



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

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

### Autovetture con Om. FIA

### Analisi Telemetrie A

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.</b>	<b>117</b>	<b>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>(1)</sup>	30.44 <sup>(1)</sup>	2:43.30 <sup>(1)</sup>	<b>3:37.81<sup>(1)</sup></b>	109.1	A:180.4				
	73.2	25.52 <sup>(1)</sup> 124.1	2:12.86 <sup>(1)</sup> 106.2	54.51 <sup>(1)</sup> 112.3						
[2]	4.99 <sup>(1)</sup>	30.43 <sup>(1)</sup>	2:44.32 <sup>(1)</sup>	<b>3:37.65<sup>(1)</sup></b>	109.2	A:179.7				
	72.1	25.44 <sup>(1)</sup> 124.5	2:13.89 <sup>(1)</sup> 105.4	53.33 <sup>(1)</sup> 114.8						
<b>2.</b>	<b>122</b>	<b>"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>(5)</sup>	32.72 <sup>(4)</sup>	2:54.10 <sup>(2)</sup>	<b>3:50.04<sup>(2)</sup></b>	103.3	A:159.4				+25.14
	59.2	26.64 <sup>(2)</sup> 118.9	2:21.38 <sup>(2)</sup> 99.8	55.94 <sup>(2)</sup> 109.4						
[2]	6.04 <sup>(6)</sup>	32.88 <sup>(3)</sup>	2:54.26 <sup>(2)</sup>	<b>3:50.56<sup>(3)</sup></b>	103.1	A:158.2				
	59.6	26.84 <sup>(2)</sup> 118.0	2:21.38 <sup>(2)</sup> 99.8	56.30 <sup>(2)</sup> 108.7						
<b>3.</b>	<b>123</b>	<b>MARTINEK Renè</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>(4)</sup>	32.64 <sup>(3)</sup>	2:57.62 <sup>(3)</sup>	<b>3:55.12<sup>(3)</sup></b>	101.1	A:166.4				+38.50
	60.0	26.64 <sup>(2)</sup> 118.9	2:24.98 <sup>(3)</sup> 97.3	57.50 <sup>(3)</sup> 106.4						
[2]	6.03 <sup>(5)</sup>	33.00 <sup>(4)</sup>	3:00.74 <sup>(5)</sup>	<b>3:58.84<sup>(5)</sup></b>	99.5	A:166.0				
	59.7	26.97 <sup>(3)</sup> 117.5	2:27.74 <sup>(5)</sup> 95.5	58.10 <sup>(3)</sup> 105.3						
<b>4.</b>	<b>126</b>	<b>ZORMAN Slavko</b>	<b>SLO</b>	<b>Renault Clio Williams</b>		<b>A2000</b>	<b>7:56.29</b>			
[1]	6.18 <sup>(6)</sup>	34.25 <sup>(6)</sup>	2:59.27 <sup>(4)</sup>	<b>3:58.16<sup>(4)</sup></b>	99.8	A:155.6				+40.83
	58.3	28.07 <sup>(6)</sup> 112.9	2:25.02 <sup>(4)</sup> 97.3	58.89 <sup>(5)</sup> 103.9						
[2]	6.00 <sup>(4)</sup>	33.70 <sup>(5)</sup>	2:59.03 <sup>(3)</sup>	<b>3:58.13<sup>(4)</sup></b>	99.8	A:154.0				
	60.0	27.70 <sup>(5)</sup> 114.4	2:25.33 <sup>(3)</sup> 97.1	59.10 <sup>(4)</sup> 103.6						
<b>5.</b>	<b>118</b>	<b>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>(3)</sup>	32.54 <sup>(2)</sup>	3:02.94 <sup>(6)</sup>	<b>4:01.08<sup>(5)</sup></b>	98.6	A:150.1				+45.69
	68.7	27.30 <sup>(4)</sup> 116.0	2:30.40 <sup>(6)</sup> 93.8	58.14 <sup>(4)</sup> 105.3						
[2]	5.25 <sup>(3)</sup>	32.31 <sup>(2)</sup>	3:00.10 <sup>(4)</sup>	<b>4:00.07<sup>(5)</sup></b>	99.0	A:152.2				
	68.6	27.06 <sup>(4)</sup> 117.1	2:27.79 <sup>(6)</sup> 95.5	59.97 <sup>(7)</sup> 102.1						
<b>6.</b>	<b>129</b>	<b>MIANO Simone</b>	<b>I</b>	<b>Renault Clio</b>		<b>A2000</b>	<b>8:02.56</b>			
[1]	6.25 <sup>(9)</sup>	34.11 <sup>(5)</sup>	3:02.09 <sup>(5)</sup>	<b>4:01.79<sup>(6)</sup></b>	98.3	A:142.1				+47.10
	57.6	27.86 <sup>(5)</sup> 113.7	2:27.98 <sup>(5)</sup> 95.4	59.70 <sup>(6)</sup> 102.5						
[2]	6.07 <sup>(7)</sup>	33.78 <sup>(6)</sup>	3:01.15 <sup>(6)</sup>	<b>4:00.77<sup>(5)</sup></b>	98.7	A:149.6				
	59.3	27.71 <sup>(6)</sup> 114.3	2:27.37 <sup>(4)</sup> 95.8	59.62 <sup>(5)</sup> 102.7						
<b>7.</b>	<b>133</b>	<b>ZANETTE Daniele</b>	<b>I</b>	<b>Honda Civic Ek4</b>	<b>Vimotorsport</b>	<b>A1600</b>	<b>8:15.90</b>			
[1]	6.26 <sup>(10)</sup>	35.94 <sup>(9)</sup>	3:07.50 <sup>(7)</sup>	<b>4:07.74<sup>(7)</sup></b>	95.9	A:130.1				+1:00.44
	57.5	29.68 <sup>(9)</sup> 106.7	2:31.56 <sup>(7)</sup> 93.1	1:00.24 <sup>(7)</sup> 101.6						
[2]	6.09 <sup>(8)</sup>	35.81 <sup>(9)</sup>	3:08.42 <sup>(8)</sup>	<b>4:08.16<sup>(8)</sup></b>	95.7	A:131.6				
	59.1	29.72 <sup>(8)</sup> 106.6	2:32.61 <sup>(8)</sup> 92.5	59.74 <sup>(6)</sup> 102.4						
<b>8.</b>	<b>138</b>	<b>SAVIC Denis</b>	<b>SLO</b>	<b>Mg Rover 105 Zr</b>		<b>A1400</b>	<b>8:24.19</b>			
[1]	6.40 <sup>(11)</sup>	35.81 <sup>(7)</sup>	3:09.42 <sup>(8)</sup>	<b>4:12.55<sup>(8)</sup></b>	94.1	A:154.3				+1:08.73
	56.3	29.41 <sup>(7)</sup> 107.7	2:33.61 <sup>(8)</sup> 91.9	1:03.13 <sup>(9)</sup> 96.9						
[2]	6.60 <sup>(16)</sup>	36.55 <sup>(11)</sup>	3:07.91 <sup>(7)</sup>	<b>4:11.64<sup>(8)</sup></b>	94.4	A:143.2				
	54.5	29.95 <sup>(10)</sup> 105.8	2:31.36 <sup>(7)</sup> 93.2	1:03.73 <sup>(10)</sup> 96.0						
<b>9.</b>	<b>119</b>	<b>HERNADI Laszlo</b>	<b>H</b>	<b>Mitsubishi Lancer Evo Viii</b>		<b>A3000+</b>	<b>8:29.48</b>			
[1]	4.96 <sup>(2)</sup>	35.84 <sup>(8)</sup>	3:16.17 <sup>(13)</sup>	<b>4:17.75<sup>(11)</sup></b>	92.2	A:127.7				+1:14.02
	72.6	30.88 <sup>(12)</sup> 102.6	2:40.33 <sup>(13)</sup> 88.0	1:01.58 <sup>(8)</sup> 99.4						
[2]	5.00 <sup>(2)</sup>	34.81 <sup>(7)</sup>	3:10.66 <sup>(9)</sup>	<b>4:11.73<sup>(8)</sup></b>	94.4	A:135.5				
	72.0	29.81 <sup>(9)</sup> 106.3	2:35.85 <sup>(10)</sup> 90.5	1:01.07 <sup>(8)</sup> 100.2						
<b>10.</b>	<b>131</b>	<b>VODOPIVEC Leon</b>	<b>SLO</b>	<b>Renault Clio Williams</b>		<b>A2000</b>	<b>8:33.47</b>			
[1]	6.23 <sup>(8)</sup>	36.62 <sup>(11)</sup>	3:12.43 <sup>(10)</sup>	<b>4:17.35<sup>(10)</sup></b>	92.3	A:140.7				+1:18.01
	57.8	30.39 <sup>(10)</sup> 104.2	2:35.81 <sup>(10)</sup> 90.6	1:04.92 <sup>(12)</sup> 94.3						
[2]	6.31 <sup>(10)</sup>	36.41 <sup>(10)</sup>	3:11.13 <sup>(10)</sup>	<b>4:16.12<sup>(10)</sup></b>	92.8	A:140.2				
	57.1	30.10 <sup>(11)</sup> 105.2	2:34.72 <sup>(9)</sup> 91.2	1:04.99 <sup>(11)</sup> 94.2						
<b>11.</b>	<b>127</b>	<b>MAKAROVIC Bojan</b>	<b>SLO</b>	<b>Renault Megane</b>		<b>A2000</b>	<b>8:36.74</b>			
[1]	6.71 <sup>(17)</sup>	36.31 <sup>(10)</sup>	3:11.68 <sup>(9)</sup>	<b>4:14.85<sup>(9)</sup></b>	93.2	A:158.0				+1:21.28
	53.7	29.60 <sup>(8)</sup> 107.0	2:35.37 <sup>(9)</sup> 90.8	1:03.17 <sup>(10)</sup> 96.9						
[2]	6.42 <sup>(11)</sup>	35.51 <sup>(8)</sup>	3:18.44 <sup>(14)</sup>	<b>4:21.89<sup>(14)</sup></b>	90.7	A:154.1				

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	VMax	
56.1	29.09 <sup>(7)</sup> 108.9	2:42.93 <sup>(16)</sup> 86.6	1:03.45 <sup>(9)</sup> 96.5			
<b>12. 145</b>	<b>MERKAC Franjo</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>8:40.13</b>
[1]	6.48 <sup>(14)</sup> 37.11 <sup>(12)</sup>	3:13.16 <sup>(11)</sup> 4:18.94 <sup>(12)</sup>	91.8	A:148.4	+1:24.67	
	55.6 30.63 <sup>(11)</sup> 103.4	2:36.05 <sup>(11)</sup> 90.4	1:05.78 <sup>(13)</sup> 93.0			
[2]	6.57 <sup>(15)</sup> 37.10 <sup>(13)</sup>	3:14.59 <sup>(11)</sup> 4:21.19 <sup>(14)</sup>	91.0	A:148.7		
	54.8 30.53 <sup>(12)</sup> 103.8	2:37.49 <sup>(11)</sup> 89.6	1:06.60 <sup>(16)</sup> 91.9			
<b>13. 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>(7)</sup> 37.40 <sup>(13)</sup>	3:15.55 <sup>(12)</sup> 4:19.78 <sup>(13)</sup>	91.5	A:130.1	+1:27.18	
	58.1 31.20 <sup>(15)</sup> 101.5	2:38.15 <sup>(12)</sup> 89.2	1:04.23 <sup>(11)</sup> 95.3			
[2]	6.09 <sup>(8)</sup> 37.06 <sup>(12)</sup>	3:17.61 <sup>(12)</sup> 4:22.86 <sup>(14)</sup>	90.4	A:136.8		
	59.1 30.97 <sup>(13)</sup> 102.3	2:40.55 <sup>(13)</sup> 87.9	1:05.25 <sup>(12)</sup> 93.8			
<b>14. 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>(19)</sup> 37.91 <sup>(15)</sup>	3:18.47 <sup>(14)</sup> 4:24.49 <sup>(14)</sup>	89.8	A:140.7	+1:33.16	
	52.4 31.04 <sup>(13)</sup> 102.1	2:40.56 <sup>(14)</sup> 87.9	1:06.02 <sup>(14)</sup> 92.7			
[2]	7.03 <sup>(23)</sup> 38.16 <sup>(15)</sup>	3:18.10 <sup>(13)</sup> 4:24.13 <sup>(14)</sup>	90.0	A:142.8		
	51.2 31.13 <sup>(14)</sup> 101.8	2:39.94 <sup>(12)</sup> 88.2	1:06.03 <sup>(15)</sup> 92.7			
<b>15. 82</b>	<b>TERSCHL Wolfgang</b>	<b>A</b>	<b>Bmw 325 I</b>		<b>A3000</b>	<b>8:54.43</b>
[1]	7.40 <sup>(25)</sup> 38.57 <sup>(17)</sup>	3:19.89 <sup>(15)</sup> 4:27.58 <sup>(15)</sup>	88.8	A:131.8	+1:38.97	
	48.6 31.17 <sup>(14)</sup> 101.6	2:41.32 <sup>(15)</sup> 87.5	1:07.69 <sup>(15)</sup> 90.4			
[2]	7.12 <sup>(24)</sup> 38.30 <sup>(16)</sup>	3:20.19 <sup>(16)</sup> 4:26.85 <sup>(15)</sup>	89.0	A:131.0		
	50.6 31.18 <sup>(15)</sup> 101.6	2:41.89 <sup>(15)</sup> 87.2	1:06.66 <sup>(17)</sup> 91.8			
<b>16. 142</b>	<b>ZNIDERIC Teo</b>	<b>SLO</b>	<b>Citroën Ax GTI</b>		<b>A1400</b>	<b>9:01.06</b>
[1]	6.57 <sup>(15)</sup> 38.49 <sup>(16)</sup>	3:23.59 <sup>(16)</sup> 4:31.46 <sup>(16)</sup>	87.5	A:125.6	+1:45.60	
	54.8 31.92 <sup>(17)</sup> 99.2	2:45.10 <sup>(17)</sup> 85.5	1:07.87 <sup>(16)</sup> 90.2			
[2]	6.55 <sup>(14)</sup> 38.65 <sup>(18)</sup>	3:23.86 <sup>(18)</sup> 4:29.60 <sup>(16)</sup>	88.1	A:123.8		
	55.0 32.10 <sup>(18)</sup> 98.7	2:45.21 <sup>(18)</sup> 85.4	1:05.74 <sup>(13)</sup> 93.1			
<b>17. 137</b>	<b>MIVSEK Jaka</b>	<b>SLO</b>	<b>Skoda Felicia</b>		<b>A1400</b>	<b>9:06.58</b>
[1]	6.85 <sup>(18)</sup> 39.44 <sup>(21)</sup>	3:24.18 <sup>(17)</sup> 4:34.63 <sup>(17)</sup>	86.5	A:133.3	+1:51.12	
	52.6 32.59 <sup>(20)</sup> 97.2	2:44.74 <sup>(16)</sup> 85.7	1:10.45 <sup>(22)</sup> 86.9			
[2]	6.91 <sup>(22)</sup> 39.39 <sup>(21)</sup>	3:23.10 <sup>(17)</sup> 4:31.95 <sup>(17)</sup>	87.4	A:133.7		
	52.1 32.48 <sup>(20)</sup> 97.5	2:43.71 <sup>(17)</sup> 86.2	1:08.85 <sup>(18)</sup> 88.9			
<b>18. 136</b>	<b>DESSARDO Manuel</b>	<b>SLO</b>	<b>Mg Rover 105 Zr</b>		<b>A1400</b>	<b>9:10.57</b>
[1]	6.44 <sup>(12)</sup> 39.03 <sup>(19)</sup>	3:26.27 <sup>(18)</sup> 4:35.59 <sup>(18)</sup>	86.2	A:130.1	+1:55.11	
	55.9 32.59 <sup>(20)</sup> 97.2	2:47.24 <sup>(19)</sup> 84.4	1:09.32 <sup>(19)</sup> 88.3			
[2]	6.42 <sup>(11)</sup> 38.93 <sup>(19)</sup>	3:25.35 <sup>(19)</sup> 4:34.98 <sup>(18)</sup>	86.4	A:128.9		
	56.1 32.51 <sup>(21)</sup> 97.4	2:46.42 <sup>(20)</sup> 84.8	1:09.63 <sup>(20)</sup> 87.9			
<b>19. 148</b>	<b>MELINK Mitja</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>9:17.14</b>
[1]	6.87 <sup>(19)</sup> 39.05 <sup>(20)</sup>	3:26.72 <sup>(20)</sup> 4:35.67 <sup>(19)</sup>	86.2	A:136.7	+2:01.68	
	52.4 32.18 <sup>(18)</sup> 98.4	2:47.67 <sup>(20)</sup> 84.2	1:08.95 <sup>(18)</sup> 88.8			
[2]	6.81 <sup>(20)</sup> 39.10 <sup>(20)</sup>	3:32.50 <sup>(23)</sup> 4:41.47 <sup>(22)</sup>	84.4	A:135.7		
	52.9 32.29 <sup>(19)</sup> 98.1	2:53.40 <sup>(23)</sup> 81.4	1:08.97 <sup>(19)</sup> 88.7			
<b>20. 144</b>	<b>KODER Jernej</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>9:17.99</b>
[1]	6.93 <sup>(21)</sup> 41.89 <sup>(24)</sup>	3:31.68 <sup>(22)</sup> 4:41.88 <sup>(22)</sup>	84.3	A:121.5	+2:02.53	
	51.9 34.96 <sup>(24)</sup> 90.6	2:49.79 <sup>(22)</sup> 83.1	1:10.20 <sup>(20)</sup> 87.2			
[2]	6.81 <sup>(20)</sup> 40.66 <sup>(22)</sup>	3:26.28 <sup>(20)</sup> 4:36.11 <sup>(20)</sup>	86.1	A:121.4		
	52.9 33.85 <sup>(23)</sup> 93.6	2:45.62 <sup>(19)</sup> 85.2	1:09.83 <sup>(21)</sup> 87.6			
<b>21. 146</b>	<b>STREKELJ Janja</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>9:20.33</b>
[1]	6.59 <sup>(16)</sup> 38.78 <sup>(18)</sup>	3:30.29 <sup>(21)</sup> 4:40.84 <sup>(21)</sup>	84.6	A:138.4	+2:04.87	
	54.6 32.19 <sup>(19)</sup> 98.4	2:51.51 <sup>(23)</sup> 82.3	1:10.55 <sup>(23)</sup> 86.7			
[2]	6.68 <sup>(17)</sup> 38.57 <sup>(17)</sup>	3:28.48 <sup>(21)</sup> 4:39.49 <sup>(21)</sup>	85.0	A:139.2		
	53.9 31.89 <sup>(17)</sup> 99.3	2:49.91 <sup>(22)</sup> 83.1	1:11.01 <sup>(23)</sup> 86.2			
<b>22. 141</b>	<b>PREMRL Grega</b>	<b>SLO</b>	<b>Mg Rover 105 Zr</b>		<b>A1400</b>	<b>9:24.87</b>
[1]	6.46 <sup>(13)</sup> 37.82 <sup>(14)</sup>	3:50.97 <sup>(25)</sup> 4:58.96 <sup>(25)</sup>	79.5	A:130.3	+2:09.41	
	55.7 31.36 <sup>(16)</sup> 101.0	3:13.15 <sup>(25)</sup> 73.1	1:07.99 <sup>(17)</sup> 90.0			
[2]	6.45 <sup>(13)</sup> 38.15 <sup>(14)</sup>	3:19.94 <sup>(15)</sup> 4:25.91 <sup>(15)</sup>	89.4	A:121.4		
	55.8 31.70 <sup>(16)</sup> 99.9	2:41.79 <sup>(14)</sup> 87.2	1:05.97 <sup>(14)</sup> 92.8			
<b>23. 128</b>	<b>BLAZIC Jan</b>	<b>SLO</b>	<b>Ford Focus St</b>		<b>A2000</b>	<b>9:32.71</b>
[1]	7.00 <sup>(23)</sup> 53.43 <sup>(25)</sup>	3:42.46 <sup>(24)</sup> 4:53.07 <sup>(24)</sup>	81.1	A:113.2	+2:17.25	
	51.4 46.43 <sup>(25)</sup> 68.2	2:49.03 <sup>(21)</sup> 83.5	1:10.61 <sup>(24)</sup> 86.7			
[2]	6.74 <sup>(18)</sup> 41.74 <sup>(24)</sup>	3:29.28 <sup>(22)</sup> 4:39.64 <sup>(21)</sup>	85.0	A:110.2		
	53.4 35.00 <sup>(24)</sup> 90.5	2:47.54 <sup>(21)</sup> 84.2	1:10.36 <sup>(22)</sup> 87.0			
<b>24. 147</b>	<b>SMRDLEJ Sanja</b>	<b>SLO</b>	<b>Zastava Yugo</b>		<b>A1400</b>	<b>9:34.18</b>
[1]	6.95 <sup>(22)</sup> 41.60 <sup>(23)</sup>	3:33.28 <sup>(23)</sup> 4:46.15 <sup>(23)</sup>	83.0	A:123.3	+2:18.72	
	51.8 34.65 <sup>(23)</sup> 91.4	2:51.68 <sup>(24)</sup> 82.2	1:12.87 <sup>(25)</sup> 84.0			
[2]	6.80 <sup>(19)</sup> 42.17 <sup>(25)</sup>	3:36.88 <sup>(24)</sup> 4:48.03 <sup>(24)</sup>	82.5	A:119.5		
	52.9 35.37 <sup>(25)</sup> 89.6	2:54.71 <sup>(24)</sup> 80.8	1:11.15 <sup>(24)</sup> 86.0			

P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante			<i>VMed</i>	<i>VMax</i>	
<b>25. 143</b>	<b>ZAKELJ Ales</b>	<b>SLO</b>	<b>Zastava Yugo</b>			<b>A1400</b>	<b>9:36.29</b>
[1]	7.15 <sup>(24)</sup>	40.55 <sup>(22)</sup>	3:26.68 <sup>(19)</sup>	<b>4:36.94</b> <sup>(20)</sup>	85.8	A: 130.1	+ 2: 20.83
	50.3	33.40 <sup>(22)</sup> 94.9	2:46.13 <sup>(18)</sup> 84.9	1:10.26 <sup>(21)</sup> 87.1			
[2]	7.27 <sup>(25)</sup>	40.69 <sup>(23)</sup>	3:45.66 <sup>(25)</sup>	<b>4:59.35</b> <sup>(26)</sup>	79.4	A: 126.9	
	49.5	33.42 <sup>(22)</sup> 94.8	3:04.97 <sup>(25)</sup> 76.3	1:13.69 <sup>(25)</sup> 83.1			

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

Risultati e Telemetrie a cura di Francesco Dariz