



# 33<sup>a</sup> Cividale - Castelmonte

## FIA Central Europe Z. - Tr. Italiano Vel. Montagna Autovetture con Om. FIA Analisi Telemetrie N

26° Trofeo Banca di Cividale

Trofeo Italiano Velocità Montagna - FIA Central Europe Zone

Coppa Italia Velocità Montagna Zona Nord - Campionato Triveneto -

Campionato Friuli Venezia Giulia

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P. N. Condu	100m	Madonnina	Naz	Vettura	Tornante	Arrivo	Scuderia	Classe	Tem./Dif.
						VMed		VMax	
<b>1. 153 HORVAT Saso</b>			SLO	Mitsubishi Lancer Evo Ix				N3000+	<b>7:46.08</b>
[1]	4.90 <sup>(1)</sup>	31.50 <sup>(1)</sup>		2:57.74 <sup>(2)</sup>		3:53.51 <sup>(1)</sup>	101.8	A:150.6	
	73.5	26.60 <sup>(1)</sup> 119.1		2:26.24 <sup>(2)</sup> 96.5		55.77 <sup>(1)</sup> 109.7			
[2]	4.85 <sup>(1)</sup>	30.76 <sup>(1)</sup>		2:56.55 <sup>(2)</sup>		3:52.57 <sup>(1)</sup>	102.2	A:159.2	
	74.2	25.91 <sup>(1)</sup> 122.3		2:25.79 <sup>(3)</sup> 96.8		56.02 <sup>(1)</sup> 109.2			
<b>2. 156 BUIATTI Michele</b>			I	Honda Civic Type R			Friuli	N2000	<b>7:47.18</b>
[1]	6.32 <sup>(12)</sup>	33.77 <sup>(5)</sup>		2:55.45 <sup>(1)</sup>		3:53.60 <sup>(2)</sup>	101.7	A:164.3	+1.10
	57.0	27.45 <sup>(2)</sup> 115.4		2:21.68 <sup>(1)</sup> 99.6		58.15 <sup>(2)</sup> 105.2			
[2]	6.15 <sup>(9)</sup>	33.32 <sup>(4)</sup>		2:55.78 <sup>(1)</sup>		3:53.58 <sup>(2)</sup>	101.7	A:163.2	
	58.5	27.17 <sup>(2)</sup> 116.6		2:22.46 <sup>(1)</sup> 99.1		57.80 <sup>(2)</sup> 105.9			
<b>3. 152 TUROLO Alberto</b>			I	Mitsubishi Lancer Evo Ix			Friuli	N3000+	<b>8:04.20</b>
[1]	5.48 <sup>(4)</sup>	33.01 <sup>(3)</sup>		3:08.16 <sup>(11)</sup>		4:07.88 <sup>(7)</sup>	95.9	A:159.8	+18.12
	65.7	27.53 <sup>(3)</sup> 115.1		2:35.15 <sup>(14)</sup> 91.0		59.72 <sup>(4)</sup> 102.5			
[2]	5.50 <sup>(4)</sup>	32.84 <sup>(3)</sup>		2:58.22 <sup>(3)</sup>		3:56.32 <sup>(3)</sup>	100.5	A:163.4	
	65.5	27.34 <sup>(4)</sup> 115.9		2:25.38 <sup>(2)</sup> 97.1		58.10 <sup>(3)</sup> 105.3			
<b>4. 154 MARC Peter</b>			SLO	Mitsubishi Lancer Evo Ix				N3000+	<b>8:05.28</b>
[1]	5.10 <sup>(2)</sup>	32.83 <sup>(2)</sup>		3:02.71 <sup>(4)</sup>		4:01.85 <sup>(3)</sup>	98.2	A:145.1	+19.20
	70.6	27.73 <sup>(4)</sup> 114.2		2:29.88 <sup>(6)</sup> 94.2		59.14 <sup>(3)</sup> 103.5			
[2]	4.98 <sup>(2)</sup>	33.39 <sup>(5)</sup>		3:04.35 <sup>(5)</sup>		4:03.43 <sup>(4)</sup>	97.6	A:148.7	
	72.3	28.41 <sup>(5)</sup> 111.5		2:30.96 <sup>(7)</sup> 93.5		59.08 <sup>(4)</sup> 103.6			
<b>5. 178 MIGLIUOLO Antonino</b>			I	Peugeot 106 Rallye			Vimotorsport	N1600	<b>8:11.23</b>
[1]	6.00 <sup>(5)</sup>	35.03 <sup>(6)</sup>		3:02.61 <sup>(3)</sup>		4:05.40 <sup>(4)</sup>	96.8	A:156.3	+25.15
	60.0	29.03 <sup>(7)</sup> 109.1		2:27.58 <sup>(3)</sup> 95.6		1:02.79 <sup>(12)</sup> 97.5			
[2]	6.07 <sup>(5)</sup>	34.76 <sup>(7)</sup>		3:03.63 <sup>(4)</sup>		4:05.83 <sup>(5)</sup>	96.7	A:157.3	
	59.3	28.69 <sup>(7)</sup> 110.4		2:28.87 <sup>(4)</sup> 94.8		1:02.20 <sup>(7)</sup> 98.4			
<b>6. 157 MARCHIOL Marco</b>			I	Renault Clio Rs			Friuli	N2000	<b>8:12.44</b>
[1]	6.15 <sup>(6)</sup>	35.48 <sup>(10)</sup>		3:04.13 <sup>(5)</sup>		4:05.99 <sup>(5)</sup>	96.6	A:158.9	+26.36
	58.5	29.33 <sup>(10)</sup> 108.0		2:28.65 <sup>(4)</sup> 94.9		1:01.86 <sup>(5)</sup> 98.9			
[2]	6.16 <sup>(11)</sup>	35.35 <sup>(10)</sup>		3:04.81 <sup>(7)</sup>		4:06.45 <sup>(6)</sup>	96.4	A:156.3	
	58.4	29.19 <sup>(10)</sup> 108.5		2:29.46 <sup>(5)</sup> 94.4		1:01.64 <sup>(5)</sup> 99.3			
<b>7. 182 VETTOREL Fabrizio</b>			I	Peugeot 106 Rallye			BL Racing	N1600	<b>8:14.54</b>
[1]	6.37 <sup>(16)</sup>	35.47 <sup>(9)</sup>		3:04.52 <sup>(6)</sup>		4:06.53 <sup>(6)</sup>	96.4	A:155.6	+28.46
	56.5	29.10 <sup>(9)</sup> 108.9		2:29.05 <sup>(5)</sup> 94.7		1:02.01 <sup>(6)</sup> 98.7			
[2]	6.29 <sup>(12)</sup>	35.14 <sup>(9)</sup>		3:05.43 <sup>(8)</sup>		4:08.01 <sup>(8)</sup>	95.8	A:156.3	
	57.2	28.85 <sup>(9)</sup> 109.8		2:30.29 <sup>(6)</sup> 93.9		1:02.58 <sup>(10)</sup> 97.8			
<b>8. 151 HOLZER Dieter</b>			A	Mitsubishi Lancer Evo Viii			Derselbe	N3000+	<b>8:14.65</b>
[1]	5.27 <sup>(3)</sup>	33.15 <sup>(4)</sup>		3:06.12 <sup>(7)</sup>		4:08.16 <sup>(8)</sup>	95.7	A:143.8	+28.57
	68.3	27.88 <sup>(5)</sup> 113.6		2:32.97 <sup>(10)</sup> 92.3		1:02.04 <sup>(7)</sup> 98.6			
[2]	5.28 <sup>(3)</sup>	32.55 <sup>(2)</sup>		3:04.42 <sup>(6)</sup>		4:06.49 <sup>(6)</sup>	96.4	A:147.3	
	68.2	27.27 <sup>(3)</sup> 116.2		2:31.87 <sup>(9)</sup> 92.9		1:02.07 <sup>(6)</sup> 98.6			
<b>9. 184 ACCORSI Lorenzo</b>			I	Peugeot 106			Mirano Rally	N1600	<b>8:18.80</b>
[1]	6.15 <sup>(6)</sup>	35.05 <sup>(7)</sup>		3:06.40 <sup>(8)</sup>		4:08.81 <sup>(9)</sup>	95.5	A:156.5	+32.72
	58.5	28.90 <sup>(6)</sup> 109.6		2:31.35 <sup>(8)</sup> 93.2		1:02.41 <sup>(9)</sup> 98.1			
[2]	6.13 <sup>(7)</sup>	34.88 <sup>(8)</sup>		3:07.75 <sup>(10)</sup>		4:09.99 <sup>(11)</sup>	95.0	A:156.0	
	58.7	28.75 <sup>(8)</sup> 110.2		2:32.87 <sup>(11)</sup> 92.3		1:02.24 <sup>(8)</sup> 98.3			
<b>10. 186 BOMMARTINI Matteo</b>			I	Honda Civic			Realmotorsport	N1600	<b>8:19.64</b>
[1]	6.42 <sup>(22)</sup>	36.11 <sup>(16)</sup>		3:07.38 <sup>(9)</sup>		4:09.90 <sup>(10)</sup>	95.1	A:142.1	+33.56
	56.1	29.69 <sup>(15)</sup> 106.7		2:31.27 <sup>(7)</sup> 93.3		1:02.52 <sup>(11)</sup> 97.9			
[2]	6.36 <sup>(16)</sup>	35.85 <sup>(12)</sup>		3:07.27 <sup>(9)</sup>		4:09.74 <sup>(10)</sup>	95.1	A:143.7	
	56.6	29.49 <sup>(12)</sup> 107.4		2:31.42 <sup>(8)</sup> 93.2		1:02.47 <sup>(9)</sup> 98.0			
<b>11. 181 MARCHIOL Gianni</b>			I	Honda Civic			Friuli	N1600	<b>8:23.55</b>
[1]	6.35 <sup>(15)</sup>	35.89 <sup>(12)</sup>		3:09.16 <sup>(12)</sup>		4:11.61 <sup>(12)</sup>	94.4	A:153.5	+37.47
	56.7	29.54 <sup>(13)</sup> 107.2		2:33.27 <sup>(12)</sup> 92.1		1:02.45 <sup>(10)</sup> 98.0			
[2]	6.48 <sup>(24)</sup>	36.77 <sup>(21)</sup>		3:09.09 <sup>(12)</sup>		4:11.94 <sup>(13)</sup>	94.3	A:147.2	

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax	
55.6	30.29 <sup>(21)</sup> 104.6	2:32.32 <sup>(10)</sup> 92.6	1:02.85 <sup>(12)</sup> 97.4			
<b>12. 201</b>	<b>CODROMAZ Franco</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Vimotorsport</b>	<b>N1600</b>	<b>8:24.75</b>
[1]	6.33 <sup>(14)</sup> 35.69 <sup>(11)</sup>	3:08.09 <sup>(10)</sup> 4:11.37 <sup>(11)</sup>	94.5	A:155.0	+38.67	
	56.9 29.36 <sup>(11)</sup> 107.9	2:32.40 <sup>(9)</sup> 92.6	1:03.28 <sup>(13)</sup> 96.7			
[2]	6.41 <sup>(19)</sup> 35.99 <sup>(14)</sup>	3:09.71 <sup>(14)</sup> 4:13.38 <sup>(14)</sup>	93.8	A:146.6		
	56.2 29.58 <sup>(15)</sup> 107.1	2:33.72 <sup>(13)</sup> 91.8	1:03.67 <sup>(13)</sup> 96.1			
<b>13. 158</b>	<b>GASSLER Bernhard</b>	<b>A</b>	<b>Honda Civic Type R</b>	<b>Msc Rottenegg</b>	<b>N2000</b>	<b>8:25.83</b>
[1]	6.19 <sup>(9)</sup> 35.25 <sup>(8)</sup>	3:11.23 <sup>(15)</sup> 4:13.56 <sup>(14)</sup>	93.7	A:147.3	+39.75	
	58.2 29.06 <sup>(8)</sup> 109.0	2:35.98 <sup>(17)</sup> 90.5	1:02.33 <sup>(8)</sup> 98.2			
[2]	6.12 <sup>(6)</sup> 34.62 <sup>(6)</sup>	3:09.47 <sup>(13)</sup> 4:12.27 <sup>(13)</sup>	94.2	A:152.0		
	58.8 28.50 <sup>(6)</sup> 111.2	2:34.85 <sup>(15)</sup> 91.1	1:02.80 <sup>(11)</sup> 97.5			
<b>14. 187</b>	<b>BUCCINO Michele</b>	<b>I</b>	<b>Peugeot 106 S16</b>	<b>Vimotorsport</b>	<b>N1600</b>	<b>8:27.16</b>
[1]	6.55 <sup>(27)</sup> 36.27 <sup>(19)</sup>	3:09.46 <sup>(13)</sup> 4:12.84 <sup>(13)</sup>	94.0	A:150.6	+41.08	
	55.0 29.72 <sup>(16)</sup> 106.6	2:33.19 <sup>(11)</sup> 92.1	1:03.38 <sup>(14)</sup> 96.6			
[2]	6.61 <sup>(32)</sup> 36.15 <sup>(15)</sup>	3:10.08 <sup>(15)</sup> 4:14.32 <sup>(15)</sup>	93.4	A:148.1		
	54.5 29.54 <sup>(14)</sup> 107.2	2:33.93 <sup>(14)</sup> 91.7	1:04.24 <sup>(18)</sup> 95.3			
<b>15. 176</b>	<b>HINTERHOFER Heimo</b>	<b>A</b>	<b>Opel Astra Gsi</b>	<b>Auer Power Motorsport</b>	<b>N2000</b>	<b>8:29.32</b>
[1]	6.49 <sup>(24)</sup> 35.97 <sup>(14)</sup>	3:11.22 <sup>(14)</sup> 4:16.00 <sup>(16)</sup>	92.8	A:156.8	+43.24	
	55.5 29.48 <sup>(12)</sup> 107.5	2:35.25 <sup>(15)</sup> 90.9	1:04.78 <sup>(22)</sup> 94.5			
[2]	6.35 <sup>(15)</sup> 35.61 <sup>(11)</sup>	3:09.08 <sup>(11)</sup> 4:13.32 <sup>(14)</sup>	93.8	A:157.2		
	56.7 29.26 <sup>(11)</sup> 108.3	2:33.47 <sup>(12)</sup> 92.0	1:04.24 <sup>(18)</sup> 95.3			
<b>16. 179</b>	<b>RICHIEDEI Paolo</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Cooper Racing Club</b>	<b>N1600</b>	<b>8:33.39</b>
[1]	6.16 <sup>(8)</sup> 36.20 <sup>(18)</sup>	3:11.30 <sup>(16)</sup> 4:15.63 <sup>(15)</sup>	92.9	A:154.1	+47.31	
	58.4 30.04 <sup>(19)</sup> 105.5	2:35.10 <sup>(13)</sup> 91.0	1:04.33 <sup>(20)</sup> 95.1			
[2]	6.14 <sup>(8)</sup> 36.21 <sup>(16)</sup>	3:12.65 <sup>(17)</sup> 4:17.76 <sup>(18)</sup>	92.2	A:152.2		
	58.6 30.07 <sup>(19)</sup> 105.4	2:36.44 <sup>(20)</sup> 90.2	1:05.11 <sup>(23)</sup> 94.0			
<b>17. 195</b>	<b>SCRAZZOLO Gabriele</b>	<b>I</b>	<b>Citroën Saxo</b>		<b>N1600</b>	<b>8:33.84</b>
[1]	6.43 <sup>(23)</sup> 36.62 <sup>(21)</sup>	3:13.81 <sup>(20)</sup> 4:18.26 <sup>(18)</sup>	92.0	A:142.4	+47.76	
	56.0 30.19 <sup>(21)</sup> 104.9	2:37.19 <sup>(21)</sup> 89.8	1:04.45 <sup>(21)</sup> 95.0			
[2]	6.47 <sup>(22)</sup> 36.56 <sup>(20)</sup>	3:11.72 <sup>(16)</sup> 4:15.58 <sup>(15)</sup>	93.0	A:146.7		
	55.6 30.09 <sup>(20)</sup> 105.3	2:35.16 <sup>(16)</sup> 91.0	1:03.86 <sup>(14)</sup> 95.8			
<b>18. 197</b>	<b>BERTOLUTTI Giuseppe</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Sport &amp; Joy</b>	<b>N1600</b>	<b>8:35.85</b>
[1]	6.59 <sup>(31)</sup> 37.25 <sup>(25)</sup>	3:15.09 <sup>(22)</sup> 4:19.16 <sup>(21)</sup>	91.7	A:151.1	+49.77	
	54.6 30.66 <sup>(25)</sup> 103.3	2:37.84 <sup>(22)</sup> 89.4	1:04.07 <sup>(18)</sup> 95.5			
[2]	6.51 <sup>(25)</sup> 36.44 <sup>(19)</sup>	3:12.66 <sup>(18)</sup> 4:16.69 <sup>(18)</sup>	92.6	A:153.1		
	55.3 29.93 <sup>(18)</sup> 105.8	2:36.22 <sup>(19)</sup> 90.3	1:04.03 <sup>(15)</sup> 95.6			
<b>19. 189</b>	<b>MARTINIS Angelo</b>	<b>I</b>	<b>Citroën Saxo Vts</b>	<b>Sport &amp; Joy</b>	<b>N1600</b>	<b>8:37.13</b>
[1]	6.55 <sup>(27)</sup> 37.71 <sup>(27)</sup>	3:13.80 <sup>(19)</sup> 4:19.05 <sup>(20)</sup>	91.7	A:146.6	+51.05	
	55.0 31.16 <sup>(27)</sup> 101.7	2:36.09 <sup>(18)</sup> 90.4	1:05.25 <sup>(24)</sup> 93.8			
[2]	6.54 <sup>(28)</sup> 37.29 <sup>(26)</sup>	3:13.35 <sup>(20)</sup> 4:18.08 <sup>(18)</sup>	92.1	A:147.5		
	55.0 30.75 <sup>(26)</sup> 103.0	2:36.06 <sup>(18)</sup> 90.4	1:04.73 <sup>(21)</sup> 94.5			
<b>20. 175</b>	<b>MAYER Chris-Andre</b>	<b>A</b>	<b>Opel Astra Gsi</b>	<b>Auer Power Motorsport</b>	<b>N2000</b>	<b>8:39.77</b>
[1]	6.32 <sup>(12)</sup> 35.94 <sup>(13)</sup>	3:12.74 <sup>(18)</sup> 4:18.86 <sup>(19)</sup>	91.8	A:154.5	+53.69	
	57.0 29.62 <sup>(14)</sup> 107.0	2:36.80 <sup>(19)</sup> 90.0	1:06.12 <sup>(26)</sup> 92.6			
[2]	6.39 <sup>(18)</sup> 35.88 <sup>(13)</sup>	3:14.32 <sup>(21)</sup> 4:20.91 <sup>(23)</sup>	91.1	A:156.8		
	56.3 29.49 <sup>(12)</sup> 107.4	2:38.44 <sup>(22)</sup> 89.1	1:06.59 <sup>(26)</sup> 91.9			
<b>21. 183</b>	<b>SUSANI Luca</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Red White</b>	<b>N1600</b>	<b>8:40.51</b>
[1]	6.39 <sup>(18)</sup> 36.75 <sup>(22)</sup>	3:12.04 <sup>(17)</sup> 4:16.18 <sup>(17)</sup>	92.7	A:151.7	+54.43	
	56.3 30.36 <sup>(23)</sup> 104.3	2:35.29 <sup>(16)</sup> 90.9	1:04.14 <sup>(19)</sup> 95.4			
[2]	6.56 <sup>(29)</sup> 37.16 <sup>(24)</sup>	3:18.47 <sup>(28)</sup> 4:24.33 <sup>(25)</sup>	89.9	A:148.4		
	54.9 30.60 <sup>(23)</sup> 103.5	2:41.31 <sup>(29)</sup> 87.5	1:05.86 <sup>(25)</sup> 92.9			
<b>22. 198</b>	<b>PARON Luca</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Sport &amp; Joy</b>	<b>N1600</b>	<b>8:41.76</b>
[1]	6.40 <sup>(20)</sup> 37.18 <sup>(24)</sup>	3:14.29 <sup>(21)</sup> 4:19.61 <sup>(22)</sup>	91.5	A:146.1	+55.68	
	56.3 30.78 <sup>(26)</sup> 102.9	2:37.11 <sup>(20)</sup> 89.8	1:05.32 <sup>(25)</sup> 93.7			
[2]	6.52 <sup>(26)</sup> 37.06 <sup>(22)</sup>	3:16.42 <sup>(24)</sup> 4:22.15 <sup>(24)</sup>	90.6	A:144.7		
	55.2 30.54 <sup>(22)</sup> 103.7	2:39.36 <sup>(23)</sup> 88.6	1:05.73 <sup>(24)</sup> 93.1			
<b>23. 172</b>	<b>UGHETTI Corrado</b>	<b>I</b>	<b>Honda Civic Type R</b>	<b>Borrett Team</b>	<b>N2000</b>	<b>8:45.10</b>
[1]	6.93 <sup>(33)</sup> 37.36 <sup>(26)</sup>	3:21.22 <sup>(28)</sup> 4:24.63 <sup>(25)</sup>	89.8	A:129.7	+59.02	
	51.9 30.43 <sup>(24)</sup> 104.1	2:43.86 <sup>(28)</sup> 86.1	1:03.41 <sup>(15)</sup> 96.5			
[2]	6.58 <sup>(30)</sup> 36.42 <sup>(18)</sup>	3:16.37 <sup>(23)</sup> 4:20.47 <sup>(23)</sup>	91.2	A:129.6		
	54.7 29.84 <sup>(16)</sup> 106.2	2:39.95 <sup>(25)</sup> 88.2	1:04.10 <sup>(16)</sup> 95.5			
<b>24. 191</b>	<b>CRESPI Stefano</b>	<b>I</b>	<b>Honda Civic</b>		<b>N1600</b>	<b>8:46.20</b>
[1]	6.72 <sup>(32)</sup> 36.96 <sup>(23)</sup>	3:17.41 <sup>(24)</sup> 4:21.27 <sup>(23)</sup>	90.9	A:154.5	+1:00.12	
	53.6 30.24 <sup>(22)</sup> 104.8	2:40.45 <sup>(24)</sup> 88.0	1:03.86 <sup>(16)</sup> 95.8			
[2]	6.47 <sup>(22)</sup> 37.13 <sup>(23)</sup>	3:12.82 <sup>(19)</sup> 4:24.93 <sup>(26)</sup>	89.7	A:145.4		
	55.6 30.66 <sup>(24)</sup> 103.3	2:35.69 <sup>(17)</sup> 90.6	1:12.11 <sup>(32)</sup> 84.9			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax	
<b>25. 194</b>	<b>ERMEN Matteo</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Forum Iulii H.C.</b>	<b>N1600</b>	<b>8:48.26</b>
[1]	6.55 <sup>(27)</sup>	37.97 <sup>(28)</sup>	3:15.85 <sup>(23)</sup>	4:22.99 <sup>(24)</sup>	90.3	A:137.6
	55.0	31.42 <sup>(28)</sup> 100.8	2:37.88 <sup>(23)</sup> 89.4	1:07.14 <sup>(29)</sup> 91.2		
[2]	6.53 <sup>(27)</sup>	37.26 <sup>(25)</sup>	3:18.12 <sup>(27)</sup>	4:25.27 <sup>(27)</sup>	89.6	A:140.6
	55.1	30.73 <sup>(25)</sup> 103.1	2:40.86 <sup>(26)</sup> 87.7	1:07.15 <sup>(28)</sup> 91.1		
<b>26. 192</b>	<b>LOSZACH Nicola</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Forum Iulii H.C.</b>	<b>N1600</b>	<b>8:50.26</b>
[1]	6.39 <sup>(18)</sup>	36.53 <sup>(20)</sup>	3:17.72 <sup>(25)</sup>	4:24.95 <sup>(26)</sup>	89.7	A:145.6
	56.3	30.14 <sup>(20)</sup> 105.1	2:41.19 <sup>(25)</sup> 87.5	1:07.23 <sup>(30)</sup> 91.0		
[2]	6.43 <sup>(21)</sup>	36.32 <sup>(17)</sup>	3:17.29 <sup>(26)</sup>	4:25.31 <sup>(28)</sup>	89.6	A:149.8
	56.0	29.89 <sup>(17)</sup> 106.0	2:40.97 <sup>(27)</sup> 87.7	1:08.02 <sup>(29)</sup> 90.0		
<b>27. 173</b>	<b>CUDICIO Gianluca</b>	<b>I</b>	<b>Renault Clio Rs</b>	<b>Friuli</b>	<b>N2000</b>	<b>8:52.12</b>
[1]	6.37 <sup>(16)</sup>	38.35 <sup>(29)</sup>	3:20.23 <sup>(26)</sup>	4:25.29 <sup>(27)</sup>	89.6	A:131.5
	56.5	31.98 <sup>(30)</sup> 99.1	2:41.88 <sup>(26)</sup> 87.2	1:05.06 <sup>(23)</sup> 94.1		
[2]	6.31 <sup>(14)</sup>	38.13 <sup>(30)</sup>	3:22.48 <sup>(30)</sup>	4:26.83 <sup>(28)</sup>	89.0	A:127.4
	57.1	31.82 <sup>(30)</sup> 99.6	2:44.35 <sup>(30)</sup> 85.9	1:04.35 <sup>(20)</sup> 95.1		
<b>28. 193</b>	<b>BELTRAME Gabriele</b>	<b>I</b>	<b>Peugeot 106 S16</b>	<b>Forum Iulii H.C.</b>	<b>N1600</b>	<b>8:53.25</b>
[1]	6.55 <sup>(27)</sup>	38.46 <sup>(30)</sup>	3:20.82 <sup>(27)</sup>	4:27.55 <sup>(28)</sup>	88.8	A:132.1
	55.0	31.91 <sup>(29)</sup> 99.3	2:42.36 <sup>(27)</sup> 86.9	1:06.73 <sup>(28)</sup> 91.7		
[2]	6.37 <sup>(17)</sup>	37.93 <sup>(29)</sup>	3:18.99 <sup>(29)</sup>	4:25.70 <sup>(28)</sup>	89.4	A:133.8
	56.5	31.56 <sup>(29)</sup> 100.4	2:41.06 <sup>(28)</sup> 87.6	1:06.71 <sup>(27)</sup> 91.7		
<b>29. 171</b>	<b>BELTRAMINI Diego</b>	<b>I</b>	<b>Renault Clio Rs</b>		<b>N2000</b>	<b>8:53.80</b>
[1]	6.25 <sup>(11)</sup>	36.01 <sup>(15)</sup>	3:30.46 <sup>(30)</sup>	4:34.46 <sup>(29)</sup>	86.6	A:152.3
	57.6	29.76 <sup>(17)</sup> 106.5	2:54.45 <sup>(32)</sup> 80.9	1:04.00 <sup>(17)</sup> 95.6		
[2]	6.30 <sup>(13)</sup>	37.29 <sup>(26)</sup>	3:15.18 <sup>(22)</sup>	4:19.34 <sup>(22)</sup>	91.6	A:136.6
	57.1	30.99 <sup>(27)</sup> 102.2	2:37.89 <sup>(21)</sup> 89.4	1:04.16 <sup>(17)</sup> 95.4		
<b>30. 174</b>	<b>HARRER Helmut</b>	<b>A</b>	<b>Opel Astra Gsi</b>	<b>Auer Power Motorsport</b>	<b>N2000</b>	<b>9:00.36</b>
[1]	6.40 <sup>(20)</sup>	47.79 <sup>(33)</sup>	3:32.15 <sup>(31)</sup>	4:38.46 <sup>(31)</sup>	85.3	A:126.6
	56.3	41.39 <sup>(33)</sup> 76.5	2:44.36 <sup>(29)</sup> 85.9	1:06.31 <sup>(27)</sup> 92.3		
[2]	6.15 <sup>(9)</sup>	37.44 <sup>(28)</sup>	3:16.95 <sup>(25)</sup>	4:21.90 <sup>(24)</sup>	90.7	A:138.8
	58.5	31.29 <sup>(28)</sup> 101.2	2:39.51 <sup>(24)</sup> 88.5	1:04.95 <sup>(22)</sup> 94.2		
<b>31. 196</b>	<b>PEZZARINI Gabriele</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Motor in Motion</b>	<b>N1600</b>	<b>9:10.84</b>
[1]	6.54 <sup>(26)</sup>	39.80 <sup>(31)</sup>	3:27.56 <sup>(29)</sup>	4:36.17 <sup>(30)</sup>	86.0	A:126.9
	55.0	33.26 <sup>(31)</sup> 95.2	2:47.76 <sup>(30)</sup> 84.1	1:08.61 <sup>(31)</sup> 89.2		
[2]	6.42 <sup>(20)</sup>	39.43 <sup>(31)</sup>	3:25.87 <sup>(31)</sup>	4:34.67 <sup>(30)</sup>	86.5	A:126.3
	56.1	33.01 <sup>(31)</sup> 96.0	2:46.44 <sup>(31)</sup> 84.8	1:08.80 <sup>(30)</sup> 89.0		
<b>32. 188</b>	<b>SGIAROVELLO Rudi</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>		<b>N1600</b>	<b>9:29.43</b>
[1]	6.49 <sup>(24)</sup>	41.18 <sup>(32)</sup>	3:32.23 <sup>(32)</sup>	4:43.17 <sup>(32)</sup>	83.9	A:120.1
	55.5	34.69 <sup>(32)</sup> 91.3	2:51.05 <sup>(31)</sup> 82.5	1:10.94 <sup>(32)</sup> 86.3		
[2]	6.58 <sup>(30)</sup>	41.40 <sup>(32)</sup>	3:35.40 <sup>(32)</sup>	4:46.26 <sup>(33)</sup>	83.0	A:105.2
	54.7	34.82 <sup>(32)</sup> 91.0	2:54.00 <sup>(32)</sup> 81.1	1:10.86 <sup>(31)</sup> 86.4		
<b>33. 199</b>	<b>CHIUCH Andrea</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Sport &amp; Joy</b>	<b>N1600</b>	
[1]	6.24 <sup>(10)</sup>	36.11 <sup>(16)</sup>	DNF 1		A:148.4	
	57.7	29.87 <sup>(18)</sup> 106.1				

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