



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

## FIA Central Europe Z. - Tr. Italiano Vel. Montagna

### Autovetture con Om. FIA

### Analisi Telemetrie

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. Conduttore 100m	Madonnina	Naz	Vettura Tornante	Arrivo	Scuderia VMed	Classe VMax	Tem./Dif.
<b>1. 15 ZARDO Denny</b>		I	Gloria C810p		Team Italia	E2M 1600	<b>6:23.01</b>
[1] 4.76 <sup>(8)</sup>	26.78 <sup>(3)</sup>	2:24.56 <sup>(1)</sup>	<b>3:11.89<sup>(1)</sup></b>	123.8	A:193.2		
75.6	22.02 <sup>(2)</sup> 143.9	1:57.78 <sup>(1)</sup> 119.8	47.33 <sup>(1)</sup> 129.3				
[2] 4.75 <sup>(9)</sup>	26.64 <sup>(2)</sup>	2:24.05 <sup>(1)</sup>	<b>3:11.12<sup>(1)</sup></b>	124.3	A:196.9		
75.8	21.89 <sup>(2)</sup> 144.7	1:57.41 <sup>(1)</sup> 120.2	47.07 <sup>(1)</sup> 130.0				
<b>2. 3 CINELLI Franco</b>		I	Lola B99/50		Etruria	E2M 3000	<b>6:29.78</b>
[1] 4.78 <sup>(9)</sup>	26.19 <sup>(1)</sup>	2:26.71 <sup>(2)</sup>	<b>3:14.97<sup>(2)</sup></b>	121.9	A:204.2		+6.77
75.3	21.41 <sup>(1)</sup> 148.0	2:00.52 <sup>(2)</sup> 117.1	48.26 <sup>(3)</sup> 126.8				
[2] 4.66 <sup>(7)</sup>	25.85 <sup>(1)</sup>	2:27.45 <sup>(2)</sup>	<b>3:14.81<sup>(2)</sup></b>	122.0	A:205.1		
77.3	21.19 <sup>(1)</sup> 149.5	2:01.60 <sup>(2)</sup> 116.1	47.36 <sup>(2)</sup> 129.2				
<b>3. 34 FAGGIOLI Simone</b>		I	Osella Pa 21 Evo		Best Lap	CN 2000	<b>6:38.07</b>
[1] 5.10 <sup>(21)</sup>	27.85 <sup>(5)</sup>	2:30.43 <sup>(3)</sup>	<b>3:18.80<sup>(3)</sup></b>	119.5	A:196.9		+15.06
70.6	22.75 <sup>(5)</sup> 139.3	2:02.58 <sup>(3)</sup> 115.1	48.37 <sup>(4)</sup> 126.5				
[2] 4.85 <sup>(13)</sup>	27.43 <sup>(5)</sup>	2:30.26 <sup>(3)</sup>	<b>3:19.27<sup>(4)</sup></b>	119.2	A:185.3		
74.2	22.58 <sup>(4)</sup> 140.3	2:02.83 <sup>(3)</sup> 114.9	49.01 <sup>(4)</sup> 124.9				
<b>4. 5 GAZZIERO Stefano</b>		I	Reynard Nippon		Villorba Corse	E2M 3000	<b>6:44.53</b>
[1] 4.62 <sup>(4)</sup>	26.89 <sup>(4)</sup>	2:34.91 <sup>(5)</sup>	<b>3:22.99<sup>(5)</sup></b>	117.1	A:185.8		+21.52
77.9	22.27 <sup>(4)</sup> 142.3	2:08.02 <sup>(5)</sup> 110.2	48.08 <sup>(2)</sup> 127.3				
[2] 4.51 <sup>(3)</sup>	26.65 <sup>(3)</sup>	2:33.27 <sup>(4)</sup>	<b>3:21.54<sup>(4)</sup></b>	117.9	A:178.2		
79.8	22.14 <sup>(3)</sup> 143.1	2:06.62 <sup>(4)</sup> 111.5	48.27 <sup>(3)</sup> 126.8				
<b>5. 23 FERRAIS Tiziano</b>		I	Ferraris Ch2		Car Racing	E2B 2500	<b>6:45.03</b>
[1] 4.45 <sup>(2)</sup>	26.67 <sup>(2)</sup>	2:33.05 <sup>(4)</sup>	<b>3:21.88<sup>(4)</sup></b>	117.7	A:196.4		+22.02
80.9	22.22 <sup>(3)</sup> 142.6	2:06.38 <sup>(4)</sup> 111.7	48.83 <sup>(5)</sup> 125.3				
[2] 4.40 <sup>(2)</sup>	26.98 <sup>(4)</sup>	2:33.74 <sup>(5)</sup>	<b>3:23.15<sup>(6)</sup></b>	117.0	A:187.2		
81.8	22.58 <sup>(4)</sup> 140.3	2:06.76 <sup>(5)</sup> 111.3	49.41 <sup>(5)</sup> 123.9				
<b>6. 57 GIULIANI Fulvio</b>		I	Lancia Delta Evo		AB Motorsport	E1 It. 3000+	<b>7:05.32</b>
[1] 4.97 <sup>(17)</sup>	29.51 <sup>(11)</sup>	2:43.68 <sup>(11)</sup>	<b>3:34.50<sup>(8)</sup></b>	110.8	A:161.6		+42.31
72.4	24.54 <sup>(11)</sup> 129.1	2:14.17 <sup>(10)</sup> 105.2	50.82 <sup>(6)</sup> 120.4				
[2] 4.65 <sup>(6)</sup>	28.71 <sup>(9)</sup>	2:40.85 <sup>(7)</sup>	<b>3:30.82<sup>(6)</sup></b>	112.7	A:160.0		
77.4	24.06 <sup>(9)</sup> 131.7	2:12.14 <sup>(8)</sup> 106.8	49.97 <sup>(6)</sup> 122.5				
<b>7. 24 PRESTI Giuseppe</b>		I	Lucchini Bmw		Villorba Corse	E2B 3000	<b>7:06.36</b>
[1] 5.54 <sup>(39)</sup>	28.51 <sup>(8)</sup>	2:43.09 <sup>(9)</sup>	<b>3:34.74<sup>(9)</sup></b>	110.6	A:160.1		+43.35
65.0	22.97 <sup>(6)</sup> 137.9	2:14.58 <sup>(11)</sup> 104.9	51.65 <sup>(7)</sup> 118.5				
[2] 4.89 <sup>(16)</sup>	27.74 <sup>(6)</sup>	2:39.35 <sup>(6)</sup>	<b>3:31.62<sup>(6)</sup></b>	112.3	A:156.3		
73.6	22.85 <sup>(6)</sup> 138.6	2:11.61 <sup>(6)</sup> 107.2	52.27 <sup>(8)</sup> 117.1				
<b>8. 46 DI FANT Gianni</b>		I	Porsche 997 Gt3		Forum Iulii H.C.	GT4 3000+	<b>7:07.69</b>
[1] 5.13 <sup>(24)</sup>	29.20 <sup>(9)</sup>	2:41.71 <sup>(8)</sup>	<b>3:34.04<sup>(7)</sup></b>	111.0	A:172.6		+44.68
70.2	24.07 <sup>(9)</sup> 131.6	2:12.51 <sup>(8)</sup> 106.5	52.33 <sup>(9)</sup> 117.0				
[2] 5.15 <sup>(24)</sup>	29.33 <sup>(11)</sup>	2:41.16 <sup>(8)</sup>	<b>3:33.65<sup>(6)</sup></b>	111.2	A:176.6		
69.9	24.18 <sup>(10)</sup> 131.0	2:11.83 <sup>(7)</sup> 107.0	52.49 <sup>(9)</sup> 116.6				
<b>9. 86 MARKO Andreas</b>		A	Audi A4			E1 It. 2000	<b>7:08.61</b>
[1] 5.08 <sup>(20)</sup>	29.56 <sup>(13)</sup>	2:40.33 <sup>(7)</sup>	<b>3:33.94<sup>(6)</sup></b>	111.1	A:188.2		+45.60
70.9	24.48 <sup>(10)</sup> 129.4	2:10.77 <sup>(7)</sup> 107.9	53.61 <sup>(13)</sup> 114.2				
[2] 4.98 <sup>(19)</sup>	29.46 <sup>(12)</sup>	2:41.68 <sup>(9)</sup>	<b>3:34.67<sup>(9)</sup></b>	110.7	A:183.4		
72.3	24.48 <sup>(12)</sup> 129.4	2:12.22 <sup>(9)</sup> 106.7	52.99 <sup>(12)</sup> 115.5				
<b>10. 18 LIBER Federico</b>		I	Gloria		Realmotorsport	E2M 1000	<b>7:14.12</b>
[1] 4.82 <sup>(10)</sup>	29.54 <sup>(12)</sup>	2:44.99 <sup>(13)</sup>	<b>3:37.11<sup>(11)</sup></b>	109.4	A:166.6		+51.11
74.7	24.72 <sup>(12)</sup> 128.2	2:15.45 <sup>(12)</sup> 104.2	52.12 <sup>(8)</sup> 117.4				
[2] 4.84 <sup>(12)</sup>	29.95 <sup>(16)</sup>	2:45.14 <sup>(13)</sup>	<b>3:37.01<sup>(11)</sup></b>	109.5	A:170.8		
74.4	25.11 <sup>(16)</sup> 126.2	2:15.19 <sup>(12)</sup> 104.4	51.87 <sup>(7)</sup> 118.0				
<b>11. 59 PAILER Felix</b>		A	Lancia Delta Integrale			E1 It. 3000+	<b>7:14.72</b>
[1] 4.40 <sup>(1)</sup>	28.39 <sup>(7)</sup>	2:44.27 <sup>(12)</sup>	<b>3:36.73<sup>(10)</sup></b>	109.6	A:173.9		+51.71
81.8	23.99 <sup>(8)</sup> 132.1	2:15.88 <sup>(14)</sup> 103.9	52.46 <sup>(10)</sup> 116.7				
[2] 4.36 <sup>(1)</sup>	28.41 <sup>(7)</sup>	2:44.01 <sup>(11)</sup>	<b>3:37.99<sup>(13)</sup></b>	109.0	A:169.0		

P. N. Conduttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax
82.6	24.05 <sup>(8)</sup> 131.7	2:15.60 <sup>(13)</sup> 104.1	53.98 <sup>(14)</sup> 113.4		
<b>12. 76 PERINI Franco</b>	<b>I</b>	<b>Alfa Romeo 155 V6 Ti</b>		<b>E1 It. 3000</b>	<b>7:15.31</b>
[1] 4.94 <sup>(14)</sup>	30.02 <sup>(15)</sup>	2:45.48 <sup>(14)</sup>	3:38.70 <sup>(13)</sup>	108.6	A:162.7 +52.30
72.9	25.08 <sup>(15)</sup> 126.3	2:15.46 <sup>(13)</sup> 104.2	53.22 <sup>(11)</sup> 115.0		
[2] 5.16 <sup>(25)</sup>	29.83 <sup>(14)</sup>	2:44.00 <sup>(10)</sup>	3:36.61 <sup>(10)</sup>	109.7	A:167.6
69.8	24.67 <sup>(13)</sup> 128.4	2:14.17 <sup>(11)</sup> 105.2	52.61 <sup>(10)</sup> 116.3		
<b>13. 117 CHIAPPO Fausto</b>	<b>I</b>	<b>Ford Focus Wrc</b>	<b>Motor in Motion</b>	<b>A3000+</b>	<b>7:15.46</b>
[1] 4.92 <sup>(12)</sup>	30.44 <sup>(18)</sup>	2:43.30 <sup>(10)</sup>	3:37.81 <sup>(12)</sup>	109.1	A:180.4 +52.45
73.2	25.52 <sup>(20)</sup> 124.1	2:12.86 <sup>(9)</sup> 106.2	54.51 <sup>(15)</sup> 112.3		
[2] 4.99 <sup>(21)</sup>	30.43 <sup>(19)</sup>	2:44.32 <sup>(12)</sup>	3:37.65 <sup>(12)</sup>	109.2	A:179.7
72.1	25.44 <sup>(18)</sup> 124.5	2:13.89 <sup>(10)</sup> 105.4	53.33 <sup>(13)</sup> 114.8		
<b>14. 6 NALON Marietto</b>	<b>I</b>	<b>Lola Zytek</b>		<b>E2M 3000</b>	<b>7:18.22</b>
[1] 4.70 <sup>(6)</sup>	29.61 <sup>(14)</sup>	2:46.50 <sup>(15)</sup>	3:39.79 <sup>(14)</sup>	108.1	A:164.1 +55.21
76.6	24.91 <sup>(14)</sup> 127.2	2:16.89 <sup>(15)</sup> 103.1	53.29 <sup>(12)</sup> 114.8		
[2] 4.82 <sup>(11)</sup>	29.11 <sup>(10)</sup>	2:45.79 <sup>(14)</sup>	3:38.43 <sup>(13)</sup>	108.8	A:166.6
74.7	24.29 <sup>(11)</sup> 130.4	2:16.68 <sup>(14)</sup> 103.2	52.64 <sup>(11)</sup> 116.3		
<b>15. 32 MANZONI Franco</b>	<b>I</b>	<b>Osella Pa 20/s</b>		<b>CN 3000</b>	<b>7:29.14</b>
[1] 5.16 <sup>(26)</sup>	30.33 <sup>(17)</sup>	2:51.06 <sup>(20)</sup>	3:45.28 <sup>(17)</sup>	105.5	A:154.8 +1:06.13
69.8	25.17 <sup>(16)</sup> 125.9	2:20.73 <sup>(20)</sup> 100.3	54.22 <sup>(14)</sup> 112.9		
[2] 4.79 <sup>(10)</sup>	29.51 <sup>(13)</sup>	2:48.53 <sup>(15)</sup>	3:43.86 <sup>(15)</sup>	106.1	A:164.7
75.2	24.72 <sup>(14)</sup> 128.2	2:19.02 <sup>(17)</sup> 101.5	55.33 <sup>(16)</sup> 110.6		
<b>16. 87 EDER Roland</b>	<b>A</b>	<b>Vw Golf Gti 16v</b>		<b>E1 It. 2000</b>	<b>7:29.99</b>
[1] 5.71 <sup>(43)</sup>	31.00 <sup>(21)</sup>	2:48.32 <sup>(17)</sup>	3:44.13 <sup>(15)</sup>	106.0	A:167.2 +1:06.98
63.0	25.29 <sup>(17)</sup> 125.3	2:17.32 <sup>(16)</sup> 102.8	55.81 <sup>(19)</sup> 109.7		
[2] 5.76 <sup>(41)</sup>	31.46 <sup>(21)</sup>	2:49.72 <sup>(17)</sup>	3:45.86 <sup>(18)</sup>	105.2	A:162.3
62.5	25.70 <sup>(20)</sup> 123.3	2:18.26 <sup>(15)</sup> 102.1	56.14 <sup>(18)</sup> 109.0		
<b>17. 8 MANDL Anton</b>	<b>A</b>	<b>Reynard Opel</b>		<b>E2M 2000</b>	<b>7:34.98</b>
[1] 5.15 <sup>(25)</sup>	31.23 <sup>(22)</sup>	2:50.28 <sup>(19)</sup>	3:46.30 <sup>(18)</sup>	105.0	A:162.3 +1:11.97
69.9	26.08 <sup>(22)</sup> 121.5	2:19.05 <sup>(19)</sup> 101.5	56.02 <sup>(21)</sup> 109.2		
[2] 5.18 <sup>(26)</sup>	31.48 <sup>(22)</sup>	2:51.47 <sup>(18)</sup>	3:48.68 <sup>(21)</sup>	103.9	A:168.6
69.5	26.30 <sup>(22)</sup> 120.5	2:19.99 <sup>(18)</sup> 100.8	57.21 <sup>(20)</sup> 107.0		
<b>18. 53 SCHWAIGER Rupert</b>	<b>A</b>	<b>Porsche 911</b>		<b>E1 Int. 2000</b>	<b>7:35.57</b>
[1] 4.65 <sup>(5)</sup>	30.05 <sup>(16)</sup>	2:49.07 <sup>(18)</sup>	3:52.47 <sup>(22)</sup>	102.2	A:163.8 +1:12.56
77.4	25.40 <sup>(19)</sup> 124.7	2:19.02 <sup>(18)</sup> 101.5	1:03.40 <sup>(72)</sup> 96.5		
[2] 4.62 <sup>(5)</sup>	30.16 <sup>(18)</sup>	2:48.80 <sup>(16)</sup>	3:43.10 <sup>(15)</sup>	106.5	A:154.8
77.9	25.54 <sup>(19)</sup> 124.0	2:18.64 <sup>(16)</sup> 101.8	54.30 <sup>(15)</sup> 112.7		
<b>19. 122 "ROMY"</b>	<b>I</b>	<b>Honda Civic Type R</b>	<b>New Media</b>	<b>A2000</b>	<b>7:40.60</b>
[1] 6.08 <sup>(52)</sup>	32.72 <sup>(31)</sup>	2:54.10 <sup>(23)</sup>	3:50.04 <sup>(21)</sup>	103.3	A:159.4 +1:17.59
59.2	26.64 <sup>(24)</sup> 118.9	2:21.38 <sup>(22)</sup> 99.8	55.94 <sup>(20)</sup> 109.4		
[2] 6.04 <sup>(48)</sup>	32.88 <sup>(30)</sup>	2:54.26 <sup>(20)</sup>	3:50.56 <sup>(22)</sup>	103.1	A:158.2
59.6	26.84 <sup>(24)</sup> 118.0	2:21.38 <sup>(19)</sup> 99.8	56.30 <sup>(19)</sup> 108.7		
<b>20. 153 HORVAT Saso</b>	<b>SLO</b>	<b>Mitsubishi Lancer Evo IX</b>		<b>N3000+</b>	<b>7:46.08</b>
[1] 4.90 <sup>(11)</sup>	31.50 <sup>(23)</sup>	2:57.74 <sup>(28)</sup>	3:53.51 <sup>(23)</sup>	101.8	A:150.6 +1:23.07
73.5	26.60 <sup>(23)</sup> 119.1	2:26.24 <sup>(31)</sup> 96.5	55.77 <sup>(18)</sup> 109.7		
[2] 4.85 <sup>(13)</sup>	30.76 <sup>(20)</sup>	2:56.55 <sup>(24)</sup>	3:52.57 <sup>(23)</sup>	102.2	A:159.2
74.2	25.91 <sup>(21)</sup> 122.3	2:25.79 <sup>(26)</sup> 96.8	56.02 <sup>(17)</sup> 109.2		
<b>21. 156 BUIATTI Michele</b>	<b>I</b>	<b>Honda Civic Type R</b>	<b>Friuli</b>	<b>N2000</b>	<b>7:47.18</b>
[1] 6.32 <sup>(67)</sup>	33.77 <sup>(42)</sup>	2:55.45 <sup>(24)</sup>	3:53.60 <sup>(24)</sup>	101.7	A:164.3 +1:24.17
57.0	27.45 <sup>(34)</sup> 115.4	2:21.68 <sup>(23)</sup> 99.6	58.15 <sup>(29)</sup> 105.2		
[2] 6.15 <sup>(57)</sup>	33.32 <sup>(38)</sup>	2:55.78 <sup>(21)</sup>	3:53.58 <sup>(24)</sup>	101.7	A:163.2
58.5	27.17 <sup>(32)</sup> 116.6	2:22.46 <sup>(21)</sup> 99.1	57.80 <sup>(24)</sup> 105.9		
<b>22. 14 BERTÒ Franco</b>	<b>I</b>	<b>Tatuus F.Renault</b>	<b>Realmotorsport</b>	<b>E2M 1600</b>	<b>7:50.02</b>
[1] 4.92 <sup>(12)</sup>	30.61 <sup>(19)</sup>	2:53.87 <sup>(22)</sup>	3:48.65 <sup>(20)</sup>	103.9	A:155.6 +1:27.01
73.2	25.69 <sup>(21)</sup> 123.3	2:23.26 <sup>(24)</sup> 98.5	54.78 <sup>(17)</sup> 111.7		
[2] 4.97 <sup>(18)</sup>	30.05 <sup>(17)</sup>	3:04.05 <sup>(39)</sup>	4:01.37 <sup>(38)</sup>	98.4	A:151.4
72.4	25.08 <sup>(15)</sup> 126.3	2:34.00 <sup>(55)</sup> 91.6	57.32 <sup>(21)</sup> 106.8		
<b>23. 19 LAFFRANCHI Andrea</b>	<b>I</b>	<b>Gloria</b>	<b>Cooper Racing Club</b>	<b>E2M 1000</b>	<b>7:52.82</b>
[1] 5.03 <sup>(19)</sup>	32.70 <sup>(30)</sup>	3:00.10 <sup>(33)</sup>	3:56.85 <sup>(28)</sup>	100.3	A:141.0 +1:29.81
71.6	27.67 <sup>(37)</sup> 114.5	2:27.40 <sup>(35)</sup> 95.7	56.75 <sup>(22)</sup> 107.8		
[2] 5.01 <sup>(23)</sup>	32.23 <sup>(24)</sup>	2:58.17 <sup>(25)</sup>	3:55.97 <sup>(28)</sup>	100.7	A:146.1
71.9	27.22 <sup>(34)</sup> 116.4	2:25.94 <sup>(27)</sup> 96.7	57.80 <sup>(24)</sup> 105.9		
<b>24. 92 BOMMARTINI Fabrizio</b>	<b>I</b>	<b>Renault Clio Rs Cup</b>	<b>Realmotorsport</b>	<b>E1 It. 2000</b>	<b>7:52.97</b>
[1] 6.39 <sup>(77)</sup>	33.49 <sup>(39)</sup>	2:57.57 <sup>(26)</sup>	3:55.07 <sup>(26)</sup>	101.1	A:156.1 +1:29.96
56.3	27.10 <sup>(30)</sup> 116.9	2:24.08 <sup>(25)</sup> 97.9	57.50 <sup>(24)</sup> 106.4		
[2] 6.24 <sup>(61)</sup>	33.29 <sup>(37)</sup>	3:00.49 <sup>(30)</sup>	3:57.90 <sup>(31)</sup>	99.9	A:156.8
57.7	27.05 <sup>(29)</sup> 117.1	2:27.20 <sup>(29)</sup> 95.9	57.41 <sup>(22)</sup> 106.6		

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax	
<b>25.</b>	<b>123 MARTINEK René</b>	<b>A</b>	<b>Honda Civic Type R</b>	<b>Msc Rottenegg</b>	<b>A2000</b>	<b>7:53.96</b>
[1]	6.00 <sup>(49)</sup>	32.64 <sup>(29)</sup>	2:57.62 <sup>(27)</sup>	3:55.12 <sup>(27)</sup>	101.1	A:166.4
	60.0	26.64 <sup>(24)</sup> 118.9	2:24.98 <sup>(28)</sup> 97.3	57.50 <sup>(24)</sup> 106.4		
[2]	6.03 <sup>(47)</sup>	33.00 <sup>(32)</sup>	3:00.74 <sup>(31)</sup>	3:58.84 <sup>(32)</sup>	99.5	A:166.0
	59.7	26.97 <sup>(26)</sup> 117.5	2:27.74 <sup>(31)</sup> 95.5	58.10 <sup>(26)</sup> 105.3		
<b>26.</b>	<b>126 ZORMAN Slavko</b>	<b>SLO</b>	<b>Renault Clio Williams</b>		<b>A2000</b>	<b>7:56.29</b>
[1]	6.18 <sup>(56)</sup>	34.25 <sup>(48)</sup>	2:59.27 <sup>(30)</sup>	3:58.16 <sup>(31)</sup>	99.8	A:155.6
	58.3	28.07 <sup>(45)</sup> 112.9	2:25.02 <sup>(29)</sup> 97.3	58.89 <sup>(32)</sup> 103.9		
[2]	6.00 <sup>(46)</sup>	33.70 <sup>(43)</sup>	2:59.03 <sup>(28)</sup>	3:58.13 <sup>(31)</sup>	99.8	A:154.0
	60.0	27.70 <sup>(39)</sup> 114.4	2:25.33 <sup>(24)</sup> 97.1	59.10 <sup>(37)</sup> 103.6		
<b>27.</b>	<b>103 EDER Erich</b>	<b>A</b>	<b>Vw Golf Gti</b>		<b>E1 It. 1600</b>	<b>7:56.87</b>
[1]	5.61 <sup>(42)</sup>	32.85 <sup>(33)</sup>	3:00.53 <sup>(34)</sup>	3:59.83 <sup>(34)</sup>	99.1	+1:33.86
	64.2	27.24 <sup>(31)</sup> 116.3	2:27.68 <sup>(37)</sup> 95.6	59.30 <sup>(37)</sup> 103.2		
[2]	5.66 <sup>(37)</sup>	33.11 <sup>(34)</sup>	2:58.36 <sup>(27)</sup>	3:57.04 <sup>(29)</sup>	100.2	A:162.8
	63.6	27.45 <sup>(37)</sup> 115.4	2:25.25 <sup>(23)</sup> 97.2	58.68 <sup>(31)</sup> 104.3		
<b>28.</b>	<b>102 MAIER Helmut</b>	<b>A</b>	<b>Vw Golf</b>		<b>E1 It. 1600</b>	<b>7:57.19</b>
[1]	5.51 <sup>(38)</sup>	32.34 <sup>(27)</sup>	2:56.51 <sup>(25)</sup>	3:54.31 <sup>(25)</sup>	101.4	+1:34.18
	65.3	26.83 <sup>(26)</sup> 118.1	2:24.17 <sup>(26)</sup> 97.9	57.80 <sup>(26)</sup> 105.9		
[2]	5.62 <sup>(36)</sup>	32.64 <sup>(28)</sup>	2:55.96 <sup>(22)</sup>	4:02.88 <sup>(42)</sup>	97.8	A:163.6
	64.1	27.02 <sup>(27)</sup> 117.2	2:23.32 <sup>(22)</sup> 98.5	1:06.92 <sup>(92)</sup> 91.5		
<b>29.</b>	<b>1 GALLI Hubert</b>	<b>A</b>	<b>Dallara Indy</b>	<b>Galli Racing</b>	<b>E2M 3000+</b>	<b>7:58.18</b>
[1]	4.95 <sup>(15)</sup>	31.85 <sup>(24)</sup>	3:03.65 <sup>(44)</sup>	4:03.43 <sup>(43)</sup>	97.6	A:145.8
	72.7	26.90 <sup>(27)</sup> 117.8	2:31.80 <sup>(54)</sup> 93.0	59.78 <sup>(45)</sup> 102.4		
[2]	4.67 <sup>(8)</sup>	29.83 <sup>(14)</sup>	2:56.42 <sup>(23)</sup>	3:54.75 <sup>(26)</sup>	101.2	A:161.9
	77.1	25.16 <sup>(17)</sup> 125.9	2:26.59 <sup>(28)</sup> 96.3	58.33 <sup>(28)</sup> 104.9		
<b>30.</b>	<b>94 ANSELMU Luca</b>	<b>I</b>	<b>Renault Clio Cup</b>	<b>Vimotorsport</b>	<b>E1 It. 2000</b>	<b>7:58.88</b>
[1]	6.42 <sup>(83)</sup>	33.73 <sup>(41)</sup>	2:58.49 <sup>(29)</sup>	3:57.69 <sup>(30)</sup>	100.0	+1:35.87
	56.1	27.31 <sup>(33)</sup> 116.0	2:24.76 <sup>(27)</sup> 97.5	59.20 <sup>(36)</sup> 103.4		
[2]	6.38 <sup>(75)</sup>	33.27 <sup>(36)</sup>	3:02.25 <sup>(34)</sup>	4:01.19 <sup>(37)</sup>	98.5	A:166.8
	56.4	26.89 <sup>(25)</sup> 117.8	2:28.98 <sup>(35)</sup> 94.7	58.94 <sup>(33)</sup> 103.8		
<b>31.</b>	<b>74 VOUC Marko</b>	<b>SLO</b>	<b>Subaru Impreza Wrx</b>		<b>E1 It. 3000+</b>	<b>7:59.19</b>
[1]	5.41 <sup>(34)</sup>	33.43 <sup>(37)</sup>	3:00.72 <sup>(36)</sup>	3:59.13 <sup>(32)</sup>	99.4	A:152.0
	66.5	28.02 <sup>(44)</sup> 113.1	2:27.29 <sup>(34)</sup> 95.8	58.41 <sup>(31)</sup> 104.8		
[2]	5.72 <sup>(40)</sup>	33.22 <sup>(35)</sup>	3:01.27 <sup>(33)</sup>	4:00.06 <sup>(35)</sup>	99.0	A:150.6
	62.9	27.50 <sup>(38)</sup> 115.2	2:28.05 <sup>(33)</sup> 95.3	58.79 <sup>(32)</sup> 104.1		
<b>32.</b>	<b>118 FISCHER Alfred</b>	<b>A</b>	<b>Mitsubishi Lancer Evo Viii</b>	<b>Msc Rottenegg</b>	<b>A3000+</b>	<b>8:01.15</b>
[1]	5.24 <sup>(28)</sup>	32.54 <sup>(28)</sup>	3:02.94 <sup>(43)</sup>	4:01.08 <sup>(36)</sup>	98.6	A:150.1
	68.7	27.30 <sup>(32)</sup> 116.0	2:30.40 <sup>(47)</sup> 93.8	58.14 <sup>(28)</sup> 105.3		
[2]	5.25 <sup>(28)</sup>	32.31 <sup>(25)</sup>	3:00.10 <sup>(29)</sup>	4:00.07 <sup>(35)</sup>	99.0	A:152.2
	68.6	27.06 <sup>(30)</sup> 117.1	2:27.79 <sup>(32)</sup> 95.5	59.97 <sup>(42)</sup> 102.1		
<b>33.</b>	<b>38 ZANKER Guenter</b>	<b>A</b>	<b>Ktm X-Bow</b>		<b>KTM</b>	<b>8:01.69</b>
[1]	5.30 <sup>(31)</sup>	33.65 <sup>(40)</sup>	3:02.42 <sup>(39)</sup>	4:00.44 <sup>(35)</sup>	98.8	A:148.6
	67.9	28.35 <sup>(48)</sup> 111.7	2:28.77 <sup>(40)</sup> 94.9	58.02 <sup>(27)</sup> 105.5		
[2]	5.33 <sup>(30)</sup>	33.64 <sup>(42)</sup>	3:03.46 <sup>(37)</sup>	4:01.25 <sup>(38)</sup>	98.5	A:144.4
	67.5	28.31 <sup>(44)</sup> 111.9	2:29.82 <sup>(38)</sup> 94.2	57.79 <sup>(23)</sup> 105.9		
<b>34.</b>	<b>129 MIANO Simone</b>	<b>I</b>	<b>Renault Clio</b>		<b>A2000</b>	<b>8:02.56</b>
[1]	6.25 <sup>(62)</sup>	34.11 <sup>(46)</sup>	3:02.09 <sup>(37)</sup>	4:01.79 <sup>(39)</sup>	98.3	A:142.1
	57.6	27.86 <sup>(42)</sup> 113.7	2:27.98 <sup>(38)</sup> 95.4	59.70 <sup>(43)</sup> 102.5		
[2]	6.07 <sup>(49)</sup>	33.78 <sup>(44)</sup>	3:01.15 <sup>(32)</sup>	4:00.77 <sup>(36)</sup>	98.7	A:149.6
	59.3	27.71 <sup>(40)</sup> 114.3	2:27.37 <sup>(30)</sup> 95.8	59.62 <sup>(39)</sup> 102.7		
<b>35.</b>	<b>152 TUROLO Alberto</b>	<b>I</b>	<b>Mitsubishi Lancer Evo Ix</b>	<b>Friuli</b>	<b>N3000+</b>	<b>8:04.20</b>
[1]	5.48 <sup>(35)</sup>	33.01 <sup>(34)</sup>	3:08.16 <sup>(58)</sup>	4:07.88 <sup>(52)</sup>	95.9	A:159.8
	65.7	27.53 <sup>(35)</sup> 115.1	2:35.15 <sup>(65)</sup> 91.0	59.72 <sup>(44)</sup> 102.5		
[2]	5.50 <sup>(35)</sup>	32.84 <sup>(29)</sup>	2:58.22 <sup>(26)</sup>	3:56.32 <sup>(28)</sup>	100.5	A:163.4
	65.5	27.34 <sup>(36)</sup> 115.9	2:25.38 <sup>(25)</sup> 97.1	58.10 <sup>(26)</sup> 105.3		
<b>36.</b>	<b>41 NOEST Christian</b>	<b>A</b>	<b>Ktm X-Bow</b>		<b>KTM</b>	<b>8:04.37</b>
[1]	5.60 <sup>(41)</sup>	33.94 <sup>(43)</sup>	3:04.43 <sup>(48)</sup>	4:03.52 <sup>(44)</sup>	97.6	A:144.0
	64.3	28.34 <sup>(47)</sup> 111.8	2:30.49 <sup>(48)</sup> 93.8	59.09 <sup>(33)</sup> 103.6		
[2]	5.45 <sup>(34)</sup>	33.34 <sup>(39)</sup>	3:02.40 <sup>(35)</sup>	4:00.85 <sup>(36)</sup>	98.7	A:142.1
	66.1	27.89 <sup>(42)</sup> 113.6	2:29.06 <sup>(36)</sup> 94.7	58.45 <sup>(29)</sup> 104.7		
<b>37.</b>	<b>154 MARC Peter</b>	<b>SLO</b>	<b>Mitsubishi Lancer Evo Ix</b>		<b>N3000+</b>	<b>8:05.28</b>
[1]	5.10 <sup>(21)</sup>	32.83 <sup>(32)</sup>	3:02.71 <sup>(41)</sup>	4:01.85 <sup>(40)</sup>	98.2	A:145.1
	70.6	27.73 <sup>(41)</sup> 114.2	2:29.88 <sup>(45)</sup> 94.2	59.14 <sup>(35)</sup> 103.5		
[2]	4.98 <sup>(19)</sup>	33.39 <sup>(41)</sup>	3:04.35 <sup>(40)</sup>	4:03.43 <sup>(43)</sup>	97.6	A:148.7
	72.3	28.41 <sup>(45)</sup> 111.5	2:30.96 <sup>(43)</sup> 93.5	59.08 <sup>(35)</sup> 103.6		
<b>38.</b>	<b>55 BUTTOLETTI Graziano</b>	<b>I</b>	<b>Alfa Romeo 147 Gta</b>	<b>ACN Forze di Polizia</b>	<b>E1 Int. 2000</b>	<b>8:05.88</b>
						+1:42.87

P. N. Conduttore		Naz	Vettura	Scuderia		Classe	
100m	Madonnina	Tornante	Arrivo	VMed	VMax	Tem./Dif.	
[1]	6.05 <sup>(51)</sup>	34.19 <sup>(47)</sup>	3:03.66 <sup>(45)</sup>	4:02.96 <sup>(42)</sup>	97.8	A:155.0	
	59.5	28.14 <sup>(46)</sup> 112.6	2:29.47 <sup>(44)</sup> 94.4	59.30 <sup>(37)</sup> 103.2			
[2]	6.12 <sup>(53)</sup>	33.90 <sup>(45)</sup>	3:04.41 <sup>(41)</sup>	4:02.92 <sup>(42)</sup>	97.8	A:153.1	
	58.8	27.78 <sup>(41)</sup> 114.0	2:30.51 <sup>(41)</sup> 93.8	58.51 <sup>(30)</sup> 104.6			
39. 72 BRACHT Juergen		D	Lancia Delta Evo		E1 It. 3000+	8:06.07	
[1]	5.29 <sup>(30)</sup>	32.33 <sup>(26)</sup>	3:02.27 <sup>(38)</sup>	4:01.76 <sup>(38)</sup>	98.3	A:153.6	+1:43.06
	68.1	27.04 <sup>(29)</sup> 117.2	2:29.94 <sup>(46)</sup> 94.1	59.49 <sup>(42)</sup> 102.9			
[2]	5.37 <sup>(31)</sup>	32.40 <sup>(26)</sup>	3:03.28 <sup>(36)</sup>	4:04.31 <sup>(46)</sup>	97.3	A:156.5	
	67.0	27.03 <sup>(28)</sup> 117.2	2:30.88 <sup>(42)</sup> 93.5	1:01.03 <sup>(46)</sup> 100.3			
40. 97 MOROCUTTI Manuel		I	Renault New Clio	Sport Racing Team	E1 It. 2000	8:09.43	
[1]	6.34 <sup>(70)</sup>	34.01 <sup>(45)</sup>	2:59.46 <sup>(31)</sup>	3:57.67 <sup>(29)</sup>	100.0		+1:46.42
	56.8	27.67 <sup>(37)</sup> 114.5	2:25.45 <sup>(30)</sup> 97.0	58.21 <sup>(30)</sup> 105.1			
[2]	6.36 <sup>(72)</sup>	35.49 <sup>(61)</sup>	3:11.93 <sup>(66)</sup>	4:11.76 <sup>(61)</sup>	94.4	A:151.2	
	56.6	29.13 <sup>(58)</sup> 108.8	2:36.44 <sup>(68)</sup> 90.2	59.83 <sup>(41)</sup> 102.3			
41. 178 MIGLIUOLO Antonino		I	Peugeot 106 Rallye	Vimotorsport	N1600	8:11.23	
[1]	6.00 <sup>(49)</sup>	35.03 <sup>(53)</sup>	3:02.61 <sup>(40)</sup>	4:05.40 <sup>(47)</sup>	96.8	A:156.3	+1:48.22
	60.0	29.03 <sup>(55)</sup> 109.1	2:27.58 <sup>(36)</sup> 95.6	1:02.79 <sup>(66)</sup> 97.5			
[2]	6.07 <sup>(49)</sup>	34.76 <sup>(49)</sup>	3:03.63 <sup>(38)</sup>	4:05.83 <sup>(48)</sup>	96.7	A:157.3	
	59.3	28.69 <sup>(50)</sup> 110.4	2:28.87 <sup>(34)</sup> 94.8	1:02.20 <sup>(54)</sup> 98.4			
42. 95 BOZZETTO Stefano		I	Fiat Punto	TRT	E1 It. 2000	8:11.84	
[1]	6.30 <sup>(66)</sup>	34.00 <sup>(44)</sup>	3:00.67 <sup>(35)</sup>	4:01.20 <sup>(37)</sup>	98.5		+1:48.83
	57.1	27.70 <sup>(40)</sup> 114.4	2:26.67 <sup>(32)</sup> 96.2	1:00.53 <sup>(50)</sup> 101.1			
[2]	6.27 <sup>(62)</sup>	35.11 <sup>(55)</sup>	3:11.55 <sup>(64)</sup>	4:10.64 <sup>(58)</sup>	94.8	A:119.2	
	57.4	28.84 <sup>(52)</sup> 109.8	2:36.44 <sup>(68)</sup> 90.2	59.09 <sup>(36)</sup> 103.6			
43. 91 BLASL Hermann		A	Opel Kadett		E1 It. 2000	8:12.04	
[1]	5.77 <sup>(45)</sup>	33.46 <sup>(38)</sup>	3:02.90 <sup>(42)</sup>	4:01.99 <sup>(41)</sup>	98.2		+1:49.03
	62.4	27.69 <sup>(39)</sup> 114.4	2:29.44 <sup>(43)</sup> 94.4	59.09 <sup>(33)</sup> 103.6			
[2]	5.77 <sup>(42)</sup>	32.96 <sup>(31)</sup>	3:09.53 <sup>(55)</sup>	4:10.05 <sup>(58)</sup>	95.0	A:152.7	
	62.4	27.19 <sup>(33)</sup> 116.5	2:36.57 <sup>(71)</sup> 90.1	1:00.52 <sup>(43)</sup> 101.1			
44. 157 MARCHIOL Marco		I	Renault Clio Rs	Friuli	N2000	8:12.44	
[1]	6.15 <sup>(53)</sup>	35.48 <sup>(59)</sup>	3:04.13 <sup>(46)</sup>	4:05.99 <sup>(48)</sup>	96.6	A:158.9	+1:49.43
	58.5	29.33 <sup>(59)</sup> 108.0	2:28.65 <sup>(39)</sup> 94.9	1:01.86 <sup>(55)</sup> 98.9			
[2]	6.16 <sup>(59)</sup>	35.35 <sup>(60)</sup>	3:04.81 <sup>(43)</sup>	4:06.45 <sup>(49)</sup>	96.4	A:156.3	
	58.4	29.19 <sup>(59)</sup> 108.5	2:29.46 <sup>(37)</sup> 94.4	1:01.64 <sup>(51)</sup> 99.3			
45. 96 MATUSALI Gregory		I	Alfa Romeo 147 Gta Cup	Etruria	E1 It. 2000	8:12.89	
[1]	6.22 <sup>(59)</sup>	34.78 <sup>(51)</sup>	3:05.59 <sup>(50)</sup>	4:04.99 <sup>(46)</sup>	97.0		+1:49.88
	57.9	28.56 <sup>(51)</sup> 110.9	2:30.81 <sup>(49)</sup> 93.6	59.40 <sup>(40)</sup> 103.0			
[2]	6.17 <sup>(60)</sup>	34.63 <sup>(48)</sup>	3:07.22 <sup>(46)</sup>	4:07.90 <sup>(53)</sup>	95.8	A:148.4	
	58.3	28.46 <sup>(48)</sup> 111.3	2:32.59 <sup>(48)</sup> 92.5	1:00.68 <sup>(44)</sup> 100.9			
46. 182 VETTOREL Fabrizio		I	Peugeot 106 Rallye	BL Racing	N1600	8:14.54	
[1]	6.37 <sup>(74)</sup>	35.47 <sup>(58)</sup>	3:04.52 <sup>(49)</sup>	4:06.53 <sup>(49)</sup>	96.4	A:155.6	+1:51.53
	56.5	29.10 <sup>(57)</sup> 108.9	2:29.05 <sup>(41)</sup> 94.7	1:02.01 <sup>(58)</sup> 98.7			
[2]	6.29 <sup>(63)</sup>	35.14 <sup>(57)</sup>	3:05.43 <sup>(44)</sup>	4:08.01 <sup>(53)</sup>	95.8	A:156.3	
	57.2	28.85 <sup>(53)</sup> 109.8	2:30.29 <sup>(39)</sup> 93.9	1:02.58 <sup>(57)</sup> 97.8			
47. 151 HOLZER Dieter		A	Mitsubishi Lancer Evo Viii	Derselbe	N3000+	8:14.65	
[1]	5.27 <sup>(29)</sup>	33.15 <sup>(35)</sup>	3:06.12 <sup>(51)</sup>	4:08.16 <sup>(53)</sup>	95.7	A:143.8	+1:51.64
	68.3	27.88 <sup>(43)</sup> 113.6	2:32.97 <sup>(57)</sup> 92.3	1:02.04 <sup>(59)</sup> 98.6			
[2]	5.28 <sup>(29)</sup>	32.55 <sup>(27)</sup>	3:04.42 <sup>(42)</sup>	4:06.49 <sup>(49)</sup>	96.4	A:147.3	
	68.2	27.27 <sup>(35)</sup> 116.2	2:31.87 <sup>(46)</sup> 92.9	1:02.07 <sup>(52)</sup> 98.6			
48. 83 GUIDI Andrea		I	Renault 5 Gt Turbo	R.T. Le Fonti	E1 It. 3000	8:15.75	
[1]	7.09 <sup>(115)</sup>	36.06 <sup>(72)</sup>	3:11.13 <sup>(64)</sup>	4:11.17 <sup>(58)</sup>	94.6	A:157.3	+1:52.74
	50.8	28.97 <sup>(54)</sup> 109.4	2:35.07 <sup>(63)</sup> 91.0	1:00.04 <sup>(47)</sup> 101.9			
[2]	7.07 <sup>(110)</sup>	35.09 <sup>(54)</sup>	3:05.53 <sup>(45)</sup>	4:04.58 <sup>(46)</sup>	97.1	A:162.3	
	50.9	28.02 <sup>(43)</sup> 113.1	2:30.44 <sup>(40)</sup> 93.8	59.05 <sup>(34)</sup> 103.6			
49. 133 ZANETTE Daniele		I	Honda Civic Ek4	Vimotorsport	A1600	8:15.90	
[1]	6.26 <sup>(64)</sup>	35.94 <sup>(67)</sup>	3:07.50 <sup>(56)</sup>	4:07.74 <sup>(51)</sup>	95.9	A:130.1	+1:52.89
	57.5	29.68 <sup>(69)</sup> 106.7	2:31.56 <sup>(52)</sup> 93.1	1:00.24 <sup>(49)</sup> 101.6			
[2]	6.09 <sup>(51)</sup>	35.81 <sup>(64)</sup>	3:08.42 <sup>(51)</sup>	4:08.16 <sup>(53)</sup>	95.7	A:131.6	
	59.1	29.72 <sup>(68)</sup> 106.6	2:32.61 <sup>(49)</sup> 92.5	59.74 <sup>(40)</sup> 102.4			
50. 184 ACCORSI Lorenzo		I	Peugeot 106	Mirano Rally	N1600	8:18.80	
[1]	6.15 <sup>(53)</sup>	35.05 <sup>(54)</sup>	3:06.40 <sup>(52)</sup>	4:08.81 <sup>(54)</sup>	95.5	A:156.5	+1:55.79
	58.5	28.90 <sup>(52)</sup> 109.6	2:31.35 <sup>(51)</sup> 93.2	1:02.41 <sup>(62)</sup> 98.1			
[2]	6.13 <sup>(55)</sup>	34.88 <sup>(52)</sup>	3:07.75 <sup>(48)</sup>	4:09.99 <sup>(58)</sup>	95.0	A:156.0	
	58.7	28.75 <sup>(51)</sup> 110.2	2:32.87 <sup>(50)</sup> 92.3	1:02.24 <sup>(55)</sup> 98.3			
51. 186 BOMMARTINI Matteo		I	Honda Civic	Realmotorsport	N1600	8:19.64	
[1]	6.42 <sup>(83)</sup>	36.11 <sup>(73)</sup>	3:07.38 <sup>(55)</sup>	4:09.90 <sup>(57)</sup>	95.1	A:142.1	+1:56.63

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax	
56.1	29.69 <sup>(70)</sup> 106.7	2:31.27 <sup>(50)</sup> 93.3	1:02.52 <sup>(64)</sup> 97.9			
[2]	6.36 <sup>(72)</sup> 29.49 <sup>(63)</sup> 107.4	3:07.27 <sup>(47)</sup> 2:31.42 <sup>(45)</sup> 93.2	4:09.74 <sup>(56)</sup> 1:02.47 <sup>(56)</sup> 98.0	95.1	A:143.7	
52.	29 VENTURI Paolo	I	Elia Avrio St09	Vimotorsport	E2B 1000	8:19.80
[1]	5.38 <sup>(33)</sup> 30.41 <sup>(83)</sup> 104.2	3:10.41 <sup>(62)</sup> 2:34.62 <sup>(62)</sup> 91.3	4:09.83 <sup>(56)</sup> 59.42 <sup>(41)</sup> 103.0	95.1	A:128.0	+1:56.79
[2]	66.9 5.42 <sup>(32)</sup> 30.54 <sup>(81)</sup> 103.7	35.96 <sup>(67)</sup> 2:34.61 <sup>(57)</sup> 91.3	4:09.97 <sup>(58)</sup> 59.40 <sup>(38)</sup> 103.0	95.1	A:134.7	
53.	37 JAKL Sebastian	SLO	Ktm X-Bow		KTM	8:20.46
[1]	5.20 <sup>(27)</sup> 29.27 <sup>(58)</sup> 108.2	34.47 <sup>(50)</sup> 2:32.57 <sup>(56)</sup> 92.5	3:07.04 <sup>(53)</sup> 1:00.04 <sup>(47)</sup> 101.9	96.2	A:138.4	+1:57.45
[2]	69.2 5.19 <sup>(27)</sup> 29.42 <sup>(61)</sup> 107.7	34.61 <sup>(46)</sup> 2:37.41 <sup>(72)</sup> 89.7	3:12.02 <sup>(67)</sup> 1:01.36 <sup>(49)</sup> 99.7	93.8	A:137.6	
54.	181 MARCHIOL Gianni	I	Honda Civic	Friuli	N1600	8:23.55
[1]	6.35 <sup>(71)</sup> 29.54 <sup>(64)</sup> 107.2	35.89 <sup>(66)</sup> 2:33.27 <sup>(59)</sup> 92.1	3:09.16 <sup>(59)</sup> 1:02.45 <sup>(63)</sup> 98.0	94.4	A:153.5	+2:00.54
[2]	56.7 6.48 <sup>(85)</sup> 30.29 <sup>(78)</sup> 104.6	36.77 <sup>(80)</sup> 2:32.32 <sup>(47)</sup> 92.6	3:09.09 <sup>(53)</sup> 1:02.85 <sup>(61)</sup> 97.4	94.3	A:147.2	
55.	138 SAVIC Denis	SLO	Mg Rover 105 Zr		A1400	8:24.19
[1]	6.40 <sup>(80)</sup> 29.41 <sup>(61)</sup> 107.7	35.81 <sup>(63)</sup> 2:33.61 <sup>(60)</sup> 91.9	3:09.42 <sup>(60)</sup> 1:03.13 <sup>(67)</sup> 96.9	94.1	A:154.3	+2:01.18
[2]	56.3 6.60 <sup>(99)</sup> 29.95 <sup>(73)</sup> 105.8	36.55 <sup>(77)</sup> 2:31.36 <sup>(44)</sup> 93.2	3:07.91 <sup>(49)</sup> 1:03.73 <sup>(66)</sup> 96.0	94.4	A:143.2	
56.	88 GRASSO Giovanni	I	Renault New Clio	Greta Racing	E1 It. 2000	8:24.67
[1]	6.36 <sup>(73)</sup> 29.62 <sup>(66)</sup> 107.0	35.98 <sup>(70)</sup> 2:36.05 <sup>(71)</sup> 90.4	3:12.03 <sup>(70)</sup> 1:01.28 <sup>(51)</sup> 99.9	93.8		+2:01.66
[2]	56.6 6.58 <sup>(94)</sup> 29.47 <sup>(62)</sup> 107.5	36.05 <sup>(69)</sup> 2:34.56 <sup>(56)</sup> 91.3	3:10.61 <sup>(59)</sup> 1:00.75 <sup>(45)</sup> 100.7	94.5	A:144.1	
57.	201 CODROMAZ Franco	I	Peugeot 106 Rallye	Vimotorsport	N1600	8:24.75
[1]	6.33 <sup>(69)</sup> 29.36 <sup>(60)</sup> 107.9	35.69 <sup>(60)</sup> 2:32.40 <sup>(55)</sup> 92.6	3:08.09 <sup>(57)</sup> 1:03.28 <sup>(69)</sup> 96.7	94.5	A:155.0	+2:01.74
[2]	56.9 6.41 <sup>(77)</sup> 29.58 <sup>(66)</sup> 107.1	35.99 <sup>(68)</sup> 2:33.72 <sup>(53)</sup> 91.8	3:09.71 <sup>(56)</sup> 1:03.67 <sup>(65)</sup> 96.1	93.8	A:146.6	
58.	158 GASSLER Bernhard	A	Honda Civic Type R	Msc Rottenegg	N2000	8:25.83
[1]	6.19 <sup>(57)</sup> 29.06 <sup>(56)</sup> 109.0	35.25 <sup>(56)</sup> 2:35.98 <sup>(70)</sup> 90.5	3:11.23 <sup>(66)</sup> 1:02.33 <sup>(61)</sup> 98.2	93.7	A:147.3	+2:02.82
[2]	58.2 6.12 <sup>(53)</sup> 28.50 <sup>(49)</sup> 111.2	34.62 <sup>(47)</sup> 2:34.85 <sup>(59)</sup> 91.1	3:09.47 <sup>(54)</sup> 1:02.80 <sup>(59)</sup> 97.5	94.2	A:152.0	
59.	79 FERRARA Patrizio	I	Bmw M3	Piloti Valtiberini	E1 It. 3000	8:26.94
[1]	6.35 <sup>(71)</sup> 28.92 <sup>(53)</sup> 109.5	35.27 <sup>(57)</sup> 2:37.83 <sup>(80)</sup> 89.4	3:13.10 <sup>(74)</sup> 1:01.45 <sup>(52)</sup> 99.6	93.3	A:145.0	+2:03.93
[2]	56.7 6.35 <sup>(69)</sup> 28.88 <sup>(54)</sup> 109.7	35.23 <sup>(59)</sup> 2:35.66 <sup>(63)</sup> 90.7	3:10.89 <sup>(62)</sup> 1:01.50 <sup>(50)</sup> 99.5	94.1	A:152.8	
60.	78 MORESCHI Luigi	I	Mercedes 190 E	Team Italia	E1 It. 3000	8:27.04
[1]	6.75 <sup>(106)</sup> 30.22 <sup>(78)</sup> 104.8	36.97 <sup>(87)</sup> 2:37.05 <sup>(77)</sup> 89.9	3:14.02 <sup>(78)</sup> 1:02.24 <sup>(60)</sup> 98.3	92.7	A:145.8	+2:04.03
[2]	53.3 6.62 <sup>(101)</sup> 28.44 <sup>(47)</sup> 111.4	35.06 <sup>(53)</sup> 2:33.04 <sup>(51)</sup> 92.2	3:08.10 <sup>(50)</sup> 1:02.68 <sup>(58)</sup> 97.6	94.7	A:141.4	
61.	187 BUCCINO Michele	I	Peugeot 106 S16	Vimotorsport	N1600	8:27.16
[1]	6.55 <sup>(94)</sup> 29.72 <sup>(71)</sup> 106.6	36.27 <sup>(77)</sup> 2:33.19 <sup>(58)</sup> 92.1	3:09.46 <sup>(61)</sup> 1:03.38 <sup>(71)</sup> 96.6	94.0	A:150.6	+2:04.15
[2]	55.0 6.61 <sup>(100)</sup> 29.54 <sup>(65)</sup> 107.2	36.15 <sup>(70)</sup> 2:33.93 <sup>(54)</sup> 91.7	3:10.08 <sup>(57)</sup> 1:04.24 <sup>(72)</sup> 95.3	93.4	A:148.1	
62.	107 SCHERMANN Gerhard	A	Suzuki Swift		E1 It. 1400	8:29.24
[1]	5.89 <sup>(47)</sup> 28.43 <sup>(49)</sup> 111.4	34.32 <sup>(49)</sup> 2:36.25 <sup>(74)</sup> 90.3	3:10.57 <sup>(63)</sup> 1:01.92 <sup>(56)</sup> 98.8	94.1	A:147.3	+2:06.23
[2]	61.1 5.89 <sup>(43)</sup> 28.96 <sup>(56)</sup> 109.4	34.85 <sup>(51)</sup> 2:39.77 <sup>(83)</sup> 88.3	3:14.62 <sup>(77)</sup> 1:02.13 <sup>(53)</sup> 98.5	92.5	A:143.7	
63.	176 HINTERHOFER Heimo	A	Opel Astra Gsi	Auer Power Motorsport	N2000	8:29.32
[1]	6.49 <sup>(90)</sup> 29.48 <sup>(62)</sup> 107.5	35.97 <sup>(69)</sup> 2:35.25 <sup>(66)</sup> 90.9	3:11.22 <sup>(65)</sup> 1:04.78 <sup>(82)</sup> 94.5	92.8	A:156.8	+2:06.31
[2]	55.5 6.35 <sup>(69)</sup> 29.26 <sup>(60)</sup> 108.3	35.61 <sup>(63)</sup> 2:33.47 <sup>(52)</sup> 92.0	3:09.08 <sup>(52)</sup> 1:04.24 <sup>(72)</sup> 95.3	93.8	A:157.2	
64.	119 HERNADI Laszlo	H	Mitsubishi Lancer Evo VIII		A3000+	8:29.48
[1]	4.96 <sup>(16)</sup> 30.88 <sup>(90)</sup> 102.6	35.84 <sup>(65)</sup> 2:40.33 <sup>(86)</sup> 88.0	3:16.17 <sup>(85)</sup> 1:01.58 <sup>(54)</sup> 99.4	92.2	A:127.7	+2:06.47



P. N. Conduuttore		Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante		VMed	VMax		
[2]	5.00 <sup>(22)</sup>	34.81 <sup>(50)</sup>	3:10.66 <sup>(61)</sup>	4:11.73 <sup>(61)</sup>	94.4	A:135.5	
	72.0	29.81 <sup>(69)</sup> 106.3	2:35.85 <sup>(65)</sup> 90.5	1:01.07 <sup>(47)</sup> 100.2			
<b>65.</b>	<b>81 DI FANT Alessandro</b>	<b>I</b>	<b>Fiat 500 Abarth</b>	<b>Carnia Corse</b>	<b>E1 It. 3000</b>	<b>8:32.74</b>	
[1]	6.56 <sup>(98)</sup>	36.23 <sup>(76)</sup>	3:16.97 <sup>(86)</sup>	4:18.54 <sup>(77)</sup>	91.9	A:134.3	+2:09.73
	54.9	29.67 <sup>(68)</sup> 106.8	2:40.74 <sup>(89)</sup> 87.8	1:01.57 <sup>(53)</sup> 99.4			
[2]	6.31 <sup>(65)</sup>	35.19 <sup>(58)</sup>	3:12.96 <sup>(72)</sup>	4:14.20 <sup>(66)</sup>	93.5	A:140.4	
	57.1	28.88 <sup>(54)</sup> 109.7	2:37.77 <sup>(74)</sup> 89.4	1:01.24 <sup>(48)</sup> 99.9			
<b>66.</b>	<b>179 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>(55)</sup>	36.20 <sup>(75)</sup>	3:11.30 <sup>(68)</sup>	4:15.63 <sup>(68)</sup>	92.9	A:154.1	+2:10.38
	58.4	30.04 <sup>(75)</sup> 105.5	2:35.10 <sup>(64)</sup> 91.0	1:04.33 <sup>(79)</sup> 95.1			
[2]	6.14 <sup>(56)</sup>	36.21 <sup>(71)</sup>	3:12.65 <sup>(69)</sup>	4:17.76 <sup>(76)</sup>	92.2	A:152.2	
	58.6	30.07 <sup>(74)</sup> 105.4	2:36.44 <sup>(68)</sup> 90.2	1:05.11 <sup>(79)</sup> 94.0			
<b>67.</b>	<b>131 VODOPIVEC Leon</b>	<b>SLO</b>	<b>Renault Clio Williams</b>		<b>A2000</b>	<b>8:33.47</b>	
[1]	6.23 <sup>(60)</sup>	36.62 <sup>(81)</sup>	3:12.43 <sup>(72)</sup>	4:17.35 <sup>(73)</sup>	92.3	A:140.7	+2:10.46
	57.8	30.39 <sup>(82)</sup> 104.2	2:35.81 <sup>(69)</sup> 90.6	1:04.92 <sup>(84)</sup> 94.3			
[2]	6.31 <sup>(65)</sup>	36.41 <sup>(73)</sup>	3:11.13 <sup>(63)</sup>	4:16.12 <sup>(71)</sup>	92.8	A:140.2	
	57.1	30.10 <sup>(77)</sup> 105.2	2:34.72 <sup>(58)</sup> 91.2	1:04.99 <sup>(78)</sup> 94.2			
<b>68.</b>	<b>195 SCRAZZOLO Gabriele</b>	<b>I</b>	<b>Citroën Saxo</b>		<b>N1600</b>	<b>8:33.84</b>	
[1]	6.43 <sup>(85)</sup>	36.62 <sup>(81)</sup>	3:13.81 <sup>(77)</sup>	4:18.26 <sup>(76)</sup>	92.0	A:142.4	+2:10.83
	56.0	30.19 <sup>(77)</sup> 104.9	2:37.19 <sup>(79)</sup> 89.8	1:04.45 <sup>(80)</sup> 95.0			
[2]	6.47 <sup>(83)</sup>	36.56 <sup>(78)</sup>	3:11.72 <sup>(65)</sup>	4:15.58 <sup>(68)</sup>	93.0	A:146.7	
	55.6	30.09 <sup>(75)</sup> 105.3	2:35.16 <sup>(61)</sup> 91.0	1:03.86 <sup>(67)</sup> 95.8			
<b>69.</b>	<b>39 NEIDER Norbert</b>	<b>A</b>	<b>Ktm X-Bow</b>		<b>KTM</b>	<b>8:34.38</b>	
[1]	5.49 <sup>(37)</sup>	34.97 <sup>(52)</sup>	3:14.51 <sup>(81)</sup>	4:19.41 <sup>(82)</sup>	91.6	A:138.5	+2:11.37
	65.6	29.48 <sup>(62)</sup> 107.5	2:39.54 <sup>(84)</sup> 88.5	1:04.90 <sup>(83)</sup> 94.3			
[2]	5.43 <sup>(33)</sup>	35.13 <sup>(56)</sup>	3:10.62 <sup>(60)</sup>	4:14.97 <sup>(68)</sup>	93.2	A:136.1	
	66.3	29.70 <sup>(67)</sup> 106.7	2:35.49 <sup>(62)</sup> 90.8	1:04.35 <sup>(74)</sup> 95.1			
<b>70.</b>	<b>21 MARCON Paolo</b>	<b>I</b>	<b>Predator's</b>	<b>Red White</b>	<b>E2M 1000</b>	<b>8:34.71</b>	
[1]	5.98 <sup>(48)</sup>	36.95 <sup>(85)</sup>	3:11.26 <sup>(67)</sup>	4:15.95 <sup>(69)</sup>	92.8	A:140.4	+2:11.70
	60.2	30.97 <sup>(92)</sup> 102.3	2:34.31 <sup>(61)</sup> 91.5	1:04.69 <sup>(81)</sup> 94.6			
[2]	5.97 <sup>(45)</sup>	37.27 <sup>(88)</sup>	3:12.38 <sup>(68)</sup>	4:18.76 <sup>(78)</sup>	91.8	A:140.4	
	60.3	31.30 <sup>(94)</sup> 101.2	2:35.11 <sup>(60)</sup> 91.0	1:06.38 <sup>(86)</sup> 92.2			
<b>71.</b>	<b>197 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>(100)</sup>	37.25 <sup>(90)</sup>	3:15.09 <sup>(82)</sup>	4:19.16 <sup>(81)</sup>	91.7	A:151.1	+2:12.84
	54.6	30.66 <sup>(87)</sup> 103.3	2:37.84 <sup>(81)</sup> 89.4	1:04.07 <sup>(76)</sup> 95.5			
[2]	6.51 <sup>(86)</sup>	36.44 <sup>(75)</sup>	3:12.66 <sup>(70)</sup>	4:16.69 <sup>(73)</sup>	92.6	A:153.1	
	55.3	29.93 <sup>(72)</sup> 105.8	2:36.22 <sup>(67)</sup> 90.3	1:04.03 <sup>(69)</sup> 95.6			
<b>72.</b>	<b>127 MAKAROVIC Bojan</b>	<b>SLO</b>	<b>Renault Megane</b>		<b>A2000</b>	<b>8:36.74</b>	
[1]	6.71 <sup>(104)</sup>	36.31 <sup>(78)</sup>	3:11.68 <sup>(69)</sup>	4:14.85 <sup>(67)</sup>	93.2	A:158.0	+2:13.73
	53.7	29.60 <sup>(65)</sup> 107.0	2:35.37 <sup>(68)</sup> 90.8	1:03.17 <sup>(68)</sup> 96.9			
[2]	6.42 <sup>(78)</sup>	35.51 <sup>(62)</sup>	3:18.44 <sup>(90)</sup>	4:21.89 <sup>(87)</sup>	90.7	A:154.1	
	56.1	29.09 <sup>(57)</sup> 108.9	2:42.93 <sup>(94)</sup> 86.6	1:03.45 <sup>(63)</sup> 96.5			
<b>73.</b>	<b>189 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>(94)</sup>	37.71 <sup>(97)</sup>	3:13.80 <sup>(76)</sup>	4:19.05 <sup>(80)</sup>	91.7	A:146.6	+2:14.12
	55.0	31.16 <sup>(95)</sup> 101.7	2:36.09 <sup>(73)</sup> 90.4	1:05.25 <sup>(86)</sup> 93.8			
[2]	6.54 <sup>(89)</sup>	37.29 <sup>(89)</sup>	3:13.35 <sup>(73)</sup>	4:18.08 <sup>(76)</sup>	92.1	A:147.5	
	55.0	30.75 <sup>(87)</sup> 103.0	2:36.06 <sup>(66)</sup> 90.4	1:04.73 <sup>(76)</sup> 94.5			
<b>74.</b>	<b>106 CHIARATO Roberto</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Mirano Rally</b>	<b>E1 It. 1400</b>	<b>8:37.99</b>	
[1]	6.29 <sup>(65)</sup>	36.88 <sup>(84)</sup>	3:17.74 <sup>(90)</sup>	4:20.52 <sup>(85)</sup>	91.2		+2:14.98
	57.2	30.59 <sup>(85)</sup> 103.6	2:40.86 <sup>(90)</sup> 87.7	1:02.78 <sup>(65)</sup> 97.5			
[2]	6.35 <sup>(69)</sup>	36.44 <sup>(75)</sup>	3:14.67 <sup>(78)</sup>	4:17.47 <sup>(74)</sup>	92.3	A:146.9	
	56.7	30.09 <sup>(75)</sup> 105.3	2:38.23 <sup>(77)</sup> 89.2	1:02.80 <sup>(59)</sup> 97.5			
<b>75.</b>	<b>51 MASSARO Michele</b>	<b>I</b>	<b>Lotus Exige Mk1</b>	<b>Master Team</b>	<b>GT4 2000</b>	<b>8:38.81</b>	
[1]	5.76 <sup>(44)</sup>	37.44 <sup>(94)</sup>	3:14.25 <sup>(79)</sup>	4:17.54 <sup>(74)</sup>	92.3	A:126.9	+2:15.80
	62.5	31.68 <sup>(100)</sup> 100.0	2:36.81 <sup>(76)</sup> 90.0	1:03.29 <sup>(70)</sup> 96.7			
[2]	5.70 <sup>(39)</sup>	38.09 <sup>(94)</sup>	3:17.63 <sup>(87)</sup>	4:21.27 <sup>(86)</sup>	90.9	A:118.6	
	63.2	32.39 <sup>(103)</sup> 97.8	2:39.54 <sup>(82)</sup> 88.5	1:03.64 <sup>(64)</sup> 96.2			
<b>76.</b>	<b>175 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>(67)</sup>	35.94 <sup>(67)</sup>	3:12.74 <sup>(73)</sup>	4:18.86 <sup>(78)</sup>	91.8	A:154.5	+2:16.76
	57.0	29.62 <sup>(66)</sup> 107.0	2:36.80 <sup>(75)</sup> 90.0	1:06.12 <sup>(92)</sup> 92.6			
[2]	6.39 <sup>(76)</sup>	35.88 <sup>(66)</sup>	3:14.32 <sup>(75)</sup>	4:20.91 <sup>(86)</sup>	91.1	A:156.8	
	56.3	29.49 <sup>(63)</sup> 107.4	2:38.44 <sup>(78)</sup> 89.1	1:06.59 <sup>(87)</sup> 91.9			
<b>77.</b>	<b>145 MERKAC Franjo</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>8:40.13</b>	
[1]	6.48 <sup>(89)</sup>	37.11 <sup>(88)</sup>	3:13.16 <sup>(75)</sup>	4:18.94 <sup>(79)</sup>	91.8	A:148.4	+2:17.12
	55.6	30.63 <sup>(86)</sup> 103.4	2:36.05 <sup>(71)</sup> 90.4	1:05.78 <sup>(88)</sup> 93.0			
[2]	6.57 <sup>(93)</sup>	37.10 <sup>(83)</sup>	3:14.59 <sup>(76)</sup>	4:21.19 <sup>(86)</sup>	91.0	A:148.7	

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax	
54.8	30.53 <sup>(80)</sup> 103.8	2:37.49 <sup>(73)</sup> 89.6	1:06.60 <sup>(88)</sup> 91.9			
<b>78. 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>(77)</sup> 36.75 <sup>(83)</sup>	3:12.04 <sup>(71)</sup> 4:16.18 <sup>(71)</sup>	92.7	A:151.7	+2:17.50	
	56.3 30.36 <sup>(81)</sup> 104.3	2:35.29 <sup>(67)</sup> 90.9	1:04.14 <sup>(77)</sup> 95.4			
[2]	6.56 <sup>(91)</sup> 37.16 <sup>(86)</sup>	3:18.47 <sup>(91)</sup> 4:24.33 <sup>(89)</sup>	89.9	A:148.4		
	54.9 30.60 <sup>(84)</sup> 103.5	2:41.31 <sup>(91)</sup> 87.5	1:05.86 <sup>(83)</sup> 92.9			
<b>79. 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>(80)</sup> 37.18 <sup>(89)</sup>	3:14.29 <sup>(80)</sup> 4:19.61 <sup>(83)</sup>	91.5	A:146.1	+2:18.75	
	56.3 30.78 <sup>(89)</sup> 102.9	2:37.11 <sup>(78)</sup> 89.8	1:05.32 <sup>(87)</sup> 93.7			
[2]	6.52 <sup>(87)</sup> 37.06 <sup>(81)</sup>	3:16.42 <sup>(83)</sup> 4:22.15 <sup>(87)</sup>	90.6	A:144.7		
	55.2 30.54 <sup>(81)</sup> 103.7	2:39.36 <sup>(79)</sup> 88.6	1:05.73 <sup>(81)</sup> 93.1			
<b>80. 185</b>	<b>BUIATTI Gino</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Friuli</b>	<b>A1600</b>	<b>8:42.64</b>
[1]	6.20 <sup>(58)</sup> 37.40 <sup>(93)</sup>	3:15.55 <sup>(83)</sup> 4:19.78 <sup>(84)</sup>	91.5	A:130.1	+2:19.63	
	58.1 31.20 <sup>(97)</sup> 101.5	2:38.15 <sup>(83)</sup> 89.2	1:04.23 <sup>(78)</sup> 95.3			
[2]	6.09 <sup>(51)</sup> 37.06 <sup>(81)</sup>	3:17.61 <sup>(86)</sup> 4:22.86 <sup>(87)</sup>	90.4	A:136.8		
	59.1 30.97 <sup>(88)</sup> 102.3	2:40.55 <sup>(86)</sup> 87.9	1:05.25 <sup>(80)</sup> 93.8			
<b>81. 11</b>	<b>TARMANN Josef</b>	<b>A</b>	<b>Dallara F3</b>		<b>E2M 2000</b>	<b>8:43.99</b>
[1]	5.12 <sup>(23)</sup> 35.83 <sup>(64)</sup>	3:19.72 <sup>(92)</sup> 4:25.73 <sup>(93)</sup>	89.4	A:128.1	+2:20.98	
	70.3 30.71 <sup>(88)</sup> 103.2	2:43.89 <sup>(97)</sup> 86.1	1:06.01 <sup>(90)</sup> 92.7			
[2]	4.94 <sup>(17)</sup> 33.35 <sup>(40)</sup>	3:14.29 <sup>(74)</sup> 4:18.26 <sup>(76)</sup>	92.0	A:137.6		
	72.9 28.41 <sup>(45)</sup> 111.5	2:40.94 <sup>(88)</sup> 87.7	1:03.97 <sup>(68)</sup> 95.7			
<b>82. 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>(111)</sup> 37.36 <sup>(92)</sup>	3:21.22 <sup>(96)</sup> 4:24.63 <sup>(90)</sup>	89.8	A:129.7	+2:22.09	
	51.9 30.43 <sup>(84)</sup> 104.1	2:43.86 <sup>(96)</sup> 86.1	1:03.41 <sup>(73)</sup> 96.5			
[2]	6.58 <sup>(94)</sup> 36.42 <sup>(74)</sup>	3:16.37 <sup>(82)</sup> 4:20.47 <sup>(85)</sup>	91.2	A:129.6		
	54.7 29.84 <sup>(70)</sup> 106.2	2:39.95 <sup>(85)</sup> 88.2	1:04.10 <sup>(70)</sup> 95.5			
<b>83. 48</b>	<b>AGNELLO Giuseppe</b>	<b>I</b>	<b>Mazda Mx5</b>	<b>ACN Forze di Polizia</b>	<b>GT2 2000</b>	<b>8:45.96</b>
[1]	6.38 <sup>(76)</sup> 37.30 <sup>(91)</sup>	3:17.26 <sup>(87)</sup> 4:23.08 <sup>(88)</sup>	90.3	A:142.4	+2:22.95	
	56.4 30.92 <sup>(91)</sup> 102.5	2:39.96 <sup>(85)</sup> 88.2	1:05.82 <sup>(89)</sup> 93.0			
[2]	6.31 <sup>(65)</sup> 36.75 <sup>(79)</sup>	3:16.19 <sup>(81)</sup> 4:22.88 <sup>(87)</sup>	90.4	A:142.9		
	57.1 30.44 <sup>(79)</sup> 104.1	2:39.44 <sup>(80)</sup> 88.5	1:06.69 <sup>(90)</sup> 91.8			
<b>84. 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>(105)</sup> 36.96 <sup>(86)</sup>	3:17.41 <sup>(88)</sup> 4:21.27 <sup>(86)</sup>	90.9	A:154.5	+2:23.19	
	53.6 30.24 <sup>(80)</sup> 104.8	2:40.45 <sup>(87)</sup> 88.0	1:03.86 <sup>(74)</sup> 95.8			
[2]	6.47 <sup>(83)</sup> 37.13 <sup>(84)</sup>	3:12.82 <sup>(71)</sup> 4:24.93 <sup>(91)</sup>	89.7	A:145.4		
	55.6 30.66 <sup>(85)</sup> 103.3	2:35.69 <sup>(64)</sup> 90.6	1:12.11 <sup>(107)</sup> 84.9			
<b>85. 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>(94)</sup> 37.97 <sup>(100)</sup>	3:15.85 <sup>(84)</sup> 4:22.99 <sup>(87)</sup>	90.3	A:137.6	+2:25.25	
	55.0 31.42 <sup>(99)</sup> 100.8	2:37.88 <sup>(82)</sup> 89.4	1:07.14 <sup>(98)</sup> 91.2			
[2]	6.53 <sup>(88)</sup> 37.26 <sup>(87)</sup>	3:18.12 <sup>(89)</sup> 4:25.27 <sup>(92)</sup>	89.6	A:140.6		
	55.1 30.73 <sup>(86)</sup> 103.1	2:40.86 <sup>(87)</sup> 87.7	1:07.15 <sup>(93)</sup> 91.1			
<b>86. 139</b>	<b>KOMAR David</b>	<b>SLO</b>	<b>Mg Rover 105 Zr</b>		<b>A1400</b>	<b>8:48.62</b>
[1]	6.87 <sup>(109)</sup> 37.91 <sup>(99)</sup>	3:18.47 <sup>(91)</sup> 4:24.49 <sup>(89)</sup>	89.8	A:140.7	+2:25.61	
	52.4 31.04 <sup>(94)</sup> 102.1	2:40.56 <sup>(88)</sup> 87.9	1:06.02 <sup>(91)</sup> 92.7			
[2]	7.03 <sup>(109)</sup> 38.16 <sup>(97)</sup>	3:18.10 <sup>(88)</sup> 4:24.13 <sup>(89)</sup>	90.0	A:142.8		
	51.2 31.13 <sup>(90)</sup> 101.8	2:39.94 <sup>(84)</sup> 88.2	1:06.03 <sup>(85)</sup> 92.7			
<b>87. 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>(77)</sup> 36.53 <sup>(80)</sup>	3:17.72 <sup>(89)</sup> 4:24.95 <sup>(91)</sup>	89.7	A:145.6	+2:27.25	
	56.3 30.14 <sup>(76)</sup> 105.1	2:41.19 <sup>(91)</sup> 87.5	1:07.23 <sup>(99)</sup> 91.0			
[2]	6.43 <sup>(81)</sup> 36.32 <sup>(72)</sup>	3:17.29 <sup>(85)</sup> 4:25.31 <sup>(93)</sup>	89.6	A:149.8		
	56.0 29.89 <sup>(71)</sup> 106.0	2:40.97 <sup>(89)</sup> 87.7	1:08.02 <sup>(95)</sup> 90.0			
<b>88. 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>(74)</sup> 38.35 <sup>(101)</sup>	3:20.23 <sup>(94)</sup> 4:25.29 <sup>(92)</sup>	89.6	A:131.5	+2:29.11	
	56.5 31.98 <sup>(103)</sup> 99.1	2:41.88 <sup>(93)</sup> 87.2	1:05.06 <sup>(85)</sup> 94.1			
[2]	6.31 <sup>(65)</sup> 38.13 <sup>(95)</sup>	3:22.48 <sup>(95)</sup> 4:26.83 <sup>(94)</sup>	89.0	A:127.4		
	57.1 31.82 <sup>(97)</sup> 99.6	2:44.35 <sup>(96)</sup> 85.9	1:04.35 <sup>(74)</sup> 95.1			
<b>89. 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>(94)</sup> 38.46 <sup>(102)</sup>	3:20.82 <sup>(95)</sup> 4:27.55 <sup>(95)</sup>	88.8	A:132.1	+2:30.24	
	55.0 31.91 <sup>(101)</sup> 99.3	2:42.36 <sup>(94)</sup> 86.9	1:06.73 <sup>(97)</sup> 91.7			
[2]	6.37 <sup>(74)</sup> 37.93 <sup>(93)</sup>	3:18.99 <sup>(92)</sup> 4:25.70 <sup>(93)</sup>	89.4	A:133.8		
	56.5 31.56 <sup>(95)</sup> 100.4	2:41.06 <sup>(90)</sup> 87.6	1:06.71 <sup>(91)</sup> 91.7			
<b>90. 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>(62)</sup> 36.01 <sup>(71)</sup>	3:30.46 <sup>(107)</sup> 4:34.46 <sup>(99)</sup>	86.6	A:152.3	+2:30.79	
	57.6 29.76 <sup>(72)</sup> 106.5	2:54.45 <sup>(112)</sup> 80.9	1:04.00 <sup>(75)</sup> 95.6			
[2]	6.30 <sup>(64)</sup> 37.29 <sup>(89)</sup>	3:15.18 <sup>(79)</sup> 4:19.34 <sup>(82)</sup>	91.6	A:136.6		
	57.1 30.99 <sup>(89)</sup> 102.2	2:37.89 <sup>(75)</sup> 89.4	1:04.16 <sup>(71)</sup> 95.4			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax	
<b>91.</b>	<b>82 TERSCHL Wolfgang</b>	<b>A</b>	<b>Bmw 325 I</b>		<b>A3000</b>	<b>8:54.43</b>
[1]	7.40 <sup>(117)</sup>	38.57 <sup>(104)</sup>	3:19.89 <sup>(93)</sup>	4:27.58 <sup>(96)</sup>	88.8	A:131.8
	48.6	31.17 <sup>(96)</sup> 101.6	2:41.32 <sup>(92)</sup> 87.5	1:07.69 <sup>(100)</sup> 90.4		+2:31.42
[2]	7.12 <sup>(111)</sup>	38.30 <sup>(98)</sup>	3:20.19 <sup>(94)</sup>	4:26.85 <sup>(94)</sup>	89.0	A:131.0
	50.6	31.18 <sup>(92)</sup> 101.6	2:41.89 <sup>(93)</sup> 87.2	1:06.66 <sup>(89)</sup> 91.8		
<b>92.</b>	<b>84 ZILLI Daniele</b>	<b>I</b>	<b>Renault 5 Gt Turbo</b>		<b>E1 Int. 2000</b>	<b>9:00.19</b>
[1]	6.46 <sup>(87)</sup>	37.46 <sup>(95)</sup>	3:21.27 <sup>(97)</sup>	4:27.47 <sup>(94)</sup>	88.8	A:124.0
	55.7	31.00 <sup>(93)</sup> 102.2	2:43.81 <sup>(95)</sup> 86.1	1:06.20 <sup>(93)</sup> 92.4		+2:37.18
[2]	6.59 <sup>(97)</sup>	37.13 <sup>(84)</sup>	3:22.58 <sup>(96)</sup>	4:32.72 <sup>(99)</sup>	87.1	A:133.3
	54.6	30.54 <sup>(81)</sup> 103.7	2:45.45 <sup>(98)</sup> 85.3	1:10.14 <sup>(102)</sup> 87.3		
<b>93.</b>	<b>174 HARRER Helmut</b>	<b>A</b>	<b>Opel Astra Gsi</b>		<b>Auer Power Motorsport N2000</b>	<b>9:00.36</b>
[1]	6.40 <sup>(80)</sup>	47.79 <sup>(117)</sup>	3:32.15 <sup>(109)</sup>	4:38.46 <sup>(106)</sup>	85.3	A:126.6
	56.3	41.39 <sup>(118)</sup> 76.5	2:44.36 <sup>(98)</sup> 85.9	1:06.31 <sup>(95)</sup> 92.3		+2:37.35
[2]	6.15 <sup>(57)</sup>	37.44 <sup>(91)</sup>	3:16.95 <sup>(84)</sup>	4:21.90 <sup>(87)</sup>	90.7	A:138.8
	58.5	31.29 <sup>(93)</sup> 101.2	2:39.51 <sup>(81)</sup> 88.5	1:04.95 <sup>(77)</sup> 94.2		
<b>94.</b>	<b>142 ZNIDERIC Teo</b>	<b>SLO</b>	<b>Citroën Ax GTI</b>		<b>A1400</b>	<b>9:01.06</b>
[1]	6.57 <sup>(99)</sup>	38.49 <sup>(103)</sup>	3:23.59 <sup>(98)</sup>	4:31.46 <sup>(98)</sup>	87.5	A:125.6
	54.8	31.92 <sup>(102)</sup> 99.2	2:45.10 <sup>(100)</sup> 85.5	1:07.87 <sup>(101)</sup> 90.2		+2:38.05
[2]	6.55 <sup>(90)</sup>	38.65 <sup>(100)</sup>	3:23.86 <sup>(98)</sup>	4:29.60 <sup>(97)</sup>	88.1	A:123.8
	55.0	32.10 <sup>(99)</sup> 98.7	2:45.21 <sup>(97)</sup> 85.4	1:05.74 <sup>(82)</sup> 93.1		
<b>95.</b>	<b>137 MIVSEK Jaka</b>	<b>SLO</b>	<b>Skoda Felicia</b>		<b>A1400</b>	<b>9:06.58</b>
[1]	6.85 <sup>(108)</sup>	39.44 <sup>(110)</sup>	3:24.18 <sup>(100)</sup>	4:34.63 <sup>(100)</sup>	86.5	A:133.3
	52.6	32.59 <sup>(109)</sup> 97.2	2:44.74 <sup>(99)</sup> 85.7	1:10.45 <sup>(109)</sup> 86.9		+2:43.57
[2]	6.91 <sup>(107)</sup>	39.39 <sup>(105)</sup>	3:23.10 <sup>(97)</sup>	4:31.95 <sup>(99)</sup>	87.4	A:133.7
	52.1	32.48 <sup>(104)</sup> 97.5	2:43.71 <sup>(95)</sup> 86.2	1:08.85 <sup>(98)</sup> 88.9		
<b>96.</b>	<b>109 MAKAROVIC Andrej</b>	<b>SLO</b>	<b>Renault Clio 16v</b>		<b>E1 It. 1400</b>	<b>9:07.89</b>
[1]	6.79 <sup>(107)</sup>	38.84 <sup>(107)</sup>	3:25.66 <sup>(101)</sup>	4:34.85 <sup>(101)</sup>	86.4	A:141.7
	53.0	32.05 <sup>(105)</sup> 98.8	2:46.82 <sup>(103)</sup> 84.6	1:09.19 <sup>(105)</sup> 88.5		+2:44.88
[2]	7.00 <sup>(108)</sup>	39.14 <sup>(104)</sup>	3:24.70 <sup>(99)</sup>	4:33.04 <sup>(99)</sup>	87.0	A:140.3
	51.4	32.14 <sup>(100)</sup> 98.6	2:45.56 <sup>(99)</sup> 85.2	1:08.34 <sup>(96)</sup> 89.6		
<b>97.</b>	<b>136 DESSARDO Manuel</b>	<b>SLO</b>	<b>Mg Rover 105 Zr</b>		<b>A1400</b>	<b>9:10.57</b>
[1]	6.44 <sup>(86)</sup>	39.03 <sup>(108)</sup>	3:26.27 <sup>(102)</sup>	4:35.59 <sup>(102)</sup>	86.2	A:130.1
	55.9	32.59 <sup>(109)</sup> 97.2	2:47.24 <sup>(104)</sup> 84.4	1:09.32 <sup>(106)</sup> 88.3		+2:47.56
[2]	6.42 <sup>(78)</sup>	38.93 <sup>(102)</sup>	3:25.35 <sup>(100)</sup>	4:34.98 <sup>(102)</sup>	86.4	A:128.9
	56.1	32.51 <sup>(105)</sup> 97.4	2:46.42 <sup>(101)</sup> 84.8	1:09.63 <sup>(100)</sup> 87.9		
<b>98.</b>	<b>196 PEZZARINI Gabriele</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>		<b>Motor in Motion N1600</b>	<b>9:10.84</b>
[1]	6.54 <sup>(93)</sup>	39.80 <sup>(111)</sup>	3:27.56 <sup>(105)</sup>	4:36.17 <sup>(104)</sup>	86.0	A:126.9
	55.0	33.26 <sup>(111)</sup> 95.2	2:47.76 <sup>(106)</sup> 84.1	1:08.61 <sup>(103)</sup> 89.2		+2:47.83
[2]	6.42 <sup>(78)</sup>	39.43 <sup>(106)</sup>	3:25.87 <sup>(101)</sup>	4:34.67 <sup>(101)</sup>	86.5	A:126.3
	56.1	33.01 <sup>(106)</sup> 96.0	2:46.44 <sup>(102)</sup> 84.8	1:08.80 <sup>(97)</sup> 89.0		
<b>99.</b>	<b>148 MELINK Mitja</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>9:17.14</b>
[1]	6.87 <sup>(109)</sup>	39.05 <sup>(109)</sup>	3:26.72 <sup>(104)</sup>	4:35.67 <sup>(103)</sup>	86.2	A:136.7
	52.4	32.18 <sup>(106)</sup> 98.4	2:47.67 <sup>(105)</sup> 84.2	1:08.95 <sup>(104)</sup> 88.8		+2:54.13
[2]	6.81 <sup>(105)</sup>	39.10 <sup>(103)</sup>	3:32.50 <sup>(106)</sup>	4:41.47 <sup>(108)</sup>	84.4	A:135.7
	52.9	32.29 <sup>(101)</sup> 98.1	2:53.40 <sup>(106)</sup> 81.4	1:08.97 <sup>(99)</sup> 88.7		
<b>100.</b>	<b>144 KODER Jernej</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>9:17.99</b>
[1]	6.93 <sup>(111)</sup>	41.89 <sup>(115)</sup>	3:31.68 <sup>(108)</sup>	4:41.88 <sup>(108)</sup>	84.3	A:121.5
	51.9	34.96 <sup>(115)</sup> 90.6	2:49.79 <sup>(108)</sup> 83.1	1:10.20 <sup>(107)</sup> 87.2		+2:54.98
[2]	6.81 <sup>(105)</sup>	40.66 <sup>(107)</sup>	3:26.28 <sup>(102)</sup>	4:36.11 <sup>(104)</sup>	86.1	A:121.4
	52.9	33.85 <sup>(108)</sup> 93.6	2:45.62 <sup>(100)</sup> 85.2	1:09.83 <sup>(101)</sup> 87.6		
<b>101.</b>	<b>146 STREKELJ Janja</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>9:20.33</b>
[1]	6.59 <sup>(100)</sup>	38.78 <sup>(106)</sup>	3:30.29 <sup>(106)</sup>	4:40.84 <sup>(107)</sup>	84.6	A:138.4
	54.6	32.19 <sup>(107)</sup> 98.4	2:51.51 <sup>(110)</sup> 82.3	1:10.55 <sup>(110)</sup> 86.7		+2:57.32
[2]	6.68 <sup>(102)</sup>	38.57 <sup>(99)</sup>	3:28.48 <sup>(103)</sup>	4:39.49 <sup>(107)</sup>	85.0	A:139.2
	53.9	31.89 <sup>(98)</sup> 99.3	2:49.91 <sup>(104)</sup> 83.1	1:11.01 <sup>(105)</sup> 86.2		
<b>102.</b>	<b>44 FOJTIK Alexander</b>	<b>A</b>	<b>Ktm X-Bow</b>		<b>KTM</b>	<b>9:22.67</b>
[1]	5.48 <sup>(35)</sup>	35.70 <sup>(61)</sup>	3:07.34 <sup>(54)</sup>	4:09.31 <sup>(55)</sup>	95.3	A:137.9
	65.7	30.22 <sup>(78)</sup> 104.8	2:31.64 <sup>(53)</sup> 93.1	1:01.97 <sup>(57)</sup> 98.8		+2:59.66
[2]	5.67 <sup>(38)</sup>	43.80 <sup>(112)</sup>	3:58.14 <sup>(111)</sup>	5:13.36 <sup>(114)</sup>	75.8	A:103.8
	63.5	38.13 <sup>(113)</sup> 83.1	3:14.34 <sup>(112)</sup> 72.6	1:15.22 <sup>(109)</sup> 81.4		
<b>103.</b>	<b>141 PREMRL Grega</b>	<b>SLO</b>	<b>Mg Rover 105 Zr</b>		<b>A1400</b>	<b>9:24.87</b>
[1]	6.46 <sup>(87)</sup>	37.82 <sup>(98)</sup>	3:50.97 <sup>(114)</sup>	4:58.96 <sup>(113)</sup>	79.5	A:130.3
	55.7	31.36 <sup>(98)</sup> 101.0	3:13.15 <sup>(114)</sup> 73.1	1:07.99 <sup>(102)</sup> 90.0		+3:01.86
[2]	6.45 <sup>(82)</sup>	38.15 <sup>(96)</sup>	3:19.94 <sup>(93)</sup>	4:25.91 <sup>(94)</sup>	89.4	A:121.4
	55.8	31.70 <sup>(96)</sup> 99.9	2:41.79 <sup>(92)</sup> 87.2	1:05.97 <sup>(84)</sup> 92.8		
<b>104.</b>	<b>188 SGIAROVELLO Rudi</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>		<b>N1600</b>	<b>9:29.43</b>
						+3:06.42



P. N. Conduttore		Naz	Vettura	Scuderia		Classe	
100m	Madonnina	Tornante	Arrivo	VMed		VMax	Tem./Dif.
[1]	6.49 <sup>(90)</sup>	41.18 <sup>(113)</sup>	3:32.23 <sup>(110)</sup>	4:43.17 <sup>(109)</sup>	83.9	A:120.1	
	55.5	34.69 <sup>(114)</sup> 91.3	2:51.05 <sup>(109)</sup> 82.5	1:10.94 <sup>(112)</sup> 86.3			
[2]	6.58 <sup>(94)</sup>	41.40 <sup>(109)</sup>	3:35.40 <sup>(107)</sup>	4:46.26 <sup>(111)</sup>	83.0	A:105.2	
	54.7	34.82 <sup>(109)</sup> 91.0	2:54.00 <sup>(107)</sup> 81.1	1:10.86 <sup>(104)</sup> 86.4			
105. 99 BATELLA Massimiliano I Alfa Romeo 156 Orvieto Corse E1 It. 2000 9:30.40							
[1]	6.67 <sup>(103)</sup>	38.67 <sup>(105)</sup>	3:44.61 <sup>(113)</sup>	4:51.31 <sup>(111)</sup>	81.6		+3:07.39
	54.0	32.00 <sup>(104)</sup> 99.0	3:05.94 <sup>(113)</sup> 75.9	1:06.70 <sup>(96)</sup> 91.8			
[2]	6.59 <sup>(97)</sup>	38.88 <sup>(101)</sup>	3:31.84 <sup>(105)</sup>	4:39.09 <sup>(107)</sup>	85.1	A:124.7	
	54.6	32.29 <sup>(101)</sup> 98.1	2:52.96 <sup>(105)</sup> 81.6	1:07.25 <sup>(94)</sup> 91.0			
106. 128 BLAZIC Jan SLO Ford Focus St A2000 9:32.71							
[1]	7.00 <sup>(114)</sup>	53.43 <sup>(119)</sup>	3:42.46 <sup>(112)</sup>	4:53.07 <sup>(112)</sup>	81.1	A:113.2	+3:09.70
	51.4	46.43 <sup>(119)</sup> 68.2	2:49.03 <sup>(107)</sup> 83.5	1:10.61 <sup>(111)</sup> 86.7			
[2]	6.74 <sup>(103)</sup>	41.74 <sup>(110)</sup>	3:29.28 <sup>(104)</sup>	4:39.64 <sup>(107)</sup>	85.0	A:110.2	
	53.4	35.00 <sup>(110)</sup> 90.5	2:47.54 <sup>(103)</sup> 84.2	1:10.36 <sup>(103)</sup> 87.0			
107. 147 SMRDLEJ Sanja SLO Zastava Yugo A1400 9:34.18							
[1]	6.95 <sup>(113)</sup>	41.60 <sup>(114)</sup>	3:33.28 <sup>(111)</sup>	4:46.15 <sup>(110)</sup>	83.0	A:123.3	+3:11.17
	51.8	34.65 <sup>(113)</sup> 91.4	2:51.68 <sup>(111)</sup> 82.2	1:12.87 <sup>(113)</sup> 84.0			
[2]	6.80 <sup>(104)</sup>	42.17 <sup>(111)</sup>	3:36.88 <sup>(108)</sup>	4:48.03 <sup>(111)</sup>	82.5	A:119.5	
	52.9	35.37 <sup>(111)</sup> 89.6	2:54.71 <sup>(108)</sup> 80.8	1:11.15 <sup>(106)</sup> 86.0			
108. 143 ZAKELJ Ales SLO Zastava Yugo A1400 9:36.29							
[1]	7.15 <sup>(116)</sup>	40.55 <sup>(112)</sup>	3:26.68 <sup>(103)</sup>	4:36.94 <sup>(105)</sup>	85.8	A:130.1	+3:13.28
	50.3	33.40 <sup>(112)</sup> 94.9	2:46.13 <sup>(101)</sup> 84.9	1:10.26 <sup>(108)</sup> 87.1			
[2]	7.27 <sup>(112)</sup>	40.69 <sup>(108)</sup>	3:45.66 <sup>(109)</sup>	4:59.35 <sup>(114)</sup>	79.4	A:126.9	
	49.5	33.42 <sup>(107)</sup> 94.8	3:04.97 <sup>(109)</sup> 76.3	1:13.69 <sup>(108)</sup> 83.1			
109. 115 DONATEO Luca I Citroën C1 Orvieto Corse E1 It. 1150 10:32.28							
[1]	7.92 <sup>(119)</sup>	46.40 <sup>(116)</sup>	4:00.86 <sup>(115)</sup>	5:20.70 <sup>(114)</sup>	74.1	A:116.9	+4:09.27
	45.5	38.48 <sup>(116)</sup> 82.3	3:14.46 <sup>(116)</sup> 72.6	1:19.84 <sup>(115)</sup> 76.7			
[2]	7.77 <sup>(113)</sup>	44.88 <sup>(113)</sup>	3:52.12 <sup>(110)</sup>	5:11.58 <sup>(114)</sup>	76.3	A:118.8	
	46.3	37.11 <sup>(112)</sup> 85.4	3:07.24 <sup>(110)</sup> 75.4	1:19.46 <sup>(110)</sup> 77.0			
110. 114 LASCHINO Francesco I Citroën C1 Orvieto Corse E1 It. 1150 10:53.79							
[1]	7.90 <sup>(118)</sup>	48.87 <sup>(118)</sup>	4:03.25 <sup>(116)</sup>	5:26.71 <sup>(115)</sup>	72.7	A:108.1	+4:30.78
	45.6	40.97 <sup>(117)</sup> 77.3	3:14.38 <sup>(115)</sup> 72.6	1:23.46 <sup>(116)</sup> 73.3			
[2]	8.14 <sup>(114)</sup>	48.66 <sup>(114)</sup>	4:02.72 <sup>(112)</sup>	5:27.08 <sup>(116)</sup>	72.6	A:106.5	
	44.2	40.52 <sup>(114)</sup> 78.2	3:14.06 <sup>(111)</sup> 72.7	1:24.36 <sup>(111)</sup> 72.5			
111. 89 MLAKAR Marko SLO Vw Golf Ii E1 It. 2000 16:38.06							
[1]	6.53 <sup>(92)</sup>	36.48 <sup>(79)</sup>	11:01.94 <sup>(117)</sup>	12:19.04 <sup>(116)</sup>	32.1		+10:15.05
	55.1	29.95 <sup>(74)</sup> 105.8	10:25.46 <sup>(117)</sup> 22.6	1:17.10 <sup>(114)</sup> 79.4			
[2]	6.56 <sup>(91)</sup>	37.70 <sup>(92)</sup>	3:15.65 <sup>(80)</sup>	4:19.02 <sup>(80)</sup>	91.7	A:136.2	
	54.9	31.14 <sup>(91)</sup> 101.7	2:37.95 <sup>(76)</sup> 89.3	1:03.37 <sup>(62)</sup> 96.6			
112. 93 AUER Michael A Vw Scirocco Gtr Auer Power MotorsportE1 It. 2000							
[1]	5.58 <sup>(40)</sup>	30.90 <sup>(20)</sup>	DNF 1				
	64.5	25.32 <sup>(18)</sup> 125.1					
113. 111 LATTNER Andreas A Suzuki Swift E1 It. 1400							
[1]	6.61 <sup>(102)</sup>	35.16 <sup>(55)</sup>	3:04.40 <sup>(47)</sup>	4:04.30 <sup>(45)</sup>	97.3	A:158.4	
	54.5	28.55 <sup>(50)</sup> 111.0	2:29.24 <sup>(42)</sup> 94.6	59.90 <sup>(46)</sup> 102.2			
114. 12 STOLLENBERGER Andreas Formula Opel Lotus E2M 2000							
[1]	4.74 <sup>(7)</sup>	27.96 <sup>(6)</sup>	2:36.86 <sup>(6)</sup>	DNF 1		A:189.4	
	75.9	23.22 <sup>(7)</sup> 136.4	2:08.90 <sup>(6)</sup> 109.5				
115. 58 LABER Hanspeter A Ford Escort Wrc E1 It. 3000+							
[1]	4.55 <sup>(3)</sup>	29.39 <sup>(10)</sup>	2:47.66 <sup>(16)</sup>	3:44.59 <sup>(16)</sup>	105.8	A:158.9	
	79.1	24.84 <sup>(13)</sup> 127.5	2:18.27 <sup>(17)</sup> 102.1	56.93 <sup>(23)</sup> 107.5			
[2]	4.58 <sup>(4)</sup>	28.51 <sup>(8)</sup>	DNF 2			A:152.7	
	78.6	23.93 <sup>(7)</sup> 132.4					
116. 98 ORASCHE Patrick A Vw Golf Gti E1 It. 2000							
[1]	5.84 <sup>(46)</sup>	33.39 <sup>(36)</sup>	3:00.06 <sup>(32)</sup>	3:59.40 <sup>(33)</sup>	99.2		
	61.6	27.55 <sup>(36)</sup> 115.0	2:26.67 <sup>(32)</sup> 96.2	59.34 <sup>(39)</sup> 103.1			
[2]	5.92 <sup>(44)</sup>	33.04 <sup>(33)</sup>	DNF 2			A:155.8	
	60.8	27.12 <sup>(31)</sup> 116.8					
117. 27 DE FRANCESCH Christiah Radical Sr3 E2B 1600							
[1]	4.99 <sup>(18)</sup>	31.96 <sup>(25)</sup>	2:53.14 <sup>(21)</sup>	3:47.84 <sup>(19)</sup>	104.3	A:143.5	
	72.1	26.97 <sup>(28)</sup> 117.5	2:21.18 <sup>(21)</sup> 100.0	54.70 <sup>(16)</sup> 111.9			
[2]	4.85 <sup>(13)</sup>	31.53 <sup>(23)</sup>	2:53.26 <sup>(19)</sup>	DNF 2		A:148.1	
	74.2	26.68 <sup>(23)</sup> 118.7	2:21.73 <sup>(20)</sup> 99.6				
118. 36 KONSEL Michael A Ktm X-Bow KTM							
[1]	5.34 <sup>(32)</sup>	37.67 <sup>(96)</sup>	3:23.84 <sup>(99)</sup>	4:30.06 <sup>(97)</sup>	88.0	A:117.6	
	67.4	32.33 <sup>(108)</sup> 98.0	2:46.17 <sup>(102)</sup> 84.9	1:06.22 <sup>(94)</sup> 92.4			

P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina		Tornante		<i>VMed</i>	<i>VMax</i>	
<b>119.</b>	<b>199</b>	<b>CHIUCH</b>	<b>Andrea</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>Sport &amp; Joy</b>	<b>N1600</b>
[I]	6.24 <sup>(61)</sup>	36.11 <sup>(73)</sup>	DNF 1				A: 148.4
	57.7	29.87 <sup>(73)</sup>	106.1				

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

Risultati e Telemetrie a cura di Francesco Dariz