



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

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

### Prove Ufficiali/Official Practice Auto Storiche - Hist. Car Performance Analysis

28° Trofeo Banca di Cividale - FIA Central Europe Zone  
Coppa CSAI della Montagna - Campionato Triveneto,  
Campionato Friuli Venezia Giulia

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| P. N.          | Condu                    | 100m                 | Naz      | Madonnina             | Vettura                     | Tornante                | Scuderia                | Arrivo                  | VMed | Classe              | VMax                    | Tem./Dif.      |
|----------------|--------------------------|----------------------|----------|-----------------------|-----------------------------|-------------------------|-------------------------|-------------------------|------|---------------------|-------------------------|----------------|
| <b>1. 257</b>  | <b>LAMPELMAIER Max</b>   |                      | <b>A</b> |                       | <b>Ford Escort RS</b>       |                         | <b>Ford Racing Club</b> |                         |      | <b>2-G2/H1 TC20</b> |                         | <b>4:30.09</b> |
| [1]            |                          | 8.20 <sup>(36)</sup> |          | 42.69 <sup>(8)</sup>  |                             | 3:44.83 <sup>(5)</sup>  |                         | 4:57.15 <sup>(4)</sup>  | 80.0 |                     |                         |                |
|                |                          | 43.9                 |          | 34.49 <sup>(4)</sup>  |                             | 91.9                    |                         | 3:02.14 <sup>(4)</sup>  | 77.5 |                     | 1:12.32 <sup>(3)</sup>  | 84.6           |
| [2]            |                          | 6.97 <sup>(7)</sup>  |          | 37.51 <sup>(3)</sup>  |                             | 3:24.02 <sup>(1)</sup>  |                         | 4:30.09 <sup>(1)</sup>  | 88.0 |                     |                         |                |
|                |                          | 51.6                 |          | 30.54 <sup>(3)</sup>  |                             | 103.7                   |                         | 2:46.51 <sup>(1)</sup>  | 84.8 |                     | 1:06.07 <sup>(1)</sup>  | 92.6           |
| <b>2. 249</b>  | <b>GUERRA Massimo</b>    |                      | <b>I</b> |                       | <b>Porsche 911 RS</b>       |                         | <b>Motor in Motion</b>  |                         |      | <b>2-G2/H1 GTS2</b> |                         | <b>4:31.62</b> |
| [1]            |                          | 6.70 <sup>(4)</sup>  |          | 39.27 <sup>(1)</sup>  |                             | 3:35.44 <sup>(2)</sup>  |                         | 4:44.85 <sup>(1)</sup>  | 83.4 |                     |                         | +1.53          |
|                |                          | 53.7                 |          | 32.57 <sup>(2)</sup>  |                             | 97.3                    |                         | 2:56.17 <sup>(2)</sup>  | 80.1 |                     | 1:09.41 <sup>(1)</sup>  | 88.2           |
| [2]            |                          | 6.09 <sup>(1)</sup>  |          | 36.30 <sup>(1)</sup>  |                             | 3:24.28 <sup>(2)</sup>  |                         | 4:31.62 <sup>(1)</sup>  | 87.5 |                     |                         |                |
|                |                          | 59.1                 |          | 30.21 <sup>(1)</sup>  |                             | 104.9                   |                         | 2:47.98 <sup>(2)</sup>  | 84.0 |                     | 1:07.34 <sup>(2)</sup>  | 90.9           |
| <b>3. 234</b>  | <b>FORSTINGER Werner</b> |                      | <b>A</b> |                       | <b>Ford Escort RS 2000</b>  |                         | <b>H.R.T. Austria</b>   |                         |      | <b>3-H2/I TC200</b> |                         | <b>4:37.15</b> |
| [1]            |                          | 6.76 <sup>(6)</sup>  |          | 41.35 <sup>(4)</sup>  |                             | 3:39.72 <sup>(3)</sup>  |                         | 4:52.06 <sup>(3)</sup>  | 81.4 |                     |                         | +7.06          |
|                |                          | 53.3                 |          | 34.59 <sup>(5)</sup>  |                             | 91.6                    |                         | 2:58.37 <sup>(3)</sup>  | 79.1 |                     | 1:12.34 <sup>(4)</sup>  | 84.6           |
| [2]            |                          | 6.55 <sup>(2)</sup>  |          | 38.17 <sup>(4)</sup>  |                             | 3:28.33 <sup>(4)</sup>  |                         | 4:37.15 <sup>(1)</sup>  | 85.7 |                     |                         |                |
|                |                          | 55.0                 |          | 31.62 <sup>(4)</sup>  |                             | 100.2                   |                         | 2:50.16 <sup>(4)</sup>  | 82.9 |                     | 1:08.82 <sup>(3)</sup>  | 88.9           |
| <b>4. 256</b>  | <b>MURADORE Rino</b>     |                      | <b>I</b> |                       | <b>Ford Escort RS</b>       |                         | <b>Red White</b>        |                         |      | <b>2-G2/H1 TC20</b> |                         | <b>4:37.76</b> |
| [1]            |                          | 7.73 <sup>(19)</sup> |          | 39.70 <sup>(2)</sup>  |                             | 3:35.28 <sup>(1)</sup>  |                         | 4:46.12 <sup>(2)</sup>  | 83.0 |                     |                         | +7.67          |
|                |                          | 46.6                 |          | 31.97 <sup>(1)</sup>  |                             | 99.1                    |                         | 2:55.58 <sup>(1)</sup>  | 80.4 |                     | 1:10.84 <sup>(2)</sup>  | 86.4           |
| [2]            |                          | 6.94 <sup>(6)</sup>  |          | 37.40 <sup>(2)</sup>  |                             | 3:27.06 <sup>(3)</sup>  |                         | 4:37.76 <sup>(1)</sup>  | 85.5 |                     |                         |                |
|                |                          | 51.9                 |          | 30.46 <sup>(2)</sup>  |                             | 104.0                   |                         | 2:49.66 <sup>(3)</sup>  | 83.2 |                     | 1:10.70 <sup>(4)</sup>  | 86.6           |
| <b>5. 258</b>  | <b>BOSCO Stefano</b>     |                      | <b>I</b> |                       | <b>Ford Escort RS</b>       |                         | <b>Sc. Friuli ACU</b>   |                         |      | <b>2-G2/H1 TC20</b> |                         | <b>4:51.47</b> |
| [1]            |                          | 8.17 <sup>(34)</sup> |          | 45.53 <sup>(20)</sup> |                             | 3:55.38 <sup>(11)</sup> |                         | 5:10.35 <sup>(9)</sup>  | 76.6 |                     |                         | +21.38         |
|                |                          | 44.1                 |          | 37.36 <sup>(17)</sup> |                             | 84.8                    |                         | 3:09.85 <sup>(10)</sup> | 74.3 |                     | 1:14.97 <sup>(7)</sup>  | 81.6           |
| [2]            |                          | 7.15 <sup>(14)</sup> |          | 40.76 <sup>(6)</sup>  |                             | 3:39.30 <sup>(5)</sup>  |                         | 4:51.47 <sup>(3)</sup>  | 81.5 |                     |                         |                |
|                |                          | 50.3                 |          | 33.61 <sup>(6)</sup>  |                             | 94.3                    |                         | 2:58.54 <sup>(6)</sup>  | 79.0 |                     | 1:12.17 <sup>(7)</sup>  | 84.8           |
| <b>6. 239</b>  | <b>ERLACHER Bernhard</b> |                      | <b>A</b> |                       | <b>Ford Fiesta MK1</b>      |                         | <b>MSC Rottenegg</b>    |                         |      | <b>3-H2/I TC160</b> |                         | <b>4:54.32</b> |
| [1]            |                          | 7.94 <sup>(25)</sup> |          | 43.72 <sup>(13)</sup> |                             | 3:55.37 <sup>(10)</sup> |                         | 5:11.01 <sup>(10)</sup> | 76.4 |                     |                         | +24.23         |
|                |                          | 45.3                 |          | 35.78 <sup>(9)</sup>  |                             | 88.5                    |                         | 3:11.65 <sup>(11)</sup> | 73.6 |                     | 1:15.64 <sup>(8)</sup>  | 80.9           |
| [2]            |                          | 7.95 <sup>(37)</sup> |          | 42.83 <sup>(12)</sup> |                             | 3:43.26 <sup>(8)</sup>  |                         | 4:54.32 <sup>(4)</sup>  | 80.7 |                     |                         |                |
|                |                          | 45.3                 |          | 34.88 <sup>(8)</sup>  |                             | 90.8                    |                         | 3:00.43 <sup>(8)</sup>  | 78.2 |                     | 1:11.06 <sup>(5)</sup>  | 86.1           |
| <b>7. 236</b>  | <b>SCHUETZ Thomas</b>    |                      | <b>A</b> |                       | <b>Renault 5 Alpine</b>     |                         |                         |                         |      | <b>3-H2/I TC160</b> |                         | <b>4:54.95</b> |
| [1]            |                          | 7.75 <sup>(21)</sup> |          | 45.62 <sup>(21)</sup> |                             | 3:54.51 <sup>(9)</sup>  |                         | 5:16.76 <sup>(12)</sup> | 75.0 |                     |                         | +24.86         |
|                |                          | 46.5                 |          | 37.87 <sup>(21)</sup> |                             | 83.7                    |                         | 3:08.89 <sup>(9)</sup>  | 74.7 |                     | 1:22.25 <sup>(19)</sup> | 74.4           |
| [2]            |                          | 7.58 <sup>(26)</sup> |          | 43.04 <sup>(14)</sup> |                             | 3:41.28 <sup>(7)</sup>  |                         | 4:54.95 <sup>(4)</sup>  | 80.6 |                     |                         |                |
|                |                          | 47.5                 |          | 35.46 <sup>(12)</sup> |                             | 89.3                    |                         | 2:58.24 <sup>(5)</sup>  | 79.2 |                     | 1:13.67 <sup>(9)</sup>  | 83.1           |
| <b>8. 213</b>  | <b>ROMOLI Alessandro</b> |                      | <b>I</b> |                       | <b>Ford Sierra Cosworth</b> |                         | <b>Sc. Friuli</b>       |                         |      | <b>J2 N2000+</b>    |                         | <b>4:55.30</b> |
| [1]            |                          | 7.52 <sup>(11)</sup> |          | 41.44 <sup>(5)</sup>  |                             | 3:44.12 <sup>(4)</sup>  |                         | 4:58.52 <sup>(5)</sup>  | 79.6 |                     |                         | +25.21         |
|                |                          | 47.9                 |          | 33.92 <sup>(3)</sup>  |                             | 93.4                    |                         | 3:02.68 <sup>(5)</sup>  | 77.2 |                     | 1:14.40 <sup>(5)</sup>  | 82.3           |
| [2]            |                          | 7.15 <sup>(14)</sup> |          | 41.35 <sup>(7)</sup>  |                             | 3:40.85 <sup>(6)</sup>  |                         | 4:55.30 <sup>(4)</sup>  | 80.5 |                     |                         |                |
|                |                          | 50.3                 |          | 34.20 <sup>(7)</sup>  |                             | 92.6                    |                         | 2:59.50 <sup>(7)</sup>  | 78.6 |                     | 1:14.45 <sup>(12)</sup> | 82.2           |
| <b>9. 255</b>  | <b>MITTERER Michael</b>  |                      | <b>A</b> |                       | <b>Mazda RX3</b>            |                         |                         |                         |      | <b>2-G2/H1 TC25</b> |                         | <b>4:55.88</b> |
| [1]            |                          | 6.99 <sup>(7)</sup>  |          | 42.99 <sup>(9)</sup>  |                             | 4:00.02 <sup>(16)</sup> |                         | 5:16.97 <sup>(13)</sup> | 75.0 |                     |                         | +25.79         |
|                |                          | 51.5                 |          | 36.00 <sup>(10)</sup> |                             | 88.0                    |                         | 3:17.03 <sup>(17)</sup> | 71.6 |                     | 1:16.95 <sup>(11)</sup> | 79.5           |
| [2]            |                          | 7.08 <sup>(10)</sup> |          | 40.00 <sup>(5)</sup>  |                             | 3:43.51 <sup>(9)</sup>  |                         | 4:55.88 <sup>(4)</sup>  | 80.3 |                     |                         |                |
|                |                          | 50.8                 |          | 32.92 <sup>(5)</sup>  |                             | 96.2                    |                         | 3:03.51 <sup>(12)</sup> | 76.9 |                     | 1:12.37 <sup>(8)</sup>  | 84.6           |
| <b>10. 211</b> | <b>ALOISI Giovanni</b>   |                      | <b>I</b> |                       | <b>Ford Sierra Cosworth</b> |                         | <b>Club 91</b>          |                         |      | <b>J2 A2000+</b>    |                         | <b>4:58.43</b> |
|                |                          |                      |          |                       |                             |                         |                         |                         |      |                     |                         | +28.34         |

| P. N. Conducente                 |                      | Naz                   |      | Vettura                           |                             | Scuderia                |      | Classe              |      | Tem./Dif.      |
|----------------------------------|----------------------|-----------------------|------|-----------------------------------|-----------------------------|-------------------------|------|---------------------|------|----------------|
| 100m                             |                      | Madonnina             |      | Tornante                          |                             | Arrivo                  | VMed |                     | VMax |                |
| [1]                              | 7.68 <sup>(17)</sup> | 42.47 <sup>(7)</sup>  |      | 3:45.20 <sup>(7)</sup>            |                             | 5:01.06 <sup>(7)</sup>  | 78.9 |                     |      |                |
|                                  | 46.9                 | 34.79 <sup>(7)</sup>  | 91.1 | 3:02.73 <sup>(6)</sup>            | 77.2                        | 1:15.86 <sup>(9)</sup>  | 80.7 |                     |      |                |
| [2]                              | 7.73 <sup>(32)</sup> | 43.31 <sup>(15)</sup> |      | 3:44.12 <sup>(11)</sup>           |                             | 4:58.43 <sup>(5)</sup>  | 79.6 |                     |      |                |
|                                  | 46.6                 | 35.58 <sup>(14)</sup> | 89.0 | 3:00.81 <sup>(9)</sup>            | 78.0                        | 1:14.31 <sup>(11)</sup> | 82.4 |                     |      |                |
| <b>11. 231 GLINZNER Gerald</b>   |                      | <b>A</b>              |      | <b>Porsche 911 SC</b>             |                             |                         |      | <b>3-H2/I GTS25</b> |      | <b>4:59.77</b> |
| [1]                              | 6.35 <sup>(1)</sup>  | 41.27 <sup>(3)</sup>  |      | 3:44.96 <sup>(6)</sup>            |                             | 4:59.77 <sup>(6)</sup>  | 79.3 |                     |      | +29.68         |
|                                  | 56.7                 | 34.92 <sup>(8)</sup>  | 90.7 | 3:03.69 <sup>(7)</sup>            | 76.8                        | 1:14.81 <sup>(6)</sup>  | 81.8 |                     |      |                |
| [2]                              | 6.65 <sup>(3)</sup>  | 41.85 <sup>(8)</sup>  |      | 3:44.46 <sup>(12)</sup>           |                             | 5:10.07 <sup>(9)</sup>  | 76.6 |                     |      |                |
|                                  | 54.1                 | 35.20 <sup>(9)</sup>  | 90.0 | 3:02.61 <sup>(11)</sup>           | 77.3                        | 1:25.61 <sup>(35)</sup> | 71.5 |                     |      |                |
| <b>12. 228 ORTOLAN Daniele</b>   |                      | <b>I</b>              |      | <b>Autobianchi A 112 Ab. 70HP</b> |                             |                         |      | <b>3-H2/I Sil11</b> |      | <b>5:04.51</b> |
| [1]                              | 7.64 <sup>(15)</sup> | 46.21 <sup>(22)</sup> |      | 4:02.26 <sup>(17)</sup>           |                             | 5:19.78 <sup>(15)</sup> | 74.3 |                     |      | +34.42         |
|                                  | 47.1                 | 38.57 <sup>(24)</sup> | 82.1 | 3:16.05 <sup>(16)</sup>           | 72.0                        | 1:17.52 <sup>(13)</sup> | 78.9 |                     |      |                |
| [2]                              | 7.69 <sup>(30)</sup> | 47.51 <sup>(31)</sup> |      | 3:52.64 <sup>(14)</sup>           |                             | 5:04.51 <sup>(8)</sup>  | 78.0 |                     |      |                |
|                                  | 46.8                 | 39.82 <sup>(32)</sup> | 79.6 | 3:05.13 <sup>(13)</sup>           | 76.2                        | 1:11.87 <sup>(6)</sup>  | 85.2 |                     |      |                |
| <b>13. 233 BARANEK Jaroslav</b>  |                      | <b>SK</b>             |      | <b>Ferrari 308 GT4 Dino</b>       |                             |                         |      | <b>3-H2/I GTS25</b> |      | <b>5:07.30</b> |
| [1]                              | 7.44 <sup>(10)</sup> | 43.59 <sup>(12)</sup> |      | 3:58.57 <sup>(13)</sup>           |                             | 5:20.37 <sup>(16)</sup> | 74.2 |                     |      | +37.21         |
|                                  | 48.4                 | 36.15 <sup>(11)</sup> | 87.6 | 3:14.98 <sup>(15)</sup>           | 72.4                        | 1:21.80 <sup>(18)</sup> | 74.8 |                     |      |                |
| [2]                              | 7.01 <sup>(8)</sup>  | 42.25 <sup>(9)</sup>  |      | 3:49.86 <sup>(13)</sup>           |                             | 5:07.30 <sup>(8)</sup>  | 77.3 |                     |      |                |
|                                  | 51.4                 | 35.24 <sup>(10)</sup> | 89.9 | 3:07.61 <sup>(14)</sup>           | 75.2                        | 1:17.44 <sup>(17)</sup> | 79.0 |                     |      |                |
| <b>14. 212 RIAVIZ Luca</b>       |                      | <b>I</b>              |      | <b>Renault 5 GT Turbo</b>         | <b>Red White</b>            |                         |      | <b>J2 A2000</b>     |      | <b>5:08.29</b> |
| [1]                              | 7.56 <sup>(13)</sup> | 42.25 <sup>(6)</sup>  |      | 3:51.07 <sup>(8)</sup>            |                             | 5:08.29 <sup>(8)</sup>  | 77.1 |                     |      | +38.20         |
|                                  | 47.6                 | 34.69 <sup>(6)</sup>  | 91.3 | 3:08.82 <sup>(8)</sup>            | 74.7                        | 1:17.22 <sup>(12)</sup> | 79.3 |                     |      |                |
| [2]                              | 7.48 <sup>(22)</sup> | 44.02 <sup>(17)</sup> |      | 3:55.40 <sup>(16)</sup>           |                             | 5:10.77 <sup>(10)</sup> | 76.5 |                     |      |                |
|                                  | 48.1                 | 36.54 <sup>(18)</sup> | 86.7 | 3:11.38 <sup>(20)</sup>           | 73.7                        | 1:15.37 <sup>(13)</sup> | 81.2 |                     |      |                |
| <b>15. 238 DE ROSSI Romeo</b>    |                      | <b>I</b>              |      | <b>Alfa Romeo Alfesud Ti</b>      | <b>R.C. Isola Vicentina</b> |                         |      | <b>3-H2/I TC160</b> |      | <b>5:09.00</b> |
| [1]                              | 8.17 <sup>(34)</sup> | 47.02 <sup>(25)</sup> |      | 4:06.38 <sup>(20)</sup>           |                             | 5:33.02 <sup>(21)</sup> | 71.3 |                     |      | +38.91         |
|                                  | 44.1                 | 38.85 <sup>(25)</sup> | 81.5 | 3:19.36 <sup>(20)</sup>           | 70.8                        | 1:26.64 <sup>(27)</sup> | 70.6 |                     |      |                |
| [2]                              | 8.02 <sup>(39)</sup> | 45.20 <sup>(21)</sup> |      | 3:53.05 <sup>(15)</sup>           |                             | 5:09.00 <sup>(9)</sup>  | 76.9 |                     |      |                |
|                                  | 44.9                 | 37.18 <sup>(21)</sup> | 85.2 | 3:07.85 <sup>(15)</sup>           | 75.1                        | 1:15.95 <sup>(14)</sup> | 80.6 |                     |      |                |
| <b>16. 216 HUBER Friedrich</b>   |                      | <b>A</b>              |      | <b>Lola T-328-SV</b>              |                             |                         |      | <b>4 FL1600</b>     |      | <b>5:10.03</b> |
| [1]                              | 6.55 <sup>(3)</sup>  | 43.42 <sup>(10)</sup> |      | 3:56.98 <sup>(12)</sup>           |                             | 5:13.17 <sup>(11)</sup> | 75.9 |                     |      | +39.94         |
|                                  | 55.0                 | 36.87 <sup>(13)</sup> | 85.9 | 3:13.56 <sup>(13)</sup>           | 72.9                        | 1:16.19 <sup>(10)</sup> | 80.3 |                     |      |                |
| [2]                              | 7.17 <sup>(16)</sup> | 46.29 <sup>(24)</sup> |      | 3:56.36 <sup>(18)</sup>           |                             | 5:10.03 <sup>(9)</sup>  | 76.6 |                     |      |                |
|                                  | 50.2                 | 39.12 <sup>(26)</sup> | 81.0 | 3:10.07 <sup>(17)</sup>           | 74.2                        | 1:13.67 <sup>(9)</sup>  | 83.1 |                     |      |                |
| <b>17. 251 LENA Enrico</b>       |                      | <b>I</b>              |      | <b>Lancia Fulvia HF</b>           | <b>Borrett Team</b>         |                         |      | <b>2-G2/H1 GTS1</b> |      | <b>5:14.15</b> |
| [1]                              | 8.06 <sup>(31)</sup> | 45.39 <sup>(17)</sup> |      | 4:08.82 <sup>(22)</sup>           |                             | 5:29.62 <sup>(20)</sup> | 72.1 |                     |      | +44.06         |
|                                  | 44.7                 | 37.33 <sup>(15)</sup> | 84.9 | 3:23.43 <sup>(24)</sup>           | 69.4                        | 1:20.80 <sup>(16)</sup> | 75.7 |                     |      |                |
| [2]                              | 7.13 <sup>(12)</sup> | 42.83 <sup>(12)</sup> |      | 3:57.17 <sup>(20)</sup>           |                             | 5:14.15 <sup>(12)</sup> | 75.6 |                     |      |                |
|                                  | 50.5                 | 35.70 <sup>(15)</sup> | 88.7 | 3:14.34 <sup>(23)</sup>           | 72.6                        | 1:16.98 <sup>(15)</sup> | 79.5 |                     |      |                |
| <b>18. 223 CREMONESI Franco</b>  |                      | <b>I</b>              |      | <b>Osella Pa/9</b>                | <b>Sport Management</b>     |                         |      | <b>3-JR BC2000</b>  |      | <b>5:16.05</b> |
| [2]                              | 7.11 <sup>(11)</sup> | 47.69 <sup>(32)</sup> |      | 3:58.30 <sup>(22)</sup>           |                             | 5:16.05 <sup>(12)</sup> | 75.2 |                     |      | +45.96         |
|                                  | 50.6                 | 40.58 <sup>(37)</sup> | 78.1 | 3:10.61 <sup>(19)</sup>           | 74.0                        | 1:17.75 <sup>(18)</sup> | 78.7 |                     |      |                |
| <b>19. 277 SPORER Rudolf</b>     |                      | <b>A</b>              |      | <b>Alfa Romeo Giulia</b>          |                             |                         |      | <b>2-G2/H1 TC16</b> |      | <b>5:16.78</b> |
| [1]                              | 8.75 <sup>(49)</sup> | 49.82 <sup>(39)</sup> |      | 4:22.53 <sup>(29)</sup>           |                             | 5:49.58 <sup>(29)</sup> | 68.0 |                     |      | +46.69         |
|                                  | 41.1                 | 41.07 <sup>(35)</sup> | 77.1 | 3:32.71 <sup>(31)</sup>           | 66.3                        | 1:27.05 <sup>(29)</sup> | 70.3 |                     |      |                |
| [2]                              | 7.66 <sup>(29)</sup> | 43.68 <sup>(16)</sup> |      | 3:56.21 <sup>(17)</sup>           |                             | 5:16.78 <sup>(13)</sup> | 75.0 |                     |      |                |
|                                  | 47.0                 | 36.02 <sup>(16)</sup> | 88.0 | 3:12.53 <sup>(21)</sup>           | 73.3                        | 1:20.57 <sup>(21)</sup> | 76.0 |                     |      |                |
| <b>20. 244 PEZZANI Andrea</b>    |                      | <b>I</b>              |      | <b>Fiat Giannini 650 NP</b>       | <b>Valdelsa Classic</b>     |                         |      | <b>3-H2/I Sil70</b> |      | <b>5:17.25</b> |
| [1]                              | 7.59 <sup>(14)</sup> | 48.75 <sup>(33)</sup> |      | 4:11.24 <sup>(25)</sup>           |                             | 5:34.20 <sup>(23)</sup> | 71.1 |                     |      | +47.16         |
|                                  | 47.4                 | 41.16 <sup>(38)</sup> | 77.0 | 3:22.49 <sup>(23)</sup>           | 69.7                        | 1:22.96 <sup>(20)</sup> | 73.8 |                     |      |                |
| [2]                              | 7.31 <sup>(18)</sup> | 48.18 <sup>(36)</sup> |      | 3:56.97 <sup>(19)</sup>           |                             | 5:17.25 <sup>(14)</sup> | 74.9 |                     |      |                |
|                                  | 49.2                 | 40.87 <sup>(38)</sup> | 77.5 | 3:08.79 <sup>(16)</sup>           | 74.7                        | 1:20.28 <sup>(20)</sup> | 76.2 |                     |      |                |
| <b>21. 287 FRANCESCON Amedeo</b> |                      | <b>I</b>              |      | <b>Abarth 1000 Bialbero</b>       | <b>Team Italia</b>          |                         |      | <b>1-F GT1000</b>   |      | <b>5:18.47</b> |
| [1]                              | 6.71 <sup>(5)</sup>  | 44.04 <sup>(14)</sup> |      | 4:07.77 <sup>(21)</sup>           |                             | 5:26.59 <sup>(19)</sup> | 72.8 |                     |      | +48.38         |
|                                  | 53.7                 | 37.33 <sup>(15)</sup> | 84.9 | 3:23.73 <sup>(25)</sup>           | 69.3                        | 1:18.82 <sup>(14)</sup> | 77.6 |                     |      |                |
| [2]                              | 6.84 <sup>(4)</sup>  | 42.37 <sup>(10)</sup> |      | 4:01.39 <sup>(24)</sup>           |                             | 5:18.47 <sup>(14)</sup> | 74.6 |                     |      |                |
|                                  | 52.6                 | 35.53 <sup>(13)</sup> | 89.2 | 3:19.02 <sup>(26)</sup>           | 70.9                        | 1:17.08 <sup>(16)</sup> | 79.4 |                     |      |                |
| <b>22. 292 FROTSCHER Gregor</b>  |                      | <b>A</b>              |      | <b>Morris Mini Cooper S</b>       |                             |                         |      | <b>1-F T1300</b>    |      | <b>5:18.60</b> |
|                                  |                      |                       |      |                                   |                             |                         |      |                     |      | +48.51         |

| P. N. Conduttore          |                      | Naz                        | Vettura                      | Scuderia                     |              | Classe |           |
|---------------------------|----------------------|----------------------------|------------------------------|------------------------------|--------------|--------|-----------|
| 100m                      |                      | Madonnina                  | Tornante                     | Arrivo                       |              |        | Tem./Dif. |
|                           |                      |                            |                              |                              | VMed         | VMax   |           |
| [1]                       | 8.61 <sup>(45)</sup> | 46.68 <sup>(24)</sup>      | 3:59.45 <sup>(15)</sup>      | 5:18.60 <sup>(14)</sup>      | 74.6         |        |           |
|                           | 41.8                 | 38.07 <sup>(22)</sup> 83.2 | 3:12.77 <sup>(12)</sup> 73.2 | 1:19.15 <sup>(15)</sup> 77.3 |              |        |           |
| [2]                       | 7.93 <sup>(36)</sup> | 57.63 <sup>(54)</sup>      |                              |                              |              |        |           |
|                           | 45.4                 | 49.70 <sup>(54)</sup> 63.7 |                              |                              |              |        |           |
| 23.232 CZAPKA Marian      |                      | PL                         | Porsche 928 s                | 3-H2/I GTS25                 |              |        | 5:20.11   |
| [1]                       | 8.04 <sup>(30)</sup> | 46.59 <sup>(23)</sup>      | 4:04.24 <sup>(19)</sup>      | 5:25.15 <sup>(17)</sup>      | 73.1         |        | +50.02    |
|                           | 44.8                 | 38.55 <sup>(23)</sup> 82.2 | 3:17.65 <sup>(18)</sup> 71.4 | 1:20.91 <sup>(17)</sup> 75.6 |              |        |           |
| [2]                       | 7.33 <sup>(20)</sup> | 42.60 <sup>(11)</sup>      | 3:43.93 <sup>(10)</sup>      | 5:20.11 <sup>(16)</sup>      | 74.2         |        |           |
|                           | 49.1                 | 35.27 <sup>(11)</sup> 89.8 | 3:01.33 <sup>(10)</sup> 77.8 | 1:36.18 <sup>(51)</sup> 63.6 |              |        |           |
| 24.242 KOTLUSEK Igor      |                      | SLO                        | Autobianchi A 112 Ab. 70HP   | 3-H2/I TC115                 |              |        | 5:20.57   |
| [2]                       | 8.05 <sup>(40)</sup> | 47.14 <sup>(27)</sup>      | 4:00.33 <sup>(23)</sup>      | 5:20.57 <sup>(17)</sup>      | 74.1         |        | +50.48    |
|                           | 44.7                 | 39.09 <sup>(25)</sup> 81.0 | 3:13.19 <sup>(22)</sup> 73.0 | 1:20.24 <sup>(19)</sup> 76.3 |              |        |           |
| 25.225 GLEISSNER Andreas  |                      | A                          | NSU Bergspyder               | 2-GR BC1300                  |              |        | 5:24.62   |
| [1]                       | 7.54 <sup>(12)</sup> | 44.33 <sup>(15)</sup>      | 4:02.49 <sup>(18)</sup>      | 5:26.35 <sup>(18)</sup>      | 72.8         |        | +54.53    |
|                           | 47.7                 | 36.79 <sup>(12)</sup> 86.1 | 3:18.16 <sup>(19)</sup> 71.2 | 1:23.86 <sup>(22)</sup> 73.0 |              |        |           |
| [2]                       | 7.04 <sup>(9)</sup>  | 47.26 <sup>(29)</sup>      | 3:57.45 <sup>(21)</sup>      | 5:24.62 <sup>(17)</sup>      | 73.2         |        |           |
|                           | 51.1                 | 40.22 <sup>(34)</sup> 78.8 | 3:10.19 <sup>(18)</sup> 74.2 | 1:27.17 <sup>(40)</sup> 70.2 |              |        |           |
| 26.254 MACORIG Flavio     |                      | I                          | Fiat X1/9                    | Red White                    | 2-G2/H1 GTS1 |        | 5:25.52   |
| [1]                       | 8.26 <sup>(38)</sup> | 47.93 <sup>(30)</sup>      | 4:09.24 <sup>(23)</sup>      | 5:34.06 <sup>(22)</sup>      | 71.1         |        | +55.43    |
|                           | 43.6                 | 39.67 <sup>(27)</sup> 79.9 | 3:21.31 <sup>(21)</sup> 70.1 | 1:24.82 <sup>(24)</sup> 72.2 |              |        |           |
| [2]                       | 9.15 <sup>(54)</sup> | 47.94 <sup>(35)</sup>      | 4:03.91 <sup>(26)</sup>      | 5:25.52 <sup>(18)</sup>      | 73.0         |        |           |
|                           | 39.3                 | 38.79 <sup>(24)</sup> 81.7 | 3:15.97 <sup>(24)</sup> 72.0 | 1:21.61 <sup>(22)</sup> 75.0 |              |        |           |
| 27.237 OBERMOSER Josef    |                      | A                          | Alfa Romeo Alfesud Sprint    | 3-H2/I TC160                 |              |        | 5:25.97   |
| [1]                       | 7.76 <sup>(22)</sup> | 45.15 <sup>(16)</sup>      | 4:22.67 <sup>(30)</sup>      | 5:53.46 <sup>(32)</sup>      | 67.2         |        | +55.88    |
|                           | 46.4                 | 37.39 <sup>(18)</sup> 84.7 | 3:37.52 <sup>(35)</sup> 64.9 | 1:30.79 <sup>(32)</sup> 67.4 |              |        |           |
| [2]                       | 8.54 <sup>(49)</sup> | 45.15 <sup>(20)</sup>      | 4:03.79 <sup>(25)</sup>      | 5:25.97 <sup>(18)</sup>      | 72.9         |        |           |
|                           | 42.2                 | 36.61 <sup>(19)</sup> 86.5 | 3:18.64 <sup>(25)</sup> 71.0 | 1:22.18 <sup>(23)</sup> 74.5 |              |        |           |
| 28.271 PAPEZ Metod        |                      | SLO                        | Ford Escort RS 2000          | 2-G2/H1 TC20                 |              |        | 5:29.95   |
| [1]                       | 8.12 <sup>(33)</sup> | 47.86 <sup>(29)</sup>      | 4:29.03 <sup>(37)</sup>      | 6:01.95 <sup>(36)</sup>      | 65.6         |        | +59.86    |
|                           | 44.3                 | 39.74 <sup>(28)</sup> 79.7 | 3:41.17 <sup>(39)</sup> 63.8 | 1:32.92 <sup>(38)</sup> 65.9 |              |        |           |
| [2]                       | 7.92 <sup>(34)</sup> | 44.03 <sup>(18)</sup>      | 4:06.80 <sup>(28)</sup>      | 5:29.95 <sup>(21)</sup>      | 72.0         |        |           |
|                           | 45.5                 | 36.11 <sup>(17)</sup> 87.7 | 3:22.77 <sup>(30)</sup> 69.6 | 1:23.15 <sup>(27)</sup> 73.6 |              |        |           |
| 29.245 CASTELLI Luigi     |                      | I                          | Triumph Dolomite Sprint      | Forum Iulii H.C.             | 3-H2/I T2000 |        | 5:30.41   |
| [1]                       | 8.49 <sup>(42)</sup> | 53.53 <sup>(48)</sup>      | 4:37.01 <sup>(46)</sup>      | 6:11.61 <sup>(45)</sup>      | 63.9         |        | +1:00.32  |
|                           | 42.4                 | 45.04 <sup>(49)</sup> 70.3 | 3:43.48 <sup>(42)</sup> 63.1 | 1:34.60 <sup>(45)</sup> 64.7 |              |        |           |
| [2]                       | 7.59 <sup>(27)</sup> | 45.82 <sup>(22)</sup>      | 4:06.07 <sup>(27)</sup>      | 5:30.41 <sup>(21)</sup>      | 71.9         |        |           |
|                           | 47.4                 | 38.23 <sup>(22)</sup> 82.9 | 3:20.25 <sup>(28)</sup> 70.5 | 1:24.34 <sup>(30)</sup> 72.6 |              |        |           |
| 30.243 PRISTAVEC Robert   |                      | SLO                        | Autobianchi A 112 Ab. 70HP   | 3-H2/I TC115                 |              |        | 5:32.38   |
| [2]                       | 8.22 <sup>(42)</sup> | 48.62 <sup>(38)</sup>      | 4:08.08 <sup>(29)</sup>      | 5:32.38 <sup>(21)</sup>      | 71.5         |        | +1:02.29  |
|                           | 43.8                 | 40.40 <sup>(36)</sup> 78.4 | 3:19.46 <sup>(27)</sup> 70.8 | 1:24.30 <sup>(28)</sup> 72.6 |              |        |           |
| 31.253 KURKA Erwin        |                      | A                          | Renault Alpine A110          | 2-G2/H1 GTS1                 |              |        | 5:35.62   |
| [1]                       | 8.70 <sup>(47)</sup> | 48.79 <sup>(34)</sup>      | 4:18.56 <sup>(27)</sup>      | 5:42.81 <sup>(27)</sup>      | 69.3         |        | +1:05.53  |
|                           | 41.4                 | 40.09 <sup>(31)</sup> 79.0 | 3:29.77 <sup>(27)</sup> 67.3 | 1:24.25 <sup>(23)</sup> 72.6 |              |        |           |
| [2]                       | 7.55 <sup>(25)</sup> | 46.69 <sup>(25)</sup>      | 4:12.51 <sup>(33)</sup>      | 5:35.62 <sup>(24)</sup>      | 70.8         |        |           |
|                           | 47.7                 | 39.14 <sup>(27)</sup> 80.9 | 3:25.82 <sup>(35)</sup> 68.6 | 1:23.11 <sup>(26)</sup> 73.6 |              |        |           |
| 32.285 MOSSLER Harald     |                      | A                          | Steyr Puch Spyder            | 1-G1 GTP1150                 |              |        | 5:36.00   |
| [1]                       | 6.40 <sup>(2)</sup>  | 43.46 <sup>(11)</sup>      | 4:09.81 <sup>(24)</sup>      | 5:36.00 <sup>(24)</sup>      | 70.7         |        | +1:05.91  |
|                           | 56.3                 | 37.06 <sup>(14)</sup> 85.5 | 3:26.35 <sup>(26)</sup> 68.4 | 1:26.19 <sup>(25)</sup> 71.0 |              |        |           |
| 33.279 ZUBLASING Stefano  |                      | I                          | NSU 1000 TTS                 | 2-G2/H1 TC13                 |              |        | 5:36.46   |
| [1]                       | 8.33 <sup>(39)</sup> | 49.32 <sup>(36)</sup>      | 4:36.59 <sup>(45)</sup>      | 6:11.08 <sup>(44)</sup>      | 64.0         |        | +1:06.37  |
|                           | 43.2                 | 40.99 <sup>(34)</sup> 77.3 | 3:47.27 <sup>(47)</sup> 62.1 | 1:34.49 <sup>(44)</sup> 64.8 |              |        |           |
| [2]                       | 7.64 <sup>(28)</sup> | 44.68 <sup>(19)</sup>      | 4:11.63 <sup>(32)</sup>      | 5:36.46 <sup>(25)</sup>      | 70.6         |        |           |
|                           | 47.1                 | 37.04 <sup>(20)</sup> 85.5 | 3:26.95 <sup>(37)</sup> 68.2 | 1:24.83 <sup>(33)</sup> 72.1 |              |        |           |
| 34.294 ZAMPIERI Giampiero |                      | I                          | Lancia Fulvia Coupé          | 1-G1 T1300                   |              |        | 5:36.89   |
| [1]                       | 8.71 <sup>(48)</sup> | 51.67 <sup>(43)</sup>      | 4:24.12 <sup>(33)</sup>      | 5:51.52 <sup>(31)</sup>      | 67.6         |        | +1:06.80  |
|                           | 41.3                 | 42.96 <sup>(42)</sup> 73.7 | 3:32.45 <sup>(30)</sup> 66.4 | 1:27.40 <sup>(30)</sup> 70.0 |              |        |           |
| [2]                       | 8.22 <sup>(42)</sup> | 49.73 <sup>(41)</sup>      | 4:11.17 <sup>(30)</sup>      | 5:36.89 <sup>(25)</sup>      | 70.5         |        |           |
|                           | 43.8                 | 41.51 <sup>(41)</sup> 76.3 | 3:21.44 <sup>(29)</sup> 70.1 | 1:25.72 <sup>(36)</sup> 71.4 |              |        |           |

| P. N. Conducente                       | Naz                        | Vettura                         | Scuderia                     | Classe              | Tem./Dif.      |
|----------------------------------------|----------------------------|---------------------------------|------------------------------|---------------------|----------------|
| 100m                                   | Madonnina                  | Tornante                        | Arrivo                       | VMed                | VMax           |
| <b>35. 272 PERISSI Sandro</b>          | <b>I</b>                   | <b>Alfa Romeo Giulia GTV</b>    | <b>Piloti Forlinesi</b>      | <b>2-G2/H1 TC20</b> | <b>5:37.01</b> |
| [1] 8.66 <sup>(46)</sup>               | 1:02.05 <sup>(55)</sup>    | 4:58.02 <sup>(52)</sup>         | 6:36.06 <sup>(52)</sup>      | 60.0                | +1:06.92       |
| 41.6                                   | 53.39 <sup>(55)</sup> 59.3 | 3:55.97 <sup>(51)</sup> 59.8    | 1:38.04 <sup>(49)</sup> 62.4 |                     |                |
| [2] 7.26 <sup>(17)</sup>               | 49.82 <sup>(42)</sup>      | 4:14.24 <sup>(36)</sup>         | 5:37.01 <sup>(25)</sup>      | 70.5                |                |
| 49.6                                   | 42.56 <sup>(45)</sup> 74.4 | 3:24.42 <sup>(32)</sup> 69.0    | 1:22.77 <sup>(25)</sup> 73.9 |                     |                |
| <b>36. 229 GIORDANO Giovanni</b>       | <b>I</b>                   | <b>Fiat Giannini 126</b>        |                              | <b>3-H2/I Sil70</b> | <b>5:37.33</b> |
| [1] 7.74 <sup>(20)</sup>               | 45.47 <sup>(18)</sup>      | 3:59.26 <sup>(14)</sup>         | 5:37.33 <sup>(25)</sup>      | 70.4                | +1:07.24       |
| 46.5                                   | 37.73 <sup>(19)</sup> 84.0 | 3:13.79 <sup>(14)</sup> 72.8    | 1:38.07 <sup>(50)</sup> 62.4 |                     |                |
| [2] 8.34 <sup>(46)</sup>               | 49.21 <sup>(40)</sup>      | 5:03.04 <sup>(53)</sup>         | 6:27.35 <sup>(50)</sup>      | 61.3                |                |
| 43.2                                   | 40.87 <sup>(38)</sup> 77.5 | 4:13.83 <sup>(53)</sup> 55.6    | 1:24.31 <sup>(29)</sup> 72.6 |                     |                |
| <b>37. 278 BOCK Friedrich</b>          | <b>A</b>                   | <b>Ford Escort 1.3 GT</b>       |                              | <b>2-G2/H1 TC13</b> | <b>5:37.67</b> |
| [1] 8.59 <sup>(44)</sup>               | 52.85 <sup>(46)</sup>      | 4:36.51 <sup>(44)</sup>         | 6:09.52 <sup>(43)</sup>      | 64.3                | +1:07.58       |
| 41.9                                   | 44.26 <sup>(47)</sup> 71.6 | 3:43.66 <sup>(43)</sup> 63.1    | 1:33.01 <sup>(39)</sup> 65.8 |                     |                |
| [2] 7.92 <sup>(34)</sup>               | 47.42 <sup>(30)</sup>      | 4:11.54 <sup>(31)</sup>         | 5:37.67 <sup>(26)</sup>      | 70.4                |                |
| 45.5                                   | 39.50 <sup>(30)</sup> 80.2 | 3:24.12 <sup>(31)</sup> 69.1    | 1:26.13 <sup>(37)</sup> 71.1 |                     |                |
| <b>38. 289 SEDRAN Italo</b>            | <b>I</b>                   | <b>Saab Sedan V4</b>            | <b>Conegliano Corse</b>      | <b>1-G1 T1600</b>   | <b>5:37.69</b> |
| [1] 8.42 <sup>(41)</sup>               | 49.49 <sup>(37)</sup>      | 4:20.87 <sup>(28)</sup>         | 5:43.93 <sup>(28)</sup>      | 69.1                | +1:07.60       |
| 42.8                                   | 41.07 <sup>(35)</sup> 77.1 | 3:31.38 <sup>(28)</sup> 66.8    | 1:23.06 <sup>(21)</sup> 73.7 |                     |                |
| [2] 7.73 <sup>(32)</sup>               | 47.89 <sup>(34)</sup>      | 4:15.09 <sup>(37)</sup>         | 5:37.69 <sup>(26)</sup>      | 70.4                |                |
| 46.6                                   | 40.16 <sup>(33)</sup> 78.9 | 3:27.20 <sup>(38)</sup> 68.1    | 1:22.60 <sup>(24)</sup> 74.1 |                     |                |
| <b>39. 274 STIETKA Walther</b>         | <b>A</b>                   | <b>Volkswagen 1302 S</b>        |                              | <b>2-G2/H1 TC16</b> | <b>5:39.23</b> |
| [1] 8.03 <sup>(28)</sup>               | 50.72 <sup>(40)</sup>      | 4:13.02 <sup>(26)</sup>         | 5:39.23 <sup>(26)</sup>      | 70.0                | +1:09.14       |
| 44.8                                   | 42.69 <sup>(40)</sup> 74.2 | 3:22.30 <sup>(22)</sup> 69.8    | 1:26.21 <sup>(26)</sup> 71.0 |                     |                |
| [2] 7.72 <sup>(31)</sup>               | 52.20 <sup>(50)</sup>      | 4:17.50 <sup>(41)</sup>         | 5:45.75 <sup>(29)</sup>      | 68.7                |                |
| 46.6                                   | 44.48 <sup>(51)</sup> 71.2 | 3:25.30 <sup>(33)</sup> 68.7    | 1:28.25 <sup>(44)</sup> 69.3 |                     |                |
| <b>40. 288 MINEN Loris</b>             | <b>I</b>                   | <b>Porsche 912</b>              | <b>Forum Iulii H.C.</b>      | <b>1-G1 T1600</b>   | <b>5:40.08</b> |
| [1] 8.01 <sup>(27)</sup>               | 50.93 <sup>(42)</sup>      | 4:29.54 <sup>(39)</sup>         | 6:02.96 <sup>(38)</sup>      | 65.5                | +1:09.99       |
| 44.9                                   | 42.92 <sup>(41)</sup> 73.8 | 3:38.61 <sup>(37)</sup> 64.6    | 1:33.42 <sup>(41)</sup> 65.5 |                     |                |
| [2] 7.54 <sup>(24)</sup>               | 47.00 <sup>(26)</sup>      | 4:15.09 <sup>(37)</sup>         | 5:40.08 <sup>(27)</sup>      | 69.9                |                |
| 47.7                                   | 39.46 <sup>(29)</sup> 80.3 | 3:28.09 <sup>(40)</sup> 67.8    | 1:24.99 <sup>(34)</sup> 72.0 |                     |                |
| <b>41. 293 RAVELLI DAMIOLI Cecilfo</b> |                            | <b>Lancia Fulvia Coupé</b>      | <b>Cooper Racing Club</b>    | <b>1-G1 T1300</b>   | <b>5:40.19</b> |
| [1] 8.07 <sup>(32)</sup>               | 49.22 <sup>(35)</sup>      | 4:24.81 <sup>(34)</sup>         | 5:55.16 <sup>(33)</sup>      | 66.9                | +1:10.10       |
| 44.6                                   | 41.15 <sup>(37)</sup> 77.0 | 3:35.59 <sup>(33)</sup> 65.5    | 1:30.35 <sup>(31)</sup> 67.7 |                     |                |
| [2] 7.97 <sup>(38)</sup>               | 47.14 <sup>(27)</sup>      | 4:15.80 <sup>(39)</sup>         | 5:40.19 <sup>(27)</sup>      | 69.8                |                |
| 45.2                                   | 39.17 <sup>(28)</sup> 80.9 | 3:28.66 <sup>(41)</sup> 67.6    | 1:24.39 <sup>(31)</sup> 72.5 |                     |                |
| <b>42. 297 ESTERBAUER Johannes A</b>   |                            | <b>Steyr Puch 650 TR</b>        |                              | <b>1-G1 T700</b>    | <b>5:41.33</b> |
| [1] 7.97 <sup>(26)</sup>               | 47.93 <sup>(30)</sup>      | 5:13.18 <sup>(55)</sup>         | 6:44.61 <sup>(54)</sup>      | 58.7                | +1:11.24       |
| 45.2                                   | 39.96 <sup>(29)</sup> 79.3 | 4:25.25 <sup>(55)</sup> 53.2    | 1:31.43 <sup>(35)</sup> 66.9 |                     |                |
| [2] 8.22 <sup>(42)</sup>               | 47.85 <sup>(33)</sup>      | 4:13.71 <sup>(34)</sup>         | 5:41.33 <sup>(27)</sup>      | 69.6                |                |
| 43.8                                   | 39.63 <sup>(31)</sup> 79.9 | 3:25.86 <sup>(36)</sup> 68.6    | 1:27.62 <sup>(41)</sup> 69.8 |                     |                |
| <b>43. 298 BAIER Thomas</b>            | <b>A</b>                   | <b>Steyr Puch 650 TR</b>        | <b>MSC Rottenegg</b>         | <b>1-F T700</b>     | <b>5:45.01</b> |
| [1] 7.64 <sup>(15)</sup>               | 50.89 <sup>(41)</sup>      | 4:29.44 <sup>(38)</sup>         | 6:07.54 <sup>(41)</sup>      | 64.6                | +1:14.92       |
| 47.1                                   | 43.25 <sup>(43)</sup> 73.2 | 3:38.55 <sup>(36)</sup> 64.6    | 1:38.10 <sup>(51)</sup> 62.4 |                     |                |
| [2] 8.11 <sup>(41)</sup>               | 48.43 <sup>(37)</sup>      | 4:13.90 <sup>(35)</sup>         | 5:45.01 <sup>(29)</sup>      | 68.9                |                |
| 44.4                                   | 40.32 <sup>(35)</sup> 78.6 | 3:25.47 <sup>(34)</sup> 68.7    | 1:31.11 <sup>(48)</sup> 67.2 |                     |                |
| <b>44. 281 ZAZZETTA Massimo</b>        | <b>I</b>                   | <b>Autobianchi A 112 Abarth</b> |                              | <b>2-G2/H1 TC10</b> | <b>5:45.39</b> |
| [1] 8.37 <sup>(40)</sup>               | 51.85 <sup>(44)</sup>      | 4:23.74 <sup>(32)</sup>         | 5:56.20 <sup>(34)</sup>      | 66.7                | +1:15.30       |
| 43.0                                   | 43.48 <sup>(44)</sup> 72.9 | 3:31.89 <sup>(29)</sup> 66.6    | 1:32.46 <sup>(36)</sup> 66.2 |                     |                |
| [2] 8.36 <sup>(47)</sup>               | 50.04 <sup>(43)</sup>      | 4:17.77 <sup>(42)</sup>         | 5:45.39 <sup>(29)</sup>      | 68.8                |                |
| 43.1                                   | 41.68 <sup>(42)</sup> 76.0 | 3:27.73 <sup>(39)</sup> 67.9    | 1:27.62 <sup>(41)</sup> 69.8 |                     |                |
| <b>45. 235 MEGGIORIN Stefano</b>       | <b>I</b>                   | <b>Volkswagen Scirocco</b>      |                              | <b>3-H2/I TC160</b> | <b>5:50.66</b> |
| [1] 7.91 <sup>(24)</sup>               | 47.16 <sup>(26)</sup>      | 4:23.65 <sup>(31)</sup>         | 5:50.66 <sup>(30)</sup>      | 67.8                | +1:20.57       |
| 45.5                                   | 39.25 <sup>(26)</sup> 80.7 | 3:36.49 <sup>(34)</sup> 65.2    | 1:27.01 <sup>(28)</sup> 70.3 |                     |                |
| <b>46. 283 DI FANT Ivan</b>            | <b>I</b>                   | <b>Autobianchi A 112 Abarth</b> | <b>Sport &amp; Joy</b>       | <b>2-G2/H1 T100</b> | <b>5:51.06</b> |
| [1] 9.00 <sup>(51)</sup>               | 53.98 <sup>(49)</sup>      | 4:36.25 <sup>(43)</sup>         | 6:07.22 <sup>(40)</sup>      | 64.7                | +1:20.97       |
| 40.0                                   | 44.98 <sup>(48)</sup> 70.4 | 3:42.27 <sup>(41)</sup> 63.5    | 1:30.97 <sup>(33)</sup> 67.3 |                     |                |
| [2] 8.56 <sup>(50)</sup>               | 51.19 <sup>(47)</sup>      | 4:24.00 <sup>(45)</sup>         | 5:51.06 <sup>(31)</sup>      | 67.7                |                |
| 42.1                                   | 42.63 <sup>(46)</sup> 74.3 | 3:32.81 <sup>(46)</sup> 66.3    | 1:27.06 <sup>(39)</sup> 70.3 |                     |                |

| P. N. Conducente                   | Naz                        | Vettura                         | Scuderia                     | Classe              | Tem./Dif.      |
|------------------------------------|----------------------------|---------------------------------|------------------------------|---------------------|----------------|
| 100m                               | Madonnina                  | Tornante                        | Arrivo                       | VMed                | VMax           |
| <b>47. 247 BARBIERI Gianpietro</b> | <b>I</b>                   | <b>Autobianchi A 112 Abarth</b> | <b>Valdelsa Classic</b>      | <b>3-H2/I T1150</b> | <b>5:52.36</b> |
| [1] 9.34 <sup>(53)</sup>           | 54.39 <sup>(51)</sup>      | 4:40.07 <sup>(47)</sup>         | 6:15.00 <sup>(47)</sup>      | 63.4                | +1:22.27       |
| 38.5                               | 45.05 <sup>(50)</sup> 70.3 | 3:45.68 <sup>(44)</sup> 62.5    | 1:34.93 <sup>(46)</sup> 64.5 |                     |                |
| [2] 8.88 <sup>(52)</sup>           | 51.90 <sup>(49)</sup>      | 4:23.49 <sup>(44)</sup>         | 5:52.36 <sup>(32)</sup>      | 67.4                |                |
| 40.5                               | 43.02 <sup>(48)</sup> 73.6 | 3:31.59 <sup>(44)</sup> 66.7    | 1:28.87 <sup>(46)</sup> 68.9 |                     |                |
| <b>48. 295 HOLZER Christian</b>    | <b>A</b>                   | <b>Steyr Puch 650 TR</b>        |                              | <b>1-F T700</b>     | <b>5:53.05</b> |
| [1] 8.25 <sup>(37)</sup>           | 48.33 <sup>(32)</sup>      | 4:28.67 <sup>(36)</sup>         | 6:02.82 <sup>(37)</sup>      | 65.5                | +1:22.96       |
| 43.6                               | 40.08 <sup>(30)</sup> 79.0 | 3:40.34 <sup>(38)</sup> 64.0    | 1:34.15 <sup>(43)</sup> 65.0 |                     |                |
| [2] 7.31 <sup>(18)</sup>           | 45.86 <sup>(23)</sup>      | 4:16.87 <sup>(40)</sup>         | 5:53.05 <sup>(32)</sup>      | 67.3                |                |
| 49.2                               | 38.55 <sup>(23)</sup> 82.2 | 3:31.01 <sup>(42)</sup> 66.9    | 1:36.18 <sup>(51)</sup> 63.6 |                     |                |
| <b>49. 246 BERTINELLI Alvaro</b>   | <b>I</b>                   | <b>Autobianchi A 112 Abarth</b> | <b>Racing Gubbio</b>         | <b>3-H2/I T1150</b> | <b>5:53.18</b> |
| [1] 9.19 <sup>(52)</sup>           | 54.31 <sup>(50)</sup>      | 4:46.91 <sup>(49)</sup>         | 6:23.75 <sup>(49)</sup>      | 61.9                | +1:23.09       |
| 39.2                               | 45.12 <sup>(51)</sup> 70.2 | 3:52.60 <sup>(49)</sup> 60.7    | 1:36.84 <sup>(48)</sup> 63.2 |                     |                |
| [2] 9.01 <sup>(53)</sup>           | 50.23 <sup>(44)</sup>      | 4:21.69 <sup>(43)</sup>         | 5:53.18 <sup>(32)</sup>      | 67.3                |                |
| 40.0                               | 41.22 <sup>(40)</sup> 76.9 | 3:31.46 <sup>(43)</sup> 66.7    | 1:31.49 <sup>(50)</sup> 66.9 |                     |                |
| <b>50. 259 GILLI Angelo</b>        | <b>PL</b>                  | <b>Alfa Romeo Giulia GTV</b>    |                              | <b>2-G2/H1 TC20</b> | <b>5:55.02</b> |
| [2] 8.36 <sup>(47)</sup>           | 50.51 <sup>(45)</sup>      | 4:27.15 <sup>(48)</sup>         | 5:55.02 <sup>(33)</sup>      | 66.9                | +1:24.93       |
| 43.1                               | 42.15 <sup>(44)</sup> 75.2 | 3:36.64 <sup>(48)</sup> 65.1    | 1:27.87 <sup>(43)</sup> 69.6 |                     |                |
| <b>51. 276 HOCHMAYER Karl</b>      | <b>A</b>                   | <b>Volkswagen 1302</b>          |                              | <b>2-G2/H1 TC16</b> | <b>5:55.30</b> |
| [1] 8.94 <sup>(50)</sup>           | 52.53 <sup>(45)</sup>      | 4:26.79 <sup>(35)</sup>         | 5:58.11 <sup>(35)</sup>      | 66.3                | +1:25.21       |
| 40.3                               | 43.59 <sup>(45)</sup> 72.7 | 3:34.26 <sup>(32)</sup> 65.9    | 1:31.32 <sup>(34)</sup> 67.0 |                     |                |
| [2] 8.70 <sup>(51)</sup>           | 52.36 <sup>(51)</sup>      | 4:30.74 <sup>(51)</sup>         | 5:55.30 <sup>(34)</sup>      | 66.9                |                |
| 41.4                               | 43.66 <sup>(49)</sup> 72.6 | 3:38.38 <sup>(50)</sup> 64.6    | 1:24.56 <sup>(32)</sup> 72.4 |                     |                |
| <b>52. 214 FREUDENSCHUSS Willi</b> | <b>A</b>                   | <b>BMW E30</b>                  |                              | <b>J1 N2000+</b>    | <b>5:55.68</b> |
| [1] 7.77 <sup>(23)</sup>           | 49.72 <sup>(38)</sup>      | 4:31.57 <sup>(40)</sup>         | 6:04.92 <sup>(39)</sup>      | 65.1                | +1:25.59       |
| 46.3                               | 41.95 <sup>(39)</sup> 75.5 | 3:41.85 <sup>(40)</sup> 63.6    | 1:33.35 <sup>(40)</sup> 65.6 |                     |                |
| [2] 7.53 <sup>(23)</sup>           | 51.31 <sup>(48)</sup>      | 4:27.24 <sup>(49)</sup>         | 5:55.68 <sup>(34)</sup>      | 66.8                |                |
| 47.8                               | 43.78 <sup>(50)</sup> 72.4 | 3:35.93 <sup>(47)</sup> 65.4    | 1:28.44 <sup>(45)</sup> 69.2 |                     |                |
| <b>53. 252 ZAGOLIN Diego</b>       | <b>I</b>                   | <b>Lancia Fulvia HF</b>         | <b>Club 91</b>               | <b>2-G2/H1 GTS1</b> | <b>5:56.72</b> |
| [1] 8.51 <sup>(43)</sup>           | 55.38 <sup>(53)</sup>      | 4:45.74 <sup>(48)</sup>         | 6:18.41 <sup>(48)</sup>      | 62.8                | +1:26.63       |
| 42.3                               | 46.87 <sup>(52)</sup> 67.6 | 3:50.36 <sup>(48)</sup> 61.3    | 1:32.67 <sup>(37)</sup> 66.0 |                     |                |
| [2] 8.26 <sup>(45)</sup>           | 51.11 <sup>(46)</sup>      | 4:29.78 <sup>(50)</sup>         | 5:56.72 <sup>(35)</sup>      | 66.6                |                |
| 43.6                               | 42.85 <sup>(47)</sup> 73.9 | 3:38.67 <sup>(51)</sup> 64.5    | 1:26.94 <sup>(38)</sup> 70.4 |                     |                |
| <b>54. 219 LOTTINI Piero</b>       | <b>I</b>                   | <b>Osella Pa9/90</b>            | <b>Kinzica</b>               | <b>3-JR BC2000+</b> | <b>5:57.29</b> |
| [2] 6.93 <sup>(5)</sup>            | 53.84 <sup>(53)</sup>      | 4:26.17 <sup>(46)</sup>         | 5:57.29 <sup>(35)</sup>      | 66.5                | +1:27.20       |
| 51.9                               | 46.91 <sup>(53)</sup> 67.5 | 3:32.33 <sup>(45)</sup> 66.5    | 1:31.12 <sup>(49)</sup> 67.2 |                     |                |
| <b>55. 275 PUFF Wolfgang</b>       | <b>A</b>                   | <b>Volkswagen 1302 S</b>        |                              | <b>2-G2/H1 TC16</b> | <b>5:57.67</b> |
| [1] 7.31 <sup>(9)</sup>            | 47.47 <sup>(27)</sup>      | 4:33.65 <sup>(41)</sup>         | 6:12.33 <sup>(46)</sup>      | 63.8                | +1:27.58       |
| 49.2                               | 40.16 <sup>(32)</sup> 78.9 | 3:46.18 <sup>(46)</sup> 62.4    | 1:38.68 <sup>(52)</sup> 62.0 |                     |                |
| [2] 7.13 <sup>(12)</sup>           | 48.89 <sup>(39)</sup>      | 4:26.60 <sup>(47)</sup>         | 5:57.67 <sup>(35)</sup>      | 66.4                |                |
| 50.5                               | 41.76 <sup>(43)</sup> 75.9 | 3:37.71 <sup>(49)</sup> 64.8    | 1:31.07 <sup>(47)</sup> 67.2 |                     |                |
| <b>56. 221 TURRIZIANI Roberto</b>  | <b>I</b>                   | <b>Osella Pa/N</b>              |                              | <b>3-JR SN3000</b>  | <b>6:07.83</b> |
| [1] 7.05 <sup>(8)</sup>            | 47.80 <sup>(28)</sup>      | 4:33.80 <sup>(42)</sup>         | 6:07.83 <sup>(42)</sup>      | 64.6                | +1:37.74       |
| 51.1                               | 40.75 <sup>(33)</sup> 77.7 | 3:46.00 <sup>(45)</sup> 62.4    | 1:34.03 <sup>(42)</sup> 65.1 |                     |                |
| <b>57. 296 VALA Wolfgang</b>       | <b>A</b>                   | <b>Steyr Puch 650 TR</b>        | <b>MSC Mühlbach</b>          | <b>1-F T700</b>     | <b>6:20.49</b> |
| [2] 7.35 <sup>(21)</sup>           | 52.65 <sup>(52)</sup>      | 4:43.00 <sup>(52)</sup>         | 6:20.49 <sup>(49)</sup>      | 62.4                | +1:50.40       |
| 49.0                               | 45.30 <sup>(52)</sup> 69.9 | 3:50.35 <sup>(52)</sup> 61.3    | 1:37.49 <sup>(53)</sup> 62.8 |                     |                |
| <b>58. 282 FANTINI Graziano</b>    | <b>I</b>                   | <b>NSU 1000 TTS</b>             | <b>Red White</b>             | <b>2-G2/H1 TC10</b> | <b>6:31.53</b> |
| [1] 8.03 <sup>(28)</sup>           | 55.01 <sup>(52)</sup>      | 4:48.86 <sup>(50)</sup>         | 6:31.53 <sup>(50)</sup>      | 60.7                | +2:01.44       |
| 44.8                               | 46.98 <sup>(53)</sup> 67.4 | 3:53.85 <sup>(50)</sup> 60.3    | 1:42.67 <sup>(53)</sup> 59.6 |                     |                |
| <b>59. 227 MORELLO Bruno</b>       | <b>I</b>                   | <b>Fiat X1/9</b>                | <b>San Marco</b>             | <b>3-H2/I Sil16</b> | <b>6:34.83</b> |
| [1] 10.23 <sup>(55)</sup>          | 58.11 <sup>(54)</sup>      | 4:58.31 <sup>(53)</sup>         | 6:34.83 <sup>(51)</sup>      | 60.2                | +2:04.74       |
| 35.2                               | 47.88 <sup>(54)</sup> 66.2 | 4:00.20 <sup>(53)</sup> 58.8    | 1:36.52 <sup>(47)</sup> 63.4 |                     |                |
| <b>60. 286 MANENTE Mauro</b>       | <b>I</b>                   | <b>Austin Healey</b>            | <b>San Marco</b>             | <b>1-E GTP1000</b>  | <b>6:40.59</b> |
| [1] 9.49 <sup>(54)</sup>           | 53.15 <sup>(47)</sup>      | 4:51.46 <sup>(51)</sup>         | 6:40.59 <sup>(53)</sup>      | 59.3                | +2:10.50       |
| 37.9                               | 43.66 <sup>(46)</sup> 72.6 | 3:58.31 <sup>(52)</sup> 59.2    | 1:49.13 <sup>(55)</sup> 56.1 |                     |                |
| <b>61. 241 TRIMMEL Christian</b>   | <b>A</b>                   | <b>Volkswagen Golf GTI</b>      |                              | <b>3-H2/I TC160</b> | <b>6:50.98</b> |
| [1] 7.72 <sup>(18)</sup>           | 45.48 <sup>(19)</sup>      | 5:02.19 <sup>(54)</sup>         | 6:50.98 <sup>(55)</sup>      | 57.8                | +2:20.89       |

| P. N. Conduttore                         | Naz                        | Vettura                      | Scuderia                     | Classe       | Tem./Dif. |
|------------------------------------------|----------------------------|------------------------------|------------------------------|--------------|-----------|
| 100m                                     | Madonnina                  | Tornante                     | Arrivo                       |              |           |
| 46.6                                     | 37.76 <sup>(20)</sup> 83.9 | 4:16.71 <sup>(54)</sup> 55.0 | 1:48.79 <sup>(54)</sup> 56.3 |              |           |
| <b>62.</b> 273 <b>CANTARUTTI Roberto</b> | I                          | Alfa Romeo Alfasud Sprint    | Sc. Friuli                   | 2-G2/H1 TC16 |           |
| <b>63.</b> 291 <b>LIANI Fausto</b>       | I                          | Alfa Romeo Giulia Sprint GT  |                              | 1-G1 T1600   |           |

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

Risultati e Telemetrie a cura di Francesco Dariz