



61^a Trento - Bondone

Corsa Internazionale di Velocità in Salita

Prove Ufficiali Autovetture Moderne

Analisi Telemetrie A

F.I.A. European Hill-Climb Championship - Championnat d'Europe des Courses de Côte F.I.A.
 Campionato Italiano della Montagna - Coppa Italia - Trofeo Costruttori
 Trofeo Under 25 - Campionato Triveneto - Coppa di Classe C.I.V.M. - Coppa Dame
 Trofeo Scuderie - Challenge F.I.S.A.

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| P. N. | Condu | Naz | Vettura | Scuderia | Classe | Tem./Dif. | | |
|------------|------------------------|-------------------------|------------------------------|-----------------------------|-----------------------------|-----------------------------|--------------------------------|-----------------|
| 98m | 400m | Sardagna | 7t+Speed | Norge | Arrivo | | | |
| | | | Candriai | | VMed VMax | | | |
| 1. | 149 | DE TISI | Giorgio | I | Citroën C4 | A 3000+ | 11:04.62 | |
| [1] | 4.84 ⁽¹⁾ ↓ | 12.12 ⁽²⁾ ↓ | 2:17.91 ⁽²⁾ ↓ | 4:11.18 ⁽²⁾ ↓ | 5:27.21 ⁽²⁾ ↓ | 8:36.22 ⁽²⁾ ↓ | 11:27.27⁽³⁾ | |
| | 72.9 | 7.28 ⁽³⁾ | 149.32:05.79 ⁽²⁾ | 93.01:53.27 ⁽²⁾ | 103.31:16.03 ⁽²⁾ | 86.73:09.01 ⁽²⁾ | 88.92:51.05 ⁽⁹⁾ | |
| [2] | 4.66 ⁽¹⁾ ↓ | 11.84 ⁽¹⁾ ↓ | 2:13.49 ⁽¹⁾ ↓ | 4:02.02 ⁽¹⁾ ↓ | 5:15.63 ⁽¹⁾ ↓ | 8:30.60 ⁽¹⁾ ↓ | 11:04.62⁽¹⁾ | |
| | 75.7 | 7.18 ⁽¹⁾ | 151.42:01.65 ⁽¹⁾ | 96.21:48.53 ⁽¹⁾ | 107.81:13.61 ⁽¹⁾ | 89.53:14.97 ⁽¹⁾ | 86.22:34.02 ⁽¹⁾ | |
| 2. | 142 | BICCIATO | Rudi | I | Mitsubishi Lancer Evo Vi | Rennstall Mendel | A 3000+ | 11:11.00 |
| [1] | 5.05 ⁽⁴⁾ ↓ | 12.10 ⁽¹⁾ ↓ | 2:17.75 ⁽¹⁾ ↓ | 4:10.47 ⁽¹⁾ ↓ | 5:26.91 ⁽¹⁾ ↓ | 8:35.33 ⁽¹⁾ ↓ | 11:11.00⁽¹⁾ | |
| | 69.9 | 7.05 ⁽¹⁾ | 154.22:05.65 ⁽¹⁾ | 93.17:52.72 ⁽¹⁾ | 103.81:16.44 ⁽³⁾ | 86.23:08.42 ⁽¹⁾ | 89.22:35.67 ⁽¹⁾ | |
| 3. | 151 | NONES | Tiziano | I | Peugeot 206 Wrc | Vimotorsport | A 3000+ | 11:20.21 |
| [1] | 4.85 ⁽²⁾ ↓ | 12.27 ⁽⁴⁾ ↓ | 2:20.29 ⁽³⁾ ↓ | 4:14.36 ⁽³⁾ ↓ | 5:29.89 ⁽³⁾ ↓ | 8:39.67 ⁽³⁾ ↓ | 11:20.21⁽²⁾ | |
| | 72.7 | 7.42 ⁽⁵⁾ | 146.52:08.02 ⁽³⁾ | 91.41:54.07 ⁽³⁾ | 102.61:15.53 ⁽¹⁾ | 87.23:09.78 ⁽³⁾ | 88.62:40.54 ⁽²⁾ | |
| 4. | 174 | TINELLA | Rino | I | Peugeot 106 Rallye | Fasano Corse | A 1600 | 11:42.69 |
| [1] | 5.86 ⁽⁸⁾ ↓ | 13.80 ⁽⁸⁾ ↓ | 2:23.02 ⁽⁴⁾ ↓ | 4:20.49 ⁽⁴⁾ ↓ | 5:40.16 ⁽⁴⁾ ↓ | 8:57.72 ⁽⁴⁾ ↓ | 11:42.69⁽⁴⁾ | |
| | 60.2 | 7.94 ⁽⁸⁾ | 136.92:09.22 ⁽⁴⁾ | 90.51:57.47 ⁽⁴⁾ | 99.61:19.67 ⁽⁷⁾ | 82.73:17.56 ⁽⁶⁾ | 85.12:44.97 ⁽³⁾ | |
| 5. | 175 | DAPRÀ | Matteo | I | Renault Clio S1600 | Car Racing | A 1600 | 11:44.93 |
| [1] | 5.91 ⁽⁹⁾ ↓ | 14.01 ⁽⁹⁾ ↓ | 2:23.39 ⁽⁵⁾ ↓ | 4:21.38 ⁽⁵⁾ ↓ | 5:40.94 ⁽⁵⁾ ↓ | 8:58.35 ⁽⁵⁾ ↓ | 11:44.93⁽⁵⁾ | |
| | 59.7 | 8.10 ⁽⁹⁾ | 134.22:09.38 ⁽⁵⁾ | 90.41:57.99 ⁽⁵⁾ | 99.21:19.56 ⁽⁶⁾ | 82.83:17.41 ⁽⁵⁾ | 85.22:46.58 ⁽⁴⁾ | |
| [2] | 5.86 ⁽⁵⁾ ↓ | 13.91 ⁽⁵⁾ ↓ | 2:24.39 ⁽⁴⁾ ↓ | 4:22.69 ⁽³⁾ ↓ | 5:43.29 ⁽⁵⁾ ↓ | 9:11.51 ⁽⁵⁾ ↓ | 12:00.44⁽¹⁰⁾ | |
| | 60.2 | 8.05 ⁽⁵⁾ | 135.12:10.48 ⁽³⁾ | 89.71:58.30 ⁽⁵⁾ | 98.91:20.60 ⁽⁶⁾ | 81.73:28.22 ⁽⁵⁾ | 80.72:48.93 ⁽⁴⁾ | |
| 6. | 148 | NICOLINI | Pio | I | Skoda Fabia | Destra 4 | A 3000+ | 11:45.32 |
| [1] | 5.05 ⁽⁴⁾ ↓ | 12.25 ⁽³⁾ ↓ | 2:24.03 ⁽⁶⁾ ↓ | 4:23.29 ⁽⁷⁾ ↓ | 5:42.79 ⁽⁷⁾ ↓ | 8:58.60 ⁽⁶⁾ ↓ | 11:45.32⁽⁶⁾ | |
| | 69.9 | 7.20 ⁽²⁾ | 151.02:11.78 ⁽⁷⁾ | 88.81:59.26 ⁽⁷⁾ | 98.11:19.50 ⁽⁵⁾ | 82.93:15.81 ⁽⁴⁾ | 85.92:46.72 ⁽⁵⁾ | |
| [2] | 4.88 ⁽²⁾ ↓ | 12.09 ⁽²⁾ ↓ | 2:23.52 ⁽²⁾ ↓ | 4:19.90 ⁽²⁾ ↓ | 5:39.22 ⁽²⁾ ↓ | 9:06.21 ⁽²⁾ ↓ | 11:47.77⁽⁷⁾ | |
| | 72.3 | 7.21 ⁽²⁾ | 150.82:11.43 ⁽⁵⁾ | 89.01:56.38 ⁽²⁾ | 100.51:19.32 ⁽³⁾ | 83.13:26.99 ⁽³⁾ | 81.22:41.56 ⁽²⁾ | |
| 7. | 155 | FERRARI | Fabrizio | I | Renault Clio R3 | | A 2000 | 11:53.76 |
| [1] | 6.14 ⁽¹³⁾ ↓ | 14.40 ⁽¹¹⁾ ↓ | 2:24.14 ⁽⁷⁾ ↓ | 4:22.58 ⁽⁶⁾ ↓ | 5:41.82 ⁽⁶⁾ ↓ | 9:02.39 ⁽⁷⁾ ↓ | 11:53.76⁽⁷⁾ | |
| | 57.5 | 8.26 ⁽¹²⁾ | 131.62:09.74 ⁽⁶⁾ | 90.21:58.44 ⁽⁶⁾ | 98.81:19.24 ⁽⁴⁾ | 83.13:20.57 ⁽⁸⁾ | 83.82:51.37 ⁽¹²⁾ | |
| [2] | 6.16 ⁽¹⁰⁾ ↓ | 14.38 ⁽⁹⁾ ↓ | 2:24.70 ⁽⁵⁾ ↓ | 4:22.94 ⁽⁴⁾ ↓ | 5:42.95 ⁽³⁾ ↓ | 9:10.62 ⁽³⁾ ↓ | 12:01.19⁽¹¹⁾ | |
| | 57.3 | 8.22 ⁽⁸⁾ | 132.32:10.32 ⁽²⁾ | 89.81:58.24 ⁽⁴⁾ | 99.01:20.01 ⁽⁵⁾ | 82.33:27.67 ⁽⁴⁾ | 81.02:50.57 ⁽⁵⁾ | |
| 8. | 187 | VALENTINI | Michael | I | Renault Clio S1600 | Pintarally Motorsport | A 1600 | 11:55.67 |
| [1] | 6.43 ⁽²³⁾ ↓ | 14.64 ⁽¹⁵⁾ ↓ | 2:27.66 ⁽¹⁰⁾ ↓ | 4:27.55 ⁽⁹⁾ ↓ | 5:47.39 ⁽⁸⁾ ↓ | 9:07.01 ⁽⁸⁾ ↓ | 11:55.67⁽⁸⁾ | |
| | 54.9 | 8.21 ⁽¹¹⁾ | 132.42:13.02 ⁽⁸⁾ | 88.01:59.89 ⁽⁸⁾ | 97.61:19.84 ⁽⁸⁾ | 82.53:19.62 ⁽⁷⁾ | 84.22:48.66 ⁽⁷⁾ | |
| [2] | 6.08 ⁽⁸⁾ ↓ | 14.16 ⁽⁶⁾ ↓ | 2:24.96 ⁽⁶⁾ ↓ | 4:23.18 ⁽⁵⁾ ↓ | 5:43.14 ⁽⁴⁾ ↓ | 9:20.68 ⁽⁷⁾ ↓ | 12:16.16⁽¹⁶⁾ | |
| | 58.0 | 8.08 ⁽⁶⁾ | 134.62:10.80 ⁽⁴⁾ | 89.41:58.22 ⁽³⁾ | 99.01:19.96 ⁽⁴⁾ | 82.43:37.54 ⁽¹⁰⁾ | 77.32:55.48 ⁽⁹⁾ | |
| 9. | 159 | CAINELLI | Gianluca | I | Peugeot 306 Maxi | Pintarally Motorsport | A 2000 | 11:58.06 |
| [1] | 6.10 ⁽¹¹⁾ ↓ | 14.54 ⁽¹³⁾ ↓ | 2:29.36 ⁽¹²⁾ ↓ | 4:29.79 ⁽¹²⁾ ↓ | 5:49.77 ⁽¹⁰⁾ ↓ | 9:10.59 ⁽⁹⁾ ↓ | 11:58.06⁽⁹⁾ | |
| | 57.8 | 8.44 ⁽¹⁶⁾ | 128.82:14.82 ⁽¹²⁾ | 86.82:00.43 ⁽¹⁰⁾ | 97.21:19.98 ⁽⁹⁾ | 82.43:20.82 ⁽¹⁰⁾ | 83.72:47.47 ⁽⁶⁾ | |
| [2] | 6.02 ⁽⁷⁾ ↓ | 14.27 ⁽⁷⁾ ↓ | 2:27.02 ⁽⁸⁾ ↓ | 4:25.90 ⁽⁸⁾ ↓ | 5:44.82 ⁽⁷⁾ ↓ | 9:18.54 ⁽⁶⁾ ↓ | 12:09.67⁽¹²⁾ | |
| | 58.6 | 8.25 ⁽⁹⁾ | 131.82:12.75 ⁽⁹⁾ | 88.71:58.88 ⁽⁷⁾ | 98.41:18.92 ⁽²⁾ | 83.53:33.72 ⁽⁶⁾ | 78.72:51.13 ⁽⁶⁾ | |
| 10. | 143 | ACUNZO | Sandro | I | Mitsubishi Lancer Evo VII | Rubicone Corse | A 3000+ | 11:59.04 |
| [1] | 5.08 ⁽⁶⁾ ↓ | 12.63 ⁽⁶⁾ ↓ | | | | | A:135.7 | |
| | 69.4 | 7.55 ⁽⁶⁾ | 144.0 | | | | | |
| [2] | 4.90 ⁽³⁾ ↓ | 12.48 ⁽³⁾ ↓ | 2:23.95 ⁽³⁾ ↓ | 4:23.38 ⁽⁶⁾ ↓ | 5:44.58 ⁽⁶⁾ ↓ | 9:10.66 ⁽⁴⁾ ↓ | 11:59.04⁽¹⁰⁾ | |
| | 72.0 | 7.58 ⁽⁴⁾ | 143.42:11.47 ⁽⁶⁾ | 89.01:59.43 ⁽⁸⁾ | 98.01:21.20 ⁽⁸⁾ | 81.13:26.08 ⁽²⁾ | 81.62:48.38 ⁽³⁾ | |
| 11. | 145 | PEDRONI | Gabriella | I | Mitsubishi Lancer Evo VIII | | A 3000+ | 12:01.12 |
| [1] | 5.09 ⁽⁷⁾ ↓ | 12.37 ⁽⁵⁾ ↓ | 2:25.40 ⁽⁸⁾ ↓ | 4:25.73 ⁽⁸⁾ ↓ | 5:47.65 ⁽⁹⁾ ↓ | 9:11.72 ⁽¹¹⁾ ↓ | 12:01.12⁽¹⁰⁾ | |
| | 69.3 | 7.28 ⁽³⁾ | 149.32:13.03 ⁽⁹⁾ | 88.2:00.33 ⁽⁹⁾ | 97.21:21.92 ⁽¹⁴⁾ | 80.43:24.07 ⁽¹³⁾ | 82.42:49.40 ⁽⁸⁾ | |
| [2] | 5.04 ⁽⁴⁾ ↓ | 12.60 ⁽⁴⁾ ↓ | 2:31.82 ⁽¹²⁾ ↓ | 4:32.40 ⁽¹²⁾ ↓ | 5:58.59 ⁽¹²⁾ ↓ | 9:49.07 ⁽¹¹⁾ ↓ | 13:02.87⁽²⁴⁾ | |
| | 70.0 | 7.56 ⁽³⁾ | 143.82:19.22 ⁽¹²⁾ | 84.02:00.58 ⁽¹⁰⁾ | 97.01:26.19 ⁽¹⁴⁾ | 76.43:50.48 ⁽¹⁴⁾ | 72.93:13.80 ⁽¹⁶⁾ | |

| P. N. Conducente | | Naz | Vettura | Scuderia | Classe | Tem./Dif. | |
|----------------------------------------|-------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------------|---------------------------------------|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | VMed VMax |
| 12. 176 BOMMARTINI Fabrizio I | | | Honda Civic Type R | | | A 1600 | |
| [1] 6.31 ⁽¹⁸⁾ ⌋ | 14.92 ⁽²⁰⁾ ⌋ | 2:28.87 ⁽¹¹⁾ ⌋ | 4:29.73 ⁽¹¹⁾ ⌋ | 5:50.83 ⁽¹²⁾ ⌋ | 9:14.10 ⁽¹²⁾ ⌋ | 12:05.31 ⁽¹¹⁾ | 85.9 A:128.4 B:146.8 C:94.1 +1:00.69 |
| 55.9 | 8.61 ⁽²⁰⁾ | 126.32:13.95 ⁽¹⁰⁾ | 87.3:00.86 ⁽¹¹⁾ | 96.8:1:21.10 ⁽¹⁰⁾ | 81.2:3:23.27 ⁽¹¹⁾ | 82.7:5:51.21 ⁽¹¹⁾ | 82.0 |
| [2] 6.28 ⁽¹⁴⁾ ⌋ | 14.73 ⁽¹⁴⁾ | | | | | | A:133.0 |
| 56.2 | 8.45 ⁽¹⁴⁾ | 128.7 | | | | | |
| 13. 186 ZANELLA Daniele I | | | Renault Clio S1600 | | Pintarally Motorsport | A 1600 | |
| [1] 6.19 ⁽¹⁴⁾ ⌋ | 14.87 ⁽¹⁸⁾ ⌋ | 2:32.44 ⁽¹⁶⁾ ⌋ | 4:33.59 ⁽¹⁵⁾ ⌋ | 5:55.03 ⁽¹⁵⁾ ⌋ | 9:18.39 ⁽¹³⁾ ⌋ | 12:10.27 ⁽¹²⁾ | 85.3 A:127.2 B:148.2 C:94.6 +1:05.65 |
| 57.0 | 8.68 ⁽²³⁾ | 125.32:17.57 ⁽¹⁶⁾ | 85.0:2:01.15 ⁽¹³⁾ | 96.6:1:21.44 ⁽¹²⁾ | 80.9:3:23.36 ⁽¹²⁾ | 82.7:5:51.88 ⁽¹⁴⁾ | 81.7 |
| [2] 6.13 ⁽⁹⁾ ⌋ | 14.46 ⁽¹¹⁾ ⌋ | 2:26.89 ⁽⁷⁾ ⌋ | 4:25.71 ⁽⁷⁾ ⌋ | 5:46.52 ⁽⁸⁾ ⌋ | 9:20.70 ⁽⁸⁾ ⌋ | 12:24.61 ⁽¹⁷⁾ | 83.6 A:135.5 B:148.6 C:93.0 |
| 57.6 | 8.33 ⁽¹⁰⁾ | 130.52:12.43 ⁽⁸⁾ | 88.3:1:58.82 ⁽⁶⁾ | 98.5:1:20.81 ⁽⁷⁾ | 81.5:3:34.18 ⁽⁸⁾ | 78.5:3:03.91 ⁽¹²⁾ | 76.3 |
| 14. 147 "SILVERO" CZ | | | Skoda Octavia Wrc | | | A 3000+ | |
| [1] 4.85 ⁽²⁾ ⌋ | 12.64 ⁽⁷⁾ ⌋ | 2:26.76 ⁽⁹⁾ ⌋ | 4:28.91 ⁽¹⁰⁾ ⌋ | 5:50.65 ⁽¹¹⁾ ⌋ | 9:11.34 ⁽¹⁰⁾ ⌋ | 12:10.40 ⁽¹³⁾ | 85.3 A:124.8 B:152.0 C:100.0 +1:05.78 |
| 72.7 | 7.79 ⁽⁷⁾ | 139.62:14.12 ⁽¹¹⁾ | 87.2:2:02.15 ⁽¹⁴⁾ | 95.8:1:21.74 ⁽¹³⁾ | 80.6:3:20.69 ⁽⁹⁾ | 83.8:2:59.06 ⁽²²⁾ | 78.4 |
| 15. 185 CHECCUCCI LISI Federito | | | Peugeot 206 S1600 | | Pintarally Motorsport | A 1600 | |
| [1] 6.22 ⁽¹⁵⁾ ⌋ | 14.71 ⁽¹⁷⁾ ⌋ | 2:31.10 ⁽¹⁵⁾ ⌋ | 4:33.32 ⁽¹⁴⁾ ⌋ | 5:54.46 ⁽¹⁴⁾ ⌋ | 9:20.06 ⁽¹⁴⁾ ⌋ | 12:11.84 ⁽¹⁴⁾ | 85.1 A:130.0 B:141.2 C:94.7 +1:07.22 |
| 56.7 | 8.49 ⁽¹⁷⁾ | 128.12:16.39 ⁽¹⁴⁾ | 85.8:2:02.22 ⁽¹⁵⁾ | 95.7:1:21.14 ⁽¹¹⁾ | 81.2:3:25.60 ⁽¹⁵⁾ | 81.8:2:51.78 ⁽¹³⁾ | 81.7 |
| [2] 6.18 ⁽¹¹⁾ ⌋ | 14.55 ⁽¹²⁾ ⌋ | 2:28.69 ⁽¹⁰⁾ ⌋ | 4:31.08 ⁽¹⁰⁾ ⌋ | 5:54.41 ⁽¹¹⁾ ⌋ | 9:54.43 ⁽¹³⁾ ⌋ | 12:51.16 ⁽²²⁾ | 80.8 A:131.9 B:139.1 C:94.8 |
| 57.1 | 8.37 ⁽¹²⁾ | 129.92:14.14 ⁽¹⁰⁾ | 87.2:2:02.39 ⁽¹²⁾ | 95.6:1:23.33 ⁽¹¹⁾ | 79.1:4:00.02 ⁽¹⁷⁾ | 70.0:2:56.73 ⁽¹⁰⁾ | 79.4 |
| 16. 156 PARLATO Paolo I | | | Honda Civic Type R | | Borrett Team Motorsport | A 2000 | |
| [1] 6.33 ⁽²⁰⁾ ⌋ | 14.52 ⁽¹²⁾ ⌋ | 2:29.78 ⁽¹³⁾ ⌋ | 4:30.70 ⁽¹³⁾ ⌋ | 5:53.64 ⁽¹³⁾ ⌋ | 9:20.50 ⁽¹⁵⁾ ⌋ | 12:13.26 ⁽¹⁵⁾ | 84.9 A:134.0 B:147.1 C:97.4 +1:08.64 |
| 55.7 | 8.19 ⁽¹⁰⁾ | 132.72:15.26 ⁽¹³⁾ | 86.5:2:00.92 ⁽¹²⁾ | 96.8:1:22.94 ⁽¹⁶⁾ | 79.4:3:26.86 ⁽¹⁷⁾ | 81.3:2:52.76 ⁽¹⁵⁾ | 81.3 |
| [2] 6.20 ⁽¹²⁾ ⌋ | 14.40 ⁽¹⁰⁾ ⌋ | 2:34.96 ⁽¹³⁾ ⌋ | 4:41.28 ⁽¹³⁾ | | | | A:125.6 B:125.9 |
| 56.9 | 8.20 ⁽⁷⁾ | 132.62:20.56 ⁽¹⁴⁾ | 83.2:2:06.32 ⁽¹⁴⁾ | 92.6 | | | |
| 17. 178 DALSASS Alfonso I | | | Citroën Saxo Vts 16v | | Destra 4 | A 1600 | |
| [1] 6.49 ⁽²⁵⁾ ⌋ | 15.51 ⁽²⁷⁾ ⌋ | 2:35.02 ⁽¹⁹⁾ ⌋ | 4:41.99 ⁽²⁰⁾ ⌋ | 6:07.01 ⁽²⁰⁾ ⌋ | 9:42.03 ⁽¹⁹⁾ ⌋ | 12:40.08 ⁽²⁰⁾ | 81.9 A:124.2 B:139.5 C:91.7 +1:12.13 |
| 54.4 | 9.02 ⁽²⁵⁾ | 120.52:19.51 ⁽¹⁹⁾ | 83.9:2:06.97 ⁽²¹⁾ | 92.1:1:25.02 ⁽²¹⁾ | 77.5:3:35.02 ⁽²¹⁾ | 78.2:2:58.05 ⁽²⁰⁾ | 78.9 |
| [2] 6.35 ⁽¹⁶⁾ ⌋ | 15.12 ⁽¹⁵⁾ ⌋ | 2:27.48 ⁽⁹⁾ ⌋ | 4:27.87 ⁽⁹⁾ ⌋ | 5:49.65 ⁽⁹⁾ ⌋ | 9:23.60 ⁽⁹⁾ ⌋ | 12:16.75 ⁽¹⁶⁾ | 84.5 A:128.1 B:143.3 C:95.4 |
| 55.6 | 8.77 ⁽¹⁶⁾ | 124.02:12.36 ⁽⁷⁾ | 88.4:2:00.39 ⁽⁹⁾ | 97.2:1:21.78 ⁽⁹⁾ | 80.6:3:33.95 ⁽⁷⁾ | 78.6:2:53.15 ⁽⁷⁾ | 81.1 |
| 18. 182 MANCIN Michele I | | | Citroën Saxo Vts 16v | | New Rally Team | A 1600 | |
| [1] 5.99 ⁽¹⁰⁾ ⌋ | 14.58 ⁽¹⁴⁾ ⌋ | 2:33.69 ⁽¹⁷⁾ ⌋ | 4:38.74 ⁽¹⁸⁾ ⌋ | 6:01.93 ⁽¹⁸⁾ ⌋ | 9:26.04 ⁽¹⁶⁾ ⌋ | 12:17.09 ⁽¹⁶⁾ | 84.5 A:121.5 B:137.6 C:92.9 +1:12.47 |
| 58.9 | 8.59 ⁽¹⁹⁾ | 126.62:19.11 ⁽¹⁸⁾ | 84.2:2:05.05 ⁽¹⁹⁾ | 93.6:1:23.19 ⁽¹⁷⁾ | 79.2:3:24.11 ⁽¹⁴⁾ | 82.4:2:51.05 ⁽⁹⁾ | 82.1 |
| [2] 5.94 ⁽⁶⁾ ⌋ | 14.37 ⁽⁸⁾ ⌋ | 2:29.38 ⁽¹¹⁾ ⌋ | 4:31.18 ⁽¹¹⁾ ⌋ | 5:53.84 ⁽¹⁰⁾ ⌋ | 9:30.32 ⁽¹⁰⁾ ⌋ | 12:24.37 ⁽¹⁷⁾ | 83.7 A:129.4 B:139.7 C:93.5 |
| 59.4 | 8.43 ⁽¹³⁾ | 129.02:15.01 ⁽¹¹⁾ | 86.2:2:01.80 ⁽¹¹⁾ | 96.1:1:22.66 ⁽¹⁰⁾ | 79.7:3:36.48 ⁽⁹⁾ | 77.2:2:54.05 ⁽⁸⁾ | 80.7 |
| 19. 184 BONELLO Moreno I | | | Peugeot 106 Rallye | | G.S. Promotion | A 1600 | |
| [1] 6.27 ⁽¹⁷⁾ ⌋ | 15.37 ⁽²⁵⁾ ⌋ | 2:36.56 ⁽²²⁾ ⌋ | 4:42.54 ⁽²¹⁾ ⌋ | 6:05.98 ⁽¹⁹⁾ ⌋ | 9:32.24 ⁽¹⁷⁾ ⌋ | 12:26.23 ⁽¹⁷⁾ | 83.5 A:115.3 B:132.4 C:96.6 +1:21.61 |
| 56.3 | 9.10 ⁽²⁷⁾ | 119.52:21.19 ⁽²¹⁾ | 82.9:2:05.98 ⁽²⁰⁾ | 92.9:1:23.44 ⁽¹⁸⁾ | 79.0:3:26.26 ⁽¹⁶⁾ | 81.5:2:53.99 ⁽¹⁶⁾ | 80.7 |
| 20. 189 NARDELLI Carlo Alberto | | | Suzuki Swift S1600 | | Pintarally Motorsport | A 1600 | |
| [1] 6.60 ⁽²⁷⁾ ⌋ | 15.16 ⁽²³⁾ ⌋ | 2:33.74 ⁽¹⁸⁾ ⌋ | 4:37.65 ⁽¹⁷⁾ ⌋ | 6:01.85 ⁽¹⁷⁾ ⌋ | 9:34.71 ⁽¹⁸⁾ ⌋ | 12:29.43 ⁽¹⁸⁾ | 83.1 A:126.8 B:140.0 C:94.1 +1:24.81 |
| 53.5 | 8.56 ⁽¹⁸⁾ | 127.02:18.58 ⁽¹⁷⁾ | 84.4:2:03.91 ⁽¹⁸⁾ | 94.4:1:24.20 ⁽¹⁹⁾ | 78.2:3:32.86 ⁽¹⁹⁾ | 79.0:2:54.72 ⁽¹⁷⁾ | 80.4 |
| [2] 6.78 ⁽¹⁹⁾ ⌋ | 15.53 ⁽¹⁸⁾ ⌋ | 2:35.57 ⁽¹⁴⁾ ⌋ | 4:41.44 ⁽¹⁴⁾ ⌋ | 6:06.64 ⁽¹³⁾ ⌋ | 9:59.23 ⁽¹⁴⁾ ⌋ | 13:03.23 ⁽²⁴⁾ | 79.5 A:125.6 B:139.4 C:94.3 |
| 52.0 | 8.75 ⁽¹⁵⁾ | 124.32:20.04 ⁽¹³⁾ | 83.5:2:05.87 ⁽¹³⁾ | 93.0:1:25.20 ⁽¹²⁾ | 77.3:3:52.59 ⁽¹⁵⁾ | 72.3:3:04.00 ⁽¹³⁾ | 76.3 |
| 21. 188 GOTTARDI Cornelio I | | | Suzuki Ignis Super 1600 | | Pintarally Motorsport | A 1600 | |
| [1] 6.31 ⁽¹⁸⁾ ⌋ | 14.65 ⁽¹⁶⁾ ⌋ | 2:35.93 ⁽²¹⁾ ⌋ | 4:43.95 ⁽²²⁾ ⌋ | 6:08.17 ⁽²¹⁾ ⌋ | 9:42.36 ⁽²⁰⁾ ⌋ | 12:37.55 ⁽¹⁹⁾ | 82.2 A:126.8 B:140.7 C:93.8 +1:32.93 |
| 55.9 | 8.34 ⁽¹⁴⁾ | 130.42:21.28 ⁽²²⁾ | 82.8:2:08.02 ⁽²³⁾ | 91.4:1:24.22 ⁽²⁰⁾ | 78.2:3:34.19 ⁽²⁰⁾ | 78.5:2:55.19 ⁽¹⁸⁾ | 80.1 |
| [2] 6.37 ⁽¹⁷⁾ ⌋ | 14.72 ⁽¹³⁾ ⌋ | 2:35.76 ⁽¹⁵⁾ ⌋ | 4:42.76 ⁽¹⁵⁾ ⌋ | 6:08.12 ⁽¹⁴⁾ ⌋ | 9:52.56 ⁽¹²⁾ ⌋ | 12:51.40 ⁽²²⁾ | 80.7 A:120.6 B:141.1 C:92.4 |
| 55.4 | 8.35 ⁽¹¹⁾ | 130.22:21.04 ⁽¹⁵⁾ | 83.0:2:07.00 ⁽¹⁵⁾ | 92.1:1:25.36 ⁽¹³⁾ | 77.2:3:44.44 ⁽¹¹⁾ | 74.9:2:58.84 ⁽¹¹⁾ | 78.5 |
| 22. 179 DANESE Simone I | | | Peugeot 106 Rallye | | Play Sport | A 1600 | |
| [1] 6.39 ⁽²²⁾ ⌋ | 15.05 ⁽²²⁾ ⌋ | 2:37.12 ⁽²³⁾ ⌋ | 4:44.95 ⁽²³⁾ ⌋ | 6:10.66 ⁽²²⁾ ⌋ | 9:42.94 ⁽²¹⁾ ⌋ | 12:40.60 ⁽²¹⁾ | 81.9 A:121.1 B:139.3 C:90.2 +1:35.98 |
| 55.2 | 8.66 ⁽²¹⁾ | 125.52:22.07 ⁽²³⁾ | 82.4:2:07.83 ⁽²²⁾ | 91.5:1:25.71 ⁽²²⁾ | 76.9:3:32.28 ⁽¹⁸⁾ | 79.2:2:57.66 ⁽¹⁹⁾ | 79.0 |
| [2] 6.34 ⁽¹⁵⁾ ⌋ | 15.28 ⁽¹⁷⁾ ⌋ | 2:43.20 ⁽¹⁶⁾ ⌋ | 5:00.43 ⁽¹⁸⁾ ⌋ | 6:32.21 ⁽¹⁷⁾ ⌋ | 10:19.49 ⁽¹⁵⁾ ⌋ | 13:23.98 ⁽²⁵⁾ | 77.5 A:118.3 B:136.4 C:86.8 |
| 55.6 | 8.94 ⁽¹⁸⁾ | 121.62:27.92 ⁽¹⁶⁾ | 79.1:2:17.23 ⁽¹⁹⁾ | 85.3:1:31.78 ⁽¹⁷⁾ | 71.8:3:47.28 ⁽¹³⁾ | 74.0:3:04.49 ⁽¹⁴⁾ | 76.1 |
| 23. 191 TSCHOLL Lorenz I | | | Peugeot 106 | | Destra 4 | A 1600 | |
| [1] 6.79 ⁽²⁸⁾ ⌋ | 16.00 ⁽²⁸⁾ ⌋ | 2:40.14 ⁽²⁴⁾ ⌋ | 4:51.36 ⁽²⁵⁾ ⌋ | 6:18.35 ⁽²³⁾ ⌋ | 9:55.95 ⁽²³⁾ ⌋ | 12:54.05 ⁽²²⁾ | 80.5 A:122.4 B:132.3 C:90.6 +1:49.43 |
| 52.0 | 9.21 ⁽²⁸⁾ | 118.02:24.14 ⁽²⁴⁾ | 81.2:2:11.22 ⁽²⁵⁾ | 89.2:1:26.99 ⁽²³⁾ | 75.7:3:37.60 ⁽²³⁾ | 77.3:2:58.10 ⁽²¹⁾ | 78.8 |
| [2] 6.23 ⁽¹³⁾ ⌋ | 15.15 ⁽¹⁶⁾ ⌋ | 2:49.12 ⁽¹⁹⁾ ⌋ | 5:05.38 ⁽¹⁹⁾ ⌋ | 6:38.85 ⁽¹⁸⁾ ⌋ | 10:25.98 ⁽¹⁷⁾ | | A:123.2 B:129.2 C:85.9 |
| 56.6 | 8.92 ⁽¹⁷⁾ | 121.92:33.97 ⁽¹⁹⁾ | 76.0:2:16.26 ⁽¹⁸⁾ | 85.9:1:33.47 ⁽¹⁸⁾ | 70.5:3:47.13 ⁽¹²⁾ | 74.0 | |
| 24. 171 LOVATO Stefano I | | | Alfa Romeo 147 Sp | | | A 2000 | |
| [1] 6.45 ⁽²⁴⁾ ⌋ | 14.88 ⁽¹⁹⁾ ⌋ | 2:40.35 ⁽²⁵⁾ ⌋ | 4:50.68 ⁽²⁴⁾ ⌋ | 6:18.37 ⁽²⁴⁾ ⌋ | 9:54.88 ⁽²²⁾ ⌋ | 12:57.57 ⁽²³⁾ | 80.1 A:120.2 B:141.0 C:92.0 +1:52.95 |
| 54.7 | 8.43 ⁽¹⁵⁾ | 129.02:25.47 ⁽²⁵⁾ | 80.4:2:10.33 ⁽²⁴⁾ | 89.8:1:27.69 ⁽²⁴⁾ | 75.1:3:36.51 ⁽²²⁾ | 77.6:3:02.69 ⁽²³⁾ | 76.9 |
| 25. 297 COSER Matteo I | | | Opel Corsa | | Destra 4 | A 1600 | |
| [1] 7.38 ⁽²⁹⁾ | 17.14 ⁽²⁹⁾ | 2:47.84 ⁽²⁷⁾ | 5:01.05 ⁽²⁶⁾ | 6:30.03 ⁽²⁵⁾ | 10:10.07 ⁽²⁴⁾ | 13:14.02 ⁽²⁴⁾ | 78.4 A:108.8 B:127.3 C:89.7 +2:09.40 |

| P. N. Conduuttore | | Naz | Vettura | Scuderia | | Classe | | Tem./Dif. |
|--------------------------|--------------------------|------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------|---------------------------------|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | VMed VMax | |
| 47.8 | 9.76 ⁽²⁹⁾ | 111.42:30.70 ⁽²⁷⁾ | 77.62:13.21 ⁽²⁶⁾ | 87.81:28.98 ⁽²⁵⁾ | 74.03:40.04 ⁽²⁴⁾ | 76.43:03.95 ⁽²⁴⁾ | 76.3 | |
| [2] 6.63 ⁽¹⁸⁾ | 16.00 ⁽¹⁹⁾ | 2:44.82 ⁽¹⁷⁾ | 4:57.86 ⁽¹⁶⁾ | 6:26.12 ⁽¹⁵⁾ | 10:27.30 ⁽¹⁸⁾ | 14:29.15 ⁽²⁶⁾ | 71.7 | A:111.2 B:126.8 C:89.4 |
| 53.2 | 9.37 ⁽²⁰⁾ | 116.02:28.82 ⁽¹⁷⁾ | 78.62:13.04 ⁽¹⁶⁾ | 87.91:28.26 ⁽¹⁵⁾ | 74.64:01.18 ⁽¹⁸⁾ | 69.74:01.85 ⁽¹⁷⁾ | 58.1 | |
| 26.177 | CAPUZZO Maurizio | I | Citroën C2 R2 | | | A 1600 | | 13:29.90 |
| [1] 6.51 ⁽²⁶⁾ | 15.44 ⁽²⁶⁾ | 2:44.75 ⁽²⁶⁾ | 5:04.62 ⁽²⁷⁾ | 6:36.66 ⁽²⁶⁾ | 10:26.44 ⁽²⁵⁾ | 13:36.20 ⁽²⁵⁾ | 76.3 | A:124.6 B:131.8 C:87.8 +2:25.28 |
| 54.2 | 8.93 ⁽²⁴⁾ | 121.72:29.31 ⁽²⁶⁾ | 78.42:19.87 ⁽²⁷⁾ | 83.61:32.04 ⁽²⁶⁾ | 71.63:49.78 ⁽²⁵⁾ | 73.23:09.76 ⁽²⁵⁾ | 74.0 | |
| [2] 7.04 ⁽²⁰⁾ | 16.16 ⁽²⁰⁾ | 2:45.57 ⁽¹⁸⁾ | 4:59.57 ⁽¹⁷⁾ | 6:30.61 ⁽¹⁶⁾ | 10:23.70 ⁽¹⁶⁾ | 13:29.90 ⁽²⁵⁾ | 76.9 | A:121.2 B:131.9 C:84.5 |
| 50.1 | 9.12 ⁽¹⁹⁾ | 119.22:29.41 ⁽¹⁸⁾ | 78.32:14.00 ⁽¹⁷⁾ | 87.31:31.04 ⁽¹⁶⁾ | 72.43:53.09 ⁽¹⁶⁾ | 72.13:06.20 ⁽¹⁵⁾ | 75.4 | |
| 27.181 | CIOFFI Alberto | I | Peugeot 206 S1600 | | Sport Racing Team | A 1600 | | |
| [1] 6.37 ⁽²¹⁾ | 15.03 ⁽²¹⁾ | 2:35.27 ⁽²⁰⁾ | 4:38.75 ⁽¹⁹⁾ | 6:01.56 ⁽¹⁶⁾ | | | | A:114.1 B:140.7 C:96.5 |
| 55.4 | 8.66 ⁽²¹⁾ | 125.52:20.24 ⁽²⁰⁾ | 83.42:03.48 ⁽¹⁷⁾ | 94.81:22.81 ⁽¹⁵⁾ | 79.6 | | | |
| 28.282 | STEFENELLI Franco | I | Honda Integra Type R | | Club 91 Squadracorse | A 2000 | | |
| [1] 6.25 ⁽¹⁶⁾ | 15.29 ⁽²⁴⁾ | | | | | | | A:109.3 |
| 56.4 | 9.04 ⁽²⁶⁾ | 120.3 | | | | | | |
| 29.157 | DE LUCA Rino | I | Peugeot 306 | | Vimotorsport | A 2000 | | |
| [1] 6.11 ⁽¹²⁾ | 14.39 ⁽¹⁰⁾ | 2:31.00 ⁽¹⁴⁾ | 4:33.78 ⁽¹⁶⁾ | | | | | A:131.7 B:148.5 |
| 57.7 | 8.28 ⁽¹³⁾ | 131.32:16.61 ⁽¹⁵⁾ | 85.62:02.78 ⁽¹⁶⁾ | 95.3 | | | | |

A. Riva, Dir. di Gara _____

Risultati e Telemetrie a cura di Francesco Dariz