(21)T	<b>11:14.96(17)</b>	92.3	A:155.1	B:164.6	C:102.4	+1:38.53	
	71.7	7.17(27)	151.62	01.89(16)	96.01	50.14(17)	106.21	14.93(18)	87.93	12.97(30)	87.12	42.94(20)	86.2
[2]	5.08(39)T	12.20(31)T	2:12.18(16)T	3:59.49(15)T	5:13.30(16)T	8:30.27(17)T	<b>11:13.55(17)</b>	92.5	A:155.0	B:168.0	C:106.0		
	69.4	7.12(27)	152.71	59.98(14)	97.51	47.31(14)	109.01	13.81(18)	89.33	16.97(22)	85.42	43.28(22)	86.0
<b>24.</b>	<b>75</b>	<b>ISOLANI Leonardo</b>	<b>I</b>	<b>Ferrari 575 Gtc</b>	<b>Isolani Racing Team</b>	<b>GT 3000+</b>						<b>11:18.99</b>	
[1]	5.14(45)T	11.72(19)T	2:14.14(17)T	4:03.53(15)T	5:19.51(17)T	8:30.42(20)T	<b>11:18.99(18)</b>	91.7	A:141.6	B:173.9	C:109.5	+1:43.97	
	68.6	6.58(15)	165.22	02.42(17)	95.61	49.39(14)	107.01	15.98(25)	86.73	10.91(26)	88.12	48.57(39)	83.3

P. N. Conducente		Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
<b>25. 28 "BRUS"</b>		I	Ghipard Monoposto	3B Racing	D/E2-SS 1600	<b>11:19.33</b>	
[1]	20.02 <sup>(15)</sup> 2:25.95 <sup>(59)</sup> 4:20.07 <sup>(40)</sup> 5:36.59 <sup>(37)</sup> 8:48.09 <sup>(33)</sup> <b>20:16.29</b> <sup>(138)</sup>					51.2	A:149.0 B:163.3 C:104.6 +1:44.31
	2:05.93 <sup>(27)</sup> 92.9:1:54.12 <sup>(30)</sup> 102.5:1:16.52 <sup>(29)</sup> 86.1:3:11.50 <sup>(28)</sup> 87.1:1:28.20 <sup>(137)</sup> 20.4						
[2]	4.67 <sup>(13)</sup> 11.81 <sup>(23)</sup> 2:18.59 <sup>(22)</sup> 4:10.26 <sup>(22)</sup> 5:25.10 <sup>(22)</sup> 8:38.33 <sup>(21)</sup> <b>11:19.33</b> <sup>(19)</sup>					91.7	A:142.2 B:162.5 C:107.4
	72.7 7.14 <sup>(28)</sup> 152.3:2:06.78 <sup>(23)</sup> 92.3:1:51.67 <sup>(22)</sup> 104.8:1:14.84 <sup>(20)</sup> 88.0:3:13.23 <sup>(18)</sup> 87.0:2:41.00 <sup>(18)</sup> 87.2						
<b>26. 151 NONES Tiziano</b>		I	Peugeot 206 Wrc	Vimotorsport	A 3000+	<b>11:20.21</b>	
[1]	4.85 <sup>(23)</sup> 12.27 <sup>(34)</sup> 2:20.29 <sup>(29)</sup> 4:14.36 <sup>(29)</sup> 5:29.89 <sup>(29)</sup> 8:39.67 <sup>(27)</sup> <b>11:20.21</b> <sup>(19)</sup>					91.6	A:142.2 B:166.4 C:104.3 +1:45.19
	72.7 7.42 <sup>(43)</sup> 146.5:2:08.02 <sup>(34)</sup> 91.4:1:54.07 <sup>(29)</sup> 102.6:1:15.53 <sup>(23)</sup> 87.2:3:09.78 <sup>(23)</sup> 88.6:2:40.54 <sup>(16)</sup> 87.5						
<b>27. 39 VITEK Petr</b>		CZ	Osella Pa 20/s		E2-SC 3000	<b>11:23.45</b>	
[1]	4.89 <sup>(30)</sup> 11.51 <sup>(17)</sup> 2:16.36 <sup>(23)</sup> 4:07.53 <sup>(21)</sup> 5:22.49 <sup>(21)</sup> 8:33.03 <sup>(22)</sup> <b>11:23.45</b> <sup>(20)</sup>					91.1	A:158.3 B:162.0 C:111.1 +1:48.43
	72.1 6.62 <sup>(16)</sup> 164.2:2:04.85 <sup>(22)</sup> 93.7:1:51.17 <sup>(19)</sup> 105.2:1:14.96 <sup>(20)</sup> 87.9:3:10.54 <sup>(25)</sup> 88.2:2:50.42 <sup>(46)</sup> 82.4						
<b>28. 197 DE GASPERI Diego</b>		I	Mitsubishi Lancer Evo Ix	Vimotorsport	N 3000+	<b>11:25.87</b>	
[1]	5.24 <sup>(48)</sup> 12.54 <sup>(40)</sup> 2:20.43 <sup>(30)</sup> 4:15.66 <sup>(31)</sup> 5:32.58 <sup>(32)</sup> 8:41.85 <sup>(29)</sup> <b>11:25.87</b> <sup>(21)</sup>					90.8	A:148.9 B:167.6 C:104.6 +1:50.85
	67.3 7.30 <sup>(39)</sup> 148.9:2:07.89 <sup>(32)</sup> 91.5:1:55.23 <sup>(35)</sup> 101.5:1:16.92 <sup>(33)</sup> 85.6:3:09.27 <sup>(22)</sup> 88.8:2:44.02 <sup>(24)</sup> 85.6						
[2]	5.22 <sup>(43)</sup> 12.72 <sup>(40)</sup> 2:28.77 <sup>(54)</sup> 4:29.87 <sup>(52)</sup> 5:52.53 <sup>(51)</sup> 9:25.96 <sup>(49)</sup> <b>12:17.71</b> <sup>(64)</sup>					84.4	A:135.0 B:154.9 C:95.8
	67.6 7.50 <sup>(40)</sup> 145.0:2:16.05 <sup>(58)</sup> 86.0:2:01.10 <sup>(53)</sup> 96.6:1:22.66 <sup>(55)</sup> 79.7:3:33.43 <sup>(47)</sup> 78.8:2:51.75 <sup>(42)</sup> 81.7						
<b>29. 195 PREK Ales</b>		SLO	Mitsubishi Lancer		N 3000+	<b>11:26.77</b>	
[1]	6.49 <sup>(11)</sup> 13.93 <sup>(65)</sup> 2:20.80 <sup>(34)</sup> 4:15.15 <sup>(30)</sup> 5:32.69 <sup>(33)</sup> 8:46.69 <sup>(31)</sup> <b>11:26.77</b> <sup>(22)</sup>					90.7	A:134.1 B:170.5 C:104.3 +1:51.75
	54.4 7.44 <sup>(44)</sup> 146.1:2:06.87 <sup>(29)</sup> 92.2:1:54.35 <sup>(31)</sup> 102.3:1:17.54 <sup>(35)</sup> 85.0:3:14.00 <sup>(33)</sup> 86.7:2:40.08 <sup>(14)</sup> 87.7						
[2]	6.71 <sup>(97)</sup> 14.02 <sup>(54)</sup> 2:24.52 <sup>(41)</sup> 4:22.53 <sup>(37)</sup> 5:44.20 <sup>(42)</sup> 9:15.83 <sup>(42)</sup> <b>12:08.70</b> <sup>(56)</sup>					85.5	A:146.1 B:155.6 C:97.8
	52.6 7.31 <sup>(32)</sup> 148.7:2:10.50 <sup>(39)</sup> 89.7:1:58.01 <sup>(35)</sup> 99.1:1:21.67 <sup>(49)</sup> 80.7:3:31.63 <sup>(44)</sup> 79.4:2:52.87 <sup>(45)</sup> 81.2						
<b>30. 192 VARDANEGA Lino</b>		I	Mitsubishi Lancer Evo X	Rubicone Corse	N 3000+	<b>11:27.64</b>	
[1]	5.33 <sup>(54)</sup> 12.53 <sup>(39)</sup> 2:18.08 <sup>(27)</sup> 4:12.52 <sup>(27)</sup> 5:28.65 <sup>(28)</sup> 8:44.63 <sup>(30)</sup> <b>11:27.64</b> <sup>(24)</sup>					90.6	A:150.5 B:167.8 C:100.8 +1:52.62
	66.2 7.20 <sup>(29)</sup> 151.0:2:05.55 <sup>(24)</sup> 93.2:1:54.44 <sup>(32)</sup> 102.2:1:16.13 <sup>(27)</sup> 86.5:3:15.98 <sup>(39)</sup> 85.8:2:43.01 <sup>(21)</sup> 86.1						
<b>31. 198 IORIATTI Armando</b>		I	Mitsubishi Lancer Evo Ix		N 3000+	<b>11:29.24</b>	
[1]	5.04 <sup>(35)</sup> 12.66 <sup>(43)</sup> 2:20.73 <sup>(33)</sup> 4:17.60 <sup>(35)</sup> 5:35.85 <sup>(36)</sup> 8:48.81 <sup>(35)</sup> <b>11:29.24</b> <sup>(25)</sup>					90.4	A:140.4 B:164.6 C:104.6 +1:54.22
	70.0 7.62 <sup>(51)</sup> 142.7:2:08.07 <sup>(35)</sup> 91.4:1:56.87 <sup>(42)</sup> 100.1:1:18.25 <sup>(38)</sup> 84.2:3:12.96 <sup>(29)</sup> 87.1:2:40.43 <sup>(15)</sup> 87.5						
[2]	5.14 <sup>(40)</sup> 12.52 <sup>(35)</sup> 2:19.36 <sup>(25)</sup> 4:15.62 <sup>(28)</sup> 5:35.98 <sup>(29)</sup>						A:146.0 B:164.0 C:102.1
	68.6 7.38 <sup>(35)</sup> 147.3:2:06.84 <sup>(24)</sup> 92.2:1:56.26 <sup>(30)</sup> 100.6:1:20.36 <sup>(42)</sup> 82.0						
<b>32. 94 SBROLLINI Marco</b>		I	Lancia Delta Evo	Catria	E1 3000+	<b>11:32.37</b>	
[1]	5.59 <sup>(59)</sup> 12.96 <sup>(52)</sup> 2:24.70 <sup>(53)</sup> 4:21.21 <sup>(43)</sup> 5:40.77 <sup>(44)</sup> 8:56.48 <sup>(41)</sup> <b>11:45.80</b> <sup>(36)</sup>					88.2	A:124.0 B:156.5 C:101.5 +1:57.35
	63.1 7.37 <sup>(40)</sup> 147.5:2:11.74 <sup>(50)</sup> 88.8:1:56.51 <sup>(40)</sup> 100.4:1:19.56 <sup>(48)</sup> 82.8:3:15.71 <sup>(37)</sup> 85.9:2:49.32 <sup>(41)</sup> 82.9						
[2]	4.93 <sup>(28)</sup> 11.71 <sup>(21)</sup> 2:20.74 <sup>(27)</sup> 4:15.48 <sup>(27)</sup> 5:32.18 <sup>(25)</sup> 8:51.03 <sup>(24)</sup> <b>11:32.37</b> <sup>(26)</sup>					90.0	A:128.0 B:160.1 C:102.1
	71.6 6.78 <sup>(21)</sup> 160.4:2:09.03 <sup>(30)</sup> 90.7:1:54.74 <sup>(26)</sup> 102.0:1:16.70 <sup>(23)</sup> 85.9:3:18.85 <sup>(24)</sup> 84.5:2:41.34 <sup>(19)</sup> 87.0						
<b>33. 193 PIONER Maurizio</b>		I	Mitsubishi Lancer Evo Ix	Pintarally Motorsport	N 3000+	<b>11:34.04</b>	
[1]	5.11 <sup>(43)</sup> 12.70 <sup>(44)</sup> 2:22.57 <sup>(37)</sup> 4:18.40 <sup>(37)</sup> 5:36.93 <sup>(38)</sup> 8:52.07 <sup>(38)</sup> <b>11:34.04</b> <sup>(26)</sup>					89.7	A:141.1 B:173.2 C:101.9 +1:59.02
	69.0 7.59 <sup>(48)</sup> 143.2:2:09.87 <sup>(42)</sup> 90.1:1:55.83 <sup>(38)</sup> 101.0:1:18.53 <sup>(41)</sup> 83.9:3:15.14 <sup>(35)</sup> 86.2:2:41.97 <sup>(18)</sup> 86.7						
[2]	6.01 <sup>(63)</sup> 14.14 <sup>(57)</sup> 2:37.79 <sup>(75)</sup> 4:48.85 <sup>(76)</sup> 6:17.78 <sup>(75)</sup> 10:05.88 <sup>(68)</sup> <b>13:15.40</b> <sup>(101)</sup>					78.3	A:133.0 B:148.6 C:92.0
	58.7 8.13 <sup>(54)</sup> 133.7:2:23.65 <sup>(76)</sup> 81.4:2:11.06 <sup>(79)</sup> 89.3:1:28.93 <sup>(77)</sup> 74.1:3:48.10 <sup>(68)</sup> 73.7:3:09.52 <sup>(71)</sup> 74.1						
<b>34. 71 PISANO Egidio</b>		D	Spieß Golf 16v		E2-SH 1600	<b>11:34.17</b>	
[1]	5.54 <sup>(57)</sup> 12.92 <sup>(50)</sup> 2:20.62 <sup>(31)</sup> 4:15.70 <sup>(32)</sup> 5:32.48 <sup>(31)</sup> 8:48.62 <sup>(34)</sup> <b>11:34.17</b> <sup>(27)</sup>					89.7	A:143.5 B:158.6 C:100.4 +1:59.15
	63.7 7.38 <sup>(42)</sup> 147.3:2:07.70 <sup>(31)</sup> 91.6:1:55.08 <sup>(34)</sup> 101.7:1:16.78 <sup>(31)</sup> 85.8:3:16.14 <sup>(40)</sup> 85.7:2:45.55 <sup>(29)</sup> 84.8						
[2]	5.43 <sup>(45)</sup> 12.75 <sup>(41)</sup> 2:19.26 <sup>(24)</sup> 4:13.76 <sup>(23)</sup> 5:31.31 <sup>(23)</sup> 8:50.45 <sup>(22)</sup> <b>11:36.02</b> <sup>(30)</sup>					89.5	A:147.6 B:157.2 C:98.9
	65.0 7.32 <sup>(34)</sup> 148.5:2:06.51 <sup>(22)</sup> 92.5:1:54.50 <sup>(25)</sup> 102.2:1:17.55 <sup>(26)</sup> 85.0:3:19.14 <sup>(25)</sup> 84.4:2:45.57 <sup>(27)</sup> 84.8						
<b>35. 43 ROSA Fabio</b>		I	Radical Prosport		E2-SC 1600	<b>11:34.64</b>	
[1]	5.51 <sup>(56)</sup> 13.47 <sup>(58)</sup> 2:22.97 <sup>(40)</sup> 4:20.85 <sup>(42)</sup> 5:38.29 <sup>(40)</sup> 8:51.63 <sup>(37)</sup> <b>11:34.64</b> <sup>(28)</sup>					89.7	A:118.4 B:69.2 C:105.7 +1:59.62
	64.0 7.96 <sup>(62)</sup> 136.6:2:09.50 <sup>(39)</sup> 90.3:1:57.88 <sup>(48)</sup> 99.3:1:17.44 <sup>(34)</sup> 85.1:3:13.34 <sup>(31)</sup> 87.0:2:43.01 <sup>(21)</sup> 86.1						
[2]	5.45 <sup>(46)</sup> 13.23 <sup>(46)</sup> 2:23.07 <sup>(34)</sup> 5:19.46 <sup>(106)</sup> 6:37.46 <sup>(93)</sup> 10:07.13 <sup>(69)</sup> <b>13:18.63</b> <sup>(102)</sup>					78.0	A:119.5 B:155.3 C:106.5
	64.7 7.78 <sup>(49)</sup> 139.7:2:09.84 <sup>(33)</sup> 90.2:2:56.39 <sup>(110)</sup> 66.3:1:18.00 <sup>(27)</sup> 84.5:3:29.67 <sup>(43)</sup> 80.2:3:11.50 <sup>(73)</sup> 73.3						
<b>36. 118 MOROCUTTI Manuel</b>		I	Renault Clio Sport	Lella Lombardi Autosport	E1 2000	<b>11:35.34</b>	
[1]	5.95 <sup>(69)</sup> 13.80 <sup>(61)</sup> 2:22.09 <sup>(35)</sup> 4:17.71 <sup>(36)</sup> 5:34.52 <sup>(34)</sup> 8:50.05 <sup>(36)</sup> <b>11:35.34</b> <sup>(29)</sup>					89.6	A:136.9 B:155.4 C:98.7 +2:00.32
	59.3 7.85 <sup>(57)</sup> 138.5:2:08.29 <sup>(36)</sup> 91.2:1:55.62 <sup>(36)</sup> 101.2:1:16.81 <sup>(32)</sup> 85.8:3:15.53 <sup>(36)</sup> 86.0:2:45.29 <sup>(28)</sup> 84.9						
<b>37. 78 "RAGASTAS"</b>		I	Ferrari F430		GT 3000+	<b>11:35.38</b>	
[1]	4.86 <sup>(26)</sup> 12.06 <sup>(26)</sup> 2:23.96 <sup>(46)</sup> 4:19.86 <sup>(39)</sup> 5:39.95 <sup>(42)</sup> 8:57.54 <sup>(42)</sup> <b>11:42.43</b> <sup>(31)</sup>					88.7	A:120.4 B:149.8 C:103.5 +2:00.36
	72.6 7.20 <sup>(29)</sup> 151.0:2:11.90 <sup>(54)</sup> 88.7:1:55.90 <sup>(39)</sup> 100.9:1:20.09 <sup>(54)</sup> 82.3:3:17.59 <sup>(44)</sup> 85.1:2:44.89 <sup>(26)</sup> 85.1						
[2]	4.94 <sup>(29)</sup> 11.81 <sup>(23)</sup> 2:20.36 <sup>(26)</sup> 4:14.74 <sup>(24)</sup> 5:34.06 <sup>(27)</sup> 8:51.01 <sup>(23)</sup> <b>11:35.38</b> <sup>(30)</sup>					89.6	A:140.2 B:161.0 C:104.9
	71.4 6.87 <sup>(22)</sup> 158.3:2:08.55 <sup>(27)</sup> 91.0:1:54.38 <sup>(24)</sup> 102.3:1:19.32 <sup>(32)</sup> 83.1:3:16.95 <sup>(21)</sup> 85.4:2:44.37 <sup>(24)</sup> 85.4						
<b>38. 92 GIULIANI Fulvio</b>		I	Lancia Delta Evo	AB Motorsport	E1 3000+	<b>11:36.24</b>	
[1]	8.46 <sup>(150)</sup> 17.11 <sup>(137)</sup> 2:32.27 <sup>(79)</sup> 4:27.89 <sup>(63)</sup> 5:46.21 <sup>(56)</sup> 9:07.59 <sup>(55)</sup> <b>11:58.81</b> <sup>(49)</sup>					86.6	A:115.1 B:146.8 C:108.2 +2:01.22
	41.7 8.65 <sup>(92)</sup> 125.7:2:15.16 <sup>(72)</sup> 86.6:1:55.62 <sup>(36)</sup> 101.2:1:18.32 <sup>(39)</sup> 84.1:3:21.38 <sup>(56)</sup> 83.5:2:51.22 <sup>(50)</sup> 82.0						
[2]	5.38 <sup>(44)</sup> 12.97 <sup>(43)</sup> 2:23.26 <sup>(36)</sup> 4:15.29 <sup>(26)</sup> 5:31.48 <sup>(24)</sup> 8:57.76 <sup>(26)</sup> <b>11:36.24</b> <sup>(30)</sup>					89.5	A:119.5 B:163.5 C:110.5

P. N. Conducente		Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
65.6	7.59(45)	143.22:10.29(35)	89.81:52.03(23)	104.41:16.19(22)	86.53:26.28(36)	81.52:38.48(16)	88.6
<b>39.</b>	<b>83</b>	<b>ABATE Francesco</b>	I	Lotus 2 Eleven Gt Cup	BL Racing	GTCUP 3000+	<b>11:38.83</b>
[1]	5.09(40)	12.46(37)	2:22.37(36)	4:18.99(38)	5:37.42(39)	8:52.36(39)	<b>11:38.83(30)</b>
	69.3	7.37(40)	147.52:09.91(43)	90.1:56.62(41)	100.3:18.43(40)	84.03:14.94(34)	86.2:46.47(30)
<b>40.</b>	<b>18</b>	<b>HECHE Yann</b>	CH	Renault Fr 2000		D/E2-SS 2000	<b>11:42.16</b>
[1]	4.66(11)	11.87(21)	2:22.66(38)	4:21.49(46)	5:40.99(46)	8:58.36(45)	<b>16:17.71(130)</b>
	75.7	7.21(33)	150.82:10.79(46)	89.51:58.83(52)	98.51:19.50(46)	82.93:17.37(41)	85.27:19.35(130)
[2]	4.70(15)	11.93(28)	2:21.71(29)	4:19.81(31)	5:39.57(33)	8:57.22(25)	<b>11:42.16(31)</b>
	75.1	7.23(31)	150.42:09.78(32)	90.21:58.10(36)	99.1:19.76(35)	82.63:17.65(23)	85.12:44.94(25)
<b>41.</b>	<b>174</b>	<b>TINELLA Rino</b>	I	Peugeot 106 Rallye	Fasano Corse	A 1600	<b>11:42.69</b>
[1]	5.86(61)	13.80(61)	2:23.02(41)	4:20.49(41)	5:40.16(43)	8:57.72(43)	<b>11:42.69(32)</b>
	60.2	7.94(60)	136.92:09.22(37)	90.51:57.47(46)	99.61:19.67(50)	82.73:17.56(43)	85.12:44.97(27)
<b>42.</b>	<b>175</b>	<b>DAPRÀ Matteo</b>	I	Renault Clio S1600	Car Racing	A 1600	<b>11:44.93</b>
[1]	5.91(66)	14.01(67)	2:23.39(42)	4:21.38(44)	5:40.94(45)	8:58.35(44)	<b>11:44.93(33)</b>
	59.7	8.10(65)	134.22:09.38(38)	90.41:57.99(49)	99.21:19.56(48)	82.83:17.41(42)	85.22:46.58(31)
[2]	5.86(53)	13.91(53)	2:24.39(40)	4:22.69(39)	5:43.29(41)	9:11.51(38)	<b>12:00.44(50)</b>
	60.2	8.05(52)	135.12:10.48(38)	89.71:58.30(39)	98.91:20.60(43)	81.73:28.22(41)	80.72:48.93(36)
<b>43.</b>	<b>148</b>	<b>NICOLINI Pio</b>	I	Skoda Fabia	Destra 4	A 3000+	<b>11:45.32</b>
[1]	5.05(36)	12.25(32)	2:24.03(47)	4:23.29(52)	5:42.79(51)	8:58.60(47)	<b>11:45.32(34)</b>
	69.9	7.20(29)	151.02:11.78(51)	88.1:59.26(54)	98.11:19.50(46)	82.93:15.81(38)	85.92:46.72(33)
[2]	4.88(24)	12.09(29)	2:23.52(38)	4:19.90(32)	5:39.22(32)	9:06.21(30)	<b>11:47.77(41)</b>
	72.3	7.21(30)	150.82:11.43(44)	89.01:56.38(31)	100.51:19.32(32)	83.13:26.99(37)	81.22:41.56(20)
<b>44.</b>	<b>128</b>	<b>ALASTRA Isidoro</b>	I	Citroën Saxo Vts 16v	Rally Team	E1 1600	<b>11:46.04</b>
[1]	6.01(71)	14.22(71)	2:24.06(48)	4:21.45(45)	5:39.11(41)	8:58.46(46)	<b>11:46.04(37)</b>
	58.7	8.21(70)	132.42:09.84(41)	90.1:57.39(45)	99.71:17.66(36)	84.83:19.35(48)	84.32:47.58(36)
[2]	5.96(61)	14.11(56)	2:22.61(31)	4:18.57(29)	5:35.86(28)	9:00.27(27)	<b>11:47.31(40)</b>
	59.2	8.15(56)	133.42:08.50(26)	91.71:55.96(28)	100.91:17.29(25)	85.23:24.41(31)	82.22:47.04(30)
<b>45.</b>	<b>129</b>	<b>ARAGONA Giuseppe</b>	I	Peugeot 106 Rallye	Puntesse Corse	E1 1600	<b>11:46.19</b>
[1]	6.14(80)	13.92(64)	2:24.80(54)	4:21.96(48)	5:41.17(48)	8:59.26(49)	<b>11:46.19(38)</b>
	57.5	7.78(54)	139.72:10.88(47)	89.41:57.16(43)	99.91:19.21(42)	83.23:18.09(47)	84.92:46.93(34)
[2]	5.89(56)	13.55(50)	2:23.16(35)	4:19.06(30)	5:38.09(30)	9:03.08(28)	<b>11:50.85(42)</b>
	59.9	7.66(48)	141.92:09.61(31)	90.31:55.90(27)	100.91:19.03(31)	83.43:24.99(33)	82.02:47.77(32)
<b>46.</b>	<b>95</b>	<b>LECHNER Kevin</b>	I	Bmw M3		E1 3000+	<b>11:46.42</b>
[1]	5.88(63)	13.40(56)	2:24.15(50)	4:21.85(47)	5:41.07(47)	8:58.78(48)	<b>11:46.42(39)</b>
	60.0	7.52(46)	144.62:10.75(45)	89.51:57.70(47)	99.41:19.22(43)	83.23:17.71(45)	85.02:47.64(37)
[2]	5.65(49)	13.09(45)	2:23.33(37)	4:20.24(33)	5:39.20(31)		
	62.4	7.44(37)	146.12:10.24(34)	89.81:56.91(32)	100.11:18.96(30)	83.4	
<b>47.</b>	<b>98</b>	<b>BOTTECCHIA Enzo</b>	CH	Renault 5 Gt Turbo		E1 3000	<b>11:48.56</b>
[1]	4.89(30)	12.06(26)	2:25.63(57)	4:25.00(56)	5:45.40(54)	9:05.00(51)	<b>11:48.56(41)</b>
	72.1	7.17(27)	151.62:13.57(63)	87.61:59.37(56)	98.01:20.40(55)	81.93:19.60(49)	84.22:43.56(23)
[2]	4.96(31)	11.91(27)	2:22.67(32)	4:22.09(36)	5:42.08(35)	9:06.37(31)	<b>11:51.77(42)</b>
	71.1	6.95(26)	156.42:10.76(41)	89.51:59.42(46)	98.01:19.99(38)	82.43:24.29(30)	82.32:45.40(26)
<b>48.</b>	<b>44</b>	<b>MAZZALAI Luca</b>	I	Radical Prosport	Autosport Sorrento	E2-SC 1600	<b>11:49.53</b>
[1]	4.69(14)	11.92(24)	2:26.59(60)	4:29.98(70)	5:51.42(68)	9:12.96(65)	<b>11:57.59(46)</b>
	75.2	7.23(34)	150.42:14.67(69)	86.92:03.39(82)	94.81:21.44(63)	80.93:21.54(57)	83.42:44.63(25)
[2]	4.84(21)	11.71(21)	2:22.85(33)	4:27.49(49)	5:47.37(47)	9:07.71(33)	<b>11:49.53(42)</b>
	72.9	6.87(22)	158.32:11.14(43)	89.2:04.64(62)	93.91:19.88(36)	82.53:20.34(26)	83.92:41.82(21)
<b>49.</b>	<b>196</b>	<b>BORKOVIC Dusan</b>	SRB	Mitsubishi Lancer Evo Ix	Bak Racing Team	N 3000+	<b>11:53.21</b>
[1]	6.13	13.16	2:20.18				
[2]	4.68	11.60	2:18.60	4:14.83	5:33.06	9:06.10	<b>11:53.21</b>
<b>50.</b>	<b>155</b>	<b>FERRARI Fabrizio</b>	I	Renault Clio R3		A 2000	<b>11:53.76</b>
[1]	6.14(80)	14.40(77)	2:24.14(49)	4:22.58(49)	5:41.82(49)	9:02.39(50)	<b>11:53.76(42)</b>
	57.5	8.26(72)	131.62:09.74(40)	90.21:58.44(51)	98.81:19.24(44)	83.13:20.57(53)	83.82:51.37(51)
[2]	6.16(68)	14.38(63)	2:24.70(42)	4:22.94(40)	5:42.95(38)	9:10.62(36)	<b>12:01.19(51)</b>
	57.3	8.22(60)	132.32:10.32(36)	89.81:58.24(38)	99.01:20.01(39)	82.33:27.67(40)	81.02:50.57(39)
<b>51.</b>	<b>187</b>	<b>VALENTINI Michael</b>	I	Renault Clio S1600	Pintarally Motorsport	A 1600	<b>11:55.67</b>
[1]	6.43(106)	14.64(86)	2:27.66(66)	4:27.55(62)	5:47.39(59)	9:07.01(52)	<b>11:55.67(43)</b>
	54.9	8.21(70)	132.42:13.02(61)	88.01:59.89(59)	97.61:19.84(52)	82.53:19.62(50)	84.22:48.66(40)
[2]	6.08(65)	14.16(58)	2:24.96(45)	4:23.18(42)	5:43.14(40)	9:20.68(45)	<b>12:16.16(63)</b>
	58.0	8.08(53)	134.62:10.80(42)	89.41:58.22(37)	99.01:19.96(37)	82.43:37.54(56)	77.32:55.48(50)
<b>52.</b>	<b>141</b>	<b>FERRARI Lucio</b>	I	Peugeot 207 S2000		S20 2000	<b>11:55.70</b>
							+2:20.68

P. N. Conducente		Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
[1] 5.92 <sup>(67)</sup> T	14.10 <sup>(69)</sup> T	2:27.93 <sup>(68)</sup> T	4:29.91 <sup>(69)</sup> T	5:51.96 <sup>(69)</sup> T	9:15.96 <sup>(69)</sup> T	<b>12:05.34</b> <sup>(53)</sup>	85.9 A:136.9 B:148.5 C:95.6
59.6	8.18 <sup>(67)</sup>	132.92:13.83 <sup>(65)</sup>	87.4:2:01.98 <sup>(70)</sup>	95.9:1:22.05 <sup>(71)</sup>	80.3:3:24.00 <sup>(65)</sup>	82.4:2:49.38 <sup>(42)</sup>	82.9
[2] 5.85 <sup>(52)</sup> T	14.04 <sup>(55)</sup> T	2:24.73 <sup>(43)</sup> T	4:23.05 <sup>(41)</sup> T	5:42.79 <sup>(36)</sup> T	9:07.38 <sup>(32)</sup> T	<b>11:55.70</b> <sup>(44)</sup>	87.0 A:132.3 B:150.7 C:94.7
60.3	8.19 <sup>(57)</sup>	132.72:10.69 <sup>(40)</sup>	89.5:1:58.32 <sup>(41)</sup>	98.9:1:19.74 <sup>(34)</sup>	82.6:3:24.59 <sup>(32)</sup>	82.2:2:48.32 <sup>(34)</sup>	83.4
<b>53. 131 TURRIN Tiziano</b>	I	Citroën Saxo Vts 16v	Halley Racing Team	E1 1600		<b>11:55.70</b>	<b>11:55.70</b>
[1] 6.02 <sup>(72)</sup> T	14.11 <sup>(70)</sup> T	2:26.71 <sup>(62)</sup> T	4:25.54 <sup>(57)</sup> T	5:47.04 <sup>(57)</sup> T	9:07.25 <sup>(53)</sup> T	<b>11:55.70</b> <sup>(44)</sup>	87.0 A:136.4 B:124.1 C:94.7
58.6	8.09 <sup>(64)</sup>	134.42:12.60 <sup>(58)</sup>	88.2:1:58.83 <sup>(52)</sup>	98.5:1:21.50 <sup>(65)</sup>	80.8:3:20.21 <sup>(52)</sup>	84.0:2:48.45 <sup>(38)</sup>	83.3
[2] 5.99 <sup>(62)</sup> T	14.41 <sup>(66)</sup> T	2:24.84 <sup>(44)</sup> T	4:22.54 <sup>(38)</sup> T	5:42.79 <sup>(36)</sup> T	9:08.76 <sup>(35)</sup> T	<b>12:07.35</b> <sup>(55)</sup>	85.6 A:137.6 B:148.3 C:99.3
58.9	8.42 <sup>(68)</sup>	129.12:10.43 <sup>(37)</sup>	89.7:1:57.70 <sup>(34)</sup>	99.4:1:20.25 <sup>(40)</sup>	82.1:3:25.97 <sup>(34)</sup>	81.6:2:58.59 <sup>(54)</sup>	78.6
<b>54. 115 AMATO Daniele</b>	I	Opel Astra Kit Car	Vimotorsport	E1 2000		<b>11:58.54</b> <sup>(48)</sup>	<b>11:56.01</b>
[1] 5.88 <sup>(63)</sup> T	13.48 <sup>(59)</sup> T	2:23.74 <sup>(44)</sup> T	4:23.04 <sup>(51)</sup> T	5:43.69 <sup>(52)</sup> T	9:08.86 <sup>(59)</sup> T	<b>11:58.54</b> <sup>(48)</sup>	86.7 A:141.1 B:148.6 C:98.0
60.0	7.60 <sup>(49)</sup>	143.12:10.26 <sup>(44)</sup>	89.8:1:59.30 <sup>(55)</sup>	98.1:1:20.65 <sup>(57)</sup>	81.7:3:25.17 <sup>(70)</sup>	81.9:2:49.68 <sup>(45)</sup>	82.7
[2] 5.80 <sup>(51)</sup> T	13.23 <sup>(46)</sup> T	2:22.06 <sup>(30)</sup> T	4:20.37 <sup>(34)</sup> T	5:40.66 <sup>(34)</sup> T	9:08.16 <sup>(34)</sup> T	<b>11:56.01</b> <sup>(45)</sup>	87.0 A:137.8 B:152.7 C:100.1
60.8	7.43 <sup>(36)</sup>	146.32:08.83 <sup>(28)</sup>	90.8:1:58.31 <sup>(40)</sup>	98.9:1:20.29 <sup>(41)</sup>	82.1:3:27.50 <sup>(39)</sup>	81.0:2:47.85 <sup>(33)</sup>	83.6
<b>55. 77 SGHERI Guido</b>	I	Porsche 993 Cup Rs	Pistoia Corse	GT 3000+		<b>11:57.26</b> <sup>(45)</sup>	<b>11:57.26</b>
[1] 5.30 <sup>(52)</sup> T	12.50 <sup>(38)</sup> T	2:23.46 <sup>(43)</sup> T	4:23.45 <sup>(54)</sup> T	5:44.65 <sup>(53)</sup> T	9:07.77 <sup>(57)</sup> T	<b>11:57.26</b> <sup>(45)</sup>	86.8 A:136.5 B:157.7 C:100.4
66.6	7.20 <sup>(29)</sup>	151.02:10.96 <sup>(48)</sup>	89.3:1:59.99 <sup>(60)</sup>	97.5:1:21.20 <sup>(61)</sup>	81.1:3:23.12 <sup>(60)</sup>	82.8:2:49.49 <sup>(44)</sup>	82.8
[2] 4.92 <sup>(27)</sup> T	12.52 <sup>(35)</sup> T	2:33.00 <sup>(63)</sup> T	4:40.95 <sup>(68)</sup> T	6:10.25 <sup>(68)</sup> T	9:49.09 <sup>(58)</sup> T	<b>12:49.48</b> <sup>(86)</sup>	80.9 A:125.4 B:139.3 C:92.7
71.7	7.60 <sup>(46)</sup>	143.12:20.48 <sup>(69)</sup>	83.3:2:07.95 <sup>(72)</sup>	91.4:1:29.30 <sup>(79)</sup>	73.8:3:38.84 <sup>(58)</sup>	76.8:3:00.39 <sup>(58)</sup>	77.8
<b>56. 159 CAINELLI Gianluca</b>	I	Peugeot 306 Maxi	Pintarally Motorsport	A 2000		<b>11:58.06</b> <sup>(47)</sup>	<b>11:58.06</b>
[1] 6.10 <sup>(75)</sup> T	14.54 <sup>(80)</sup> T	2:29.36 <sup>(72)</sup> T	4:29.79 <sup>(68)</sup> T	5:49.77 <sup>(63)</sup> T	9:10.59 <sup>(61)</sup> T	<b>11:58.06</b> <sup>(47)</sup>	86.7 A:118.5 B:148.8 C:97.2
57.8	8.44 <sup>(82)</sup>	128.82:14.82 <sup>(70)</sup>	86.2:2:00.43 <sup>(63)</sup>	97.2:1:19.98 <sup>(53)</sup>	82.4:3:20.82 <sup>(55)</sup>	83.7:2:47.47 <sup>(35)</sup>	83.8
[2] 6.02 <sup>(64)</sup> T	14.27 <sup>(60)</sup> T	2:27.02 <sup>(47)</sup> T	4:25.90 <sup>(46)</sup> T	5:44.82 <sup>(44)</sup> T	9:18.54 <sup>(44)</sup> T	<b>12:09.67</b> <sup>(56)</sup>	85.4 A:133.0 B:149.0 C:98.7
58.6	8.25 <sup>(61)</sup>	131.82:12.75 <sup>(48)</sup>	88.1:1:58.88 <sup>(44)</sup>	98.4:1:18.92 <sup>(29)</sup>	83.5:3:33.72 <sup>(48)</sup>	78.7:2:51.13 <sup>(40)</sup>	82.0
<b>57. 143 ACUNZO Sandro</b>	I	Mitsubishi Lancer Evo VII	Rubicone Corse	A 3000+			<b>11:59.04</b>
[1] 5.08 <sup>(39)</sup> T	12.63 <sup>(41)</sup>						A:135.7
69.4	7.55 <sup>(47)</sup>	144.0					
[2] 4.90 <sup>(26)</sup> T	12.48 <sup>(34)</sup> T	2:23.95 <sup>(39)</sup> T	4:23.38 <sup>(43)</sup> T	5:44.58 <sup>(43)</sup> T	9:10.66 <sup>(37)</sup> T	<b>11:59.04</b> <sup>(50)</sup>	86.6 A:132.2 B:154.4 C:100.4
72.0	7.58 <sup>(43)</sup>	143.42:11.47 <sup>(45)</sup>	89.0:1:59.43 <sup>(47)</sup>	98.0:1:21.20 <sup>(45)</sup>	81.1:3:26.08 <sup>(35)</sup>	81.6:2:48.38 <sup>(35)</sup>	83.4
<b>58. 16 BOUVIER Christian</b>	F	Renault Fr 2000		D/E2-SS 2000		<b>15:39.13</b> <sup>(129)</sup>	<b>11:59.57</b>
[1] 4.67 <sup>(12)</sup> T	12.13 <sup>(31)</sup> T	2:24.69 <sup>(52)</sup> T	4:26.50 <sup>(59)</sup> T	5:47.68 <sup>(61)</sup> T	9:07.68 <sup>(56)</sup> T	<b>15:39.13</b> <sup>(129)</sup>	66.3 A:140.4 B:147.7 C:102.5
75.5	7.46 <sup>(45)</sup>	145.72:12.56 <sup>(57)</sup>	88.3:2:01.81 <sup>(69)</sup>	96.1:1:21.18 <sup>(60)</sup>	81.2:3:20.00 <sup>(51)</sup>	84.1:6:31.45 <sup>(128)</sup>	35.9
[2] 4.83 <sup>(20)</sup> T	12.32 <sup>(33)</sup> T	2:27.32 <sup>(48)</sup> T	4:27.16 <sup>(48)</sup> T	5:49.23 <sup>(48)</sup> T	9:12.76 <sup>(40)</sup> T	<b>11:59.57</b> <sup>(50)</sup>	86.6 A:129.5 B:143.1 C:99.0
73.0	7.49 <sup>(39)</sup>	145.22:15.00 <sup>(51)</sup>	86.7:1:59.84 <sup>(49)</sup>	97.6:1:22.07 <sup>(54)</sup>	80.3:3:23.53 <sup>(28)</sup>	82.6:2:46.81 <sup>(29)</sup>	84.2
<b>59. 145 PEDRONI Gabriella</b>	I	Mitsubishi Lancer Evo VIII		A 3000+		<b>12:01.12</b> <sup>(50)</sup>	<b>12:01.12</b>
[1] 5.09 <sup>(40)</sup> T	12.37 <sup>(35)</sup> T	2:25.40 <sup>(56)</sup> T	4:25.73 <sup>(58)</sup> T	5:47.65 <sup>(60)</sup> T	9:11.72 <sup>(63)</sup> T	<b>12:01.12</b> <sup>(50)</sup>	86.4 A:139.9 B:148.8 C:99.8
69.3	7.28 <sup>(37)</sup>	149.32:13.03 <sup>(62)</sup>	88.0:2:00.33 <sup>(62)</sup>	97.2:1:21.92 <sup>(70)</sup>	80.4:3:24.07 <sup>(66)</sup>	82.4:2:49.40 <sup>(43)</sup>	82.9
[2] 5.04 <sup>(34)</sup> T	12.60 <sup>(39)</sup> T	2:31.82 <sup>(62)</sup> T	4:32.40 <sup>(58)</sup> T	5:58.59 <sup>(59)</sup> T	9:49.07 <sup>(57)</sup> T	<b>13:02.87</b> <sup>(94)</sup>	79.6 A:127.5 B:146.0 C:97.8
70.0	7.56 <sup>(42)</sup>	143.82:19.22 <sup>(66)</sup>	84.0:2:00.58 <sup>(52)</sup>	97.0:1:26.19 <sup>(68)</sup>	76.4:3:50.48 <sup>(69)</sup>	72.9:3:13.80 <sup>(75)</sup>	72.4
<b>60. 216 CENEDESE Ivano</b>	I	Honda Civic Type R	Motor Group	N 2000		<b>12:02.80</b> <sup>(51)</sup>	<b>12:02.80</b>
[1] 6.21 <sup>(85)</sup> T	14.58 <sup>(82)</sup> T	2:27.20 <sup>(65)</sup> T	4:26.86 <sup>(60)</sup> T	5:47.32 <sup>(58)</sup> T	9:10.51 <sup>(60)</sup> T	<b>12:02.80</b> <sup>(51)</sup>	86.2 A:135.3 B:148.2 C:95.3
56.8	8.37 <sup>(78)</sup>	129.92:12.62 <sup>(59)</sup>	88.2:1:59.66 <sup>(58)</sup>	97.8:1:20.46 <sup>(56)</sup>	81.9:3:23.19 <sup>(61)</sup>	82.7:2:52.29 <sup>(57)</sup>	81.5
[2] 6.17 <sup>(69)</sup> T	14.57 <sup>(72)</sup> T	2:31.01 <sup>(60)</sup> T	4:35.13 <sup>(60)</sup> T	5:59.16 <sup>(60)</sup> T	9:42.46 <sup>(56)</sup> T	<b>12:45.85</b> <sup>(80)</sup>	81.3 A:135.1 B:144.2 C:91.6
57.2	8.40 <sup>(66)</sup>	129.42:16.44 <sup>(60)</sup>	85.8:2:04.12 <sup>(60)</sup>	94.3:1:24.03 <sup>(61)</sup>	78.4:3:43.30 <sup>(61)</sup>	75.3:3:03.39 <sup>(61)</sup>	76.6
<b>61. 176 BOMMARTINI Fabrizio</b>	I	Honda Civic Type R		A 1600		<b>12:05.31</b> <sup>(52)</sup>	<b>12:05.31</b>
[1] 6.31 <sup>(98)</sup> T	14.92 <sup>(92)</sup> T	2:28.87 <sup>(71)</sup> T	4:29.73 <sup>(67)</sup> T	5:50.83 <sup>(66)</sup> T	9:14.10 <sup>(66)</sup> T	<b>12:05.31</b> <sup>(52)</sup>	85.9 A:128.4 B:146.8 C:94.1
55.9	8.61 <sup>(90)</sup>	126.32:13.95 <sup>(66)</sup>	87.3:2:00.86 <sup>(65)</sup>	96.8:1:21.10 <sup>(58)</sup>	81.2:3:23.27 <sup>(62)</sup>	82.7:2:51.21 <sup>(49)</sup>	82.0
[2] 6.28 <sup>(75)</sup> T	14.73 <sup>(75)</sup>						A:133.0
56.2	8.45 <sup>(70)</sup>	128.7					
<b>62. 19 PEDROTTI Gino</b>	I	Formula Renault		D/E2-SS 2000		<b>17:07.66</b> <sup>(133)</sup>	<b>12:06.30</b>
[1] 5.19 <sup>(46)</sup> T	14.51 <sup>(78)</sup> T	2:37.23 <sup>(106)</sup> T	4:44.14 <sup>(102)</sup> T	6:06.27 <sup>(90)</sup> T	9:30.21 <sup>(79)</sup> T	<b>17:07.66</b> <sup>(133)</sup>	60.6 A:116.9 B:136.3 C:96.3
68.0	9.32 <sup>(117)</sup>	116.72:22.72 <sup>(110)</sup>	82.0:2:06.91 <sup>(99)</sup>	92.2:1:22.13 <sup>(72)</sup>	80.2:3:23.94 <sup>(64)</sup>	82.4:7:37.45 <sup>(132)</sup>	30.7
[2] 5.07 <sup>(37)</sup> T	13.75 <sup>(51)</sup> T	2:29.96 <sup>(59)</sup> T	4:32.18 <sup>(57)</sup> T	5:53.62 <sup>(53)</sup> T	9:17.17 <sup>(43)</sup> T	<b>12:06.30</b> <sup>(54)</sup>	85.7 A:117.9 B:139.8 C:95.4
69.6	8.68 <sup>(77)</sup>	125.32:16.21 <sup>(59)</sup>	85.9:2:02.22 <sup>(56)</sup>	95.7:1:21.44 <sup>(48)</sup>	80.9:3:23.55 <sup>(29)</sup>	82.6:2:49.13 <sup>(37)</sup>	83.0
<b>63. 121 ZANIBONI Michele</b>	I	Lotus Exige Mk1	Lella Lombardi Autosport	A 2000		<b>12:07.03</b> <sup>(54)</sup>	<b>12:07.03</b>
[1] 5.05 <sup>(36)</sup> T	12.87 <sup>(49)</sup> T	2:26.62 <sup>(61)</sup> T	4:27.99 <sup>(64)</sup> T	5:51.12 <sup>(67)</sup> T	9:12.82 <sup>(64)</sup> T	<b>12:07.03</b> <sup>(54)</sup>	85.7 A:122.6 B:138.2 C:95.1
69.9	7.82 <sup>(56)</sup>	139.02:13.75 <sup>(64)</sup>	87.5:2:01.37 <sup>(68)</sup>	96.4:1:23.13 <sup>(79)</sup>	79.2:3:21.70 <sup>(58)</sup>	83.4:2:54.21 <sup>(63)</sup>	80.6
[2] 5.07 <sup>(37)</sup> T	12.55 <sup>(37)</sup> T	2:21.50 <sup>(28)</sup> T	4:21.23 <sup>(35)</sup> T	5:43.05 <sup>(39)</sup> T	9:11.61 <sup>(39)</sup> T	<b>12:08.39</b> <sup>(56)</sup>	85.5 A:131.6 B:145.7 C:96.6
69.6	7.48 <sup>(38)</sup>	145.32:08.95 <sup>(29)</sup>	90.7:1:59.73 <sup>(48)</sup>	97.7:1:21.82 <sup>(52)</sup>	80.5:3:28.56 <sup>(42)</sup>	80.6:2:56.78 <sup>(52)</sup>	79.4
<b>64. 84 RAGAZZI Roberto</b>	I	Ferrari 430 Challenge	Superchallenge Srl	GT CUP 3000+			<b>12:07.04</b>
[1] 5.30 <sup>(52)</sup>	12.95 <sup>(51)</sup>	2:25.68 <sup>(58)</sup>	4:22.97 <sup>(50)</sup>				A:127.9 B:148.0
							+2:32.02

P. N. Conducente		Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
66.6	7.65 <sup>(52)</sup>	142.12	12.73 <sup>(60)</sup>	88.1	57.29 <sup>(44)</sup>	99.8	
[2] 5.18 <sup>(42)</sup>	12.76 <sup>(42)</sup>	2:28.00 <sup>(51)</sup>	4:25.61 <sup>(44)</sup>	5:46.93 <sup>(46)</sup>	9:14.03 <sup>(41)</sup>	<b>12:07.04<sup>(55)</sup></b>	85.7 A:137.1 B:157.6 C:99.7
68.1	7.58 <sup>(43)</sup>	143.42	15.24 <sup>(53)</sup>	86.5	57.61 <sup>(33)</sup>	99.5	1:21.32 <sup>(47)</sup> 81.0
<b>65. 214 LOMBARDI Achille</b>	I	Honda Civic Type R	AB Motorsport	N 2000		<b>12:07.40</b>	
[1] 6.14 <sup>(80)</sup>	14.29 <sup>(72)</sup>	2:28.67 <sup>(70)</sup>	4:28.86 <sup>(65)</sup>	5:50.60 <sup>(64)</sup>	9:15.59 <sup>(67)</sup>	<b>12:07.40<sup>(55)</sup></b>	85.6 A:135.5 B:148.6 C:95.7 +2:32.38
57.5	8.15 <sup>(66)</sup>	133.42	14.38 <sup>(68)</sup>	87.2	00.19 <sup>(61)</sup>	97.3	1:21.74 <sup>(68)</sup> 80.6
[2] 6.25 <sup>(74)</sup>	14.38 <sup>(63)</sup>	2:36.07 <sup>(73)</sup>	4:45.18 <sup>(74)</sup>	6:12.43 <sup>(71)</sup>	9:55.98 <sup>(62)</sup>	<b>12:59.22<sup>(94)</sup></b>	79.9 A:136.9 B:140.3 C:91.9
56.4	8.13 <sup>(54)</sup>	133.72	21.69 <sup>(73)</sup>	82.6	09.11 <sup>(75)</sup>	90.6	1:27.25 <sup>(70)</sup> 75.5
<b>66. 186 ZANELLA Daniele</b>	I	Renault Clio S1600	Pintarally Motorsport	A 1600		<b>12:10.27</b>	
[1] 6.19 <sup>(84)</sup>	14.87 <sup>(90)</sup>	2:32.44 <sup>(81)</sup>	4:33.59 <sup>(75)</sup>	5:55.03 <sup>(73)</sup>	9:18.39 <sup>(71)</sup>	<b>12:10.27<sup>(56)</sup></b>	85.3 A:127.2 B:148.2 C:94.6 +2:35.25
57.0	8.68 <sup>(95)</sup>	125.32	17.57 <sup>(81)</sup>	85.0	01.15 <sup>(67)</sup>	96.6	1:21.44 <sup>(63)</sup> 80.9
[2] 6.13 <sup>(67)</sup>	14.46 <sup>(67)</sup>	2:26.89 <sup>(46)</sup>	4:25.71 <sup>(45)</sup>	5:46.52 <sup>(45)</sup>	9:20.70 <sup>(46)</sup>	<b>12:24.61<sup>(66)</sup></b>	83.6 A:135.5 B:148.6 C:93.0
57.6	8.33 <sup>(63)</sup>	130.52	12.43 <sup>(47)</sup>	88.3	58.82 <sup>(43)</sup>	98.5	1:20.81 <sup>(44)</sup> 81.5
<b>67. 215 BUIATTI Michele</b>	I	Honda Civic Type R	Sc. Friuli	N 2000		<b>12:10.40</b>	
[1] 6.18 <sup>(83)</sup>	14.60 <sup>(84)</sup>	2:26.87 <sup>(64)</sup>	4:27.33 <sup>(61)</sup>	5:48.65 <sup>(62)</sup>	9:15.89 <sup>(68)</sup>	<b>12:10.40<sup>(57)</sup></b>	85.3 A:135.4 B:146.1 C:93.0 +2:35.38
57.1	8.42 <sup>(80)</sup>	129.12	12.27 <sup>(55)</sup>	88.5	00.46 <sup>(64)</sup>	97.1	1:21.32 <sup>(62)</sup> 81.0
[2] 6.46 <sup>(88)</sup>	15.05 <sup>(77)</sup>	2:42.93 <sup>(84)</sup>	5:05.21 <sup>(97)</sup>				A:126.7 B:135.3
54.6	8.59 <sup>(72)</sup>	126.62	27.88 <sup>(85)</sup>	79.7	22.28 <sup>(104)</sup>	82.2	
<b>68. 147 "SILVERO"</b>	CZ	Skoda Octavia Wrc		A 3000+		<b>12:10.40</b>	
[1] 4.85 <sup>(23)</sup>	12.64 <sup>(42)</sup>	2:26.76 <sup>(63)</sup>	4:28.91 <sup>(66)</sup>	5:50.65 <sup>(65)</sup>	9:11.34 <sup>(62)</sup>	<b>12:10.40<sup>(57)</sup></b>	85.3 A:124.8 B:152.0 C:100.0 +2:35.38
72.7	7.79 <sup>(55)</sup>	139.62	14.12 <sup>(67)</sup>	87.2	02.15 <sup>(71)</sup>	95.8	1:21.74 <sup>(68)</sup> 80.6
<b>69. 48 GOTTARDI Walter</b>	I	Gi-Pi Sport Honda	Destra 4	E2-SC 1600		<b>12:10.90</b>	
[1] 5.12 <sup>(44)</sup>	12.72 <sup>(47)</sup>	2:28.17 <sup>(69)</sup>	4:30.33 <sup>(71)</sup>	5:52.01 <sup>(70)</sup>	9:17.81 <sup>(70)</sup>	<b>12:10.90<sup>(59)</sup></b>	85.2 A:135.0 B:149.8 C:94.3 +2:35.88
68.9	7.60 <sup>(49)</sup>	143.12	15.45 <sup>(74)</sup>	86.4	02.16 <sup>(72)</sup>	95.8	1:21.68 <sup>(67)</sup> 80.7
[2] 5.05 <sup>(35)</sup>	12.57 <sup>(38)</sup>	2:29.29 <sup>(55)</sup>	4:31.47 <sup>(55)</sup>	5:53.43 <sup>(52)</sup>			A:140.4 B:152.5 C:93.5
69.9	7.52 <sup>(41)</sup>	144.62	16.72 <sup>(61)</sup>	85.6	02.18 <sup>(55)</sup>	95.8	1:21.96 <sup>(53)</sup> 80.4
<b>70. 15 NOVY Lubok</b>	CZ	Dallara Jsc 302		D/E2-SS 2000		<b>12:10.93</b>	
[1] 5.29 <sup>(51)</sup>	12.25 <sup>(32)</sup>	2:24.63 <sup>(51)</sup>	4:24.08 <sup>(55)</sup>	5:45.75 <sup>(55)</sup>	9:08.53 <sup>(58)</sup>	<b>16:34.22<sup>(131)</sup></b>	62.6 A:142.2 B:149.3 C:94.7 +2:35.91
66.7	6.96 <sup>(22)</sup>	156.22	12.38 <sup>(56)</sup>	88.4	59.45 <sup>(57)</sup>	97.9	1:21.67 <sup>(66)</sup> 80.7
[2] 5.50 <sup>(47)</sup>	12.10 <sup>(30)</sup>	2:38.26 <sup>(76)</sup>	4:36.77 <sup>(62)</sup>	5:58.03 <sup>(57)</sup>	9:21.43 <sup>(47)</sup>	<b>12:10.93<sup>(60)</sup></b>	85.2 A:156.3 B:147.4 C:99.5
64.1	6.60 <sup>(18)</sup>	164.72	26.16 <sup>(80)</sup>	80.0	58.51 <sup>(42)</sup>	98.7	1:21.26 <sup>(46)</sup> 81.1
<b>71. 185 CHECCUCCI LISI Federito</b>		Peugeot 206 S1600	Pintarally Motorsport	A 1600		<b>12:11.84</b>	
[1] 6.22 <sup>(86)</sup>	14.71 <sup>(89)</sup>	2:31.10 <sup>(75)</sup>	4:33.32 <sup>(74)</sup>	5:54.46 <sup>(72)</sup>	9:20.06 <sup>(72)</sup>	<b>12:11.84<sup>(60)</sup></b>	85.1 A:130.0 B:141.2 C:94.7 +2:36.82
56.7	8.49 <sup>(85)</sup>	128.12	16.39 <sup>(76)</sup>	85.2	02.22 <sup>(73)</sup>	95.7	1:21.14 <sup>(59)</sup> 81.2
[2] 6.18 <sup>(70)</sup>	14.55 <sup>(71)</sup>	2:28.69 <sup>(53)</sup>	4:31.08 <sup>(53)</sup>	5:54.41 <sup>(55)</sup>	9:54.43 <sup>(61)</sup>	<b>12:51.16<sup>(86)</sup></b>	80.8 A:131.9 B:139.1 C:94.8
57.1	8.37 <sup>(65)</sup>	129.92	14.14 <sup>(50)</sup>	87.2	02.39 <sup>(57)</sup>	95.6	1:23.33 <sup>(57)</sup> 79.1
<b>72. 156 PARLATO Paolo</b>	I	Honda Civic Type R	Borrett Team Motorsport	A 2000		<b>12:13.26</b>	
[1] 6.33 <sup>(100)</sup>	14.52 <sup>(79)</sup>	2:29.78 <sup>(73)</sup>	4:30.70 <sup>(73)</sup>	5:53.64 <sup>(71)</sup>	9:20.50 <sup>(73)</sup>	<b>12:13.26<sup>(61)</sup></b>	84.9 A:134.0 B:147.1 C:97.4 +2:38.24
55.7	8.19 <sup>(68)</sup>	132.72	15.26 <sup>(73)</sup>	86.5	00.92 <sup>(66)</sup>	96.8	1:22.94 <sup>(75)</sup> 79.4
[2] 6.20 <sup>(71)</sup>	14.40 <sup>(65)</sup>	2:34.96 <sup>(70)</sup>	4:41.28 <sup>(70)</sup>				A:125.6 B:125.9
56.9	8.20 <sup>(59)</sup>	132.62	20.56 <sup>(70)</sup>	83.2	06.32 <sup>(69)</sup>	92.6	
<b>73. 125 CIOFFI Luigi</b>	I	Renault Clio Rs	G.L. Autosport	E1 2000		<b>12:14.91</b>	
[1] 6.11 <sup>(76)</sup>	14.60 <sup>(84)</sup>	2:31.56 <sup>(77)</sup>	4:34.30 <sup>(77)</sup>	5:57.24 <sup>(74)</sup>	9:22.67 <sup>(74)</sup>	<b>12:14.91<sup>(62)</sup></b>	84.7 A:124.9 B:144.3 C:94.2 +2:39.89
57.7	8.49 <sup>(85)</sup>	128.12	16.96 <sup>(78)</sup>	85.4	02.74 <sup>(77)</sup>	95.3	1:22.94 <sup>(75)</sup> 79.4
[2] 5.90 <sup>(57)</sup>	14.48 <sup>(68)</sup>	2:33.31 <sup>(65)</sup>	4:38.93 <sup>(66)</sup>	6:04.74 <sup>(64)</sup>	9:39.65 <sup>(55)</sup>	<b>12:37.22<sup>(74)</sup></b>	82.2 A:123.8 B:140.4 C:91.4
59.8	8.58 <sup>(71)</sup>	126.72	18.83 <sup>(65)</sup>	84.3	05.62 <sup>(65)</sup>	93.1	1:25.81 <sup>(66)</sup> 76.8
<b>74. 178 DALSASS Alfonso</b>	I	Citroën Saxo Vts 16v	Destra 4	A 1600		<b>12:16.75</b>	
[1] 6.49 <sup>(115)</sup>	15.51 <sup>(111)</sup>	2:35.02 <sup>(93)</sup>	4:41.99 <sup>(95)</sup>	6:07.01 <sup>(93)</sup>	9:42.03 <sup>(93)</sup>	<b>12:40.08<sup>(76)</sup></b>	81.9 A:124.2 B:139.5 C:91.7 +2:41.73
54.4	9.02 <sup>(106)</sup>	120.52	19.51 <sup>(88)</sup>	83.9	06.97 <sup>(101)</sup>	92.1	1:25.02 <sup>(92)</sup> 77.5
[2] 6.35 <sup>(78)</sup>	15.12 <sup>(79)</sup>	2:27.48 <sup>(49)</sup>	4:27.87 <sup>(50)</sup>	5:49.65 <sup>(49)</sup>	9:23.60 <sup>(48)</sup>	<b>12:16.75<sup>(63)</sup></b>	84.5 A:128.1 B:143.3 C:95.4
55.6	8.77 <sup>(79)</sup>	124.02	12.36 <sup>(46)</sup>	88.4	00.39 <sup>(51)</sup>	97.2	1:21.78 <sup>(51)</sup> 80.6
<b>75. 182 MANCIN Michele</b>	I	Citroën Saxo Vts 16v	New Rally Team	A 1600		<b>12:17.09</b>	
[1] 5.99 <sup>(70)</sup>	14.58 <sup>(82)</sup>	2:33.69 <sup>(83)</sup>	4:38.74 <sup>(85)</sup>	6:01.93 <sup>(84)</sup>	9:26.04 <sup>(75)</sup>	<b>12:17.09<sup>(63)</sup></b>	84.5 A:121.5 B:137.6 C:92.9 +2:42.07
58.9	8.59 <sup>(89)</sup>	126.62	19.11 <sup>(85)</sup>	84.7	05.05 <sup>(87)</sup>	93.6	1:23.19 <sup>(80)</sup> 79.2
[2] 5.94 <sup>(60)</sup>	14.37 <sup>(62)</sup>	2:29.38 <sup>(56)</sup>	4:31.18 <sup>(54)</sup>	5:53.84 <sup>(54)</sup>	9:30.32 <sup>(50)</sup>	<b>12:24.37<sup>(66)</sup></b>	83.7 A:129.4 B:139.7 C:93.5
59.4	8.43 <sup>(69)</sup>	129.02	15.01 <sup>(52)</sup>	86.7	01.80 <sup>(54)</sup>	96.1	1:22.66 <sup>(55)</sup> 79.7
<b>76. 227 REGIS Giovanni</b>	I	Peugeot 106 Rallye 16v	Vimotorsport	N 1600		<b>12:22.83</b>	
[1] 6.08 <sup>(73)</sup>	14.97 <sup>(95)</sup>	2:31.14 <sup>(76)</sup>	4:34.39 <sup>(78)</sup>	5:57.34 <sup>(75)</sup>	9:26.28 <sup>(76)</sup>	<b>12:22.83<sup>(64)</sup></b>	83.8 A:126.6 B:136.7 C:92.7 +2:47.81
58.0	8.89 <sup>(100)</sup>	122.32	16.17 <sup>(75)</sup>	85.9	03.25 <sup>(81)</sup>	94.9	1:22.95 <sup>(77)</sup> 79.4
<b>77. 45 VEDOVELLO Massimo</b>	I	Radical Sr4	BL Racing	E2-SC 1600		<b>12:23.70</b>	
[1] 7.04 <sup>(140)</sup>	15.11 <sup>(98)</sup>	2:36.73 <sup>(104)</sup>	4:44.55 <sup>(103)</sup>	6:11.26 <sup>(103)</sup>	9:40.01 <sup>(90)</sup>	<b>12:34.09<sup>(73)</sup></b>	82.6 A:123.3 B:132.4 C:92.6 +2:48.68

P. N. Conducente		Naz	Vettura	Scuderia		Classe		Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
50.1	8.07 <sup>(63)</sup>	134.72:21.62 <sup>(103)</sup>	82.62:07.82 <sup>(103)</sup>	91.51:26.71 <sup>(103)</sup>	76.03:28.75 <sup>(80)</sup>	80.52:54.08 <sup>(62)</sup>	80.7		
[2] 5.88 <sup>(54)</sup>	13.49 <sup>(49)</sup>	2:29.48 <sup>(57)</sup>	4:33.70 <sup>(59)</sup>	5:58.16 <sup>(58)</sup>	9:32.21 <sup>(51)</sup>	12:23.70 <sup>(65)</sup>	83.7	A:130.7 B:139.5 C:94.9	
60.0	7.61 <sup>(47)</sup>	142.92:15.99 <sup>(56)</sup>	86.02:04.22 <sup>(61)</sup>	94.21:24.46 <sup>(62)</sup>	78.03:34.05 <sup>(50)</sup>	78.52:51.49 <sup>(41)</sup>	81.9		
<b>78. 119 KLAMMER Stefan</b>	<b>A</b>	<b>Renault Clio Rs</b>			<b>Vimotorsport</b>	<b>E1 2000</b>			<b>12:23.88</b>
[1] 6.12 <sup>(78)</sup>	14.32 <sup>(75)</sup>	2:34.81 <sup>(92)</sup>	4:37.17 <sup>(83)</sup>	6:01.05 <sup>(81)</sup>	9:30.41 <sup>(80)</sup>	12:23.88 <sup>(65)</sup>	83.7	A:110.0 B:136.8 C:97.4	+2:48.86
57.6	8.20 <sup>(69)</sup>	132.62:20.49 <sup>(97)</sup>	83.32:02.36 <sup>(74)</sup>	95.61:23.88 <sup>(83)</sup>	78.53:29.36 <sup>(82)</sup>	80.32:53.47 <sup>(60)</sup>	80.9		
[2] 5.93 <sup>(59)</sup>	13.90 <sup>(52)</sup>	2:27.57 <sup>(50)</sup>	4:26.45 <sup>(47)</sup>					A:116.4 B:95.1	
59.5	7.97 <sup>(50)</sup>	136.42:13.67 <sup>(49)</sup>	87.51:58.88 <sup>(44)</sup>	98.4					
<b>79. 184 BONELLO Moreno</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>			<b>G.S. Promotion</b>	<b>A 1600</b>			<b>12:26.23</b>
[1] 6.27 <sup>(93)</sup>	15.37 <sup>(105)</sup>	2:36.56 <sup>(103)</sup>	4:42.54 <sup>(97)</sup>	6:05.98 <sup>(89)</sup>	9:32.24 <sup>(81)</sup>	12:26.23 <sup>(66)</sup>	83.5	A:115.3 B:132.4 C:96.6	+2:51.21
56.3	9.10 <sup>(110)</sup>	119.52:21.19 <sup>(98)</sup>	82.92:05.98 <sup>(90)</sup>	92.91:23.44 <sup>(82)</sup>	79.03:26.26 <sup>(74)</sup>	81.52:53.99 <sup>(61)</sup>	80.7		
<b>80. 199 ALBERTI Mauro</b>	<b>I</b>	<b>Mitsubishi Lancer Evo Ix</b>				<b>N 3000+</b>			<b>12:27.10</b>
[1] 5.10 <sup>(42)</sup>	12.80 <sup>(48)</sup>	2:27.82 <sup>(67)</sup>	4:30.42 <sup>(72)</sup>	5:58.78 <sup>(78)</sup>	9:37.53 <sup>(87)</sup>	12:46.52 <sup>(80)</sup>	81.3	A:111.2 B:146.0 C:87.6	+2:52.08
69.2	7.70 <sup>(53)</sup>	141.22:15.02 <sup>(71)</sup>	86.72:02.60 <sup>(76)</sup>	95.41:28.36 <sup>(113)</sup>	74.63:38.75 <sup>(108)</sup>	76.93:08.99 <sup>(100)</sup>	74.3		
[2] 4.98 <sup>(32)</sup>	12.29 <sup>(32)</sup>	2:28.29 <sup>(52)</sup>	4:32.03 <sup>(56)</sup>	5:56.05 <sup>(56)</sup>	9:33.58 <sup>(52)</sup>	12:27.10 <sup>(67)</sup>	83.4	A:118.4 B:135.0 C:96.1	
70.8	7.31 <sup>(32)</sup>	148.72:16.00 <sup>(57)</sup>	86.02:03.74 <sup>(59)</sup>	94.61:24.02 <sup>(60)</sup>	78.43:37.53 <sup>(55)</sup>	77.32:53.52 <sup>(48)</sup>	80.9		
<b>81. 76 SOFIA Pietro Davide</b>	<b>I</b>	<b>Ferrari 360 Ngt</b>			<b>Isolani Racing Team</b>	<b>GT 3000+</b>			<b>12:28.33</b>
[1] 4.85 <sup>(23)</sup>	12.70 <sup>(44)</sup>	2:34.22 <sup>(86)</sup>	4:36.60 <sup>(81)</sup>	5:59.10 <sup>(79)</sup>	9:28.54 <sup>(77)</sup>	12:28.33 <sup>(67)</sup>	83.2	A:116.3 B:142.8 C:96.1	+2:53.31
72.7	7.85 <sup>(57)</sup>	138.52:21.52 <sup>(101)</sup>	82.72:02.38 <sup>(75)</sup>	95.61:22.50 <sup>(73)</sup>	79.93:29.44 <sup>(83)</sup>	80.32:59.79 <sup>(80)</sup>	78.1		
<b>82. 124 BOSCARIOL Roberto</b>	<b>I</b>	<b>Renault Clio Cup</b>				<b>E1 2000</b>			<b>12:28.71</b>
[1] 5.86 <sup>(61)</sup>	14.30 <sup>(73)</sup>	2:34.46 <sup>(88)</sup>	4:40.62 <sup>(90)</sup>	6:04.53 <sup>(86)</sup>	9:33.13 <sup>(83)</sup>	12:28.71 <sup>(68)</sup>	83.2	A:126.4 B:136.9 C:96.7	+2:53.69
60.2	8.44 <sup>(82)</sup>	128.82:20.16 <sup>(93)</sup>	83.52:06.16 <sup>(92)</sup>	92.71:23.91 <sup>(84)</sup>	78.53:28.60 <sup>(79)</sup>	80.62:55.58 <sup>(69)</sup>	80.0		
[2] 5.88 <sup>(54)</sup>	14.53 <sup>(69)</sup>	2:33.35 <sup>(66)</sup>	4:37.05 <sup>(63)</sup>	6:00.87 <sup>(62)</sup>	9:37.49 <sup>(54)</sup>	12:29.62 <sup>(71)</sup>	83.1	A:120.0 B:136.3 C:96.6	
60.0	8.65 <sup>(76)</sup>	125.72:18.82 <sup>(64)</sup>	84.32:03.70 <sup>(58)</sup>	94.61:23.82 <sup>(59)</sup>	78.63:36.62 <sup>(54)</sup>	77.62:52.13 <sup>(43)</sup>	81.6		
<b>83. 218 ARMENI Alessio</b>	<b>I</b>	<b>Honda Civic Type R</b>			<b>Speedway Team</b>	<b>N 2000</b>			<b>12:28.83</b>
[1] 6.29 <sup>(96)</sup>	14.93 <sup>(93)</sup>	2:32.28 <sup>(80)</sup>	4:35.36 <sup>(80)</sup>	5:58.46 <sup>(76)</sup>	9:30.05 <sup>(78)</sup>	12:28.83 <sup>(69)</sup>	83.2	A:132.8 B:145.8 C:92.6	+2:53.81
56.1	8.64 <sup>(91)</sup>	125.82:17.35 <sup>(79)</sup>	85.22:03.08 <sup>(79)</sup>	95.11:23.10 <sup>(78)</sup>	79.33:31.59 <sup>(87)</sup>	79.52:58.78 <sup>(76)</sup>	78.5		
[2] 6.38 <sup>(81)</sup>	15.16 <sup>(81)</sup>	2:41.76 <sup>(81)</sup>	4:52.26 <sup>(79)</sup>	6:20.78 <sup>(76)</sup>	10:08.18 <sup>(70)</sup>	13:14.58 <sup>(101)</sup>	78.4	A:127.9 B:138.9 C:86.0	
55.3	8.78 <sup>(80)</sup>	123.82:26.60 <sup>(83)</sup>	79.82:10.50 <sup>(77)</sup>	89.71:28.52 <sup>(75)</sup>	74.43:47.40 <sup>(66)</sup>	73.93:06.40 <sup>(70)</sup>	75.3		
<b>84. 189 NARDELLI Carlo Albertd</b>		<b>Suzuki Swift S1600</b>			<b>Pintarally Motorsport</b>	<b>A 1600</b>			<b>12:29.43</b>
[1] 6.60 <sup>(123)</sup>	15.16 <sup>(100)</sup>	2:33.74 <sup>(84)</sup>	4:37.65 <sup>(84)</sup>	6:01.85 <sup>(83)</sup>	9:34.71 <sup>(85)</sup>	12:29.43 <sup>(70)</sup>	83.1	A:126.8 B:140.0 C:94.1	+2:54.41
53.5	8.56 <sup>(87)</sup>	127.02:18.58 <sup>(83)</sup>	84.42:03.91 <sup>(84)</sup>	94.41:24.20 <sup>(86)</sup>	78.23:32.86 <sup>(89)</sup>	79.02:54.72 <sup>(67)</sup>	80.4		
[2] 6.78 <sup>(100)</sup>	15.53 <sup>(85)</sup>	2:35.57 <sup>(71)</sup>	4:41.44 <sup>(71)</sup>	6:06.64 <sup>(66)</sup>	9:59.23 <sup>(65)</sup>	13:03.23 <sup>(94)</sup>	79.5	A:125.6 B:139.4 C:94.3	
52.0	8.75 <sup>(78)</sup>	124.32:20.04 <sup>(68)</sup>	83.52:05.87 <sup>(67)</sup>	93.01:25.20 <sup>(64)</sup>	77.33:52.59 <sup>(71)</sup>	72.33:04.00 <sup>(65)</sup>	76.3		
<b>85. 99 FRIJO Sebastiano</b>	<b>I</b>	<b>Renault Clio V6</b>			<b>Sport Racing Team</b>	<b>E1 3000</b>			<b>12:29.65</b>
[1] 6.23 <sup>(87)</sup>	14.57 <sup>(81)</sup>	2:34.29 <sup>(87)</sup>	4:40.04 <sup>(87)</sup>	6:04.24 <sup>(85)</sup>	9:35.16 <sup>(86)</sup>	12:29.65 <sup>(71)</sup>	83.1	A:116.2 B:135.6 C:94.3	+2:54.63
56.6	8.34 <sup>(76)</sup>	130.42:19.72 <sup>(90)</sup>	83.72:05.75 <sup>(88)</sup>	93.01:24.20 <sup>(86)</sup>	78.23:30.92 <sup>(86)</sup>	79.72:54.49 <sup>(64)</sup>	80.5		
[2] 5.90 <sup>(57)</sup>	14.54 <sup>(70)</sup>	2:51.80 <sup>(104)</sup>	5:15.08 <sup>(104)</sup>	6:51.86 <sup>(102)</sup>	10:59.72 <sup>(96)</sup>	14:09.80 <sup>(122)</sup>	73.3	A:104.8 B:115.8 C:86.1	
59.8	8.64 <sup>(73)</sup>	125.82:37.26 <sup>(106)</sup>	74.42:23.28 <sup>(105)</sup>	81.71:36.78 <sup>(102)</sup>	68.14:07.86 <sup>(93)</sup>	67.83:10.08 <sup>(72)</sup>	73.9		
<b>86. 59 PEZZO Giuseppe</b>	<b>I</b>	<b>Renault Clio</b>			<b>Omega</b>	<b>E2-SH 1600</b>			<b>12:29.77</b>
[1] 4.99 <sup>(34)</sup>	13.32 <sup>(55)</sup>	2:37.23 <sup>(104)</sup>	4:45.94 <sup>(107)</sup>	6:10.87 <sup>(100)</sup>	9:40.53 <sup>(92)</sup>	12:32.26 <sup>(72)</sup>	82.8	A:122.3 B:129.0 C:91.3	+2:54.75
70.7	8.33 <sup>(74)</sup>	130.52:23.91 <sup>(113)</sup>	81.32:08.71 <sup>(108)</sup>	90.91:24.93 <sup>(91)</sup>	77.63:29.66 <sup>(84)</sup>	80.22:51.73 <sup>(52)</sup>	81.8		
[2] 5.00 <sup>(33)</sup>	12.97 <sup>(43)</sup>	2:33.93 <sup>(68)</sup>	4:39.80 <sup>(67)</sup>	6:03.60 <sup>(63)</sup>	9:36.93 <sup>(53)</sup>	12:29.77 <sup>(72)</sup>	83.1	A:127.0 B:133.8 C:92.9	
70.6	7.97 <sup>(50)</sup>	136.42:20.96 <sup>(71)</sup>	83.02:05.87 <sup>(67)</sup>	93.01:23.80 <sup>(58)</sup>	78.63:33.33 <sup>(46)</sup>	78.82:52.84 <sup>(44)</sup>	81.2		
<b>87. 188 GOTTARDI Cornelio</b>	<b>I</b>	<b>Suzuki Ignis Super 1600</b>			<b>Pintarally Motorsport</b>	<b>A 1600</b>			<b>12:37.55</b>
[1] 6.31 <sup>(98)</sup>	14.65 <sup>(87)</sup>	2:35.93 <sup>(100)</sup>	4:43.95 <sup>(100)</sup>	6:08.17 <sup>(97)</sup>	9:42.36 <sup>(94)</sup>	12:37.55 <sup>(74)</sup>	82.2	A:126.8 B:140.7 C:93.8	+3:02.53
55.9	8.34 <sup>(76)</sup>	130.42:21.28 <sup>(99)</sup>	82.82:08.02 <sup>(106)</sup>	91.41:24.22 <sup>(88)</sup>	78.23:34.19 <sup>(93)</sup>	78.52:55.19 <sup>(68)</sup>	80.1		
[2] 6.37 <sup>(79)</sup>	14.72 <sup>(74)</sup>	2:35.76 <sup>(72)</sup>	4:42.76 <sup>(72)</sup>	6:08.12 <sup>(67)</sup>	9:52.56 <sup>(60)</sup>	12:51.40 <sup>(86)</sup>	80.7	A:120.6 B:141.1 C:92.4	
55.4	8.35 <sup>(64)</sup>	130.22:21.04 <sup>(72)</sup>	83.02:07.00 <sup>(71)</sup>	92.11:25.36 <sup>(65)</sup>	77.23:44.44 <sup>(63)</sup>	74.92:58.84 <sup>(55)</sup>	78.5		
<b>88. 231 MIGLIUOLO Antonino</b>	<b>I</b>	<b>Peugeot 106 S16</b>			<b>Vimotorsport</b>	<b>N 1600</b>			<b>12:39.22</b>
[1] 6.23 <sup>(87)</sup>	15.37 <sup>(105)</sup>	2:34.63 <sup>(90)</sup>	4:40.71 <sup>(91)</sup>	6:05.52 <sup>(88)</sup>	9:39.45 <sup>(89)</sup>	12:39.22 <sup>(75)</sup>	82.0	A:123.4 B:135.3 C:89.3	+3:04.20
56.6	9.14 <sup>(111)</sup>	118.92:19.26 <sup>(86)</sup>	84.02:06.08 <sup>(91)</sup>	92.81:24.81 <sup>(90)</sup>	77.73:33.93 <sup>(91)</sup>	78.62:59.77 <sup>(79)</sup>	78.1		
[2] 6.11 <sup>(66)</sup>	15.10 <sup>(78)</sup>	2:31.02 <sup>(61)</sup>	4:35.72 <sup>(61)</sup>	6:00.42 <sup>(61)</sup>	9:59.26 <sup>(66)</sup>	13:14.54 <sup>(101)</sup>	78.4	A:125.1 B:135.0 C:91.0	
57.7	8.99 <sup>(84)</sup>	120.92:15.92 <sup>(55)</sup>	86.72:04.70 <sup>(63)</sup>	93.81:24.70 <sup>(63)</sup>	77.83:58.84 <sup>(78)</sup>	70.43:15.28 <sup>(78)</sup>	71.9		
<b>89. 219 DA ROS Michele</b>	<b>I</b>	<b>Renault Clio R9</b>			<b>Vimotorsport</b>	<b>N 2000</b>			<b>12:40.36</b>
[1] 6.28 <sup>(94)</sup>	15.25 <sup>(102)</sup>	2:34.53 <sup>(89)</sup>	4:41.45 <sup>(93)</sup>	6:06.95 <sup>(92)</sup>	9:40.04 <sup>(91)</sup>	12:40.36 <sup>(77)</sup>	81.9	A:124.1 B:135.1 C:88.5	+3:05.34
56.2	8.97 <sup>(103)</sup>	121.22:19.28 <sup>(87)</sup>	84.02:06.92 <sup>(100)</sup>	92.21:25.50 <sup>(95)</sup>	77.13:33.09 <sup>(90)</sup>	78.93:00.32 <sup>(82)</sup>	77.9		
[2] 6.29 <sup>(76)</sup>	15.33 <sup>(83)</sup>	2:39.29 <sup>(78)</sup>	4:51.05 <sup>(78)</sup>	6:21.06 <sup>(78)</sup>	10:13.88 <sup>(73)</sup>			A:122.5 B:128.5 C:84.4	
56.1	9.04 <sup>(86)</sup>	120.32:23.96 <sup>(78)</sup>	81.32:11.76 <sup>(80)</sup>	88.81:30.01 <sup>(81)</sup>	73.23:52.82 <sup>(73)</sup>	72.2			
<b>90. 179 DANESE Simone</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>			<b>Play Sport</b>	<b>A 1600</b>			<b>12:40.60</b>
[1] 6.39 <sup>(103)</sup>	15.05 <sup>(97)</sup>	2:37.12 <sup>(105)</sup>	4:44.95 <sup>(104)</sup>	6:10.66 <sup>(99)</sup>	9:42.94 <sup>(96)</sup>	12:40.60 <sup>(78)</sup>	81.9	A:121.1 B:139.3 C:90.2	+3:05.58

P. N. Conducente		Naz	Vettura	Scuderia	Classe			Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
55.2	8.66 <sup>(93)</sup>	125.52:22.07 <sup>(105)</sup>	82.4:07.83 <sup>(104)</sup>	91.51:25.71 <sup>(98)</sup>	76.93:32.28 <sup>(88)</sup>	79.2:57.66 <sup>(73)</sup>	79.0	
[2]	6.34 <sup>(77)</sup>	15.28 <sup>(82)</sup>	2:43.20 <sup>(85)</sup>	5:00.43 <sup>(89)</sup>	6:32.21 <sup>(87)</sup>	10:19.49 <sup>(77)</sup>	<b>13:23.98<sup>(105)</sup></b>	77.5 A:118.3 B:136.4 C:86.8
55.6	8.94 <sup>(82)</sup>	121.62:27.92 <sup>(86)</sup>	79.7:17.23 <sup>(96)</sup>	85.3:1:31.78 <sup>(85)</sup>	71.8:3:47.28 <sup>(65)</sup>	74.0:04.49 <sup>(66)</sup>	76.1	
<b>91.111 "PIER8"</b>		I	Renault 5 Gt Turbo	Sc. Prealpi		E1 3000		<b>12:42.92</b>
[1]	6.40 <sup>(104)</sup>	15.20 <sup>(107)</sup>	2:37.78 <sup>(109)</sup>	4:44.07 <sup>(107)</sup>	6:10.51 <sup>(98)</sup>	9:45.85 <sup>(100)</sup>	<b>12:42.92<sup>(79)</sup></b>	81.6 A:117.9 B:150.1 C:93.1 +3:07.90
55.1	8.80 <sup>(98)</sup>	123.52:22.58 <sup>(107)</sup>	82.2:06.29 <sup>(94)</sup>	92.6:1:26.44 <sup>(101)</sup>	76.2:3:35.34 <sup>(97)</sup>	78.12:57.07 <sup>(71)</sup>	79.3	
[2]	6.40 <sup>(83)</sup>	14.71 <sup>(73)</sup>	2:34.35 <sup>(69)</sup>	4:41.22 <sup>(69)</sup>	6:10.99 <sup>(69)</sup>	10:03.72 <sup>(67)</sup>	<b>13:06.02<sup>(97)</sup></b>	79.2 A:129.5 B:138.9 C:88.3
55.1	8.31 <sup>(62)</sup>	130.82:19.64 <sup>(67)</sup>	83.8:06.87 <sup>(70)</sup>	92.2:1:29.77 <sup>(80)</sup>	73.4:3:52.73 <sup>(72)</sup>	72.2:02.30 <sup>(59)</sup>	77.0	
<b>92.236 MASO Stefano</b>		I	Peugeot 106 Rallye	Red White		N 1600		<b>12:47.07</b>
[1]	6.28 <sup>(94)</sup>	15.46 <sup>(109)</sup>	2:35.62 <sup>(97)</sup>	4:41.56 <sup>(94)</sup>	6:07.07 <sup>(94)</sup>	9:43.68 <sup>(97)</sup>	<b>12:47.07<sup>(81)</sup></b>	81.2 A:122.6 B:134.3 C:87.8 +3:12.05
56.2	9.18 <sup>(113)</sup>	118.42:20.16 <sup>(93)</sup>	83.5:05.94 <sup>(89)</sup>	92.9:1:25.51 <sup>(96)</sup>	77.0:3:36.61 <sup>(102)</sup>	77.6:3:03.39 <sup>(88)</sup>	76.6	
<b>93.232 VETTOREL Fabrizio</b>		I	Peugeot 106 Rallye	BL Racing		N 1600		<b>12:47.80</b>
[1]	6.44 <sup>(109)</sup>	15.75 <sup>(115)</sup>	2:34.73 <sup>(91)</sup>	4:41.39 <sup>(92)</sup>	6:06.72 <sup>(91)</sup>	9:42.82 <sup>(95)</sup>	<b>12:47.80<sup>(82)</sup></b>	81.1 A:120.5 B:133.3 C:90.6 +3:12.78
54.8	9.31 <sup>(116)</sup>	116.82:18.98 <sup>(84)</sup>	84.2:06.66 <sup>(97)</sup>	92.4:1:25.33 <sup>(93)</sup>	77.2:3:36.10 <sup>(99)</sup>	77.8:3:04.98 <sup>(93)</sup>	75.9	
<b>94.229 SQUASSINA Nicola</b>		I	Peugeot 106 Rallye	BL Racing		N 1600		<b>12:47.96</b>
[1]	6.43 <sup>(106)</sup>	15.75 <sup>(115)</sup>	2:35.40 <sup>(95)</sup>	4:42.25 <sup>(96)</sup>	6:08.13 <sup>(96)</sup>	9:44.79 <sup>(99)</sup>	<b>12:47.96<sup>(83)</sup></b>	81.1 A:120.6 B:132.3 C:89.3 +3:12.94
54.9	9.32 <sup>(117)</sup>	116.72:19.65 <sup>(89)</sup>	83.8:06.85 <sup>(98)</sup>	92.2:1:25.88 <sup>(99)</sup>	76.7:3:36.66 <sup>(103)</sup>	77.6:3:03.17 <sup>(87)</sup>	76.7	
<b>95.245 ANESI Domenico</b>		I	Honda Civic Ek4	Hawk Racing Club		N 1600		<b>12:48.29</b>
[1]	6.55 <sup>(119)</sup>	15.97 <sup>(122)</sup>	2:36.01 <sup>(107)</sup>	4:42.59 <sup>(98)</sup>	6:08.11 <sup>(95)</sup>	9:44.46 <sup>(98)</sup>	<b>12:48.29<sup>(84)</sup></b>	81.1 A:120.9 B:135.3 C:93.7 +3:13.27
53.9	9.42 <sup>(127)</sup>	115.42:20.04 <sup>(92)</sup>	83.5:06.58 <sup>(96)</sup>	92.4:1:25.52 <sup>(97)</sup>	77.0:3:36.35 <sup>(100)</sup>	77.7:3:03.83 <sup>(89)</sup>	76.4	
[2]	6.39 <sup>(82)</sup>	15.71 <sup>(89)</sup>	2:33.40 <sup>(67)</sup>	4:38.66 <sup>(64)</sup>	6:17.02 <sup>(73)</sup>	10:17.52 <sup>(74)</sup>	<b>13:36.61<sup>(112)</sup></b>	76.3 A:119.5 B:133.1 C:60.1
55.2	9.32 <sup>(94)</sup>	116.72:17.69 <sup>(63)</sup>	85.0:05.26 <sup>(64)</sup>	93.4:1:38.36 <sup>(104)</sup>	67.0:4:00.50 <sup>(80)</sup>	69.9:3:19.09 <sup>(80)</sup>	70.5	
<b>96.222 MATTIVI Michael</b>		I	Renault Clio			N 2000		<b>12:48.69</b>
[1]	6.55 <sup>(119)</sup>	15.88 <sup>(119)</sup>	2:38.23 <sup>(110)</sup>	4:45.72 <sup>(106)</sup>	6:11.19 <sup>(107)</sup>	9:47.13 <sup>(102)</sup>	<b>12:48.69<sup>(85)</sup></b>	81.0 A:120.0 B:137.1 C:92.1 +3:13.67
53.9	9.33 <sup>(120)</sup>	116.52:22.35 <sup>(106)</sup>	82.2:07.49 <sup>(102)</sup>	91.8:1:25.47 <sup>(94)</sup>	77.1:3:35.94 <sup>(98)</sup>	77.9:3:01.56 <sup>(84)</sup>	77.3	
[2]	6.42 <sup>(86)</sup>	15.84 <sup>(91)</sup>	2:46.86 <sup>(94)</sup>	5:01.68 <sup>(91)</sup>	6:33.83 <sup>(88)</sup>	10:32.29 <sup>(84)</sup>	<b>13:47.19<sup>(118)</sup></b>	75.3 A:115.2 B:126.6 C:86.1
55.0	9.42 <sup>(99)</sup>	115.42:31.02 <sup>(95)</sup>	77.5:2:14.82 <sup>(91)</sup>	86.8:1:32.15 <sup>(87)</sup>	71.5:3:58.46 <sup>(76)</sup>	70.5:3:14.90 <sup>(76)</sup>	72.0	
<b>97.234 ACCORSI Lorenzo</b>		I	Peugeot 106 Rallye	Mirano Rally		N 1600		<b>12:52.25</b>
[1]	6.26 <sup>(91)</sup>	15.58 <sup>(113)</sup>	2:38.85 <sup>(113)</sup>	4:46.78 <sup>(108)</sup>	6:14.20 <sup>(105)</sup>	9:51.16 <sup>(104)</sup>	<b>12:52.25<sup>(86)</sup></b>	80.6 A:118.5 B:134.6 C:89.5 +3:17.23
56.4	9.32 <sup>(117)</sup>	116.72:23.27 <sup>(112)</sup>	81.7:07.93 <sup>(105)</sup>	91.5:1:27.42 <sup>(106)</sup>	75.4:3:36.96 <sup>(104)</sup>	77.5:3:01.09 <sup>(83)</sup>	77.5	
<b>98.89 MASSARO Michele</b>		I	Lotus Exige Mk1	Master Team		GTCUP 2000		<b>12:52.48</b>
[1]	6.63 <sup>(125)</sup>	15.63 <sup>(114)</sup>	2:40.05 <sup>(114)</sup>	4:50.05 <sup>(117)</sup>	6:18.30 <sup>(109)</sup>	9:53.12 <sup>(107)</sup>	<b>12:52.48<sup>(87)</sup></b>	80.6 A:117.0 B:133.7 C:89.7 +3:17.46
53.2	9.00 <sup>(104)</sup>	120.82:24.42 <sup>(116)</sup>	81.0:2:10.00 <sup>(112)</sup>	90.0:1:28.25 <sup>(111)</sup>	74.7:3:34.82 <sup>(95)</sup>	78.3:2:59.36 <sup>(78)</sup>	78.3	
[2]	5.65 <sup>(49)</sup>	14.29 <sup>(61)</sup>	2:40.48 <sup>(80)</sup>	4:49.92 <sup>(77)</sup>	6:17.56 <sup>(74)</sup>	9:57.29 <sup>(63)</sup>	<b>12:57.56<sup>(93)</sup></b>	80.1 A:122.1 B:134.8 C:91.0
62.4	8.64 <sup>(73)</sup>	125.82:26.19 <sup>(81)</sup>	80.0:2:09.44 <sup>(76)</sup>	90.4:1:27.64 <sup>(71)</sup>	75.2:3:39.73 <sup>(59)</sup>	76.5:3:00.27 <sup>(57)</sup>	77.9	
<b>99.235 BOMMARTINI Matteo</b>		I	Honda Civic Type R			N 1600		<b>12:53.31</b>
[1]	6.46 <sup>(117)</sup>	15.54 <sup>(112)</sup>	2:35.90 <sup>(99)</sup>	4:40.12 <sup>(88)</sup>	6:17.02 <sup>(109)</sup>	9:51.61 <sup>(105)</sup>	<b>12:53.31<sup>(88)</sup></b>	80.5 A:121.8 B:138.4 C:91.7 +3:18.29
54.6	9.08 <sup>(109)</sup>	119.72:20.36 <sup>(96)</sup>	83.4:04.22 <sup>(86)</sup>	94.2:1:36.90 <sup>(137)</sup>	68.0:3:34.59 <sup>(94)</sup>	78.3:3:01.70 <sup>(85)</sup>	77.3	
[2]	6.37 <sup>(79)</sup>	15.44 <sup>(84)</sup>	2:33.08 <sup>(64)</sup>	4:38.75 <sup>(65)</sup>	6:05.98 <sup>(65)</sup>	10:08.75 <sup>(71)</sup>	<b>13:30.68<sup>(108)</sup></b>	76.8 A:122.6 B:119.3 C:87.2
55.4	9.07 <sup>(87)</sup>	119.92:17.64 <sup>(62)</sup>	85.0:2:05.67 <sup>(66)</sup>	93.1:1:27.23 <sup>(69)</sup>	75.5:4:02.77 <sup>(87)</sup>	69.3:3:21.93 <sup>(87)</sup>	69.5	
<b>100.137 CHIARATO Roberto</b>		I	Peugeot 106 Rallye 16v	Mirano Rally		E1 1400		<b>12:53.42</b>
[1]	6.09 <sup>(74)</sup>	14.93 <sup>(93)</sup>	2:36.46 <sup>(102)</sup>	4:42.77 <sup>(99)</sup>	6:11.44 <sup>(104)</sup>	9:49.46 <sup>(103)</sup>	<b>12:53.42<sup>(89)</sup></b>	80.5 A:120.0 B:139.4 C:93.2 +3:18.40
57.9	8.84 <sup>(99)</sup>	123.02:21.53 <sup>(102)</sup>	82.7:06.31 <sup>(95)</sup>	92.6:1:28.67 <sup>(117)</sup>	74.3:3:38.02 <sup>(107)</sup>	77.3:3:03.96 <sup>(91)</sup>	76.3	
<b>101.191 TSCHOLL Lorenz</b>		I	Peugeot 106	Destra 4		A 1600		<b>12:54.05</b>
[1]	6.79 <sup>(135)</sup>	16.00 <sup>(123)</sup>	2:40.14 <sup>(115)</sup>	4:51.36 <sup>(115)</sup>	6:18.35 <sup>(110)</sup>	9:55.95 <sup>(109)</sup>	<b>12:54.05<sup>(90)</sup></b>	80.5 A:122.4 B:132.3 C:90.6 +3:19.03
52.0	9.21 <sup>(114)</sup>	118.02:24.14 <sup>(115)</sup>	81.2:2:11.22 <sup>(118)</sup>	89.2:1:26.99 <sup>(104)</sup>	75.7:3:37.60 <sup>(106)</sup>	77.3:2:58.10 <sup>(75)</sup>	78.8	
[2]	6.23 <sup>(72)</sup>	15.15 <sup>(80)</sup>	2:49.12 <sup>(102)</sup>	5:05.38 <sup>(98)</sup>	6:38.85 <sup>(96)</sup>	10:25.98 <sup>(79)</sup>		A:123.2 B:129.2 C:85.9
56.6	8.92 <sup>(81)</sup>	121.92:33.97 <sup>(105)</sup>	76.0:2:16.26 <sup>(94)</sup>	85.9:1:33.47 <sup>(94)</sup>	70.5:3:47.13 <sup>(64)</sup>	74.0		
<b>102.228 MORANDELL Simon</b>		I	Citroën Saxo Vts 16v	Rennstall Mendel		N 1600		<b>12:54.08</b>
[1]	6.33 <sup>(100)</sup>	15.48 <sup>(110)</sup>	2:32.88 <sup>(82)</sup>	4:36.88 <sup>(82)</sup>	6:00.24 <sup>(80)</sup>	9:34.21 <sup>(84)</sup>	<b>12:54.08<sup>(91)</sup></b>	80.5 A:124.7 B:136.8 C:89.7 +3:19.06
55.7	9.15 <sup>(112)</sup>	118.82:17.40 <sup>(80)</sup>	85.2:04.00 <sup>(85)</sup>	94.4:1:23.36 <sup>(81)</sup>	79.0:3:33.97 <sup>(92)</sup>	78.6:3:19.87 <sup>(117)</sup>	70.2	
<b>103.122 ZUCOL Claudio</b>		I	Bmw 325 I	Destra 4		E1 2000		<b>12:55.45</b>
[1]	6.29 <sup>(96)</sup>	14.69 <sup>(88)</sup>	2:37.30 <sup>(108)</sup>					A:130.8 +3:20.43
56.1	8.40 <sup>(79)</sup>	129.42:22.61 <sup>(108)</sup>	82.0					
[2]	6.40 <sup>(83)</sup>	14.80 <sup>(76)</sup>	2:36.51 <sup>(74)</sup>	4:44.90 <sup>(73)</sup>	6:11.00 <sup>(70)</sup>	9:51.94 <sup>(59)</sup>	<b>12:55.45<sup>(92)</sup></b>	80.3 A:128.4 B:141.4 C:95.2
55.1	8.40 <sup>(66)</sup>	129.42:21.71 <sup>(74)</sup>	82.6:08.39 <sup>(74)</sup>	91.1:1:26.10 <sup>(67)</sup>	76.5:3:40.94 <sup>(60)</sup>	76.1:3:03.51 <sup>(62)</sup>	76.5	
<b>104.224 PILATI Maurizio</b>		I	Renault Clio Rs	Pintarally Motorsport		N 2000		<b>12:57.29</b>
[1]	6.49 <sup>(115)</sup>	15.82 <sup>(118)</sup>	2:38.64 <sup>(117)</sup>	4:48.13 <sup>(110)</sup>	6:14.62 <sup>(109)</sup>	9:51.79 <sup>(106)</sup>	<b>12:57.29<sup>(92)</sup></b>	80.1 A:116.7 B:138.3 C:91.1 +3:22.27
54.4	9.33 <sup>(120)</sup>	116.52:22.82 <sup>(111)</sup>	81.9:2:09.49 <sup>(111)</sup>	90.4:1:26.49 <sup>(102)</sup>	76.2:3:37.17 <sup>(105)</sup>	77.4:3:05.50 <sup>(94)</sup>	75.7	
[2]	6.69 <sup>(95)</sup>	15.88 <sup>(92)</sup>	2:39.69 <sup>(79)</sup>	4:48.03 <sup>(75)</sup>	6:16.33 <sup>(72)</sup>	10:11.85 <sup>(72)</sup>	<b>13:26.87<sup>(107)</sup></b>	77.2 A:120.2 B:137.3 C:87.5
52.7	9.19 <sup>(90)</sup>	118.32:23.81 <sup>(77)</sup>	81.4:2:08.34 <sup>(73)</sup>	91.2:1:28.30 <sup>(74)</sup>	74.6:3:55.52 <sup>(75)</sup>	71.4:3:15.02 <sup>(77)</sup>	72.0	



P. N. Conducente		Naz	Vettura	Scuderia	Classe	Tem./Dif.	
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax
<b>105. 171 LOVATO Stefano</b>		I	Alfa Romeo 147 Sp			A 2000	<b>12:57.57</b>
[1]	6.45 <sup>(110)</sup> 54.7	14.88 <sup>(91)</sup> 129.02	2:40.35 <sup>(116)</sup> 25.47 <sup>(120)</sup>	4:50.68 <sup>(113)</sup> 80.42	6:18.37 <sup>(117)</sup> 1:27.69 <sup>(108)</sup>	9:54.88 <sup>(108)</sup> 75.13	12:57.57 <sup>(93)</sup> 36.51 <sup>(101)</sup>
							77.63:02.69 <sup>(86)</sup> 76.9
<b>106. 34 DE LUCA Antonio</b>		I	Osella Pa 20/s			E2-SC 3000	<b>13:03.99</b>
[1]	4.87 <sup>(29)</sup> 72.4	13.43 <sup>(57)</sup> 127.02	2:35.47 <sup>(96)</sup> 22.04 <sup>(104)</sup>	4:48.07 <sup>(109)</sup> 82.42	6:16.08 <sup>(107)</sup> 88.21	9:46.32 <sup>(101)</sup> 74.93	22:03.45 <sup>(140)</sup> 30.24 <sup>(85)</sup>
							80.12:17.13 <sup>(138)</sup> 19.0
[2]	5.05 <sup>(35)</sup> 69.9	13.24 <sup>(48)</sup> 132.72	2:42.50 <sup>(82)</sup> 29.26 <sup>(89)</sup>	4:53.06 <sup>(80)</sup> 78.42	6:20.91 <sup>(77)</sup> 10.56 <sup>(78)</sup>	9:58.83 <sup>(64)</sup> 89.61	13:03.99 <sup>(94)</sup> 27.85 <sup>(72)</sup>
							75.03:37.92 <sup>(57)</sup> 77.13:05.16 <sup>(68)</sup> 75.8
<b>107. 249 DIODATO Giuseppe</b>		I	Peugeot 106 Rallye			N 1600	<b>13:05.25</b>
[1]	6.26 <sup>(91)</sup> 56.4	15.32 <sup>(104)</sup> 120.02	2:42.39 <sup>(122)</sup> 27.07 <sup>(123)</sup>	4:53.54 <sup>(120)</sup> 79.62	6:21.98 <sup>(117)</sup> 89.21	10:01.04 <sup>(111)</sup> 1:28.44 <sup>(114)</sup>	13:05.25 <sup>(94)</sup> 74.53:39.06 <sup>(109)</sup>
							76.73:04.21 <sup>(92)</sup> 76.2
<b>108. 237 VEDOVELLO Riccardo</b>		I	Peugeot 106 Rallye 16v	BL Racing		N 1600	<b>13:05.61</b>
[1]	6.47 <sup>(112)</sup> 54.5	15.81 <sup>(117)</sup> 116.42	2:40.98 <sup>(119)</sup> 25.17 <sup>(119)</sup>	4:51.54 <sup>(116)</sup> 80.62	6:19.02 <sup>(113)</sup> 89.61	9:58.39 <sup>(110)</sup> 75.33	13:05.61 <sup>(95)</sup> 39.37 <sup>(111)</sup>
							76.63:07.22 <sup>(97)</sup> 75.0
<b>109. 132 BARESÌ Francesco</b>		I	Honda Civic V-Tech	Sport Racing Team		E1 1600	<b>13:05.79</b>
[1]	6.23 <sup>(87)</sup> 56.6	15.13 <sup>(99)</sup> 122.22	2:44.29 <sup>(126)</sup> 29.16 <sup>(130)</sup>	4:55.47 <sup>(122)</sup> 78.42	6:24.08 <sup>(119)</sup> 89.21	10:05.52 <sup>(113)</sup> 74.33	13:05.79 <sup>(96)</sup> 41.44 <sup>(114)</sup>
							75.93:00.27 <sup>(81)</sup> 77.9
[2]	6.74 <sup>(99)</sup> 52.3	15.74 <sup>(90)</sup> 120.82	2:45.89 <sup>(91)</sup> 30.15 <sup>(92)</sup>	4:58.72 <sup>(86)</sup> 77.92	6:27.91 <sup>(83)</sup> 12.83 <sup>(83)</sup>	10:18.67 <sup>(76)</sup> 88.11	13:22.57 <sup>(105)</sup> 29.19 <sup>(78)</sup>
							73.93:50.76 <sup>(70)</sup> 72.93:03.90 <sup>(63)</sup> 76.3
<b>110. 136 TERLIZZI Raffaele</b>		I	Peugeot 106 Rallye	BL Racing		E1 1400	<b>13:08.82</b>
[1]	6.42 <sup>(105)</sup> 55.0	15.43 <sup>(107)</sup> 120.72	2:40.39 <sup>(118)</sup> 24.96 <sup>(118)</sup>	4:51.14 <sup>(114)</sup> 80.72	6:19.63 <sup>(114)</sup> 89.51	10:01.61 <sup>(112)</sup> 1:28.49 <sup>(115)</sup>	13:08.82 <sup>(97)</sup> 74.43:41.98 <sup>(115)</sup>
							75.73:07.21 <sup>(96)</sup> 75.0
<b>111. 49 VENTURI Paolo</b>		I	Elia Avrio St 09 Evo	Vimotorsport		E2-SC 1600	<b>13:10.23</b>
[1]	5.28 <sup>(50)</sup> 66.8	13.61 <sup>(60)</sup> 130.52	2:31.60 <sup>(78)</sup> 17.99 <sup>(82)</sup>	4:34.82 <sup>(79)</sup> 84.82	5:58.73 <sup>(77)</sup> 95.01	9:37.91 <sup>(88)</sup> 1:23.91 <sup>(84)</sup>	13:10.23 <sup>(98)</sup> 78.53:39.18 <sup>(110)</sup>
							76.73:32.32 <sup>(120)</sup> 66.1
[2]	6.23 <sup>(72)</sup> 56.6	15.53 <sup>(85)</sup> 116.92	2:43.65 <sup>(87)</sup> 28.12 <sup>(87)</sup>	4:55.96 <sup>(83)</sup> 79.02	6:30.03 <sup>(84)</sup> 12.31 <sup>(82)</sup>	10:17.79 <sup>(75)</sup> 88.41	13:22.36 <sup>(105)</sup> 34.07 <sup>(98)</sup>
							70.03:47.76 <sup>(67)</sup> 73.83:04.57 <sup>(67)</sup> 76.1
<b>112. 244 FOGAROLLI Serena</b>		I	Honda Civic Ek4	Vimotorsport		N 1600	<b>13:12.64</b>
[1]	6.80 <sup>(136)</sup> 51.9	16.04 <sup>(127)</sup> 117.72	2:44.09 <sup>(125)</sup> 28.05 <sup>(125)</sup>	4:53.24 <sup>(119)</sup> 79.02	6:20.38 <sup>(115)</sup> 90.61	10:05.70 <sup>(114)</sup> 1:27.14 <sup>(105)</sup>	13:12.64 <sup>(99)</sup> 75.63:45.32 <sup>(116)</sup>
							74.63:06.94 <sup>(95)</sup> 75.1
[2]	6.44 <sup>(87)</sup> 54.8	15.60 <sup>(87)</sup> 118.72	2:47.24 <sup>(95)</sup> 31.64 <sup>(97)</sup>	5:04.95 <sup>(96)</sup> 77.22	6:38.34 <sup>(95)</sup> 17.71 <sup>(98)</sup>	11:27.06 <sup>(99)</sup> 85.01	13:56.89 <sup>(121)</sup> 33.39 <sup>(93)</sup>
							70.54:48.72 <sup>(101)</sup> 58.22:29.83 <sup>(6)</sup> 93.7
<b>113. 297 COSER Matteo</b>		I	Opel Corsa	Destra 4		A 1600	<b>13:14.02</b>
[1]	7.38 <sup>(145)</sup> 47.8	17.14 <sup>(138)</sup> 111.42	2:47.84 <sup>(138)</sup> 30.70 <sup>(139)</sup>	5:01.05 <sup>(132)</sup> 77.62	6:30.03 <sup>(124)</sup> 87.81	10:10.07 <sup>(118)</sup> 1:28.98 <sup>(119)</sup>	13:14.02 <sup>(100)</sup> 74.03:40.04 <sup>(112)</sup>
							76.43:03.95 <sup>(90)</sup> 76.3
[2]	6.63 <sup>(93)</sup> 53.2	16.00 <sup>(96)</sup> 116.02	2:44.82 <sup>(89)</sup> 28.82 <sup>(88)</sup>	4:57.86 <sup>(85)</sup> 78.62	6:26.12 <sup>(80)</sup> 13.04 <sup>(84)</sup>	10:27.30 <sup>(80)</sup> 87.91	14:29.15 <sup>(122)</sup> 28.26 <sup>(73)</sup>
							74.64:01.18 <sup>(82)</sup> 69.74:01.85 <sup>(97)</sup> 58.1
<b>114. 243 ANESI David</b>		I	Peugeot 106 Rallye			N 1600	<b>13:16.71</b>
[1]	6.55 <sup>(119)</sup> 53.9	15.94 <sup>(127)</sup> 115.82	2:46.12 <sup>(133)</sup> 30.18 <sup>(135)</sup>	4:58.24 <sup>(125)</sup> 77.92	6:28.31 <sup>(123)</sup> 88.61	10:09.46 <sup>(117)</sup> 1:30.07 <sup>(124)</sup>	13:16.71 <sup>(101)</sup> 73.13:41.15 <sup>(113)</sup>
							76.03:07.25 <sup>(98)</sup> 75.0
[2]	6.53 <sup>(90)</sup> 54.0	15.89 <sup>(93)</sup> 116.22	2:47.95 <sup>(98)</sup> 32.06 <sup>(98)</sup>	5:01.56 <sup>(90)</sup> 76.92	6:34.06 <sup>(89)</sup> 13.61 <sup>(87)</sup>	10:43.88 <sup>(89)</sup> 87.61	14:07.95 <sup>(122)</sup> 32.50 <sup>(89)</sup>
							71.24:09.82 <sup>(94)</sup> 67.33:24.07 <sup>(89)</sup> 68.8
<b>115. 247 DEMATTÈ Bruno</b>		I	Citroën Saxo Vts 16v	Destra 4		N 1600	<b>13:19.21</b>
[1]	6.62 <sup>(124)</sup> 53.3	16.38 <sup>(137)</sup> 111.42	2:40.35 <sup>(116)</sup> 23.97 <sup>(114)</sup>	4:53.09 <sup>(116)</sup> 81.32	6:22.66 <sup>(118)</sup> 88.11	10:09.19 <sup>(116)</sup> 1:29.57 <sup>(121)</sup>	13:19.21 <sup>(102)</sup> 73.63:46.53 <sup>(117)</sup>
							74.23:10.02 <sup>(102)</sup> 73.9
[2]	6.70 <sup>(96)</sup> 52.7	16.58 <sup>(102)</sup> 110.02	2:47.74 <sup>(96)</sup> 31.16 <sup>(96)</sup>	5:09.51 <sup>(102)</sup> 77.42	6:45.57 <sup>(107)</sup> 82.51	10:52.95 <sup>(94)</sup> 1:36.06 <sup>(100)</sup>	14:17.59 <sup>(122)</sup> 68.64:07.38 <sup>(91)</sup>
							68.03:24.64 <sup>(90)</sup> 68.6
<b>116. 254 MANCINI Paolo</b>		I	Renault Clio Rs Light	Piloti Senesi		RS 4	<b>13:19.93</b>
[1]	6.68 <sup>(128)</sup> 52.8	16.02 <sup>(124)</sup> 116.42	2:38.72 <sup>(112)</sup> 22.70 <sup>(109)</sup>	4:51.62 <sup>(117)</sup> 82.02	6:20.48 <sup>(116)</sup> 88.01	10:07.66 <sup>(115)</sup> 1:28.86 <sup>(118)</sup>	13:19.93 <sup>(103)</sup> 74.13:47.18 <sup>(121)</sup>
							74.03:12.27 <sup>(105)</sup> 73.0
[2]	6.49 <sup>(89)</sup> 54.4	16.00 <sup>(96)</sup> 114.32	2:48.32 <sup>(100)</sup> 32.32 <sup>(102)</sup>	5:05.94 <sup>(99)</sup> 76.82	6:39.72 <sup>(97)</sup> 17.62 <sup>(97)</sup>	10:51.12 <sup>(93)</sup> 85.01	14:20.77 <sup>(122)</sup> 33.78 <sup>(96)</sup>
							70.24:11.40 <sup>(95)</sup> 66.93:29.65 <sup>(93)</sup> 67.0
<b>117. 221 ARCOZZI Elia</b>		I	Renault Clio Rs			N 2000	<b>13:20.41</b>
[1]	6.59 <sup>(122)</sup> 53.5	15.93 <sup>(120)</sup> 116.42	2:45.17 <sup>(131)</sup> 29.24 <sup>(131)</sup>	4:59.50 <sup>(129)</sup> 78.42	6:30.72 <sup>(125)</sup> 87.11	2:05:14.69 <sup>(142)</sup> 1:31.22 <sup>(128)</sup>	13:20.41 <sup>(104)</sup> 1:58:43.97 <sup>(142)</sup>
							2.4
[2]	7.05 <sup>(108)</sup> 50.0	16.32 <sup>(109)</sup> 117.32	2:43.95 <sup>(88)</sup> 27.63 <sup>(84)</sup>	4:55.86 <sup>(81)</sup> 79.32	6:24.61 <sup>(79)</sup> 11.91 <sup>(81)</sup>	10:28.23 <sup>(81)</sup> 88.71	13:41.57 <sup>(117)</sup> 28.75 <sup>(76)</sup>
							74.24:03.62 <sup>(88)</sup> 69.03:13.34 <sup>(74)</sup> 72.6
<b>118. 239 TOMASELLI Luca</b>		I	Suzuki Swift	Pintarally Motorsport		N 1600	<b>13:24.70</b>
[1]	6.69 <sup>(129)</sup> 52.7	16.63 <sup>(134)</sup> 109.42	2:41.11 <sup>(120)</sup> 24.48 <sup>(117)</sup>	4:54.76 <sup>(127)</sup> 81.02	6:24.38 <sup>(120)</sup> 87.51	10:12.23 <sup>(119)</sup> 1:29.62 <sup>(122)</sup>	13:24.70 <sup>(105)</sup> 73.53:47.85 <sup>(122)</sup>
							73.83:12.47 <sup>(107)</sup> 72.9
[2]	6.96 <sup>(105)</sup>	17.22 <sup>(108)</sup>	2:42.54 <sup>(83)</sup>	4:55.92 <sup>(82)</sup>	6:27.76 <sup>(82)</sup>	10:31.67 <sup>(83)</sup>	13:52.39 <sup>(120)</sup>
							74.8 A:109.1 B:119.1 C:81.8

P. N. Conducente		Naz	Vettura	Scuderia	Classe			Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	
50.7	10.26 <sup>(107)</sup>	106.02:25.32 <sup>(79)</sup>	80.52:13.38 <sup>(86)</sup>	87.71:31.84 <sup>(86)</sup>	71.74:03.91 <sup>(89)</sup>	68.93:20.72 <sup>(83)</sup>	69.9	
<b>119.</b>	<b>242</b>	<b>VALENTINI Mauro</b>	I	Suzuki Swift	Pintarally Motorsport	N 1600		<b>13:25.93</b>
[1]	7.10 <sup>(141)</sup>	17.39 <sup>(140)</sup>	2:43.76 <sup>(123)</sup>	4:57.35 <sup>(123)</sup>	6:26.43 <sup>(121)</sup>	10:13.30 <sup>(120)</sup>	<b>13:25.93</b> <sup>(106)</sup>	77.3 A:108.9 B:120.4 C:84.7 +3:50.91
	49.7	10.29 <sup>(140)</sup>	105.72:26.37 <sup>(121)</sup>	79.92:13.59 <sup>(127)</sup>	87.61:29.08 <sup>(120)</sup>	74.03:46.87 <sup>(119)</sup>	74.13:12.63 <sup>(108)</sup>	72.9
[2]	6.79 <sup>(101)</sup>	17.09 <sup>(107)</sup>	2:43.54 <sup>(86)</sup>	4:56.87 <sup>(84)</sup>	6:27.60 <sup>(81)</sup>	10:28.95 <sup>(82)</sup>	<b>13:50.51</b> <sup>(119)</sup>	75.0 A:108.4 B:118.8 C:82.0
	52.0	10.30 <sup>(108)</sup>	105.62:26.45 <sup>(82)</sup>	79.92:13.33 <sup>(85)</sup>	87.81:30.73 <sup>(83)</sup>	72.64:01.35 <sup>(83)</sup>	69.73:21.56 <sup>(84)</sup>	69.7
<b>120.</b>	<b>123</b>	<b>ZUCOL Nicola</b>	I	Bmw 320 I	Destra 4	E1 2000		<b>13:29.86</b>
[1]	6.78 <sup>(134)</sup>	16.48 <sup>(132)</sup>	2:47.00 <sup>(137)</sup>	4:59.24 <sup>(127)</sup>	6:27.55 <sup>(122)</sup>	10:17.87 <sup>(121)</sup>	<b>13:29.86</b> <sup>(107)</sup>	76.9 A:112.3 B:129.8 C:88.7 +3:54.84
	52.0	9.70 <sup>(133)</sup>	112.72:30.52 <sup>(137)</sup>	77.72:12.24 <sup>(120)</sup>	88.51:28.31 <sup>(112)</sup>	74.63:50.32 <sup>(128)</sup>	73.03:11.99 <sup>(104)</sup>	73.1
[2]	6.62 <sup>(92)</sup>	15.96 <sup>(94)</sup>	2:46.19 <sup>(92)</sup>	5:00.33 <sup>(88)</sup>	6:30.64 <sup>(86)</sup>	10:32.91 <sup>(85)</sup>		A:116.3 B:129.1 C:88.7
	53.3	9.34 <sup>(95)</sup>	116.42:30.23 <sup>(93)</sup>	77.92:14.14 <sup>(89)</sup>	87.21:30.31 <sup>(82)</sup>	72.94:02.27 <sup>(85)</sup>	69.4	
<b>121.</b>	<b>177</b>	<b>CAPUZZO Maurizio</b>	I	Citroën C2 R2		A 1600		<b>13:29.90</b>
[1]	6.51 <sup>(118)</sup>	15.44 <sup>(108)</sup>	2:44.75 <sup>(128)</sup>	5:04.62 <sup>(136)</sup>	6:36.66 <sup>(134)</sup>	10:26.44 <sup>(130)</sup>	<b>13:36.20</b> <sup>(111)</sup>	76.3 A:124.6 B:131.8 C:87.8 +3:54.88
	54.2	8.93 <sup>(102)</sup>	121.72:29.31 <sup>(133)</sup>	78.42:19.87 <sup>(138)</sup>	83.61:32.04 <sup>(129)</sup>	71.63:49.78 <sup>(126)</sup>	73.23:09.76 <sup>(101)</sup>	74.0
[2]	7.04 <sup>(107)</sup>	16.16 <sup>(99)</sup>	2:45.57 <sup>(90)</sup>	4:59.57 <sup>(87)</sup>	6:30.61 <sup>(85)</sup>	10:23.70 <sup>(78)</sup>	<b>13:29.90</b> <sup>(108)</sup>	76.9 A:121.2 B:131.9 C:84.5
	50.1	9.12 <sup>(88)</sup>	119.22:29.41 <sup>(90)</sup>	78.32:14.00 <sup>(88)</sup>	87.31:31.04 <sup>(84)</sup>	72.43:53.09 <sup>(74)</sup>	72.13:06.20 <sup>(69)</sup>	75.4
<b>122.</b>	<b>256</b>	<b>MANDELLI Eugenio</b>	I	Renault Clio Rs Light	Valcuvia Corse	RS 4		<b>13:31.93</b>
[1]	6.63 <sup>(125)</sup>	16.30 <sup>(130)</sup>	2:44.63 <sup>(127)</sup>	5:00.93 <sup>(137)</sup>	6:33.58 <sup>(137)</sup>	10:20.25 <sup>(123)</sup>	<b>13:31.93</b> <sup>(108)</sup>	76.7 A:113.2 B:126.7 C:84.1 +3:56.91
	53.2	9.67 <sup>(131)</sup>	112.42:28.33 <sup>(126)</sup>	78.92:16.30 <sup>(134)</sup>	85.81:32.65 <sup>(132)</sup>	71.13:46.67 <sup>(118)</sup>	74.23:11.68 <sup>(103)</sup>	73.2
[2]	6.79 <sup>(101)</sup>	16.77 <sup>(103)</sup>	2:56.20 <sup>(107)</sup>	5:18.33 <sup>(105)</sup>	6:54.54 <sup>(103)</sup>	10:55.38 <sup>(95)</sup>	<b>14:14.94</b> <sup>(122)</sup>	72.8 A:109.3 B:116.4 C:76.1
	52.0	9.98 <sup>(103)</sup>	108.92:39.43 <sup>(107)</sup>	73.42:22.13 <sup>(103)</sup>	82.31:36.21 <sup>(101)</sup>	68.54:00.84 <sup>(81)</sup>	69.83:19.56 <sup>(82)</sup>	70.4
<b>123.</b>	<b>252</b>	<b>FACCENDA Filippo</b>	I	Citroën Saxo Vts 16v	Destra 4	N 1600		<b>13:32.80</b>
[1]	6.43 <sup>(106)</sup>	16.02 <sup>(124)</sup>	2:44.91 <sup>(129)</sup>	4:59.56 <sup>(130)</sup>	6:31.80 <sup>(128)</sup>	10:19.79 <sup>(122)</sup>	<b>13:32.80</b> <sup>(109)</sup>	76.6 A:113.1 B:126.3 C:84.5 +3:57.78
	54.9	9.59 <sup>(130)</sup>	113.42:28.89 <sup>(128)</sup>	78.62:14.65 <sup>(130)</sup>	86.91:32.24 <sup>(130)</sup>	71.43:47.99 <sup>(123)</sup>	73.73:13.01 <sup>(109)</sup>	72.7
[2]	6.40 <sup>(83)</sup>	16.55 <sup>(101)</sup>	2:46.42 <sup>(93)</sup>	5:02.20 <sup>(92)</sup>	6:34.56 <sup>(90)</sup>	10:37.24 <sup>(86)</sup>	<b>13:59.01</b> <sup>(122)</sup>	74.2 A:115.3 B:125.4 C:82.8
	55.1	10.15 <sup>(106)</sup>	107.12:29.87 <sup>(91)</sup>	78.12:15.78 <sup>(92)</sup>	86.21:32.36 <sup>(88)</sup>	71.34:02.68 <sup>(86)</sup>	69.33:21.77 <sup>(86)</sup>	69.6
<b>124.</b>	<b>248</b>	<b>GIAMPICCOLO Marco</b>	I	Peugeot 106 Rallye	Vimotorsport	N 1600		<b>13:35.86</b>
[1]	6.99 <sup>(139)</sup>	16.68 <sup>(135)</sup>	2:46.81 <sup>(136)</sup>	4:59.20 <sup>(126)</sup>	6:32.24 <sup>(129)</sup>	10:21.60 <sup>(124)</sup>	<b>13:35.86</b> <sup>(110)</sup>	76.3 A:113.6 B:129.4 C:86.3 +4:00.84
	50.5	9.69 <sup>(132)</sup>	112.22:30.13 <sup>(134)</sup>	77.92:12.39 <sup>(121)</sup>	88.41:33.04 <sup>(133)</sup>	70.83:49.36 <sup>(125)</sup>	73.33:14.26 <sup>(110)</sup>	72.3
[2]	7.25 <sup>(112)</sup>	16.98 <sup>(105)</sup>	2:50.06 <sup>(104)</sup>	5:09.68 <sup>(103)</sup>	6:42.58 <sup>(98)</sup>	10:41.21 <sup>(88)</sup>	<b>13:59.56</b> <sup>(122)</sup>	74.2 A:112.3 B:123.1 C:81.4
	48.7	9.73 <sup>(101)</sup>	111.72:33.08 <sup>(103)</sup>	76.42:19.62 <sup>(101)</sup>	83.81:32.90 <sup>(91)</sup>	70.93:58.63 <sup>(77)</sup>	70.53:18.35 <sup>(79)</sup>	70.8
<b>125.</b>	<b>223</b>	<b>BELLORTI Andrea</b>	I	Renault Clio Light		N 2000		<b>13:36.62</b>
[1]	6.66 <sup>(127)</sup>	16.03 <sup>(126)</sup>	2:46.71 <sup>(135)</sup>	5:03.45 <sup>(134)</sup>	6:34.15 <sup>(132)</sup>	10:24.23 <sup>(128)</sup>	<b>13:36.62</b> <sup>(112)</sup>	76.3 A:118.4 B:127.8 C:90.2 +4:01.60
	53.0	9.37 <sup>(125)</sup>	116.02:30.68 <sup>(138)</sup>	77.62:16.74 <sup>(135)</sup>	85.61:30.70 <sup>(127)</sup>	72.63:50.08 <sup>(127)</sup>	73.13:12.39 <sup>(106)</sup>	73.0
[2]	6.81 <sup>(103)</sup>	16.03 <sup>(98)</sup>	2:48.09 <sup>(99)</sup>	5:04.15 <sup>(94)</sup>	6:36.94 <sup>(92)</sup>	10:49.83 <sup>(92)</sup>	<b>14:13.09</b> <sup>(122)</sup>	73.0 A:119.4 B:124.8 C:89.3
	51.8	9.22 <sup>(91)</sup>	117.92:32.06 <sup>(98)</sup>	76.92:16.06 <sup>(93)</sup>	86.01:32.79 <sup>(90)</sup>	71.04:12.89 <sup>(97)</sup>	66.53:23.26 <sup>(88)</sup>	69.1
<b>126.</b>	<b>212</b>	<b>DALLAPÈ Luca</b>	I	Seat Ibiza Tdi	Destra 4	N 2000D		<b>13:37.79</b>
[1]	6.76 <sup>(133)</sup>	16.75 <sup>(136)</sup>	2:45.79 <sup>(132)</sup>	5:01.69 <sup>(133)</sup>	6:32.31 <sup>(130)</sup>	10:23.17 <sup>(125)</sup>	<b>13:37.79</b> <sup>(113)</sup>	76.2 A:111.0 B:122.4 C:82.8 +4:02.77
	52.2	9.99 <sup>(137)</sup>	108.82:29.04 <sup>(129)</sup>	78.52:15.90 <sup>(133)</sup>	86.11:30.62 <sup>(126)</sup>	72.73:50.86 <sup>(129)</sup>	72.83:14.62 <sup>(112)</sup>	72.1
[2]	6.82 <sup>(104)</sup>	16.93 <sup>(104)</sup>	2:50.10 <sup>(108)</sup>	5:09.25 <sup>(101)</sup>	6:43.99 <sup>(100)</sup>	10:49.50 <sup>(91)</sup>	<b>14:08.81</b> <sup>(122)</sup>	73.4 A:110.4 B:119.6 C:77.9
	51.7	10.11 <sup>(105)</sup>	107.52:33.17 <sup>(104)</sup>	76.42:19.15 <sup>(100)</sup>	84.11:34.74 <sup>(99)</sup>	69.54:05.51 <sup>(90)</sup>	68.53:19.31 <sup>(81)</sup>	70.4
<b>127.</b>	<b>241</b>	<b>BOLFELLI Fulvio</b>	I	Suzuki Swift	Pintarally Motorsport	N 1600		<b>13:38.58</b>
[1]	7.24 <sup>(143)</sup>	18.15 <sup>(143)</sup>	2:48.50 <sup>(139)</sup>	5:04.01 <sup>(135)</sup>	6:34.55 <sup>(133)</sup>	10:23.70 <sup>(126)</sup>	<b>13:38.58</b> <sup>(114)</sup>	76.1 A:101.9 B:120.5 C:84.5 +4:03.56
	48.7	10.91 <sup>(144)</sup>	99.72:30.35 <sup>(136)</sup>	77.82:15.51 <sup>(132)</sup>	86.31:30.54 <sup>(125)</sup>	72.83:49.15 <sup>(124)</sup>	73.43:14.88 <sup>(113)</sup>	72.0
[2]	7.16 <sup>(110)</sup>	17.88 <sup>(110)</sup>	2:48.39 <sup>(101)</sup>	5:04.73 <sup>(95)</sup>	6:37.91 <sup>(94)</sup>	10:45.30 <sup>(90)</sup>	<b>14:11.62</b> <sup>(122)</sup>	73.1 A:106.1 B:117.2 C:82.2
	49.3	10.72 <sup>(110)</sup>	101.42:30.51 <sup>(94)</sup>	77.72:16.34 <sup>(95)</sup>	85.81:33.18 <sup>(92)</sup>	70.74:07.39 <sup>(92)</sup>	68.03:26.32 <sup>(92)</sup>	68.0
<b>128.</b>	<b>246</b>	<b>NIDERIAUFNER Vittorio</b>	I	Citroën Saxo Vts 16v	Destra 4	N 1600		<b>13:38.83</b>
[1]	6.70 <sup>(130)</sup>	16.21 <sup>(128)</sup>	2:55.19 <sup>(141)</sup>	5:13.12 <sup>(138)</sup>	6:42.92 <sup>(135)</sup>	10:29.87 <sup>(132)</sup>	<b>13:38.83</b> <sup>(115)</sup>	76.1 A:120.7 C:86.2 +4:03.81
	52.7	9.51 <sup>(128)</sup>	114.32:38.98 <sup>(141)</sup>	73.62:17.93 <sup>(136)</sup>	84.81:29.80 <sup>(123)</sup>	73.43:46.95 <sup>(120)</sup>	74.13:08.96 <sup>(99)</sup>	74.3
[2]	6.57 <sup>(91)</sup>	15.98 <sup>(95)</sup>	2:38.88 <sup>(77)</sup>					A:121.2
	53.7	9.41 <sup>(98)</sup>	115.52:22.90 <sup>(75)</sup>	81.9				
<b>129.</b>	<b>233</b>	<b>PELLÈ Roberto</b>	I	Citroën Saxo Vts 16v	Destra 4	N 1600		<b>13:39.35</b>
[1]	7.18 <sup>(142)</sup>	17.48 <sup>(141)</sup>	2:44.08 <sup>(124)</sup>	4:59.40 <sup>(128)</sup>	6:31.79 <sup>(127)</sup>	10:23.83 <sup>(127)</sup>	<b>13:39.35</b> <sup>(116)</sup>	76.0 A:110.9 B:119.3 C:83.5 +4:04.33
	49.1	10.30 <sup>(141)</sup>	105.62:26.60 <sup>(122)</sup>	79.82:15.32 <sup>(131)</sup>	86.51:32.39 <sup>(131)</sup>	71.33:52.04 <sup>(130)</sup>	72.53:15.52 <sup>(114)</sup>	71.8
<b>130.</b>	<b>54</b>	<b>TOURTEL Mickael</b>	F	Gomez Gc 10		E2-SH 3000+		<b>13:43.53</b>
[1]	5.27 <sup>(49)</sup>	14.05 <sup>(68)</sup>	2:42.00 <sup>(121)</sup>	4:50.52 <sup>(112)</sup>	6:18.41 <sup>(112)</sup>	10:27.76 <sup>(131)</sup>	<b>13:43.53</b> <sup>(117)</sup>	75.6 A:123.7 B:134.0 C:94.7 +4:08.51
	66.9	8.78 <sup>(97)</sup>	123.82:27.95 <sup>(124)</sup>	79.12:08.52 <sup>(107)</sup>	91.01:27.89 <sup>(109)</sup>	75.04:09.35 <sup>(135)</sup>	67.43:15.77 <sup>(115)</sup>	71.7
<b>131.</b>	<b>135</b>	<b>CANNAVÒ Ignazio</b>	I	Peugeot 205	Best Lap	E1 1400		<b>13:47.33</b>
[1]	6.75 <sup>(132)</sup>	16.29 <sup>(129)</sup>	2:45.03 <sup>(130)</sup>	4:57.72 <sup>(124)</sup>	6:30.82 <sup>(126)</sup>	10:26.39 <sup>(129)</sup>	<b>13:47.33</b> <sup>(118)</sup>	75.3 A:110.8 B:127.2 C:84.6 +4:12.31
	52.3	9.54 <sup>(129)</sup>	114.02:28.74 <sup>(127)</sup>	78.72:12.69 <sup>(123)</sup>	88.21:33.10 <sup>(134)</sup>	70.83:55.57 <sup>(133)</sup>	71.43:20.94 <sup>(118)</sup>	69.9
[2]	6.71 <sup>(97)</sup>	15.67 <sup>(88)</sup>	2:47.83 <sup>(97)</sup>	5:02.40 <sup>(93)</sup>	6:36.16 <sup>(91)</sup>	10:37.95 <sup>(87)</sup>	<b>13:59.51</b> <sup>(122)</sup>	74.2 A:119.5 B:130.8 C:87.9

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.							
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax						
52.6	8.96 <sup>(83)</sup>	121.32	32.16 <sup>(100)</sup>	76.92	14.57 <sup>(90)</sup>	86.91	33.76 <sup>(95)</sup>	70.34	01.79 <sup>(84)</sup>	69.53	21.56 <sup>(84)</sup>	69.7	
<b>132.</b>	<b>9 GIULIANI Ivano</b>	<b>D</b>	<b>Lola Zytek</b>	<b>Etruria</b>	<b>D/E2-SS 3000</b>	<b>13:52.29</b>	74.8	A:133.9 B:152.9 C:101.2	+4:17.27				
[1]	4.75 <sup>(18)T</sup>	11.73 <sup>(20)T</sup>	2:17.96 <sup>(26)T</sup>	4:11.54 <sup>(26)T</sup>	5:27.48 <sup>(27)T</sup>	8:41.07 <sup>(28)T</sup>	<b>13:52.29</b> <sup>(119)</sup>						
	74.3	6.98 <sup>(23)</sup>	155.82	06.23 <sup>(28)</sup>	92.71	53.58 <sup>(26)</sup>	103.01	15.94 <sup>(24)</sup>	86.83	13.59 <sup>(32)</sup>	86.85	11.22 <sup>(127)</sup>	45.1
[2]	4.57 <sup>(9)T</sup>	11.14 <sup>(13)</sup>											
	77.2	6.57 <sup>(17)</sup>	165.5										A:136.5
<b>133.</b>	<b>138 CECCHIN Francesco</b>	<b>I</b>	<b>Peugeot 205</b>	<b>Halley Racing Team</b>	<b>E1 1400</b>	<b>13:54.86</b>	74.6	A:109.0 B:115.7 C:85.3	+4:19.84				
[1]	6.48 <sup>(11)T</sup>	16.48 <sup>(13)T</sup>	2:51.89 <sup>(14)T</sup>	5:11.61 <sup>(13)T</sup>	6:46.81 <sup>(13)T</sup>	10:40.39 <sup>(13)T</sup>	<b>13:54.86</b> <sup>(120)</sup>						
	54.4	10.00 <sup>(138)</sup>	108.72	35.41 <sup>(140)</sup>	75.32	19.72 <sup>(137)</sup>	83.71	35.20 <sup>(136)</sup>	69.23	53.58 <sup>(132)</sup>	72.03	14.47 <sup>(111)</sup>	72.2
<b>134.</b>	<b>238 BEGHER Walter</b>	<b>I</b>	<b>Suzuki Swift</b>	<b>Pintarally Motorsport</b>	<b>N 1600</b>	<b>13:57.94</b>	74.3	A:107.8 B:111.8 C:71.0	+4:22.92				
[1]	6.85 <sup>(13)T</sup>	17.23 <sup>(13)T</sup>	2:46.53 <sup>(13)T</sup>	5:14.69 <sup>(13)T</sup>	6:48.47 <sup>(13)T</sup>	10:41.93 <sup>(13)T</sup>	<b>13:57.94</b> <sup>(121)</sup>						
	51.5	10.38 <sup>(142)</sup>	104.72	29.30 <sup>(132)</sup>	78.42	28.16 <sup>(140)</sup>	79.01	33.78 <sup>(135)</sup>	70.23	53.46 <sup>(131)</sup>	72.03	16.01 <sup>(116)</sup>	71.6
[2]	7.18 <sup>(11)T</sup>	17.68 <sup>(10)T</sup>	2:49.94 <sup>(10)T</sup>	5:09.08 <sup>(10)T</sup>	6:43.06 <sup>(9)T</sup>	11:09.57 <sup>(9)T</sup>	<b>14:35.41</b> <sup>(122)</sup>						
	49.1	10.50 <sup>(109)</sup>	103.52	32.26 <sup>(101)</sup>	76.82	19.14 <sup>(99)</sup>	84.11	33.98 <sup>(97)</sup>	70.14	26.51 <sup>(99)</sup>	63.13	25.84 <sup>(91)</sup>	68.2
<b>135.</b>	<b>255 CROCE Elena</b>	<b>I</b>	<b>Renault Clio Rs</b>	<b>Red White</b>	<b>RS 4</b>	<b>14:41.34</b>	70.7	A:97.8 B:115.0 C:78.1	+5:06.32				
[1]	7.43 <sup>(14)T</sup>	18.16 <sup>(14)T</sup>	3:03.30 <sup>(14)T</sup>	5:31.95 <sup>(14)T</sup>	7:10.78 <sup>(14)T</sup>	11:17.53 <sup>(13)T</sup>	<b>14:41.34</b> <sup>(122)</sup>						
	47.5	10.73 <sup>(143)</sup>	101.32	45.14 <sup>(145)</sup>	70.82	28.65 <sup>(141)</sup>	78.71	38.83 <sup>(139)</sup>	66.74	06.75 <sup>(134)</sup>	68.13	23.81 <sup>(119)</sup>	68.9
<b>136.</b>	<b>81 GALLINA Silvano</b>	<b>I</b>	<b>Jaguar Type-S</b>		<b>E1 3000</b>	<b>14:44.12</b>	69.4	A:106.3 B:122.7 C:80.8	+5:09.10				
[1]	8.44 <sup>(14)T</sup>	18.68 <sup>(14)T</sup>	3:02.08 <sup>(14)T</sup>	5:32.27 <sup>(14)T</sup>	7:10.28 <sup>(13)T</sup>	11:21.21 <sup>(13)T</sup>	<b>14:57.65</b> <sup>(123)</sup>						
	41.8	10.24 <sup>(139)</sup>	106.22	43.40 <sup>(143)</sup>	71.62	30.19 <sup>(142)</sup>	77.91	38.01 <sup>(138)</sup>	67.24	10.93 <sup>(136)</sup>	67.03	36.44 <sup>(123)</sup>	64.9
[2]	6.98 <sup>(10)T</sup>	17.06 <sup>(10)T</sup>	2:56.99 <sup>(10)T</sup>	5:23.52 <sup>(10)T</sup>	7:00.67 <sup>(10)T</sup>	11:12.70 <sup>(9)T</sup>	<b>14:44.12</b> <sup>(123)</sup>						
	50.5	10.08 <sup>(104)</sup>	107.92	39.93 <sup>(108)</sup>	73.22	26.53 <sup>(106)</sup>	79.81	37.15 <sup>(103)</sup>	67.84	12.03 <sup>(96)</sup>	66.73	31.42 <sup>(94)</sup>	66.4
<b>137.</b>	<b>258 TACCHINI Mario</b>	<b>I</b>	<b>Fiat Punto Sporting 1.2 16v</b>	<b>Sc. del Portello</b>	<b>RS 2</b>	<b>15:05.63</b>	68.8	A:92.4 B:100.0 C:76.4	+5:30.61				
[1]	7.55 <sup>(14)T</sup>	19.84 <sup>(15)T</sup>	3:01.91 <sup>(14)T</sup>	5:28.21 <sup>(14)T</sup>	7:08.63 <sup>(13)T</sup>	11:26.00 <sup>(13)T</sup>	<b>15:05.63</b> <sup>(125)</sup>						
	46.7	12.29 <sup>(150)</sup>	88.52	42.07 <sup>(142)</sup>	72.22	26.30 <sup>(139)</sup>	80.01	40.42 <sup>(140)</sup>	65.64	17.37 <sup>(138)</sup>	65.33	39.63 <sup>(125)</sup>	63.9
<b>138.</b>	<b>85 BARALDI Massimiliano</b>	<b>I</b>	<b>Porsche 996</b>		<b>GTCUP 3000+</b>	<b>15:19.15</b>	67.8	A:93.6 B:111.2 C:79.8	+5:44.13				
[1]	6.94 <sup>(13)T</sup>	18.28 <sup>(14)T</sup>	3:15.40 <sup>(14)T</sup>	5:47.89 <sup>(14)T</sup>	7:29.59 <sup>(14)T</sup>	11:45.10 <sup>(13)T</sup>	<b>15:19.15</b> <sup>(126)</sup>						
	50.8	11.34 <sup>(146)</sup>	95.92	57.12 <sup>(148)</sup>	66.12	32.49 <sup>(144)</sup>	76.71	41.70 <sup>(141)</sup>	64.84	15.51 <sup>(137)</sup>	65.83	34.05 <sup>(121)</sup>	65.6
[2]	7.14 <sup>(10)T</sup>	17.88 <sup>(11)T</sup>	3:10.83 <sup>(10)T</sup>	5:44.53 <sup>(10)T</sup>	7:25.96 <sup>(10)T</sup>	11:48.14 <sup>(10)T</sup>	<b>15:21.57</b> <sup>(127)</sup>						
	49.4	10.74 <sup>(111)</sup>	101.22	52.95 <sup>(110)</sup>	67.62	33.70 <sup>(107)</sup>	76.71	41.43 <sup>(105)</sup>	65.04	22.18 <sup>(98)</sup>	64.13	33.43 <sup>(95)</sup>	65.8
<b>139.</b>	<b>251 BORRELLI Elio</b>	<b>I</b>	<b>Peugeot 106 Xsi</b>		<b>N 1600</b>	<b>15:35.53</b>	66.6	A:93.3 B:96.6 C:75.8	+6:00.51				
[1]	6.74 <sup>(13)T</sup>	18.16 <sup>(14)T</sup>	3:14.71 <sup>(14)T</sup>	5:52.90 <sup>(14)T</sup>	7:39.25 <sup>(14)T</sup>	11:58.20 <sup>(13)T</sup>	<b>15:35.53</b> <sup>(127)</sup>						
	52.3	11.42 <sup>(147)</sup>	95.22	56.55 <sup>(147)</sup>	66.32	38.19 <sup>(145)</sup>	74.01	46.35 <sup>(143)</sup>	61.94	18.95 <sup>(139)</sup>	64.93	37.33 <sup>(124)</sup>	64.6
<b>140.</b>	<b>253 ACCARINO Roberto</b>	<b>I</b>	<b>Mggr 105</b>	<b>Valsusa Motorteam</b>	<b>N 1400</b>	<b>15:38.12</b>	66.4	A:90.0 B:94.0 C:74.6	+6:03.10				
[1]	7.34 <sup>(14)T</sup>	18.83 <sup>(14)T</sup>	3:19.61 <sup>(14)T</sup>	5:58.19 <sup>(14)T</sup>	7:42.96 <sup>(14)T</sup>	12:02.96 <sup>(14)T</sup>	<b>15:38.12</b> <sup>(128)</sup>						
	48.1	11.49 <sup>(148)</sup>	94.63	00.78 <sup>(149)</sup>	64.72	38.58 <sup>(146)</sup>	73.81	44.77 <sup>(142)</sup>	62.94	20.00 <sup>(141)</sup>	64.73	35.16 <sup>(122)</sup>	65.3
[2]	7.47 <sup>(11)T</sup>	19.28 <sup>(11)T</sup>	3:44.21 <sup>(11)T</sup>	6:51.50 <sup>(11)T</sup>	8:47.76 <sup>(10)T</sup>	13:52.11 <sup>(10)T</sup>	<b>17:54.18</b> <sup>(136)</sup>						
	47.2	11.81 <sup>(113)</sup>	92.13	24.93 <sup>(112)</sup>	57.73	07.29 <sup>(111)</sup>	62.51	56.26 <sup>(108)</sup>	56.75	04.35 <sup>(102)</sup>	55.24	02.07 <sup>(98)</sup>	58.0
<b>141.</b>	<b>257 MARCHESANI Andrea</b>	<b>I</b>	<b>Fiat 500</b>		<b>RS 2</b>	<b>16:08.67</b>		A:97.5 B:106.4	+6:33.65				
[1]	7.71 <sup>(14)T</sup>	19.33 <sup>(14)T</sup>	3:03.68 <sup>(14)T</sup>	5:35.51 <sup>(14)T</sup>									
	45.8	11.62 <sup>(149)</sup>	93.62	44.35 <sup>(144)</sup>	71.22	31.83 <sup>(143)</sup>	77.1						
[2]	7.92 <sup>(11)T</sup>	19.93 <sup>(11)T</sup>	3:11.32 <sup>(11)T</sup>	5:46.66 <sup>(10)T</sup>	7:33.28 <sup>(10)T</sup>	12:12.88 <sup>(10)T</sup>	<b>16:08.67</b> <sup>(130)</sup>						
	44.5	12.01 <sup>(114)</sup>	90.52	51.39 <sup>(109)</sup>	68.32	35.34 <sup>(108)</sup>	75.31	46.62 <sup>(106)</sup>	61.84	39.60 <sup>(100)</sup>	60.13	55.79 <sup>(96)</sup>	59.5
<b>142.</b>	<b>46 CONCI Mario</b>	<b>I</b>	<b>Sanetti Honda</b>	<b>Realmotorsport</b>	<b>E2-SC 1600</b>	<b>16:57.12</b>	61.2	A:89.7 B:131.0 C:78.0	+7:22.10				
[1]	6.47 <sup>(11)T</sup>	17.69 <sup>(14)T</sup>	3:07.86 <sup>(14)T</sup>	5:50.67 <sup>(14)T</sup>	7:46.96 <sup>(14)T</sup>	12:06.01 <sup>(14)T</sup>	<b>16:57.12</b> <sup>(132)</sup>						
	54.5	11.22 <sup>(145)</sup>	96.92	50.17 <sup>(146)</sup>	68.82	42.81 <sup>(147)</sup>	71.91	56.29 <sup>(144)</sup>	56.74	19.05 <sup>(140)</sup>	64.94	51.11 <sup>(126)</sup>	48.2
[2]	6.64 <sup>(9)T</sup>	18.12 <sup>(11)T</sup>	3:21.46 <sup>(11)T</sup>	6:06.33 <sup>(11)T</sup>	7:57.11 <sup>(10)T</sup>								
	53.1	11.48 <sup>(112)</sup>	94.73	03.34 <sup>(111)</sup>	63.82	44.87 <sup>(109)</sup>	71.01	50.78 <sup>(107)</sup>	59.5				A:86.8 B:98.3 C:72.8
<b>143.</b>	<b>21 PALLER Friedrich</b>	<b>I</b>	<b>Formula Renault</b>	<b>Rennstall Mendel</b>	<b>D/E2-SS 2000</b>	<b>17:14.92</b>	60.2	A:155.6 B:171.1 C:107.3	+7:39.90				
[1]	4.89 <sup>(30)T</sup>	11.87 <sup>(21)T</sup>	2:10.33 <sup>(13)T</sup>	3:58.46 <sup>(11)T</sup>	5:10.27 <sup>(10)T</sup>	8:14.93 <sup>(10)T</sup>	<b>17:14.92</b> <sup>(134)</sup>						
	72.1	6.98 <sup>(23)</sup>	155.81	58.46 <sup>(11)</sup>	98.81	48.13 <sup>(12)</sup>	108.21	11.81 <sup>(9)</sup>	91.73	04.66 <sup>(11)</sup>	91.08	59.99 <sup>(133)</sup>	26.0
[2]	4.94 <sup>(29)T</sup>	11.86 <sup>(26)T</sup>	2:12.91 <sup>(18)T</sup>	4:00.68 <sup>(18)T</sup>	5:12.81 <sup>(15)T</sup>	8:23.67 <sup>(15)</sup>							
	71.4	6.92 <sup>(24)</sup>	157.12	01.05 <sup>(18)</sup>	96.71	47.77 <sup>(17)</sup>	108.61	12.13 <sup>(13)</sup>	91.33	10.86 <sup>(15)</sup>	88.1		A:154.6 B:173.4 C:109.0
<b>144.</b>	<b>27 HAFNER Armin</b>	<b>I</b>	<b>Gloria C8f</b>	<b>Rennstall Mendel</b>	<b>D/E2-SS 1600</b>	<b>19:49.47</b>	52.4	A:130.9 B:162.1 C:113.0	+10:14.45				
[1]	4.79 <sup>(20)T</sup>	12.71 <sup>(46)T</sup>	2:20.67 <sup>(32)T</sup>	4:12.66 <sup>(28)T</sup>	5:27.05 <sup>(25)T</sup>	8:34.16 <sup>(23)T</sup>	<b>19:49.47</b> <sup>(136)</sup>						
	73.7	7.92 <sup>(59)</sup>	137.32	07.96 <sup>(33)</sup>	91.41	51.99 <sup>(22)</sup>	104.51	14.39 <sup>(16)</sup>	88.63	07.11 <sup>(15)</sup>	89.11	15.31 <sup>(136)</sup>	20.8
[2]	4.87 <sup>(23)T</sup>	11.61 <sup>(19)T</sup>	2:12.41 <sup>(17)T</sup>	3:58.43 <sup>(14)T</sup>	5:10.27 <sup>(13)</sup>								
	72.4	6.74 <sup>(20)</sup>	161.32	00.80 <sup>(15)</sup>	96.91	46.02 <sup>(10)</sup>	110.41	11.84 <sup>(12)</sup>	91.7				A:137.0 B:160.1 C:110.7
<b>145.</b>	<b>29 MARCON Paolo</b>	<b>I</b>	<b>Predator's</b>		<b>D/E2-SS 1600</b>	<b>19:55.02</b>	52.1	A:122.9 B:133.4 C:86.0	+10:20.00				
[1]	5.45 <sup>(55)T</sup>	13.93 <sup>(65)T</sup>	2:33.96 <sup>(85)T</sup>	4:40.18 <sup>(89)T</sup>	6:04.71 <sup>(87)T</sup>	9:33.00 <sup>(82)T</sup>	<b>19:55.02</b> <sup>(137)</sup>						
	64.7	8.48 <sup>(84)</sup>	128.22	20.03 <sup>(91)</sup>	83.62	06.22 <sup>(93)</sup>	92.71	24.53 <sup>(89)</sup>	77.93	28.29 <sup>(78)</sup>	80.10	22.02 <sup>(135)</sup>	22.6

P. N.	Conduttore		Naz	Vettura			Scuderia	Classe		Tem./Dif.
	98m	400m		Sardagna	7t+Speed	Candriai		Norge	Arrivo	
[2]	5.58 <sup>(48)</sup> ⌊	14.22 <sup>(59)</sup> ⌊	2:29.68 <sup>(58)</sup> ⌊	4:29.64 <sup>(51)</sup> ⌊	5:51.39 <sup>(50)</sup>					A:125.5 B:135.3 C:94.6
	63.2	8.64 <sup>(73)</sup>	125.82:15.46 <sup>(54)</sup>	86.41:59.96 <sup>(50)</sup>	97.51:21.75 <sup>(50)</sup>	80.6				
<b>146.</b>	201	<b>VALLE Guido</b>	I	Mitsubishi Lancer Evo Vi				N 3000+		
[1]	5.90 <sup>(65)</sup> ⌊	13.85 <sup>(63)</sup> ⌊	2:25.38 <sup>(55)</sup> ⌊	4:23.39 <sup>(53)</sup> ⌊	5:42.68 <sup>(50)</sup> ⌊	9:07.31 <sup>(54)</sup>				A:136.3 B:162.3 C:100.9
	59.8	7.95 <sup>(61)</sup>	136.82:11.53 <sup>(49)</sup>	89.01:58.01 <sup>(50)</sup>	99.11:19.29 <sup>(45)</sup>	83.13:24.63 <sup>(68)</sup>	82.2			
<b>147.</b>	211	<b>BARDINI James</b>	I	Mitsubishi Lancer Evo Ix			Hawk Racing Club	N 3000+		
[1]	5.57 <sup>(58)</sup> ⌊	14.31 <sup>(74)</sup> ⌊	2:35.80 <sup>(98)</sup> ⌊	4:45.21 <sup>(105)</sup> ⌊	6:11.19 <sup>(101)</sup>					A:112.1 B:135.9 C:93.3
	63.3	8.74 <sup>(96)</sup>	124.42:21.49 <sup>(100)</sup>	82.72:09.41 <sup>(110)</sup>	90.41:25.98 <sup>(100)</sup>	76.6				
<b>148.</b>	33	<b>MENEGHETTI Renzo</b>	I	Lucchini 06 Bmw			Vimotorsport	E2-SC 3000		
[1]	4.55 <sup>(9)</sup> ⌊	10.62 <sup>(7)</sup> ⌊	2:07.85 <sup>(8)</sup> ⌊	3:54.67 <sup>(9)</sup> ⌊	5:11.24 <sup>(11)</sup> ⌊	8:17.69 <sup>(11)</sup>				A:170.1 B:183.3 C:111.9
	77.5	6.07 <sup>(7)</sup>	179.11:57.23 <sup>(9)</sup>	99.81:46.82 <sup>(9)</sup>	109.51:16.57 <sup>(30)</sup>	86.03:06.45 <sup>(14)</sup>	90.2			
<b>149.</b>	181	<b>CIOFFI Alberto</b>	I	Peugeot 206 S1600			Sport Racing Team	A 1600		
[1]	6.37 <sup>(102)</sup> ⌊	15.03 <sup>(96)</sup> ⌊	2:35.27 <sup>(94)</sup> ⌊	4:38.75 <sup>(86)</sup> ⌊	6:01.56 <sup>(82)</sup>					A:114.1 B:140.7 C:96.5
	55.4	8.66 <sup>(93)</sup>	125.52:20.24 <sup>(95)</sup>	83.42:03.48 <sup>(83)</sup>	94.81:22.81 <sup>(74)</sup>	79.6				
<b>150.</b>	282	<b>STEFENELLI Franco</b>	I	Honda Integra Type R			Club 91 Squadracorse	A 2000		
[1]	6.25 <sup>(90)</sup> ⌊	15.29 <sup>(103)</sup>								A:109.3
	56.4	9.04 <sup>(107)</sup>	120.3							
<b>151.</b>	157	<b>DE LUCA Rino</b>	I	Peugeot 306			Vimotorsport	A 2000		
[1]	6.11 <sup>(76)</sup> ⌊	14.39 <sup>(76)</sup> ⌊	2:31.00 <sup>(74)</sup> ⌊	4:33.78 <sup>(76)</sup>						A:131.7 B:148.5
	57.7	8.28 <sup>(73)</sup>	131.32:16.61 <sup>(77)</sup>	85.62:02.78 <sup>(78)</sup>	95.3					

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

Risultati e Telemetrie a cura di Francesco Dariz