



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

## Corsa Internazionale di Velocità in Salita

### Auto Moderne

### Performance Analysis A

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



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P. N.	Condu	Naz	Vettura	Scuderia	Classe	Tem./Dif.			
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	Tem./Dif.
1.	126	<b>DE TISI Giorgio</b>	I Citroën Xsara Wrc	Car Racing	A 3000+				<b>10:54.28</b>
[1]	4.97 <sup>(4)</sup> ↓	12.45 <sup>(5)</sup> ↓	2:13.10 <sup>(1)</sup> ↓	4:02.49 <sup>(1)</sup> ↓	5:16.49 <sup>(1)</sup> ↓	8:20.17 <sup>(1)</sup> ↓	<b>10:54.28<sup>(1)</sup></b>	95.2	A:149.1 B:165.4 C:112.6
	71.0	7.48 <sup>(4)</sup>	145.2:00.65 <sup>(1)</sup>	97.0:49.39 <sup>(1)</sup>	107.0:14.00 <sup>(2)</sup>	89.3:03.68 <sup>(1)</sup>	91.2:34.11 <sup>(1)</sup>	91.1	
2.	127	<b>NONES Tiziano</b>	I Citroën Xsara Wrc	D-Max Racing	A 3000+				<b>10:56.42</b>
[1]	4.88 <sup>(3)</sup> ↓	12.39 <sup>(4)</sup> ↓	2:13.67 <sup>(2)</sup> ↓	4:03.12 <sup>(2)</sup> ↓	5:16.80 <sup>(2)</sup> ↓	8:21.25 <sup>(2)</sup> ↓	<b>10:56.42<sup>(2)</sup></b>	94.9	A:146.6 B:166.0 C:110.4
	72.3	7.51 <sup>(5)</sup>	144.2:01.28 <sup>(2)</sup>	96.5:49.45 <sup>(2)</sup>	106.9:13.68 <sup>(1)</sup>	89.3:04.45 <sup>(2)</sup>	91.2:35.17 <sup>(3)</sup>	90.5	+2.14
3.	124	<b>BICCIATO Rudy</b>	I Mitsubishi Lancer Evo Vi	Rennstall Mendel	A 3000+				<b>11:03.42</b>
[1]	4.63 <sup>(2)</sup> ↓	11.36 <sup>(1)</sup> ↓	2:13.89 <sup>(3)</sup> ↓	4:04.80 <sup>(3)</sup> ↓	5:20.23 <sup>(3)</sup> ↓	8:28.37 <sup>(3)</sup> ↓	<b>11:03.42<sup>(3)</sup></b>	93.9	A:154.2 B:165.2 C:107.5
	76.2	6.73 <sup>(1)</sup>	161.2:02.53 <sup>(3)</sup>	95.5:15.09 <sup>(3)</sup>	105.5:15.43 <sup>(3)</sup>	87.3:08.14 <sup>(3)</sup>	89.2:35.05 <sup>(2)</sup>	90.6	+9.14
4.	128	<b>SCHWEIGER Christian</b>	A Mitsubishi Lancer Evo Vii		A 3000+				<b>11:36.55</b>
[1]	4.98 <sup>(5)</sup> ↓	12.14 <sup>(3)</sup> ↓	2:21.34 <sup>(4)</sup> ↓	4:18.94 <sup>(4)</sup> ↓	5:37.55 <sup>(5)</sup> ↓	8:53.71 <sup>(4)</sup> ↓	<b>11:36.55<sup>(4)</sup></b>	89.4	A:139.3 B:147.7 C:109.9
	70.8	7.16 <sup>(3)</sup>	151.2:09.20 <sup>(7)</sup>	90.0:15.76 <sup>(5)</sup>	99.5:18.61 <sup>(5)</sup>	83.3:16.16 <sup>(4)</sup>	85.2:42.84 <sup>(4)</sup>	86.2	+42.27
5.	136	<b>"ROMY"</b>	I Honda Civic Type R	Publimedia	A 2000				<b>11:40.94</b>
[1]	5.98 <sup>(8)</sup> ↓	13.96 <sup>(6)</sup> ↓	2:23.03 <sup>(7)</sup> ↓	4:19.36 <sup>(5)</sup> ↓	5:37.49 <sup>(4)</sup> ↓	8:54.54 <sup>(5)</sup> ↓	<b>11:40.94<sup>(5)</sup></b>	88.9	A:137.6 B:156.8 C:104.8
	59.0	7.98 <sup>(6)</sup>	136.2:09.07 <sup>(5)</sup>	90.0:15.63 <sup>(4)</sup>	100.0:18.13 <sup>(4)</sup>	84.3:17.05 <sup>(5)</sup>	85.2:46.40 <sup>(5)</sup>	84.4	+46.66
6.	156	<b>VALENTINI Michael</b>	I Renault Clio	Pintarally Motorsport	A 1600				<b>11:48.77</b>
[1]	6.21 <sup>(15)</sup> ↓	14.41 <sup>(11)</sup> ↓	2:23.57 <sup>(8)</sup> ↓	4:22.18 <sup>(7)</sup> ↓	5:41.42 <sup>(7)</sup> ↓	9:00.55 <sup>(6)</sup> ↓	<b>11:48.77<sup>(6)</sup></b>	87.9	A:137.9 B:150.6 C:103.1
	56.8	8.20 <sup>(9)</sup>	132.2:09.16 <sup>(6)</sup>	90.0:15.86 <sup>(6)</sup>	98.0:19.24 <sup>(6)</sup>	83.3:19.13 <sup>(6)</sup>	84.2:48.22 <sup>(6)</sup>	83.5	+54.49
7.	147	<b>GHIRARDO Michele</b>	I Honda Civic Ek4	Vimotorsport	A 1600				<b>11:51.06</b>
[1]	5.95 <sup>(6)</sup> ↓	14.30 <sup>(10)</sup> ↓	2:21.71 <sup>(6)</sup> ↓	4:20.36 <sup>(6)</sup> ↓	5:40.07 <sup>(6)</sup> ↓	9:01.32 <sup>(7)</sup> ↓	<b>11:51.06<sup>(7)</sup></b>	87.6	A:134.8 B:121.9 C:100.7
	59.3	8.35 <sup>(13)</sup>	130.2:07.41 <sup>(4)</sup>	91.0:15.86 <sup>(7)</sup>	98.0:19.71 <sup>(7)</sup>	82.3:21.25 <sup>(8)</sup>	83.2:49.74 <sup>(8)</sup>	82.7	+56.78
8.	146	<b>MANCIN Michele</b>	I Citroën Saxo Vts	Mach 3 Sport	A 1600				<b>11:58.05</b>
[1]	6.18 <sup>(13)</sup> ↓	14.43 <sup>(12)</sup> ↓	2:27.45 <sup>(11)</sup> ↓	4:26.61 <sup>(10)</sup> ↓	5:47.64 <sup>(10)</sup> ↓	9:08.38 <sup>(9)</sup> ↓	<b>11:58.05<sup>(8)</sup></b>	86.7	A:136.4 B:146.0 C:101.6
	57.1	8.25 <sup>(10)</sup>	131.2:13.02 <sup>(11)</sup>	88.0:15.91 <sup>(9)</sup>	98.0:21.03 <sup>(10)</sup>	81.3:20.74 <sup>(7)</sup>	83.2:49.67 <sup>(7)</sup>	82.7	+1:03.77
9.	145	<b>BOMMARTINI Fabrizio</b>	I Honda Civic Vti		A 1600				<b>11:58.42</b>
[1]	6.28 <sup>(19)</sup> ↓	14.79 <sup>(16)</sup> ↓	2:24.41 <sup>(9)</sup> ↓	4:23.53 <sup>(8)</sup> ↓	5:44.46 <sup>(8)</sup> ↓	9:05.98 <sup>(8)</sup> ↓	<b>11:58.42<sup>(9)</sup></b>	86.7	A:132.1 B:146.0 C:100.6
	56.2	8.51 <sup>(17)</sup>	127.2:09.62 <sup>(8)</sup>	90.0:15.91 <sup>(8)</sup>	98.0:20.93 <sup>(8)</sup>	81.3:21.52 <sup>(9)</sup>	83.2:52.44 <sup>(10)</sup>	81.4	+1:04.14
10.	137	<b>DE LUCA Rino</b>	I Peugeot 306	Vimotorsport	A 2000				<b>12:04.67</b>
[1]	6.06 <sup>(10)</sup> ↓	14.17 <sup>(7)</sup> ↓	2:26.11 <sup>(10)</sup> ↓	4:25.31 <sup>(9)</sup> ↓	5:46.30 <sup>(9)</sup> ↓	9:11.68 <sup>(10)</sup> ↓	<b>12:04.67<sup>(10)</sup></b>	85.9	A:138.4 B:149.6 C:104.2
	58.2	8.11 <sup>(7)</sup>	134.2:11.94 <sup>(10)</sup>	88.0:15.92 <sup>(10)</sup>	98.0:20.99 <sup>(9)</sup>	81.3:25.38 <sup>(11)</sup>	81.2:52.99 <sup>(11)</sup>	81.2	+1:10.39
11.	151	<b>FACCA Giorgio</b>	I Renault Clio S 1600	Vimotorsport	A 1600				<b>12:09.89</b>
[1]	6.25 <sup>(16)</sup> ↓	14.63 <sup>(15)</sup> ↓	2:28.36 <sup>(13)</sup> ↓	4:31.20 <sup>(13)</sup> ↓	5:53.48 <sup>(13)</sup> ↓	9:17.83 <sup>(12)</sup> ↓	<b>12:09.89<sup>(11)</sup></b>	85.3	A:125.5 B:145.8 C:101.8
	56.4	8.38 <sup>(16)</sup>	129.2:13.73 <sup>(12)</sup>	87.2:02.84 <sup>(13)</sup>	95.0:22.28 <sup>(13)</sup>	80.3:24.35 <sup>(10)</sup>	82.2:52.06 <sup>(9)</sup>	81.6	+1:15.61
12.	135	<b>PARLATO Paolo</b>	I Honda Civic Type R	Borrett Team Motorsport	A 2000				<b>12:11.39</b>
[1]	6.10 <sup>(11)</sup> ↓	14.24 <sup>(8)</sup> ↓	2:28.26 <sup>(12)</sup> ↓	4:29.20 <sup>(11)</sup> ↓	5:51.24 <sup>(11)</sup> ↓	9:16.85 <sup>(11)</sup> ↓	<b>12:11.39<sup>(12)</sup></b>	85.2	A:136.7 B:152.9 C:101.7
	57.8	8.14 <sup>(8)</sup>	133.2:14.02 <sup>(13)</sup>	87.2:00.94 <sup>(11)</sup>	96.0:22.04 <sup>(11)</sup>	80.3:25.61 <sup>(12)</sup>	81.2:54.54 <sup>(13)</sup>	80.4	+1:17.11
13.	142	<b>NARDELLI Carlo Albertd</b>	Renault New Clio R3c		A 2000				<b>12:11.96</b>
[1]	6.20 <sup>(14)</sup> ↓	14.54 <sup>(13)</sup> ↓	2:28.60 <sup>(14)</sup> ↓	4:30.05 <sup>(12)</sup> ↓	5:52.20 <sup>(12)</sup> ↓	9:18.96 <sup>(13)</sup> ↓	<b>12:11.96<sup>(13)</sup></b>	85.1	A:127.7 B:147.4 C:102.7
	56.9	8.34 <sup>(12)</sup>	130.2:14.06 <sup>(14)</sup>	87.2:01.45 <sup>(12)</sup>	96.0:22.15 <sup>(12)</sup>	80.3:26.76 <sup>(13)</sup>	81.2:53.00 <sup>(12)</sup>	81.2	+1:17.68
14.	143	<b>CHECCUCCI LISI Federito</b>	Renault New Clio R3c		A 2000				<b>12:18.72</b>
[1]	5.97 <sup>(7)</sup> ↓	14.25 <sup>(9)</sup> ↓	2:29.16 <sup>(15)</sup> ↓	4:32.85 <sup>(14)</sup> ↓	5:55.95 <sup>(14)</sup> ↓	9:24.18 <sup>(14)</sup> ↓	<b>12:18.72<sup>(14)</sup></b>	84.3	A:136.0 B:146.3 C:99.8
	59.1	8.28 <sup>(11)</sup>	131.2:14.91 <sup>(15)</sup>	86.2:03.69 <sup>(15)</sup>	94.0:23.10 <sup>(16)</sup>	79.3:28.23 <sup>(15)</sup>	80.2:54.54 <sup>(13)</sup>	80.4	+1:24.44
15.	152	<b>FURLINI Massimo</b>	I Peugeot 206 Super 1600		A 1600				<b>12:23.32</b>
[1]	6.29 <sup>(20)</sup> ↓	15.08 <sup>(18)</sup> ↓	2:33.12 <sup>(18)</sup> ↓	4:37.56 <sup>(16)</sup> ↓	6:00.00 <sup>(16)</sup> ↓	9:27.58 <sup>(15)</sup> ↓	<b>12:23.32<sup>(15)</sup></b>	83.8	A:124.9 B:139.7 C:99.7
	56.1	8.79 <sup>(20)</sup>	123.2:18.04 <sup>(19)</sup>	84.2:04.44 <sup>(16)</sup>	94.0:22.44 <sup>(14)</sup>	79.3:27.58 <sup>(14)</sup>	81.2:55.74 <sup>(15)</sup>	79.9	+1:29.04
16.	153	<b>BARUCHELLI Dario</b>	I Peugeot 206 Super 1600		A 1600				<b>12:37.55</b>
[1]	6.53 <sup>(25)</sup> ↓	15.79 <sup>(26)</sup> ↓	2:37.77 <sup>(24)</sup> ↓	4:43.72 <sup>(20)</sup> ↓	6:08.47 <sup>(19)</sup> ↓	9:40.01 <sup>(18)</sup> ↓	<b>12:37.55<sup>(16)</sup></b>	82.2	A:120.6 B:137.2 C:97.5
	54.0	9.26 <sup>(26)</sup>	117.2:21.98 <sup>(24)</sup>	82.2:05.95 <sup>(17)</sup>	92.0:24.75 <sup>(17)</sup>	77.3:31.54 <sup>(19)</sup>	79.2:57.54 <sup>(17)</sup>	79.1	+1:43.27



P. N. Conducente		Naz	Vettura	Scuderia	Classe			Tem./Dif.
98m	400m	Sardegna	7t+Speed	Candriai	Norve	Arrivo	VMed	VMax
<b>17. 172 TSCHOLL Lorenz</b>	I	Peugeot 106 Rallye	Destra 4	A 1600				<b>12:38.06</b>
[1] 6.36 <sup>(21)</sup>	15.14 <sup>(19)</sup>	2:33.13 <sup>(19)</sup>	4:40.22 <sup>(18)</sup>	6:05.30 <sup>(18)</sup>	9:38.50 <sup>(17)</sup>	<b>12:38.06<sup>(17)</sup></b>	82.2	A:122.6 B:135.5 C:96.9 +1:43.78
55.5	8.78 <sup>(18)</sup>	123.2:17.99 <sup>(18)</sup>	84.2:07.09 <sup>(20)</sup>	92.1:25.08 <sup>(19)</sup>	77.3:33.20 <sup>(20)</sup>	78.2:59.56 <sup>(19)</sup>	78.2	
<b>18. 141 GOTTARDI Cornelio</b>	I	Renault New Clio R3c	Pintarally Motorsport	A 2000				<b>12:38.14</b>
[1] 6.26 <sup>(17)</sup>	14.61 <sup>(14)</sup>	2:36.54 <sup>(23)</sup>	4:44.60 <sup>(23)</sup>	6:10.46 <sup>(22)</sup>	9:41.85 <sup>(19)</sup>	<b>12:38.14<sup>(18)</sup></b>	82.1	A:117.0 B:139.0 C:99.0 +1:43.86
56.4	8.35 <sup>(13)</sup>	130.2:21.93 <sup>(23)</sup>	82.2:08.06 <sup>(22)</sup>	91.4:25.86 <sup>(21)</sup>	76.3:31.39 <sup>(17)</sup>	79.2:56.29 <sup>(16)</sup>	79.6	
<b>19. 157 MASIERO Emanuele</b>	I	Citroën Saxo Vts	Hawk Racing Club	A 1600				<b>12:42.57</b>
[1] 6.12 <sup>(12)</sup>	14.90 <sup>(17)</sup>	2:32.75 <sup>(17)</sup>	4:39.14 <sup>(17)</sup>	6:03.92 <sup>(17)</sup>	9:35.41 <sup>(16)</sup>	<b>12:42.57<sup>(19)</sup></b>	81.7	A:128.8 B:135.5 C:96.4 +1:48.29
57.6	8.78 <sup>(18)</sup>	123.2:17.85 <sup>(17)</sup>	84.2:06.39 <sup>(18)</sup>	92.1:24.78 <sup>(18)</sup>	77.3:31.49 <sup>(18)</sup>	79.2:07.16 <sup>(23)</sup>	75.0	
<b>20. 159 BONELLO Moreno</b>	I	Peugeot 106 Rallye	G.S. Promotion	A 1600				<b>12:43.14</b>
[1] 6.05 <sup>(9)</sup>	15.40 <sup>(22)</sup>	2:38.29 <sup>(25)</sup>	4:47.20 <sup>(26)</sup>	6:13.35 <sup>(25)</sup>	9:43.99 <sup>(20)</sup>	<b>12:43.14<sup>(20)</sup></b>	81.6	A:117.6 B:128.0 C:98.1 +1:48.86
58.3	9.35 <sup>(27)</sup>	116.2:22.89 <sup>(27)</sup>	81.2:08.91 <sup>(26)</sup>	90.8:26.15 <sup>(24)</sup>	76.3:30.64 <sup>(16)</sup>	79.2:59.15 <sup>(18)</sup>	78.4	
<b>21. 158 RAFFETTI Oscar</b>	I	Renault Twingo	Rally Sport Evolution	A 1600				<b>12:47.23</b>
[1] 6.27 <sup>(18)</sup>	15.27 <sup>(21)</sup>	2:36.01 <sup>(20)</sup>	4:44.01 <sup>(21)</sup>	6:09.68 <sup>(21)</sup>	9:45.48 <sup>(21)</sup>	<b>12:47.23<sup>(21)</sup></b>	81.2	A:124.3 B:132.8 C:97.6 +1:52.95
56.3	9.00 <sup>(22)</sup>	120.2:20.74 <sup>(22)</sup>	83.2:08.00 <sup>(21)</sup>	91.4:25.67 <sup>(20)</sup>	76.3:35.80 <sup>(21)</sup>	77.3:01.75 <sup>(21)</sup>	77.2	
<b>22. 149 ALBERTI Mauro</b>	I	Suzuki Swift		A 1600				<b>12:52.24</b>
[1] 7.00 <sup>(28)</sup>	16.56 <sup>(29)</sup>	2:38.80 <sup>(27)</sup>	4:46.87 <sup>(24)</sup>	6:12.98 <sup>(24)</sup>	9:51.13 <sup>(22)</sup>	<b>12:52.24<sup>(22)</sup></b>	80.6	A:119.3 B:133.0 C:93.1 +1:57.96
50.4	9.56 <sup>(29)</sup>	113.2:22.24 <sup>(25)</sup>	82.2:08.07 <sup>(23)</sup>	91.4:26.11 <sup>(23)</sup>	76.3:38.15 <sup>(23)</sup>	77.3:01.11 <sup>(20)</sup>	77.5	
<b>23. 148 CHIARIA Domenico</b>	I	Suzuki Swift		A 1600				<b>12:54.83</b>
[1] 6.78 <sup>(26)</sup>	16.33 <sup>(28)</sup>	2:38.79 <sup>(26)</sup>	4:47.04 <sup>(25)</sup>	6:13.95 <sup>(26)</sup>	9:51.56 <sup>(23)</sup>	<b>12:54.83<sup>(23)</sup></b>	80.4	A:118.3 B:132.1 C:94.3 +2:00.55
52.0	9.55 <sup>(28)</sup>	113.2:22.46 <sup>(26)</sup>	82.2:08.25 <sup>(25)</sup>	91.4:26.91 <sup>(25)</sup>	75.3:37.61 <sup>(22)</sup>	77.3:03.27 <sup>(22)</sup>	76.6	
<b>24. 171 "SARBA"</b>	I	Peugeot 106 S16	Sc. Etruria	A 1600				<b>13:39.44</b>
[1] 7.00 <sup>(28)</sup>	15.87 <sup>(27)</sup>	2:36.29 <sup>(22)</sup>	4:42.75 <sup>(19)</sup>	6:08.78 <sup>(20)</sup>	9:57.94 <sup>(24)</sup>	<b>13:39.44<sup>(24)</sup></b>	76.0	A:124.3 B:136.3 C:97.2 +2:45.16
50.4	8.87 <sup>(21)</sup>	122.2:20.42 <sup>(20)</sup>	83.2:06.46 <sup>(19)</sup>	92.5:26.03 <sup>(22)</sup>	76.3:49.16 <sup>(25)</sup>	73.3:41.50 <sup>(26)</sup>	63.4	
<b>25. 155 MOSER Thomas</b>	I	Citroën C2	ATS Motorsport	A 1600				<b>13:42.44</b>
[1] 6.45 <sup>(22)</sup>	15.69 <sup>(24)</sup>	2:48.35 <sup>(30)</sup>	5:04.74 <sup>(29)</sup>	6:34.97 <sup>(28)</sup>	10:31.75 <sup>(26)</sup>	<b>13:42.44<sup>(25)</sup></b>	75.7	A:113.5 B:131.1 C:94.5 +2:48.16
54.7	9.24 <sup>(25)</sup>	117.2:32.66 <sup>(30)</sup>	76.2:16.39 <sup>(29)</sup>	85.8:30.23 <sup>(28)</sup>	73.3:56.78 <sup>(27)</sup>	71.3:10.69 <sup>(24)</sup>	73.6	
<b>26. 175 ZUECH Alessio</b>	I	Fiat Panda Kit Car		A 1400				<b>13:55.05</b>
[1] 7.02 <sup>(30)</sup>	17.57 <sup>(30)</sup>	2:46.07 <sup>(29)</sup>	5:02.27 <sup>(28)</sup>	6:40.45 <sup>(29)</sup>	10:32.68 <sup>(27)</sup>	<b>13:55.05<sup>(26)</sup></b>	74.6	A:106.5 B:115.0 C:85.9 +3:00.77
50.3	10.55 <sup>(30)</sup>	103.2:28.50 <sup>(29)</sup>	78.2:16.20 <sup>(28)</sup>	85.9:38.18 <sup>(29)</sup>	67.3:52.23 <sup>(26)</sup>	72.3:22.37 <sup>(25)</sup>	69.4	
<b>27. 138 LOVATO Stefano</b>	I	Alfa Romeo 147 Sp		A 2000				DNF 1
[1] 6.86 <sup>(27)</sup>	15.23 <sup>(20)</sup>	2:31.07 <sup>(16)</sup>	4:34.30 <sup>(15)</sup>	5:56.80 <sup>(15)</sup>				A:135.0 B:146.6 C:104.4
51.4	8.37 <sup>(15)</sup>	129.2:15.84 <sup>(16)</sup>	86.2:03.23 <sup>(14)</sup>	94.9:22.50 <sup>(15)</sup>	79.9			
<b>28. 139 LARICCHIA Christian</b>	I	Alfa Romeo 147		A 2000				DNF 1
[1] 6.48 <sup>(23)</sup>	15.60 <sup>(23)</sup>	2:40.87 <sup>(28)</sup>	4:53.97 <sup>(27)</sup>	6:23.45 <sup>(27)</sup>				A:123.5 B:132.5 C:92.1
54.4	9.12 <sup>(23)</sup>	119.2:25.27 <sup>(28)</sup>	80.2:13.10 <sup>(27)</sup>	87.9:29.48 <sup>(27)</sup>	73.6			
<b>29. 154 CAPUZZO Maurizio</b>	I	Citroën C2 R2		A 1600				DNF 1
[1] 6.51 <sup>(24)</sup>	15.70 <sup>(25)</sup>	2:36.17 <sup>(21)</sup>	4:44.36 <sup>(22)</sup>	6:11.97 <sup>(23)</sup>	10:00.88 <sup>(25)</sup>			A:122.6 B:132.8 C:84.6
54.2	9.19 <sup>(24)</sup>	118.2:20.47 <sup>(21)</sup>	83.2:08.19 <sup>(24)</sup>	91.3:27.61 <sup>(26)</sup>	75.3:48.91 <sup>(24)</sup>	73.4		
<b>30. 131 VOJACEK Lukas</b>	CZ	Mitsubishi Lancer Evo Viii	Czech National Team	A 3000+				DNF 1
[1] 4.62 <sup>(1)</sup>	11.36 <sup>(1)</sup>	2:21.67 <sup>(5)</sup>						A:146.9
76.4	6.74 <sup>(2)</sup>	161.2:10.31 <sup>(9)</sup>	89.8					

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

Risultati e Telemetrie a cura di Francesco Dariz

