

45<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	Bivio	Lago	Arrivo			
			VMed		VMax	
<b>1.</b>	<b>25 MERLI Christian</b>	I	OSELLA PA 2000	Vimotorsport	CN/E2SC2000	<b>2:31.47</b>
[1]	13.95 <sup>(1)</sup>	1:10.24 <sup>(2)</sup>	<b>2:32.70<sup>(1)</sup></b>	133.0		
	103.2	56.29 <sup>(2)</sup> 128.5	1:22.46 <sup>(1)</sup> 141.0			
[2]	13.50 <sup>(1)</sup>	1:09.30 <sup>(1)</sup>	<b>2:31.47<sup>(1)</sup></b>	134.0		
	106.7	55.80 <sup>(1)</sup> 129.7	1:22.17 <sup>(1)</sup> 141.5			
<b>2.</b>	<b>1 ZARDO Denny</b>	I	OSELLA FA 30	Etruria	E2SS 3000	<b>2:39.96</b>
[1]	16.32 <sup>(26)</sup>	1:20.43 <sup>(9)</sup>	<b>2:51.14<sup>(7)</sup></b>	118.6		+8.49
	88.2	1:04.11 <sup>(9)</sup> 112.9	1:30.71 <sup>(5)</sup> 128.2			
[2]	15.12 <sup>(7)</sup>	1:15.07 <sup>(4)</sup>	<b>2:39.96<sup>(2)</sup></b>	126.9		
	95.2	59.95 <sup>(2)</sup> 120.7	1:24.89 <sup>(2)</sup> 137.0			
<b>3.</b>	<b>33 CONTICELLI Vincenzo</b>	I	OSELLA PA 30		CN/E2SC3000	<b>2:43.25</b>
[1]	14.27 <sup>(2)</sup>	1:16.12 <sup>(5)</sup>	<b>2:43.25<sup>(2)</sup></b>	124.4		+11.78
	100.9	1:01.85 <sup>(6)</sup> 117.0	1:27.13 <sup>(2)</sup> 133.5			
[2]	14.37 <sup>(2)</sup>	1:15.64 <sup>(5)</sup>	<b>2:47.11<sup>(5)</sup></b>	121.5		
	100.2	1:01.27 <sup>(6)</sup> 118.1	1:31.47 <sup>(8)</sup> 127.1			
<b>4.</b>	<b>27 SCOLA Domenico</b>	I	OSELLA PA 2000	Jonia Corse	CN/E2SC2000	<b>2:43.43</b>
[1]	14.81 <sup>(5)</sup>	1:15.21 <sup>(3)</sup>	<b>2:43.43<sup>(3)</sup></b>	124.2		+11.96
	97.2	1:00.40 <sup>(3)</sup> 119.8	1:28.22 <sup>(3)</sup> 131.8			
[2]	14.65 <sup>(3)</sup>	1:14.85 <sup>(2)</sup>	<b>2:45.40<sup>(5)</sup></b>	122.8		
	98.3	1:00.20 <sup>(3)</sup> 120.2	1:30.55 <sup>(5)</sup> 128.4			
<b>5.</b>	<b>28 IAQUINTA Rosario</b>	I	OSELLA PA 21 EVO	Vesuvio	CN/E2SC2000	<b>2:45.36</b>
[1]	14.61 <sup>(3)</sup>	1:15.26 <sup>(4)</sup>	<b>2:45.36<sup>(4)</sup></b>	122.8		+13.89
	98.6	1:00.65 <sup>(4)</sup> 119.3	1:30.10 <sup>(4)</sup> 129.1			
[2]	14.66 <sup>(4)</sup>	1:14.91 <sup>(3)</sup>	<b>2:45.96<sup>(5)</sup></b>	122.3		
	98.2	1:00.25 <sup>(4)</sup> 120.1	1:31.05 <sup>(7)</sup> 127.7			
<b>6.</b>	<b>2 JANIK Vaclav</b>	CZ	LOLA B02/50	Nutrend Czech Nat. Team	E2SS 3000	<b>2:46.77</b>
[1]	15.53 <sup>(9)</sup>	1:18.10 <sup>(7)</sup>	<b>2:49.91<sup>(6)</sup></b>	119.5		+15.30
	92.7	1:02.57 <sup>(7)</sup> 115.6	1:31.81 <sup>(7)</sup> 126.7			
[2]	15.03 <sup>(6)</sup>	1:16.18 <sup>(6)</sup>	<b>2:46.77<sup>(5)</sup></b>	121.7		
	95.8	1:01.15 <sup>(5)</sup> 118.3	1:30.59 <sup>(6)</sup> 128.4			
<b>7.</b>	<b>26 MAGLIONA Omar</b>	I	OSELLA PA 21/S EVO	CST Sport	CN/E2SC2000	<b>2:46.93</b>
[1]	15.02 <sup>(6)</sup>	1:16.84 <sup>(6)</sup>	<b>2:48.27<sup>(5)</sup></b>	120.7		+15.46
	95.9	1:01.82 <sup>(5)</sup> 117.0	1:31.43 <sup>(6)</sup> 127.2			
[2]	14.85 <sup>(5)</sup>	1:16.64 <sup>(7)</sup>	<b>2:46.93<sup>(5)</sup></b>	121.6		
	97.0	1:01.79 <sup>(7)</sup> 117.1	1:30.29 <sup>(4)</sup> 128.8			
<b>8.</b>	<b>4 BOTTURA Adolfo</b>	I	LOLA B99/50	Speed Motor	E2SS 3000	<b>2:48.99</b>
[2]	15.51 <sup>(14)</sup>	1:19.27 <sup>(10)</sup>	<b>2:48.99<sup>(6)</sup></b>	120.1		+17.52
	92.8	1:03.76 <sup>(10)</sup> 113.5	1:29.72 <sup>(3)</sup> 129.6			
<b>9.</b>	<b>42 LOMBARDI Achille</b>	I	RADICAL SR 4	AB Motorsport	CN/E2SC1600	<b>2:51.97</b>
[1]	15.90 <sup>(15)</sup>	1:19.08 <sup>(8)</sup>	<b>2:51.97<sup>(8)</sup></b>	118.1		+20.50
	90.6	1:03.18 <sup>(8)</sup> 114.5	1:32.89 <sup>(8)</sup> 125.2			
[2]	15.70 <sup>(20)</sup>	1:18.41 <sup>(8)</sup>	<b>2:52.06<sup>(9)</sup></b>	118.0		
	91.7	1:02.71 <sup>(8)</sup> 115.4	1:33.65 <sup>(9)</sup> 124.2			
<b>10.</b>	<b>29 CONTICELLI Francesco</b>	I	OSELLA PA 21 EVO		CN/E2SC2000	<b>2:53.04</b>
[1]	15.33 <sup>(8)</sup>	1:21.61 <sup>(13)</sup>	<b>2:55.75<sup>(10)</sup></b>	115.5		+21.57
	93.9	1:06.28 <sup>(13)</sup> 109.2	1:34.14 <sup>(10)</sup> 123.5			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
[2]	15.27 <sup>(10)</sup>	1:19.32 <sup>(11)</sup>	2:53.04 <sup>(9)</sup>	117.3		
	94.3	1:04.05 <sup>(11)</sup> 113.0	1:33.72 <sup>(10)</sup> 124.1			
<b>11.</b>	<b>43 DE GASPERI Diego</b>	<b>I</b>	<b>RADICAL PROSPORT</b>	<b>Vimotorsport</b>	<b>CN/E2SC1600</b>	<b>2:54.03</b>
[1]	15.56 <sup>(11)</sup>	1:20.65 <sup>(10)</sup>	3:07.52 <sup>(29)</sup>	108.3		+22.56
	92.5	1:05.09 <sup>(10)</sup> 111.2	1:46.87 <sup>(52)</sup> 108.8			
[2]	15.80 <sup>(22)</sup>	1:20.25 <sup>(12)</sup>	2:54.03 <sup>(9)</sup>	116.7		
	91.1	1:04.45 <sup>(12)</sup> 112.3	1:33.78 <sup>(11)</sup> 124.0			
<b>12.</b>	<b>3 RIVA Tiziano</b>	<b>CH</b>	<b>REYNARD 92D COSWORTH</b>	<b>Sq. Corse Quadrifoglio E2SS 3000</b>		<b>2:54.10</b>
[1]	15.80 <sup>(13)</sup>	1:21.09 <sup>(11)</sup>	2:54.10 <sup>(9)</sup>	116.6		+22.63
	91.1	1:05.29 <sup>(11)</sup> 110.8	1:33.01 <sup>(9)</sup> 125.0			
[2]	15.37 <sup>(12)</sup>	1:18.64 <sup>(9)</sup>				
	93.7	1:03.27 <sup>(9)</sup> 114.4				
<b>13.</b>	<b>84 GABAT Andreas</b>	<b>A</b>	<b>FORD ESCORT CSW</b>		<b>E1 3000+</b>	<b>2:54.64</b>
[1]	16.48 <sup>(30)</sup>	1:22.93 <sup>(16)</sup>	2:59.60 <sup>(14)</sup>	113.1		+23.17
	87.4	1:06.45 <sup>(14)</sup> 108.9	1:36.67 <sup>(15)</sup> 120.3			
[2]	15.56 <sup>(15)</sup>	1:20.79 <sup>(14)</sup>	2:54.64 <sup>(10)</sup>	116.3		
	92.5	1:05.23 <sup>(15)</sup> 110.9	1:33.85 <sup>(12)</sup> 123.9			
<b>14.</b>	<b>32 FERRAIS Tiziano</b>	<b>I</b>	<b>OSELLA PA 30</b>	<b>Car Racing</b>	<b>CN/E2SC3000</b>	<b>2:55.38</b>
[1]	15.53 <sup>(9)</sup>	1:21.41 <sup>(12)</sup>				+23.91
	92.7	1:05.88 <sup>(12)</sup> 109.8				
[2]	15.85 <sup>(23)</sup>	1:20.53 <sup>(13)</sup>	2:55.38 <sup>(10)</sup>	115.8		
	90.9	1:04.68 <sup>(13)</sup> 111.9	1:34.85 <sup>(16)</sup> 122.6			
<b>15.</b>	<b>89 GRAMENZI Marco</b>	<b>I</b>	<b>ALFA ROMEO 155 V6</b>	<b>AB Motorsport</b>	<b>E1 3000</b>	<b>2:56.74</b>
[1]	17.15 <sup>(43)</sup>	1:25.43 <sup>(33)</sup>	3:01.04 <sup>(17)</sup>	112.2		+25.27
	84.0	1:08.28 <sup>(26)</sup> 106.0	1:35.61 <sup>(12)</sup> 121.6			
[2]	16.48 <sup>(32)</sup>	1:22.27 <sup>(20)</sup>	2:56.74 <sup>(11)</sup>	114.9		
	87.4	1:05.79 <sup>(16)</sup> 110.0	1:34.47 <sup>(15)</sup> 123.1			
<b>16.</b>	<b>75 NAPPI Pietro</b>	<b>I</b>	<b>FERRARI 550</b>	<b>Vesuvio</b>	<b>E1 3000+</b>	<b>2:56.76</b>
[1]	16.15 <sup>(22)</sup>	1:23.34 <sup>(21)</sup>	2:59.46 <sup>(12)</sup>	113.1		+25.29
	89.2	1:07.19 <sup>(21)</sup> 107.7	1:36.12 <sup>(13)</sup> 121.0			
[2]	17.55 <sup>(53)</sup>	1:22.31 <sup>(21)</sup>	2:56.76 <sup>(11)</sup>	114.9		
	82.1	1:04.76 <sup>(14)</sup> 111.7	1:34.45 <sup>(14)</sup> 123.1			
<b>17.</b>	<b>14 PEDROTTI Gino</b>	<b>I</b>	<b>FORMULA RENAULT</b>	<b>Vimotorsport</b>	<b>E2SS 2000</b>	<b>2:57.07</b>
[1]	16.63 <sup>(35)</sup>	1:30.80 <sup>(57)</sup>	3:12.27 <sup>(40)</sup>	105.6		+25.60
	86.6	1:14.17 <sup>(63)</sup> 97.6	1:41.47 <sup>(32)</sup> 114.6			
[2]	16.49 <sup>(33)</sup>	1:23.22 <sup>(25)</sup>	2:57.07 <sup>(11)</sup>	114.7		
	87.3	1:06.73 <sup>(21)</sup> 108.4	1:33.85 <sup>(12)</sup> 123.9			
<b>18.</b>	<b>71 DI FANT Gianni</b>	<b>I</b>	<b>PORSCHE GT3 CUP</b>	<b>Forum Julii Historic Club</b>	<b>GT CUP 3000+</b>	<b>2:57.42</b>
[1]	16.52 <sup>(32)</sup>	1:24.01 <sup>(23)</sup>	3:02.47 <sup>(19)</sup>	111.3		+25.95
	87.2	1:07.49 <sup>(22)</sup> 107.2	1:38.46 <sup>(23)</sup> 118.1			
[2]	15.78 <sup>(21)</sup>	1:21.66 <sup>(17)</sup>	2:57.42 <sup>(11)</sup>	114.4		
	91.3	1:05.88 <sup>(17)</sup> 109.8	1:35.76 <sup>(17)</sup> 121.4			
<b>19.</b>	<b>12 STOLLBERGER Andrea</b>	<b>A</b>	<b>LOTUS OPEL</b>		<b>E2SS 2000</b>	<b>2:57.52</b>
[1]	16.11 <sup>(19)</sup>	1:23.00 <sup>(20)</sup>	3:00.28 <sup>(16)</sup>	112.6		+26.05
	89.4	1:06.89 <sup>(18)</sup> 108.2	1:37.28 <sup>(17)</sup> 119.5			
[2]	15.67 <sup>(18)</sup>	1:21.55 <sup>(16)</sup>	2:57.52 <sup>(11)</sup>	114.4		
	91.9	1:05.88 <sup>(17)</sup> 109.8	1:35.97 <sup>(18)</sup> 121.2			
<b>20.</b>	<b>81 PAILER Felix</b>	<b>A</b>	<b>LANCIA DELTA INTEGRALE</b>		<b>E1 3000+</b>	<b>2:57.58</b>
[1]	15.66 <sup>(12)</sup>	1:24.18 <sup>(25)</sup>	3:02.59 <sup>(20)</sup>	111.2		+26.11
	92.0	1:08.52 <sup>(30)</sup> 105.6	1:38.41 <sup>(22)</sup> 118.2			
[2]	15.12 <sup>(7)</sup>	1:21.46 <sup>(15)</sup>	2:57.58 <sup>(11)</sup>	114.3		
	95.2	1:06.34 <sup>(20)</sup> 109.1	1:36.12 <sup>(19)</sup> 121.0			
<b>21.</b>	<b>77 GIULIANI Fulvio</b>	<b>I</b>	<b>LANCIA DELTA EVO</b>		<b>E1 3000+</b>	<b>2:58.01</b>
[1]	16.28 <sup>(25)</sup>	1:24.65 <sup>(28)</sup>	3:09.14 <sup>(33)</sup>	107.3		+26.54
	88.5	1:08.37 <sup>(27)</sup> 105.8	1:44.49 <sup>(43)</sup> 111.3			
[2]	15.86 <sup>(24)</sup>	1:21.89 <sup>(18)</sup>	2:58.01 <sup>(11)</sup>	114.1		
	90.8	1:06.03 <sup>(19)</sup> 109.6	1:36.12 <sup>(19)</sup> 121.0			
<b>22.</b>	<b>34 MENEGHETTI Renzo</b>	<b>I</b>	<b>LUCCHINI BMW 06</b>	<b>Vimotorsport</b>	<b>CN/E2SC3000</b>	<b>2:58.41</b>
						+26.94

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
[1]	16.11 <sup>(19)</sup>	1:22.99 <sup>(19)</sup>	2:58.41 <sup>(11)</sup>	113.8		
	89.4	1:06.88 <sup>(17)</sup> 108.2	1:35.42 <sup>(11)</sup> 121.9			
[2]	15.59 <sup>(17)</sup>	1:23.68 <sup>(26)</sup>	3:03.43 <sup>(23)</sup>	110.7		
	92.4	1:08.09 <sup>(28)</sup> 106.3	1:39.75 <sup>(29)</sup> 116.6			
<b>23.</b>	<b>78 SCHAGERL Karl</b>	<b>A</b>	<b>V. WAGEN RAL. GOLF TFSI-R</b>	<b>Schagerl Karl</b>	<b>E1 3000+</b>	<b>2:58.50</b>
[1]	14.75 <sup>(4)</sup>	1:22.54 <sup>(14)</sup>	3:41.36 <sup>(116)</sup>	91.7		+27.03
	97.6	1:07.79 <sup>(24)</sup> 106.7	2:18.82 <sup>(149)</sup> 83.8			
[2]	15.21 <sup>(9)</sup>	1:22.02 <sup>(19)</sup>	2:58.50 <sup>(12)</sup>	113.7		
	94.7	1:06.81 <sup>(23)</sup> 108.3	1:36.48 <sup>(21)</sup> 120.5			
<b>24.</b>	<b>8 WALDY Hermann</b>	<b>A</b>	<b>DALLARA F3 F306</b>	<b>MSC Rottenegg</b>	<b>E2SS 2000</b>	<b>2:59.42</b>
[1]	15.91 <sup>(16)</sup>	1:24.14 <sup>(24)</sup>	3:03.69 <sup>(23)</sup>	110.5		+27.95
	90.5	1:08.23 <sup>(25)</sup> 106.1	1:39.55 <sup>(24)</sup> 116.8			
[2]	15.58 <sup>(16)</sup>	1:22.94 <sup>(22)</sup>	2:59.42 <sup>(12)</sup>	113.2		
	92.4	1:07.36 <sup>(25)</sup> 107.4	1:36.48 <sup>(21)</sup> 120.5			
<b>25.</b>	<b>39 MANZONI Franco</b>	<b>I</b>	<b>OSELLA PA 21/S</b>		<b>CN/E2SC2000</b>	<b>2:59.55</b>
[1]	15.89 <sup>(14)</sup>	1:22.97 <sup>(18)</sup>	2:59.55 <sup>(13)</sup>	113.1		+28.08
	90.6	1:07.08 <sup>(20)</sup> 107.9	1:36.58 <sup>(14)</sup> 120.4			
<b>26.</b>	<b>22 BERTÒ Franco</b>	<b>I</b>	<b>FORMULA RENAULT</b>		<b>E2SS 1600</b>	<b>2:59.83</b>
[1]	15.98 <sup>(17)</sup>	1:22.76 <sup>(15)</sup>	2:59.83 <sup>(15)</sup>	112.9		+28.36
	90.1	1:06.78 <sup>(15)</sup> 108.4	1:37.07 <sup>(16)</sup> 119.8			
<b>27.</b>	<b>79 ZLATKOV Nikolay</b>	<b>BG</b>	<b>AUDI QUATTRO S1</b>		<b>E1 3000+</b>	<b>2:59.87</b>
[1]	16.32 <sup>(26)</sup>	1:24.80 <sup>(30)</sup>	3:03.00 <sup>(21)</sup>	111.0		+28.40
	88.2	1:08.48 <sup>(29)</sup> 105.7	1:38.20 <sup>(19)</sup> 118.4			
[2]	15.36 <sup>(11)</sup>	1:23.21 <sup>(24)</sup>	2:59.87 <sup>(16)</sup>	112.9		
	93.8	1:07.85 <sup>(27)</sup> 106.6	1:36.66 <sup>(23)</sup> 120.3			
<b>28.</b>	<b>5 NALON Marietto</b>	<b>I</b>	<b>LEYTON HOUSE</b>	<b>ACU Friuli</b>	<b>E2SS 3000</b>	<b>3:00.15</b>
[1]	16.23 <sup>(24)</sup>	1:24.78 <sup>(29)</sup>	3:05.48 <sup>(26)</sup>	109.5		+28.68
	88.7	1:08.55 <sup>(31)</sup> 105.6	1:40.70 <sup>(29)</sup> 115.5			
[2]	16.41 <sup>(29)</sup>	1:23.18 <sup>(23)</sup>	3:00.15 <sup>(16)</sup>	112.7		
	87.8	1:06.77 <sup>(22)</sup> 108.4	1:36.97 <sup>(24)</sup> 119.9			
<b>29.</b>	<b>19 VACCA Giuseppe</b>	<b>I</b>	<b>TATUUS</b>	<b>Speed Motor</b>	<b>E2SS 2000</b>	<b>3:01.04</b>
[1]	17.95 <sup>(64)</sup>	1:24.90 <sup>(31)</sup>	3:03.16 <sup>(22)</sup>	110.9		+29.57
	80.2	1:06.95 <sup>(19)</sup> 108.1	1:38.26 <sup>(20)</sup> 118.3			
[2]	17.22 <sup>(48)</sup>	1:24.05 <sup>(27)</sup>	3:01.04 <sup>(17)</sup>	112.2		
	83.6	1:06.83 <sup>(24)</sup> 108.3	1:36.99 <sup>(25)</sup> 119.9			
<b>30.</b>	<b>11 MANDL Anton</b>	<b>A</b>	<b>DALLARA F301-02</b>		<b>E2SS 2000</b>	<b>3:01.55</b>
[1]	16.14 <sup>(21)</sup>	1:23.78 <sup>(22)</sup>	3:01.55 <sup>(18)</sup>	111.8		+30.08
	89.2	1:07.64 <sup>(23)</sup> 107.0	1:37.77 <sup>(18)</sup> 118.9			
[2]	16.33 <sup>(28)</sup>	1:24.07 <sup>(28)</sup>	3:02.47 <sup>(19)</sup>	111.3		
	88.2	1:07.74 <sup>(26)</sup> 106.8	1:38.40 <sup>(27)</sup> 118.2			
<b>31.</b>	<b>53 RAGAZZI Roberto</b>	<b>I</b>	<b>FERRARI 458 CHALLENGE</b>	<b>Superchallenge</b>	<b>GT CUP 3000+</b>	<b>3:03.53</b>
[1]	16.91 <sup>(39)</sup>	1:27.88 <sup>(38)</sup>	3:07.59 <sup>(30)</sup>	108.2		+32.06
	85.2	1:10.97 <sup>(41)</sup> 102.0	1:39.71 <sup>(25)</sup> 116.6			
[2]	16.78 <sup>(42)</sup>	1:25.54 <sup>(34)</sup>	3:03.53 <sup>(23)</sup>	110.6		
	85.8	1:08.76 <sup>(31)</sup> 105.2	1:37.99 <sup>(26)</sup> 118.7			
<b>32.</b>	<b>124 BICCIATO Rudi</b>	<b>I</b>	<b>MITSUBISHI LANCER</b>	<b>Rennstall Mendel</b>	<b>A 3000+</b>	<b>3:04.57</b>
[1]	17.10 <sup>(41)</sup>	1:26.23 <sup>(34)</sup>	3:04.57 <sup>(24)</sup>	110.0		+33.10
	84.2	1:09.13 <sup>(33)</sup> 104.7	1:38.34 <sup>(21)</sup> 118.2			
<b>33.</b>	<b>82 DI GIUSEPPE Roberto</b>	<b>I</b>	<b>ALFA ROMEO 155 GTA</b>	<b>AB Motorsport</b>	<b>E1 3000+</b>	<b>3:05.04</b>
[1]	16.70 <sup>(36)</sup>	55.15 <sup>(1)</sup>	3:09.18 <sup>(34)</sup>	107.3		+33.57
	86.2	38.45 <sup>(1)</sup> 188.2	2:14.03 <sup>(144)</sup> 86.8			
[2]	16.64 <sup>(36)</sup>	1:25.41 <sup>(33)</sup>	3:05.04 <sup>(25)</sup>	109.7		
	86.5	1:08.77 <sup>(32)</sup> 105.2	1:39.63 <sup>(28)</sup> 116.7			
<b>34.</b>	<b>83 JELINEK Mike</b>	<b>A</b>	<b>SUBARU IMPREZA WRX STI</b>		<b>E1 3000+</b>	<b>3:05.24</b>
[1]	16.19 <sup>(23)</sup>	1:24.61 <sup>(27)</sup>	3:05.24 <sup>(25)</sup>	109.6		+33.77
	88.9	1:08.42 <sup>(28)</sup> 105.8	1:40.63 <sup>(28)</sup> 115.6			
[2]	17.14 <sup>(46)</sup>	1:39.89 <sup>(116)</sup>	3:36.32 <sup>(107)</sup>	93.9		
	84.0	1:22.75 <sup>(128)</sup> 87.4	1:56.43 <sup>(100)</sup> 99.9			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
<b>35.</b>	<b>86 BOH Matevz</b>	<b>SLO</b>	<b>MITSUBISHI LANCER</b>		<b>E1 3000+</b>	<b>3:05.27</b>
[1]	17.36 <sup>(50)</sup>	1:29.31 <sup>(49)</sup>	<b>3:16.96<sup>(54)</sup></b>	103.1		+33.80
	82.9	1:11.95 <sup>(49)</sup> 100.6	1:47.65 <sup>(57)</sup> 108.0			
[2]	16.25 <sup>(27)</sup>	1:25.15 <sup>(31)</sup>	<b>3:05.27<sup>(26)</sup></b>	109.6		
	88.6	1:08.90 <sup>(33)</sup> 105.0	1:40.12 <sup>(31)</sup> 116.1			
<b>36.</b>	<b>87 HOLZMANN Thomas</b>	<b>A</b>	<b>MITSUBISHI LANCER</b>		<b>E1 3000+</b>	<b>3:05.45</b>
[1]	16.60 <sup>(34)</sup>	1:28.02 <sup>(39)</sup>	<b>3:11.91<sup>(39)</sup></b>	105.8		+33.98
	86.7	1:11.42 <sup>(45)</sup> 101.3	1:43.89 <sup>(41)</sup> 111.9			
[2]	15.67 <sup>(18)</sup>	1:25.22 <sup>(32)</sup>	<b>3:05.45<sup>(26)</sup></b>	109.5		
	91.9	1:09.55 <sup>(40)</sup> 104.0	1:40.23 <sup>(32)</sup> 116.0			
<b>37.</b>	<b>85 WERNER Karl</b>	<b>A</b>	<b>AUDI S2R QUATTRO</b>	<b>Racingteam ZKW</b>	<b>E1 3000+</b>	<b>3:05.63</b>
[1]	15.08 <sup>(7)</sup>	1:24.31 <sup>(26)</sup>	<b>3:05.65<sup>(27)</sup></b>	109.4		+34.16
	95.5	1:09.23 <sup>(34)</sup> 104.5	1:41.34 <sup>(31)</sup> 114.7			
[2]	15.38 <sup>(13)</sup>	1:24.80 <sup>(30)</sup>	<b>3:05.63<sup>(27)</sup></b>	109.4		
	93.6	1:09.42 <sup>(38)</sup> 104.2	1:40.83 <sup>(33)</sup> 115.3			
<b>38.</b>	<b>56 CANNAVÒ Ignazio</b>	<b>I</b>	<b>LAMBORGHINI GALLARDO</b>	<b>Rubicone Corse</b>	<b>GT3 3000+</b>	<b>3:05.68</b>
[1]	20.73 <sup>(138)</sup>	1:30.72 <sup>(56)</sup>	<b>3:13.91<sup>(46)</sup></b>	104.7		+34.21
	69.5	1:09.99 <sup>(37)</sup> 103.4	1:43.19 <sup>(37)</sup> 112.7			
[2]	16.54 <sup>(34)</sup>	1:24.79 <sup>(29)</sup>	<b>3:05.68<sup>(28)</sup></b>	109.3		
	87.1	1:08.25 <sup>(29)</sup> 106.0	1:40.89 <sup>(34)</sup> 115.3			
<b>39.</b>	<b>49 VENTURI Paolo</b>	<b>I</b>	<b>ELIA AVRIO ST09 EVO</b>	<b>Vimotorsport</b>	<b>CN/E2SC1300</b>	<b>3:06.09</b>
[1]	17.13 <sup>(42)</sup>	1:28.38 <sup>(41)</sup>	<b>3:08.39<sup>(32)</sup></b>	107.8		+34.62
	84.1	1:11.25 <sup>(42)</sup> 101.6	1:40.01 <sup>(26)</sup> 116.3			
[2]	16.74 <sup>(40)</sup>	1:26.06 <sup>(38)</sup>	<b>3:06.09<sup>(28)</sup></b>	109.1		
	86.0	1:09.32 <sup>(36)</sup> 104.4	1:40.03 <sup>(30)</sup> 116.2			
<b>40.</b>	<b>55 GAZZIERO Stefano</b>	<b>I</b>	<b>FERRARI 458 GT3</b>		<b>GT3 3000+</b>	<b>3:07.46</b>
[1]	17.38 <sup>(51)</sup>	1:27.12 <sup>(37)</sup>	<b>3:07.46<sup>(28)</sup></b>	108.3		+35.99
	82.9	1:09.74 <sup>(36)</sup> 103.8	1:40.34 <sup>(27)</sup> 115.9			
[2]	23.83 <sup>(147)</sup>					
	60.4					
<b>41.</b>	<b>23 BUTTOLETTI Graziano</b>	<b>I</b>	<b>GLORIA B5</b>	<b>ACN Forze di Polizia</b>	<b>E2SS 1600</b>	<b>3:07.87</b>
[1]	16.53 <sup>(33)</sup>	1:26.85 <sup>(36)</sup>	<b>3:07.87<sup>(31)</sup></b>	108.1		+36.40
	87.1	1:10.32 <sup>(38)</sup> 102.9	1:41.02 <sup>(30)</sup> 115.1			
[2]	16.86 <sup>(43)</sup>	1:27.56 <sup>(44)</sup>				
	85.4	1:10.70 <sup>(45)</sup> 102.3				
<b>42.</b>	<b>37 MADRIAN Ferdinand</b>	<b>A</b>	<b>NORMA M20F</b>		<b>CN/E2SC3000</b>	<b>3:09.23</b>
[1]	16.39 <sup>(29)</sup>	1:25.16 <sup>(32)</sup>	<b>3:09.23<sup>(35)</sup></b>	107.3		+37.76
	87.9	1:08.77 <sup>(32)</sup> 105.2	1:44.07 <sup>(42)</sup> 111.7			
[2]	16.56 <sup>(35)</sup>	1:25.65 <sup>(36)</sup>	<b>3:12.29<sup>(41)</sup></b>	105.6		
	87.0	1:09.09 <sup>(35)</sup> 104.7	1:46.64 <sup>(58)</sup> 109.0			
<b>43.</b>	<b>95 PISANO Egidio</b>	<b>D</b>	<b>V. WAGEN GOLF</b>		<b>E1 2000</b>	<b>3:09.29</b>
[1]	16.99 <sup>(40)</sup>	1:26.35 <sup>(35)</sup>	<b>3:09.29<sup>(36)</sup></b>	107.3		+37.82
	84.8	1:09.36 <sup>(35)</sup> 104.3	1:42.94 <sup>(35)</sup> 113.0			
[2]	16.71 <sup>(38)</sup>	1:26.19 <sup>(39)</sup>	<b>3:09.41<sup>(37)</sup></b>	107.2		
	86.2	1:09.48 <sup>(39)</sup> 104.1	1:43.22 <sup>(39)</sup> 112.7			
<b>44.</b>	<b>38 SVOBODA Jiri</b>	<b>CZ</b>	<b>NORMA M20F</b>	<b>Nutrend Czech Nat. Team</b>	<b>CN/E2SC2000</b>	<b>3:09.79</b>
[1]	16.06 <sup>(18)</sup>	1:22.93 <sup>(16)</sup>	<b>3:45.56<sup>(127)</sup></b>	90.0		+38.32
	89.7	1:06.87 <sup>(16)</sup> 108.2	2:22.63 <sup>(152)</sup> 81.5			
[2]	17.21 <sup>(47)</sup>	1:25.59 <sup>(35)</sup>	<b>3:09.79<sup>(37)</sup></b>	107.0		
	83.7	1:08.38 <sup>(30)</sup> 105.8	1:44.20 <sup>(44)</sup> 111.6			
<b>45.</b>	<b>149 ZENZ Hannes</b>	<b>A</b>	<b>MITSUBISHI LANCER</b>		<b>A 3000+</b>	<b>3:09.89</b>
[1]	17.50 <sup>(53)</sup>	1:28.79 <sup>(43)</sup>	<b>3:12.52<sup>(41)</sup></b>	105.5		+38.42
	82.3	1:11.29 <sup>(43)</sup> 101.5	1:43.73 <sup>(40)</sup> 112.1			
[2]	17.29 <sup>(49)</sup>	1:27.85 <sup>(45)</sup>	<b>3:09.89<sup>(37)</sup></b>	106.9		
	83.3	1:10.56 <sup>(44)</sup> 102.6	1:42.04 <sup>(36)</sup> 114.0			
<b>46.</b>	<b>16 SCHERF Martin</b>	<b>A</b>	<b>TATUUS LEDINEGG</b>		<b>E2SS 2000</b>	<b>3:09.96</b>
[1]	16.78 <sup>(37)</sup>	1:29.20 <sup>(47)</sup>	<b>3:16.83<sup>(53)</sup></b>	103.2		+38.49
	85.8	1:12.42 <sup>(53)</sup> 99.9	1:47.63 <sup>(56)</sup> 108.0			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio	Lago	Arrivo	VMed	VMax	
[2]	16.41 <sup>(29)</sup>	1:26.86 <sup>(41)</sup>	3:09.96 <sup>(37)</sup>	106.9		
	87.8	1:10.45 <sup>(43)</sup> 102.7	1:43.10 <sup>(38)</sup> 112.8			
<b>47.</b>	<b>44 SANTORO Alberto</b>	<b>I</b>	<b>RADICAL SR 4</b>	<b>Armanno Corse</b>	<b>CN/E2SC1600</b>	<b>3:10.21</b>
[1]	16.84 <sup>(38)</sup>	1:29.70 <sup>(52)</sup>	3:13.14 <sup>(44)</sup>	105.1		+38.74
	85.5	1:12.86 <sup>(57)</sup> 99.3	1:43.44 <sup>(38)</sup> 112.4			
[2]	16.45 <sup>(31)</sup>	1:26.41 <sup>(40)</sup>	3:10.21 <sup>(37)</sup>	106.7		
	87.5	1:09.96 <sup>(41)</sup> 103.4	1:43.80 <sup>(43)</sup> 112.0			
<b>48.</b>	<b>7 GALLI Hubert</b>	<b>A</b>	<b>LOLA B99/50</b>		<b>E2SS 3000</b>	<b>3:10.29</b>
[1]	17.54 <sup>(55)</sup>	1:28.42 <sup>(42)</sup>	3:10.29 <sup>(37)</sup>	106.7		+38.82
	82.1	1:10.88 <sup>(40)</sup> 102.1	1:41.87 <sup>(33)</sup> 114.1			
[2]	19.86 <sup>(118)</sup>	1:29.92 <sup>(54)</sup>	3:10.87 <sup>(39)</sup>	106.4		
	72.5	1:10.06 <sup>(42)</sup> 103.3	1:40.95 <sup>(35)</sup> 115.2			
<b>49.</b>	<b>46 CRESPI Stefano</b>	<b>I</b>	<b>OSELLA PA 21 JUNIOR</b>		<b>CN/E2SC1600</b>	<b>3:10.46</b>
[1]	17.32 <sup>(49)</sup>	1:28.04 <sup>(40)</sup>	3:10.46 <sup>(38)</sup>	106.6		+38.99
	83.1	1:10.72 <sup>(39)</sup> 102.3	1:42.42 <sup>(34)</sup> 113.5			
[2]	16.71 <sup>(38)</sup>	1:25.66 <sup>(37)</sup>	3:10.76 <sup>(39)</sup>	106.4		
	86.2	1:08.95 <sup>(34)</sup> 104.9	1:45.10 <sup>(49)</sup> 110.6			
<b>50.</b>	<b>93 STERNAD Diethard</b>	<b>A</b>	<b>ALFA ROMEO 156</b>		<b>E1 2000</b>	<b>3:10.86</b>
[1]	18.53 <sup>(77)</sup>	1:30.01 <sup>(54)</sup>	3:15.71 <sup>(49)</sup>	103.7		+39.39
	77.7	1:11.48 <sup>(46)</sup> 101.2	1:45.70 <sup>(49)</sup> 110.0			
[2]	17.68 <sup>(59)</sup>	1:27.09 <sup>(42)</sup>	3:10.86 <sup>(39)</sup>	106.4		
	81.4	1:09.41 <sup>(37)</sup> 104.3	1:43.77 <sup>(41)</sup> 112.1			
<b>51.</b>	<b>59 FRIJO Sebastiano</b>	<b>I</b>	<b>PORSCHE 996</b>	<b>Sport Racing Team</b>	<b>GT3 3000+</b>	<b>3:12.12</b>
[1]	17.38 <sup>(51)</sup>	1:32.12 <sup>(62)</sup>	3:17.20 <sup>(55)</sup>	103.0		+40.65
	82.9	1:14.74 <sup>(68)</sup> 96.8	1:45.08 <sup>(45)</sup> 110.7			
[2]	16.70 <sup>(37)</sup>	1:29.42 <sup>(51)</sup>	3:12.12 <sup>(40)</sup>	105.7		
	86.2	1:12.72 <sup>(55)</sup> 99.5	1:42.70 <sup>(37)</sup> 113.2			
<b>52.</b>	<b>76 CHIRICO Domenico</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Jonia Corse</b>	<b>E1 1600</b>	<b>3:12.34</b>
[1]	17.75 <sup>(58)</sup>	1:29.46 <sup>(50)</sup>	3:14.92 <sup>(48)</sup>	104.2		+40.87
	81.1	1:11.71 <sup>(47)</sup> 100.9	1:45.46 <sup>(47)</sup> 110.3			
[2]	17.33 <sup>(50)</sup>	1:28.07 <sup>(46)</sup>	3:12.34 <sup>(41)</sup>	105.6		
	83.1	1:10.74 <sup>(46)</sup> 102.3	1:44.27 <sup>(45)</sup> 111.5			
<b>53.</b>	<b>125 HORVAT Saso</b>	<b>SLO</b>	<b>PEUGEOT 206 WRC</b>		<b>A 3000+</b>	<b>3:12.65</b>
[1]	17.25 <sup>(45)</sup>	1:28.96 <sup>(45)</sup>	3:12.65 <sup>(42)</sup>	105.4		+41.18
	83.5	1:11.71 <sup>(47)</sup> 100.9	1:43.69 <sup>(39)</sup> 112.1			
[2]	16.24 <sup>(26)</sup>	1:56.59 <sup>(146)</sup>	3:40.37 <sup>(115)</sup>	92.1		
	88.7	1:40.35 <sup>(145)</sup> 72.1	1:43.78 <sup>(42)</sup> 112.0			
<b>54.</b>	<b>36 BREBSOM Nicolas</b>	<b>L</b>	<b>NORMA M20FC</b>		<b>CN/E2SC3000</b>	<b>3:12.98</b>
[1]	16.33 <sup>(28)</sup>	1:28.84 <sup>(44)</sup>	3:16.80 <sup>(52)</sup>	103.2		+41.51
	88.2	1:12.51 <sup>(55)</sup> 99.8	1:47.96 <sup>(59)</sup> 107.7			
[2]	15.94 <sup>(25)</sup>	1:27.30 <sup>(43)</sup>	3:12.98 <sup>(43)</sup>	105.2		
	90.3	1:11.36 <sup>(50)</sup> 101.4	1:45.68 <sup>(51)</sup> 110.0			
<b>55.</b>	<b>57 PARRINO Rosario</b>	<b>I</b>	<b>PORSCHE GT3</b>	<b>Rsr 911</b>	<b>GT3 3000+</b>	<b>3:13.03</b>
[1]	17.29 <sup>(47)</sup>	1:29.98 <sup>(53)</sup>	3:13.03 <sup>(43)</sup>	105.2		+41.56
	83.3	1:12.69 <sup>(56)</sup> 99.5	1:43.05 <sup>(36)</sup> 112.8			
[2]	18.04 <sup>(67)</sup>	1:32.41 <sup>(64)</sup>	3:19.92 <sup>(60)</sup>	101.6		
	79.8	1:14.37 <sup>(65)</sup> 97.3	1:47.51 <sup>(61)</sup> 108.2			
<b>56.</b>	<b>41 CARINI Francesco M.</b>	<b>I</b>	<b>OSELLA PA 21EVO</b>		<b>CN/E2SC2000</b>	<b>3:13.17</b>
[1]	16.51 <sup>(31)</sup>	1:39.24 <sup>(110)</sup>	3:32.91 <sup>(96)</sup>	95.4		+41.70
	87.2	1:22.73 <sup>(130)</sup> 87.5	1:53.67 <sup>(88)</sup> 102.3			
[2]	16.97 <sup>(44)</sup>	1:29.79 <sup>(52)</sup>	3:13.17 <sup>(45)</sup>	105.1		
	84.9	1:12.82 <sup>(56)</sup> 99.4	1:43.38 <sup>(40)</sup> 112.5			
<b>57.</b>	<b>94 AMATO Daniele</b>	<b>I</b>	<b>OPEL ASTRA</b>	<b>Vimotorsport</b>	<b>E1 2000</b>	<b>3:13.32</b>
[1]	17.57 <sup>(56)</sup>	1:29.60 <sup>(51)</sup>	3:16.66 <sup>(51)</sup>	103.2		+41.85
	82.0	1:12.03 <sup>(51)</sup> 100.5	1:47.06 <sup>(53)</sup> 108.6			
[2]	17.66 <sup>(58)</sup>	1:28.65 <sup>(48)</sup>	3:13.32 <sup>(45)</sup>	105.0		
	81.5	1:10.99 <sup>(48)</sup> 101.9	1:44.67 <sup>(47)</sup> 111.1			
<b>58.</b>	<b>107 GHIRARDO Michele</b>	<b>I</b>	<b>HONDA CIVIC EK4</b>	<b>Vimotorsport</b>	<b>E1 1600</b>	<b>3:13.65</b>
						+42.18

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
[1]	18.31 <sup>(69)</sup>	1:30.43 <sup>(55)</sup>	<b>3:18.26</b> <sup>(56)</sup>			
	78.6	1:12.12 <sup>(52)</sup> 100.3	1:47.83 <sup>(58)</sup> 107.8			
[2]	17.46 <sup>(52)</sup>	1:28.34 <sup>(47)</sup>	<b>3:13.65</b> <sup>(45)</sup>			
	82.5	1:10.88 <sup>(47)</sup> 102.1	1:45.31 <sup>(50)</sup> 110.4			
<b>59.</b>	<b>24 MARCON Paolo</b>	I	PREDATOR'S	Red White	E2SS 1600	<b>3:13.78</b>
[1]	17.25 <sup>(45)</sup>	1:29.26 <sup>(48)</sup>	<b>3:13.78</b> <sup>(45)</sup>			+42.31
	83.5	1:12.01 <sup>(50)</sup> 100.5	1:44.52 <sup>(44)</sup> 111.3			
[2]	17.56 <sup>(54)</sup>	1:30.81 <sup>(57)</sup>	<b>3:16.83</b> <sup>(53)</sup>			
	82.0	1:13.25 <sup>(57)</sup> 98.8	1:46.02 <sup>(55)</sup> 109.7			
<b>60.</b>	<b>102 FERAGOTTO Alberto</b>	I	RENAULT CLIO CUP	North East Ideas	E1 2000	<b>3:14.03</b>
[1]	17.80 <sup>(59)</sup>	1:29.18 <sup>(46)</sup>	<b>3:14.60</b> <sup>(47)</sup>			+42.56
	80.9	1:11.38 <sup>(44)</sup> 101.4	1:45.42 <sup>(46)</sup> 110.3			
[2]	17.59 <sup>(57)</sup>	1:29.05 <sup>(50)</sup>	<b>3:14.03</b> <sup>(47)</sup>			
	81.9	1:11.46 <sup>(51)</sup> 101.3	1:44.98 <sup>(48)</sup> 110.8			
<b>61.</b>	<b>101 MAREGA Rinaldo</b>	I	ALFA ROMEO 156 T.S.	Friuli 1956	E1 2000	<b>3:14.71</b>
[1]	17.87 <sup>(61)</sup>	1:30.91 <sup>(58)</sup>	<b>3:18.35</b> <sup>(57)</sup>			+43.24
	80.6	1:13.04 <sup>(58)</sup> 99.1	1:47.44 <sup>(55)</sup> 108.2			
[2]	17.81 <sup>(64)</sup>	1:28.93 <sup>(49)</sup>	<b>3:14.71</b> <sup>(48)</sup>			
	80.9	1:11.12 <sup>(49)</sup> 101.7	1:45.78 <sup>(52)</sup> 109.9			
<b>62.</b>	<b>151 HAFNER Armin</b>	I	MITSUBISHI LANCER	Rennstall Mendel	N 3000+	<b>3:15.65</b>
[1]	17.30 <sup>(48)</sup>					+44.18
	83.2					
[2]	17.69 <sup>(60)</sup>	1:31.02 <sup>(59)</sup>	<b>3:15.65</b> <sup>(49)</sup>			
	81.4	1:13.33 <sup>(58)</sup> 98.7	1:44.63 <sup>(46)</sup> 111.1			
<b>63.</b>	<b>122 D'AMICO Salvatore</b>	I	RENAULT CLIO	Automobilistica Etna	A 2000	<b>3:16.35</b>
[1]	18.69 <sup>(81)</sup>	1:31.85 <sup>(61)</sup>	<b>3:18.44</b> <sup>(58)</sup>			+44.88
	77.0	1:13.16 <sup>(59)</sup> 98.9	1:46.59 <sup>(50)</sup> 109.1			
[2]	18.08 <sup>(70)</sup>	1:30.31 <sup>(56)</sup>	<b>3:16.35</b> <sup>(50)</sup>			
	79.6	1:12.23 <sup>(52)</sup> 100.2	1:46.04 <sup>(56)</sup> 109.7			
<b>64.</b>	<b>92 CIMARELLI Ferdinando</b>	I	ALFA ROMEO 156	Catria	E1 2000	<b>3:16.55</b>
[1]	18.53 <sup>(77)</sup>	1:30.95 <sup>(59)</sup>	<b>3:16.55</b> <sup>(50)</sup>			+45.08
	77.7	1:12.42 <sup>(53)</sup> 99.9	1:45.60 <sup>(48)</sup> 110.1			
<b>65.</b>	<b>159 TAUS Reinhold</b>	A	SUBARU IMPREZA WRX STI		N 3000+	<b>3:16.59</b>
[1]	18.45 <sup>(72)</sup>	1:32.15 <sup>(63)</sup>	<b>3:19.49</b> <sup>(59)</sup>			+45.12
	78.0	1:13.70 <sup>(62)</sup> 98.2	1:47.34 <sup>(54)</sup> 108.3			
[2]	17.74 <sup>(62)</sup>	1:30.17 <sup>(55)</sup>	<b>3:16.59</b> <sup>(51)</sup>			
	81.2	1:12.43 <sup>(53)</sup> 99.9	1:46.42 <sup>(57)</sup> 109.3			
<b>66.</b>	<b>45 URTHALER Alexander</b>	I	RADICAL SR 4	Realmotorsport	CN/E2SC1600	<b>3:16.78</b>
[1]	18.88 <sup>(88)</sup>	1:33.80 <sup>(72)</sup>	<b>3:22.91</b> <sup>(64)</sup>			+45.31
	76.3	1:14.92 <sup>(70)</sup> 96.6	1:49.11 <sup>(64)</sup> 106.6			
[2]	17.42 <sup>(51)</sup>	1:29.85 <sup>(53)</sup>	<b>3:16.78</b> <sup>(52)</sup>			
	82.7	1:12.43 <sup>(53)</sup> 99.9	1:46.93 <sup>(59)</sup> 108.7			
<b>67.</b>	<b>15 KLAMMER Wolfgang</b>	A	RENAULT F2000-LRM		E2SS 2000	<b>3:17.27</b>
[1]	18.06 <sup>(65)</sup>	1:32.36 <sup>(64)</sup>	<b>3:23.90</b> <sup>(67)</sup>			+45.80
	79.7	1:14.30 <sup>(64)</sup> 97.4	1:51.54 <sup>(78)</sup> 104.2			
[2]	16.74 <sup>(40)</sup>	1:31.40 <sup>(60)</sup>	<b>3:17.27</b> <sup>(56)</sup>			
	86.0	1:14.66 <sup>(69)</sup> 96.9	1:45.87 <sup>(54)</sup> 109.8			
<b>68.</b>	<b>156 MIGLIUOLO Antonino</b>	I	MITSUBISHI LANCER	Rennstall Mendel	N 3000+	<b>3:18.67</b>
[1]	17.71 <sup>(57)</sup>	1:33.01 <sup>(67)</sup>	<b>3:21.02</b> <sup>(62)</sup>			+47.20
	81.3	1:15.30 <sup>(74)</sup> 96.1	1:48.01 <sup>(60)</sup> 107.7			
[2]	17.91 <sup>(65)</sup>	1:32.89 <sup>(65)</sup>	<b>3:18.67</b> <sup>(59)</sup>			
	80.4	1:14.98 <sup>(74)</sup> 96.5	1:45.78 <sup>(52)</sup> 109.9			
<b>69.</b>	<b>114 MEINHARD Manfred</b>	A	RENAULT CLIO		E1 1400	<b>3:19.12</b>
[1]	17.90 <sup>(63)</sup>	1:31.37 <sup>(60)</sup>	<b>3:20.27</b> <sup>(60)</sup>			+47.65
	80.4	1:13.47 <sup>(60)</sup> 98.5	1:48.90 <sup>(62)</sup> 106.8			
[2]	17.57 <sup>(55)</sup>	1:30.92 <sup>(58)</sup>	<b>3:19.12</b> <sup>(59)</sup>			
	82.0	1:13.35 <sup>(59)</sup> 98.7	1:48.20 <sup>(65)</sup> 107.5			
<b>70.</b>	<b>126 PEDRONI Gabriella</b>	I	MITSUBISHI LANCER		A 3000+	<b>3:19.25</b>
						+47.78

P. N. Conduttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo			
		VMed		VMax	
[1]	18.18 <sup>(67)</sup>	1:33.32 <sup>(70)</sup>	3:22.45 <sup>(63)</sup>	100.3	
	79.2	1:15.14 <sup>(73)</sup> 96.3	1:49.13 <sup>(65)</sup> 106.6		
[2]	17.57 <sup>(55)</sup>	1:31.48 <sup>(61)</sup>	3:19.25 <sup>(59)</sup>	101.9	
	82.0	1:13.91 <sup>(61)</sup> 97.9	1:47.77 <sup>(62)</sup> 107.9		
<b>71. 111 TURRIN Tiziano</b>	I	CITROËN SAXO	Halley Racing Team	E1 1600	<b>3:20.04</b>
[1]	19.01 <sup>(90)</sup>	1:33.94 <sup>(74)</sup>	3:24.11 <sup>(69)</sup>	99.5	+48.57
	75.7	1:14.93 <sup>(71)</sup> 96.6	1:50.17 <sup>(69)</sup> 105.5		
[2]	18.47 <sup>(81)</sup>	1:31.99 <sup>(62)</sup>	3:20.04 <sup>(60)</sup>	101.5	
	78.0	1:13.52 <sup>(60)</sup> 98.4	1:48.05 <sup>(64)</sup> 107.6		
<b>72. 127 HERNADI Laszlo</b>	H	MITSUBISHI LANCER		A 3000+	<b>3:20.56</b>
[1]	19.56 <sup>(106)</sup>	1:37.74 <sup>(101)</sup>	3:27.90 <sup>(82)</sup>	97.7	+49.09
	73.6	1:18.18 <sup>(98)</sup> 92.6	1:50.16 <sup>(68)</sup> 105.6		
[2]	18.35 <sup>(77)</sup>	1:33.50 <sup>(74)</sup>	3:20.56 <sup>(61)</sup>	101.2	
	78.5	1:15.15 <sup>(76)</sup> 96.3	1:47.06 <sup>(60)</sup> 108.6		
<b>73. 108 DE GAN Stefano</b>	I	HONDA CIVIC PROTO	Halley Racing Team	E1 1600	<b>3:20.90</b>
[1]	18.70 <sup>(82)</sup>	1:32.36 <sup>(64)</sup>	3:20.90 <sup>(61)</sup>	101.1	+49.43
	77.0	1:13.66 <sup>(61)</sup> 98.2	1:48.54 <sup>(61)</sup> 107.1		
[2]	18.72 <sup>(86)</sup>				
	76.9				
<b>74. 54 "THE CLIMBER"</b>	I	FERRARI 430	Maverik	GT CUP 3000+	<b>3:21.48</b>
[1]	19.06 <sup>(91)</sup>	1:37.67 <sup>(99)</sup>	3:28.81 <sup>(85)</sup>	97.2	+50.01
	75.6	1:18.61 <sup>(102)</sup> 92.0	1:51.14 <sup>(73)</sup> 104.6		
[2]	18.42 <sup>(80)</sup>	1:33.44 <sup>(73)</sup>	3:21.48 <sup>(63)</sup>	100.8	
	78.2	1:15.02 <sup>(75)</sup> 96.5	1:48.04 <sup>(63)</sup> 107.6		
<b>75. 141 MARTINIS Fabrizio</b>	I	RENAULT CLIO S1600	North East Ideas	A 1600	<b>3:21.60</b>
[1]	19.09 <sup>(93)</sup>	1:33.39 <sup>(71)</sup>	3:22.94 <sup>(65)</sup>	100.0	+50.13
	75.4	1:14.30 <sup>(64)</sup> 97.4	1:49.55 <sup>(66)</sup> 106.1		
[2]	18.71 <sup>(85)</sup>	1:32.97 <sup>(66)</sup>	3:21.60 <sup>(63)</sup>	100.7	
	77.0	1:14.26 <sup>(63)</sup> 97.4	1:48.63 <sup>(67)</sup> 107.0		
<b>76. 96 MOROCUTTI Manuel</b>	I	RENAULT CLIO CUP	Gruppo Piloti Forlivesi	E1 2000	<b>3:22.32</b>
[1]	19.90 <sup>(116)</sup>	1:34.84 <sup>(77)</sup>	3:24.68 <sup>(70)</sup>	99.2	+50.85
	72.4	1:14.94 <sup>(72)</sup> 96.6	1:49.84 <sup>(67)</sup> 105.9		
[2]	19.35 <sup>(104)</sup>	1:33.81 <sup>(80)</sup>	3:22.32 <sup>(63)</sup>	100.4	
	74.4	1:14.46 <sup>(67)</sup> 97.2	1:48.51 <sup>(66)</sup> 107.2		
<b>77. 202 PEZZOLLA Ivan</b>	I	MINI COOPER S		RSTB2	<b>3:22.33</b>
[1]	18.88 <sup>(88)</sup>	1:34.96 <sup>(78)</sup>	3:25.87 <sup>(72)</sup>	98.6	+50.86
	76.3	1:16.08 <sup>(81)</sup> 95.1	1:50.91 <sup>(70)</sup> 104.8		
[2]	18.36 <sup>(79)</sup>	1:33.21 <sup>(70)</sup>	3:22.33 <sup>(63)</sup>	100.4	
	78.4	1:14.85 <sup>(71)</sup> 96.7	1:49.12 <sup>(69)</sup> 106.6		
<b>78. 173 MAYER Chris-André</b>	A	HONDA CIVIC TYPE R		N 2000	<b>3:22.46</b>
[1]	19.52 <sup>(104)</sup>	1:35.04 <sup>(79)</sup>	3:26.93 <sup>(75)</sup>	98.1	+50.99
	73.8	1:15.52 <sup>(75)</sup> 95.8	1:51.89 <sup>(80)</sup> 103.9		
[2]	18.62 <sup>(83)</sup>	1:33.00 <sup>(67)</sup>	3:22.46 <sup>(64)</sup>	100.3	
	77.3	1:14.38 <sup>(66)</sup> 97.3	1:49.46 <sup>(70)</sup> 106.2		
<b>79. 123 PARLATO Paolo</b>	I	HONDA CIVIC TYPE-R	Borrett Team Motorsport	A 2000	<b>3:22.60</b>
[1]	19.41 <sup>(100)</sup>	1:33.82 <sup>(73)</sup>	4:14.13 <sup>(151)</sup>	79.9	+51.13
	74.2	1:14.41 <sup>(66)</sup> 97.2	2:40.31 <sup>(154)</sup> 72.5		
[2]	19.00 <sup>(96)</sup>	1:33.60 <sup>(78)</sup>	3:22.60 <sup>(64)</sup>	100.2	
	75.8	1:14.60 <sup>(68)</sup> 97.0	1:49.00 <sup>(68)</sup> 106.7		
<b>80. 133 BERTOLUTTI Roberto</b>	I	SKODA FABIA	ACU Friuli	A 2000	<b>3:22.79</b>
[1]	18.67 <sup>(80)</sup>	1:33.27 <sup>(69)</sup>	3:24.97 <sup>(71)</sup>	99.1	+51.32
	77.1	1:14.60 <sup>(67)</sup> 97.0	1:51.70 <sup>(79)</sup> 104.1		
[2]	18.96 <sup>(92)</sup>	1:33.07 <sup>(68)</sup>	3:22.79 <sup>(64)</sup>	100.1	
	75.9	1:14.11 <sup>(62)</sup> 97.6	1:49.72 <sup>(71)</sup> 106.0		
<b>81. 139 MANCIN Michele</b>	I	CITROËN SAXO	Mach 3 Sport	A 1600	<b>3:23.00</b>
[1]	18.86 <sup>(85)</sup>	1:35.63 <sup>(88)</sup>	3:27.74 <sup>(79)</sup>	97.7	+51.53
	76.4	1:16.77 <sup>(86)</sup> 94.3	1:52.11 <sup>(81)</sup> 103.7		
[2]	18.06 <sup>(69)</sup>	1:33.23 <sup>(71)</sup>	3:23.00 <sup>(66)</sup>	100.0	

P. N. Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo			
		VMed		VMax	
79.7	1:15.17 <sup>(78)</sup>	96.3	1:49.77 <sup>(72)</sup>	105.9	
<b>82. 158 MURCIA Mario</b>	I	MITSUBISHI LANCER	Porto Cervo Racing T.	N 3000+	<b>3:23.18</b>
[1]	18.45 <sup>(72)</sup>	1:34.16 <sup>(75)</sup>	3:23.18 <sup>(66)</sup>	99.9	+51.71
	78.0	1:15.71 <sup>(77)</sup>	95.6	1:49.02 <sup>(63)</sup>	106.7
[2]	18.32 <sup>(75)</sup>	1:33.59 <sup>(77)</sup>	3:24.01 <sup>(69)</sup>	99.5	
	78.6	1:15.27 <sup>(79)</sup>	96.1	1:50.42 <sup>(76)</sup>	105.3
<b>83. 174 HINTERHOFER Heimo</b>	A	HONDA CIVIC TYPE R		N 2000	<b>3:23.28</b>
[1]	17.89 <sup>(62)</sup>	1:32.66 <sup>(66)</sup>	3:23.97 <sup>(68)</sup>	99.5	+51.81
	80.5	1:14.77 <sup>(69)</sup>	96.8	1:51.31 <sup>(74)</sup>	104.5
[2]	17.75 <sup>(63)</sup>	1:32.08 <sup>(63)</sup>	3:23.28 <sup>(67)</sup>	99.9	
	81.1	1:14.33 <sup>(64)</sup>	97.3	1:51.20 <sup>(81)</sup>	104.6
<b>84. 172 BUIATTI Michele</b>	I	HONDA CIVIC TYPE R	Friuli 1956	N 2000	<b>3:23.57</b>
[1]	19.51 <sup>(103)</sup>	1:36.13 <sup>(90)</sup>	3:27.55 <sup>(77)</sup>	97.8	+52.10
	73.8	1:16.62 <sup>(83)</sup>	94.4	1:51.42 <sup>(75)</sup>	104.4
[2]	18.69 <sup>(84)</sup>	1:33.53 <sup>(75)</sup>	3:23.57 <sup>(67)</sup>	99.7	
	77.0	1:14.84 <sup>(70)</sup>	96.7	1:50.04 <sup>(73)</sup>	105.7
<b>85. 132 MARSIC Cristian</b>	I	PEUGEOT 207 S2000	ACU Friuli	A 2000	<b>3:23.69</b>
[1]	18.59 <sup>(79)</sup>	1:35.85 <sup>(89)</sup>	3:29.61 <sup>(87)</sup>	96.9	+52.22
	77.5	1:17.26 <sup>(91)</sup>	93.7	1:53.76 <sup>(89)</sup>	102.2
[2]	18.13 <sup>(71)</sup>	1:33.29 <sup>(72)</sup>	3:23.69 <sup>(67)</sup>	99.7	
	79.4	1:15.16 <sup>(77)</sup>	96.3	1:50.40 <sup>(75)</sup>	105.3
<b>86. 115 GRIFONI Bruno</b>	I	PEUGEOT 106 RALLYE		E1 1400	<b>3:24.27</b>
[1]	19.36 <sup>(98)</sup>	1:35.42 <sup>(81)</sup>	3:26.34 <sup>(74)</sup>	98.4	+52.80
	74.4	1:16.06 <sup>(80)</sup>	95.1	1:50.92 <sup>(71)</sup>	104.8
[2]	18.72 <sup>(86)</sup>	1:33.67 <sup>(79)</sup>	3:24.27 <sup>(70)</sup>	99.4	
	76.9	1:14.95 <sup>(73)</sup>	96.5	1:50.60 <sup>(77)</sup>	105.1
<b>87. 99 BOSCHI Maurizio</b>	I	OPEL ASTRA KIT	Vimotorsport	E1 2000	<b>3:24.54</b>
[1]	18.51 <sup>(75)</sup>	1:35.60 <sup>(87)</sup>	3:27.77 <sup>(80)</sup>	97.7	+53.07
	77.8	1:17.09 <sup>(88)</sup>	93.9	1:52.17 <sup>(82)</sup>	103.7
[2]	18.22 <sup>(73)</sup>	1:33.55 <sup>(76)</sup>	3:24.54 <sup>(70)</sup>	99.3	
	79.0	1:15.33 <sup>(80)</sup>	96.1	1:50.99 <sup>(78)</sup>	104.8
<b>88. 104 STROZIC Mitja</b>	SLO	FORD ESCORT RS 2000		E1 2000	<b>3:25.10</b>
[1]	19.53 <sup>(105)</sup>	1:36.29 <sup>(91)</sup>	3:37.24 <sup>(109)</sup>	93.5	+53.63
	73.7	1:16.76 <sup>(85)</sup>	94.3	2:00.95 <sup>(119)</sup>	96.1
[2]	18.55 <sup>(82)</sup>	1:34.05 <sup>(82)</sup>	3:25.10 <sup>(72)</sup>	99.0	
	77.6	1:15.50 <sup>(82)</sup>	95.8	1:51.05 <sup>(79)</sup>	104.7
<b>89. 154 MARC Peter</b>	SLO	MITSUBISHI LANCER		N 3000+	<b>3:25.42</b>
[1]	18.34 <sup>(70)</sup>	1:35.57 <sup>(86)</sup>	3:28.07 <sup>(83)</sup>	97.6	+53.95
	78.5	1:17.23 <sup>(89)</sup>	93.7	1:52.50 <sup>(83)</sup>	103.4
[2]	17.70 <sup>(61)</sup>	1:33.95 <sup>(81)</sup>	3:25.42 <sup>(72)</sup>	98.8	
	81.4	1:16.25 <sup>(86)</sup>	94.9	1:51.47 <sup>(83)</sup>	104.3
<b>90. 203 MONTANARO Oronzo</b>	I	MINI COOPER S	Fasano Corse	RSTB2	<b>3:25.77</b>
[1]	18.76 <sup>(83)</sup>	1:34.42 <sup>(76)</sup>	3:25.93 <sup>(73)</sup>	98.6	+54.30
	76.8	1:15.66 <sup>(76)</sup>	95.6	1:51.51 <sup>(77)</sup>	104.3
[2]	19.18 <sup>(102)</sup>	1:34.10 <sup>(83)</sup>	3:25.77 <sup>(72)</sup>	98.7	
	75.1	1:14.92 <sup>(72)</sup>	96.6	1:51.67 <sup>(87)</sup>	104.1
<b>91. 142 ZINUTTI Carlo</b>	I	PEUGEOT 106 RALLYE	Carnia Racing	A 1600	<b>3:25.91</b>
[1]	19.48 <sup>(102)</sup>	1:35.51 <sup>(82)</sup>	3:28.12 <sup>(84)</sup>	97.6	+54.44
	73.9	1:16.03 <sup>(79)</sup>	95.2	1:52.61 <sup>(84)</sup>	103.3
[2]	18.78 <sup>(88)</sup>	1:34.26 <sup>(84)</sup>	3:25.91 <sup>(73)</sup>	98.6	
	76.7	1:15.48 <sup>(81)</sup>	95.9	1:51.65 <sup>(86)</sup>	104.1
<b>92. 136 DI GIORGIO Giuliano</b>	I	RENAULT CLIO RS	ACU Friuli	A 2000	<b>3:26.02</b>
[1]	19.25 <sup>(95)</sup>	1:36.59 <sup>(93)</sup>	3:27.61 <sup>(78)</sup>	97.8	+54.55
	74.8	1:17.34 <sup>(92)</sup>	93.6	1:51.02 <sup>(72)</sup>	104.7
[2]	19.08 <sup>(99)</sup>	1:35.67 <sup>(91)</sup>	3:26.02 <sup>(74)</sup>	98.6	
	75.5	1:16.59 <sup>(89)</sup>	94.5	1:50.35 <sup>(74)</sup>	105.4
<b>93. 51 MARIOT Mario</b>	I	ELIA AVRIO ST09	Prealpi	CN/E2SC1300	<b>3:31.64</b>
[1]	18.12 <sup>(66)</sup>	1:37.35 <sup>(97)</sup>	3:31.64 <sup>(92)</sup>	95.9	+54.71



P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
	79.5	1:19.23 <sup>(106)</sup> 91.3	1:54.29 <sup>(91)</sup> 101.7			
[2]	18.01 <sup>(66)</sup>	1:34.65 <sup>(86)</sup>	3:26.18 <sup>(74)</sup>	98.5		
	80.0	1:16.64 <sup>(90)</sup> 94.4	1:51.53 <sup>(85)</sup> 104.3			
<b>94.</b>	<b>18 TARMANN Josef</b>	<b>A</b>	<b>DALLARA F302 MERCEDES</b>		<b>E2SS 2000</b>	<b>3:26.79</b>
[1]	17.52 <sup>(54)</sup>	1:37.82 <sup>(103)</sup>	3:35.52 <sup>(104)</sup>	94.2		+55.32
	82.2	1:20.30 <sup>(115)</sup> 90.1	1:57.70 <sup>(108)</sup> 98.8			
[2]	17.05 <sup>(45)</sup>	1:33.09 <sup>(69)</sup>	3:26.79 <sup>(75)</sup>	98.2		
	84.5	1:16.04 <sup>(83)</sup> 95.2	1:53.70 <sup>(89)</sup> 102.3			
<b>95.</b>	<b>72 DI FANT Alessandro</b>	<b>I</b>	<b>PORSCHE CAYMAN</b>	<b>Forum Julii Historic Clu</b>	<b>GT CUP 3000+</b>	<b>3:27.02</b>
[1]	19.30 <sup>(97)</sup>	1:35.54 <sup>(84)</sup>	3:29.03 <sup>(86)</sup>	97.1		+55.55
	74.6	1:16.24 <sup>(82)</sup> 94.9	1:53.49 <sup>(87)</sup> 102.5			
[2]	19.33 <sup>(103)</sup>	1:35.54 <sup>(90)</sup>	3:27.02 <sup>(76)</sup>	98.1		
	74.5	1:16.21 <sup>(85)</sup> 94.9	1:51.48 <sup>(84)</sup> 104.3			
<b>96.</b>	<b>47 POZZONI Claudio</b>	<b>I</b>	<b>OSELLA PA 21S</b>		<b>CN/E2SC2000</b>	<b>3:27.24</b>
[1]	19.56 <sup>(106)</sup>	1:40.45 <sup>(117)</sup>	3:27.24 <sup>(76)</sup>	98.0		+55.77
	73.6	1:20.89 <sup>(118)</sup> 89.5	1:46.79 <sup>(51)</sup> 108.9			
[2]	18.90 <sup>(90)</sup>	1:39.20 <sup>(112)</sup>	3:40.10 <sup>(114)</sup>	92.2		
	76.2	1:20.30 <sup>(113)</sup> 90.1	2:00.90 <sup>(124)</sup> 96.2			
<b>97.</b>	<b>129 GIOBBI Claudio</b>	<b>I</b>	<b>BMW 320</b>	<b>Etruria</b>	<b>A 2000</b>	<b>3:27.80</b>
[1]	18.51 <sup>(75)</sup>	1:36.36 <sup>(92)</sup>	3:27.80 <sup>(81)</sup>	97.7		+56.33
	77.8	1:17.85 <sup>(94)</sup> 92.9	1:51.44 <sup>(76)</sup> 104.3			
[2]	20.11 <sup>(127)</sup>					
	71.6					
<b>98.</b>	<b>148 LIGATO Luca</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Jonia Corse</b>	<b>N 1600</b>	<b>3:28.50</b>
[1]	18.30 <sup>(68)</sup>	1:35.55 <sup>(85)</sup>	3:29.77 <sup>(88)</sup>	96.8		+57.03
	78.7	1:17.25 <sup>(90)</sup> 93.7	1:54.22 <sup>(90)</sup> 101.8			
[2]	18.17 <sup>(72)</sup>	1:34.37 <sup>(85)</sup>	3:28.50 <sup>(85)</sup>	97.4		
	79.3	1:16.20 <sup>(84)</sup> 95.0	1:54.13 <sup>(91)</sup> 101.9			
<b>99.</b>	<b>91 GUIDI Andrea</b>	<b>I</b>	<b>RENAULT 5 GT TURBO</b>	<b>Malatesta</b>	<b>E1 1600 TB</b>	<b>3:29.77</b>
[1]	20.76 <sup>(140)</sup>	1:43.06 <sup>(131)</sup>	3:38.75 <sup>(111)</sup>	92.8		+58.30
	69.4	1:22.30 <sup>(127)</sup> 87.9	1:55.69 <sup>(95)</sup> 100.5			
[2]	19.56 <sup>(109)</sup>	1:38.45 <sup>(107)</sup>	3:29.77 <sup>(88)</sup>	96.8		
	73.6	1:18.89 <sup>(105)</sup> 91.7	1:51.32 <sup>(82)</sup> 104.5			
<b>100.</b>	<b>137 MAHA Elis</b>	<b>I</b>	<b>HONDA CIVIC TYPE R</b>	<b>Red White</b>	<b>A 2000</b>	<b>3:29.90</b>
[1]	19.06 <sup>(91)</sup>	1:36.89 <sup>(95)</sup>	3:29.90 <sup>(89)</sup>	96.7		+58.43
	75.6	1:17.83 <sup>(93)</sup> 93.0	1:53.01 <sup>(86)</sup> 102.9			
[2]	19.06 <sup>(97)</sup>	1:35.39 <sup>(88)</sup>	3:35.90 <sup>(105)</sup>	94.0		
	75.6	1:16.33 <sup>(87)</sup> 94.8	2:00.51 <sup>(120)</sup> 96.5			
<b>101.</b>	<b>9 KRAMER Gottfried</b>	<b>A</b>	<b>TATUUS S 2000</b>		<b>E2SS 2000</b>	<b>3:30.49</b>
[1]	17.16 <sup>(44)</sup>	1:33.02 <sup>(68)</sup>	3:30.49 <sup>(90)</sup>	96.5		+59.02
	83.9	1:15.86 <sup>(78)</sup> 95.4	1:57.47 <sup>(106)</sup> 99.0			
[2]	18.04 <sup>(67)</sup>	1:35.46 <sup>(89)</sup>	3:31.99 <sup>(94)</sup>	95.8		
	79.8	1:17.42 <sup>(94)</sup> 93.5	1:56.53 <sup>(102)</sup> 99.8			
<b>102.</b>	<b>183 REGIS Giovanni</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Vimotorsport</b>	<b>N 1600</b>	<b>3:30.94</b>
[1]	18.41 <sup>(71)</sup>	1:35.11 <sup>(80)</sup>	3:30.94 <sup>(91)</sup>	96.3		+59.47
	78.2	1:16.70 <sup>(84)</sup> 94.3	1:55.83 <sup>(96)</sup> 100.4			
[2]	18.35 <sup>(77)</sup>	1:34.83 <sup>(87)</sup>	3:31.16 <sup>(92)</sup>	96.2		
	78.5	1:16.48 <sup>(88)</sup> 94.6	1:56.33 <sup>(99)</sup> 100.0			
<b>103.</b>	<b>204 SCAPPA Antonio</b>	<b>I</b>	<b>RENAULT CLIO</b>	<b>Fasano Corse</b>	<b>RS4</b>	<b>3:31.37</b>
[1]	19.72 <sup>(111)</sup>	1:37.78 <sup>(102)</sup>	3:32.23 <sup>(94)</sup>	95.7		+59.90
	73.0	1:18.06 <sup>(96)</sup> 92.7	1:54.45 <sup>(92)</sup> 101.6			
[2]	18.86 <sup>(89)</sup>	1:36.23 <sup>(92)</sup>	3:31.37 <sup>(92)</sup>	96.1		
	76.4	1:17.37 <sup>(92)</sup> 93.5	1:55.14 <sup>(95)</sup> 101.0			
<b>104.</b>	<b>188 BOMMARTINI Matteo</b>	<b>I</b>	<b>HONDA CIVIC EK4</b>	<b>BL Racing</b>	<b>N 1600</b>	<b>3:31.51</b>
[1]	19.59 <sup>(108)</sup>	1:38.62 <sup>(107)</sup>	3:34.98 <sup>(102)</sup>	94.4		+1:00.04
	73.5	1:19.03 <sup>(104)</sup> 91.6	1:56.36 <sup>(100)</sup> 99.9			
[2]	18.99 <sup>(95)</sup>	1:36.82 <sup>(96)</sup>	3:31.51 <sup>(92)</sup>	96.0		
	75.8	1:17.83 <sup>(96)</sup> 93.0	1:54.69 <sup>(94)</sup> 101.4			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	400m	Bivio Lago	Arrivo			
			VMed		VMax	
<b>105.</b>	<b>35 SARTORETTO Renato</b>	<b>I</b>	<b>OSELLA PA 20/S</b>	<b>Vimotorsport</b>	<b>CN/E2SC3000</b>	<b>3:31.57</b>
[1]	17.84 <sup>(60)</sup>	1:37.71 <sup>(100)</sup>	3:32.41 <sup>(95)</sup>	95.6		+1:00.10
	80.7	1:19.87 <sup>(110)</sup> 90.6	1:54.70 <sup>(93)</sup> 101.4			
[2]	18.30 <sup>(74)</sup>	1:37.07 <sup>(99)</sup>	3:31.57 <sup>(92)</sup>	96.0		
	78.7	1:18.77 <sup>(104)</sup> 91.9	1:54.50 <sup>(93)</sup> 101.6			
<b>106.</b>	<b>144 BERTOLUTTI Marco</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Forum Julii Historic Club</b>	<b>N 1600</b>	<b>3:31.73</b>
[1]	20.57 <sup>(134)</sup>	1:40.59 <sup>(118)</sup>	3:35.97 <sup>(105)</sup>	94.0		+1:00.26
	70.0	1:20.02 <sup>(112)</sup> 90.4	1:55.38 <sup>(94)</sup> 100.8			
[2]	19.92 <sup>(122)</sup>	1:38.25 <sup>(105)</sup>	3:31.73 <sup>(93)</sup>	95.9		
	72.3	1:18.33 <sup>(100)</sup> 92.4	1:53.48 <sup>(88)</sup> 102.5			
<b>107.</b>	<b>135 GRAZIOSI Giancarlo</b>	<b>I</b>	<b>PEUGEOT 207 S2000</b>	<b>Pintarally</b>	<b>A 2000</b>	<b>3:31.82</b>
[1]	20.00 <sup>(118)</sup>	1:39.13 <sup>(109)</sup>	3:31.82 <sup>(93)</sup>	95.9		+1:00.35
	72.0	1:19.13 <sup>(105)</sup> 91.4	1:52.69 <sup>(85)</sup> 103.2			
[2]	1:06.74 <sup>(149)</sup>	2:25.17 <sup>(148)</sup>	4:16.23 <sup>(152)</sup>	79.2		
	21.6	1:18.43 <sup>(102)</sup> 92.3	1:51.06 <sup>(80)</sup> 104.7			
<b>108.</b>	<b>177 MOLINARI Denis</b>	<b>I</b>	<b>RENAULT CLIO RS</b>	<b>ACU Friuli</b>	<b>N 2000</b>	<b>3:32.02</b>
[1]	19.63 <sup>(109)</sup>	1:38.13 <sup>(104)</sup>	3:34.00 <sup>(99)</sup>	94.9		+1:00.55
	73.4	1:18.50 <sup>(101)</sup> 92.2	1:55.87 <sup>(97)</sup> 100.4			
[2]	19.64 <sup>(113)</sup>	1:36.77 <sup>(94)</sup>	3:32.02 <sup>(94)</sup>	95.8		
	73.3	1:17.13 <sup>(91)</sup> 93.8	1:55.25 <sup>(96)</sup> 100.9			
<b>109.</b>	<b>191 CONSOLATI Valerio</b>	<b>I</b>	<b>HONDA CIVIC EK4</b>	<b>BL Racing</b>	<b>N 1600</b>	<b>3:32.19</b>
[1]	19.75 <sup>(113)</sup>	1:39.92 <sup>(114)</sup>	3:37.09 <sup>(108)</sup>	93.5		+1:00.72
	72.9	1:20.17 <sup>(113)</sup> 90.3	1:57.17 <sup>(105)</sup> 99.2			
[2]	18.98 <sup>(93)</sup>	1:36.75 <sup>(93)</sup>	3:32.19 <sup>(94)</sup>	95.7		
	75.9	1:17.77 <sup>(95)</sup> 93.0	1:55.44 <sup>(97)</sup> 100.7			
<b>110.</b>	<b>178 MACALLI Marcello</b>	<b>I</b>	<b>RENAULT CLIO RS</b>	<b>Vimotorsport</b>	<b>N 2000</b>	<b>3:32.62</b>
[1]	20.27 <sup>(125)</sup>	1:39.90 <sup>(113)</sup>	3:36.18 <sup>(106)</sup>	93.9		+1:01.15
	71.0	1:19.63 <sup>(109)</sup> 90.9	1:56.28 <sup>(98)</sup> 100.0			
[2]	19.82 <sup>(117)</sup>	1:38.14 <sup>(104)</sup>	3:32.62 <sup>(96)</sup>	95.5		
	72.7	1:18.32 <sup>(98)</sup> 92.4	1:54.48 <sup>(92)</sup> 101.6			
<b>111.</b>	<b>181 MIOTTO Stefano</b>	<b>I</b>	<b>RENAULT CLIO RS</b>	<b>Testadoro</b>	<b>N 2000</b>	<b>3:33.02</b>
[1]	20.26 <sup>(124)</sup>	1:42.49 <sup>(127)</sup>	3:41.49 <sup>(117)</sup>	91.7		+1:01.55
	71.1	1:22.23 <sup>(126)</sup> 88.0	1:59.00 <sup>(113)</sup> 97.7			
[2]	19.13 <sup>(100)</sup>	1:37.47 <sup>(101)</sup>	3:33.02 <sup>(97)</sup>	95.3		
	75.3	1:18.34 <sup>(101)</sup> 92.4	1:55.55 <sup>(98)</sup> 100.6			
<b>112.</b>	<b>184 LIUZZI Giacomo</b>	<b>I</b>	<b>CITROËN SAXO</b>	<b>Fasano Corse</b>	<b>N 1600</b>	<b>3:33.31</b>
[1]	18.80 <sup>(84)</sup>	1:36.67 <sup>(94)</sup>	3:33.31 <sup>(97)</sup>	95.2		+1:01.84
	76.6	1:17.87 <sup>(95)</sup> 92.9	1:56.64 <sup>(103)</sup> 99.7			
[2]	19.06 <sup>(97)</sup>	1:42.34 <sup>(127)</sup>				
	75.6	1:23.28 <sup>(132)</sup> 86.9				
<b>113.</b>	<b>211 CHIAVAROLI Roberto</b>	<b>I</b>	<b>RENAULT CLIO SPORT</b>	<b>Rombo dei Motori</b>	<b>RS4</b>	<b>3:33.74</b>
[1]	19.38 <sup>(99)</sup>	1:37.47 <sup>(98)</sup>	3:34.97 <sup>(101)</sup>	94.5		+1:02.27
	74.3	1:18.09 <sup>(97)</sup> 92.7	1:57.50 <sup>(107)</sup> 99.0			
[2]	19.43 <sup>(106)</sup>	1:36.80 <sup>(95)</sup>	3:33.74 <sup>(98)</sup>	95.0		
	74.1	1:17.37 <sup>(92)</sup> 93.5	1:56.94 <sup>(103)</sup> 99.4			
<b>114.</b>	<b>185 VETTOREL Fabrizio</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>BL Racing</b>	<b>N 1600</b>	<b>3:33.85</b>
[1]	18.87 <sup>(86)</sup>	1:37.32 <sup>(96)</sup>	3:33.85 <sup>(98)</sup>	94.9		+1:02.38
	76.3	1:18.45 <sup>(100)</sup> 92.2	1:56.53 <sup>(101)</sup> 99.8			
[2]	18.94 <sup>(91)</sup>	1:36.99 <sup>(98)</sup>	3:34.54 <sup>(100)</sup>	94.6		
	76.0	1:18.05 <sup>(97)</sup> 92.7	1:57.55 <sup>(108)</sup> 98.9			
<b>115.</b>	<b>187 DE BASTIANI Remo</b>	<b>I</b>	<b>HONDA CIVIC EK4</b>	<b>Vimotorsport</b>	<b>N 1600</b>	<b>3:33.87</b>
[1]	20.44 <sup>(129)</sup>	1:40.00 <sup>(115)</sup>	3:36.57 <sup>(107)</sup>	93.8		+1:02.40
	70.5	1:19.56 <sup>(108)</sup> 91.0	1:56.57 <sup>(102)</sup> 99.8			
[2]		1:37.42 <sup>(100)</sup>	3:33.87 <sup>(99)</sup>	94.9		
			1:56.45 <sup>(101)</sup> 99.9			
<b>116.</b>	<b>88 ANTONICELLI Abramo</b>	<b>I</b>	<b>BMW M3 E92 GT2</b>	<b>ACN Forze di Polizia</b>	<b>E1 3000+</b>	<b>3:34.03</b>
[1]	20.03 <sup>(119)</sup>	1:44.56 <sup>(135)</sup>	3:46.47 <sup>(130)</sup>	89.7		+1:02.56
	71.9	1:24.53 <sup>(138)</sup> 85.6	2:01.91 <sup>(124)</sup> 95.4			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
[2]	19.77 <sup>(116)</sup>	1:40.30 <sup>(117)</sup>	3:34.03 <sup>(100)</sup>	94.9		
	72.8	1:20.53 <sup>(115)</sup> 89.9	1:53.73 <sup>(90)</sup> 102.2			
<b>117.</b>	<b>186 MASO Stefano</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Red White</b>	<b>N 1600</b>	<b>3:34.17</b>
[1]	19.10 <sup>(94)</sup>	1:39.37 <sup>(111)</sup>	3:37.60 <sup>(110)</sup>	93.3		+1:02.70
	75.4	1:20.27 <sup>(114)</sup> 90.1	1:58.23 <sup>(110)</sup> 98.4			
[2]		1:36.83 <sup>(97)</sup>	3:34.17 <sup>(100)</sup>	94.8		
			1:57.34 <sup>(107)</sup> 99.1			
<b>118.</b>	<b>208 TACCHINI Mario</b>	<b>I</b>	<b>MINI COOPER S</b>		<b>RSTB2</b>	<b>3:34.68</b>
[1]	19.45 <sup>(101)</sup>	1:38.37 <sup>(106)</sup>	3:34.68 <sup>(100)</sup>	94.6		+1:03.21
	74.0	1:18.92 <sup>(103)</sup> 91.7	1:56.31 <sup>(99)</sup> 100.0			
[2]	19.61 <sup>(112)</sup>	1:39.79 <sup>(115)</sup>	3:39.67 <sup>(114)</sup>	92.4		
	73.4	1:20.18 <sup>(112)</sup> 90.2	1:59.88 <sup>(118)</sup> 97.0			
<b>119.</b>	<b>192 MARCHIOL Gianni</b>	<b>I</b>	<b>HONDA CIVIC EK4</b>	<b>Friuli 1956</b>	<b>N 1600</b>	<b>3:35.24</b>
[1]	19.76 <sup>(114)</sup>	1:38.13 <sup>(104)</sup>	3:35.24 <sup>(103)</sup>	94.3		+1:03.77
	72.9	1:18.37 <sup>(99)</sup> 92.3	1:57.11 <sup>(104)</sup> 99.3			
[2]	19.93 <sup>(123)</sup>	1:38.83 <sup>(110)</sup>	3:36.54 <sup>(107)</sup>	93.8		
	72.3	1:18.90 <sup>(106)</sup> 91.7	1:57.71 <sup>(110)</sup> 98.8			
<b>120.</b>	<b>193 RONCHI Cristian</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Red White</b>	<b>N 1600</b>	<b>3:35.54</b>
[1]	20.17 <sup>(122)</sup>	1:40.13 <sup>(116)</sup>	3:38.89 <sup>(112)</sup>	92.8		+1:04.07
	71.4	1:19.96 <sup>(111)</sup> 90.5	1:58.76 <sup>(112)</sup> 97.9			
[2]	19.39 <sup>(105)</sup>	1:38.48 <sup>(109)</sup>	3:35.54 <sup>(105)</sup>	94.2		
	74.3	1:19.09 <sup>(108)</sup> 91.5	1:57.06 <sup>(104)</sup> 99.3			
<b>121.</b>	<b>175 PREK Ales</b>	<b>SLO</b>	<b>HONDA CIVIC TYPE R</b>		<b>N 2000</b>	<b>3:35.57</b>
[1]	20.12 <sup>(120)</sup>	1:42.24 <sup>(123)</sup>	3:45.14 <sup>(126)</sup>	90.2		+1:04.10
	71.6	1:22.12 <sup>(125)</sup> 88.1	2:02.90 <sup>(129)</sup> 94.6			
[2]	19.60 <sup>(111)</sup>	1:37.92 <sup>(102)</sup>	3:35.57 <sup>(105)</sup>	94.2		
	73.5	1:18.32 <sup>(98)</sup> 92.4	1:57.65 <sup>(109)</sup> 98.8			
<b>122.</b>	<b>103 VIDMAR Rok</b>	<b>SLO</b>	<b>RENAULT CLIO CUP</b>		<b>E1 2000</b>	<b>3:35.59</b>
[1]	20.35 <sup>(127)</sup>	1:43.13 <sup>(132)</sup>	3:43.71 <sup>(121)</sup>	90.8		+1:04.12
	70.8	1:22.78 <sup>(131)</sup> 87.4	2:00.58 <sup>(116)</sup> 96.4			
[2]	19.46 <sup>(108)</sup>	1:38.46 <sup>(108)</sup>	3:35.59 <sup>(105)</sup>	94.2		
	74.0	1:19.00 <sup>(107)</sup> 91.6	1:57.13 <sup>(105)</sup> 99.3			
<b>123.</b>	<b>206 MERCATI Lorenzo</b>	<b>I</b>	<b>OPEL CORSA OPC</b>	<b>Etruria</b>	<b>RSTB2</b>	<b>3:37.18</b>
[1]	20.32 <sup>(126)</sup>	1:42.38 <sup>(125)</sup>	3:40.86 <sup>(115)</sup>	91.9		+1:05.71
	70.9	1:22.06 <sup>(124)</sup> 88.2	1:58.48 <sup>(111)</sup> 98.1			
[2]	19.93 <sup>(123)</sup>	1:39.47 <sup>(113)</sup>	3:37.18 <sup>(109)</sup>	93.5		
	72.3	1:19.54 <sup>(109)</sup> 91.0	1:57.71 <sup>(110)</sup> 98.8			
<b>124.</b>	<b>112 HUTTER Gregor</b>	<b>A</b>	<b>ALFA ROMEO 145</b>		<b>E1 1600</b>	<b>3:37.20</b>
[1]	19.27 <sup>(96)</sup>	1:39.73 <sup>(112)</sup>	3:40.24 <sup>(114)</sup>	92.2		+1:05.73
	74.7	1:20.46 <sup>(116)</sup> 89.9	2:00.51 <sup>(115)</sup> 96.5			
[2]	18.98 <sup>(93)</sup>	1:38.97 <sup>(111)</sup>	3:37.20 <sup>(109)</sup>	93.5		
	75.9	1:19.99 <sup>(110)</sup> 90.5	1:58.23 <sup>(113)</sup> 98.4			
<b>125.</b>	<b>21 VIALI Otello</b>	<b>I</b>	<b>NEMESIS</b>		<b>E2SS 2000</b>	<b>3:38.03</b>
[1]	18.87 <sup>(86)</sup>	1:41.76 <sup>(121)</sup>	3:45.06 <sup>(124)</sup>	90.2		+1:06.56
	76.3	1:22.89 <sup>(132)</sup> 87.3	2:03.30 <sup>(131)</sup> 94.3			
[2]	18.33 <sup>(76)</sup>	1:38.43 <sup>(106)</sup>	3:38.03 <sup>(111)</sup>	93.1		
	78.6	1:20.10 <sup>(111)</sup> 90.3	1:59.60 <sup>(117)</sup> 97.2			
<b>126.</b>	<b>182 PAVIOTTI Andrea</b>	<b>I</b>	<b>RENAULT CLIO RS</b>	<b>North East Ideas</b>	<b>N 2000</b>	<b>3:39.01</b>
[1]	20.95 <sup>(141)</sup>	1:41.43 <sup>(120)</sup>	3:39.25 <sup>(113)</sup>	92.6		+1:07.54
	68.7	1:20.48 <sup>(117)</sup> 89.9	1:57.82 <sup>(109)</sup> 98.7			
[2]	19.59 <sup>(110)</sup>	1:41.25 <sup>(120)</sup>	3:39.01 <sup>(113)</sup>	92.7		
	73.5	1:21.66 <sup>(120)</sup> 88.6	1:57.76 <sup>(112)</sup> 98.7			
<b>127.</b>	<b>176 DA ROS Michele</b>	<b>I</b>	<b>RENAULT CLIO RS</b>	<b>Vimotorsport</b>	<b>N 2000</b>	<b>3:39.69</b>
[1]	20.69 <sup>(137)</sup>	1:42.67 <sup>(130)</sup>	3:43.39 <sup>(119)</sup>	90.9		+1:08.22
	69.6	1:21.98 <sup>(121)</sup> 88.3	2:00.72 <sup>(117)</sup> 96.3			
[2]	20.46 <sup>(132)</sup>	1:41.07 <sup>(119)</sup>	3:39.69 <sup>(114)</sup>	92.4		
	70.4	1:20.61 <sup>(116)</sup> 89.8	1:58.62 <sup>(115)</sup> 98.0			
<b>128.</b>	<b>205 MARCHESANI Andrea</b>	<b>I</b>	<b>V. WAGEN POLO 6R</b>	<b>Autosport Abruzzo</b>	<b>RSTW</b>	<b>3:40.37</b>
						+1:08.90

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
[1]	19.71 <sup>(110)</sup>	1:42.35 <sup>(124)</sup>	3:43.17 <sup>(118)</sup>	91.0		
	73.1	1:22.64 <sup>(129)</sup> 87.6	2:00.82 <sup>(118)</sup> 96.2			
[2]	21.11 <sup>(139)</sup>	1:43.06 <sup>(132)</sup>	3:40.37 <sup>(115)</sup>	92.1		
	68.2	1:21.95 <sup>(122)</sup> 88.3	1:57.31 <sup>(106)</sup> 99.7			
<b>129.</b>	<b>194 FUSARO Carmelo</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>		<b>N 1600</b>	<b>3:41.16</b>
[1]	19.80 <sup>(115)</sup>	1:41.23 <sup>(119)</sup>	3:45.94 <sup>(128)</sup>	89.9		+1:09.69
	72.7	1:21.43 <sup>(119)</sup> 88.9	2:04.71 <sup>(132)</sup> 93.2			
[2]	19.16 <sup>(101)</sup>	1:39.66 <sup>(114)</sup>	3:41.16 <sup>(116)</sup>	91.8		
	75.2	1:20.50 <sup>(114)</sup> 89.9	2:01.50 <sup>(126)</sup> 95.7			
<b>130.</b>	<b>118 PRELC Andrej</b>	<b>SLO</b>	<b>SUZUKI SWIFT GTI</b>		<b>E1 1400</b>	<b>3:41.38</b>
[1]	21.09 <sup>(143)</sup>	1:44.69 <sup>(137)</sup>	3:47.03 <sup>(131)</sup>	89.4		+1:09.91
	68.3	1:23.60 <sup>(135)</sup> 86.6	2:02.34 <sup>(125)</sup> 95.0			
[2]	19.64 <sup>(113)</sup>	1:40.87 <sup>(118)</sup>	3:41.38 <sup>(117)</sup>	91.7		
	73.3	1:21.23 <sup>(117)</sup> 89.7	2:00.51 <sup>(120)</sup> 96.5			
<b>131.</b>	<b>207 LANFRANCO Evans</b>	<b>I</b>	<b>MINI COOPER S</b>	<b>ACU Friuli</b>	<b>RSTB2</b>	<b>3:41.41</b>
[1]	21.85 <sup>(148)</sup>	1:46.93 <sup>(143)</sup>	3:48.19 <sup>(135)</sup>	89.0		+1:09.94
	65.9	1:25.08 <sup>(141)</sup> 85.0	2:01.26 <sup>(121)</sup> 95.9			
[2]	20.00 <sup>(126)</sup>	1:43.16 <sup>(133)</sup>	3:41.41 <sup>(117)</sup>	91.7		
	72.0	1:23.16 <sup>(131)</sup> 87.0	1:58.25 <sup>(114)</sup> 98.3			
<b>132.</b>	<b>113 "ZIO FESTER"</b>	<b>I</b>	<b>HONDA CIVIC</b>		<b>E1 1600</b>	<b>3:41.44</b>
[1]	20.22 <sup>(123)</sup>	1:44.57 <sup>(136)</sup>	3:43.75 <sup>(122)</sup>	90.7		+1:09.97
	71.2	1:24.35 <sup>(137)</sup> 85.8	1:59.18 <sup>(114)</sup> 97.6			
[2]	20.22 <sup>(130)</sup>	1:42.71 <sup>(130)</sup>	3:41.44 <sup>(117)</sup>	91.7		
	71.2	1:22.49 <sup>(126)</sup> 87.7	1:58.73 <sup>(116)</sup> 97.9			
<b>133.</b>	<b>117 JURAK Gregor</b>	<b>SLO</b>	<b>SUZUKI SWIFT GTI</b>		<b>E1 1400</b>	<b>3:42.01</b>
[1]	20.48 <sup>(130)</sup>	1:42.47 <sup>(126)</sup>	3:44.04 <sup>(123)</sup>	90.6		+1:10.54
	70.3	1:21.99 <sup>(122)</sup> 88.3	2:01.57 <sup>(122)</sup> 95.6			
[2]	19.91 <sup>(121)</sup>	1:42.02 <sup>(123)</sup>	3:42.01 <sup>(118)</sup>	91.5		
	72.3	1:22.11 <sup>(123)</sup> 88.1	1:59.99 <sup>(119)</sup> 96.9			
<b>134.</b>	<b>197 BULFON Rudy</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Friuli 1956</b>	<b>N 1600</b>	<b>3:42.79</b>
[1]	20.12 <sup>(120)</sup>	1:42.64 <sup>(129)</sup>	3:43.63 <sup>(120)</sup>	90.8		+1:11.32
	71.6	1:22.52 <sup>(128)</sup> 87.7	2:00.99 <sup>(120)</sup> 96.1			
[2]	19.76 <sup>(115)</sup>	1:41.87 <sup>(122)</sup>	3:42.79 <sup>(118)</sup>	91.1		
	72.9	1:22.11 <sup>(123)</sup> 88.1	2:00.92 <sup>(125)</sup> 96.2			
<b>135.</b>	<b>145 BELTRAMINI Sergio</b>	<b>I</b>	<b>PEUGEOT 106 XSI</b>	<b>Friuli 1956</b>	<b>A 1400</b>	<b>3:43.47</b>
[1]	20.49 <sup>(132)</sup>	1:45.24 <sup>(139)</sup>	3:47.65 <sup>(133)</sup>	89.2		+1:12.00
	70.3	1:24.75 <sup>(139)</sup> 85.4	2:02.41 <sup>(126)</sup> 95.0			
[2]	19.88 <sup>(120)</sup>	1:42.65 <sup>(129)</sup>	3:43.47 <sup>(120)</sup>	90.9		
	72.4	1:22.77 <sup>(130)</sup> 87.4	2:00.82 <sup>(122)</sup> 96.2			
<b>136.</b>	<b>214 SILVI Luca</b>	<b>I</b>	<b>RENAULT CLIO RS</b>	<b>Prealpi</b>	<b>RS4</b>	<b>3:43.73</b>
[1]	19.96 <sup>(117)</sup>	1:53.85 <sup>(153)</sup>	3:55.70 <sup>(142)</sup>	86.1		+1:12.26
	72.1	1:33.89 <sup>(154)</sup> 77.1	2:01.85 <sup>(123)</sup> 95.4			
[2]	20.13 <sup>(129)</sup>	1:42.89 <sup>(131)</sup>	3:43.73 <sup>(122)</sup>	90.8		
	71.5	1:22.76 <sup>(129)</sup> 87.4	2:00.84 <sup>(123)</sup> 96.2			
<b>137.</b>	<b>209 MALVASIO Roberto</b>	<b>I</b>	<b>OPEL CORSA OPC</b>	<b>WRT - Winners Rally</b>	<b>T.RSTB2</b>	<b>3:44.20</b>
[1]	20.55 <sup>(133)</sup>	1:42.59 <sup>(128)</sup>	3:45.08 <sup>(125)</sup>	90.2		+1:12.73
	70.1	1:22.04 <sup>(123)</sup> 88.2	2:02.49 <sup>(127)</sup> 94.9			
[2]	20.35 <sup>(131)</sup>	1:42.23 <sup>(126)</sup>	3:44.20 <sup>(124)</sup>	90.6		
	70.8	1:21.88 <sup>(121)</sup> 88.4	2:01.97 <sup>(127)</sup> 95.3			
<b>138.</b>	<b>213 FIABANE Massimo</b>	<b>I</b>	<b>HONDA INTEGRA</b>	<b>Fastracing Asd</b>	<b>RS4</b>	<b>3:44.62</b>
[1]	20.61 <sup>(135)</sup>	1:43.55 <sup>(134)</sup>	3:46.40 <sup>(129)</sup>	89.7		+1:13.15
	69.9	1:22.94 <sup>(133)</sup> 87.2	2:02.85 <sup>(128)</sup> 94.7			
[2]	19.86 <sup>(118)</sup>	1:42.05 <sup>(124)</sup>	3:44.62 <sup>(124)</sup>	90.4		
	72.5	1:22.19 <sup>(125)</sup> 88.0	2:02.57 <sup>(128)</sup> 94.9			
<b>139.</b>	<b>146 KOSTAJNSEK Primoz</b>	<b>SLO</b>	<b>SKODA FELICIA</b>		<b>E1 1400</b>	<b>3:44.76</b>
[1]	20.62 <sup>(136)</sup>	1:45.64 <sup>(140)</sup>				+1:13.29
	69.8	1:25.02 <sup>(140)</sup> 85.7				
[2]	20.73 <sup>(136)</sup>	1:42.12 <sup>(125)</sup>	3:44.76 <sup>(124)</sup>	90.3		

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
69.5	1:21.39 <sup>(118)</sup>	88.9	2:02.64 <sup>(129)</sup>			
<b>140.</b>	<b>196 TAMBURLINI Marco</b>	<b>I</b>	<b>CITROËN SAXO</b>	<b>BL Racing</b>	<b>N 1600</b>	<b>3:46.82</b>
[1]	20.43 <sup>(128)</sup>	1:43.53 <sup>(133)</sup>	3:48.51 <sup>(136)</sup>	88.9		+1:15.35
	70.5	1:23.10 <sup>(134)</sup>	2:04.98 <sup>(133)</sup>	93.0		
[2]	19.97 <sup>(125)</sup>	1:41.55 <sup>(121)</sup>	3:46.82 <sup>(131)</sup>	89.5		
	72.1	1:21.58 <sup>(119)</sup>	2:05.27 <sup>(132)</sup>	92.8		
<b>141.</b>	<b>128 "ROMY"</b>	<b>I</b>	<b>HONDA CIVIC TYPE R</b>	<b>Communication</b>	<b>A 2000</b>	<b>3:47.14</b>
[1]	18.47 <sup>(74)</sup>	1:35.52 <sup>(83)</sup>	3:47.14 <sup>(132)</sup>	89.4		+1:15.67
	78.0	1:17.05 <sup>(87)</sup>	2:11.62 <sup>(138)</sup>	88.3		
<b>142.</b>	<b>216 CAPPELLO Marco</b>	<b>I</b>	<b>CITROËN SAXO</b>	<b>Millenium Sport Prom.</b>	<b>RS3</b>	<b>3:47.79</b>
[1]	23.19 <sup>(155)</sup>	1:49.57 <sup>(146)</sup>	4:02.24 <sup>(144)</sup>	83.8		+1:16.32
	62.1	1:26.38 <sup>(144)</sup>	2:12.67 <sup>(142)</sup>	87.6		
[2]	20.11 <sup>(127)</sup>	1:42.64 <sup>(128)</sup>	3:47.79 <sup>(134)</sup>	89.1		
	71.6	1:22.53 <sup>(127)</sup>	2:05.15 <sup>(131)</sup>	92.9		
<b>143.</b>	<b>212 ZANETTE Fabio</b>	<b>I</b>	<b>PEUGEOT 206</b>	<b>Vimotorsport</b>	<b>RS4</b>	<b>3:48.09</b>
[1]	20.95 <sup>(141)</sup>	1:45.09 <sup>(138)</sup>	3:48.09 <sup>(134)</sup>	89.0		+1:16.62
	68.7	1:24.14 <sup>(136)</sup>	2:03.00 <sup>(130)</sup>	94.5		
<b>144.</b>	<b>237 ZANANDREA Marco</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>		<b>N 1400</b>	<b>3:48.80</b>
[1]	21.99 <sup>(149)</sup>	1:52.25 <sup>(152)</sup>	4:06.59 <sup>(148)</sup>	82.3		+1:17.33
	65.5	1:30.26 <sup>(152)</sup>	2:14.34 <sup>(145)</sup>	86.6		
[2]	20.63 <sup>(134)</sup>	1:45.27 <sup>(135)</sup>	3:48.80 <sup>(137)</sup>	88.7		
	69.8	1:24.64 <sup>(134)</sup>	2:03.53 <sup>(130)</sup>	94.1		
<b>145.</b>	<b>106 PRODORUTTI Alessandro</b>	<b>I</b>	<b>FIAT BARCHETTA</b>	<b>Carnia Racing</b>	<b>E1 2000</b>	<b>3:50.98</b>
[1]	19.73 <sup>(112)</sup>	1:39.03 <sup>(108)</sup>	3:50.98 <sup>(137)</sup>	87.9		+1:19.51
	73.0	1:19.30 <sup>(107)</sup>	2:11.95 <sup>(140)</sup>	88.1		
<b>146.</b>	<b>199 FACCINI Valerio</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Collecchio Corse</b>	<b>N 1400</b>	<b>3:51.34</b>
[1]	21.62 <sup>(147)</sup>	1:48.31 <sup>(144)</sup>	3:56.18 <sup>(143)</sup>	86.0		+1:19.87
	66.6	1:26.69 <sup>(145)</sup>	2:07.87 <sup>(136)</sup>	90.9		
[2]	20.70 <sup>(135)</sup>	1:44.87 <sup>(134)</sup>	3:51.34 <sup>(138)</sup>	87.8		
	69.6	1:24.17 <sup>(133)</sup>	2:06.47 <sup>(134)</sup>	91.9		
<b>147.</b>	<b>119 BROCCOLINI Deborah</b>	<b>I</b>	<b>CITROËN C1</b>	<b>Race Events</b>	<b>E1 1400</b>	<b>3:53.38</b>
[1]	21.17 <sup>(144)</sup>	1:46.25 <sup>(141)</sup>	3:53.38 <sup>(138)</sup>	87.0		+1:21.91
	68.0	1:25.08 <sup>(141)</sup>	2:07.13 <sup>(135)</sup>	91.5		
[2]	20.84 <sup>(137)</sup>	1:48.04 <sup>(140)</sup>	3:54.96 <sup>(141)</sup>	86.4		
	69.1	1:27.20 <sup>(139)</sup>	2:06.92 <sup>(135)</sup>	91.6		
<b>148.</b>	<b>235 PIO Claudio</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>ACN Forze di Polizia</b>	<b>N 1400</b>	<b>3:53.97</b>
[1]	21.35 <sup>(145)</sup>	1:48.63 <sup>(145)</sup>	3:55.14 <sup>(141)</sup>	86.3		+1:22.50
	67.4	1:27.28 <sup>(146)</sup>	2:06.51 <sup>(134)</sup>	91.9		
[2]	21.25 <sup>(141)</sup>	1:47.72 <sup>(139)</sup>	3:53.97 <sup>(139)</sup>	86.8		
	67.8	1:26.47 <sup>(138)</sup>	2:06.25 <sup>(133)</sup>	92.1		
<b>149.</b>	<b>215 SILVESTRELLI Stefano</b>	<b>I</b>	<b>SUZUKI SWIFT SPORT</b>		<b>RS3</b>	<b>3:54.64</b>
[1]	20.73 <sup>(138)</sup>	1:46.29 <sup>(142)</sup>	3:54.93 <sup>(140)</sup>	86.4		+1:23.17
	69.5	1:25.56 <sup>(143)</sup>	2:08.64 <sup>(137)</sup>	90.4		
[2]	21.11 <sup>(139)</sup>	1:46.26 <sup>(137)</sup>	3:54.64 <sup>(139)</sup>	86.5		
	68.2	1:25.15 <sup>(136)</sup>	2:08.38 <sup>(136)</sup>	90.6		
<b>150.</b>	<b>138 DONEDDU Stefano</b>	<b>I</b>	<b>ABARTH 500 RALLY</b>	<b>ACU Friuli</b>	<b>A 2000</b>	<b>3:54.68</b>
[1]	20.48 <sup>(130)</sup>	1:41.97 <sup>(122)</sup>	3:54.68 <sup>(139)</sup>	86.5		+1:23.21
	70.3	1:21.49 <sup>(120)</sup>	2:12.71 <sup>(143)</sup>	87.6		
[2]	19.44 <sup>(107)</sup>	1:38.05 <sup>(103)</sup>	3:55.68 <sup>(142)</sup>	86.2		
	74.1	1:18.61 <sup>(103)</sup>	2:17.63 <sup>(143)</sup>	84.5		
<b>151.</b>	<b>195 GIACOMEL Devis</b>	<b>I</b>	<b>PEUGEOT 106 S16</b>	<b>Sport &amp; Joy</b>	<b>N 1600</b>	<b>3:55.19</b>
[1]	21.37 <sup>(146)</sup>	1:51.43 <sup>(147)</sup>	4:03.80 <sup>(146)</sup>	83.3		+1:23.72
	67.4	1:30.06 <sup>(151)</sup>	2:12.37 <sup>(141)</sup>	87.8		
[2]	20.52 <sup>(133)</sup>	1:46.49 <sup>(138)</sup>	3:55.19 <sup>(142)</sup>	86.3		
	70.2	1:25.97 <sup>(137)</sup>	2:08.70 <sup>(137)</sup>	90.3		
<b>152.</b>	<b>143 BLASUTTO Mattia</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Forum Julii Historic Club</b>	<b>A 1600</b>	<b>3:55.70</b>
[1]	23.21 <sup>(156)</sup>	1:51.82 <sup>(149)</sup>	4:03.70 <sup>(145)</sup>	83.3		+1:24.23
	62.0	1:28.61 <sup>(147)</sup>	2:11.88 <sup>(139)</sup>	88.2		

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
400m	Bivio Lago	Arrivo	VMed		VMax	
[2]	20.96 <sup>(138)</sup>	1:45.81 <sup>(136)</sup>	3:55.70 <sup>(142)</sup>	86.1		
	68.7	1:24.85 <sup>(135)</sup> 85.3	2:09.89 <sup>(138)</sup> 89.5			
<b>153.</b>	<b>217 COLLIA Pierangelo</b>	<b>I</b>	<b>FIAT 500</b>	<b>Peg Racing</b>	<b>RS2</b>	<b>4:04.03</b>
[1]	22.18 <sup>(150)</sup>	1:51.43 <sup>(147)</sup>	4:05.90 <sup>(147)</sup>	82.6		+1:32.56
	64.9	1:29.25 <sup>(148)</sup> 81.7	2:14.47 <sup>(146)</sup> 86.5			
[2]	21.86 <sup>(144)</sup>	1:49.81 <sup>(141)</sup>	4:04.03 <sup>(147)</sup>	83.2		
	65.9	1:27.95 <sup>(140)</sup> 82.3	2:14.22 <sup>(140)</sup> 86.6			
<b>154.</b>	<b>198 VIEZZI Tommaso</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>ACU Friuli</b>	<b>N 1600</b>	<b>4:06.23</b>
[1]	22.98 <sup>(154)</sup>	1:59.07 <sup>(155)</sup>	4:19.81 <sup>(153)</sup>	78.1		+1:34.76
	62.7	1:36.09 <sup>(155)</sup> 75.3	2:20.74 <sup>(150)</sup> 82.6			
[2]	21.78 <sup>(142)</sup>	1:52.56 <sup>(144)</sup>	4:06.23 <sup>(148)</sup>	82.5		
	66.1	1:30.78 <sup>(144)</sup> 79.7	2:13.67 <sup>(139)</sup> 87.0			
<b>155.</b>	<b>219 MARRA Federico</b>	<b>I</b>	<b>FIAT 500</b>	<b>Peg Racing</b>	<b>RS2</b>	<b>4:07.20</b>
[1]	22.22 <sup>(151)</sup>	1:52.11 <sup>(150)</sup>	4:10.46 <sup>(150)</sup>	81.1		+1:35.73
	64.8	1:29.89 <sup>(150)</sup> 80.5	2:18.35 <sup>(148)</sup> 84.0			
[2]	21.78 <sup>(142)</sup>	1:51.61 <sup>(143)</sup>	4:07.20 <sup>(149)</sup>	82.1		
	66.1	1:29.83 <sup>(142)</sup> 80.6	2:15.59 <sup>(141)</sup> 85.8			
<b>156.</b>	<b>218 FILIPPETTI Giuliano</b>	<b>I</b>	<b>FIAT 500</b>	<b>Peg Racing</b>	<b>RS2</b>	<b>4:08.06</b>
[1]	22.33 <sup>(152)</sup>	1:52.15 <sup>(151)</sup>	4:10.39 <sup>(149)</sup>	81.1		+1:36.59
	64.5	1:29.82 <sup>(149)</sup> 80.6	2:18.24 <sup>(147)</sup> 84.1			
[2]	22.38 <sup>(145)</sup>	1:51.44 <sup>(142)</sup>	4:08.06 <sup>(149)</sup>	81.9		
	64.3	1:29.06 <sup>(141)</sup> 81.2	2:16.62 <sup>(142)</sup> 85.1			
<b>157.</b>	<b>221 PASCUCCI Paola</b>	<b>I</b>	<b>FIAT 500</b>	<b>Peg Racing</b>	<b>RS2</b>	<b>4:13.81</b>
[1]	22.41 <sup>(153)</sup>	1:55.72 <sup>(154)</sup>	4:16.77 <sup>(152)</sup>	79.1		+1:42.34
	64.3	1:33.31 <sup>(153)</sup> 77.5	2:21.05 <sup>(151)</sup> 82.4			
[2]	23.33 <sup>(146)</sup>	1:53.85 <sup>(145)</sup>	4:13.81 <sup>(151)</sup>	80.0		
	61.7	1:30.52 <sup>(143)</sup> 79.9	2:19.96 <sup>(144)</sup> 83.1			
<b>158.</b>	<b>238 CAVALIERO Adriano</b>	<b>I</b>	<b>PEUGEOT 106 RALLYE</b>	<b>Borrett Team Motorsport</b>	<b>N 1400</b>	<b>4:33.26</b>
[1]	24.97 <sup>(157)</sup>	2:09.79 <sup>(156)</sup>	4:42.55 <sup>(154)</sup>	71.9		+2:01.79
	57.7	1:44.82 <sup>(156)</sup> 69.0	2:32.76 <sup>(153)</sup> 76.1			
[2]	24.59 <sup>(148)</sup>	2:06.59 <sup>(147)</sup>	4:33.26 <sup>(154)</sup>	74.3		
	58.6	1:42.00 <sup>(146)</sup> 70.9	2:26.67 <sup>(145)</sup> 79.3			
<b>159.</b>	<b>105 SPILOTTI Claudio</b>	<b>I</b>	<b>BMW 318 IS</b>	<b>Forum Julii Historic Club</b>	<b>N 2000</b>	

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

Risultati e Telemetrie a cura di P. Gaspari