

# 63<sup>a</sup> Trento - Bondone

## Corsa Internazionale di Velocità in Salita

### Prove Ufficiali/Official Practice Auto Moderne

#### Performance Analysis A

F.I.A. European Hill-Climb Championship  
Campionato Italiano della Montagna - Coppa Italia  
Trofeo Costruttori, Under 25 e Scuderie  
Camp. Triveneto - Coppa Dame - Challenge F.I.S.A.

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P. N.	Conduuttore	Naz	Vettura	Scuderia	Classe			
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed VMax	Tem./Dif.
<b>1.</b>	<b>175 VOJACEK Lukas</b>	CZ	Mitsubishi Lancer Evo VIII	Czech National Team	A 3000+			<b>11:26.03</b>
[1]	4.78 <sup>(1)</sup> ↓	11.27 <sup>(1)</sup> ↓	2:22.39 <sup>(2)</sup> ↓	4:18.46 <sup>(2)</sup> ↓	5:38.41 <sup>(2)</sup> ↓	8:52.83 <sup>(2)</sup> ↓	<b>11:35.48<sup>(2)</sup></b>	89.5 A:123.0 B:156.8 C:108.0
	73.8	6.49 <sup>(1)</sup>	167.2:11.12 <sup>(1)</sup>	89.1:56.07 <sup>(2)</sup>	100.1:19.95 <sup>(2)</sup>	82.3:14.42 <sup>(1)</sup>	86.2:42.65 <sup>(2)</sup>	86.3
[2]	4.78 <sup>(2)</sup> ↓	11.20 <sup>(1)</sup> ↓	2:21.46 <sup>(2)</sup> ↓	4:17.19 <sup>(2)</sup> ↓	5:34.87 <sup>(2)</sup> ↓	8:45.47 <sup>(2)</sup> ↓	<b>11:26.03<sup>(1)</sup></b>	90.8 A:127.9 B:154.8 C:109.9
	73.8	6.42 <sup>(1)</sup>	169.2:10.26 <sup>(1)</sup>	89.1:55.73 <sup>(2)</sup>	101.1:17.68 <sup>(2)</sup>	84.3:10.60 <sup>(1)</sup>	88.2:40.56 <sup>(1)</sup>	87.4
<b>2.</b>	<b>178 SCHWEIGER Christian</b>	A	Mitsubishi Lancer Evo VII		A 3000+			<b>11:26.99</b>
[1]	4.90 <sup>(2)</sup>		2:21.04 <sup>(1)</sup> ↓	4:16.70 <sup>(1)</sup> ↓	5:35.15 <sup>(1)</sup> ↓	8:50.07 <sup>(1)</sup> ↓	<b>11:31.60<sup>(1)</sup></b>	90.1 B:156.5 C:107.8 +0.96
	72.0		1:55.66 <sup>(1)</sup>	101.1:18.45 <sup>(1)</sup>	84.3:14.92 <sup>(2)</sup>	86.2:41.53 <sup>(1)</sup>	86.9	
[2]	4.91 <sup>(3)</sup>		2:18.02 <sup>(1)</sup> ↓	4:13.17 <sup>(1)</sup> ↓	5:30.38 <sup>(1)</sup> ↓	8:43.75 <sup>(1)</sup> ↓	<b>11:26.99<sup>(1)</sup></b>	90.7 B:157.2 C:109.6
	71.9		1:55.15 <sup>(1)</sup>	101.1:17.21 <sup>(1)</sup>	85.3:13.37 <sup>(2)</sup>	86.2:43.24 <sup>(2)</sup>	86.0	
<b>3.</b>	<b>179 PEDRONI Gabriella</b>	I	Mitsubishi Lancer Evo VIII	Paragon	A 3000+			<b>11:41.35</b>
[1]	5.04 <sup>(4)</sup>		2:22.79 <sup>(3)</sup> ↓	4:20.74 <sup>(3)</sup> ↓	5:43.01 <sup>(3)</sup> ↓	9:03.03 <sup>(3)</sup> ↓	<b>11:51.33<sup>(3)</sup></b>	87.6 B:148.0 C:110.4 +15.32
	70.0		1:57.95 <sup>(3)</sup>	99.1:22.27 <sup>(8)</sup>	80.3:20.02 <sup>(3)</sup>	84.2:48.30 <sup>(3)</sup>	83.4	
[2]	5.61 <sup>(4)</sup>		2:21.87 <sup>(4)</sup> ↓	4:19.33 <sup>(3)</sup> ↓	5:37.99 <sup>(3)</sup> ↓	8:55.54 <sup>(3)</sup> ↓	<b>11:41.35<sup>(3)</sup></b>	88.8 B:158.3 C:109.1
	62.9		1:57.46 <sup>(3)</sup>	99.1:18.66 <sup>(3)</sup>	83.3:17.55 <sup>(3)</sup>	85.2:45.81 <sup>(3)</sup>	84.7	
<b>4.</b>	<b>176 MALY Jaromir</b>	CZ	Mitsubishi Lancer Evo VIII	Czech National Team	A 3000+			<b>11:47.20</b>
[1]	5.02 <sup>(3)</sup>		2:25.96 <sup>(5)</sup> ↓	4:26.38 <sup>(4)</sup> ↓	5:48.83 <sup>(5)</sup> ↓	9:12.67 <sup>(5)</sup> ↓	<b>12:03.35<sup>(5)</sup></b>	86.1 B:157.9 C:105.3 +21.17
	70.3		2:00.42 <sup>(6)</sup>	97.1:22.45 <sup>(10)</sup>	79.3:23.84 <sup>(7)</sup>	82.2:50.68 <sup>(5)</sup>	82.3	
[2]	4.58 <sup>(1)</sup>		2:21.48 <sup>(3)</sup> ↓	4:19.73 <sup>(4)</sup> ↓	5:39.49 <sup>(4)</sup> ↓	8:57.88 <sup>(4)</sup> ↓	<b>11:47.20<sup>(3)</sup></b>	88.1 B:164.2 C:106.0
	77.0		1:58.25 <sup>(4)</sup>	98.1:19.76 <sup>(4)</sup>	82.3:18.39 <sup>(4)</sup>	84.2:49.32 <sup>(5)</sup>	82.9	
<b>5.</b>	<b>187 CENEDESE Ivano</b>	I	Renault New Clio R3	Sc. Motor Group	A 2000			<b>11:53.32</b>
[1]	6.15 <sup>(10)</sup>		2:25.99 <sup>(6)</sup> ↓	4:33.01 <sup>(12)</sup> ↓	5:54.15 <sup>(9)</sup> ↓	9:14.17 <sup>(6)</sup> ↓	<b>12:04.51<sup>(6)</sup></b>	86.0 B:153.9 C:101.4 +27.29
	57.4		2:07.02 <sup>(17)</sup>	92.1:21.14 <sup>(5)</sup>	81.3:20.02 <sup>(3)</sup>	84.2:50.34 <sup>(4)</sup>	82.4	
[2]	5.95 <sup>(6)</sup>		2:24.78 <sup>(5)</sup> ↓	4:24.14 <sup>(5)</sup> ↓	5:43.95 <sup>(5)</sup> ↓	9:04.83 <sup>(5)</sup> ↓	<b>11:53.32<sup>(4)</sup></b>	87.3 B:154.4 C:101.6
	59.3		1:59.36 <sup>(5)</sup>	98.1:19.81 <sup>(5)</sup>	82.3:20.88 <sup>(6)</sup>	83.2:48.49 <sup>(4)</sup>	83.3	
<b>6.</b>	<b>194 MANCIN Michele</b>	I	Citroën Saxo VTS	Mach 3 Sport	A 1600			<b>11:58.37</b>
[1]	6.10 <sup>(8)</sup>		2:29.60 <sup>(10)</sup> ↓	4:31.22 <sup>(10)</sup> ↓	5:53.95 <sup>(8)</sup> ↓	9:16.45 <sup>(9)</sup> ↓	<b>12:08.05<sup>(7)</sup></b>	85.5 B:147.5 C:100.7 +32.34
	57.8		2:01.62 <sup>(9)</sup>	96.1:22.73 <sup>(11)</sup>	79.3:22.50 <sup>(6)</sup>	83.2:51.60 <sup>(6)</sup>	81.8	
[2]	6.14 <sup>(9)</sup>		2:27.35 <sup>(7)</sup> ↓	4:27.24 <sup>(7)</sup> ↓	5:48.55 <sup>(7)</sup> ↓	9:08.87 <sup>(6)</sup> ↓	<b>11:58.37<sup>(4)</sup></b>	86.7 B:149.3 C:99.4
	57.5		1:59.89 <sup>(7)</sup>	97.1:21.31 <sup>(7)</sup>	81.3:20.32 <sup>(5)</sup>	83.2:49.50 <sup>(6)</sup>	82.8	
<b>7.</b>	<b>177 BICCIATO Rudy</b>	I	Mitsubishi Lancer Evo	Rennstall Mendel	A 3000+			<b>12:01.26</b>
[1]	5.04 <sup>(4)</sup> ↓	11.98 <sup>(2)</sup> ↓	2:28.56 <sup>(9)</sup> ↓	4:26.95 <sup>(5)</sup> ↓	5:47.22 <sup>(4)</sup> ↓	9:07.60 <sup>(4)</sup> ↓	<b>12:01.26<sup>(4)</sup></b>	86.3 A:93.5 B:164.0 C:112.6 +35.23
	70.0	6.94 <sup>(2)</sup>	156.2:16.58 <sup>(2)</sup>	85.1:58.39 <sup>(4)</sup>	98.1:20.27 <sup>(3)</sup>	82.3:20.38 <sup>(5)</sup>	83.2:53.66 <sup>(10)</sup>	80.8
<b>8.</b>	<b>185 PARLATO Paolo</b>	I	Renault New Clio	Borrett Team Motorsport	A 2000			<b>12:02.09</b>
[1]	6.38 <sup>(16)</sup>		2:31.14 <sup>(12)</sup> ↓	4:32.87 <sup>(11)</sup> ↓	5:55.25 <sup>(10)</sup> ↓	9:19.80 <sup>(10)</sup> ↓	<b>12:14.14<sup>(11)</sup></b>	84.8 B:151.2 C:102.9 +36.06
	55.3		2:01.73 <sup>(11)</sup>	96.1:22.38 <sup>(9)</sup>	80.3:24.55 <sup>(10)</sup>	82.2:54.34 <sup>(11)</sup>	80.5	
[2]			2:27.02 <sup>(6)</sup> ↓	4:26.42 <sup>(6)</sup> ↓	5:47.40 <sup>(6)</sup> ↓	9:10.41 <sup>(7)</sup> ↓	<b>12:02.09<sup>(5)</sup></b>	86.2 B:151.4 C:101.3
			1:59.40 <sup>(6)</sup>	98.1:20.98 <sup>(6)</sup>	81.3:23.01 <sup>(7)</sup>	82.2:51.68 <sup>(9)</sup>	81.8	
<b>9.</b>	<b>196 FURLINI Massimo</b>	I	Renault Clio S1600		A 1600			<b>12:07.63</b>
[1]	6.14 <sup>(9)</sup>		2:25.83 <sup>(4)</sup> ↓	4:28.18 <sup>(6)</sup>				85.6 B:152.9 C:104.1 +41.60
	57.5		2:02.35 <sup>(12)</sup>	95.6				
[2]	6.32 <sup>(13)</sup>		2:27.46 <sup>(8)</sup> ↓	4:29.40 <sup>(8)</sup> ↓	5:51.62 <sup>(8)</sup> ↓	9:16.29 <sup>(8)</sup> ↓	<b>12:07.63<sup>(7)</sup></b>	85.6 B:152.9 C:104.1
	55.8		2:01.94 <sup>(12)</sup>	95.1:22.22 <sup>(11)</sup>	80.3:24.67 <sup>(11)</sup>	82.2:51.34 <sup>(8)</sup>	81.9	
<b>10.</b>	<b>211 GILLI Paolo</b>	I	Citroën Saxo	Destra 4	A 1600			<b>12:08.47</b>
[1]	6.42 <sup>(17)</sup>		2:28.33 <sup>(7)</sup> ↓	4:28.88 <sup>(7)</sup> ↓	5:49.79 <sup>(6)</sup> ↓	9:14.86 <sup>(7)</sup> ↓	<b>12:08.47<sup>(8)</sup></b>	85.5 B:151.4 C:102.5 +42.44
	55.0		2:00.55 <sup>(7)</sup>	97.1:20.91 <sup>(4)</sup>	81.3:25.07 <sup>(11)</sup>	82.2:53.61 <sup>(9)</sup>	80.9	

P. N. Conducente		Naz	Vettura	Scuderia	Classe			Tem./Dif.	
98m	400m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
<b>11.</b>	195	<b>BARUCHELLI Dario</b>	I	Renault Clio S1600			A	1600	<b>12:08.57</b>
[1]	5.91 <sup>(6)</sup>	2:30.84 <sup>(11)†</sup>	4:30.07 <sup>(9)†</sup>	5:51.91 <sup>(7)†</sup>	9:15.99 <sup>(8)†</sup>	<b>12:08.57<sup>(9)</sup></b>	85.5		B:153.0 C:105.3 +42.54
	59.7		1:59.23 <sup>(5)</sup>	98.1:21.84 <sup>(6)</sup>	80.3:24.08 <sup>(8)</sup>	82.2:52.58 <sup>(8)</sup>	81.4		
[2]	6.16 <sup>(11)</sup>	2:31.06 <sup>(13)†</sup>	4:32.16 <sup>(12)†</sup>	5:53.80 <sup>(10)†</sup>	9:18.30 <sup>(10)†</sup>	<b>12:09.18<sup>(10)</sup></b>	85.4		B:152.7 C:105.1
	57.3		2:01.10 <sup>(9)</sup>	96.1:21.64 <sup>(8)</sup>	80.3:24.50 <sup>(10)</sup>	82.2:50.88 <sup>(7)</sup>	82.2		
<b>12.</b>	188	<b>XANTHAKOS Marios</b>	GR	Renault Clio RE	La Sparta - Grecia		A	2000	<b>12:11.23</b>
[1]	6.16 <sup>(11)</sup>	2:32.15 <sup>(13)†</sup>	4:33.86 <sup>(13)†</sup>	5:57.93 <sup>(12)†</sup>	9:22.23 <sup>(11)†</sup>	<b>12:13.97<sup>(10)</sup></b>	84.9		B:152.9 C:98.0 +45.20
	57.3		2:01.71 <sup>(10)</sup>	96.1:24.07 <sup>(13)</sup>	78.3:24.30 <sup>(9)</sup>	82.2:51.74 <sup>(7)</sup>	81.8		
[2]	5.88 <sup>(5)</sup>	2:28.23 <sup>(9)†</sup>	4:29.56 <sup>(9)†</sup>	5:55.87 <sup>(13)†</sup>	9:19.22 <sup>(12)†</sup>	<b>12:11.23<sup>(10)</sup></b>	85.2		B:110.0 C:99.4
	60.0		2:01.33 <sup>(10)</sup>	96.1:26.31 <sup>(15)</sup>	76.3:23.35 <sup>(8)</sup>	82.2:52.01 <sup>(10)</sup>	81.6		
<b>13.</b>	198	<b>FATTORELLI Claudio</b>	I	Honda Civic EK4	BL Racing		A	1600	<b>12:14.63</b>
[1]	6.46 <sup>(19)</sup>	2:28.54 <sup>(8)†</sup>	4:29.40 <sup>(8)†</sup>	5:58.42 <sup>(13)†</sup>	9:24.09 <sup>(12)†</sup>	<b>12:19.51<sup>(12)</sup></b>	84.2		B:151.4 C:100.6 +48.60
	54.6		2:00.86 <sup>(8)</sup>	96.1:29.02 <sup>(18)</sup>	74.3:25.67 <sup>(12)</sup>	81.2:55.42 <sup>(13)</sup>	80.0		
[2]	6.26 <sup>(12)</sup>	2:30.24 <sup>(10)†</sup>	4:31.91 <sup>(11)†</sup>	5:53.79 <sup>(9)†</sup>	9:18.69 <sup>(11)†</sup>	<b>12:14.63<sup>(12)</sup></b>	84.8		B:146.6 C:101.6
	56.4		2:01.67 <sup>(11)</sup>	96.1:21.88 <sup>(10)</sup>	80.3:24.90 <sup>(12)</sup>	82.2:55.94 <sup>(12)</sup>	79.8		
<b>14.</b>	186	<b>DE LUCA Rino</b>	I	Peugeot 306	Vimotorsport		A	2000	<b>12:15.42</b>
[1]	6.18 <sup>(12)</sup>	2:32.24 <sup>(14)†</sup>	4:35.27 <sup>(14)†</sup>	5:57.27 <sup>(11)†</sup>	9:24.28 <sup>(13)†</sup>	<b>12:20.81<sup>(13)</sup></b>	84.1		B:151.1 C:99.5 +49.39
	57.1		2:03.03 <sup>(14)</sup>	95.1:22.00 <sup>(7)</sup>	80.3:27.01 <sup>(15)</sup>	81.2:56.53 <sup>(14)</sup>	79.5		
[2]	6.10 <sup>(7)</sup>	2:30.68 <sup>(12)†</sup>	4:33.34 <sup>(13)†</sup>	5:55.00 <sup>(12)†</sup>	9:21.86 <sup>(13)†</sup>	<b>12:15.42<sup>(12)</sup></b>	84.7		B:153.0 C:101.0
	57.8		2:02.66 <sup>(13)</sup>	95.1:21.66 <sup>(9)</sup>	80.3:26.86 <sup>(13)</sup>	81.2:53.56 <sup>(11)</sup>	80.9		
<b>15.</b>	218	<b>BOLFELLI Alessio</b>	I	Peugeot 106	Pintarally Motorsport		A	1600	<b>12:21.79</b>
[1]	6.34 <sup>(15)</sup>	2:33.56 <sup>(15)†</sup>	4:36.46 <sup>(15)†</sup>	6:00.38 <sup>(14)†</sup>	9:27.10 <sup>(14)†</sup>	<b>12:21.79<sup>(14)</sup></b>	84.0		B:144.6 C:98.2 +55.76
	55.6		2:02.90 <sup>(13)</sup>	95.1:23.92 <sup>(12)</sup>	78.3:26.72 <sup>(14)</sup>	81.2:54.69 <sup>(12)</sup>	80.4		
[2]	6.15 <sup>(10)</sup>	2:30.54 <sup>(11)†</sup>	4:31.60 <sup>(10)†</sup>	5:54.63 <sup>(11)†</sup>	9:18.19 <sup>(9)†</sup>	<b>12:34.25<sup>(15)</sup></b>	82.6		B:147.5 C:99.4
	57.4		2:01.06 <sup>(8)</sup>	96.1:23.03 <sup>(12)</sup>	79.3:23.56 <sup>(9)</sup>	82.3:16.06 <sup>(18)</sup>	71.6		
<b>16.</b>	199	<b>DALSASS Alfonso</b>	I	Citroën Saxo	Destra 4		A	1600	<b>12:32.47</b>
[1]	6.49 <sup>(21)†</sup>	14.75 <sup>(3)†</sup>	2:35.51 <sup>(16)†</sup>	4:42.50 <sup>(17)†</sup>	6:07.00 <sup>(15)†</sup>	9:39.83 <sup>(16)†</sup>	<b>12:40.05<sup>(15)</sup></b>	81.9	A:103.2 B:141.7 +1:06.44
	54.4	8.26 <sup>(3)</sup>	131.2:20.76 <sup>(3)</sup>	83.2:06.99 <sup>(16)</sup>	92.1:24.50 <sup>(14)</sup>	78.3:32.83 <sup>(17)</sup>	79.3:00.22 <sup>(15)</sup>	77.9	
[2]	6.50 <sup>(17)</sup>	2:32.00 <sup>(14)†</sup>	4:37.67 <sup>(14)†</sup>	6:01.95 <sup>(14)†</sup>	9:33.78 <sup>(14)†</sup>	<b>12:32.47<sup>(15)</sup></b>	82.8		B:138.7 C:96.8
	54.3		2:05.67 <sup>(14)</sup>	93.1:24.28 <sup>(13)</sup>	78.3:31.83 <sup>(15)</sup>	79.2:58.69 <sup>(14)</sup>	78.6		
<b>17.</b>	215	<b>BOLFELLI Fulvio</b>	I	Peugeot 106	Pintarally Motorsport		A	1600	<b>12:39.63</b>
[1]	6.08 <sup>(7)</sup>	2:36.26 <sup>(17)†</sup>	4:42.44 <sup>(16)†</sup>	6:08.02 <sup>(16)†</sup>	9:34.73 <sup>(15)†</sup>	<b>12:46.29<sup>(16)</sup></b>	81.3		B:140.8 C:99.7 +1:13.60
	58.0		2:06.18 <sup>(15)</sup>	92.1:25.58 <sup>(15)</sup>	77.3:26.71 <sup>(13)</sup>	81.3:11.56 <sup>(20)</sup>	73.3		
[2]	7.03 <sup>(19)</sup>	2:36.96 <sup>(16)†</sup>	4:43.08 <sup>(15)†</sup>	6:09.58 <sup>(15)†</sup>	9:40.35 <sup>(15)†</sup>	<b>12:39.63<sup>(15)</sup></b>	82.0		B:143.0 C:99.7
	50.2		2:06.12 <sup>(15)</sup>	92.1:26.50 <sup>(16)</sup>	76.3:30.77 <sup>(14)</sup>	79.2:59.28 <sup>(15)</sup>	78.3		
<b>18.</b>	222	<b>CAPUZZO Maurizio</b>	I	Citroën C2 R2			A	1600	<b>12:45.64</b>
[1]	6.64 <sup>(22)</sup>	2:36.36 <sup>(18)†</sup>	4:46.74 <sup>(18)†</sup>	6:14.65 <sup>(17)†</sup>	9:53.33 <sup>(18)†</sup>	<b>12:58.26<sup>(18)</sup></b>	80.0		B:134.0 C:93.7 +1:19.61
	53.1		2:10.38 <sup>(19)</sup>	89.1:27.91 <sup>(17)</sup>	74.3:38.68 <sup>(18)</sup>	76.3:04.93 <sup>(16)</sup>	75.9		
[2]	6.94 <sup>(18)</sup>	2:36.23 <sup>(15)†</sup>	4:44.42 <sup>(16)†</sup>	6:10.66 <sup>(16)†</sup>	9:44.44 <sup>(16)†</sup>	<b>12:45.64<sup>(16)</sup></b>	81.3		B:136.0 C:94.3
	50.8		2:08.19 <sup>(16)</sup>	91.1:26.24 <sup>(14)</sup>	76.3:33.78 <sup>(16)</sup>	78.3:01.20 <sup>(17)</sup>	77.5		
<b>19.</b>	219	<b>BONELLO Moreno</b>	I	Peugeot 106	MRC Sport		A	1600	<b>12:46.68</b>
[1]	6.25 <sup>(13)</sup>	2:42.11 <sup>(19)†</sup>	4:51.11 <sup>(19)†</sup>	6:16.96 <sup>(18)†</sup>	9:45.37 <sup>(17)†</sup>	<b>12:51.38<sup>(17)</sup></b>	80.7		B:130.4 C:99.7 +1:20.65
	56.4		2:09.00 <sup>(18)</sup>	90.1:25.85 <sup>(16)</sup>	76.3:28.41 <sup>(16)</sup>	80.3:06.01 <sup>(18)</sup>	75.5		
[2]	6.36 <sup>(14)</sup>	2:40.18 <sup>(17)†</sup>	4:49.45 <sup>(17)†</sup>	6:15.98 <sup>(17)†</sup>	9:49.91 <sup>(17)†</sup>	<b>12:46.68<sup>(17)</sup></b>	81.2		B:123.6 C:95.5
	55.5		2:09.27 <sup>(17)</sup>	90.1:26.53 <sup>(17)</sup>	76.3:33.93 <sup>(17)</sup>	78.2:56.77 <sup>(13)</sup>	79.4		
<b>20.</b>	189	<b>BEGHER Walter</b>	I	Citroën DS3 R3T	Pintarally Motorsport		A	2000	<b>13:15.11</b>
[1]		2:54.50 <sup>(23)†</sup>	5:10.22 <sup>(22)†</sup>	6:39.59 <sup>(20)†</sup>	10:19.62 <sup>(20)†</sup>	<b>13:25.38<sup>(19)</sup></b>	77.3		B:140.7 C:93.6 +1:49.08
			2:15.72 <sup>(21)</sup>	86.1:29.37 <sup>(19)</sup>	73.3:40.03 <sup>(19)</sup>	76.3:05.76 <sup>(17)</sup>	75.6		
[2]	6.11 <sup>(8)</sup>	2:41.44 <sup>(18)†</sup>	4:59.13 <sup>(18)†</sup>	6:33.16 <sup>(18)†</sup>	10:14.15 <sup>(18)†</sup>	<b>13:15.11<sup>(19)</sup></b>	78.3		B:109.5 C:91.8
	57.7		2:17.69 <sup>(18)</sup>	85.1:34.03 <sup>(19)</sup>	70.3:40.99 <sup>(18)</sup>	76.3:00.96 <sup>(16)</sup>	77.6		
<b>21.</b>	197	<b>GRAZIOSI Giancarlo</b>	I	Renault Clio S1600	Pintarally Motorsport		A	1600	<b>13:42.03</b>
[1]	6.25 <sup>(13)</sup>	2:50.42 <sup>(22)†</sup>	5:10.26 <sup>(23)†</sup>	6:44.21 <sup>(21)†</sup>	10:34.48 <sup>(21)†</sup>	<b>13:42.03<sup>(20)</sup></b>	75.8		B:132.1 C:95.5 +2:16.00
	56.4		2:19.84 <sup>(23)</sup>	83.1:33.95 <sup>(21)</sup>	70.3:50.27 <sup>(21)</sup>	73.3:07.55 <sup>(19)</sup>	74.9		
[2]	6.45 <sup>(15)</sup>	2:50.03 <sup>(19)†</sup>	5:08.71 <sup>(19)†</sup>	6:40.88 <sup>(19)†</sup>	10:35.92 <sup>(19)†</sup>	<b>13:52.40<sup>(21)</sup></b>	74.8		B:128.6 C:92.7
	54.7		2:18.68 <sup>(19)</sup>	84.1:32.17 <sup>(18)</sup>	71.3:55.04 <sup>(19)</sup>	71.3:16.48 <sup>(19)</sup>	71.5		
<b>22.</b>	191	<b>MARZARI Giorgio</b>	I	Renault Clio RS	Destra 4		A	2000	<b>14:37.31</b>
[1]	6.65 <sup>(23)</sup>	2:57.06 <sup>(24)†</sup>	5:23.67 <sup>(24)†</sup>	7:04.69 <sup>(22)†</sup>	11:11.30 <sup>(22)†</sup>	<b>14:37.31<sup>(21)</sup></b>	71.0		B:120.2 C:80.8 +3:11.28
	53.1		2:26.61 <sup>(24)</sup>	79.1:41.02 <sup>(22)</sup>	65.4:06.61 <sup>(22)</sup>	68.3:26.01 <sup>(21)</sup>	68.2		

P. N. Conducente		Naz	Vettura	Scuderia		Classe			Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	Arrivo	VMed	VMax	
[2]	6.46 <sup>(16)</sup> 54.6	15.12 <sup>(2)</sup> 8.66 <sup>(2)</sup>	2:57.06 <sup>(20)</sup> 2:41.94 <sup>(2)</sup>	5:28.56 <sup>(20)</sup> 2:31.50 <sup>(20)</sup>	7:11.56 <sup>(20)</sup> 1:43.00 <sup>(20)</sup>	11:16.49 <sup>(20)</sup> 4:04.93 <sup>(20)</sup>	<b>14:39.12<sup>(22)</sup></b>	70.8	A:126.9 B:108.2 C:83.9
<b>23. 221 CORRADINI Stefano</b>		I	Peugeot 106	Pintarally Motorsport		A 1600			
[1]	6.43 <sup>(18)</sup> 54.9	2:48.19 <sup>(21)</sup>	4:59.18 <sup>(20)</sup> 2:10.99 <sup>(20)</sup>	6:29.05 <sup>(19)</sup> 1:29.87 <sup>(20)</sup>	10:09.64 <sup>(19)</sup> 3:40.59 <sup>(20)</sup>				B:139.3 C:95.1
<b>24. 212 TIRABASSI Massimo</b>		I	Citroën Saxo	A 1600					
[1]	6.48 <sup>(20)</sup> 54.4	2:47.76 <sup>(20)</sup>	5:06.91 <sup>(21)</sup> 2:19.15 <sup>(22)</sup>	7:07.08 <sup>(23)</sup> 4:00.17 <sup>(23)</sup>					B:130.5

G. Zattera, Dir. di Gara \_\_\_\_\_

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