



# Passo dello Spino

## Auto Moderne

### Performance Analysis



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. © 2004-2015 Francesco Dariz

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	i.c.	
<b>1.</b>	<b>2 MERLI Christian</b>	I	Osella FA30 Evo RPE	Vimotorsport	D/E2-SS 3000	<b>5:10.93</b>
[1]	3.06 <sup>(2)</sup>	↑ 1:13.84 <sup>(1)</sup>	↑ 2:24.86 <sup>(1)</sup>	↑ <b>2:36.13<sup>(1)</sup></b>	138.3	
	64.7	1:10.78 <sup>(1)</sup> 121.8	1:11.02 <sup>(1)</sup> 152.1	11.27 <sup>(1)</sup> 175.7		
[2]	3.03 <sup>(1)</sup>	↑ 1:13.45 <sup>(1)</sup>	↑ 2:23.89 <sup>(1)</sup>	↑ <b>2:34.80<sup>(1)</sup></b>	139.5	
	65.3	1:10.42 <sup>(1)</sup> 122.4	1:10.44 <sup>(1)</sup> 153.3	10.91 <sup>(1)</sup> 181.5		
<b>2.</b>	<b>24 FATTORINI Michele</b>	I	Osella PA 2000 Evo	Speed Motor	CN/E2-SC 200	<b>5:16.82</b>
[1]	3.37 <sup>(26)</sup>	↑ 1:14.62 <sup>(2)</sup>	↑ 2:26.27 <sup>(2)</sup>	↑ <b>2:38.01<sup>(2)</sup></b>	136.7	+5.89
	58.8	1:11.25 <sup>(2)</sup> 121.0	1:11.65 <sup>(2)</sup> 150.7	11.74 <sup>(4)</sup> 168.7		
[2]	3.47 <sup>(35)</sup>	↑ 1:14.73 <sup>(2)</sup>	↑ 2:27.05 <sup>(3)</sup>	↑ <b>2:38.81<sup>(3)</sup></b>	136.0	
	57.1	1:11.26 <sup>(2)</sup> 121.0	1:12.32 <sup>(3)</sup> 149.3	11.76 <sup>(4)</sup> 168.4		
<b>3.</b>	<b>34 CONTICELLI Francesco</b>	I	Osella PA 2000		CN/E2-SC 200	<b>5:24.92</b>
[1]	3.29 <sup>(16)</sup>	↑ 1:16.39 <sup>(3)</sup>	↑ 2:30.10 <sup>(3)</sup>	↑ <b>2:41.89<sup>(3)</sup></b>	133.4	+13.99
	60.2	1:13.10 <sup>(3)</sup> 117.9	1:13.71 <sup>(3)</sup> 146.5	11.79 <sup>(5)</sup> 167.9		
[2]	3.27 <sup>(15)</sup>	↑ 1:16.92 <sup>(4)</sup>	↑ 2:31.10 <sup>(4)</sup>	↑ <b>2:43.03<sup>(4)</sup></b>	132.5	
	60.6	1:13.65 <sup>(4)</sup> 117.1	1:14.18 <sup>(5)</sup> 145.6	11.93 <sup>(5)</sup> 166.0		
<b>4.</b>	<b>4 MACARIO Paride</b>	I	Osella FA30	Speed Motor	D/E2-SS 3000	<b>5:26.60</b>
[1]	3.30 <sup>(17)</sup>	↑ 1:17.91 <sup>(7)</sup>	↑ 2:31.97 <sup>(4)</sup>	↑ <b>2:43.70<sup>(4)</sup></b>	131.9	+15.67
	60.0	1:14.61 <sup>(7)</sup> 115.6	1:14.06 <sup>(4)</sup> 145.8	11.73 <sup>(3)</sup> 168.8		
[2]	3.22 <sup>(13)</sup>	↑ 1:17.33 <sup>(5)</sup>	↑ 2:31.24 <sup>(5)</sup>	↑ <b>2:42.90<sup>(4)</sup></b>	132.6	
	61.5	1:14.11 <sup>(5)</sup> 116.3	1:13.91 <sup>(4)</sup> 146.1	11.66 <sup>(3)</sup> 169.8		
<b>5.</b>	<b>26 MORATELLI Matteo</b>	I	Osella PA 2000	Vimotorsport	CN/E2-SC 200	<b>5:30.28</b>
[1]	3.21 <sup>(10)</sup>	↑ 1:17.27 <sup>(4)</sup>	↑ 2:32.72 <sup>(6)</sup>	↑ <b>2:44.69<sup>(5)</sup></b>	131.2	+19.35
	61.7	1:14.06 <sup>(4)</sup> 116.4	1:15.45 <sup>(6)</sup> 143.1	11.97 <sup>(6)</sup> 165.4		
[2]	3.16 <sup>(9)</sup>	↑ 1:17.78 <sup>(6)</sup>	↑ 2:33.64 <sup>(6)</sup>	↑ <b>2:45.59<sup>(7)</sup></b>	130.4	
	62.7	1:14.62 <sup>(7)</sup> 115.5	1:15.86 <sup>(7)</sup> 142.4	11.95 <sup>(6)</sup> 165.7		
<b>6.</b>	<b>29 MAGLIONA Omar</b>	I	Osella PA 21/S EVO	Cst Sport	CN/E2-SC 200	<b>5:31.55</b>
[1]	3.35 <sup>(23)</sup>	↑ 1:17.42 <sup>(5)</sup>	↑ 2:32.34 <sup>(5)</sup>	↑ <b>2:44.88<sup>(6)</sup></b>	131.0	+20.62
	59.1	1:14.07 <sup>(5)</sup> 116.4	1:14.92 <sup>(5)</sup> 144.2	12.54 <sup>(13)</sup> 157.9		
[2]	3.33 <sup>(20)</sup>	↑ 1:18.81 <sup>(10)</sup>	↑ 2:34.33 <sup>(7)</sup>	↑ <b>2:46.67<sup>(7)</sup></b>	129.6	
	59.5	1:15.48 <sup>(8)</sup> 114.2	1:15.52 <sup>(6)</sup> 143.0	12.34 <sup>(11)</sup> 160.5		
<b>7.</b>	<b>1 FAGGIOLI Simone</b>	I	Norma M20 FC	Sport Made in Italy	CN/E2-SC 300	<b>5:33.95</b>
[1]	3.08 <sup>(4)</sup>	↑ 1:24.30 <sup>(24)</sup>	↑ 2:41.96 <sup>(14)</sup>	↑ <b>2:56.23<sup>(16)</sup></b>	122.6	+23.02
	64.3	1:21.22 <sup>(25)</sup> 106.2	1:17.66 <sup>(10)</sup> 139.1	14.27 <sup>(38)</sup> 138.8		
[2]	3.11 <sup>(6)</sup>	↑ 1:15.15 <sup>(3)</sup>	↑ 2:26.56 <sup>(2)</sup>	↑ <b>2:37.72<sup>(2)</sup></b>	137.0	
	63.7	1:12.04 <sup>(3)</sup> 119.7	1:11.41 <sup>(2)</sup> 151.2	11.16 <sup>(2)</sup> 177.4		
<b>8.</b>	<b>21 CONTICELLI Vincenzo</b>	I	Osella PA 30 Zytek		CN/E2-SC 300	<b>5:34.42</b>
[1]	3.35 <sup>(23)</sup>	↑ 1:17.57 <sup>(6)</sup>	↑ 2:34.74 <sup>(7)</sup>	↑ <b>2:46.81<sup>(7)</sup></b>	129.5	+23.49
	59.1	1:14.22 <sup>(6)</sup> 116.2	1:17.17 <sup>(9)</sup> 140.0	12.07 <sup>(8)</sup> 164.0		
[2]	3.32 <sup>(18)</sup>	↑ 1:17.90 <sup>(7)</sup>	↑ 2:35.32 <sup>(8)</sup>	↑ <b>2:47.61<sup>(8)</sup></b>	128.9	
	59.6	1:14.58 <sup>(6)</sup> 115.6	1:17.42 <sup>(9)</sup> 139.5	12.29 <sup>(9)</sup> 161.1		
<b>9.</b>	<b>32 LOMBARDI Achille</b>	I	Osella PA 21/S EVO	AB Motorsport	CN/E2-SC 200	<b>5:38.54</b>
[1]	3.21 <sup>(10)</sup>	↑ 1:20.05 <sup>(11)</sup>	↑ 2:36.10 <sup>(8)</sup>	↑ <b>2:48.65<sup>(8)</sup></b>	128.1	+27.61
	61.7	1:16.84 <sup>(11)</sup> 112.2	1:16.05 <sup>(7)</sup> 142.0	12.55 <sup>(14)</sup> 157.8		
[2]	3.28 <sup>(16)</sup>	↑ 1:19.98 <sup>(12)</sup>	↑ 2:37.26 <sup>(10)</sup>	↑ <b>2:49.89<sup>(9)</sup></b>	127.1	
	60.4	1:16.70 <sup>(12)</sup> 112.4	1:17.28 <sup>(8)</sup> 139.8	12.63 <sup>(13)</sup> 156.8		
<b>10.</b>	<b>8 CASSIBBA Samuele</b>	I	Tatuus Formula Master	Catania Corse	D/E2-SS 2000	<b>5:39.83</b>
[1]	3.08 <sup>(4)</sup>	↑ 1:18.41 <sup>(8)</sup>	↑ 2:37.77 <sup>(9)</sup>	↑ <b>2:50.22<sup>(10)</sup></b>	126.9	+28.90
	64.3	1:15.33 <sup>(8)</sup> 114.5	1:19.36 <sup>(14)</sup> 136.1	12.45 <sup>(10)</sup> 159.0		
[2]	3.07 <sup>(2)</sup>	↑ 1:18.76 <sup>(9)</sup>	↑ 2:37.24 <sup>(9)</sup>	↑ <b>2:49.61<sup>(9)</sup></b>	127.4	
	64.5	1:15.69 <sup>(10)</sup> 113.9	1:18.48 <sup>(10)</sup> 137.6	12.37 <sup>(12)</sup> 160.1		
<b>11.</b>	<b>18 JANIK Václav</b>	CZ	Norma M20 FC		CN/E2-SC 300	<b>5:39.95</b>
[1]	3.19 <sup>(9)</sup>	↑ 1:18.70 <sup>(9)</sup>	↑ 2:37.98 <sup>(10)</sup>	↑ <b>2:49.99<sup>(9)</sup></b>	127.1	+29.02

P. N.	Conduuttore	55m	Fontandrone	Naz	Vettura	Lastraie	Arrivo	Scuderia	Classe	i.c.	Tem./Dif.
		62.1	1:15.51 <sup>(9)</sup>	114.2	1:19.28 <sup>(13)</sup>	136.2	12.01 <sup>(7)</sup>	164.9			
[2]		3.11 <sup>(6)</sup>	1:18.61 <sup>(8)</sup>		2:37.93 <sup>(11)</sup>		2:49.96 <sup>(9)</sup>	127.1			
		63.7	1:15.50 <sup>(9)</sup>	114.2	1:19.32 <sup>(13)</sup>	136.2	12.03 <sup>(8)</sup>	164.6			
<b>12.</b>	<b>5 CINELLI Franco</b>		I		Lola B99/50 EVO	JUDD	Etruria Racing		D/E2-SS 3000		<b>5:41.94</b>
[1]		3.30 <sup>(17)</sup>	1:19.73 <sup>(10)</sup>		2:38.80 <sup>(12)</sup>		2:50.51 <sup>(11)</sup>	126.7			+31.01
		60.0	1:16.43 <sup>(10)</sup>	112.8	1:19.07 <sup>(12)</sup>	136.6	11.71 <sup>(2)</sup>	169.1			
[2]		3.32 <sup>(18)</sup>	1:19.60 <sup>(11)</sup>		2:39.48 <sup>(13)</sup>		2:51.43 <sup>(13)</sup>	126.0			
		59.6	1:16.28 <sup>(11)</sup>	113.0	1:19.88 <sup>(15)</sup>	135.2	11.95 <sup>(6)</sup>	165.7			
<b>13.</b>	<b>6 BOTTURA Adolfo</b>		I		Osella FA30	Zytek	Speed Motor		D/E2-SS 3000		<b>5:42.18</b>
[1]		3.37 <sup>(26)</sup>	1:21.35 <sup>(13)</sup>		2:38.36 <sup>(11)</sup>		2:50.70 <sup>(12)</sup>	126.5			+31.25
		58.8	1:17.98 <sup>(12)</sup>	110.6	1:17.01 <sup>(8)</sup>	140.2	12.34 <sup>(9)</sup>	160.5			
[2]		3.41 <sup>(25)</sup>	1:20.66 <sup>(13)</sup>		2:39.19 <sup>(12)</sup>		2:51.48 <sup>(13)</sup>	126.0			
		58.1	1:17.25 <sup>(13)</sup>	111.6	1:18.53 <sup>(11)</sup>	137.5	12.29 <sup>(9)</sup>	161.1			
<b>14.</b>	<b>31 LIGATO Luca</b>		I		Osella PA 21	EVO	Jonja Corse Giarre		CN/E2-SC 200		<b>5:49.55</b>
[1]		3.22 <sup>(12)</sup>	1:22.59 <sup>(14)</sup>		2:42.44 <sup>(15)</sup>		2:55.14 <sup>(14)</sup>	123.3			+38.62
		61.5	1:19.37 <sup>(15)</sup>	108.6	1:19.85 <sup>(15)</sup>	135.3	12.70 <sup>(15)</sup>	155.9			
[2]		3.13 <sup>(8)</sup>	1:22.41 <sup>(16)</sup>		2:41.70 <sup>(14)</sup>		2:54.41 <sup>(14)</sup>	123.8			
		63.3	1:19.28 <sup>(17)</sup>	108.8	1:19.29 <sup>(12)</sup>	136.2	12.71 <sup>(15)</sup>	155.8			
<b>15.</b>	<b>27 TRNKA Petr</b>		CZ		Norma M20	FC			CN/E2-SC 200		<b>5:50.90</b>
[1]		3.64 <sup>(43)</sup>	1:22.75 <sup>(15)</sup>		2:42.60 <sup>(16)</sup>		2:55.39 <sup>(15)</sup>	123.2			+39.97
		54.4	1:19.11 <sup>(14)</sup>	109.0	1:19.85 <sup>(15)</sup>	135.3	12.79 <sup>(16)</sup>	154.8			
[2]		3.60 <sup>(42)</sup>	1:22.49 <sup>(17)</sup>		2:42.27 <sup>(15)</sup>		2:55.51 <sup>(16)</sup>	123.1			
		55.0	1:18.89 <sup>(15)</sup>	109.3	1:19.78 <sup>(14)</sup>	135.4	13.24 <sup>(18)</sup>	149.5			
<b>16.</b>	<b>11 SARTORI Karim</b>		I		Tatuus Formula	Master	Realmotorsport		D/E2-SS 2000		<b>5:54.83</b>
[1]		3.11 <sup>(7)</sup>	1:22.91 <sup>(16)</sup>		2:44.76 <sup>(17)</sup>		2:58.13 <sup>(17)</sup>	121.3			+43.90
		63.7	1:19.80 <sup>(17)</sup>	108.0	1:21.85 <sup>(17)</sup>	131.9	13.37 <sup>(21)</sup>	148.1			
[2]		3.09 <sup>(4)</sup>	1:22.35 <sup>(15)</sup>		2:43.20 <sup>(16)</sup>		2:56.70 <sup>(17)</sup>	122.2			
		64.1	1:19.26 <sup>(16)</sup>	108.8	1:20.85 <sup>(16)</sup>	133.6	13.50 <sup>(22)</sup>	146.7			
<b>17.</b>	<b>25 SVOBODA Jiri</b>		CZ		Norma M20	F			CN/E2-SC 200		<b>6:00.57</b>
[1]		3.48 <sup>(35)</sup>	1:23.90 <sup>(20)</sup>		2:46.38 <sup>(19)</sup>		3:00.40 <sup>(19)</sup>	119.7			+49.64
		56.9	1:20.42 <sup>(19)</sup>	107.2	1:22.48 <sup>(19)</sup>	130.9	14.02 <sup>(33)</sup>	141.2			
[2]		3.42 <sup>(28)</sup>	1:23.95 <sup>(21)</sup>		2:46.24 <sup>(17)</sup>		3:00.17 <sup>(19)</sup>	119.9			
		57.9	1:20.53 <sup>(21)</sup>	107.1	1:22.29 <sup>(17)</sup>	131.2	13.93 <sup>(28)</sup>	142.1			
<b>18.</b>	<b>36 MANZONI Franco</b>		I		Osella PA 21/S	EVO	Speed Motor		CN/E2-SC 200		<b>6:00.99</b>
[1]		3.48 <sup>(35)</sup>	1:23.45 <sup>(18)</sup>		2:46.04 <sup>(18)</sup>		2:59.11 <sup>(18)</sup>	120.6			+50.06
		56.9	1:19.97 <sup>(18)</sup>	107.8	1:22.59 <sup>(20)</sup>	130.8	13.07 <sup>(18)</sup>	151.5			
[2]		3.41 <sup>(25)</sup>	1:23.48 <sup>(19)</sup>		2:48.42 <sup>(22)</sup>		3:01.88 <sup>(25)</sup>	118.8			
		58.1	1:20.07 <sup>(18)</sup>	107.7	1:24.94 <sup>(22)</sup>	127.1	13.46 <sup>(20)</sup>	147.1			
<b>19.</b>	<b>14 BERTÒ Franco</b>		I		Formula Renault	Monza			D/E2-SS 1600		<b>6:01.85</b>
[1]		3.24 <sup>(13)</sup>	1:25.28 <sup>(27)</sup>		2:47.99 <sup>(21)</sup>		3:01.22 <sup>(20)</sup>	119.2			+50.92
		61.1	1:22.04 <sup>(27)</sup>	105.1	1:22.71 <sup>(21)</sup>	130.6	13.23 <sup>(19)</sup>	149.7			
[2]		3.21 <sup>(12)</sup>	1:24.83 <sup>(25)</sup>		2:47.42 <sup>(18)</sup>		3:00.63 <sup>(20)</sup>	119.6			
		61.7	1:21.62 <sup>(25)</sup>	105.6	1:22.59 <sup>(18)</sup>	130.8	13.21 <sup>(17)</sup>	149.9			
<b>20.</b>	<b>74 BRATSCHI Ronnie</b>		CH		Mitsubishi Lancer	Evo 8 EGMO			E1 3000+		<b>6:02.41</b>
[1]		3.06 <sup>(2)</sup>	1:23.97 <sup>(22)</sup>		2:48.83 <sup>(25)</sup>		3:01.36 <sup>(21)</sup>	119.1			+51.48
		64.7	1:20.91 <sup>(22)</sup>	106.6	1:24.86 <sup>(25)</sup>	127.3	12.53 <sup>(11)</sup>	158.0			
[2]		3.17 <sup>(10)</sup>	1:23.46 <sup>(18)</sup>		2:48.41 <sup>(21)</sup>		3:01.05 <sup>(20)</sup>	119.3			
		62.5	1:20.29 <sup>(19)</sup>	107.4	1:24.95 <sup>(23)</sup>	127.1	12.64 <sup>(14)</sup>	156.6			
<b>21.</b>	<b>9 PEDROTTI Gino</b>		I		Tatuus Formula	Master	Vimotorsport		D/E2-SS 2000		<b>6:02.47</b>
[1]		3.08 <sup>(4)</sup>	1:24.61 <sup>(26)</sup>		2:48.43 <sup>(23)</sup>		3:01.77 <sup>(24)</sup>	118.8			+51.54
		64.3	1:21.53 <sup>(26)</sup>	105.8	1:23.82 <sup>(23)</sup>	128.8	13.34 <sup>(20)</sup>	148.4			
[2]		3.18 <sup>(11)</sup>	1:23.51 <sup>(20)</sup>		2:47.55 <sup>(19)</sup>		3:00.70 <sup>(20)</sup>	119.5			
		62.3	1:20.33 <sup>(20)</sup>	107.3	1:24.04 <sup>(20)</sup>	128.5	13.15 <sup>(16)</sup>	150.6			
<b>22.</b>	<b>43 FERRAGINA Francesco</b>		I		Elia Avrio	EVO	Scuderia Vesuvio		CN/E2-SC 160		<b>6:02.59</b>
[1]		3.40 <sup>(28)</sup>	1:24.28 <sup>(23)</sup>		2:47.95 <sup>(20)</sup>		3:01.61 <sup>(22)</sup>	118.9			+51.66
		58.2	1:20.88 <sup>(21)</sup>	106.6	1:23.67 <sup>(22)</sup>	129.1	13.66 <sup>(28)</sup>	144.9			
[2]		3.39 <sup>(24)</sup>	1:24.26 <sup>(24)</sup>		2:47.55 <sup>(19)</sup>		3:00.98 <sup>(20)</sup>	119.4			
		58.4	1:20.87 <sup>(23)</sup>	106.6	1:23.29 <sup>(19)</sup>	129.7	13.43 <sup>(19)</sup>	147.4			
<b>23.</b>	<b>51 GRAMENZI Marco</b>		I		Alfa Romeo 155	ITC	AB Motorsport		E2-SH 3000		<b>6:04.79</b>
[1]		3.44 <sup>(32)</sup>	1:23.13 <sup>(17)</sup>		2:48.22 <sup>(22)</sup>		3:01.67 <sup>(23)</sup>	118.9			+53.86
		57.6	1:19.69 <sup>(16)</sup>	108.2	1:25.09 <sup>(26)</sup>	126.9	13.45 <sup>(23)</sup>	147.2			
[2]		3.46 <sup>(33)</sup>	1:24.10 <sup>(23)</sup>		2:49.20 <sup>(23)</sup>		3:03.12 <sup>(27)</sup>	118.0			
		57.2	1:20.64 <sup>(22)</sup>	106.9	1:25.10 <sup>(24)</sup>	126.9	13.92 <sup>(27)</sup>	142.2			
<b>24.</b>	<b>35 CRESPI Stefano</b>		I		Osella PA 21	EVO	Sport Made in Italy		CN/E2-SC 200		<b>6:05.86</b>
											+54.93

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	<i>VMed</i>	<i>i.c.</i>
[1]	3.41 <sup>(30)</sup> <i>58.1</i>	1:23.90 <sup>(20)</sup> <i>107.1</i>	2:48.44 <sup>(24)</sup> <i>127.8</i>	3:01.98 <sup>(25)</sup> <i>13.54<sup>(24)</sup> 146.2</i>	118.7	
[2]	3.42 <sup>(28)</sup> <i>57.9</i>	1:25.22 <sup>(26)</sup> <i>105.4</i>	2:50.04 <sup>(24)</sup> <i>127.3</i>	3:03.88 <sup>(27)</sup> <i>13.84<sup>(26)</sup> 143.1</i>	117.5	
<b>25.</b>	<b>75 GIULIANI Fulvio</b>	I	Lancia Delta Evo	Sport Made in Italy	E1 3000+	<b>6:08.85</b>
[1]	2.95 <sup>(1)</sup> <i>67.1</i>	1:23.87 <sup>(19)</sup> <i>106.5</i>	2:51.35 <sup>(28)</sup> <i>123.5</i>	3:04.78 <sup>(27)</sup> <i>13.43<sup>(22)</sup> 147.4</i>	116.9	+57.92
[2]	3.08 <sup>(3)</sup> <i>64.3</i>	1:23.98 <sup>(22)</sup> <i>106.6</i>	2:50.60 <sup>(25)</sup> <i>124.7</i>	3:04.07 <sup>(27)</sup> <i>13.47<sup>(21)</sup> 147.0</i>	117.3	
<b>26.</b>	<b>53 DONDI Manuel</b>	I	Fiat X1/9		E2-SH 2000	<b>6:10.73</b>
[1]	3.41 <sup>(30)</sup> <i>58.1</i>	1:24.49 <sup>(25)</sup> <i>106.3</i>	2:50.99 <sup>(27)</sup> <i>124.9</i>	3:04.98 <sup>(28)</sup> <i>13.99<sup>(31)</sup> 141.5</i>	116.8	+59.80
[2]	3.50 <sup>(37)</sup> <i>56.6</i>	1:26.38 <sup>(27)</sup> <i>104.0</i>	2:51.76 <sup>(26)</sup> <i>126.5</i>	3:05.75 <sup>(29)</sup> <i>13.99<sup>(30)</sup> 141.5</i>	116.3	
<b>27.</b>	<b>55 RAGAZZI Roberto</b>	I	Ferrari 458 Challenge Evo	Superchallenge	GTCup 3.0+	<b>6:14.44</b>
[1]	3.50 <sup>(39)</sup> <i>56.6</i>	1:26.09 <sup>(29)</sup> <i>104.4</i>	2:52.84 <sup>(30)</sup> <i>124.5</i>	3:06.38 <sup>(29)</sup> <i>13.54<sup>(24)</sup> 146.2</i>	115.9	+1:03.51
[2]	3.61 <sup>(43)</sup> <i>54.8</i>	1:27.86 <sup>(31)</sup> <i>102.3</i>	2:54.31 <sup>(29)</sup> <i>124.9</i>	3:08.06 <sup>(31)</sup> <i>13.75<sup>(23)</sup> 144.0</i>	114.9	
<b>28.</b>	<b>12 ARALLA Matteo</b>	I	Tatuus Formula Renault 2.0	Valdelsa Classic M.C.	D/E2-SS 2000	<b>6:17.00</b>
[1]	3.40 <sup>(28)</sup> <i>58.2</i>	1:28.65 <sup>(37)</sup> <i>101.1</i>	2:55.14 <sup>(36)</sup> <i>124.9</i>	3:09.28 <sup>(35)</sup> <i>14.14<sup>(35)</sup> 140.0</i>	114.1	+1:06.07
[2]	3.44 <sup>(31)</sup> <i>57.6</i>	1:27.23 <sup>(29)</sup> <i>102.9</i>	2:53.64 <sup>(27)</sup> <i>125.0</i>	3:07.72 <sup>(31)</sup> <i>14.08<sup>(33)</sup> 140.6</i>	115.1	
<b>29.</b>	<b>46 RUBINO Giuseppe</b>	I	Elia Avrio ST 09 EVO	New Generation Racing	CN/E2-SC 160	<b>6:17.23</b>
[1]	3.49 <sup>(37)</sup> <i>56.7</i>	1:27.07 <sup>(32)</sup> <i>103.2</i>	2:53.95 <sup>(31)</sup> <i>124.3</i>	3:08.20 <sup>(31)</sup> <i>14.25<sup>(37)</sup> 138.9</i>	114.8	+1:06.30
[2]	3.37 <sup>(23)</sup> <i>58.8</i>	1:27.12 <sup>(28)</sup> <i>102.9</i>	2:54.51 <sup>(30)</sup> <i>123.6</i>	3:09.03 <sup>(34)</sup> <i>14.52<sup>(41)</sup> 136.4</i>	114.3	
<b>30.</b>	<b>42 DALL'Ò Domenico</b>	I	Radical Prosport	Vimotorsport	CN/E2-SC 160	<b>6:17.49</b>
[1]	3.53 <sup>(40)</sup> <i>56.1</i>	1:27.78 <sup>(34)</sup> <i>102.3</i>	2:54.38 <sup>(32)</sup> <i>124.7</i>	3:08.94 <sup>(33)</sup> <i>14.56<sup>(42)</sup> 136.0</i>	114.3	+1:06.56
[2]	3.51 <sup>(39)</sup> <i>56.4</i>	1:27.87 <sup>(32)</sup> <i>102.2</i>	2:54.29 <sup>(28)</sup> <i>125.0</i>	3:08.55 <sup>(32)</sup> <i>14.26<sup>(34)</sup> 138.8</i>	114.6	
<b>31.</b>	<b>23 BIELANSKI Stanislaw</b>	I	Lucchini P1/98	G.S. Ascoli Piceno	CN/E2-SC 300	<b>6:18.58</b>
[1]	3.68 <sup>(47)</sup> <i>53.8</i>	1:25.88 <sup>(28)</sup> <i>104.9</i>	2:55.12 <sup>(35)</sup> <i>121.0</i>	3:08.66 <sup>(32)</sup> <i>13.54<sup>(24)</sup> 146.2</i>	114.5	+1:07.65
[2]	3.64 <sup>(46)</sup> <i>54.4</i>	1:27.29 <sup>(30)</sup> <i>103.1</i>	2:56.10 <sup>(33)</sup> <i>121.6</i>	3:09.92 <sup>(38)</sup> <i>13.82<sup>(25)</sup> 143.3</i>	113.7	
<b>32.</b>	<b>89 SAMBUCCO Luigi</b>	I	Renault New Clio	Vesuvio	E1 2000	<b>6:18.72</b>
[1]	4.10 <sup>(59)</sup> <i>48.3</i>	1:28.61 <sup>(36)</sup> <i>102.0</i>	2:55.07 <sup>(34)</sup> <i>124.9</i>	3:09.30 <sup>(36)</sup> <i>14.23<sup>(36)</sup> 139.1</i>	114.1	+1:07.79
[2]	4.03 <sup>(52)</sup> <i>49.1</i>	1:28.19 <sup>(33)</sup> <i>102.4</i>	2:55.38 <sup>(32)</sup> <i>123.9</i>	3:09.42 <sup>(37)</sup> <i>14.04<sup>(31)</sup> 141.0</i>	114.0	
<b>33.</b>	<b>91 CIMARELLI Ferdinando</b>	I	Alfa Romeo 156	Catria	E1 2000	<b>6:19.47</b>
[1]	4.22 <sup>(67)</sup> <i>46.9</i>	1:29.34 <sup>(39)</sup> <i>101.3</i>	2:56.63 <sup>(38)</sup> <i>123.7</i>	3:10.43 <sup>(38)</sup> <i>13.80<sup>(29)</sup> 143.5</i>	113.4	+1:08.54
[2]	4.04 <sup>(53)</sup> <i>49.0</i>	1:28.63 <sup>(35)</sup> <i>101.9</i>	2:55.28 <sup>(31)</sup> <i>124.6</i>	3:09.04 <sup>(34)</sup> <i>13.76<sup>(24)</sup> 143.9</i>	114.3	
<b>34.</b>	<b>44 VENTURI Paolo</b>	I	Elia Avrio ST14 Evo	Vimotorsport	CN/E2-SC 160	<b>6:19.74</b>
[1]	3.44 <sup>(32)</sup> <i>57.6</i>	1:28.28 <sup>(35)</sup> <i>101.6</i>	2:54.93 <sup>(33)</sup> <i>124.6</i>	3:09.06 <sup>(34)</sup> <i>14.13<sup>(34)</sup> 140.1</i>	114.2	+1:08.81
[2]	3.46 <sup>(33)</sup> <i>57.2</i>	1:28.72 <sup>(36)</sup> <i>101.1</i>	2:56.74 <sup>(34)</sup> <i>122.7</i>	3:10.68 <sup>(39)</sup> <i>13.94<sup>(29)</sup> 142.0</i>	113.3	
<b>35.</b>	<b>49 STEFANELLI Stefano</b>	I	Ginetta G50	Sport Made in Italy	E2-SH 3000+	<b>6:23.39</b>
[1]	4.01 <sup>(56)</sup> <i>49.4</i>	1:29.55 <sup>(41)</sup> <i>100.8</i>	2:57.68 <sup>(40)</sup> <i>122.5</i>	3:11.67 <sup>(39)</sup> <i>13.99<sup>(31)</sup> 141.5</i>	112.7	+1:12.46
[2]	3.97 <sup>(50)</sup> <i>49.9</i>	1:29.41 <sup>(37)</sup> <i>100.9</i>	2:57.66 <sup>(36)</sup> <i>122.4</i>	3:11.72 <sup>(40)</sup> <i>14.06<sup>(32)</sup> 140.8</i>	112.7	
<b>36.</b>	<b>37 GENTILE Dario</b>	I	Gisa Honda		CN/E2-SC 200	<b>6:23.90</b>
[1]	3.46 <sup>(34)</sup> <i>57.2</i>	1:30.30 <sup>(42)</sup> <i>99.3</i>	2:57.65 <sup>(39)</sup> <i>123.6</i>	3:12.34 <sup>(40)</sup> <i>14.69<sup>(49)</sup> 134.8</i>	112.3	+1:12.97
[2]	3.52 <sup>(40)</sup> <i>56.3</i>	1:29.57 <sup>(38)</sup> <i>100.2</i>	2:57.13 <sup>(35)</sup> <i>123.3</i>	3:11.56 <sup>(39)</sup> <i>14.43<sup>(37)</sup> 137.2</i>	112.8	

P. N.	Conduuttore	55m	Naz	Vettura	Lastraie	Scuderia	Classe	Tem./Dif.
					Arrivo	VMed	i.c.	
<b>37.</b>	<b>15 BUTTOLETTI Graziano</b>	<b>I</b>		Gloria B5		ACN Forze di Polizia	D/E2-SS 1600	<b>6:28.72</b>
[1]	3.59 <sup>(41)</sup>	↑	1:31.44 <sup>(48)</sup>	↑	3:00.55 <sup>(43)</sup>	↑	<b>3:14.90<sup>(42)</sup></b>	110.8
	55.2		1:27.85 <sup>(47)</sup> 98.1		1:29.11 <sup>(39)</sup> 121.2		14.35 <sup>(40)</sup> 138.0	
[2]	3.67 <sup>(47)</sup>	↑	1:30.71 <sup>(42)</sup>	↑	2:59.30 <sup>(37)</sup>	↑	<b>3:13.82<sup>(41)</sup></b>	111.4
	54.0		1:27.04 <sup>(42)</sup> 99.1		1:28.59 <sup>(36)</sup> 121.9		14.52 <sup>(41)</sup> 136.4	
<b>38.</b>	<b>56 JARACH Bruno</b>	<b>I</b>		Ferrari 458 Challenge Evo		Superchallenge	GTcup 3.0+	<b>6:30.12</b>
[1]	3.61 <sup>(42)</sup>	↑	1:28.67 <sup>(38)</sup>	↑	3:00.39 <sup>(42)</sup>	↑	<b>3:15.06<sup>(43)</sup></b>	110.7
	54.8		1:25.06 <sup>(37)</sup> 101.4		1:31.72 <sup>(51)</sup> 117.7		14.67 <sup>(47)</sup> 135.0	
[2]	3.63 <sup>(44)</sup>	↑	1:28.51 <sup>(34)</sup>	↑	3:00.60 <sup>(38)</sup>	↑	<b>3:15.06<sup>(43)</sup></b>	110.7
	54.5		1:24.88 <sup>(35)</sup> 101.6		1:32.09 <sup>(45)</sup> 117.3		14.46 <sup>(38)</sup> 136.9	
<b>39.</b>	<b>126 "O'PLAY"</b>	<b>I</b>		Mitsubishi Lancer Evo IX		Rennstall Mendel	N 3000+	<b>6:31.08</b>
[1]	3.32 <sup>(19)</sup>	↑	1:29.47 <sup>(40)</sup>	↑	3:00.80 <sup>(45)</sup>	↑	<b>3:15.39<sup>(44)</sup></b>	110.5
	59.6		1:26.15 <sup>(41)</sup> 100.1		1:31.33 <sup>(49)</sup> 118.3		14.59 <sup>(43)</sup> 135.7	
[2]	3.30 <sup>(17)</sup>	↑	1:29.87 <sup>(39)</sup>	↑	3:01.21 <sup>(39)</sup>	↑	<b>3:15.69<sup>(45)</sup></b>	110.4
	60.0		1:26.57 <sup>(39)</sup> 99.6		1:31.34 <sup>(44)</sup> 118.2		14.48 <sup>(39)</sup> 136.7	
<b>40.</b>	<b>95 CHIRICO Domenico</b>	<b>I</b>		Peugeot 106 Rallye		Jonja Corse Giarre	E1 1600	<b>6:32.96</b>
[1]	4.00 <sup>(55)</sup>	↑	1:30.86 <sup>(44)</sup>	↑	3:00.55 <sup>(43)</sup>	↑	<b>3:15.78<sup>(45)</sup></b>	110.3
	49.5		1:26.86 <sup>(44)</sup> 99.3		1:29.69 <sup>(45)</sup> 120.4		15.23 <sup>(57)</sup> 130.0	
[2]	4.06 <sup>(56)</sup>	↑	1:31.32 <sup>(44)</sup>	↑	3:02.26 <sup>(43)</sup>	↑	<b>3:17.18<sup>(48)</sup></b>	109.5
	48.8		1:27.26 <sup>(43)</sup> 98.8		1:30.94 <sup>(40)</sup> 118.8		14.92 <sup>(47)</sup> 132.7	
<b>41.</b>	<b>41 MALVASIO Roberto</b>	<b>I</b>		Osella PA 21		Winners Rally Team	CN/E2-SC 160	<b>6:33.33</b>
[1]	3.69 <sup>(48)</sup>	↑	1:33.45 <sup>(54)</sup>	↑	3:02.73 <sup>(49)</sup>	↑	<b>3:17.37<sup>(48)</sup></b>	109.4
	53.7		1:29.76 <sup>(54)</sup> 96.1		1:29.28 <sup>(43)</sup> 121.0		14.64 <sup>(46)</sup> 135.2	
[2]	3.58 <sup>(41)</sup>	↑	1:31.50 <sup>(45)</sup>	↑	3:01.55 <sup>(42)</sup>	↑	<b>3:15.96<sup>(47)</sup></b>	110.2
	55.3		1:27.92 <sup>(45)</sup> 98.1		1:30.05 <sup>(38)</sup> 119.9		14.41 <sup>(36)</sup> 137.4	
<b>42.</b>	<b>78 CARMELLINO Ivan</b>	<b>I</b>		Fiat Punto Proto		A.S. New Driver's Team	E1 3000+	<b>6:33.66</b>
[1]	3.67 <sup>(46)</sup>	↑	1:31.06 <sup>(46)</sup>	↑	3:02.71 <sup>(48)</sup>	↑	<b>3:17.69<sup>(49)</sup></b>	109.3
	54.0		1:27.39 <sup>(46)</sup> 98.7		1:31.65 <sup>(50)</sup> 117.8		14.98 <sup>(53)</sup> 132.2	
[2]	3.63 <sup>(44)</sup>	↑	1:30.20 <sup>(40)</sup>	↑	3:01.31 <sup>(40)</sup>	↑	<b>3:15.97<sup>(47)</sup></b>	110.2
	54.5		1:26.57 <sup>(39)</sup> 99.6		1:31.11 <sup>(42)</sup> 118.5		14.66 <sup>(45)</sup> 135.1	
<b>43.</b>	<b>98 CONTARDI Maurizio</b>	<b>I</b>		Honda Civic VTi			E1 1600	<b>6:33.85</b>
[1]	3.76 <sup>(51)</sup>	↑	1:30.91 <sup>(45)</sup>	↑	3:00.96 <sup>(46)</sup>	↑	<b>3:15.86<sup>(46)</sup></b>	110.3
	52.7		1:27.15 <sup>(45)</sup> 98.9		1:30.05 <sup>(46)</sup> 119.9		14.90 <sup>(51)</sup> 132.9	
[2]	3.87 <sup>(49)</sup>	↑	1:31.92 <sup>(47)</sup>	↑	3:02.94 <sup>(44)</sup>	↑	<b>3:17.99<sup>(50)</sup></b>	109.1
	51.2		1:28.05 <sup>(46)</sup> 97.9		1:31.02 <sup>(41)</sup> 118.7		15.05 <sup>(50)</sup> 131.6	
<b>44.</b>	<b>58 PARRINO Rosario</b>	<b>I</b>		Porsche 997 GT3			GT3 3.0+	<b>6:36.00</b>
[1]	3.28 <sup>(15)</sup>	↑	1:31.98 <sup>(50)</sup>	↑	3:05.39 <sup>(52)</sup>	↑	<b>3:20.06<sup>(52)</sup></b>	108.0
	60.4		1:28.70 <sup>(51)</sup> 97.2		1:33.41 <sup>(56)</sup> 115.6		14.67 <sup>(47)</sup> 135.0	
[2]	3.35 <sup>(21)</sup>	↑	1:30.22 <sup>(41)</sup>	↑	3:01.39 <sup>(41)</sup>	↑	<b>3:15.94<sup>(47)</sup></b>	110.2
	59.1		1:26.87 <sup>(41)</sup> 99.3		1:31.17 <sup>(43)</sup> 118.5		14.55 <sup>(43)</sup> 136.1	
<b>45.</b>	<b>127 DEL PRETE Giovanni</b>	<b>I</b>		Mitsubishi Lancer Evo IX		Vesuvio	N 3000+	<b>6:36.48</b>
[1]	3.35 <sup>(23)</sup>	↑	1:31.42 <sup>(47)</sup>	↑	3:03.58 <sup>(51)</sup>	↑	<b>3:18.52<sup>(51)</sup></b>	108.8
	59.1		1:28.07 <sup>(49)</sup> 97.9		1:32.16 <sup>(52)</sup> 117.2		14.94 <sup>(52)</sup> 132.5	
[2]	3.35 <sup>(21)</sup>	↑	1:31.20 <sup>(43)</sup>	↑	3:03.37 <sup>(45)</sup>	↑	<b>3:17.96<sup>(50)</sup></b>	109.1
	59.1		1:27.85 <sup>(44)</sup> 98.1		1:32.17 <sup>(46)</sup> 117.2		14.59 <sup>(44)</sup> 135.7	
<b>46.</b>	<b>45 PERUGINI Paolo</b>	<b>I</b>		Radical SR4		Etruria Racing	CN/E2-SC 160	<b>6:40.31</b>
[1]	3.64 <sup>(43)</sup>	↑	1:31.94 <sup>(49)</sup>	↑	3:03.02 <sup>(50)</sup>	↑	<b>3:18.45<sup>(50)</sup></b>	108.8
	54.4		1:28.30 <sup>(50)</sup> 97.6		1:31.08 <sup>(48)</sup> 118.6		15.43 <sup>(59)</sup> 128.3	
[2]	3.50 <sup>(37)</sup>	↑	1:32.37 <sup>(48)</sup>	↑	3:06.15 <sup>(48)</sup>	↑	<b>3:21.86<sup>(55)</sup></b>	107.0
	56.6		1:28.87 <sup>(48)</sup> 97.0		1:33.78 <sup>(51)</sup> 115.2		15.71 <sup>(56)</sup> 126.0	
<b>47.</b>	<b>128 VARDANEGA Lino</b>	<b>I</b>		Mitsubishi Lancer Evo X		Best Racing Team	N 3000+	<b>6:41.47</b>
[1]	3.49 <sup>(37)</sup>	↑	1:33.24 <sup>(53)</sup>	↑	3:07.66 <sup>(56)</sup>	↑	<b>3:22.28<sup>(55)</sup></b>	106.8
	56.7		1:29.75 <sup>(53)</sup> 96.1		1:34.42 <sup>(60)</sup> 114.4		14.62 <sup>(44)</sup> 135.4	
[2]	3.48 <sup>(36)</sup>	↑	1:31.87 <sup>(46)</sup>	↑	3:04.92 <sup>(46)</sup>	↑	<b>3:19.19<sup>(52)</sup></b>	108.4
	56.9		1:28.39 <sup>(47)</sup> 97.5		1:33.05 <sup>(49)</sup> 116.1		14.27 <sup>(35)</sup> 138.8	
<b>48.</b>	<b>145 SCAPPA Antonio</b>	<b>I</b>		Renault Clio Rs		Fasano Corse	RS4+	<b>6:41.68</b>
[1]	4.42 <sup>(82)</sup>	↑	1:35.19 <sup>(61)</sup>	↑	3:06.18 <sup>(53)</sup>	↑	<b>3:21.34<sup>(53)</sup></b>	107.3
	44.8		1:30.77 <sup>(59)</sup> 95.0		1:30.99 <sup>(47)</sup> 118.7		15.16 <sup>(55)</sup> 130.6	
[2]	4.34 <sup>(73)</sup>	↑	1:34.35 <sup>(54)</sup>	↑	3:05.28 <sup>(47)</sup>	↑	<b>3:20.34<sup>(53)</sup></b>	107.8
	45.6		1:30.01 <sup>(51)</sup> 95.8		1:30.93 <sup>(39)</sup> 118.8		15.06 <sup>(51)</sup> 131.5	
<b>49.</b>	<b>71 SGHERI Guido</b>	<b>I</b>		Porsche 996 GT3 Cup RS		Pistoia Corse	GT3 3.0+	<b>6:44.34</b>
[1]	3.65 <sup>(45)</sup>	↑	1:33.19 <sup>(52)</sup>	↑	3:07.05 <sup>(55)</sup>	↑	<b>3:21.46<sup>(54)</sup></b>	107.2
	54.2		1:29.54 <sup>(52)</sup> 96.3		1:33.86 <sup>(58)</sup> 115.1		14.41 <sup>(41)</sup> 137.4	
[2]	3.72 <sup>(48)</sup>	↑	1:33.88 <sup>(50)</sup>	↑	3:08.22 <sup>(52)</sup>	↑	<b>3:22.88<sup>(57)</sup></b>	106.5

P. N.	Conduuttore	55m	Fontandrone	Naz	Vettura	Lastraie	Arrivo	Scuderia	Classe	Tem./Dif.
							<i>VMed</i>		<i>i.c.</i>	
		53.2	1:30.16 <sup>(54)</sup>	95.6	1:34.34 <sup>(53)</sup>	114.5	14.66 <sup>(45)</sup>	135.1		
<b>50.</b>	<b>48 PANCOTTI Amedeo</b>			<b>I</b>	Bmw M5			Gr. Sport AC Ascoli P.	E2-SH 3000+	<b>6:45.88</b>
[1]	4.05 <sup>(57)</sup>	↑	1:34.99 <sup>(58)</sup>	↑	3:08.72 <sup>(59)</sup>	↑	<b>3:23.35<sup>(58)</sup></b>	106.2		+1:34.95
	48.9	↑	1:30.94 <sup>(61)</sup>	94.8	1:33.73 <sup>(57)</sup>	115.2	14.63 <sup>(45)</sup>	135.3		
[2]	4.22 <sup>(64)</sup>	↑	1:34.28 <sup>(52)</sup>	↑	3:08.05 <sup>(51)</sup>	↑	<b>3:22.53<sup>(57)</sup></b>	106.7		
	46.9	↑	1:30.06 <sup>(52)</sup>	95.7	1:33.77 <sup>(50)</sup>	115.2	14.48 <sup>(39)</sup>	136.7		
<b>51.</b>	<b>144 PIROCCO Giuliano</b>			<b>I</b>	Renault New Clio			Sport Made in Italy	RS4+	<b>6:47.04</b>
[1]	4.27 <sup>(72)</sup>	↑	1:35.09 <sup>(60)</sup>	↑	3:08.19 <sup>(58)</sup>	↑	<b>3:23.76<sup>(59)</sup></b>	106.0		+1:36.11
	46.4	↑	1:30.82 <sup>(60)</sup>	94.9	1:33.10 <sup>(54)</sup>	116.0	15.57 <sup>(62)</sup>	127.2		
[2]	4.25 <sup>(66)</sup>	↑	1:34.36 <sup>(55)</sup>	↑	3:07.35 <sup>(50)</sup>	↑	<b>3:23.28<sup>(58)</sup></b>	106.3		
	46.6	↑	1:30.11 <sup>(53)</sup>	95.7	1:32.99 <sup>(48)</sup>	116.1	15.93 <sup>(62)</sup>	124.3		
<b>52.</b>	<b>86 MICOLI Vitantonio</b>			<b>I</b>	Renault 5 GT Turbo			Apulia Corse	E1 1600T	<b>6:47.26</b>
[1]	4.26 <sup>(70)</sup>	↑	1:34.68 <sup>(57)</sup>	↑	3:08.01 <sup>(57)</sup>	↑	<b>3:23.05<sup>(57)</sup></b>	106.4		+1:36.33
	46.5	↑	1:30.42 <sup>(57)</sup>	95.4	1:33.33 <sup>(55)</sup>	115.7	15.04 <sup>(54)</sup>	131.6		
[2]	4.05 <sup>(54)</sup>	↑	1:34.28 <sup>(52)</sup>	↑	3:09.24 <sup>(54)</sup>	↑	<b>3:24.21<sup>(61)</sup></b>	105.8		
	48.9	↑	1:30.23 <sup>(55)</sup>	95.6	1:34.96 <sup>(56)</sup>	113.7	14.97 <sup>(48)</sup>	132.3		
<b>53.</b>	<b>116 GHIZZONI Serafino</b>			<b>I</b>	Honda Civic Type R			Sport Made in Italy	A 2000	<b>6:47.50</b>
[1]	4.20 <sup>(64)</sup>	↑	1:34.15 <sup>(56)</sup>	↑	3:06.82 <sup>(54)</sup>	↑	<b>3:22.33<sup>(56)</sup></b>	106.8		+1:36.57
	47.1	↑	1:29.95 <sup>(56)</sup>	95.9	1:32.67 <sup>(53)</sup>	116.5	15.51 <sup>(60)</sup>	127.7		
[2]	4.05 <sup>(54)</sup>	↑	1:35.59 <sup>(56)</sup>	↑	3:09.82 <sup>(55)</sup>	↑	<b>3:25.17<sup>(62)</sup></b>	105.3		
	48.9	↑	1:31.54 <sup>(56)</sup>	94.2	1:34.23 <sup>(52)</sup>	114.6	15.35 <sup>(52)</sup>	129.0		
<b>54.</b>	<b>47 ANTONICELLI Abramo</b>			<b>I</b>	Bmw M3 E92 GT2			ACN Forze di Polizia	E2-SH 3000+	<b>6:47.57</b>
[1]	3.90 <sup>(53)</sup>	↑	1:33.72 <sup>(55)</sup>	↑	3:08.78 <sup>(60)</sup>	↑	<b>3:23.99<sup>(60)</sup></b>	105.9		+1:36.64
	50.8	↑	1:29.82 <sup>(55)</sup>	96.0	1:35.06 <sup>(62)</sup>	113.6	15.21 <sup>(56)</sup>	130.2		
[2]	4.09 <sup>(57)</sup>	↑	1:33.81 <sup>(49)</sup>	↑	3:08.57 <sup>(53)</sup>	↑	<b>3:23.58<sup>(59)</sup></b>	106.1		
	48.4	↑	1:29.72 <sup>(50)</sup>	96.1	1:34.76 <sup>(55)</sup>	114.0	15.01 <sup>(49)</sup>	131.9		
<b>55.</b>	<b>117 PARLATO Paolo</b>			<b>I</b>	Honda Type R			Borrett Team Motorsport	A 2000	<b>6:47.71</b>
[1]	4.43 <sup>(83)</sup>	↑	1:35.03 <sup>(59)</sup>	↑	3:09.14 <sup>(61)</sup>	↑	<b>3:24.99<sup>(61)</sup></b>	105.4		+1:36.78
	44.7	↑	1:30.60 <sup>(58)</sup>	95.2	1:34.11 <sup>(59)</sup>	114.8	15.85 <sup>(67)</sup>	124.9		
[2]	4.44 <sup>(82)</sup>	↑	1:33.92 <sup>(51)</sup>	↑	3:06.84 <sup>(49)</sup>	↑	<b>3:22.72<sup>(57)</sup></b>	106.6		
	44.6	↑	1:29.48 <sup>(49)</sup>	96.4	1:32.92 <sup>(47)</sup>	116.2	15.88 <sup>(60)</sup>	124.7		
<b>56.</b>	<b>146 BICCHERI Paolo</b>			<b>I</b>	Renault New Clio Cup			Speed Motor	RS4+	<b>6:55.67</b>
[1]	4.51 <sup>(92)</sup>	↑	1:37.35 <sup>(69)</sup>	↑	3:12.77 <sup>(64)</sup>	↑	<b>3:28.70<sup>(64)</sup></b>	103.5		+1:44.74
	43.9	↑	1:32.84 <sup>(67)</sup>	92.9	1:35.42 <sup>(65)</sup>	113.2	15.93 <sup>(68)</sup>	124.3		
[2]	4.63 <sup>(94)</sup>	↑	1:36.85 <sup>(58)</sup>	↑	3:11.24 <sup>(56)</sup>	↑	<b>3:26.97<sup>(62)</sup></b>	104.4		
	42.8	↑	1:32.22 <sup>(57)</sup>	93.5	1:34.39 <sup>(54)</sup>	114.4	15.73 <sup>(57)</sup>	125.9		
<b>57.</b>	<b>151 MONTANARO Oronzo</b>			<b>I</b>	Mini Cooper S JCW			Fasano Corse	RSTB2	<b>6:57.49</b>
[1]	4.77 <sup>(103)</sup>	↑	1:37.12 <sup>(67)</sup>	↑	3:12.21 <sup>(63)</sup>	↑	<b>3:27.53<sup>(63)</sup></b>	104.1		+1:46.56
	41.5	↑	1:32.35 <sup>(63)</sup>	93.4	1:35.09 <sup>(63)</sup>	113.6	15.32 <sup>(58)</sup>	129.2		
[2]	5.09 <sup>(107)</sup>	↑	1:37.64 <sup>(62)</sup>	↑	3:14.47 <sup>(61)</sup>	↑	<b>3:29.96<sup>(69)</sup></b>	102.9		
	38.9	↑	1:32.55 <sup>(59)</sup>	93.2	1:36.83 <sup>(62)</sup>	111.5	15.49 <sup>(53)</sup>	127.8		
<b>58.</b>	<b>147 MARIANI Fabio</b>			<b>I</b>	Renault Clio Rs			Team Racing Gubbio	RS4+	<b>6:57.86</b>
[1]	4.16 <sup>(60)</sup>	↑	1:36.55 <sup>(63)</sup>	↑	3:11.79 <sup>(62)</sup>	↑	<b>3:27.52<sup>(62)</sup></b>	104.1		+1:46.93
	47.6	↑	1:32.39 <sup>(64)</sup>	93.3	1:35.24 <sup>(64)</sup>	113.4	15.73 <sup>(64)</sup>	125.9		
[2]	4.15 <sup>(59)</sup>	↑	1:37.56 <sup>(61)</sup>	↑	3:14.37 <sup>(60)</sup>	↑	<b>3:30.34<sup>(69)</sup></b>	102.7		
	47.7	↑	1:33.41 <sup>(61)</sup>	92.3	1:36.81 <sup>(61)</sup>	111.6	15.97 <sup>(63)</sup>	124.0		
<b>59.</b>	<b>132 REGIS Giovanni</b>			<b>I</b>	Peugeot 106 Rallye 16V			Vimotorsport	N 1600	<b>6:58.22</b>
[1]	4.16 <sup>(60)</sup>	↑	1:36.95 <sup>(64)</sup>	↑	3:12.92 <sup>(65)</sup>	↑	<b>3:28.96<sup>(67)</sup></b>	103.4		+1:47.29
	47.6	↑	1:32.79 <sup>(66)</sup>	92.9	1:35.97 <sup>(67)</sup>	112.5	16.04 <sup>(70)</sup>	123.4		
[2]	4.19 <sup>(62)</sup>	↑	1:37.66 <sup>(63)</sup>	↑	3:13.34 <sup>(57)</sup>	↑	<b>3:29.26<sup>(68)</sup></b>	103.2		
	47.3	↑	1:33.47 <sup>(62)</sup>	92.2	1:35.68 <sup>(58)</sup>	112.9	15.92 <sup>(61)</sup>	124.4		
<b>60.</b>	<b>152 NOVAGLIO Nicola</b>			<b>I</b>	Mini Cooper S JCW			Elite Motorsport	RSTB2	<b>6:58.31</b>
[1]	4.21 <sup>(65)</sup>	↑	1:36.99 <sup>(66)</sup>	↑	3:13.22 <sup>(67)</sup>	↑	<b>3:28.92<sup>(66)</sup></b>	103.4		+1:47.38
	47.0	↑	1:32.78 <sup>(65)</sup>	92.9	1:36.23 <sup>(68)</sup>	112.2	15.70 <sup>(63)</sup>	126.1		
[2]	4.24 <sup>(65)</sup>	↑	1:36.64 <sup>(57)</sup>	↑	3:13.58 <sup>(58)</sup>	↑	<b>3:29.39<sup>(69)</sup></b>	103.2		
	46.7	↑	1:32.40 <sup>(58)</sup>	93.3	1:36.94 <sup>(63)</sup>	111.4	15.81 <sup>(59)</sup>	125.2		
<b>61.</b>	<b>101 GRIFONI Bruno</b>			<b>I</b>	Peugeot 106 Rallye				E1 1400	<b>6:59.40</b>
[1]	4.35 <sup>(79)</sup>	↑	1:36.38 <sup>(62)</sup>	↑	3:13.72 <sup>(68)</sup>	↑	<b>3:29.26<sup>(68)</sup></b>	103.2		+1:48.47
	45.5	↑	1:32.03 <sup>(62)</sup>	93.7	1:37.34 <sup>(70)</sup>	111.0	15.54 <sup>(61)</sup>	127.4		
[2]	4.27 <sup>(67)</sup>	↑	1:37.35 <sup>(60)</sup>	↑	3:14.58 <sup>(63)</sup>	↑	<b>3:30.14<sup>(69)</sup></b>	102.8		
	46.4	↑	1:33.08 <sup>(60)</sup>	92.6	1:37.23 <sup>(65)</sup>	111.1	15.56 <sup>(54)</sup>	127.2		
<b>62.</b>	<b>131 ERRICETTI Rocco</b>			<b>I</b>	Peugeot 106 Rallye			Power Racing	N 1600	<b>7:00.01</b>
[1]	4.18 <sup>(62)</sup>	↑	1:37.20 <sup>(68)</sup>	↑	3:12.96 <sup>(66)</sup>	↑	<b>3:28.77<sup>(65)</sup></b>	103.5		+1:49.08
	47.4	↑	1:33.02 <sup>(68)</sup>	92.7	1:35.76 <sup>(66)</sup>	112.8	15.81 <sup>(66)</sup>	125.2		

P. N.	Conduuttore	55m	Fontandrone	Naz	Vettura	Lastraie	Scuderia	Classe	i.c.	Tem./Dif.
						Arrivo	VMed			
[2]		4.12 <sup>(58)</sup>	↑	1:37.88 <sup>(64)</sup>	↑	3:14.52 <sup>(62)</sup>	↑	<b>3:31.24</b> <sup>(70)</sup>	102.3	
		48.1		1:33.76 <sup>(64)</sup> 92.0		1:36.64 <sup>(60)</sup> 111.8		16.72 <sup>(76)</sup> 118.4		
<b>63.</b>	<b>133 BOMMARTINI Matteo</b>	<b>I</b>			Honda Civic EK4		BL Racing	N 1600		<b>7:00.43</b>
[1]		4.59 <sup>(97)</sup>	↑	1:39.22 <sup>(73)</sup>	↑	3:14.27 <sup>(69)</sup>	↑	<b>3:30.34</b> <sup>(69)</sup>	102.7	+1:49.50
		43.7		1:34.63 <sup>(72)</sup> 91.1		1:35.05 <sup>(61)</sup> 113.6		16.07 <sup>(71)</sup> 123.2		
[2]		4.46 <sup>(83)</sup>	↑	1:38.86 <sup>(67)</sup>	↑	3:13.90 <sup>(59)</sup>	↑	<b>3:30.09</b> <sup>(69)</sup>	102.8	
		44.4		1:34.40 <sup>(67)</sup> 91.3		1:35.04 <sup>(57)</sup> 113.6		16.19 <sup>(66)</sup> 122.3		
<b>64.</b>	<b>134 GIARDINI Gabriele</b>	<b>I</b>			Citroën Saxo			N 1600		<b>7:05.75</b>
[1]		4.34 <sup>(78)</sup>	↑	1:39.02 <sup>(71)</sup>	↑	3:16.63 <sup>(70)</sup>	↑	<b>3:32.87</b> <sup>(70)</sup>	101.5	+1:54.82
		45.6		1:34.68 <sup>(73)</sup> 91.1		1:37.61 <sup>(72)</sup> 110.6		16.24 <sup>(74)</sup> 121.9		
[2]		4.35 <sup>(74)</sup>	↑	1:39.70 <sup>(70)</sup>	↑	3:16.64 <sup>(64)</sup>	↑	<b>3:32.88</b> <sup>(71)</sup>	101.5	
		45.5		1:35.35 <sup>(69)</sup> 90.4		1:36.94 <sup>(63)</sup> 111.4		16.24 <sup>(67)</sup> 121.9		
<b>65.</b>	<b>142 MARCHESANI Andrea</b>	<b>I</b>			Volkswagen Polo 6R		Man Racing	RSTW		<b>7:10.89</b>
[1]		4.19 <sup>(63)</sup>	↑	1:40.11 <sup>(74)</sup>	↑	3:19.56 <sup>(72)</sup>	↑	<b>3:36.10</b> <sup>(72)</sup>	100.0	+1:59.96
		47.3		1:35.92 <sup>(75)</sup> 89.9		1:39.45 <sup>(76)</sup> 108.6		16.54 <sup>(78)</sup> 119.7		
[2]		4.15 <sup>(59)</sup>	↑	1:39.67 <sup>(69)</sup>	↑	3:18.63 <sup>(67)</sup>	↑	<b>3:34.79</b> <sup>(71)</sup>	100.6	
		47.7		1:35.52 <sup>(70)</sup> 90.3		1:38.96 <sup>(68)</sup> 109.1		16.16 <sup>(65)</sup> 122.5		
<b>66.</b>	<b>153 TACCHINI Mario</b>	<b>I</b>			Mini Cooper S JCW			RSTB2		<b>7:11.71</b>
[1]		4.57 <sup>(96)</sup>	↑	1:38.88 <sup>(70)</sup>	↑	3:19.08 <sup>(71)</sup>	↑	<b>3:35.64</b> <sup>(71)</sup>	100.2	+2:00.78
		43.3		1:34.31 <sup>(70)</sup> 91.4		1:40.20 <sup>(78)</sup> 107.8		16.56 <sup>(82)</sup> 119.6		
[2]		4.42 <sup>(80)</sup>	↑	1:39.12 <sup>(68)</sup>	↑	3:19.95 <sup>(71)</sup>	↑	<b>3:36.07</b> <sup>(72)</sup>	100.0	
		44.8		1:34.70 <sup>(68)</sup> 91.0		1:40.83 <sup>(71)</sup> 107.1		16.12 <sup>(64)</sup> 122.8		
<b>67.</b>	<b>111 PAGLIAI Giordano</b>	<b>I</b>			Renault Clio Williams			N 2000		<b>7:12.30</b>
[1]		4.26 <sup>(70)</sup>	↑	1:41.00 <sup>(76)</sup>	↑	3:20.20 <sup>(73)</sup>	↑	<b>3:36.75</b> <sup>(73)</sup>	99.7	+2:01.37
		46.5		1:36.74 <sup>(76)</sup> 89.1		1:39.20 <sup>(75)</sup> 108.9		16.55 <sup>(79)</sup> 119.6		
[2]		4.38 <sup>(76)</sup>	↑	1:40.54 <sup>(74)</sup>	↑	3:19.16 <sup>(68)</sup>	↑	<b>3:35.55</b> <sup>(71)</sup>	100.2	
		45.2		1:36.16 <sup>(74)</sup> 89.7		1:38.62 <sup>(66)</sup> 109.5		16.39 <sup>(72)</sup> 120.8		
<b>68.</b>	<b>129 PILOTTO Adriano</b>	<b>I</b>			Honda Civic Type R		Vimotorsport	N 2000		<b>7:12.95</b>
[1]		4.43 <sup>(83)</sup>	↑	1:40.20 <sup>(75)</sup>	↑	3:21.01 <sup>(75)</sup>	↑	<b>3:37.22</b> <sup>(74)</sup>	99.4	+2:02.02
		44.7		1:35.77 <sup>(74)</sup> 90.0		1:40.81 <sup>(81)</sup> 107.1		16.21 <sup>(72)</sup> 122.1		
[2]		4.33 <sup>(72)</sup>	↑	1:38.61 <sup>(65)</sup>	↑	3:19.45 <sup>(69)</sup>	↑	<b>3:35.73</b> <sup>(72)</sup>	100.1	
		45.7		1:34.28 <sup>(65)</sup> 91.5		1:40.84 <sup>(72)</sup> 107.1		16.28 <sup>(68)</sup> 121.6		
<b>69.</b>	<b>39 PALANDRI Franco</b>	<b>I</b>			Ligier JS 49		Granducato Corse	CN/E2-SC 200		<b>7:13.63</b>
[1]		3.73 <sup>(49)</sup>	↑	1:36.98 <sup>(65)</sup>	↑	3:20.93 <sup>(74)</sup>	↑	<b>3:38.17</b> <sup>(76)</sup>	99.0	+2:02.70
		53.1		1:33.25 <sup>(69)</sup> 92.5		1:43.95 <sup>(90)</sup> 103.9		17.24 <sup>(90)</sup> 114.8		
[2]		3.43 <sup>(30)</sup>	↑	1:36.94 <sup>(59)</sup>	↑	3:19.70 <sup>(70)</sup>	↑	<b>3:35.46</b> <sup>(71)</sup>	100.3	
		57.7		1:33.51 <sup>(63)</sup> 92.2		1:42.76 <sup>(79)</sup> 105.1		15.76 <sup>(58)</sup> 125.6		
<b>70.</b>	<b>112 PACI Giuseppe</b>	<b>I</b>			Opel Astra GSI 16v		Scuderia Malatesta	N 2000		<b>7:15.84</b>
[1]		4.32 <sup>(75)</sup>	↑	1:42.16 <sup>(78)</sup>	↑	3:21.13 <sup>(76)</sup>	↑	<b>3:37.85</b> <sup>(75)</sup>	99.2	+2:04.91
		45.8		1:37.84 <sup>(78)</sup> 88.1		1:38.97 <sup>(74)</sup> 109.1		16.72 <sup>(84)</sup> 118.4		
[2]		4.41 <sup>(78)</sup>	↑	1:41.88 <sup>(77)</sup>	↑	3:21.00 <sup>(72)</sup>	↑	<b>3:37.99</b> <sup>(76)</sup>	99.1	
		44.9		1:37.47 <sup>(77)</sup> 88.5		1:39.12 <sup>(69)</sup> 109.0		16.99 <sup>(84)</sup> 116.5		
<b>71.</b>	<b>81 CERCHIÉ Claudio</b>	<b>I</b>			Mini Cooper S Turbo		Sarnano Corse	E1 1600T		<b>7:17.46</b>
[1]		4.21 <sup>(65)</sup>	↑	1:50.28 <sup>(98)</sup>	↑	3:27.67 <sup>(87)</sup>	↑	<b>3:43.40</b> <sup>(86)</sup>	96.7	+2:06.53
		47.0		1:46.07 <sup>(98)</sup> 81.3		1:37.39 <sup>(71)</sup> 110.9		15.73 <sup>(64)</sup> 125.9		
[2]		4.27 <sup>(67)</sup>	↑	1:39.79 <sup>(71)</sup>	↑	3:18.43 <sup>(66)</sup>	↑	<b>3:34.06</b> <sup>(71)</sup>	100.9	
		46.4		1:35.52 <sup>(70)</sup> 90.3		1:38.64 <sup>(67)</sup> 109.5		15.63 <sup>(55)</sup> 126.7		
<b>72.</b>	<b>135 CONSOLATI Valerio</b>	<b>I</b>			Honda Civic EK4		BL Racing	N 1600		<b>7:20.68</b>
[1]		4.28 <sup>(73)</sup>	↑	1:54.37 <sup>(102)</sup>	↑	3:31.36 <sup>(93)</sup>	↑	<b>3:47.58</b> <sup>(90)</sup>	94.9	+2:09.75
		46.3		1:50.09 <sup>(104)</sup> 78.3		1:36.99 <sup>(69)</sup> 111.4		16.22 <sup>(73)</sup> 122.1		
[2]		4.19 <sup>(62)</sup>	↑	1:40.15 <sup>(73)</sup>	↑	3:16.78 <sup>(65)</sup>	↑	<b>3:33.10</b> <sup>(71)</sup>	101.4	
		47.3		1:35.96 <sup>(73)</sup> 89.8		1:36.63 <sup>(59)</sup> 111.8		16.32 <sup>(70)</sup> 121.3		
<b>73.</b>	<b>102 ODDO Antonino</b>	<b>I</b>			Peugeot 106 Rallye		V.M. Motor Team	E1 1400		<b>7:20.96</b>
[1]		4.29 <sup>(74)</sup>	↑	1:42.37 <sup>(79)</sup>	↑	3:25.43 <sup>(81)</sup>	↑	<b>3:42.46</b> <sup>(81)</sup>	97.1	+2:10.03
		46.2		1:38.08 <sup>(80)</sup> 87.9		1:43.06 <sup>(87)</sup> 104.8		17.03 <sup>(88)</sup> 116.3		
[2]		4.16 <sup>(61)</sup>	↑	1:39.98 <sup>(72)</sup>	↑	3:21.64 <sup>(73)</sup>	↑	<b>3:38.50</b> <sup>(77)</sup>	98.9	
		47.6		1:35.82 <sup>(72)</sup> 90.0		1:41.66 <sup>(76)</sup> 106.2		16.86 <sup>(78)</sup> 117.4		
<b>74.</b>	<b>82 CAMPETTI Manolo</b>	<b>I</b>			Fiat Uno Turbo I.E.			E1 1600T		<b>7:21.98</b>
[1]		4.49 <sup>(88)</sup>	↑	1:39.05 <sup>(72)</sup>	↑	3:26.08 <sup>(83)</sup>	↑	<b>3:42.73</b> <sup>(83)</sup>	97.0	+2:11.05
		44.1		1:34.56 <sup>(71)</sup> 91.2		1:47.03 <sup>(95)</sup> 100.9		16.65 <sup>(83)</sup> 118.9		
[2]		4.49 <sup>(84)</sup>	↑	1:38.77 <sup>(66)</sup>	↑	3:22.94 <sup>(74)</sup>	↑	<b>3:39.25</b> <sup>(77)</sup>	98.5	
		44.1		1:34.28 <sup>(65)</sup> 91.5		1:44.17 <sup>(82)</sup> 103.7		16.31 <sup>(69)</sup> 121.4		
<b>75.</b>	<b>107 CAMAITI Icaro Attilio</b>	<b>I</b>			Renault Gt Turbo			E1A 2000		<b>7:24.34</b>
[1]		4.97 <sup>(111)</sup>		1:45.98 <sup>(92)</sup>		3:27.39 <sup>(86)</sup>		<b>3:43.84</b> <sup>(87)</sup>	96.5	+2:13.41

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	VMed	i.c.
	39.8	1:41.01 <sup>(90)</sup> 85.4	1:41.41 <sup>(82)</sup> 106.5	16.45 <sup>(76)</sup> 120.4		
[2]	4.82 <sup>(104)</sup>	1:43.53 <sup>(81)</sup>	3:23.73 <sup>(75)</sup>	<b>3:40.50<sup>(77)</sup></b>	98.0	
	41.1	1:38.71 <sup>(81)</sup> 87.3	1:40.20 <sup>(70)</sup> 107.8	16.77 <sup>(77)</sup> 118.1		
<b>76.</b>	<b>136 ACQUISTI Luciano</b>	I	Peugeot 106 Rallye		N 1400	<b>7:24.77</b>
[1]	4.67 <sup>(100)</sup>	1:44.62 <sup>(85)</sup>	3:25.25 <sup>(79)</sup>	<b>3:42.08<sup>(80)</sup></b>	97.3	+2:13.84
	42.4	1:39.95 <sup>(85)</sup> 86.3	1:40.63 <sup>(79)</sup> 107.3	16.83 <sup>(85)</sup> 117.6		
[2]	4.59 <sup>(90)</sup>	1:45.00 <sup>(85)</sup>	3:26.01 <sup>(78)</sup>	<b>3:42.69<sup>(83)</sup></b>	97.0	
	43.1	1:40.41 <sup>(85)</sup> 85.9	1:41.01 <sup>(73)</sup> 106.9	16.68 <sup>(75)</sup> 118.7		
<b>77.</b>	<b>119 FINESTAURI Emanuele</b>	I	Peugeot 106 S16		A 1600	<b>7:24.96</b>
[1]	4.32 <sup>(75)</sup>	1:41.21 <sup>(77)</sup>	3:23.65 <sup>(77)</sup>	<b>3:40.94<sup>(77)</sup></b>	97.8	+2:14.03
	45.8	1:36.89 <sup>(77)</sup> 89.0	1:42.44 <sup>(84)</sup> 105.4	17.29 <sup>(91)</sup> 114.5		
[2]	4.28 <sup>(70)</sup>	1:43.87 <sup>(82)</sup>	3:27.15 <sup>(81)</sup>	<b>3:44.02<sup>(88)</sup></b>	96.4	
	46.3	1:39.59 <sup>(82)</sup> 86.6	1:43.28 <sup>(80)</sup> 104.6	16.87 <sup>(79)</sup> 117.4		
<b>78.</b>	<b>138 MOCETTI Michele</b>	I	Peugeot 106 Rallye	Tuscia	N 1400	<b>7:26.28</b>
[1]	4.74 <sup>(102)</sup>	1:44.29 <sup>(84)</sup>	3:26.06 <sup>(82)</sup>	<b>3:43.28<sup>(85)</sup></b>	96.7	+2:15.35
	41.8	1:39.55 <sup>(83)</sup> 86.6	1:41.77 <sup>(83)</sup> 106.1	17.22 <sup>(89)</sup> 115.0		
[2]	4.62 <sup>(92)</sup>	1:44.38 <sup>(83)</sup>	3:26.05 <sup>(79)</sup>	<b>3:43.00<sup>(84)</sup></b>	96.9	
	42.9	1:39.76 <sup>(83)</sup> 86.4	1:41.67 <sup>(77)</sup> 106.2	16.95 <sup>(82)</sup> 116.8		
<b>79.</b>	<b>156 GRASSO Giovanni</b>	I	Renault Clio Rs		RS4	<b>7:26.31</b>
[1]	4.47 <sup>(86)</sup>	1:45.00 <sup>(87)</sup>	3:27.99 <sup>(88)</sup>	<b>3:44.49<sup>(88)</sup></b>	96.2	+2:15.38
	44.3	1:40.53 <sup>(87)</sup> 85.8	1:42.99 <sup>(86)</sup> 104.9	16.50 <sup>(77)</sup> 120.0		
[2]	4.43 <sup>(81)</sup>	1:43.07 <sup>(80)</sup>	3:25.36 <sup>(76)</sup>	<b>3:41.82<sup>(78)</sup></b>	97.4	
	44.7	1:38.64 <sup>(80)</sup> 87.4	1:42.29 <sup>(78)</sup> 105.6	16.46 <sup>(73)</sup> 120.3		
<b>80.</b>	<b>83 PASCUCCI Paola</b>	I	Mini Cooper S	P.E.G. Racing	E1 1600T	<b>7:26.48</b>
[1]	4.50 <sup>(91)</sup>	1:42.48 <sup>(80)</sup>	3:25.37 <sup>(80)</sup>	<b>3:41.92<sup>(78)</sup></b>	97.3	+2:15.55
	44.0	1:37.98 <sup>(79)</sup> 88.0	1:42.89 <sup>(85)</sup> 105.0	16.55 <sup>(79)</sup> 119.6		
[2]	4.55 <sup>(87)</sup>	1:41.65 <sup>(76)</sup>	3:27.65 <sup>(82)</sup>	<b>3:44.56<sup>(89)</sup></b>	96.2	
	43.5	1:37.10 <sup>(76)</sup> 88.8	1:46.00 <sup>(85)</sup> 101.9	16.91 <sup>(81)</sup> 117.1		
<b>81.</b>	<b>123 LAPI Andrea</b>	I	Peugeot 106 Rallye	Granducato Corse	A 1400	<b>7:26.53</b>
[1]	4.41 <sup>(81)</sup>	1:45.63 <sup>(90)</sup>	3:26.34 <sup>(85)</sup>	<b>3:43.24<sup>(84)</sup></b>	96.8	+2:15.60
	44.9	1:41.22 <sup>(91)</sup> 85.2	1:40.71 <sup>(80)</sup> 107.2	16.90 <sup>(86)</sup> 117.2		
[2]	4.41 <sup>(78)</sup>	1:45.35 <sup>(89)</sup>	3:26.41 <sup>(80)</sup>	<b>3:43.29<sup>(86)</sup></b>	96.7	
	44.9	1:40.94 <sup>(89)</sup> 85.4	1:41.06 <sup>(75)</sup> 106.9	16.88 <sup>(80)</sup> 117.3		
<b>82.</b>	<b>99 "ZIO FESTER"</b>	I	Honda Civic	S.C. Angelo Caffi	E1 1600	<b>7:26.74</b>
[1]	4.23 <sup>(68)</sup>	1:42.64 <sup>(81)</sup>	3:26.29 <sup>(84)</sup>	<b>3:42.53<sup>(82)</sup></b>	97.1	+2:15.81
	46.8	1:38.41 <sup>(81)</sup> 87.6	1:43.65 <sup>(89)</sup> 104.2	16.24 <sup>(74)</sup> 121.9		
[2]	4.62 <sup>(92)</sup>	1:41.61 <sup>(75)</sup>	3:27.71 <sup>(83)</sup>	<b>3:44.21<sup>(88)</sup></b>	96.3	
	42.9	1:36.99 <sup>(75)</sup> 88.9	1:46.10 <sup>(86)</sup> 101.8	16.50 <sup>(74)</sup> 120.0		
<b>83.</b>	<b>155 SENESI Luca</b>	I	Honda Civic Type R	Team Racing Gubbio	RS4	<b>7:27.84</b>
[1]	4.51 <sup>(92)</sup>	1:45.81 <sup>(91)</sup>	3:29.20 <sup>(89)</sup>	<b>3:45.75<sup>(89)</sup></b>	95.7	+2:16.91
	43.9	1:41.30 <sup>(92)</sup> 85.1	1:43.39 <sup>(88)</sup> 104.5	16.55 <sup>(79)</sup> 119.6		
[2]	4.64 <sup>(97)</sup>	1:44.71 <sup>(84)</sup>	3:25.74 <sup>(77)</sup>	<b>3:42.09<sup>(81)</sup></b>	97.3	
	42.7	1:40.07 <sup>(84)</sup> 86.2	1:41.03 <sup>(74)</sup> 106.9	16.35 <sup>(71)</sup> 121.1		
<b>84.</b>	<b>109 VERI Nicola</b>	I	Renault 5 GT Turbo	MKR Motorsport	E1N 2000	<b>7:31.55</b>
[1]	4.83 <sup>(105)</sup>	1:44.94 <sup>(86)</sup>	3:25.06 <sup>(78)</sup>	<b>3:41.98<sup>(79)</sup></b>	97.3	+2:20.62
	41.0	1:40.11 <sup>(86)</sup> 86.1	1:40.12 <sup>(77)</sup> 107.9	16.92 <sup>(87)</sup> 117.0		
[2]	4.63 <sup>(94)</sup>	1:45.70 <sup>(90)</sup>	3:31.20 <sup>(86)</sup>	<b>3:49.57<sup>(94)</sup></b>	94.1	
	42.8	1:41.07 <sup>(90)</sup> 85.3	1:45.50 <sup>(84)</sup> 102.4	18.37 <sup>(93)</sup> 107.8		
<b>85.</b>	<b>149 MERLI Nicola</b>	I	Peugeot 106 Rallye		RS2+	<b>7:34.43</b>
[1]	4.49 <sup>(88)</sup>	1:45.22 <sup>(89)</sup>	3:29.90 <sup>(90)</sup>	<b>3:47.80<sup>(91)</sup></b>	94.8	+2:23.50
	44.1	1:40.73 <sup>(89)</sup> 85.6	1:44.68 <sup>(91)</sup> 103.2	17.90 <sup>(99)</sup> 110.6		
[2]	4.49 <sup>(84)</sup>	1:45.22 <sup>(87)</sup>	3:29.25 <sup>(84)</sup>	<b>3:46.63<sup>(90)</sup></b>	95.3	
	44.1	1:40.73 <sup>(87)</sup> 85.6	1:44.03 <sup>(81)</sup> 103.8	17.38 <sup>(86)</sup> 113.9		
<b>86.</b>	<b>159 ATTORRESI Luca</b>	I	Citroën Saxo VTS	Sarnano Corse	RS3	<b>7:34.84</b>
[1]	4.43 <sup>(83)</sup>	1:45.15 <sup>(88)</sup>	3:30.48 <sup>(91)</sup>	<b>3:47.81<sup>(92)</sup></b>	94.8	+2:23.91
	44.7	1:40.72 <sup>(88)</sup> 85.6	1:45.33 <sup>(92)</sup> 102.5	17.33 <sup>(93)</sup> 114.3		
[2]	4.40 <sup>(77)</sup>	1:45.24 <sup>(88)</sup>	3:29.64 <sup>(85)</sup>	<b>3:47.03<sup>(90)</sup></b>	95.1	
	45.0	1:40.84 <sup>(88)</sup> 85.5	1:44.40 <sup>(83)</sup> 103.4	17.39 <sup>(87)</sup> 113.9		
<b>87.</b>	<b>85 SCAGNETTI Alberto</b>	I	Renault 5 GT Turbo	Sarnano Corse	E1 1600T	<b>7:37.14</b>
[1]	4.33 <sup>(77)</sup>	1:43.79 <sup>(82)</sup>	3:31.00 <sup>(92)</sup>	<b>3:48.40<sup>(93)</sup></b>	94.6	+2:26.21
	45.7	1:39.46 <sup>(82)</sup> 86.7	1:47.21 <sup>(96)</sup> 100.7	17.40 <sup>(94)</sup> 113.8		
[2]	4.36 <sup>(75)</sup>	1:42.75 <sup>(79)</sup>	3:31.49 <sup>(87)</sup>	<b>3:48.74<sup>(94)</sup></b>	94.4	
	45.4	1:38.39 <sup>(79)</sup> 87.6	1:48.74 <sup>(90)</sup> 99.3	17.25 <sup>(85)</sup> 114.8		
<b>88.</b>	<b>94 MAROTTA Simone</b>	I	Renault Megane Maxi	Sart Auto	E1 2000	<b>7:38.63</b>
						+2:27.70

P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	VMed	i.c.
[1]	4.67 <sup>(100)</sup>	1:46.06 <sup>(93)</sup>	3:32.83 <sup>(95)</sup>	3:50.14 <sup>(95)</sup>	93.9	
	42.4	1:41.39 <sup>(93)</sup> 85.0	1:46.77 <sup>(94)</sup> 101.2	17.31 <sup>(92)</sup> 114.4		
[2]	4.56 <sup>(88)</sup>	1:45.21 <sup>(86)</sup>	3:31.51 <sup>(88)</sup>	3:48.49 <sup>(94)</sup>	94.5	
	43.4	1:40.65 <sup>(86)</sup> 85.7	1:46.30 <sup>(87)</sup> 101.6	16.98 <sup>(83)</sup> 116.6		
<b>89.</b>	<b>139 ACQUISTI Giacomo</b>	I	Peugeot 106 Rallye		N 1400	<b>7:45.34</b>
[1]	4.64 <sup>(98)</sup>	1:48.52 <sup>(96)</sup>	3:34.86 <sup>(96)</sup>	3:52.40 <sup>(96)</sup>	92.9	+2:34.41
	42.7	1:43.88 <sup>(96)</sup> 83.0	1:46.34 <sup>(93)</sup> 101.6	17.54 <sup>(95)</sup> 112.9		
[2]	4.78 <sup>(102)</sup>	1:48.96 <sup>(94)</sup>	3:35.44 <sup>(89)</sup>	3:52.94 <sup>(97)</sup>	92.7	
	41.4	1:44.18 <sup>(94)</sup> 82.8	1:46.48 <sup>(88)</sup> 101.4	17.50 <sup>(88)</sup> 113.1		
<b>90.</b>	<b>121 CORALLO Biagio</b>	I	Citroën Saxo VTS	Catania Corse	A 1600	<b>7:48.27</b>
[1]	4.37 <sup>(80)</sup>	1:47.09 <sup>(94)</sup>	3:35.46 <sup>(97)</sup>	3:53.34 <sup>(97)</sup>	92.6	+2:37.34
	45.3	1:42.72 <sup>(94)</sup> 83.9	1:48.37 <sup>(99)</sup> 99.7	17.88 <sup>(98)</sup> 110.7		
[2]	4.27 <sup>(67)</sup>	1:46.69 <sup>(91)</sup>	3:36.87 <sup>(90)</sup>	3:54.93 <sup>(99)</sup>	91.9	
	46.4	1:42.42 <sup>(91)</sup> 84.2	1:50.18 <sup>(93)</sup> 98.0	18.06 <sup>(92)</sup> 109.6		
<b>91.</b>	<b>171 ANDREINI Mario</b>	I	Honda Civic Vti		RS3	<b>7:48.69</b>
[1]	4.54 <sup>(95)</sup>	1:47.29 <sup>(95)</sup>	3:35.86 <sup>(98)</sup>	3:53.71 <sup>(98)</sup>	92.4	+2:37.76
	43.6	1:42.75 <sup>(95)</sup> 83.9	1:48.57 <sup>(100)</sup> 99.5	17.85 <sup>(97)</sup> 110.9		
[2]	4.63 <sup>(94)</sup>	1:48.14 <sup>(93)</sup>	3:36.94 <sup>(91)</sup>	3:54.98 <sup>(99)</sup>	91.9	
	42.8	1:43.51 <sup>(93)</sup> 83.3	1:48.80 <sup>(91)</sup> 99.3	18.04 <sup>(91)</sup> 109.8		
<b>92.</b>	<b>122 CASANICA Gabriele</b>	I	Peugeot 106 Rallye		A 1400	<b>7:50.63</b>
[1]	4.49 <sup>(88)</sup>	1:49.35 <sup>(97)</sup>	3:37.26 <sup>(99)</sup>	3:55.58 <sup>(99)</sup>	91.7	+2:39.70
	44.1	1:44.86 <sup>(97)</sup> 82.2	1:47.91 <sup>(97)</sup> 100.1	18.32 <sup>(100)</sup> 108.1		
[2]	4.51 <sup>(86)</sup>	1:49.90 <sup>(95)</sup>	3:37.35 <sup>(93)</sup>	3:55.05 <sup>(99)</sup>	91.9	
	43.9	1:45.39 <sup>(95)</sup> 81.8	1:47.45 <sup>(89)</sup> 100.5	17.70 <sup>(90)</sup> 111.9		
<b>93.</b>	<b>88 LA ROCCA Vito Benito</b>	I	Renault R5 GT Turbo		E1 1600T	<b>7:55.83</b>
[1]	4.91 <sup>(110)</sup>	1:52.44 <sup>(99)</sup>	3:43.03 <sup>(100)</sup>	4:01.37 <sup>(100)</sup>	89.5	+2:44.90
	40.3	1:47.53 <sup>(99)</sup> 80.2	1:50.59 <sup>(101)</sup> 97.7	18.34 <sup>(101)</sup> 108.0		
[2]	4.59 <sup>(90)</sup>	1:47.90 <sup>(92)</sup>	3:36.96 <sup>(92)</sup>	3:54.46 <sup>(99)</sup>	92.1	
	43.1	1:43.31 <sup>(92)</sup> 83.5	1:49.06 <sup>(92)</sup> 99.0	17.50 <sup>(88)</sup> 113.1		
<b>94.</b>	<b>174 TINELLA Domenico</b>	I	Fiat 500	Apulia Corse	700 G5	<b>8:07.33</b>
[1]	4.52 <sup>(94)</sup>	1:52.88 <sup>(100)</sup>	3:44.18 <sup>(101)</sup>	4:03.31 <sup>(101)</sup>	88.8	+2:56.40
	43.8	1:48.36 <sup>(100)</sup> 79.6	1:51.30 <sup>(102)</sup> 97.0	19.13 <sup>(103)</sup> 103.5		
[2]	4.56 <sup>(88)</sup>	1:53.66 <sup>(98)</sup>	3:44.81 <sup>(95)</sup>	4:04.02 <sup>(102)</sup>	88.5	
	43.4	1:49.10 <sup>(98)</sup> 79.0	1:51.15 <sup>(94)</sup> 97.2	19.21 <sup>(97)</sup> 103.1		
<b>95.</b>	<b>172 FILIPPETTI Daniele</b>	I	Fiat 500	P.E.G. Racing	RS2	<b>8:09.86</b>
[1]	4.86 <sup>(107)</sup>	1:54.69 <sup>(104)</sup>	3:46.59 <sup>(103)</sup>	4:05.99 <sup>(103)</sup>	87.8	+2:58.93
	40.7	1:49.83 <sup>(102)</sup> 78.5	1:51.90 <sup>(103)</sup> 96.5	19.40 <sup>(106)</sup> 102.1		
[2]	4.85 <sup>(105)</sup>	1:52.70 <sup>(97)</sup>	3:44.02 <sup>(94)</sup>	4:03.87 <sup>(102)</sup>	88.6	
	40.8	1:47.85 <sup>(97)</sup> 79.9	1:51.32 <sup>(95)</sup> 97.0	19.85 <sup>(101)</sup> 99.7		
<b>96.</b>	<b>157 MEDEI David</b>	I	Renault Clio Rs	Sarnano Corse	RS4	<b>8:10.71</b>
[1]	4.47 <sup>(86)</sup>	1:52.97 <sup>(101)</sup>	3:46.58 <sup>(102)</sup>	4:05.50 <sup>(102)</sup>	88.0	+2:59.78
	44.3	1:48.50 <sup>(101)</sup> 79.5	1:53.61 <sup>(104)</sup> 95.1	18.92 <sup>(102)</sup> 104.7		
[2]	4.66 <sup>(98)</sup>	1:52.47 <sup>(96)</sup>	3:46.24 <sup>(96)</sup>	4:05.21 <sup>(102)</sup>	88.1	
	42.5	1:47.81 <sup>(96)</sup> 80.0	1:53.77 <sup>(96)</sup> 94.9	18.97 <sup>(94)</sup> 104.4		
<b>97.</b>	<b>141 CAVALIERO Adriano</b>	I	Peugeot 106 Rallye	Borrett Team Motorsport	N 1400	<b>8:18.26</b>
[1]	4.77 <sup>(103)</sup>	1:54.66 <sup>(103)</sup>	3:49.88 <sup>(104)</sup>	4:09.71 <sup>(104)</sup>	86.5	+3:07.33
	41.5	1:49.89 <sup>(103)</sup> 78.5	1:55.22 <sup>(106)</sup> 93.7	19.83 <sup>(110)</sup> 99.8		
[2]	4.81 <sup>(103)</sup>	1:54.73 <sup>(100)</sup>	3:49.34 <sup>(97)</sup>	4:08.55 <sup>(104)</sup>	86.9	
	41.2	1:49.92 <sup>(100)</sup> 78.4	1:54.61 <sup>(97)</sup> 94.2	19.21 <sup>(97)</sup> 103.1		
<b>98.</b>	<b>137 PETTINARI Massimiliano</b>	I	Peugeot 106 Rallye		N 1400	<b>8:22.24</b>
[1]	4.90 <sup>(109)</sup>	1:55.82 <sup>(106)</sup>	3:50.71 <sup>(105)</sup>	4:09.99 <sup>(105)</sup>	86.4	+3:11.31
	40.4	1:50.92 <sup>(106)</sup> 77.7	1:54.89 <sup>(105)</sup> 94.0	19.28 <sup>(105)</sup> 102.7		
[2]	4.75 <sup>(100)</sup>	1:55.17 <sup>(101)</sup>	3:53.25 <sup>(99)</sup>	4:12.25 <sup>(106)</sup>	85.6	
	41.7	1:50.42 <sup>(101)</sup> 78.1	1:58.08 <sup>(101)</sup> 91.5	19.00 <sup>(95)</sup> 104.2		
<b>99.</b>	<b>124 RENZI Diego</b>	I	Fiat Seicento Sporting	Team Racing Gubbio	A 1150	<b>8:24.86</b>
[1]	4.83 <sup>(105)</sup>	1:55.90 <sup>(107)</sup>	3:55.91 <sup>(107)</sup>	4:15.70 <sup>(107)</sup>	84.5	+3:13.93
	41.0	1:51.07 <sup>(107)</sup> 77.6	2:00.01 <sup>(110)</sup> 90.0	19.79 <sup>(109)</sup> 100.1		
[2]	4.98 <sup>(106)</sup>	1:54.72 <sup>(99)</sup>	3:50.06 <sup>(98)</sup>	4:09.16 <sup>(104)</sup>	86.7	
	39.8	1:49.74 <sup>(99)</sup> 78.6	1:55.34 <sup>(98)</sup> 93.6	19.10 <sup>(96)</sup> 103.7		
<b>100.</b>	<b>113 VINCENZI Roberto</b>	I	Peugeot 205 Rallye	Vimotorsport	E1N 1400	<b>8:25.79</b>
[1]	4.66 <sup>(99)</sup>	1:55.08 <sup>(105)</sup>	3:52.78 <sup>(106)</sup>	4:12.32 <sup>(106)</sup>	85.6	+3:14.86
	42.5	1:50.42 <sup>(105)</sup> 78.1	1:57.70 <sup>(108)</sup> 91.8	19.54 <sup>(107)</sup> 101.3		
[2]	4.66 <sup>(98)</sup>	1:56.46 <sup>(102)</sup>	3:54.15 <sup>(100)</sup>	4:13.47 <sup>(107)</sup>	85.2	
	42.5	1:51.80 <sup>(102)</sup> 77.1	1:57.69 <sup>(100)</sup> 91.8	19.32 <sup>(99)</sup> 102.5		



P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe	Tem./Dif.
	55m	Fontandrone	Lastraie	Arrivo	<i>VMed</i>	<i>i.c.</i>
<b>101.</b>	<b>106 GABELLI Stefano</b>	I	Peugeot 106 Rallye	Etruria	E1A 1400	<b>8:34.00</b>
[1]	5.21 <sup>(112)</sup>	2:00.89 <sup>(109)</sup>	3:58.48 <sup>(109)</sup>	<b>4:18.24<sup>(109)</sup></b>	83.6	+3:23.07
	38.0	1:55.68 <sup>(109)</sup> 74.5	1:57.59 <sup>(107)</sup> 91.8	19.76 <sup>(108)</sup> 00.2		
[2]	5.28 <sup>(108)</sup>	1:58.25 <sup>(104)</sup>	3:55.90 <sup>(101)</sup>	<b>4:15.76<sup>(108)</sup></b>	84.5	
	37.5	1:52.97 <sup>(103)</sup> 76.3	1:57.65 <sup>(99)</sup> 91.8	19.86 <sup>(102)</sup> 99.7		
<b>102.</b>	<b>105 MANTELLINI Federico</b>	I	Alfa Romeo 75 V6		E1A 3000	<b>8:36.49</b>
[1]	4.89 <sup>(108)</sup>	1:58.25 <sup>(108)</sup>	3:57.16 <sup>(108)</sup>	<b>4:16.34<sup>(108)</sup></b>	84.3	+3:25.56
	40.5	1:53.36 <sup>(108)</sup> 76.1	1:58.91 <sup>(109)</sup> 90.8	19.18 <sup>(104)</sup> 03.2		
[2]	4.76 <sup>(101)</sup>	1:58.01 <sup>(103)</sup>	4:00.69 <sup>(102)</sup>	<b>4:20.15<sup>(110)</sup></b>	83.0	
	41.6	1:53.25 <sup>(104)</sup> 76.1	2:02.68 <sup>(102)</sup> 88.0	19.46 <sup>(100)</sup> 01.7		
<b>103.</b>	<b>103 FANETTI Maurizio (H)</b>	I	Citroën C1 Cup	Chimera Classic Motor	E1 1400	<b>11:15.32</b>
[1]	5.25 <sup>(113)</sup>	2:09.43 <sup>(110)</sup>	4:18.70 <sup>(110)</sup>	<b>4:40.68<sup>(110)</sup></b>	77.0	+6:04.39
	37.7	2:04.18 <sup>(110)</sup> 69.4	2:09.27 <sup>(111)</sup> 83.5	21.98 <sup>(111)</sup> 90.1		
[2]	5.30 <sup>(109)</sup>	2:06.83 <sup>(105)</sup>	6:10.44 <sup>(103)</sup>	<b>6:34.64<sup>(111)</sup></b>	54.7	
	37.4	2:01.53 <sup>(105)</sup> 70.9	4:03.61 <sup>(103)</sup> 44.3	24.20 <sup>(103)</sup> 81.8		
<b>104.</b>	<b>93 GRUSSO Giacomo</b>	I	Renault Clio Cup	Team Alghero Corse	E1 2000	
<b>105.</b>	<b>96 ARAGONA Giuseppe</b>	I	Peugeot 106	Cubeda Corse	E1 1600	
[1]	3.99 <sup>(54)</sup>	1:32.01 <sup>(51)</sup>	3:01.51 <sup>(47)</sup>	<b>3:16.27<sup>(47)</sup></b>	110.1	
	49.6	1:28.02 <sup>(48)</sup> 98.0	1:29.50 <sup>(44)</sup> 120.7	14.76 <sup>(50)</sup> 134.1		
[2]	4.02 <sup>(51)</sup>			DNF 2		
	49.3					
<b>106.</b>	<b>97 GAETANI Luca</b>	I	Citroën C2 VTS		E1 1600	
<b>107.</b>	<b>22 PERONI Fabrizio</b>	I	Lucchini	Team Italia	CN/E2-SC 300	
[1]	3.33 <sup>(21)</sup>	1:27.18 <sup>(33)</sup>	2:49.35 <sup>(26)</sup>	<b>3:02.27<sup>(26)</sup></b>	118.5	
	59.5	1:23.85 <sup>(33)</sup> 102.8	1:22.17 <sup>(18)</sup> 131.4	12.92 <sup>(17)</sup> 153.3		
[2]	3.41 <sup>(25)</sup>			DNF 2		
	58.1					
<b>108.</b>	<b>87 CAMPUS Gerolamo</b>	I	Fiat Uno Turbo I.E.	Magliona Motorsport	E1 1600T	
[1]	4.23 <sup>(68)</sup>	1:44.16 <sup>(83)</sup>	3:32.33 <sup>(94)</sup>	<b>3:50.02<sup>(94)</sup></b>	93.9	
	46.8	1:39.93 <sup>(84)</sup> 86.3	1:48.17 <sup>(98)</sup> 99.8	17.69 <sup>(96)</sup> 111.9		
[2]	4.32 <sup>(71)</sup>	1:42.12 <sup>(78)</sup>		DNF 2		
	45.8	1:37.80 <sup>(78)</sup> 88.2				
<b>109.</b>	<b>57 LEGRANDE Francesco</b>	I	Porsche 997		GTCup 3.0+	
[1]	3.76 <sup>(51)</sup>	1:26.54 <sup>(30)</sup>	2:52.71 <sup>(29)</sup>	<b>3:06.62<sup>(30)</sup></b>	115.7	
	52.7	1:22.78 <sup>(30)</sup> 104.2	1:26.17 <sup>(27)</sup> 125.3	13.91 <sup>(30)</sup> 142.3		
[2]	3.45 <sup>(32)</sup>			DNF 2		
	57.4					
<b>110.</b>	<b>59 FRIJO Sebastiano</b>	I	Porsche 911 GT3	S.C. Angelo Caffi	GT3 3.0+	
[1]	3.74 <sup>(50)</sup>			NF1NS2		
	52.9					
<b>111.</b>	<b>79 MORDENTI Gabriele</b>	I	BMW M3	Piloti Forlivesi	E1 3000	
<b>112.</b>	<b>108 BOI Manrico</b>	I	Peugeot 205 Rallye	Team Alghero Corse	E1A 1400	
<b>113.</b>	<b>77 SBROLLINI Marco</b>	I	Lancia Delta Evo	Speedcar	E1 3000+	
<b>114.</b>	<b>118 BOMMARTINI Fabrizio</b>	I	Honda Civic EK4	BL Racing	A 1600	
<b>115.</b>	<b>76 ZLATKOV Nikolay</b>	BG	Audi Quattro S1	Prospeed	E1 3000+	
<b>116.</b>	<b>72 PASSERINI Silvio</b>	I	Lotus Exige		GT3 3.0+	
<b>117.</b>	<b>7 RAMPINI Mauro</b>	I	Osella PA 27 3000 Bmw	Team Racing Gubbio	D/E2-SS 3000	
[1]	3.32 <sup>(19)</sup>	1:26.66 <sup>(31)</sup>	2:55.82 <sup>(37)</sup>	<b>3:09.43<sup>(37)</sup></b>	114.0	
	59.6	1:23.34 <sup>(31)</sup> 103.5	1:29.16 <sup>(40)</sup> 121.1	13.61 <sup>(27)</sup> 145.5		
<b>118.</b>	<b>92 PELOROSSO Daniele</b>	I	Renault Clio Proto	Speed Motor	E1 2000	
[1]	4.09 <sup>(58)</sup>	1:30.59 <sup>(43)</sup>	2:59.82 <sup>(41)</sup>	<b>3:14.16<sup>(41)</sup></b>	111.2	
	48.4	1:26.50 <sup>(42)</sup> 99.7	1:29.23 <sup>(41)</sup> 121.0	14.34 <sup>(39)</sup> 138.1		
<b>119.</b>	<b>143 CHIAVAROLI Roberto</b>	I	Honda Civic Typer	Rombo dei Motori	RS4+	
<b>120.</b>	<b>154 VIGGIANI Mario Riccardo</b>		Opel Corsa OPC	Chimera Classic Motor	RSTB2	
<b>121.</b>	<b>3 RIVA Tiziano</b>	CH	Reynard 92D Cosworth	Sq. Corse Quadrifoglio	D/E2-SS 3000	
[1]	3.17 <sup>(8)</sup>	1:21.27 <sup>(12)</sup>	2:40.21 <sup>(13)</sup>	<b>2:52.74<sup>(13)</sup></b>	125.0	
	62.5	1:18.10 <sup>(13)</sup> 110.4	1:18.94 <sup>(11)</sup> 136.8	12.53 <sup>(11)</sup> 158.0		
[2]	3.09 <sup>(4)</sup>	1:21.53 <sup>(14)</sup>		DNF 2		
	64.1	1:18.44 <sup>(14)</sup> 109.9				
<b>122.</b>	<b>19 CASSIBBA Giovanni</b>	I	C.L.W.	Catania Corse	CN/E2-SC 300	
[1]	3.25 <sup>(14)</sup>			NF1NS2		
	60.9					
<b>123.</b>	<b>38 PICCINELLI Marco</b>	I	CMS Mugen Honda	Etruria	CN/E2-SC 200	
[1]	3.33 <sup>(21)</sup>	5:53.00 <sup>(111)</sup>	7:31.91 <sup>(111)</sup>	<b>7:47.90<sup>(111)</sup></b>	46.2	

P. N. Conduttore	55m	Fontandrone	Naz	Vettura	Lastraie	Scuderia	Classe	Tem./Dif.
	59.5	5:49.67 <sub>(111)24.7</sub>		1:38.91 <sub>(73)109.2</sub>		Arrivo	<i>VMed</i>	<i>i.c.</i>
[2]	3.26 <sub>(14)</sub>					15.99 <sub>(69)123.8</sub>		
	60.7					DNF 2		

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

Risultati e Telemetrie a cura di Francesco Dariz