



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

## Tr. Italiano Vel. Montagna - FIA Cen. Europe Zone

### FIA CEZ-TIVM

### Performance Analysis

30° Trofeo Banca di Cividale

Trofeo Italiano Velocità Montagna - FIA Central Europe Zone

Coppa Italia Velocità Montagna Zona Nord - Campionato Triveneto -

Campionato Friuli Venezia Giulia

Notice: this document, its content and its layout are protected by copyright. Avvertenza: questo documento, il suo contenuto e l'impostazione sono tutelate da copyright. © 2004-2014 Francesco Dariz

P. N.	Condu	Naz	Vettura	Scuderia	Classe	Tem./Dif.		
100m	Madonnina	Tornante	Arrivo	VMed	i.c.			
<b>1.</b>	<b>1</b>	<b>VENICA</b>	<b>Giorgio</b>	<b>I</b>	<b>Lola B99/50</b>	<b>M.A.N. Racing</b>	<b>E2M 3000</b>	<b>6:38.31</b>
[1]	4.80 <sup>(9)</sup>	33.01 <sup>(3)</sup>	2:36.01 <sup>(2)</sup>	3:18.88 <sup>(1)</sup>	115.8			
	75.0	28.21 <sup>(4)</sup> 112.3	2:03.00 <sup>(1)</sup> 114.7	42.87 <sup>(1)</sup> 125.5				
[2]	4.91 <sup>(12)</sup>	32.78 <sup>(4)</sup>	2:35.82 <sup>(3)</sup>	3:19.43 <sup>(2)</sup>	115.4			
	73.3	27.87 <sup>(4)</sup> 113.7	2:03.04 <sup>(2)</sup> 114.7	43.61 <sup>(2)</sup> 123.4				
<b>2.</b>	<b>11</b>	<b>LIBER</b>	<b>Federico</b>	<b>I</b>	<b>Gloria</b>	<b>Piloti Oltrepò</b>	<b>E2M 1600</b>	<b>6:38.58</b>
[1]	4.75 <sup>(8)</sup>	32.48 <sup>(2)</sup>	2:36.67 <sup>(3)</sup>	3:20.56 <sup>(2)</sup>	114.8			+0.27
	75.8	27.73 <sup>(2)</sup> 114.2	2:04.19 <sup>(3)</sup> 113.6	43.89 <sup>(2)</sup> 122.6				
[2]	4.55 <sup>(2)</sup>	31.59 <sup>(1)</sup>	2:34.59 <sup>(1)</sup>	3:18.02 <sup>(1)</sup>	116.3			
	79.1	27.04 <sup>(2)</sup> 117.2	2:03.00 <sup>(1)</sup> 114.7	43.43 <sup>(1)</sup> 123.9				
<b>3.</b>	<b>12</b>	<b>ZANDONÀ</b>	<b>Enrico</b>	<b>I</b>	<b>Reynard 883-026</b>		<b>E2M 1600</b>	<b>6:40.25</b>
[1]	4.70 <sup>(6)</sup>	31.93 <sup>(1)</sup>	2:35.69 <sup>(1)</sup>	3:20.78 <sup>(3)</sup>	114.7			+1.94
	76.6	27.23 <sup>(1)</sup> 116.3	2:03.76 <sup>(2)</sup> 114.0	45.09 <sup>(3)</sup> 119.4				
[2]	4.67 <sup>(4)</sup>	31.65 <sup>(2)</sup>	2:35.08 <sup>(2)</sup>	3:19.47 <sup>(2)</sup>	115.4			
	77.1	26.98 <sup>(1)</sup> 117.4	2:03.43 <sup>(3)</sup> 114.3	44.39 <sup>(3)</sup> 121.2				
<b>4.</b>	<b>25</b>	<b>DE GASPERI</b>	<b>Diego</b>	<b>I</b>	<b>Radical Prosport</b>	<b>Vimotorsport</b>	<b>E2B 1600</b>	<b>6:53.87</b>
[1]	4.91 <sup>(14)</sup>	33.32 <sup>(6)</sup>	2:41.82 <sup>(4)</sup>	3:27.49 <sup>(4)</sup>	111.0			+15.56
	73.3	28.41 <sup>(5)</sup> 111.5	2:08.50 <sup>(4)</sup> 109.8	45.67 <sup>(4)</sup> 117.8				
[2]	4.95 <sup>(15)</sup>	33.50 <sup>(6)</sup>	2:41.42 <sup>(4)</sup>	3:26.38 <sup>(4)</sup>	111.6			
	72.7	28.55 <sup>(6)</sup> 111.0	2:07.92 <sup>(4)</sup> 110.3	44.96 <sup>(4)</sup> 119.7				
<b>5.</b>	<b>14</b>	<b>BERTÒ</b>	<b>Franco</b>	<b>I</b>	<b>F. Renault Monza</b>		<b>E2M 1600</b>	<b>7:08.16</b>
[1]	4.91 <sup>(14)</sup>	33.11 <sup>(5)</sup>	2:47.98 <sup>(6)</sup>	3:35.61 <sup>(6)</sup>	106.8			+29.85
	73.3	28.20 <sup>(3)</sup> 112.3	2:14.87 <sup>(7)</sup> 104.6	47.63 <sup>(6)</sup> 113.0				
[2]	4.79 <sup>(8)</sup>	32.52 <sup>(3)</sup>	2:45.73 <sup>(6)</sup>	3:32.55 <sup>(5)</sup>	108.3			
	75.2	27.73 <sup>(3)</sup> 114.2	2:13.21 <sup>(7)</sup> 105.9	46.82 <sup>(5)</sup> 115.0				
<b>6.</b>	<b>46</b>	<b>MARKO</b>	<b>Andreas</b>	<b>A</b>	<b>Audi A4 SW Quattro</b>		<b>E1 2000</b>	<b>7:09.26</b>
[1]	5.09 <sup>(22)</sup>	34.64 <sup>(11)</sup>	2:45.37 <sup>(5)</sup>	3:35.13 <sup>(5)</sup>	107.0			+30.95
	70.7	29.55 <sup>(11)</sup> 107.2	2:10.73 <sup>(5)</sup> 107.9	49.76 <sup>(16)</sup> 108.2				
[2]	5.10 <sup>(21)</sup>	34.72 <sup>(12)</sup>	2:45.30 <sup>(5)</sup>	3:34.13 <sup>(5)</sup>	107.5			
	70.6	29.62 <sup>(12)</sup> 107.0	2:10.58 <sup>(5)</sup> 108.1	48.83 <sup>(14)</sup> 110.2				
<b>7.</b>	<b>6</b>	<b>WALDY</b>	<b>Hermann</b>	<b>A</b>	<b>Tatuus F. Master</b>		<b>E2M 2000</b>	<b>7:10.88</b>
[1]	4.59 <sup>(1)</sup>	33.09 <sup>(4)</sup>	2:48.85 <sup>(8)</sup>	3:36.64 <sup>(8)</sup>	106.3			+32.57
	78.4	28.50 <sup>(6)</sup> 111.2	2:15.76 <sup>(10)</sup> 103.9	47.79 <sup>(8)</sup> 112.6				
[2]	4.67 <sup>(4)</sup>	33.86 <sup>(7)</sup>	2:47.18 <sup>(8)</sup>	3:34.24 <sup>(5)</sup>	107.5			
	77.1	29.19 <sup>(10)</sup> 108.5	2:13.32 <sup>(8)</sup> 105.9	47.06 <sup>(6)</sup> 114.4				
<b>8.</b>	<b>35</b>	<b>DI FANT</b>	<b>Gianni</b>	<b>I</b>	<b>Porsche 997 Gt3</b>	<b>Forum Iulii H.C.</b>	<b>GTCUP</b>	<b>7:13.10</b>
[1]	5.03 <sup>(21)</sup>	34.35 <sup>(9)</sup>	2:48.79 <sup>(7)</sup>	3:36.31 <sup>(7)</sup>	106.4			+34.79
	71.6	29.32 <sup>(9)</sup> 108.0	2:14.44 <sup>(6)</sup> 105.0	47.52 <sup>(5)</sup> 113.3				
[2]	5.06 <sup>(19)</sup>	34.09 <sup>(9)</sup>	2:48.54 <sup>(9)</sup>	3:36.79 <sup>(9)</sup>	106.2			
	71.1	29.03 <sup>(8)</sup> 109.1	2:14.45 <sup>(9)</sup> 105.0	48.25 <sup>(10)</sup> 111.5				
<b>9.</b>	<b>15</b>	<b>TINABURRI</b>	<b>Alessandro</b>	<b>I</b>	<b>Gloria</b>	<b>Piloti Oltrepò</b>	<b>E2M 1600</b>	<b>7:13.36</b>
[1]	4.94 <sup>(18)</sup>	35.11 <sup>(15)</sup>	2:50.50 <sup>(11)</sup>	3:38.92 <sup>(10)</sup>	105.2			+35.05
	72.9	30.17 <sup>(16)</sup> 105.0	2:15.39 <sup>(8)</sup> 104.2	48.42 <sup>(10)</sup> 111.2				
[2]	4.89 <sup>(9)</sup>	34.31 <sup>(11)</sup>	2:46.91 <sup>(7)</sup>	3:34.44 <sup>(5)</sup>	107.4			
	73.6	29.42 <sup>(11)</sup> 107.7	2:12.60 <sup>(6)</sup> 106.4	47.53 <sup>(8)</sup> 113.2				
<b>10.</b>	<b>31</b>	<b>FALCETTA</b>	<b>Stefano</b>	<b>I</b>	<b>Norma M20 Evo</b>		<b>CN 2000</b>	<b>7:17.82</b>
[1]	5.10 <sup>(23)</sup>	34.56 <sup>(10)</sup>	2:50.17 <sup>(10)</sup>	3:37.87 <sup>(9)</sup>	105.7			+39.51
	70.6	29.46 <sup>(10)</sup> 107.5	2:15.61 <sup>(9)</sup> 104.1	47.70 <sup>(7)</sup> 112.8				
[2]	4.91 <sup>(12)</sup>	36.00 <sup>(23)</sup>	2:52.79 <sup>(14)</sup>	3:39.95 <sup>(12)</sup>	104.7			

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante	Arrivo	VMed	i.c.	
73.3	31.09 <sup>(23)</sup> 101.9	2:16.79 <sup>(13)</sup> 103.2	47.16 <sup>(7)</sup> 114.1			
<b>11.</b>	<b>41 WERNER Karl</b>	<b>A</b>	<b>Audi S2R Quattro</b>		<b>E1 3000+</b>	<b>7:19.68</b>
[1]	4.66 <sup>(3)</sup> 33.46 <sup>(7)</sup>	2:49.57 <sup>(9)</sup>	3:39.90 <sup>(11)</sup>	104.7		+41.37
	77.3 28.80 <sup>(7)</sup> 110.0	2:16.11 <sup>(11)</sup> 103.7	50.33 <sup>(17)</sup> 106.9			
[2]	4.74 <sup>(6)</sup> 33.24 <sup>(5)</sup>	2:49.18 <sup>(10)</sup>	3:39.78 <sup>(11)</sup>	104.8		
	75.9 28.50 <sup>(5)</sup> 111.2	2:15.94 <sup>(11)</sup> 103.8	50.60 <sup>(22)</sup> 106.4			
<b>12.</b>	<b>24 MANZONI Franco</b>	<b>I</b>	<b>Osella Pa 21/s</b>		<b>E2B 2000</b>	<b>7:21.96</b>
[1]	5.00 <sup>(20)</sup> 35.02 <sup>(14)</sup>	2:54.99 <sup>(16)</sup>	3:44.12 <sup>(14)</sup>	102.7		+43.65
	72.0 30.02 <sup>(14)</sup> 105.5	2:19.97 <sup>(15)</sup> 100.8	49.13 <sup>(13)</sup> 109.5			
[2]	4.89 <sup>(9)</sup> 34.01 <sup>(8)</sup>	2:50.09 <sup>(11)</sup>	3:37.84 <sup>(9)</sup>	105.7		
	73.6 29.12 <sup>(9)</sup> 108.8	2:16.08 <sup>(12)</sup> 103.7	47.75 <sup>(9)</sup> 112.7			
<b>13.</b>	<b>27 VENTURI Paolo</b>	<b>I</b>	<b>Elia Avrio ST09</b>	<b>Vimotorsport</b>	<b>E2B 1300</b>	<b>7:24.35</b>
[1]	5.18 <sup>(26)</sup> 37.62 <sup>(28)</sup>	2:54.75 <sup>(15)</sup>	3:43.86 <sup>(13)</sup>	102.8		+46.04
	69.5 32.44 <sup>(34)</sup> 97.7	2:17.13 <sup>(12)</sup> 102.9	49.11 <sup>(12)</sup> 109.6			
[2]	5.17 <sup>(22)</sup> 36.12 <sup>(24)</sup>	2:51.84 <sup>(12)</sup>	3:40.49 <sup>(12)</sup>	104.4		
	69.6 30.95 <sup>(22)</sup> 102.4	2:15.72 <sup>(10)</sup> 104.0	48.65 <sup>(11)</sup> 110.6			
<b>14.</b>	<b>18 BUTTOLETTI Graziano</b>	<b>I</b>	<b>Gloria B5</b>	<b>ACN Forze di Polizia</b>	<b>E2M 1000</b>	<b>7:26.16</b>
[1]	4.93 <sup>(16)</sup> 35.17 <sup>(16)</sup>	2:56.09 <sup>(19)</sup>	3:45.30 <sup>(17)</sup>	102.2		+47.85
	73.0 30.24 <sup>(17)</sup> 104.8	2:20.92 <sup>(20)</sup> 100.1	49.21 <sup>(14)</sup> 109.4			
[2]	4.90 <sup>(11)</sup> 34.79 <sup>(14)</sup>	2:52.10 <sup>(13)</sup>	3:40.86 <sup>(12)</sup>	104.2		
	73.5 29.89 <sup>(13)</sup> 106.0	2:17.31 <sup>(14)</sup> 102.8	48.76 <sup>(13)</sup> 110.4			
<b>15.</b>	<b>105 BUIATTI Michele</b>	<b>I</b>	<b>Mitsubishi Lancer EVO VIII</b>	<b>Friuli 1956</b>	<b>N 3000+</b>	<b>7:26.57</b>
[1]	5.10 <sup>(23)</sup> 35.17 <sup>(16)</sup>	2:53.30 <sup>(12)</sup>	3:42.14 <sup>(12)</sup>	103.6		+48.26
	70.6 30.07 <sup>(15)</sup> 105.4	2:18.13 <sup>(13)</sup> 102.2	48.84 <sup>(11)</sup> 110.2			
[2]	5.09 <sup>(20)</sup> 35.93 <sup>(21)</sup>	2:55.08 <sup>(19)</sup>	3:44.43 <sup>(16)</sup>	102.6		
	70.7 30.84 <sup>(20)</sup> 102.7	2:19.15 <sup>(16)</sup> 101.4	49.35 <sup>(17)</sup> 109.1			
<b>16.</b>	<b>33 GAZZIERO Stefano</b>	<b>I</b>	<b>Ferrari 458 GT3</b>		<b>GT3 3000+</b>	<b>7:27.49</b>
[1]	5.44 <sup>(31)</sup> 35.80 <sup>(21)</sup>	2:55.93 <sup>(18)</sup>	3:44.32 <sup>(15)</sup>	102.6		+49.18
	66.2 30.36 <sup>(19)</sup> 104.3	2:20.13 <sup>(16)</sup> 100.7	48.39 <sup>(9)</sup> 111.2			
[2]	5.19 <sup>(23)</sup> 35.12 <sup>(15)</sup>	2:54.26 <sup>(17)</sup>	3:43.17 <sup>(13)</sup>	103.2		
	69.4 29.93 <sup>(14)</sup> 105.8	2:19.14 <sup>(15)</sup> 101.4	48.91 <sup>(15)</sup> 110.0			
<b>17.</b>	<b>23 PRESTI Giuseppe</b>	<b>I</b>	<b>Lucchini BMW</b>		<b>E2B 2500</b>	<b>7:28.07</b>
[1]	5.32 <sup>(29)</sup> 34.90 <sup>(12)</sup>	2:56.66 <sup>(20)</sup>	3:46.02 <sup>(18)</sup>	101.9		+49.76
	67.7 29.58 <sup>(12)</sup> 107.1	2:21.76 <sup>(24)</sup> 99.5	49.36 <sup>(15)</sup> 109.0			
[2]	5.24 <sup>(25)</sup> 34.17 <sup>(10)</sup>	2:53.33 <sup>(15)</sup>	3:42.05 <sup>(12)</sup>	103.7		
	68.7 28.93 <sup>(7)</sup> 109.5	2:19.16 <sup>(17)</sup> 101.4	48.72 <sup>(12)</sup> 110.5			
<b>18.</b>	<b>5 KLAMMER Wolfgang</b>	<b>A</b>	<b>Tatuus F. Renault</b>		<b>E2M 2000</b>	<b>7:30.75</b>
[1]	4.80 <sup>(9)</sup> 34.05 <sup>(8)</sup>	2:54.45 <sup>(14)</sup>	3:44.88 <sup>(16)</sup>	102.4		+52.44
	75.0 29.25 <sup>(8)</sup> 108.3	2:20.40 <sup>(18)</sup> 100.5	50.43 <sup>(19)</sup> 106.7			
[2]	4.99 <sup>(17)</sup> 35.27 <sup>(16)</sup>	2:56.74 <sup>(20)</sup>	3:45.87 <sup>(18)</sup>	101.9		
	72.1 30.28 <sup>(17)</sup> 104.6	2:21.47 <sup>(26)</sup> 99.8	49.13 <sup>(16)</sup> 109.5			
<b>19.</b>	<b>3 GALLI Hubert</b>	<b>A</b>	<b>Lola B99/50</b>		<b>E2M 3000</b>	<b>7:31.97</b>
[1]	4.83 <sup>(11)</sup> 35.20 <sup>(18)</sup>	2:53.90 <sup>(13)</sup>	3:46.39 <sup>(19)</sup>	101.7		+53.66
	74.5 30.37 <sup>(20)</sup> 104.3	2:18.70 <sup>(14)</sup> 101.7	52.49 <sup>(35)</sup> 102.5			
[2]	5.03 <sup>(18)</sup> 35.88 <sup>(20)</sup>	2:55.04 <sup>(18)</sup>	3:45.58 <sup>(18)</sup>	102.1		
	71.6 30.85 <sup>(21)</sup> 102.7	2:19.16 <sup>(17)</sup> 101.4	50.54 <sup>(21)</sup> 106.5			
<b>20.</b>	<b>19 MARCON Paolo</b>	<b>I</b>	<b>Predator's C010 Evo</b>	<b>Red White</b>	<b>E2M 1000</b>	<b>7:35.20</b>
[1]	4.85 <sup>(12)</sup> 35.89 <sup>(22)</sup>	2:57.90 <sup>(23)</sup>	3:48.27 <sup>(22)</sup>	100.9		+56.89
	74.2 31.04 <sup>(23)</sup> 102.1	2:22.01 <sup>(26)</sup> 99.4	50.37 <sup>(18)</sup> 106.8			
[2]	4.94 <sup>(14)</sup> 36.68 <sup>(25)</sup>	2:56.98 <sup>(21)</sup>	3:46.93 <sup>(21)</sup>	101.4		
	72.9 31.74 <sup>(29)</sup> 99.8	2:20.30 <sup>(20)</sup> 100.6	49.95 <sup>(18)</sup> 107.7			
<b>21.</b>	<b>8 SCHERF Martin</b>	<b>A</b>	<b>Tatuus F. Ledinegg F2</b>		<b>E2M 2000</b>	<b>7:35.75</b>
[1]	4.93 <sup>(16)</sup> 35.69 <sup>(19)</sup>	2:58.27 <sup>(24)</sup>	3:50.37 <sup>(25)</sup>	99.9		+57.44
	73.0 30.76 <sup>(21)</sup> 103.0	2:22.58 <sup>(29)</sup> 99.0	52.10 <sup>(31)</sup> 103.3			
[2]	4.77 <sup>(7)</sup> 34.76 <sup>(13)</sup>	2:54.11 <sup>(16)</sup>	3:45.38 <sup>(18)</sup>	102.1		
	75.5 29.99 <sup>(16)</sup> 105.6	2:19.35 <sup>(19)</sup> 101.3	51.27 <sup>(26)</sup> 105.0			
<b>22.</b>	<b>37 KAVECZ Istvan</b>	<b>HR</b>	<b>BMW E90</b>	<b>Dubrovnik Racing</b>	<b>E1 3000+</b>	<b>7:36.14</b>
[1]	5.21 <sup>(27)</sup> 34.93 <sup>(13)</sup>	2:55.74 <sup>(17)</sup>	3:46.61 <sup>(20)</sup>	101.6		+57.83
	69.1 29.72 <sup>(13)</sup> 106.6	2:20.81 <sup>(19)</sup> 100.2	50.87 <sup>(23)</sup> 105.8			
[2]	5.30 <sup>(27)</sup> 35.79 <sup>(18)</sup>	2:58.23 <sup>(25)</sup>	3:49.53 <sup>(24)</sup>	100.3		
	67.9 30.49 <sup>(18)</sup> 103.9	2:22.44 <sup>(29)</sup> 99.1	51.30 <sup>(27)</sup> 104.9			

P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante		VMed		i.c.	
<b>23.</b>	<b>107 TAUS Reinhold</b>	<b>A</b>	<b>Subaru Impreza WRX</b>		<b>MSC Mühlbach</b>	<b>N 3000+</b>	<b>7:37.02</b>
[1]	4.96 <sup>(19)</sup>	35.78 <sup>(20)</sup>	2:57.32 <sup>(22)</sup>	3:48.22 <sup>(21)</sup>	100.9		+58.71
	72.6	30.82 <sup>(22)</sup> 102.8	2:21.54 <sup>(22)</sup> 99.7	50.90 <sup>(24)</sup> 105.7			
[2]	5.27 <sup>(26)</sup>	36.92 <sup>(26)</sup>	2:57.49 <sup>(23)</sup>	3:48.80 <sup>(23)</sup>	100.6		
	68.3	31.65 <sup>(28)</sup> 100.1	2:20.57 <sup>(22)</sup> 100.4	51.31 <sup>(28)</sup> 104.9			
<b>24.</b>	<b>16 RONCONI Daniela</b>	<b>I</b>	<b>Gloria</b>		<b>Piloti Oltrepò</b>	<b>E2M 1000</b>	<b>7:40.53</b>
[1]	5.15 <sup>(25)</sup>	36.73 <sup>(26)</sup>	3:01.11 <sup>(30)</sup>	3:52.25 <sup>(30)</sup>	99.1		+1:02.22
	69.9	31.58 <sup>(26)</sup> 100.3	2:24.38 <sup>(33)</sup> 97.7	51.14 <sup>(25)</sup> 105.2			
[2]	5.20 <sup>(24)</sup>	35.99 <sup>(22)</sup>	2:58.09 <sup>(24)</sup>	3:48.28 <sup>(23)</sup>	100.8		
	69.2	30.79 <sup>(19)</sup> 102.9	2:22.10 <sup>(27)</sup> 99.3	50.19 <sup>(19)</sup> 107.2			
<b>25.</b>	<b>97 PREK Ales</b>	<b>SLO</b>	<b>Honda Civic</b>			<b>A 2000</b>	<b>7:40.79</b>
[1]	6.12 <sup>(50)</sup>	38.51 <sup>(36)</sup>	3:00.46 <sup>(29)</sup>	3:51.64 <sup>(29)</sup>	99.4		+1:02.48
	58.8	32.39 <sup>(33)</sup> 97.8	2:21.95 <sup>(25)</sup> 99.4	51.18 <sup>(26)</sup> 105.2			
[2]	6.26 <sup>(54)</sup>	38.18 <sup>(35)</sup>	2:58.55 <sup>(26)</sup>	3:49.15 <sup>(24)</sup>	100.5		
	57.5	31.92 <sup>(30)</sup> 99.2	2:20.37 <sup>(21)</sup> 100.5	50.60 <sup>(22)</sup> 106.4			
<b>26.</b>	<b>47 STERNAD Diethard</b>	<b>A</b>	<b>Alfa Romeo 156 STW</b>			<b>E1 2000</b>	<b>7:41.38</b>
[1]	5.89 <sup>(36)</sup>	36.17 <sup>(25)</sup>	2:57.16 <sup>(21)</sup>	3:50.07 <sup>(24)</sup>	100.1		+1:03.07
	61.1	30.28 <sup>(18)</sup> 104.6	2:20.99 <sup>(21)</sup> 100.1	52.91 <sup>(38)</sup> 101.7			
[2]	5.90 <sup>(33)</sup>	35.85 <sup>(19)</sup>	2:57.04 <sup>(22)</sup>	3:51.31 <sup>(27)</sup>	99.5		
	61.0	29.95 <sup>(15)</sup> 105.8	2:21.19 <sup>(23)</sup> 100.0	54.27 <sup>(41)</sup> 99.2			
<b>27.</b>	<b>94 CENEDESE Ivano</b>	<b>I</b>	<b>Renault Clio R3</b>		<b>Motor Group</b>	<b>A 2000</b>	<b>7:43.26</b>
[1]	6.10 <sup>(48)</sup>	38.19 <sup>(34)</sup>	3:00.27 <sup>(28)</sup>	3:51.46 <sup>(28)</sup>	99.5		+1:04.95
	59.0	32.09 <sup>(29)</sup> 98.7	2:22.08 <sup>(27)</sup> 99.3	51.19 <sup>(27)</sup> 105.1			
[2]	6.15 <sup>(46)</sup>	38.08 <sup>(33)</sup>	3:00.24 <sup>(29)</sup>	3:51.80 <sup>(30)</sup>	99.3		
	58.5	31.93 <sup>(31)</sup> 99.2	2:22.16 <sup>(28)</sup> 99.3	51.56 <sup>(30)</sup> 104.4			
<b>28.</b>	<b>112 "ROMY"</b>	<b>I</b>	<b>Honda Civic Type R</b>			<b>A 2000</b>	<b>7:43.29</b>
[1]	6.08 <sup>(47)</sup>	38.86 <sup>(42)</sup>	3:02.40 <sup>(32)</sup>	3:53.03 <sup>(31)</sup>	98.8		+1:04.98
	59.2	32.78 <sup>(38)</sup> 96.6	2:23.54 <sup>(31)</sup> 98.3	50.63 <sup>(20)</sup> 106.3			
[2]	5.98 <sup>(39)</sup>	38.16 <sup>(34)</sup>	2:59.45 <sup>(27)</sup>	3:50.26 <sup>(25)</sup>	100.0		
	60.2	32.18 <sup>(33)</sup> 98.4	2:21.29 <sup>(24)</sup> 99.9	50.81 <sup>(25)</sup> 105.9			
<b>29.</b>	<b>102 MANCIN Michele</b>	<b>I</b>	<b>Citroën Saxo Vts</b>		<b>Mach 3 Sport</b>	<b>A 1600</b>	<b>7:44.26</b>
[1]	5.66 <sup>(32)</sup>	37.90 <sup>(31)</sup>	2:59.52 <sup>(27)</sup>	3:51.44 <sup>(27)</sup>	99.5		+1:05.95
	63.6	32.24 <sup>(30)</sup> 98.3	2:21.62 <sup>(23)</sup> 99.6	51.92 <sup>(30)</sup> 103.7			
[2]	5.71 <sup>(29)</sup>	37.72 <sup>(31)</sup>	3:00.77 <sup>(30)</sup>	3:52.82 <sup>(31)</sup>	98.9		
	63.0	32.01 <sup>(32)</sup> 99.0	2:23.05 <sup>(31)</sup> 98.7	52.05 <sup>(32)</sup> 103.4			
<b>30.</b>	<b>53 FERAGOTTO Alberto</b>	<b>I</b>	<b>Renault Clio Cup</b>		<b>North East Ideas</b>	<b>E1 2000</b>	<b>7:45.63</b>
[1]	6.15 <sup>(54)</sup>	39.10 <sup>(44)</sup>	3:03.19 <sup>(35)</sup>	3:54.45 <sup>(33)</sup>	98.2		+1:07.32
	58.5	32.95 <sup>(41)</sup> 96.1	2:24.09 <sup>(32)</sup> 97.9	51.26 <sup>(28)</sup> 105.0			
[2]	6.16 <sup>(47)</sup>	38.37 <sup>(36)</sup>	2:59.72 <sup>(28)</sup>	3:51.18 <sup>(27)</sup>	99.6		
	58.4	32.21 <sup>(34)</sup> 98.4	2:21.35 <sup>(25)</sup> 99.8	51.46 <sup>(29)</sup> 104.6			
<b>31.</b>	<b>95 GRAZIOSI Giancarlo</b>	<b>I</b>	<b>Peugeot 207 S2000</b>		<b>Pintarally Motorsport</b>	<b>A 2000</b>	<b>7:47.39</b>
[1]	5.42 <sup>(30)</sup>	38.79 <sup>(41)</sup>	3:01.26 <sup>(31)</sup>	3:53.87 <sup>(32)</sup>	98.4		+1:09.08
	66.4	33.37 <sup>(46)</sup> 94.9	2:22.47 <sup>(28)</sup> 99.1	52.61 <sup>(37)</sup> 102.3			
[2]	5.39 <sup>(28)</sup>	37.97 <sup>(32)</sup>	3:00.89 <sup>(31)</sup>	3:53.52 <sup>(32)</sup>	98.6		
	66.8	32.58 <sup>(37)</sup> 97.2	2:22.92 <sup>(30)</sup> 98.7	52.63 <sup>(34)</sup> 102.3			
<b>32.</b>	<b>56 BLASL Herman</b>	<b>A</b>	<b>Opel Kadett 16V</b>			<b>E1 2000</b>	<b>7:49.99</b>
[1]	5.27 <sup>(28)</sup>	37.64 <sup>(29)</sup>	3:02.82 <sup>(33)</sup>	3:55.16 <sup>(35)</sup>	97.9		+1:11.68
	68.3	32.37 <sup>(32)</sup> 97.9	2:25.18 <sup>(36)</sup> 97.2	52.34 <sup>(33)</sup> 102.8			
[2]	5.73 <sup>(30)</sup>	39.28 <sup>(41)</sup>	3:03.21 <sup>(34)</sup>	3:54.83 <sup>(34)</sup>	98.0		
	62.8	33.55 <sup>(42)</sup> 94.4	2:23.93 <sup>(33)</sup> 98.0	51.62 <sup>(31)</sup> 104.3			
<b>33.</b>	<b>74 SCHNEIDER Christian</b>	<b>A</b>	<b>Peugeot 205 RS16 EVO II</b>		<b>AMVC</b>	<b>E1 1600</b>	<b>7:53.77</b>
[1]	5.92 <sup>(38)</sup>	37.82 <sup>(30)</sup>	3:05.89 <sup>(39)</sup>	3:58.28 <sup>(39)</sup>	96.6		+1:15.46
	60.8	31.90 <sup>(27)</sup> 99.3	2:28.07 <sup>(39)</sup> 95.3	52.39 <sup>(34)</sup> 102.7			
[2]	5.97 <sup>(36)</sup>	37.44 <sup>(30)</sup>	3:02.59 <sup>(33)</sup>	3:55.49 <sup>(37)</sup>	97.8		
	60.3	31.47 <sup>(27)</sup> 100.7	2:25.15 <sup>(35)</sup> 97.2	52.90 <sup>(35)</sup> 101.7			
<b>34.</b>	<b>111 HINTERHOFER Heimo</b>	<b>A</b>	<b>Honda Civic Type R</b>			<b>N 2000</b>	<b>7:54.89</b>
[1]	5.97 <sup>(39)</sup>	38.58 <sup>(38)</sup>	3:03.95 <sup>(37)</sup>	3:57.94 <sup>(38)</sup>	96.8		+1:16.58
	60.3	32.61 <sup>(37)</sup> 97.1	2:25.37 <sup>(37)</sup> 97.1	53.99 <sup>(42)</sup> 99.7			
[2]	6.03 <sup>(42)</sup>	38.83 <sup>(39)</sup>	3:02.31 <sup>(32)</sup>	3:56.95 <sup>(37)</sup>	97.2		
	59.7	32.80 <sup>(38)</sup> 96.6	2:23.48 <sup>(32)</sup> 98.4	54.64 <sup>(42)</sup> 98.5			
<b>35.</b>	<b>113 MAYER Chris André</b>	<b>A</b>	<b>Honda Civic Type R</b>			<b>N 2000</b>	<b>7:55.39</b>
							+1:17.08

P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante		VMed		i.c.	
[1]	6.54 <sup>(76)</sup>	39.81 <sup>(48)</sup>	3:06.02 <sup>(40)</sup>	3:58.57 <sup>(40)</sup>	96.5		
	55.0	33.27 <sup>(44)</sup> 95.2	2:26.21 <sup>(38)</sup> 96.5	52.55 <sup>(36)</sup> 102.4			
[2]	6.23 <sup>(53)</sup>	38.73 <sup>(37)</sup>	3:03.60 <sup>(35)</sup>	3:56.82 <sup>(37)</sup>	97.2		
	57.8	32.50 <sup>(36)</sup> 97.5	2:24.87 <sup>(34)</sup> 97.4	53.22 <sup>(36)</sup> 101.1			
<b>36.</b>	<b>72 GHIRARDO Michele</b>	<b>I</b>	<b>Honda Civic EK4</b>	<b>Vimotorsport</b>	<b>E1 1600</b>	<b>7:59.35</b>	
[1]	6.07 <sup>(45)</sup>	38.05 <sup>(33)</sup>	2:58.33 <sup>(25)</sup>	3:49.03 <sup>(23)</sup>	100.5		+1:21.04
	59.3	31.98 <sup>(28)</sup> 99.1	2:20.28 <sup>(17)</sup> 100.6	50.70 <sup>(21)</sup> 106.2			
[2]	5.97 <sup>(36)</sup>	37.27 <sup>(28)</sup>	3:19.59 <sup>(59)</sup>	4:10.32 <sup>(54)</sup>	92.0		
	60.3	31.30 <sup>(24)</sup> 101.2	2:42.32 <sup>(63)</sup> 86.9	50.73 <sup>(24)</sup> 106.1			
<b>37.</b>	<b>38 BOH Matevž</b>	<b>SLO</b>	<b>Mitsubishi Lancer EVO IX</b>		<b>E1 3000+</b>	<b>8:01.81</b>	
[1]	4.68 <sup>(5)</sup>	38.69 <sup>(39)</sup>	3:13.02 <sup>(49)</sup>	4:06.92 <sup>(46)</sup>	93.2		+1:23.50
	76.9	34.01 <sup>(50)</sup> 93.1	2:34.33 <sup>(54)</sup> 91.4	53.90 <sup>(40)</sup> 99.9			
[2]	4.37 <sup>(1)</sup>	35.67 <sup>(17)</sup>	3:04.47 <sup>(36)</sup>	3:54.89 <sup>(34)</sup>	98.0		
	82.4	31.30 <sup>(24)</sup> 101.2	2:28.80 <sup>(38)</sup> 94.8	50.42 <sup>(20)</sup> 106.7			
<b>38.</b>	<b>9 TARMANN Josef</b>	<b>A</b>	<b>Dallara Mercedes F302</b>		<b>E2M 2000</b>	<b>8:03.16</b>	
[1]	4.74 <sup>(7)</sup>	37.58 <sup>(27)</sup>	3:08.83 <sup>(43)</sup>	4:03.16 <sup>(42)</sup>	94.7		+1:24.85
	75.9	32.84 <sup>(39)</sup> 96.5	2:31.25 <sup>(48)</sup> 93.3	54.33 <sup>(44)</sup> 99.1			
[2]	4.95 <sup>(15)</sup>	37.29 <sup>(29)</sup>	3:06.27 <sup>(37)</sup>	4:00.00 <sup>(41)</sup>	95.9		
	72.7	32.34 <sup>(35)</sup> 98.0	2:28.98 <sup>(40)</sup> 94.7	53.73 <sup>(37)</sup> 100.2			
<b>39.</b>	<b>98 RITZBERGER Kurt</b>	<b>A</b>	<b>Peugeot 306 Rallye</b>	<b>MSC Rottenegg</b>	<b>A 2000</b>	<b>8:06.84</b>	
[1]	6.32 <sup>(66)</sup>	38.86 <sup>(42)</sup>	3:08.23 <sup>(42)</sup>	4:01.70 <sup>(41)</sup>	95.3		+1:28.53
	57.0	32.54 <sup>(36)</sup> 97.4	2:29.37 <sup>(43)</sup> 94.5	53.47 <sup>(39)</sup> 100.7			
[2]	6.34 <sup>(61)</sup>	39.30 <sup>(42)</sup>	3:10.96 <sup>(42)</sup>	4:05.14 <sup>(45)</sup>	93.9		
	56.8	32.96 <sup>(41)</sup> 96.1	2:31.66 <sup>(42)</sup> 93.1	54.18 <sup>(39)</sup> 99.3			
<b>40.</b>	<b>123 VETTOREL Fabrizio</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>BL Racing</b>	<b>N 1600</b>	<b>8:07.25</b>	
[1]	6.00 <sup>(40)</sup>	39.99 <sup>(49)</sup>	3:08.10 <sup>(41)</sup>	4:03.20 <sup>(43)</sup>	94.7		+1:28.94
	60.0	33.99 <sup>(49)</sup> 93.2	2:28.11 <sup>(40)</sup> 95.3	55.10 <sup>(48)</sup> 97.7			
[2]	5.97 <sup>(36)</sup>	39.64 <sup>(43)</sup>	3:08.56 <sup>(39)</sup>	4:04.05 <sup>(44)</sup>	94.3		
	60.3	33.67 <sup>(45)</sup> 94.1	2:28.92 <sup>(39)</sup> 94.8	55.49 <sup>(46)</sup> 97.0			
<b>41.</b>	<b>79 KLAUS Robert</b>	<b>A</b>	<b>Peugeot 205 RS16</b>	<b>MSC Rottenegg</b>	<b>E1 1600</b>	<b>8:08.56</b>	
[1]	6.07 <sup>(45)</sup>	39.39 <sup>(45)</sup>	3:09.43 <sup>(44)</sup>	4:05.49 <sup>(45)</sup>	93.8		+1:30.25
	59.3	33.32 <sup>(45)</sup> 95.1	2:30.04 <sup>(45)</sup> 94.1	56.06 <sup>(53)</sup> 96.0			
[2]	6.09 <sup>(44)</sup>	38.99 <sup>(40)</sup>	3:07.11 <sup>(38)</sup>	4:03.07 <sup>(42)</sup>	94.7		
	59.1	32.90 <sup>(40)</sup> 96.3	2:28.12 <sup>(36)</sup> 95.3	55.96 <sup>(49)</sup> 96.2			
<b>42.</b>	<b>121 ACCORSI Lorenzo</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>	<b>BL Racing</b>	<b>N 1600</b>	<b>8:14.29</b>	
[1]	6.20 <sup>(58)</sup>	40.38 <sup>(54)</sup>	3:09.66 <sup>(46)</sup>	4:04.50 <sup>(44)</sup>	94.2		+1:35.98
	58.1	34.18 <sup>(53)</sup> 92.7	2:29.28 <sup>(42)</sup> 94.5	54.84 <sup>(46)</sup> 98.1			
[2]	6.26 <sup>(54)</sup>	39.90 <sup>(45)</sup>	3:15.10 <sup>(48)</sup>	4:09.79 <sup>(53)</sup>	92.2		
	57.5	33.64 <sup>(43)</sup> 94.2	2:35.20 <sup>(52)</sup> 90.9	54.69 <sup>(43)</sup> 98.4			
<b>43.</b>	<b>101 FRANZOLINI Enrico</b>	<b>I</b>	<b>Renault Clio Maxi</b>	<b>Friuli ACU</b>	<b>A 2000</b>	<b>8:14.50</b>	
[1]	6.16 <sup>(55)</sup>	40.21 <sup>(52)</sup>	3:13.09 <sup>(50)</sup>	4:08.15 <sup>(48)</sup>	92.8		+1:36.19
	58.4	34.05 <sup>(51)</sup> 93.0	2:32.88 <sup>(50)</sup> 92.3	55.06 <sup>(47)</sup> 97.7			
[2]	6.19 <sup>(49)</sup>	39.85 <sup>(44)</sup>	3:11.64 <sup>(43)</sup>	4:06.35 <sup>(46)</sup>	93.5		
	58.2	33.66 <sup>(44)</sup> 94.1	2:31.79 <sup>(44)</sup> 93.0	54.71 <sup>(44)</sup> 98.4			
<b>44.</b>	<b>71 MOROCUTTI Manuel</b>	<b>I</b>	<b>Renault Clio</b>	<b>Gruppo Piloti Forlivesi</b>	<b>E1 2000</b>	<b>8:16.12</b>	
[1]	6.61 <sup>(79)</sup>	42.19 <sup>(65)</sup>	3:15.11 <sup>(55)</sup>	4:09.01 <sup>(51)</sup>	92.5		+1:37.81
	54.5	35.58 <sup>(63)</sup> 89.0	2:32.92 <sup>(51)</sup> 92.3	53.90 <sup>(40)</sup> 99.9			
[2]	6.46 <sup>(66)</sup>	41.03 <sup>(53)</sup>	3:13.01 <sup>(44)</sup>	4:07.11 <sup>(47)</sup>	93.2		
	55.7	34.57 <sup>(51)</sup> 91.6	2:31.98 <sup>(45)</sup> 92.9	54.10 <sup>(38)</sup> 99.5			
<b>45.</b>	<b>99 MAHA Elis</b>	<b>I</b>	<b>Honda Civic Type R</b>	<b>Red White</b>	<b>A 2000</b>	<b>8:16.80</b>	
[1]	6.20 <sup>(58)</sup>	40.75 <sup>(56)</sup>	3:14.90 <sup>(54)</sup>	4:09.55 <sup>(52)</sup>	92.3		+1:38.49
	58.1	34.55 <sup>(56)</sup> 91.7	2:34.15 <sup>(53)</sup> 91.5	54.65 <sup>(45)</sup> 98.5			
[2]	6.11 <sup>(45)</sup>	40.45 <sup>(46)</sup>	3:13.05 <sup>(45)</sup>	4:07.25 <sup>(48)</sup>	93.1		
	58.9	34.34 <sup>(46)</sup> 92.3	2:32.60 <sup>(46)</sup> 92.5	54.20 <sup>(40)</sup> 99.3			
<b>46.</b>	<b>124 BOMMARTINI Matteo</b>	<b>I</b>	<b>Honda Civic EK4</b>	<b>BL Racing</b>	<b>N 1600</b>	<b>8:17.65</b>	
[1]	6.51 <sup>(75)</sup>	42.14 <sup>(64)</sup>	3:11.58 <sup>(47)</sup>	4:07.16 <sup>(47)</sup>	93.1		+1:39.34
	55.3	35.63 <sup>(64)</sup> 88.9	2:29.44 <sup>(44)</sup> 94.4	55.58 <sup>(49)</sup> 96.8			
[2]	6.38 <sup>(63)</sup>	40.85 <sup>(51)</sup>	3:10.77 <sup>(41)</sup>	4:10.49 <sup>(54)</sup>	91.9		
	56.4	34.47 <sup>(48)</sup> 91.9	2:29.92 <sup>(41)</sup> 94.1	59.72 <sup>(64)</sup> 90.1			
<b>47.</b>	<b>55 VIDMAR Rok</b>	<b>SLO</b>	<b>Reanult Clio CUP</b>		<b>E1 2000</b>	<b>8:19.87</b>	
[1]	6.35 <sup>(68)</sup>	42.32 <sup>(67)</sup>	3:14.49 <sup>(51)</sup>	4:10.78 <sup>(54)</sup>	91.8		+1:41.56

P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante		VMed	i.c.		
56.7	35.97 <sup>(67)</sup> 88.1	2:32.17 <sup>(49)</sup> 92.7	56.29 <sup>(56)</sup> 95.6				
[2] 6.33 <sup>(60)</sup>	41.89 <sup>(57)</sup>	3:13.63 <sup>(46)</sup>	4:09.09 <sup>(52)</sup>	92.4			
56.9	35.56 <sup>(58)</sup> 89.1	2:31.74 <sup>(43)</sup> 93.0	55.46 <sup>(45)</sup> 97.0				
<b>48.</b>	<b>81 SCHERMANN Gerhard</b>	<b>A</b>	<b>Suzuki Swift GTI</b>			<b>E1 1400</b>	<b>8:20.56</b>
[1] 6.12 <sup>(50)</sup>	39.60 <sup>(47)</sup>	3:14.57 <sup>(52)</sup>	4:10.18 <sup>(53)</sup>	92.0			+1:42.25
58.8	33.48 <sup>(47)</sup> 94.6	2:34.97 <sup>(56)</sup> 91.1	55.61 <sup>(50)</sup> 96.8				
[2] 6.00 <sup>(40)</sup>	40.75 <sup>(49)</sup>	3:14.68 <sup>(47)</sup>	4:10.38 <sup>(54)</sup>	91.9			
60.0	34.75 <sup>(52)</sup> 91.2	2:33.93 <sup>(47)</sup> 91.7	55.70 <sup>(47)</sup> 96.6				
<b>49.</b>	<b>109 DELLA ROSSA Stefano</b>	<b>I</b>	<b>Subaru Impreza WRX</b>			<b>N 3000+</b>	<b>8:23.35</b>
[1] 5.67 <sup>(33)</sup>	41.14 <sup>(57)</sup>	3:14.81 <sup>(53)</sup>	4:10.90 <sup>(55)</sup>	91.8			+1:45.04
63.5	35.47 <sup>(62)</sup> 89.3	2:33.67 <sup>(52)</sup> 91.8	56.09 <sup>(55)</sup> 96.0				
[2] 6.01 <sup>(41)</sup>	42.49 <sup>(62)</sup>	3:16.71 <sup>(51)</sup>	4:12.45 <sup>(57)</sup>	91.2			
59.9	36.48 <sup>(63)</sup> 86.8	2:34.22 <sup>(48)</sup> 91.5	55.74 <sup>(48)</sup> 96.6				
<b>50.</b>	<b>128 TACCHINI Mario</b>	<b>I</b>	<b>Mini Cooper S</b>			<b>RSTB</b>	<b>8:25.62</b>
[1] 6.32 <sup>(66)</sup>	41.39 <sup>(60)</sup>	3:16.21 <sup>(56)</sup>	4:12.00 <sup>(56)</sup>	91.4			+1:47.31
57.0	35.07 <sup>(57)</sup> 90.3	2:34.82 <sup>(55)</sup> 91.2	55.79 <sup>(51)</sup> 96.5				
[2] 6.34 <sup>(61)</sup>	41.80 <sup>(55)</sup>	3:17.28 <sup>(54)</sup>	4:13.62 <sup>(57)</sup>	90.8			
56.8	35.46 <sup>(57)</sup> 89.3	2:35.48 <sup>(53)</sup> 90.8	56.34 <sup>(51)</sup> 95.5				
<b>51.</b>	<b>115 DA ROS Michele</b>	<b>I</b>	<b>Renault Clio RS</b>		<b>Vimotorsport</b>	<b>N 2000</b>	<b>8:30.02</b>
[1] 6.29 <sup>(63)</sup>	41.66 <sup>(62)</sup>	3:17.94 <sup>(57)</sup>	4:13.86 <sup>(57)</sup>	90.7			+1:51.71
57.2	35.37 <sup>(61)</sup> 89.6	2:36.28 <sup>(59)</sup> 90.3	55.92 <sup>(52)</sup> 96.2				
[2] 6.29 <sup>(58)</sup>	42.13 <sup>(59)</sup>	3:19.05 <sup>(56)</sup>	4:16.16 <sup>(58)</sup>	89.9			
57.2	35.84 <sup>(60)</sup> 88.4	2:36.92 <sup>(57)</sup> 89.9	57.11 <sup>(54)</sup> 94.2				
<b>52.</b>	<b>82 JURAK Gregor</b>	<b>SLO</b>	<b>Suzuki Swift</b>			<b>E1 1400</b>	<b>8:30.84</b>
[1] 6.38 <sup>(69)</sup>	41.47 <sup>(61)</sup>	3:19.90 <sup>(61)</sup>	4:17.43 <sup>(60)</sup>	89.4			+1:52.53
56.4	35.09 <sup>(58)</sup> 90.3	2:38.43 <sup>(62)</sup> 89.1	57.53 <sup>(58)</sup> 93.6				
[2] 6.54 <sup>(71)</sup>	41.92 <sup>(58)</sup>	3:16.52 <sup>(49)</sup>	4:13.41 <sup>(57)</sup>	90.8			
55.0	35.38 <sup>(55)</sup> 89.5	2:34.60 <sup>(49)</sup> 91.3	56.89 <sup>(52)</sup> 94.6				
<b>53.</b>	<b>118 CUDEN Matevz</b>	<b>SLO</b>	<b>Honda Civic</b>			<b>N 2000</b>	<b>8:33.69</b>
[1] 6.47 <sup>(71)</sup>	43.37 <sup>(73)</sup>	3:21.35 <sup>(63)</sup>	4:18.56 <sup>(61)</sup>	89.0			+1:55.38
55.6	36.90 <sup>(74)</sup> 85.9	2:37.98 <sup>(61)</sup> 89.3	57.21 <sup>(57)</sup> 94.1				
[2] 6.21 <sup>(50)</sup>	42.66 <sup>(63)</sup>	3:19.10 <sup>(57)</sup>	4:15.13 <sup>(58)</sup>	90.2			
58.0	36.45 <sup>(62)</sup> 86.9	2:36.44 <sup>(56)</sup> 90.2	56.03 <sup>(50)</sup> 96.1				
<b>54.</b>	<b>127 FUSARO Carmelo</b>	<b>I</b>	<b>Peugeot 106 Rallye</b>			<b>N 1600</b>	<b>8:35.11</b>
[1] 6.31 <sup>(65)</sup>	42.23 <sup>(66)</sup>	3:18.24 <sup>(58)</sup>	4:16.48 <sup>(58)</sup>	89.8			+1:56.80
57.1	35.92 <sup>(66)</sup> 88.2	2:36.01 <sup>(58)</sup> 90.5	58.24 <sup>(60)</sup> 92.4				
[2] 6.51 <sup>(70)</sup>	43.02 <sup>(64)</sup>	3:20.17 <sup>(60)</sup>	4:18.63 <sup>(62)</sup>	89.0			
55.3	36.51 <sup>(64)</sup> 86.8	2:37.15 <sup>(58)</sup> 89.8	58.46 <sup>(59)</sup> 92.1				
<b>55.</b>	<b>85 KOSTANJSEK Primoz</b>	<b>SLO</b>	<b>Skoda Felicia</b>			<b>E1 1400</b>	<b>8:35.19</b>
[1] 6.58 <sup>(77)</sup>	43.25 <sup>(71)</sup>	3:20.89 <sup>(62)</sup>	4:19.57 <sup>(62)</sup>	88.7			+1:56.88
54.7	36.67 <sup>(71)</sup> 86.4	2:37.64 <sup>(60)</sup> 89.5	58.68 <sup>(62)</sup> 91.7				
[2] 6.40 <sup>(65)</sup>	43.15 <sup>(67)</sup>	3:17.76 <sup>(55)</sup>	4:15.62 <sup>(58)</sup>	90.1			
56.3	36.75 <sup>(67)</sup> 86.2	2:34.61 <sup>(50)</sup> 91.3	57.86 <sup>(57)</sup> 93.0				
<b>56.</b>	<b>83 PRELAC Andrej</b>	<b>SLO</b>	<b>Suzuki Swift GTI</b>			<b>E1 1400</b>	<b>8:37.16</b>
[1] 6.49 <sup>(73)</sup>	42.81 <sup>(70)</sup>	3:18.58 <sup>(59)</sup>	4:16.88 <sup>(59)</sup>	89.6			+1:58.85
55.5	36.32 <sup>(68)</sup> 87.2	2:35.77 <sup>(57)</sup> 90.6	58.30 <sup>(61)</sup> 92.3				
[2] 6.59 <sup>(72)</sup>	43.26 <sup>(68)</sup>	3:20.67 <sup>(61)</sup>	4:20.28 <sup>(63)</sup>	88.5			
54.6	36.67 <sup>(66)</sup> 86.4	2:37.41 <sup>(59)</sup> 89.7	59.61 <sup>(62)</sup> 90.3				
<b>57.</b>	<b>103 LENISA Waifro</b>	<b>I</b>	<b>Ford Puma</b>		<b>Sportimage</b>	<b>A 1600</b>	<b>8:42.61</b>
[1] 6.58 <sup>(77)</sup>	42.38 <sup>(68)</sup>	3:30.12 <sup>(72)</sup>	4:28.31 <sup>(67)</sup>	85.8			+2:04.30
54.7	35.80 <sup>(65)</sup> 88.5	2:47.74 <sup>(72)</sup> 84.1	58.19 <sup>(59)</sup> 92.5				
[2] 6.48 <sup>(67)</sup>	41.88 <sup>(56)</sup>	3:16.80 <sup>(52)</sup>	4:14.30 <sup>(58)</sup>	90.5			
55.6	35.40 <sup>(56)</sup> 89.5	2:34.92 <sup>(51)</sup> 91.1	57.50 <sup>(55)</sup> 93.6				
<b>58.</b>	<b>75 HUTTER Gregor</b>	<b>A</b>	<b>Alfa Romeo 145</b>			<b>E1 1600</b>	<b>8:48.62</b>
[1] 6.10 <sup>(48)</sup>	40.17 <sup>(51)</sup>	3:29.93 <sup>(71)</sup>	4:34.07 <sup>(71)</sup>	84.0			+2:10.31
59.0	34.07 <sup>(52)</sup> 93.0	2:49.76 <sup>(75)</sup> 83.1	1:04.14 <sup>(75)</sup> 83.9				
[2] 6.06 <sup>(43)</sup>	40.90 <sup>(52)</sup>	3:16.89 <sup>(53)</sup>	4:14.55 <sup>(58)</sup>	90.4			
59.4	34.84 <sup>(53)</sup> 90.9	2:35.99 <sup>(55)</sup> 90.5	57.66 <sup>(56)</sup> 93.3				
<b>59.</b>	<b>126 TAMBURLINI Marco</b>	<b>I</b>	<b>Citroën Saxò</b>		<b>BL Racing</b>	<b>N 1600</b>	<b>8:50.82</b>
[1] 6.63 <sup>(80)</sup>	43.39 <sup>(74)</sup>	3:25.95 <sup>(64)</sup>	4:24.82 <sup>(63)</sup>	86.9			+2:12.51
54.3	36.76 <sup>(72)</sup> 86.2	2:42.56 <sup>(64)</sup> 86.8	58.87 <sup>(63)</sup> 91.4				

P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante		VMed		i.c.	
[2]	6.62 <sup>(73)</sup>	43.74 <sup>(70)</sup>	3:26.89 <sup>(66)</sup>	4:26.00 <sup>(65)</sup>	86.5		
	54.4	37.12 <sup>(70)</sup> 85.3	2:43.15 <sup>(65)</sup> 86.5	59.11 <sup>(60)</sup> 91.1			
<b>60.</b>	<b>59 AGNELLO Giuseppe</b>	<b>I</b>	<b>Mazda Mx5</b>			<b>E1 2000</b>	<b>8:52.80</b>
[1]	6.49 <sup>(73)</sup>	43.25 <sup>(71)</sup>	3:27.24 <sup>(67)</sup>	4:27.57 <sup>(66)</sup>	86.0		+2:14.49
	55.5	36.76 <sup>(72)</sup> 86.2	2:43.99 <sup>(67)</sup> 86.1	1:00.33 <sup>(67)</sup> 89.2			
[2]	6.49 <sup>(69)</sup>	43.12 <sup>(65)</sup>	3:25.58 <sup>(65)</sup>	4:25.23 <sup>(65)</sup>	86.8		
	55.5	36.63 <sup>(65)</sup> 86.5	2:42.46 <sup>(64)</sup> 86.9	59.65 <sup>(63)</sup> 90.2			
<b>61.</b>	<b>87 CEBRON Janko</b>	<b>SLO</b>	<b>MG ZR 105</b>			<b>E1 1400</b>	<b>8:53.47</b>
[1]	6.80 <sup>(81)</sup>	44.42 <sup>(79)</sup>	3:28.65 <sup>(69)</sup>	4:29.45 <sup>(69)</sup>	85.4		+2:15.16
	52.9	37.62 <sup>(76)</sup> 84.2	2:44.23 <sup>(68)</sup> 85.9	1:00.80 <sup>(69)</sup> 88.5			
[2]	6.72 <sup>(75)</sup>	43.61 <sup>(69)</sup>	3:24.44 <sup>(63)</sup>	4:24.02 <sup>(63)</sup>	87.2		
	53.6	36.89 <sup>(69)</sup> 85.9	2:40.83 <sup>(61)</sup> 87.7	59.58 <sup>(61)</sup> 90.3			
<b>62.</b>	<b>58 LÖFFLER Lothar</b>	<b>D</b>	<b>Opel Kadett D</b>		<b>MSC Scheplitz</b>	<b>E1 2000</b>	<b>8:55.15</b>
[1]	5.89 <sup>(36)</sup>	42.44 <sup>(69)</sup>	3:26.07 <sup>(65)</sup>	4:30.61 <sup>(70)</sup>	85.1		+2:16.84
	61.1	36.55 <sup>(70)</sup> 86.7	2:43.63 <sup>(65)</sup> 86.2	1:04.54 <sup>(76)</sup> 83.4			
[2]	5.85 <sup>(31)</sup>	42.19 <sup>(60)</sup>	3:23.54 <sup>(62)</sup>	4:24.54 <sup>(63)</sup>	87.0		
	61.5	36.34 <sup>(61)</sup> 87.2	2:41.35 <sup>(62)</sup> 87.5	1:01.00 <sup>(66)</sup> 88.2			
<b>63.</b>	<b>133 CERCHIÈ Claudio</b>	<b>I</b>	<b>Citroën Saxò Vts</b>			<b>RS3</b>	<b>8:58.24</b>
[1]	6.40 <sup>(70)</sup>	44.12 <sup>(77)</sup>	3:28.80 <sup>(70)</sup>	4:29.38 <sup>(68)</sup>	85.5		+2:19.93
	56.3	37.72 <sup>(77)</sup> 84.0	2:44.68 <sup>(69)</sup> 85.7	1:00.58 <sup>(68)</sup> 88.8			
[2]	6.39 <sup>(64)</sup>	44.45 <sup>(72)</sup>	3:28.38 <sup>(67)</sup>	4:28.86 <sup>(68)</sup>	85.6		
	56.3	38.06 <sup>(71)</sup> 83.2	2:43.93 <sup>(66)</sup> 86.1	1:00.48 <sup>(65)</sup> 89.0			
<b>64.</b>	<b>132 CAPPELLO Marco</b>	<b>I</b>	<b>Honda Civic</b>		<b>Millenium Sport Pr.</b>	<b>RS3</b>	<b>9:11.16</b>
[1]	7.48 <sup>(86)</sup>	47.34 <sup>(83)</sup>	3:34.92 <sup>(75)</sup>	4:36.46 <sup>(74)</sup>	83.3		+2:32.85
	48.1	39.86 <sup>(83)</sup> 79.5	2:47.58 <sup>(71)</sup> 84.2	1:01.54 <sup>(70)</sup> 87.5			
[2]	7.91 <sup>(82)</sup>	47.38 <sup>(76)</sup>	3:32.40 <sup>(69)</sup>	4:34.70 <sup>(73)</sup>	83.8		
	45.5	39.47 <sup>(75)</sup> 80.3	2:45.02 <sup>(67)</sup> 85.5	1:02.30 <sup>(70)</sup> 86.4			
<b>65.</b>	<b>91 KOVAC Jure</b>	<b>SLO</b>	<b>Zastava Yugo 1.3</b>			<b>E1 1400</b>	<b>9:13.08</b>
[1]	7.33 <sup>(85)</sup>	47.04 <sup>(82)</sup>	3:36.17 <sup>(76)</sup>	4:38.99 <sup>(75)</sup>	82.5		+2:34.77
	49.1	39.71 <sup>(82)</sup> 79.8	2:49.13 <sup>(73)</sup> 83.4	1:02.82 <sup>(72)</sup> 85.7			
[2]	6.92 <sup>(77)</sup>	45.47 <sup>(74)</sup>	3:32.38 <sup>(68)</sup>	4:34.09 <sup>(72)</sup>	84.0		
	52.0	38.55 <sup>(74)</sup> 82.2	2:46.91 <sup>(69)</sup> 84.5	1:01.71 <sup>(67)</sup> 87.2			
<b>66.</b>	<b>76 DESSI Samuele</b>	<b>I</b>	<b>Peugeot 205</b>		<b>Team Racing Gubbio</b>	<b>E1 1600</b>	<b>9:15.29</b>
[1]	6.22 <sup>(60)</sup>	43.43 <sup>(75)</sup>	3:33.37 <sup>(73)</sup>	4:35.85 <sup>(73)</sup>	83.5		+2:36.98
	57.9	37.21 <sup>(75)</sup> 85.1	2:49.94 <sup>(76)</sup> 83.0	1:02.48 <sup>(71)</sup> 86.1			
[2]	6.16 <sup>(47)</sup>	44.45 <sup>(72)</sup>	3:37.20 <sup>(70)</sup>	4:39.44 <sup>(76)</sup>	82.4		
	58.4	38.29 <sup>(73)</sup> 82.7	2:52.75 <sup>(70)</sup> 81.7	1:02.24 <sup>(69)</sup> 86.5			
<b>67.</b>	<b>44 KARPISEK Sergej</b>	<b>SK</b>	<b>Opel Astra Gsi Turbo</b>		<b>Slovak National HC Team</b>	<b>E1 3000+</b>	<b>9:35.81</b>
[1]	6.23 <sup>(61)</sup>	44.21 <sup>(78)</sup>	3:42.93 <sup>(78)</sup>	4:46.33 <sup>(77)</sup>	80.4		+2:57.50
	57.8	37.98 <sup>(79)</sup> 83.4	2:58.72 <sup>(79)</sup> 79.0	1:03.40 <sup>(73)</sup> 84.9			
[2]	6.63 <sup>(74)</sup>	46.78 <sup>(75)</sup>	3:44.55 <sup>(74)</sup>	4:49.48 <sup>(78)</sup>	79.5		
	54.3	40.15 <sup>(76)</sup> 78.9	2:57.77 <sup>(75)</sup> 79.4	1:04.93 <sup>(72)</sup> 82.9			
<b>68.</b>	<b>134 CAINERO Emanuele</b>	<b>I</b>	<b>VW Lupo</b>			<b>RS2</b>	<b>9:40.99</b>
[1]	7.21 <sup>(83)</sup>	48.96 <sup>(84)</sup>	3:46.25 <sup>(79)</sup>	4:53.01 <sup>(78)</sup>	78.6		+3:02.68
	49.9	41.75 <sup>(84)</sup> 75.9	2:57.29 <sup>(78)</sup> 79.6	1:06.76 <sup>(79)</sup> 80.6			
[2]	7.29 <sup>(79)</sup>	48.96 <sup>(78)</sup>	3:41.99 <sup>(72)</sup>	4:47.98 <sup>(78)</sup>	79.9		
	49.4	41.67 <sup>(78)</sup> 76.0	2:53.03 <sup>(71)</sup> 81.6	1:05.99 <sup>(73)</sup> 81.6			
<b>69.</b>	<b>78 TINELLA Domenico</b>	<b>I</b>	<b>Peugeot 106</b>			<b>E1 1600</b>	<b>9:42.29</b>
[1]	6.01 <sup>(42)</sup>	44.94 <sup>(80)</sup>	3:34.10 <sup>(74)</sup>	4:34.26 <sup>(72)</sup>	83.9		+3:03.98
	59.9	38.93 <sup>(80)</sup> 81.4	2:49.16 <sup>(74)</sup> 83.4	1:00.16 <sup>(66)</sup> 89.5			
[2]	5.85 <sup>(31)</sup>	43.92 <sup>(71)</sup>	4:05.88 <sup>(77)</sup>	5:08.03 <sup>(82)</sup>	74.7		
	61.5	38.07 <sup>(72)</sup> 83.2	3:21.96 <sup>(77)</sup> 69.9	1:02.15 <sup>(68)</sup> 86.6			
<b>70.</b>	<b>104 DI FANT Ivan</b>	<b>I</b>	<b>Peugeot 106</b>		<b>Forum Iulii H.C.</b>	<b>A 1400</b>	<b>9:42.95</b>
[1]	7.16 <sup>(82)</sup>	50.04 <sup>(86)</sup>	3:41.35 <sup>(77)</sup>	4:45.47 <sup>(76)</sup>	80.6		+3:04.64
	50.3	42.88 <sup>(86)</sup> 73.9	2:51.31 <sup>(77)</sup> 82.4	1:04.12 <sup>(74)</sup> 83.9			
[2]	7.20 <sup>(78)</sup>	49.46 <sup>(79)</sup>	3:42.92 <sup>(73)</sup>	4:57.48 <sup>(80)</sup>	77.4		
	50.0	42.26 <sup>(79)</sup> 75.0	2:53.46 <sup>(72)</sup> 81.4	1:14.56 <sup>(76)</sup> 72.2			
<b>71.</b>	<b>45 ZILLI Daniele</b>	<b>I</b>	<b>Renault 5 GT Turbo</b>		<b>Red White</b>	<b>E1 1600TB*</b>	<b>9:43.08</b>
[1]	6.48 <sup>(72)</sup>	40.06 <sup>(50)</sup>	3:26.82 <sup>(66)</sup>	5:00.96 <sup>(80)</sup>	76.5		+3:04.77
	55.6	33.58 <sup>(48)</sup> 94.3	2:46.76 <sup>(70)</sup> 84.6	1:34.14 <sup>(81)</sup> 57.2			
[2]	6.84 <sup>(76)</sup>	42.41 <sup>(61)</sup>	3:37.87 <sup>(71)</sup>	4:42.12 <sup>(76)</sup>	81.6		

P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante		VMed	i.c.		
52.6	35.57 <sup>(59)</sup> 89.1	2:55.46 <sup>(73)</sup> 80.4	1:04.25 <sup>(71)</sup> 83.8				
<b>72.</b>	<b>57 PIEBER Karl</b>	<b>A</b>	<b>Opel Manta GT</b>			<b>E1 3000</b>	<b>9:45.90</b>
[1]	7.25 <sup>(84)</sup> 49.28 <sup>(85)</sup>	3:48.19 <sup>(80)</sup>	4:53.88 <sup>(79)</sup>	78.3			+3:07.59
	49.7 42.03 <sup>(85)</sup> 75.4	2:58.91 <sup>(80)</sup> 78.9	1:05.69 <sup>(77)</sup> 81.9				
[2]	7.29 <sup>(79)</sup> 48.70 <sup>(77)</sup>	3:45.39 <sup>(75)</sup>	4:52.02 <sup>(78)</sup>	78.8			
	49.4 41.41 <sup>(77)</sup> 76.5	2:56.69 <sup>(74)</sup> 79.9	1:06.63 <sup>(74)</sup> 80.8				
<b>73.</b>	<b>89 PRISTAVEC Nik</b>	<b>SLO</b>	<b>Fiat Seicento</b>			<b>E1 1400</b>	<b>10:04.68</b>
[1]	7.62 <sup>(87)</sup> 51.69 <sup>(87)</sup>	3:54.87 <sup>(81)</sup>	5:04.56 <sup>(81)</sup>	75.6			+3:26.37
	47.2 44.07 <sup>(87)</sup> 71.9	3:03.18 <sup>(81)</sup> 77.0	1:09.69 <sup>(80)</sup> 77.2				
[2]	7.44 <sup>(81)</sup> 50.79 <sup>(80)</sup>	3:50.87 <sup>(76)</sup>	5:00.12 <sup>(80)</sup>	76.7			
	48.4 43.35 <sup>(80)</sup> 73.1	3:00.08 <sup>(76)</sup> 78.4	1:09.25 <sup>(75)</sup> 77.7				
<b>74.</b>	<b>48 AMBRUZ Peter</b>	<b>SK</b>	<b>Vauxall Vectra ST</b>		<b>Slovak National HC Team</b>	<b>E1 2000</b>	
[1]	6.28 <sup>(62)</sup> 39.49 <sup>(46)</sup>	3:19.19 <sup>(60)</sup>	4:24.88 <sup>(64)</sup>	86.9			
	57.3 33.21 <sup>(43)</sup> 95.4	2:39.70 <sup>(63)</sup> 88.4	1:05.69 <sup>(77)</sup> 81.9				
[2]	5.94 <sup>(35)</sup> 38.75 <sup>(38)</sup>	3:25.50 <sup>(64)</sup>	DNF 2				
	60.6 32.81 <sup>(39)</sup> 96.6	2:46.75 <sup>(68)</sup> 84.6					
<b>75.</b>	<b>51 ROIDER Franz</b>	<b>A</b>	<b>Ford Mondeo STW</b>		<b>MSC Mühlbach</b>	<b>E1 2000</b>	
[1]	6.02 <sup>(43)</sup> 38.52 <sup>(37)</sup>	3:03.23 <sup>(36)</sup>	3:57.35 <sup>(37)</sup>	97.0			
	59.8 32.50 <sup>(35)</sup> 97.5	2:24.71 <sup>(35)</sup> 97.5	54.12 <sup>(43)</sup> 99.4				
<b>76.</b>	<b>34 DI FANT Alessandro</b>	<b>I</b>	<b>Porsche Cayman</b>		<b>Forum Iulii H.C.</b>	<b>GTCUP</b>	
<b>77.</b>	<b>54 BOSCHI Maurizio</b>	<b>I</b>	<b>Opel Astra kit car</b>		<b>Vimotorsport</b>	<b>E1 2000</b>	
[1]	5.85 <sup>(35)</sup> 38.73 <sup>(40)</sup>	3:09.55 <sup>(45)</sup>	4:08.88 <sup>(50)</sup>	92.5			
	61.5 32.88 <sup>(40)</sup> 96.4	2:30.82 <sup>(46)</sup> 93.6	59.33 <sup>(65)</sup> 90.7				
<b>78.</b>	<b>73 MAIER Helmut</b>	<b>A</b>	<b>VW Golf Spiess</b>			<b>E1 1600</b>	
<b>79.</b>	<b>43 IVIC Davor</b>	<b>SLO</b>	<b>Nissan 200SX S14</b>			<b>E1 3000+</b>	
[1]	6.14 <sup>(53)</sup> 38.38 <sup>(35)</sup>	3:02.83 <sup>(34)</sup>	3:55.13 <sup>(34)</sup>	97.9			
	58.6 32.24 <sup>(30)</sup> 98.3	2:24.45 <sup>(34)</sup> 97.7	52.30 <sup>(32)</sup> 102.9				
[2]	5.90 <sup>(33)</sup> 37.25 <sup>(27)</sup>		DNF 2				
	61.0 31.35 <sup>(26)</sup> 101.1						
<b>80.</b>	<b>84 POGACAR Tilen</b>	<b>SLO</b>	<b>VW Golf Mk1</b>			<b>E1 1400</b>	
[1]	6.12 <sup>(50)</sup> 40.44 <sup>(55)</sup>		DNF 1				
	58.8 34.32 <sup>(55)</sup> 92.3						
[2]	6.22 <sup>(51)</sup> 40.72 <sup>(48)</sup>	3:16.68 <sup>(50)</sup>	4:13.68 <sup>(57)</sup>	90.8			
	57.9 34.50 <sup>(49)</sup> 91.8	2:35.96 <sup>(54)</sup> 90.5	57.00 <sup>(53)</sup> 94.4				
<b>81.</b>	<b>86 STREKELJ Jania</b>	<b>SLO</b>	<b>Citroën AX 1.4 GTI</b>			<b>E1 1400</b>	
<b>82.</b>	<b>88 SAVIC Denis</b>	<b>SLO</b>	<b>MG ZR 105</b>			<b>E1 1400</b>	
[1]	6.19 <sup>(57)</sup> 45.53 <sup>(81)</sup>		NF1NS2				
	58.2 39.34 <sup>(81)</sup> 80.5						
<b>83.</b>	<b>52 WOLF Alexander</b>	<b>A</b>	<b>Puegeot 306 Maxi</b>		<b>MSC Mühlbach</b>	<b>E1 2000</b>	
[1]	5.75 <sup>(34)</sup> 42.11 <sup>(63)</sup>		NF1NS2				
	62.6 36.36 <sup>(69)</sup> 87.1						
<b>84.</b>	<b>96 PARLATO Paolo</b>	<b>I</b>	<b>Honda Civic Type R</b>		<b>Borrett Team M.sport</b>	<b>A 2000</b>	
[1]	6.00 <sup>(40)</sup> 40.27 <sup>(53)</sup>		DNF 1				
	60.0 34.27 <sup>(54)</sup> 92.4						
[2]	6.29 <sup>(58)</sup> 40.82 <sup>(50)</sup>	3:09.39 <sup>(40)</sup>	4:01.86 <sup>(42)</sup>	95.2			
	57.2 34.53 <sup>(50)</sup> 91.7	2:28.57 <sup>(37)</sup> 95.0	52.47 <sup>(33)</sup> 102.6				
<b>85.</b>	<b>42 HOLZMANN Thomas</b>	<b>A</b>	<b>Mitsubishi Lancer EVO IV</b>			<b>E1 3000+</b>	
[1]	4.67 <sup>(4)</sup> 36.12 <sup>(23)</sup>	2:58.73 <sup>(26)</sup>	3:50.38 <sup>(26)</sup>	99.9			
	77.1 31.45 <sup>(24)</sup> 100.7	2:22.61 <sup>(30)</sup> 99.0	51.65 <sup>(29)</sup> 104.2				
[2]	4.60 <sup>(3)</sup>		DNF 2				
	78.3						
<b>86.</b>	<b>108 MARC Peter</b>	<b>SLO</b>	<b>Mitsubishi Lancer EVO IX</b>			<b>N 3000+</b>	
[1]	4.90 <sup>(13)</sup> 38.00 <sup>(32)</sup>		NF1NS2				
	73.5 33.10 <sup>(42)</sup> 95.7						
<b>87.</b>	<b>116 PFEIFER Herbert</b>	<b>A</b>	<b>Honda Integra Type R</b>			<b>N 2000</b>	
[1]	6.04 <sup>(44)</sup> 41.38 <sup>(59)</sup>		DNF 1				
	59.6 35.34 <sup>(60)</sup> 89.6						
<b>88.</b>	<b>7 DVORÁK Pavel</b>	<b>CZ</b>	<b>Martini</b>			<b>E2M 2000</b>	
[1]	4.64 <sup>(2)</sup> 36.12 <sup>(23)</sup>	3:04.40 <sup>(38)</sup>	3:55.24 <sup>(36)</sup>	97.9			
	77.6 31.48 <sup>(25)</sup> 100.6	2:28.28 <sup>(41)</sup> 95.2	50.84 <sup>(22)</sup> 105.9				
[2]	6.27 <sup>(56)</sup>		DNF 2				

P. N.	Conduuttore	Naz	Vettura	Arrivo	Scuderia	Classe	Tem./Dif.
100m	Madonnina	Tornante			VMed	i.c.	
57.4	<b>89.122</b>	<b>CRIVELLARO Andrea</b>	I	Peugeot 106 Rallye	Red White	N 1600	
[1]	6.17 <sup>(56)</sup>	41.37 <sup>(58)</sup>	3:12.53 <sup>(48)</sup>	4:08.61 <sup>(49)</sup>	92.6		
	58.3	35.20 <sup>(59)</sup> 90.0	2:31.16 <sup>(47)</sup> 93.4	56.08 <sup>(54)</sup> 96.0			
[2]	6.22 <sup>(51)</sup>	40.63 <sup>(47)</sup>		DNF 2			
	57.9	34.41 <sup>(47)</sup> 92.1					
	<b>90.125</b>	<b>COSSETTINI Simone</b>	I	Peugeot 106 Rallye	Red White	N 1600	
[1]	6.30 <sup>(64)</sup>	44.07 <sup>(76)</sup>	3:27.80 <sup>(68)</sup>	4:27.05 <sup>(65)</sup>	86.2		
	57.1	37.77 <sup>(78)</sup> 83.9	2:43.73 <sup>(66)</sup> 86.2	59.25 <sup>(64)</sup> 90.8			
[2]	6.28 <sup>(57)</sup>	43.14 <sup>(66)</sup>		DNF 2			
	57.3	36.86 <sup>(68)</sup> 85.9					

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

Risultati e Telemetrie a cura di P. Gaspari