



# 44<sup>a</sup> Verzegnis-Sella Chianzutan

## Gara Internazionale di Velocità in Salita

### Prove Ufficiali/Official Practice Auto Moderne

### Performance Analysis

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P. N.	Conduttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	400m	Rettilineo	Arrivo			
			<i>vMed</i>		<i>vMax</i>	
<b>1.</b>	<b>1 FAGGIOLI Simone</b>	I	OSELLA FA30	Best Lap Srl	E2SS 3000	<b>2:50.77</b>
[1]	17.20 <sup>(4)</sup> ↓	1:43.94 <sup>(1)</sup> ↓	<b>2:59.38<sup>(1)</sup></b> 113.2			
	83.7	1:26.74 <sup>(1)</sup> 107.9	1:15.44 <sup>(1)</sup> 126.0			
[2]	16.48 <sup>(1)</sup> ↓	1:37.81 <sup>(1)</sup> ↓	<b>2:50.77<sup>(1)</sup></b> 118.9			
	87.4	1:21.33 <sup>(1)</sup> 115.1	1:12.96 <sup>(1)</sup> 130.3			
<b>2.</b>	<b>36 MERLI Christian</b>	I	OSELLA PA2000	Vimotorsport	CN/E2SC 2000	<b>2:56.71</b>
[1]	16.80 <sup>(3)</sup>					+5.94
	85.7					
[2]	16.78 <sup>(3)</sup> ↓	1:41.84 <sup>(2)</sup> ↓	<b>2:56.71<sup>(1)</sup></b> 114.9			
	85.8	1:25.06 <sup>(2)</sup> 110.0	1:14.87 <sup>(2)</sup> 126.9			
<b>3.</b>	<b>77 PAILER Felix</b>	A	LANCIA DELTA INTEGRALE		E1 3000+	<b>3:10.90</b>
[1]	16.41 <sup>(1)</sup> ↓	1:50.75 <sup>(2)</sup> ↓	<b>3:10.90<sup>(2)</sup></b> 106.4			+20.13
	87.8	1:34.34 <sup>(3)</sup> 99.2	1:20.15 <sup>(3)</sup> 118.6			
[2]	16.60 <sup>(2)</sup> ↓	1:52.24 <sup>(3)</sup> ↓	<b>3:15.19<sup>(3)</sup></b> 104.0			
	86.7	1:35.64 <sup>(5)</sup> 97.9	1:22.95 <sup>(7)</sup> 114.6			
<b>4.</b>	<b>79 JELINEK Mike</b>	A	SUBARU IMPREZA		E1 3000+	<b>3:13.57</b>
[1]	17.69 <sup>(7)</sup> ↓	2:00.65 <sup>(15)</sup> ↓	<b>3:29.11<sup>(16)</sup></b> 97.1			+22.80
	81.4	1:42.96 <sup>(19)</sup> 90.9	1:28.46 <sup>(30)</sup> 107.4			
[2]	17.78 <sup>(6)</sup> ↓	1:52.76 <sup>(4)</sup> ↓	<b>3:13.57<sup>(3)</sup></b> 104.9			
	81.0	1:34.98 <sup>(3)</sup> 98.5	1:20.81 <sup>(3)</sup> 117.6			
<b>5.</b>	<b>74 GIULIANI Fulvio</b>	I	LANCIA DELTA EVO	Ateneo	E1 3000+	<b>3:15.05</b>
[1]	20.14 <sup>(56)</sup> ↓	2:12.82 <sup>(71)</sup> ↓	<b>3:51.11<sup>(83)</sup></b> 87.9			+24.28
	71.5	1:52.68 <sup>(77)</sup> 83.1	1:38.29 <sup>(92)</sup> 96.7			
[2]	17.82 <sup>(7)</sup> ↓	1:53.05 <sup>(5)</sup> ↓	<b>3:15.05<sup>(3)</sup></b> 104.1			
	80.8	1:35.23 <sup>(4)</sup> 98.3	1:22.00 <sup>(5)</sup> 115.9			
<b>6.</b>	<b>49 MICHL Dan</b>	CZ	LOTUS EVORA		E2SH 3000	<b>3:16.36</b>
[1]	18.82 <sup>(19)</sup> ↓	1:55.52 <sup>(6)</sup> ↓	<b>3:19.05<sup>(4)</sup></b> 102.0			+25.59
	76.5	1:36.70 <sup>(6)</sup> 96.8	1:23.53 <sup>(6)</sup> 113.8			
[2]	18.75 <sup>(16)</sup> ↓	1:54.57 <sup>(6)</sup> ↓	<b>3:16.36<sup>(3)</sup></b> 103.4			
	76.8	1:35.82 <sup>(6)</sup> 97.7	1:21.79 <sup>(4)</sup> 116.2			
<b>7.</b>	<b>124 BICCIATO Rudi</b>	I	MITSUBISHI LANCER EVO IX	Rennstall Mendel	A 3000+	<b>3:17.47</b>
[1]	18.64 <sup>(15)</sup> ↓	2:01.03 <sup>(18)</sup> ↓	<b>3:30.56<sup>(21)</sup></b> 96.4			+26.70
	77.3	1:42.39 <sup>(16)</sup> 91.4	1:29.53 <sup>(39)</sup> 106.2			
[2]	17.91 <sup>(8)</sup> ↓	1:54.63 <sup>(7)</sup> ↓	<b>3:17.47<sup>(3)</sup></b> 102.8			
	80.4	1:36.72 <sup>(7)</sup> 96.8	1:22.84 <sup>(6)</sup> 114.7			
<b>8.</b>	<b>38 MAGLIONA Omar</b>	I	OSELLA PA 21/S	Ateneo	CN/E2SC 2000	<b>3:17.88</b>
[1]	18.83 <sup>(20)</sup> ↓	1:54.36 <sup>(5)</sup> ↓	<b>3:17.88<sup>(3)</sup></b> 102.6			+27.11
	76.5	1:35.53 <sup>(5)</sup> 98.0	1:23.52 <sup>(5)</sup> 113.8			
[2]	20.87 <sup>(50)</sup> ↓	2:01.90 <sup>(19)</sup> ↓	<b>3:26.37<sup>(13)</sup></b> 98.4			
	69.0	1:41.03 <sup>(16)</sup> 92.6	1:24.47 <sup>(14)</sup> 112.5			
<b>9.</b>	<b>125 WIEDENHOFER Stefan</b>	A	MITSUBISHI LANCER EVO IX R4		A 3000+	<b>3:17.94</b>
[1]	17.30 <sup>(5)</sup> ↓	1:56.66 <sup>(7)</sup> ↓	<b>3:21.65<sup>(7)</sup></b> 100.7			+27.17
	83.2	1:39.36 <sup>(8)</sup> 94.2	1:24.99 <sup>(13)</sup> 111.8			
[2]	17.66 <sup>(5)</sup> ↓	1:54.72 <sup>(8)</sup> ↓	<b>3:17.94<sup>(4)</sup></b> 102.6			
	81.5	1:37.06 <sup>(9)</sup> 96.4	1:23.22 <sup>(8)</sup> 114.2			
<b>10.</b>	<b>75 PREGARTNER Herbert</b>	A	PORSCHE 911 GT2 RSR		E1 3000+	<b>3:19.14</b>
						+28.37

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo	VMed		VMax	
[1]	17.48 <sup>(6)</sup> ↓	2:18.94 <sup>(98)</sup> ↓	<b>3:34.74</b> <sup>(37)</sup>			94.6
	82.4	2:01.46 <sup>(106)</sup> 77.1	1:15.80 <sup>(2)</sup> 125.4			
[2]	18.93 <sup>(19)</sup> ↓	1:55.84 <sup>(9)</sup> ↓	<b>3:19.14</b> <sup>(5)</sup>			102.0
	76.1	1:36.91 <sup>(8)</sup> 96.6	1:23.30 <sup>(9)</sup> 114.1			
<b>11.</b>	<b>5 JANIK Vaclav</b>	CZ	LOLA B02/50	Nutrend Czech National	E1 3000	<b>3:19.33</b>
[1]	18.89 <sup>(23)</sup> ↓	1:57.91 <sup>(9)</sup> ↓	<b>3:19.33</b> <sup>(5)</sup>			101.9
	76.2	1:39.02 <sup>(7)</sup> 94.5	1:21.42 <sup>(4)</sup> 116.7			+28.56
<b>12.</b>	<b>78 WERNER Karl</b>	A	AUDI S2R QUATTRO	Racing Team Zkw	E1 3000+	<b>3:20.60</b>
[1]	16.74 <sup>(2)</sup> ↓	1:56.98 <sup>(8)</sup> ↓	<b>3:20.60</b> <sup>(6)</sup>			101.2
	86.0	1:40.24 <sup>(11)</sup> 93.4	1:23.62 <sup>(7)</sup> 113.7			+29.83
[2]	18.39 <sup>(12)</sup> ↓	2:02.62 <sup>(23)</sup> ↓	<b>3:29.99</b> <sup>(20)</sup>			96.7
	78.3	1:44.23 <sup>(30)</sup> 89.8	1:27.37 <sup>(20)</sup> 108.8			
<b>13.</b>	<b>171 ZENZ Hannes</b>	A	MITSUBISHI LANCER EVO IX		N 3000+	<b>3:21.42</b>
[1]	19.31 <sup>(31)</sup> ↓	2:03.76 <sup>(29)</sup> ↓	<b>3:30.79</b> <sup>(23)</sup>			96.3
	74.6	1:44.45 <sup>(30)</sup> 89.6	1:27.03 <sup>(21)</sup> 109.2			+30.65
[2]	18.50 <sup>(14)</sup> ↓	1:56.75 <sup>(10)</sup> ↓	<b>3:21.42</b> <sup>(7)</sup>			100.8
	77.8	1:38.25 <sup>(10)</sup> 95.3	1:24.67 <sup>(15)</sup> 112.2			
<b>14.</b>	<b>134 MATIZ Antonello</b>	I	PEUGEOT 207 S2000		A 2000	<b>3:21.68</b>
[1]	18.42 <sup>(12)</sup> ↓	1:58.33 <sup>(11)</sup> ↓	<b>3:22.49</b> <sup>(9)</sup>			100.3
	78.2	1:39.91 <sup>(10)</sup> 93.7	1:24.16 <sup>(10)</sup> 112.9			+30.91
[2]	17.94 <sup>(9)</sup> ↓	1:57.47 <sup>(12)</sup> ↓	<b>3:21.68</b> <sup>(8)</sup>			100.7
	80.3	1:39.53 <sup>(13)</sup> 94.0	1:24.21 <sup>(13)</sup> 112.9			
<b>15.</b>	<b>57 PREK Ales</b>	SLO	PORSCHE 997 GT3		GT3 3000+	<b>3:22.33</b>
[1]	18.73 <sup>(16)</sup> ↓	1:58.31 <sup>(10)</sup> ↓	<b>3:22.33</b> <sup>(8)</sup>			100.4
	76.9	1:39.58 <sup>(9)</sup> 94.0	1:24.02 <sup>(9)</sup> 113.1			+31.56
[2]	19.37 <sup>(23)</sup> ↓	1:58.72 <sup>(14)</sup> ↓	<b>3:23.88</b> <sup>(10)</sup>			99.6
	74.3	1:39.35 <sup>(12)</sup> 94.2	1:25.16 <sup>(16)</sup> 111.6			
<b>16.</b>	<b>159 HAFNER Armin</b>	I	MITSUBISHI LANCER EVO VIII	Rennstall Mendel	N 3000+	<b>3:22.57</b>
[1]	19.06 <sup>(27)</sup> ↓	2:00.99 <sup>(17)</sup> ↓	<b>3:25.65</b> <sup>(12)</sup>			98.7
	75.6	1:41.93 <sup>(15)</sup> 91.8	1:24.66 <sup>(12)</sup> 112.3			+31.80
[2]	18.37 <sup>(11)</sup> ↓	1:58.49 <sup>(13)</sup> ↓	<b>3:22.57</b> <sup>(10)</sup>			100.2
	78.4	1:40.12 <sup>(14)</sup> 93.5	1:24.08 <sup>(11)</sup> 113.0			
<b>17.</b>	<b>173 BUIATTI Michele</b>	I	MITSUBISHI LANCER EVO IX	Friuli 1956	N 3000+	<b>3:23.29</b>
[1]	20.42 <sup>(64)</sup> ↓	2:05.33 <sup>(37)</sup> ↓	<b>3:32.17</b> <sup>(31)</sup>			95.7
	70.5	1:44.91 <sup>(34)</sup> 89.2	1:26.84 <sup>(19)</sup> 109.4			+32.52
[2]	18.34 <sup>(10)</sup> ↓	1:59.15 <sup>(15)</sup> ↓	<b>3:23.29</b> <sup>(10)</sup>			99.9
	78.5	1:40.81 <sup>(15)</sup> 92.8	1:24.14 <sup>(12)</sup> 113.0			
<b>18.</b>	<b>176 MERCATI Lorenzo</b>	I	MITSUBISHI LANCER EVO IX	Etruria	N 3000+	<b>3:24.76</b>
[1]	17.99 <sup>(10)</sup> ↓	2:00.56 <sup>(14)</sup> ↓	<b>3:24.76</b> <sup>(10)</sup>			99.2
	80.0	1:42.57 <sup>(18)</sup> 91.3	1:24.20 <sup>(11)</sup> 112.9			+33.99
[2]	18.55 <sup>(15)</sup> ↓	2:01.60 <sup>(18)</sup> ↓	<b>3:27.85</b> <sup>(15)</sup>			97.7
	77.6	1:43.05 <sup>(23)</sup> 90.8	1:26.25 <sup>(18)</sup> 110.2			
<b>19.</b>	<b>81 RASPET Rado</b>	SLO	MITSUBISHI LANCER EVO VIII		E1 3000+	<b>3:24.90</b>
[1]	18.34 <sup>(11)</sup> ↓	1:59.27 <sup>(12)</sup> ↓	<b>3:24.90</b> <sup>(11)</sup>			99.1
	78.5	1:40.93 <sup>(12)</sup> 92.7	1:25.63 <sup>(14)</sup> 111.0			+34.13
[2]	19.33 <sup>(22)</sup> ↓	2:00.44 <sup>(17)</sup> ↓	<b>3:26.68</b> <sup>(14)</sup>			98.2
	74.5	1:41.11 <sup>(17)</sup> 92.6	1:26.24 <sup>(17)</sup> 110.2			
<b>20.</b>	<b>104 PISANO Egidio</b>	D	VW GOLF		E1 1600	<b>3:26.44</b>
[1]	18.98 <sup>(26)</sup> ↓	2:00.11 <sup>(13)</sup> ↓	<b>3:26.44</b> <sup>(13)</sup>			98.4
	75.9	1:41.13 <sup>(13)</sup> 92.6	1:26.33 <sup>(17)</sup> 110.1			+35.67
[2]	19.55 <sup>(26)</sup> ↓	2:01.98 <sup>(20)</sup> ↓	<b>3:30.31</b> <sup>(21)</sup>			96.5
	73.7	1:42.43 <sup>(19)</sup> 91.4	1:28.33 <sup>(26)</sup> 107.6			
<b>21.</b>	<b>129 PARLATO Paolo</b>	I	RENAULT NEW CLIO	Borrett Team	A 2000	<b>3:27.06</b>
[1]	19.66 <sup>(43)</sup> ↓	2:04.20 <sup>(33)</sup> ↓	<b>3:32.02</b> <sup>(30)</sup>			95.8
	73.2	1:44.54 <sup>(32)</sup> 89.5	1:27.82 <sup>(25)</sup> 108.2			+36.29
[2]	19.60 <sup>(27)</sup> ↓	2:03.12 <sup>(26)</sup> ↓	<b>3:27.06</b> <sup>(14)</sup>			98.1
	73.5	1:43.52 <sup>(26)</sup> 90.4	1:23.94 <sup>(10)</sup> 113.2			
<b>22.</b>	<b>39 CAPUCCI Marco</b>	I	OSELLA PA 21/S	Best Lap Srl	CN/E2SC 2000	<b>3:27.63</b>
						+36.86

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo	VMed		VMax	
[1]	19.38 <sup>(32)</sup> ↓	2:03.91 <sup>(30)</sup> ↓	<b>3:27.63</b> <sup>(14)</sup>	97.8		
	74.3	1:44.53 <sup>(31)</sup> 89.5	1:23.72 <sup>(8)</sup> 113.5			
<b>23.</b>	<b>174 HOLZER Dieter</b>	<b>A</b>	<b>MITSUBISHI LANCER EVO VIII</b>		<b>N 3000+</b>	<b>3:27.73</b>
[1]	18.63 <sup>(14)</sup> ↓	2:02.05 <sup>(20)</sup> ↓	<b>3:29.20</b> <sup>(17)</sup>	97.1		+36.96
	77.3	1:43.42 <sup>(21)</sup> 90.5	1:27.15 <sup>(22)</sup> 109.1			
[2]	18.39 <sup>(12)</sup> ↓	2:00.00 <sup>(16)</sup> ↓	<b>3:27.73</b> <sup>(15)</sup>	97.7		
	78.3	1:41.61 <sup>(18)</sup> 92.1	1:27.73 <sup>(22)</sup> 108.3			
<b>24.</b>	<b>59 RAGAZZI Roberto</b>	<b>I</b>	<b>FERRARI 458 CHALLENGE</b>	Superchallenge	<b>GT CUP 3000+</b>	<b>3:28.12</b>
[1]	18.88 <sup>(22)</sup> ↓	2:02.25 <sup>(21)</sup> ↓	<b>3:28.12</b> <sup>(15)</sup>	97.6		+37.35
	76.3	1:43.37 <sup>(20)</sup> 90.5	1:25.87 <sup>(15)</sup> 110.7			
[2]	20.29 <sup>(39)</sup> ↓	2:08.57 <sup>(42)</sup> ↓	<b>3:38.40</b> <sup>(47)</sup>	93.0		
	71.0	1:48.28 <sup>(43)</sup> 86.4	1:29.83 <sup>(35)</sup> 105.8			
<b>25.</b>	<b>94 ROIDER Franz</b>	<b>A</b>	<b>FORD MONDEO STW</b>		<b>E1 2000</b>	<b>3:29.42</b>
[1]	19.29 <sup>(30)</sup> ↓	2:02.76 <sup>(23)</sup> ↓	<b>3:29.42</b> <sup>(18)</sup>	97.0		+38.65
	74.7	1:43.47 <sup>(24)</sup> 90.5	1:26.66 <sup>(18)</sup> 109.7			
[2]	20.07 <sup>(36)</sup> ↓	2:03.30 <sup>(27)</sup> ↓	<b>3:32.50</b> <sup>(32)</sup>	95.5		
	71.7	1:43.23 <sup>(24)</sup> 90.7	1:29.20 <sup>(31)</sup> 106.5			
<b>26.</b>	<b>102 BOSCARIOL Roberto</b>	<b>I</b>	<b>RENAULT CLIO CUP</b>	Testadoro	<b>E1 2000</b>	<b>3:29.72</b>
[1]	19.20 <sup>(28)</sup> ↓	2:02.86 <sup>(24)</sup> ↓	<b>3:30.72</b> <sup>(22)</sup>	96.4		+38.95
	75.0	1:43.66 <sup>(25)</sup> 90.3	1:27.86 <sup>(26)</sup> 108.2			
[2]	19.81 <sup>(29)</sup> ↓	2:02.73 <sup>(25)</sup> ↓	<b>3:29.72</b> <sup>(19)</sup>	96.8		
	72.7	1:42.92 <sup>(22)</sup> 90.9	1:26.99 <sup>(19)</sup> 109.3			
<b>27.</b>	<b>72 PARRINO Rosario</b>	<b>I</b>	<b>PORSCHE 997 GT3 CUP</b>	Sport Racing Team	<b>GT CUP 3000+</b>	<b>3:29.79</b>
[1]	18.83 <sup>(20)</sup> ↓	2:02.26 <sup>(22)</sup> ↓	<b>3:29.79</b> <sup>(19)</sup>	96.8		+39.02
	76.5	1:43.43 <sup>(22)</sup> 90.5	1:27.53 <sup>(23)</sup> 108.6			
<b>28.</b>	<b>142 MANCIN Michele</b>	<b>I</b>	<b>CITROËN SAXO VTS</b>	Mach 3 Sport	<b>A 1600</b>	<b>3:30.19</b>
[1]	19.50 <sup>(38)</sup> ↓	2:02.96 <sup>(25)</sup> ↓	<b>3:31.15</b> <sup>(26)</sup>	96.2		+39.42
	73.8	1:43.46 <sup>(23)</sup> 90.5	1:28.19 <sup>(28)</sup> 107.8			
[2]	19.73 <sup>(28)</sup> ↓	2:02.29 <sup>(21)</sup> ↓	<b>3:30.19</b> <sup>(20)</sup>	96.6		
	73.0	1:42.56 <sup>(21)</sup> 91.3	1:27.90 <sup>(23)</sup> 108.1			
<b>29.</b>	<b>3 DEGASPERI Diego</b>	<b>I</b>	<b>OSELLA FA30</b>	Vimotorsport	<b>E2SS 3000</b>	<b>3:30.27</b>
[1]	19.62 <sup>(40)</sup> ↓	2:01.42 <sup>(19)</sup> ↓	<b>3:30.27</b> <sup>(20)</sup>	96.6		+39.50
	73.4	1:41.80 <sup>(14)</sup> 91.9	1:28.85 <sup>(33)</sup> 107.0			
[2]	21.41 <sup>(61)</sup> ↓	2:16.11 <sup>(73)</sup> ↓	<b>3:54.01</b> <sup>(91)</sup>	86.8		
	67.3	1:54.70 <sup>(74)</sup> 81.6	1:37.90 <sup>(76)</sup> 97.1			
<b>30.</b>	<b>133 ZORMAN Slavko</b>	<b>SLO</b>	<b>RENAULT CLIO</b>		<b>E1 2000</b>	<b>3:30.57</b>
[1]	19.45 <sup>(35)</sup> ↓	2:04.12 <sup>(32)</sup> ↓	<b>3:33.09</b> <sup>(32)</sup>	95.3		+39.80
	74.0	1:44.67 <sup>(33)</sup> 89.4	1:28.97 <sup>(36)</sup> 106.8			
[2]	19.96 <sup>(32)</sup> ↓	2:02.48 <sup>(22)</sup> ↓	<b>3:30.57</b> <sup>(22)</sup>	96.4		
	72.1	1:42.52 <sup>(20)</sup> 91.3	1:28.09 <sup>(25)</sup> 107.9			
<b>31.</b>	<b>37 SVOBODA Jiri</b>	<b>CZ</b>	<b>NORMA M20F</b>	Autoklub Jv Sport Racing	<b>CN/E2SC 2000</b>	<b>3:31.07</b>
[1]	18.93 <sup>(25)</sup> ↓	2:03.18 <sup>(26)</sup> ↓	<b>3:31.07</b> <sup>(24)</sup>	96.2		+40.30
	76.1	1:44.25 <sup>(28)</sup> 89.8	1:27.89 <sup>(27)</sup> 108.1			
[2]	20.28 <sup>(38)</sup> ↓	2:04.31 <sup>(32)</sup> ↓	<b>3:36.57</b> <sup>(42)</sup>	93.8		
	71.0	1:44.03 <sup>(29)</sup> 90.0	1:32.26 <sup>(42)</sup> 103.0			
<b>32.</b>	<b>41 LANFRANCO Evans</b>	<b>I</b>	<b>OSELLA PA 21/S EVO</b>	Friuli ACU	<b>CN/E2SC 2000</b>	<b>3:31.08</b>
[1]	20.17 <sup>(57)</sup> ↓	2:05.17 <sup>(36)</sup> ↓	<b>3:31.08</b> <sup>(25)</sup>	96.2		+40.31
	71.4	1:45.00 <sup>(35)</sup> 89.1	1:25.91 <sup>(16)</sup> 110.6			
[2]	22.23 <sup>(77)</sup> ↓	2:14.26 <sup>(62)</sup> ↓	<b>3:49.86</b> <sup>(81)</sup>	88.3		
	64.8	1:52.03 <sup>(58)</sup> 83.5	1:35.60 <sup>(64)</sup> 99.4			
<b>33.</b>	<b>76 LABER Hanspeter</b>	<b>A</b>	<b>FORD GABAT COSSY</b>		<b>E1 3000+</b>	<b>3:31.19</b>
[2]	17.54 <sup>(4)</sup> ↓	1:56.86 <sup>(11)</sup> ↓	<b>3:31.19</b> <sup>(27)</sup>	96.1		+40.42
	82.1	1:39.32 <sup>(11)</sup> 94.2	1:34.33 <sup>(57)</sup> 100.8			
<b>34.</b>	<b>126 TUROLO Alberto</b>	<b>I</b>	<b>MITSUBISHI LANCER EVO IX R4</b>	Friuli 1956	<b>A 3000+</b>	<b>3:31.53</b>
[1]	18.92 <sup>(24)</sup> ↓	2:03.94 <sup>(31)</sup> ↓	<b>3:31.53</b> <sup>(27)</sup>	96.0		+40.76
	76.1	1:45.02 <sup>(36)</sup> 89.1	1:27.59 <sup>(24)</sup> 108.5			
<b>35.</b>	<b>182 CENEDESE Ivano</b>	<b>I</b>	<b>HONDA CIVIC TYPE R</b>	Motor Group	<b>N 2000</b>	<b>3:31.79</b>
[1]	19.83 <sup>(47)</sup> ↓	2:06.16 <sup>(42)</sup> ↓	<b>3:34.89</b> <sup>(38)</sup>	94.5		+41.02

P. N. Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo	VMed	VMax	
72.6	1:46.33 <sup>(40)</sup>	88.0	1:28.73 <sup>(32)</sup>	107.1	
[2]	20.02 <sup>(34)</sup>	2:03.78 <sup>(29)</sup>	3:31.79 <sup>(28)</sup>	95.9	
71.9	1:43.76 <sup>(28)</sup>	90.2	1:28.01 <sup>(24)</sup>	108.0	
<b>36. 138 PRODORUTTI Alessandro</b>	<b>I</b>	<b>CITROËN DS3 R3T</b>	<b>Carnia Racing</b>	<b>A 2000</b>	<b>3:31.88</b>
[1]	19.84 <sup>(48)</sup>	2:04.89 <sup>(34)</sup>	3:31.88 <sup>(28)</sup>	95.8	+41.11
72.6	1:45.05 <sup>(37)</sup>	89.1	1:26.99 <sup>(20)</sup>	109.3	
[2]	20.64 <sup>(46)</sup>	2:05.89 <sup>(36)</sup>	3:33.59 <sup>(33)</sup>	95.1	
69.8	1:45.25 <sup>(32)</sup>	88.9	1:27.70 <sup>(21)</sup>	108.4	
<b>37. 175 DEL PRETE Giovanni</b>	<b>I</b>	<b>MITSUBISHI LANCER EVO IX</b>	<b>Rubicone Corse</b>	<b>N 3000+</b>	<b>3:31.94</b>
[1]	19.39 <sup>(34)</sup>	2:03.43 <sup>(28)</sup>	3:34.15 <sup>(33)</sup>	94.8	+41.17
74.3	1:44.04 <sup>(27)</sup>	90.0	1:30.72 <sup>(47)</sup>	104.8	
[2]	19.19 <sup>(20)</sup>	2:02.62 <sup>(23)</sup>	3:31.94 <sup>(29)</sup>	95.8	
75.0	1:43.43 <sup>(25)</sup>	90.5	1:29.32 <sup>(32)</sup>	106.4	
<b>38. 83 NAUSCHNEGG Reinhold</b>	<b>A</b>	<b>OPEL CALIBRA TURBO</b>		<b>E1 3000+</b>	<b>3:31.94</b>
[1]	19.49 <sup>(37)</sup>	2:03.39 <sup>(27)</sup>	3:31.94 <sup>(29)</sup>	95.8	+41.17
73.9	1:43.90 <sup>(26)</sup>	90.1	1:28.55 <sup>(31)</sup>	107.3	
[2]	19.91 <sup>(30)</sup>	2:03.64 <sup>(28)</sup>	3:32.01 <sup>(30)</sup>	95.8	
72.3	1:43.73 <sup>(27)</sup>	90.2	1:28.37 <sup>(27)</sup>	107.5	
<b>39. 127 PEDRONI Gabriella</b>	<b>I</b>	<b>MITSUBISHI LANCER EVO VIII</b>	<b>Veregra Competition Srl</b>	<b>A 3000+</b>	<b>3:33.70</b>
[1]	18.79 <sup>(18)</sup>	2:05.33 <sup>(37)</sup>	3:34.18 <sup>(34)</sup>	94.8	+42.93
76.6	1:46.54 <sup>(41)</sup>	87.9	1:28.85 <sup>(33)</sup>	107.0	
[2]	18.83 <sup>(17)</sup>	2:04.14 <sup>(30)</sup>	3:33.70 <sup>(33)</sup>	95.0	
76.5	1:45.31 <sup>(34)</sup>	88.9	1:29.56 <sup>(33)</sup>	106.1	
<b>40. 132 DE LUCA Rino</b>	<b>I</b>	<b>PEUGEOT 306</b>	<b>Vimotorsport</b>	<b>A 2000</b>	<b>3:33.78</b>
[1]	19.91 <sup>(49)</sup>	2:07.06 <sup>(46)</sup>	3:35.28 <sup>(39)</sup>	94.3	+43.01
72.3	1:47.15 <sup>(44)</sup>	87.4	1:28.22 <sup>(29)</sup>	107.7	
[2]	19.52 <sup>(25)</sup>	2:05.22 <sup>(33)</sup>	3:33.78 <sup>(33)</sup>	95.0	
73.8	1:45.70 <sup>(35)</sup>	88.6	1:28.56 <sup>(29)</sup>	107.3	
<b>41. 184 HINTERHOFER Heimo</b>	<b>A</b>	<b>HONDA CIVIC TYPE R</b>		<b>N 2000</b>	<b>3:34.12</b>
[1]	19.66 <sup>(43)</sup>	2:06.54 <sup>(44)</sup>	3:37.46 <sup>(43)</sup>	93.4	+43.35
73.2	1:46.88 <sup>(43)</sup>	87.6	1:30.92 <sup>(49)</sup>	104.5	
[2]	19.39 <sup>(24)</sup>	2:04.20 <sup>(31)</sup>	3:34.12 <sup>(33)</sup>	94.8	
74.3	1:44.81 <sup>(31)</sup>	89.3	1:29.92 <sup>(36)</sup>	105.7	
<b>42. 8 WALDY Hermann</b>	<b>A</b>	<b>LOLA B06/51</b>	<b>MSC Rottenegg</b>	<b>E2SS 3000</b>	<b>3:34.57</b>
[1]	20.72 <sup>(74)</sup>	2:05.04 <sup>(35)</sup>	3:34.57 <sup>(35)</sup>	94.6	+43.80
69.5	1:44.32 <sup>(29)</sup>	89.7	1:29.53 <sup>(39)</sup>	106.2	
<b>43. 12 GALLI Hubert</b>	<b>A</b>	<b>DALLARA INDYCAR</b>		<b>E2SS 3000</b>	<b>3:34.61</b>
[1]	18.43 <sup>(13)</sup>	2:00.95 <sup>(16)</sup>	3:34.61 <sup>(36)</sup>	94.6	+43.84
78.1	1:42.52 <sup>(17)</sup>	91.3	1:33.66 <sup>(65)</sup>	101.5	
[2]	20.40 <sup>(42)</sup>	2:09.68 <sup>(45)</sup>	3:42.58 <sup>(58)</sup>	91.2	
70.6	1:49.28 <sup>(48)</sup>	85.7	1:32.90 <sup>(46)</sup>	102.3	
<b>44. 143 BOMMARTINI Fabrizio</b>	<b>I</b>	<b>HONDA EK4</b>		<b>A 1600</b>	<b>3:34.64</b>
[1]	19.78 <sup>(46)</sup>	2:07.02 <sup>(45)</sup>	3:39.45 <sup>(47)</sup>	92.5	+43.87
72.8	1:47.24 <sup>(46)</sup>	87.3	1:32.43 <sup>(53)</sup>	102.8	
[2]	20.30 <sup>(41)</sup>	2:05.59 <sup>(34)</sup>	3:34.64 <sup>(37)</sup>	94.6	
70.9	1:45.29 <sup>(33)</sup>	88.9	1:29.05 <sup>(30)</sup>	106.7	
<b>45. 22 KLAMMER Wolfgang</b>	<b>A</b>	<b>RENAULT F2000</b>		<b>E2SS 2000</b>	<b>3:35.39</b>
[1]	20.25 <sup>(59)</sup>	2:05.47 <sup>(41)</sup>	3:35.39 <sup>(40)</sup>	94.3	+44.62
71.1	1:45.22 <sup>(38)</sup>	89.0	1:29.92 <sup>(41)</sup>	105.7	
[2]	22.66 <sup>(84)</sup>	2:09.57 <sup>(44)</sup>	3:39.39 <sup>(47)</sup>	92.5	
63.5	1:46.91 <sup>(36)</sup>	87.6	1:29.82 <sup>(34)</sup>	105.8	
<b>46. 121 MEINHARD Manfred</b>	<b>A</b>	<b>RENAULT CLIO 2</b>		<b>E1 1400</b>	<b>3:35.84</b>
[1]	19.65 <sup>(42)</sup>	2:09.83 <sup>(54)</sup>	3:40.11 <sup>(49)</sup>	92.2	+45.07
73.3	1:50.18 <sup>(58)</sup>	85.0	1:30.28 <sup>(43)</sup>	105.3	
[2]	18.90 <sup>(18)</sup>	2:05.87 <sup>(35)</sup>	3:35.84 <sup>(41)</sup>	94.1	
76.2	1:46.97 <sup>(37)</sup>	87.5	1:29.97 <sup>(37)</sup>	105.6	
<b>47. 15 PEDROTTI Gino</b>	<b>I</b>	<b>TATUUS F. RENAULT</b>	<b>Vimotorsport</b>	<b>E2SS 2000</b>	<b>3:36.10</b>
[1]	20.17 <sup>(57)</sup>	2:05.46 <sup>(40)</sup>	3:36.10 <sup>(41)</sup>	94.0	+45.33

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo	VMed		VMax	
71.4	1:45.29 <sup>(39)</sup>	88.9	1:30.64 <sup>(46)</sup> 104.9			
<b>48.</b>	<b>183 MAYER Chris-Andre</b>	<b>A</b>	<b>HONDA CIVIC TYPE R</b>		<b>N 2000</b>	<b>3:36.90</b>
[1]	20.44 <sup>(67)</sup> ↓	2:08.42 <sup>(52)</sup> ↓	<b>3:37.36</b> <sup>(42)</sup> 93.4			+46.13
	70.5	1:47.98 <sup>(52)</sup>	86.7	1:28.94 <sup>(35)</sup> 106.9		
[2]	21.13 <sup>(56)</sup> ↓	2:08.40 <sup>(41)</sup> ↓	<b>3:36.90</b> <sup>(42)</sup> 93.6			
	68.1	1:47.27 <sup>(40)</sup>	87.3	1:28.50 <sup>(28)</sup> 107.4		
<b>49.</b>	<b>92 CIMARELLI Ferdinando I</b>		<b>ALFA ROMEO 156 ST</b>	<b>Catria</b>	<b>E1 2000</b>	<b>3:37.61</b>
[1]	20.60 <sup>(71)</sup> ↓	2:08.19 <sup>(50)</sup> ↓	<b>3:37.61</b> <sup>(44)</sup> 93.3			+46.84
	69.9	1:47.59 <sup>(48)</sup>	87.0	1:29.42 <sup>(38)</sup> 106.3		
[2]	21.24 <sup>(59)</sup> ↓	2:08.30 <sup>(39)</sup> ↓	<b>3:39.84</b> <sup>(49)</sup> 92.4			
	67.8	1:47.06 <sup>(39)</sup>	87.4	1:31.54 <sup>(39)</sup> 103.8		
<b>50.</b>	<b>191 REGIS Giovanni</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Vimotorsport</b>	<b>N 1600</b>	<b>3:37.94</b>
[1]	19.75 <sup>(45)</sup> ↓	2:07.13 <sup>(47)</sup> ↓	<b>3:37.94</b> <sup>(45)</sup> 93.2			+47.17
	72.9	1:47.38 <sup>(47)</sup>	87.2	1:30.81 <sup>(48)</sup> 104.7		
[2]	19.93 <sup>(31)</sup> ↓	2:06.98 <sup>(38)</sup> ↓	<b>3:37.99</b> <sup>(46)</sup> 93.1			
	72.3	1:47.05 <sup>(38)</sup>	87.4	1:31.01 <sup>(38)</sup> 104.4		
<b>51.</b>	<b>19 MANDL Anton</b>	<b>A</b>	<b>DALLARA F 301</b>		<b>E2SS 2000</b>	<b>3:38.17</b>
[1]	19.62 <sup>(40)</sup> ↓	2:07.58 <sup>(49)</sup> ↓	<b>3:38.17</b> <sup>(46)</sup> 93.1			+47.40
	73.4	1:47.96 <sup>(51)</sup>	86.7	1:30.59 <sup>(45)</sup> 104.9		
[2]	22.24 <sup>(78)</sup> ↓	2:17.96 <sup>(79)</sup> ↓	<b>3:54.83</b> <sup>(92)</sup> 86.5			
	64.7	1:55.72 <sup>(77)</sup>	80.9	1:36.87 <sup>(71)</sup> 98.1		
<b>52.</b>	<b>178 MARC Peter</b>	<b>SLO</b>	<b>MITSUBISHI LANCER EVO IX</b>		<b>N 3000+</b>	<b>3:39.52</b>
[1]	20.27 <sup>(61)</sup> ↓	2:08.22 <sup>(51)</sup> ↓	<b>3:42.55</b> <sup>(56)</sup> 91.2			+48.75
	71.0	1:47.95 <sup>(50)</sup>	86.7	1:34.33 <sup>(72)</sup> 100.8		
[2]	19.27 <sup>(21)</sup> ↓	2:06.82 <sup>(37)</sup> ↓	<b>3:39.52</b> <sup>(48)</sup> 92.5			
	74.7	1:47.55 <sup>(41)</sup>	87.0	1:32.70 <sup>(44)</sup> 102.5		
<b>53.</b>	<b>95 WOLF Alexander</b>	<b>A</b>	<b>PEUGEOT 306 MAXI</b>		<b>E1 2000</b>	<b>3:39.53</b>
[1]	19.23 <sup>(29)</sup> ↓	2:06.45 <sup>(43)</sup> ↓	<b>3:39.53</b> <sup>(48)</sup> 92.5			+48.76
	74.9	1:47.22 <sup>(45)</sup>	87.3	1:33.08 <sup>(58)</sup> 102.1		
[2]	21.10 <sup>(55)</sup> ↓	2:14.58 <sup>(64)</sup> ↓	<b>3:53.75</b> <sup>(91)</sup> 86.9			
	68.2	1:53.48 <sup>(65)</sup>	82.5	1:39.17 <sup>(81)</sup> 95.8		
<b>54.</b>	<b>112 CONTARDI Maurizio</b>	<b>I</b>	<b>HONDA CIVIC</b>	<b>Catria</b>	<b>E1 1600</b>	<b>3:40.43</b>
[1]	20.51 <sup>(68)</sup> ↓	2:09.85 <sup>(55)</sup> ↓	<b>3:40.43</b> <sup>(50)</sup> 92.1			+49.66
	70.2	1:49.34 <sup>(54)</sup>	85.6	1:30.58 <sup>(44)</sup> 104.9		
[2]	20.85 <sup>(48)</sup> ↓	2:12.38 <sup>(54)</sup> ↓	<b>3:45.31</b> <sup>(66)</sup> 90.1			
	69.1	1:51.53 <sup>(53)</sup>	83.9	1:32.93 <sup>(47)</sup> 102.3		
<b>55.</b>	<b>31 MENEGHETTI Renzo</b>	<b>I</b>	<b>LUCCHINI BMW 06</b>	<b>Vimotorsport</b>	<b>CN/E2SC 3000</b>	<b>3:40.75</b>
[1]	20.26 <sup>(60)</sup> ↓	2:10.73 <sup>(60)</sup> ↓	<b>3:40.75</b> <sup>(51)</sup> 92.0			+49.98
	71.1	1:50.47 <sup>(61)</sup>	84.7	1:30.02 <sup>(42)</sup> 105.6		
<b>56.</b>	<b>56 JARACH Bruno</b>	<b>I</b>	<b>FERRARI 430 CHALLENGE</b>	<b>Superchallenge</b>	<b>GT3 3000+</b>	<b>3:40.92</b>
[1]	19.38 <sup>(32)</sup> ↓	2:07.26 <sup>(48)</sup> ↓	<b>3:40.92</b> <sup>(52)</sup> 91.9			+50.15
	74.3	1:47.88 <sup>(49)</sup>	86.8	1:33.66 <sup>(65)</sup> 101.5		
[2]	21.68 <sup>(70)</sup> ↓	2:22.03 <sup>(86)</sup> ↓	<b>4:01.79</b> <sup>(105)</sup> 84.0			
	66.4	2:00.35 <sup>(88)</sup>	77.8	1:39.76 <sup>(83)</sup> 95.3		
<b>57.</b>	<b>105 GAETANI Luca</b>	<b>I</b>	<b>CITROËN C2</b>		<b>E1 1600</b>	<b>3:41.36</b>
[1]	20.09 <sup>(54)</sup> ↓	2:11.17 <sup>(63)</sup> ↓	<b>3:44.29</b> <sup>(64)</sup> 90.5			+50.59
	71.7	1:51.08 <sup>(65)</sup>	84.3	1:33.12 <sup>(59)</sup> 102.1		
[2]	20.46 <sup>(43)</sup> ↓	2:08.98 <sup>(43)</sup> ↓	<b>3:41.36</b> <sup>(53)</sup> 91.7			
	70.4	1:48.52 <sup>(44)</sup>	86.3	1:32.38 <sup>(43)</sup> 102.9		
<b>58.</b>	<b>172 VARDANEGA Lino</b>	<b>I</b>	<b>MITSUBISHI LANCER EVO X</b>	<b>Mediatica</b>	<b>N 3000+</b>	<b>3:42.07</b>
[1]	20.52 <sup>(69)</sup> ↓	2:10.77 <sup>(61)</sup> ↓	<b>3:42.07</b> <sup>(53)</sup> 91.4			+51.30
	70.2	1:50.25 <sup>(59)</sup>	84.9	1:31.30 <sup>(50)</sup> 104.1		
<b>59.</b>	<b>54 FRIJO Sebastiano</b>	<b>I</b>	<b>PORSCHE 996</b>	<b>Sport Racing Team</b>	<b>GT2 3000+</b>	<b>3:42.09</b>
[1]	18.73 <sup>(16)</sup> ↓	2:05.43 <sup>(39)</sup> ↓	<b>3:42.09</b> <sup>(54)</sup> 91.4			+51.32
	76.9	1:46.70 <sup>(42)</sup>	87.7	1:36.66 <sup>(87)</sup> 98.3		
<b>60.</b>	<b>137 ZBOGAR Denis</b>	<b>SLO</b>	<b>RENAULT CLIO</b>		<b>E1 2000</b>	<b>3:42.10</b>
[1]	19.95 <sup>(50)</sup> ↓	2:08.96 <sup>(53)</sup> ↓	<b>3:42.10</b> <sup>(55)</sup> 91.4			+51.33
	72.2	1:49.01 <sup>(53)</sup>	85.9	1:33.14 <sup>(60)</sup> 102.0		

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo	VMed		VMax	
[2]	20.49 <sup>(44)</sup> ↓	2:08.30 <sup>(39)</sup>				
	70.3	1:47.81 <sup>(42)</sup> 86.8				
<b>61.</b>	<b>97 MLAKAR Marko</b>	SLO	VW GOLF II		E1 2000	<b>3:42.14</b>
[1]	20.28 <sup>(62)</sup> ↓	2:10.17 <sup>(57)</sup> ↓	<b>3:42.74</b> <sup>(58)</sup>	91.2		+51.37
	71.0	1:49.89 <sup>(57)</sup> 85.2	1:32.57 <sup>(54)</sup> 102.7			
[2]	20.77 <sup>(47)</sup> ↓	2:09.89 <sup>(47)</sup> ↓	<b>3:42.14</b> <sup>(56)</sup>	91.4		
	69.3	1:49.12 <sup>(46)</sup> 85.8	1:32.25 <sup>(41)</sup> 103.0			
<b>62.</b>	<b>111 TURRIN Tiziano</b>	I	CITROËN SAXO	Halley Racing Team	E1 1600	<b>3:42.55</b>
[1]	21.41 <sup>(86)</sup> ↓	2:11.23 <sup>(64)</sup> ↓	<b>3:42.55</b> <sup>(56)</sup>	91.2		+51.78
	67.3	1:49.82 <sup>(56)</sup> 85.2	1:31.32 <sup>(51)</sup> 104.1			
<b>63.</b>	<b>189 VETTOREL Fabrizio</b>	I	PEUGEOT 106 RALLYE	BL Racing	N 1600	<b>3:43.30</b>
[1]	20.43 <sup>(66)</sup> ↓	2:09.92 <sup>(56)</sup> ↓	<b>3:43.30</b> <sup>(59)</sup>	90.9		+52.53
	70.5	1:49.49 <sup>(55)</sup> 85.5	1:33.38 <sup>(62)</sup> 101.8			
[2]	20.62 <sup>(45)</sup> ↓	2:09.79 <sup>(46)</sup> ↓	<b>3:43.58</b> <sup>(62)</sup>	90.8		
	69.8	1:49.17 <sup>(47)</sup> 85.7	1:33.79 <sup>(50)</sup> 101.3			
<b>64.</b>	<b>153 TRANI Daniele</b>	SLO	CITROËN AX GTI		E1 1400	<b>3:43.41</b>
[1]	19.99 <sup>(51)</sup> ↓	2:10.52 <sup>(58)</sup> ↓	<b>3:43.41</b> <sup>(60)</sup>	90.9		+52.64
	72.0	1:50.53 <sup>(62)</sup> 84.7	1:32.89 <sup>(57)</sup> 102.3			
[2]	20.02 <sup>(34)</sup> ↓	2:10.18 <sup>(49)</sup> ↓	<b>3:43.54</b> <sup>(61)</sup>	90.8		
	71.9	1:50.16 <sup>(50)</sup> 85.0	1:33.36 <sup>(48)</sup> 101.8			
<b>65.</b>	<b>47 VENTURI Paolo</b>	I	ELIA AVRIO ST09 EVO	Vimotorsport	CN/E2SC 1600	<b>3:43.56</b>
[1]	21.46 <sup>(88)</sup> ↓	2:14.32 <sup>(80)</sup> ↓	<b>3:43.56</b> <sup>(61)</sup>	90.8		+52.79
	67.1	1:52.86 <sup>(79)</sup> 82.9	1:29.24 <sup>(37)</sup> 106.5			
<b>66.</b>	<b>52 MARIOT Mario</b>	I	RENAULT CLIO KAWASAKI	Prealpi	E2SH 1600	<b>3:43.74</b>
[1]	20.64 <sup>(72)</sup> ↓	2:13.71 <sup>(77)</sup> ↓	<b>3:48.33</b> <sup>(75)</sup>	88.9		+52.97
	69.8	1:53.07 <sup>(80)</sup> 82.8	1:34.62 <sup>(75)</sup> 100.4			
[2]	20.86 <sup>(49)</sup> ↓	2:10.17 <sup>(48)</sup> ↓	<b>3:43.74</b> <sup>(62)</sup>	90.7		
	69.0	1:49.31 <sup>(49)</sup> 85.6	1:33.57 <sup>(49)</sup> 101.6			
<b>67.</b>	<b>208 GHIRARDO Michele</b>	I	HONDA INTEGRA	Vimotorsport	RS4	<b>3:43.87</b>
[1]	21.09 <sup>(82)</sup> ↓	2:12.84 <sup>(72)</sup> ↓	<b>3:45.50</b> <sup>(67)</sup>	90.0		+53.10
	68.3	1:51.75 <sup>(70)</sup> 83.8	1:32.66 <sup>(55)</sup> 102.6			
[2]	20.29 <sup>(39)</sup> ↓	2:11.75 <sup>(52)</sup> ↓	<b>3:43.87</b> <sup>(62)</sup>	90.7		
	71.0	1:51.46 <sup>(52)</sup> 84.0	1:32.12 <sup>(40)</sup> 103.2			
<b>68.</b>	<b>205 NOVAGLIO Nicola</b>	I	MINI COOPER S		RSTB	<b>3:44.09</b>
[1]	20.56 <sup>(70)</sup> ↓	2:10.89 <sup>(62)</sup> ↓	<b>3:44.09</b> <sup>(62)</sup>	90.6		+53.32
	70.0	1:50.33 <sup>(60)</sup> 84.8	1:33.20 <sup>(61)</sup> 102.0			
[2]	21.05 <sup>(54)</sup> ↓	2:15.15 <sup>(68)</sup> ↓	<b>3:49.28</b> <sup>(79)</sup>	88.6		
	68.4	1:54.10 <sup>(70)</sup> 82.0	1:34.13 <sup>(55)</sup> 101.0			
<b>69.</b>	<b>2 FATTORINI Michele</b>	I	LOLA B02/50 ZYTEK	Speed Motor	E2SS 3000	<b>3:44.15</b>
[1]	20.03 <sup>(52)</sup> ↓	2:10.58 <sup>(59)</sup> ↓	<b>3:44.15</b> <sup>(63)</sup>	90.6		+53.38
	71.9	1:50.55 <sup>(63)</sup> 84.7	1:33.57 <sup>(63)</sup> 101.6			
<b>70.</b>	<b>116 SCHERMANN Gerhard</b>	A	SUZUKI SWIFT KIT CAR		E1 1400	<b>3:44.22</b>
[1]	21.64 <sup>(92)</sup> ↓	2:16.72 <sup>(92)</sup> ↓	<b>3:52.11</b> <sup>(86)</sup>	87.5		+53.45
	66.5	1:55.08 <sup>(90)</sup> 81.3	1:35.39 <sup>(82)</sup> 99.6			
[2]	20.96 <sup>(52)</sup> ↓	2:11.36 <sup>(51)</sup> ↓	<b>3:44.22</b> <sup>(64)</sup>	90.6		
	68.7	1:50.40 <sup>(51)</sup> 84.8	1:32.86 <sup>(45)</sup> 102.3			
<b>71.</b>	<b>96 MOROCUTTI Manuel</b>	I	RENAULT NEW CLIO RS CUP	Gruppo Piloti Forlivesi	E1 2000	<b>3:44.88</b>
[1]	21.34 <sup>(83)</sup> ↓	2:11.89 <sup>(67)</sup> ↓	<b>3:46.29</b> <sup>(69)</sup>	89.7		+54.11
	67.5	1:50.55 <sup>(63)</sup> 84.7	1:34.40 <sup>(73)</sup> 100.7			
[2]	21.99 <sup>(73)</sup> ↓	2:11.06 <sup>(50)</sup> ↓	<b>3:44.88</b> <sup>(65)</sup>	90.3		
	65.5	1:49.07 <sup>(45)</sup> 85.8	1:33.82 <sup>(51)</sup> 101.3			
<b>72.</b>	<b>139 PECILE Ivan</b>	I	ABARTH 500	Friuli 1956	A 2000	<b>3:45.11</b>
[1]	21.02 <sup>(80)</sup> ↓	2:12.71 <sup>(70)</sup> ↓	<b>3:45.11</b> <sup>(65)</sup>	90.2		+54.34
	68.5	1:51.69 <sup>(67)</sup> 83.8	1:32.40 <sup>(52)</sup> 102.9			
[2]	22.09 <sup>(75)</sup> ↓	2:15.58 <sup>(70)</sup> ↓	<b>3:51.25</b> <sup>(85)</sup>	87.8		
	65.2	1:53.49 <sup>(66)</sup> 82.5	1:35.67 <sup>(65)</sup> 99.3			
<b>73.</b>	<b>118 SCHEIBER Gerhard</b>	A	SUZUKI SWIFT		E1 1400	<b>3:45.45</b>
[1]	20.06 <sup>(53)</sup> ↓	2:11.75 <sup>(66)</sup> ↓	<b>3:45.45</b> <sup>(66)</sup>	90.1		+54.68

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	400m	Rettilineo	Arrivo	VMed	VMax	
	71.8	1:51.69 <sup>(67)</sup>	83.8	1:33.70 <sup>(67)</sup>	101.4	
[2]	21.35 <sup>(60)</sup>	2:13.52 <sup>(59)</sup>		<b>3:47.62<sup>(73)</sup></b>	89.2	
	67.4	1:52.17 <sup>(60)</sup>	83.4	1:34.10 <sup>(54)</sup>	101.0	
<b>74.</b>	<b>201 BERTOLUTTI Marco</b>	I	PEUGEOT 106 RALLYE	Forum Julii Historic Club	1600	<b>3:46.01</b>
[1]	20.86 <sup>(77)</sup>	2:12.19 <sup>(68)</sup>		<b>3:46.01<sup>(68)</sup></b>	89.8	+55.24
	69.0	1:51.33 <sup>(66)</sup>	84.1	1:33.82 <sup>(68)</sup>	101.3	
[2]	21.53 <sup>(64)</sup>	2:14.95 <sup>(65)</sup>		<b>3:49.90<sup>(81)</sup></b>	88.3	
	66.9	1:53.42 <sup>(64)</sup>	82.5	1:34.95 <sup>(60)</sup>	100.1	
<b>75.</b>	<b>109 HUTTER Gregor</b>	A	ALFA ROMEO 145		E1 1600	<b>3:46.88</b>
[1]	19.46 <sup>(36)</sup>	2:11.36 <sup>(65)</sup>		<b>3:46.88<sup>(70)</sup></b>	89.5	+56.11
	74.0	1:51.90 <sup>(71)</sup>	83.6	1:35.52 <sup>(83)</sup>	99.5	
[2]	20.07 <sup>(36)</sup>	2:15.02 <sup>(67)</sup>		<b>3:51.96<sup>(86)</sup></b>	87.5	
	71.7	1:54.95 <sup>(76)</sup>	81.4	1:36.94 <sup>(72)</sup>	98.0	
<b>76.</b>	<b>179 TAUS Kerstin</b>	A	SUBARU IMPREZA WRX STI		N 3000+	<b>3:46.92</b>
[1]	19.50 <sup>(38)</sup>	2:13.94 <sup>(78)</sup>		<b>3:49.24<sup>(78)</sup></b>	88.6	+56.15
	73.8	1:54.44 <sup>(87)</sup>	81.8	1:35.30 <sup>(80)</sup>	99.7	
[2]	19.98 <sup>(33)</sup>	2:11.81 <sup>(53)</sup>		<b>3:46.92<sup>(71)</sup></b>	89.5	
	72.1	1:51.83 <sup>(56)</sup>	83.7	1:35.11 <sup>(62)</sup>	99.9	
<b>77.</b>	<b>115 ODDO Antonino</b>	I	PEUGEOT 106 RALLYE	Vimotorsport	E1 1400	<b>3:47.21</b>
[1]	21.60 <sup>(90)</sup>	2:13.32 <sup>(73)</sup>		<b>3:47.21<sup>(71)</sup></b>	89.4	+56.44
	66.7	1:51.72 <sup>(69)</sup>	83.8	1:33.89 <sup>(69)</sup>	101.2	
[2]	21.84 <sup>(72)</sup>	2:13.41 <sup>(57)</sup>		<b>3:47.64<sup>(73)</sup></b>	89.2	
	65.9	1:51.57 <sup>(54)</sup>	83.9	1:34.23 <sup>(56)</sup>	100.9	
<b>78.</b>	<b>192 DE BASTIANI Remo</b>	I	HONDA CIVIC	Vimotorsport	N 1600	<b>3:47.32</b>
[1]	21.46 <sup>(88)</sup>	2:14.80 <sup>(84)</sup>		<b>3:49.36<sup>(79)</sup></b>	88.5	+56.55
	67.1	1:53.34 <sup>(82)</sup>	82.6	1:34.56 <sup>(74)</sup>	100.5	
[2]	21.51 <sup>(63)</sup>	2:13.40 <sup>(56)</sup>		<b>3:47.32<sup>(72)</sup></b>	89.3	
	66.9	1:51.89 <sup>(57)</sup>	83.7	1:33.92 <sup>(52)</sup>	101.2	
<b>79.</b>	<b>195 MARCHIOL Gianni</b>	I	HONDA CIVIC	Friuli 1956	N 1600	<b>3:47.57</b>
[1]	21.37 <sup>(84)</sup>	2:14.75 <sup>(83)</sup>		<b>3:47.57<sup>(72)</sup></b>	89.2	+56.80
	67.4	1:53.38 <sup>(83)</sup>	82.6	1:32.82 <sup>(56)</sup>	102.4	
[2]	23.13 <sup>(90)</sup>	2:18.91 <sup>(81)</sup>		<b>3:56.56<sup>(93)</sup></b>	85.8	
	62.3	1:55.78 <sup>(78)</sup>	80.8	1:37.65 <sup>(75)</sup>	97.3	
<b>80.</b>	<b>203 PONTONI Andrea</b>	I	PEUGEOT 106 RALLYE	Forum Julii Historic Club	1600	<b>3:47.70</b>
[1]	21.06 <sup>(81)</sup>	2:13.56 <sup>(76)</sup>		<b>3:47.70<sup>(73)</sup></b>	89.2	+56.93
	68.4	1:52.50 <sup>(74)</sup>	83.2	1:34.14 <sup>(71)</sup>	101.0	
[2]	22.17 <sup>(76)</sup>	2:17.99 <sup>(80)</sup>		<b>3:54.62<sup>(91)</sup></b>	86.5	
	65.0	1:55.82 <sup>(80)</sup>	80.8	1:36.63 <sup>(69)</sup>	98.4	
<b>81.</b>	<b>193 ACCORSI Lorenzo</b>	I	PEUGEOT 106 RALLYE	BL Racing	N 1600	<b>3:48.06</b>
[1]	21.73 <sup>(96)</sup>	2:17.94 <sup>(94)</sup>		<b>3:53.24<sup>(89)</sup></b>	87.1	+57.29
	66.3	1:56.21 <sup>(94)</sup>	80.5	1:35.30 <sup>(80)</sup>	99.7	
[2]	21.01 <sup>(53)</sup>	2:13.05 <sup>(55)</sup>		<b>3:48.06<sup>(74)</sup></b>	89.0	
	68.5	1:52.04 <sup>(59)</sup>	83.5	1:35.01 <sup>(61)</sup>	100.0	
<b>82.</b>	<b>198 CONSOLATI Valerio</b>	I	HONDA EK4		N 1600	<b>3:48.06</b>
[1]	20.87 <sup>(78)</sup>	2:13.39 <sup>(74)</sup>		<b>3:48.06<sup>(74)</sup></b>	89.0	+57.29
	69.0	1:52.52 <sup>(75)</sup>	83.2	1:34.67 <sup>(76)</sup>	100.4	
[2]	20.91 <sup>(51)</sup>	2:14.05 <sup>(60)</sup>		<b>3:48.84<sup>(77)</sup></b>	88.7	
	68.9	1:53.14 <sup>(62)</sup>	82.7	1:34.79 <sup>(59)</sup>	100.3	
<b>83.</b>	<b>199 MUSER Luca</b>	I	PEUGEOT 106 RALLYE	ASD MRC Sport	N 1600	<b>3:48.65</b>
[1]	20.73 <sup>(75)</sup>	2:13.46 <sup>(75)</sup>		<b>3:48.65<sup>(76)</sup></b>	88.8	+57.88
	69.5	1:52.73 <sup>(78)</sup>	83.0	1:35.19 <sup>(78)</sup>	99.8	
[2]	21.58 <sup>(66)</sup>	2:16.00 <sup>(72)</sup>		<b>3:53.25<sup>(90)</sup></b>	87.0	
	66.7	1:54.42 <sup>(72)</sup>	81.8	1:37.25 <sup>(73)</sup>	97.7	
<b>84.</b>	<b>196 MORET Maurizio</b>	I	HONDA CIVIC	Vimotorsport	N 1600	<b>4:07.84</b>
[1]	22.08 <sup>(106)</sup>	2:23.60 <sup>(107)</sup>		<b>4:07.84<sup>(106)</sup></b>	81.9	+58.16
	65.2	2:01.52 <sup>(107)</sup>	77.0	1:44.24 <sup>(107)</sup>	91.2	
[2]	21.18 <sup>(57)</sup>	2:14.37 <sup>(63)</sup>		<b>3:48.93<sup>(77)</sup></b>	88.7	
	68.0	1:53.19 <sup>(63)</sup>	82.7	1:34.56 <sup>(58)</sup>	100.5	

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	400m	Rettilineo	Arrivo			
			VMed		VMax	
<b>85.</b>	<b>45 CRESPI Stefano</b>	I	OSELLA PA 21 JUNIOR	Speed Motor	CN/E2SC 1600	<b>3:49.10</b>
[1]	22.61 <sup>(111)</sup> ↓	2:14.97 <sup>(85)</sup> ↓	<b>3:49.10</b> <sup>(77)</sup>	88.6		+58.33
	63.7	1:52.36 <sup>(73)</sup>	83.3	1:34.13 <sup>(70)</sup>	101.0	
[2]	23.92 <sup>(98)</sup> ↓	2:20.71 <sup>(85)</sup> ↓	<b>4:00.80</b> <sup>(103)</sup>	84.3		
	60.2	1:56.79 <sup>(82)</sup>	80.1	1:40.09 <sup>(84)</sup>	95.0	
<b>86.</b>	<b>185 MACALLI Marcello</b>	I	RENAULT CLIO RS		N 2000	<b>3:49.40</b>
[1]	22.59 <sup>(110)</sup> ↓	2:21.14 <sup>(105)</sup> ↓	<b>3:57.07</b> <sup>(95)</sup>	85.6		+58.63
	63.7	1:58.55 <sup>(102)</sup>	79.0	1:35.93 <sup>(86)</sup>	99.1	
[2]	21.67 <sup>(69)</sup> ↓	2:15.47 <sup>(69)</sup> ↓	<b>3:49.40</b> <sup>(80)</sup>	88.5		
	66.5	1:53.80 <sup>(68)</sup>	82.2	1:33.93 <sup>(53)</sup>	101.2	
<b>87.</b>	<b>85 ANTONICELLI Abramo</b>	I	BMW M3	ACN Forze di Polizia	E1 3000+	<b>3:49.79</b>
[1]	20.09 <sup>(54)</sup> ↓	2:14.59 <sup>(82)</sup> ↓	<b>3:49.79</b> <sup>(80)</sup>	88.4		+59.02
	71.7	1:54.50 <sup>(88)</sup>	81.7	1:35.20 <sup>(79)</sup>	99.8	
[2]	21.61 <sup>(67)</sup> ↓	2:15.86 <sup>(71)</sup> ↓	<b>3:52.45</b> <sup>(87)</sup>	87.3		
	66.6	1:54.25 <sup>(71)</sup>	81.9	1:36.59 <sup>(68)</sup>	98.4	
<b>88.</b>	<b>136 MAHA Elis</b>	I	HONDA CIVIC		A 2000	<b>3:49.90</b>
[1]	21.39 <sup>(85)</sup> ↓	2:14.04 <sup>(79)</sup> ↓	<b>3:49.90</b> <sup>(81)</sup>	88.3		+59.13
	67.3	1:52.65 <sup>(76)</sup>	83.1	1:35.86 <sup>(85)</sup>	99.1	
[2]	23.20 <sup>(94)</sup> ↓	2:28.71 <sup>(96)</sup> ↓	<b>4:10.40</b> <sup>(108)</sup>	81.1		
	62.1	2:05.51 <sup>(96)</sup>	74.6	1:41.69 <sup>(90)</sup>	93.5	
<b>89.</b>	<b>117 GRIFONI Bruno</b>	I	PEUGEOT 106 RALLYE		E1 1400	<b>3:50.21</b>
[1]	21.93 <sup>(101)</sup> ↓	2:15.02 <sup>(86)</sup> ↓	<b>3:53.65</b> <sup>(90)</sup>	86.9		+59.44
	65.7	1:53.09 <sup>(81)</sup>	82.8	1:38.63 <sup>(95)</sup>	96.4	
[2]	21.61 <sup>(67)</sup> ↓	2:13.42 <sup>(58)</sup> ↓	<b>3:50.21</b> <sup>(82)</sup>	88.2		
	66.6	1:51.81 <sup>(55)</sup>	83.7	1:36.79 <sup>(70)</sup>	98.2	
<b>90.</b>	<b>113 "ZIO FESTER"</b>	I	HONDA CIVIC EG6	Sport Racing Team	E1 1600	<b>3:50.29</b>
[1]	21.96 <sup>(102)</sup> ↓	2:16.68 <sup>(91)</sup> ↓	<b>3:50.29</b> <sup>(82)</sup>	88.2		+59.52
	65.6	1:54.72 <sup>(89)</sup>	81.6	1:33.61 <sup>(64)</sup>	101.5	
<b>91.</b>	<b>194 BOMMARTINI Matteo</b>	I	HONDA EK4		N 1600	<b>3:51.13</b>
[1]	20.67 <sup>(73)</sup> ↓	2:15.97 <sup>(87)</sup> ↓	<b>3:53.13</b> <sup>(88)</sup>	87.1		+1:00.36
	69.7	1:55.30 <sup>(91)</sup>	81.2	1:37.16 <sup>(89)</sup>	97.8	
[2]	21.46 <sup>(62)</sup> ↓	2:15.00 <sup>(66)</sup> ↓	<b>3:51.13</b> <sup>(84)</sup>	87.8		
	67.1	1:53.54 <sup>(67)</sup>	82.4	1:36.13 <sup>(67)</sup>	98.9	
<b>92.</b>	<b>34 TERSCHL Wolfgang</b>	A	PROSPORT LM	Team Terschl Austria	CN/E2SC 3000	<b>3:51.24</b>
[1]	20.42 <sup>(64)</sup> ↓	2:16.41 <sup>(90)</sup> ↓	<b>3:51.24</b> <sup>(84)</sup>	87.8		+1:00.47
	70.5	1:55.99 <sup>(92)</sup>	80.7	1:34.83 <sup>(77)</sup>	100.2	
[2]	23.80 <sup>(96)</sup> ↓	2:24.04 <sup>(89)</sup> ↓	<b>4:09.11</b> <sup>(107)</sup>	81.5		
	60.5	2:00.24 <sup>(86)</sup>	77.8	1:45.07 <sup>(93)</sup>	90.5	
<b>93.</b>	<b>101 PABST Johannes</b>	A	OPEL KADETT D		E1 2000	<b>3:51.55</b>
[1]	20.31 <sup>(63)</sup> ↓	2:12.58 <sup>(69)</sup> ↓	<b>3:57.95</b> <sup>(97)</sup>	85.3		+1:00.78
	70.9	1:52.27 <sup>(72)</sup>	83.4	1:45.37 <sup>(108)</sup>	90.2	
[2]	21.68 <sup>(70)</sup> ↓	2:14.23 <sup>(61)</sup> ↓	<b>3:51.55</b> <sup>(85)</sup>	87.7		
	66.4	1:52.55 <sup>(61)</sup>	83.2	1:37.32 <sup>(74)</sup>	97.7	
<b>94.</b>	<b>202 GIATTI Nicola</b>	I	PEUGEOT 106 RALLYE	Motor Group	N 1600	<b>3:51.85</b>
[1]	22.15 <sup>(107)</sup> ↓	2:16.30 <sup>(89)</sup> ↓	<b>3:51.85</b> <sup>(85)</sup>	87.6		+1:01.08
	65.0	1:54.15 <sup>(85)</sup>	82.0	1:35.55 <sup>(84)</sup>	99.5	
[2]	22.63 <sup>(83)</sup> ↓	2:19.43 <sup>(82)</sup> ↓	<b>3:58.32</b> <sup>(98)</sup>	85.2		
	63.6	1:56.80 <sup>(83)</sup>	80.1	1:38.89 <sup>(79)</sup>	96.1	
<b>95.</b>	<b>144 TIRABASSI Massimo</b>	I	CITROËN SAXO		A 1600	<b>3:52.46</b>
[1]	22.05 <sup>(105)</sup> ↓	2:18.67 <sup>(97)</sup> ↓	<b>3:56.66</b> <sup>(94)</sup>	85.8		+1:01.69
	65.3	1:56.62 <sup>(95)</sup>	80.3	1:37.99 <sup>(91)</sup>	97.0	
[2]	21.57 <sup>(65)</sup> ↓	2:17.35 <sup>(77)</sup> ↓	<b>3:52.46</b> <sup>(87)</sup>	87.3		
	66.8	1:55.78 <sup>(78)</sup>	80.8	1:35.11 <sup>(62)</sup>	99.9	
<b>96.</b>	<b>197 FLORIT Nicola</b>	I	PEUGEOT 106 RALLYE	Red White	N 1600	<b>3:52.67</b>
[1]	21.66 <sup>(93)</sup> ↓	2:17.84 <sup>(93)</sup> ↓	<b>3:54.72</b> <sup>(91)</sup>	86.5		+1:01.90
	66.5	1:56.18 <sup>(93)</sup>	80.6	1:36.88 <sup>(88)</sup>	98.1	
[2]	22.25 <sup>(79)</sup> ↓	2:16.94 <sup>(75)</sup> ↓	<b>3:52.67</b> <sup>(87)</sup>	87.3		
	64.7	1:54.69 <sup>(73)</sup>	81.6	1:35.73 <sup>(66)</sup>	99.3	



P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo		Arrivo			
			VMed		VMax	
<b>97.</b>	<b>186 PAPA Michele</b>	I	RENAULT CLIO RS	ASD MRC Sport	N 2000	<b>3:52.80</b>
[1]	20.80 <sup>(76)</sup> ↓	2:14.50 <sup>(81)</sup> ↓	<b>3:52.80</b> <sup>(87)</sup>	87.2		+1:02.03
	69.2	1:53.70 <sup>(84)</sup>	82.3	1:38.30 <sup>(93)</sup>	96.7	
[2]	21.22 <sup>(58)</sup> ↓	2:17.24 <sup>(76)</sup> ↓	<b>3:56.16</b> <sup>(93)</sup>	86.0		
	67.9	1:56.02 <sup>(81)</sup>	80.7	1:38.92 <sup>(80)</sup>	96.1	
<b>98.</b>	<b>157 PRELC Andrej</b>	SLO	SUZUKI SWIFT		E1 1400	<b>3:54.85</b>
[1]	22.01 <sup>(104)</sup> ↓	2:19.65 <sup>(101)</sup> ↓	<b>3:58.98</b> <sup>(98)</sup>	85.0		+1:04.08
	65.4	1:57.64 <sup>(100)</sup>	79.6	1:39.33 <sup>(99)</sup>	95.7	
[2]	22.28 <sup>(80)</sup> ↓	2:16.34 <sup>(74)</sup> ↓	<b>3:54.85</b> <sup>(92)</sup>	86.5		
	64.6	1:54.06 <sup>(69)</sup>	82.1	1:38.51 <sup>(77)</sup>	96.5	
<b>99.</b>	<b>98 PITTARO TRUANT Sebastiano</b>		RENAULT CLIO CUP	Friuli 1956	E1 2000	<b>3:56.04</b>
[1]	21.71 <sup>(94)</sup> ↓	2:16.02 <sup>(88)</sup> ↓	<b>3:56.04</b> <sup>(92)</sup>	86.0		+1:05.27
	66.3	1:54.31 <sup>(86)</sup>	81.9	1:40.02 <sup>(101)</sup>	95.0	
[2]	22.76 <sup>(85)</sup> ↓	2:17.50 <sup>(78)</sup> ↓	<b>3:59.15</b> <sup>(101)</sup>	84.9		
	63.3	1:54.74 <sup>(75)</sup>	81.6	1:41.65 <sup>(89)</sup>	93.5	
<b>100.</b>	<b>149 PREK Miha</b>	SLO	MG Rover		A 1400	<b>3:56.65</b>
[1]	21.44 <sup>(87)</sup> ↓	2:18.12 <sup>(95)</sup> ↓	<b>3:56.65</b> <sup>(93)</sup>	85.8		+1:05.88
	67.2	1:56.68 <sup>(96)</sup>	80.2	1:38.53 <sup>(94)</sup>	96.5	
[2]	22.39 <sup>(82)</sup> ↓	2:19.80 <sup>(84)</sup> ↓	<b>3:59.05</b> <sup>(99)</sup>	84.9		
	64.3	1:57.41 <sup>(85)</sup>	79.7	1:39.25 <sup>(82)</sup>	95.8	
<b>101.</b>	<b>212 CAPPELLO Marco</b>	I	CITROËN SAXO VTS	Millennium Sport Prom	E1 1400	<b>3:57.76</b>
[1]	21.88 <sup>(99)</sup> ↓	2:19.10 <sup>(99)</sup> ↓	<b>3:57.76</b> <sup>(96)</sup>	85.4		+1:06.99
	65.8	1:57.22 <sup>(98)</sup>	79.8	1:38.66 <sup>(96)</sup>	96.3	
[2]	23.50 <sup>(95)</sup> ↓	2:24.37 <sup>(90)</sup> ↓	<b>4:05.90</b> <sup>(106)</sup>	82.6		
	61.3	2:00.87 <sup>(89)</sup>	77.4	1:41.53 <sup>(88)</sup>	93.6	
<b>102.</b>	<b>156 JURAK Gregor</b>	SLO	SUZUKI SWIFT GTI		E1 1400	<b>3:58.31</b>
[1]	22.16 <sup>(108)</sup> ↓	2:22.21 <sup>(106)</sup> ↓	<b>4:01.33</b> <sup>(103)</sup>	84.1		+1:07.54
	65.0	2:00.05 <sup>(105)</sup>	78.0	1:39.12 <sup>(97)</sup>	95.9	
[2]	22.32 <sup>(81)</sup> ↓	2:19.56 <sup>(83)</sup> ↓	<b>3:58.31</b> <sup>(98)</sup>	85.2		
	64.5	1:57.24 <sup>(84)</sup>	79.8	1:38.75 <sup>(78)</sup>	96.2	
<b>103.</b>	<b>206 TACCHINI Mario</b>	I	OPEL CORSA OPC TURBO	Powerace Srl	RSTB	<b>3:59.05</b>
[1]	21.63 <sup>(91)</sup> ↓	2:18.41 <sup>(96)</sup> ↓	<b>3:59.05</b> <sup>(99)</sup>	84.9		+1:08.28
	66.6	1:56.78 <sup>(97)</sup>	80.2	1:40.64 <sup>(102)</sup>	94.4	
[2]	23.16 <sup>(91)</sup> ↓	2:29.80 <sup>(97)</sup> ↓	<b>4:12.11</b> <sup>(109)</sup>	80.5		
	62.2	2:06.64 <sup>(97)</sup>	73.9	1:42.31 <sup>(91)</sup>	92.9	
<b>104.</b>	<b>23 KRAMER Gottfried</b>	A	TATUUS S 2000		E2SS 2000	<b>3:59.05</b>
[1]	21.89 <sup>(100)</sup> ↓	2:19.74 <sup>(102)</sup> ↓	<b>3:59.05</b> <sup>(99)</sup>	84.9		+1:08.28
	65.8	1:57.85 <sup>(101)</sup>	79.4	1:39.31 <sup>(98)</sup>	95.7	
[2]	23.10 <sup>(88)</sup> ↓	2:26.37 <sup>(94)</sup> ↓	<b>4:12.37</b> <sup>(109)</sup>	80.5		
	62.3	2:03.27 <sup>(94)</sup>	75.9	1:46.00 <sup>(95)</sup>	89.7	
<b>105.</b>	<b>87 ZILLI Daniele</b>	I	RENAULT 5 GT TURBO	Red White	E1 3000	<b>4:00.28</b>
[1]	21.85 <sup>(98)</sup> ↓	2:19.48 <sup>(100)</sup> ↓	<b>4:00.28</b> <sup>(101)</sup>	84.5		+1:09.51
	65.9	1:57.63 <sup>(99)</sup>	79.6	1:40.80 <sup>(103)</sup>	94.3	
[2]	23.11 <sup>(89)</sup> ↓	2:23.42 <sup>(87)</sup> ↓	<b>4:04.18</b> <sup>(106)</sup>	83.2		
	62.3	2:00.31 <sup>(87)</sup>	77.8	1:40.76 <sup>(86)</sup>	94.3	
<b>106.</b>	<b>154 GROSSI Marko</b>	SLO	CITROËN AX GTI		E1 1400	<b>4:00.40</b>
[1]	21.72 <sup>(95)</sup> ↓	2:20.93 <sup>(104)</sup> ↓	<b>4:00.40</b> <sup>(102)</sup>	84.5		+1:09.63
	66.3	1:59.21 <sup>(104)</sup>	78.5	1:39.47 <sup>(100)</sup>	95.5	
<b>107.</b>	<b>11 NALON Marietto</b>	I	LEYTON HOUSE		E2SS 3000	<b>4:01.54</b>
[1]	20.99 <sup>(79)</sup> ↓	2:19.99 <sup>(103)</sup> ↓	<b>4:01.54</b> <sup>(104)</sup>	84.1		+1:10.77
	68.6	1:59.00 <sup>(103)</sup>	78.7	1:41.55 <sup>(104)</sup>	93.6	
<b>108.</b>	<b>27 BUTTOLETTI Graziano</b>	I	GLORIA B5	ACN Forze di Polizia	E2SS 1600	<b>4:01.93</b>
[1]	21.97 <sup>(103)</sup> ↓	2:24.73 <sup>(109)</sup> ↓	<b>4:01.93</b> <sup>(105)</sup>	83.9		+1:11.16
	65.5	2:02.76 <sup>(110)</sup>	76.2	1:37.20 <sup>(90)</sup>	97.8	
[2]	23.09 <sup>(87)</sup> ↓	2:24.95 <sup>(91)</sup> ↓	<b>4:05.58</b> <sup>(106)</sup>	82.7		
	62.4	2:01.86 <sup>(91)</sup>	76.8	1:40.63 <sup>(85)</sup>	94.4	
<b>109.</b>	<b>155 STREKELJ Janja</b>	SLO	CITROËN AX GTI		E1 1400	<b>4:06.30</b>
[1]	22.61 <sup>(111)</sup>	2:28.44 <sup>(112)</sup>	<b>4:10.99</b> <sup>(108)</sup>	80.9		+1:15.53

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Rettilineo	Arrivo	VMed		VMax	
	63.7	2:05.83 <sup>(112)</sup>	74.4	1:42.55 <sup>(105)</sup>	92.7	
[2]	22.04 <sup>(74)</sup>	2:24.97 <sup>(92)</sup>		<b>4:06.30</b> <sup>(106)</sup>	82.4	
	65.3	2:02.93 <sup>(93)</sup>	76.1	1:41.33 <sup>(87)</sup>	93.8	
<b>110.</b>	<b>152 ZAKELJ Ales</b>	<b>SLO</b>	<b>ZASTAVA YUGO 65</b>		<b>E1 1400</b>	<b>4:07.40</b>
[1]	23.37 <sup>(115)</sup>	2:30.40 <sup>(113)</sup>		<b>4:16.65</b> <sup>(110)</sup>	79.1	+1:16.63
	61.6	2:07.03 <sup>(113)</sup>	73.7	1:46.25 <sup>(110)</sup>	89.4	
[2]	22.83 <sup>(86)</sup>	2:23.92 <sup>(88)</sup>		<b>4:07.40</b> <sup>(106)</sup>	82.1	
	63.1	2:01.09 <sup>(90)</sup>	77.3	1:43.48 <sup>(92)</sup>	91.8	
<b>111.</b>	<b>122 DE BORTOLI Denis</b>	<b>I</b>	<b>FIAT 127</b>	<b>Prealpi</b>	<b>E1 1400</b>	<b>4:09.25</b>
[1]	23.43 <sup>(116)</sup>	2:26.12 <sup>(110)</sup>		<b>4:09.25</b> <sup>(107)</sup>	81.5	+1:18.48
	61.5	2:02.69 <sup>(109)</sup>	76.3	1:43.13 <sup>(106)</sup>	92.2	
[2]	23.89 <sup>(97)</sup>	2:26.28 <sup>(93)</sup>		<b>4:12.17</b> <sup>(109)</sup>	80.5	
	60.3	2:02.39 <sup>(92)</sup>	76.5	1:45.89 <sup>(94)</sup>	89.8	
<b>112.</b>	<b>211 SILVESTRELLI Stefano</b>	<b>I</b>	<b>SUZUKI SWIFT SPORT</b>		<b>RS3</b>	<b>4:13.09</b>
[1]	23.17 <sup>(114)</sup>	2:27.50 <sup>(111)</sup>		<b>4:13.09</b> <sup>(109)</sup>	80.2	+1:22.32
	62.1	2:04.33 <sup>(111)</sup>	75.3	1:45.59 <sup>(109)</sup>	90.0	
[2]	23.16 <sup>(91)</sup>					
	62.2					
<b>113.</b>	<b>187 PFEIFER Herbert</b>	<b>A</b>	<b>SEAT IBIZA</b>		<b>N 2000</b>	<b>4:13.43</b>
[1]	21.80 <sup>(97)</sup>	2:23.60 <sup>(107)</sup>		<b>4:17.75</b> <sup>(112)</sup>	78.8	+1:22.66
	66.1	2:01.80 <sup>(108)</sup>	76.8	1:54.15 <sup>(113)</sup>	83.3	
[2]	23.19 <sup>(93)</sup>	2:26.62 <sup>(95)</sup>		<b>4:13.43</b> <sup>(110)</sup>	80.1	
	62.1	2:03.43 <sup>(95)</sup>	75.8	1:46.81 <sup>(96)</sup>	89.0	
<b>114.</b>	<b>9 BOTTURA Adolfo</b>	<b>I</b>	<b>LOLA B88/50</b>	<b>Speed Motor</b>	<b>E2SS 3000</b>	<b>4:16.94</b>
[1]	22.17 <sup>(109)</sup>	2:30.65 <sup>(114)</sup>		<b>4:16.94</b> <sup>(111)</sup>	79.0	+1:26.17
	65.0	2:08.48 <sup>(114)</sup>	72.9	1:46.29 <sup>(111)</sup>	89.4	
<b>115.</b>	<b>148 SAMSA Bostjan</b>	<b>SLO</b>	<b>SKODA FABIA</b>		<b>A 1400</b>	<b>4:20.19</b>
[1]	23.10 <sup>(113)</sup>	2:33.85 <sup>(115)</sup>		<b>4:20.19</b> <sup>(113)</sup>	78.0	+1:29.42
	62.3	2:10.75 <sup>(115)</sup>	71.6	1:46.34 <sup>(112)</sup>	89.4	
[2]	24.06 <sup>(99)</sup>	2:34.31 <sup>(98)</sup>		<b>4:21.53</b> <sup>(114)</sup>	77.6	
	59.9	2:10.25 <sup>(98)</sup>	71.9	1:47.22 <sup>(97)</sup>	88.6	
<b>116.</b>	<b>33 SARTORETTO Renato</b>	<b>I</b>	<b>OSELLA PA 20/S</b>	<b>Vimotorsport</b>	<b>CN/E2SC 3000</b>	<b>5:29.73</b>
[2]	27.47 <sup>(100)</sup>	3:10.36 <sup>(99)</sup>		<b>5:29.73</b> <sup>(114)</sup>	61.6	+2:38.96
	52.4	2:42.89 <sup>(99)</sup>	57.5	2:19.37 <sup>(98)</sup>	68.2	
<b>117.</b>	<b>24 TARMANN Josef</b>	<b>A</b>	<b>DALLARA F302 MERCEDES</b>		<b>E2SS 2000</b>	
<b>118.</b>	<b>71 DI FANT Gianni</b>	<b>I</b>	<b>PORSCHE GT3 CUP</b>	<b>Forum Julii Historic Clu</b>	<b>GT CUP 3000+</b>	
[1]	17.73 <sup>(8)</sup>	1:53.05 <sup>(4)</sup>				
	81.2	1:35.32 <sup>(4)</sup>	98.2			
<b>119.</b>	<b>16 WALDY Hermann Jr</b>	<b>A</b>	<b>TATUUS SPIESS</b>	<b>MSC Rottenegg</b>	<b>E2SS 2000</b>	
[1]	17.82 <sup>(9)</sup>	1:51.39 <sup>(3)</sup>				
	80.8	1:33.57 <sup>(2)</sup>	100.0			
<b>120.</b>	<b>28 MARCON Paolo</b>	<b>I</b>	<b>PREDATOR'S</b>	<b>Red White</b>	<b>E2SS 1600</b>	
<b>121.</b>	<b>26 BERTÒ Franco</b>	<b>I</b>	<b>TATUUS F. RENAULT</b>	<b>Realmotorsport</b>	<b>E2SS 1600</b>	
<b>122.</b>	<b>46 SIVORI Franco</b>	<b>I</b>	<b>ERBERTH R3</b>		<b>CN/E2SC 1600</b>	
<b>123.</b>	<b>42 MANZONI Franco</b>	<b>I</b>	<b>OSELLA PA 21/S</b>		<b>CN/E2SC 2000</b>	

F.Candoni, Dir. di Gara \_\_\_\_\_

Risultati e Telemetrie a cura di Francesco Dariz