



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

## Corsa Internazionale di Velocità in Salita Prove Ufficiali/Official Practice Auto Moderne Performance Analysis A



F.I.A. International Hill-Climb Cup  
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.	Conducente	Naz	Vettura	Scuderia	Classe	Tem./Dif.							
98m	400m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed	i.c.	Tem./Dif.				
<b>1.</b>	<b>143 DE TISI Giorgio</b>	I	Citroën C4	Car Racing	A3000+				<b>10:55.25</b>				
[1]	4.67 <sup>(1)</sup> ↓	11.88 <sup>(1)</sup> ↓	2:13.58 <sup>(1)</sup>	5:18.96 <sup>(2)</sup> ↓	8:22.77 <sup>(2)</sup> ↓	<b>10:57.62<sup>(1)</sup></b>	94.7	A:587 C:654					
	75.5	7.21 <sup>(1)</sup>	150.8	2:01.70 <sup>(1)</sup>	96.1	3:03.81 <sup>(1)</sup>	91.5	2:34.85 <sup>(1)</sup>	90.7				
[2]	4.68 <sup>(1)</sup> ↓	11.85 <sup>(1)</sup> ↓	2:13.77 <sup>(1)</sup> ↓	4:03.61 <sup>(1)</sup> ↓	5:17.59 <sup>(1)</sup> ↓	<b>10:55.25<sup>(1)</sup></b>	95.0	A:580 B:824 C:682					
	75.4	7.17 <sup>(1)</sup>	151.6	2:01.92 <sup>(1)</sup>	96.0	1:49.84 <sup>(1)</sup>	106.5	1:13.98 <sup>(1)</sup>	89.1	3:03.00 <sup>(1)</sup>	91.9	2:34.66 <sup>(1)</sup>	90.8
<b>2.</b>	<b>144 NONES Tiziano</b>	I	Citroën Xsara WRC		A3000+				<b>11:00.15</b>				
[1]	4.95 <sup>(2)</sup> ↓	12.23 <sup>(2)</sup> ↓	2:14.86 <sup>(2)</sup> ↓	4:04.54 <sup>(1)</sup> ↓	5:17.84 <sup>(1)</sup> ↓	8:21.70 <sup>(1)</sup> ↓	<b>11:00.15<sup>(2)</sup></b>	94.3	A:627 B:821 C:674	+4.90			
	71.3	7.28 <sup>(2)</sup>	149.3	2:02.63 <sup>(2)</sup>	95.4	1:49.68 <sup>(1)</sup>	106.7	1:13.30 <sup>(1)</sup>	89.9	3:03.86 <sup>(2)</sup>	91.4	2:38.45 <sup>(2)</sup>	88.6
[2]	5.15 <sup>(2)</sup> ↓	12.51 <sup>(2)</sup> ↓	2:16.27 <sup>(2)</sup> ↓	4:07.37 <sup>(2)</sup> ↓	5:21.79 <sup>(2)</sup> ↓	8:29.15 <sup>(2)</sup> ↓	<b>11:09.28<sup>(3)</sup></b>	93.1	A:613 B:829 C:681				
	68.5	7.36 <sup>(2)</sup>	147.7	2:03.76 <sup>(2)</sup>	94.5	1:51.10 <sup>(2)</sup>	105.3	1:14.42 <sup>(2)</sup>	88.5	3:07.36 <sup>(2)</sup>	89.7	2:40.13 <sup>(2)</sup>	87.7
<b>3.</b>	<b>141 BICCIATO Rudy</b>	I	Mitsubishi Lancer	Rennstall Mendel	A3000+				<b>11:26.82</b>				
[1]	4.95 <sup>(2)</sup> ↓	12.30 <sup>(3)</sup> ↓	2:19.86 <sup>(3)</sup>	5:33.54 <sup>(3)</sup> ↓	8:45.52 <sup>(3)</sup> ↓	<b>11:26.82<sup>(3)</sup></b>	90.7	A:643 C:680	+31.57				
	71.3	7.35 <sup>(3)</sup>	147.9	2:07.56 <sup>(3)</sup>	91.7	3:11.98 <sup>(3)</sup>	87.6	2:41.30 <sup>(3)</sup>	87.0				
<b>4.</b>	<b>146 PIONER Maurizio</b>	I	Mitsubishi Lancer	Pintarally Motorsp.	A3000+				<b>11:38.25</b>				
[1]	5.38 <sup>(6)</sup> ↓	13.75 <sup>(6)</sup> ↓	2:25.01 <sup>(7)</sup> ↓	4:22.40 <sup>(4)</sup> ↓	5:41.20 <sup>(6)</sup> ↓	8:56.58 <sup>(5)</sup> ↓	<b>11:39.76<sup>(4)</sup></b>	89.0	A:690 B:887 C:710	+43.00			
	65.6	8.37 <sup>(13)</sup>	129.9	2:11.26 <sup>(8)</sup>	89.1	1:57.39 <sup>(3)</sup>	99.7	1:18.80 <sup>(3)</sup>	83.6	3:15.38 <sup>(4)</sup>	86.0	2:43.18 <sup>(5)</sup>	86.0
[2]	5.22 <sup>(3)</sup> ↓	13.29 <sup>(4)</sup> ↓	2:21.90 <sup>(4)</sup> ↓	4:18.91 <sup>(3)</sup> ↓	5:37.92 <sup>(3)</sup> ↓	8:54.05 <sup>(3)</sup> ↓	<b>11:38.25<sup>(4)</sup></b>	89.2	A:653 B:889 C:723				
	67.6	8.07 <sup>(6)</sup>	134.7	2:08.61 <sup>(4)</sup>	91.0	1:57.01 <sup>(3)</sup>	100.0	1:19.01 <sup>(3)</sup>	83.4	3:16.13 <sup>(4)</sup>	85.7	2:44.20 <sup>(4)</sup>	85.5
<b>5.</b>	<b>156 VALENTINI Michael</b>	I	Peugeot 306 Maxi	Pintarally Motorsp.	A2000				<b>11:40.58</b>				
[1]	6.12 <sup>(14)</sup> ↓	14.16 <sup>(9)</sup> ↓	2:22.40 <sup>(4)</sup> ↓	4:19.65 <sup>(2)</sup> ↓	5:37.03 <sup>(4)</sup> ↓	8:53.37 <sup>(4)</sup> ↓	<b>11:40.58<sup>(5)</sup></b>	88.9	A:642 B:904 C:702	+45.33			
	57.6	8.04 <sup>(6)</sup>	135.2	2:08.24 <sup>(4)</sup>	91.2	1:57.25 <sup>(2)</sup>	99.8	1:17.38 <sup>(2)</sup>	85.1	3:16.34 <sup>(6)</sup>	85.6	2:47.21 <sup>(7)</sup>	84.0
[2]	5.91 <sup>(7)</sup> ↓	13.82 <sup>(7)</sup> ↓	2:35.94 <sup>(13)</sup> ↓	4:12.48 <sup>(19)</sup> ↓	5:38.01 <sup>(19)</sup> ↓	9:01.12 <sup>(19)</sup> ↓	<b>21:45.82<sup>(22)</sup></b>	47.7	A:625 B:894 C:909				
	59.7	7.91 <sup>(4)</sup>	137.4	2:22.12 <sup>(14)</sup>	82.3	1:36.54 <sup>(19)</sup>	16.8	1:25.53 <sup>(15)</sup>	77.0	3:23.11 <sup>(8)</sup>	82.8	2:44.70 <sup>(5)</sup>	85.2
<b>6.</b>	<b>145 NICOLINI Pio</b>	I	Skoda Fabia	Destra 4	A3000+				<b>11:42.91</b>				
[1]	5.26 <sup>(4)</sup> ↓	13.00 <sup>(4)</sup> ↓	2:25.69 <sup>(8)</sup> ↓	4:24.44 <sup>(6)</sup> ↓	5:44.27 <sup>(9)</sup> ↓	9:00.05 <sup>(8)</sup> ↓	<b>11:42.91<sup>(6)</sup></b>	88.6	A:676 B:919 C:688	+47.66			
	67.1	7.74 <sup>(4)</sup>	140.5	2:12.69 <sup>(11)</sup>	88.2	1:58.75 <sup>(6)</sup>	98.5	1:19.83 <sup>(6)</sup>	82.5	3:15.78 <sup>(5)</sup>	85.9	2:42.86 <sup>(4)</sup>	86.2
[2]			2:37.33 <sup>(15)</sup> ↓	4:34.92 <sup>(10)</sup> ↓	5:54.33 <sup>(9)</sup> ↓	9:08.65 <sup>(7)</sup> ↓	<b>11:50.95<sup>(9)</sup></b>	87.6	B:894 C:685				
			1:57.59 <sup>(4)</sup>	99.5	1:19.41 <sup>(4)</sup>	83.0	3:14.32 <sup>(3)</sup>	86.5	2:42.30 <sup>(3)</sup>	86.5			
<b>7.</b>	<b>142 PEDRONI Gabriella</b>	I	Mitsubishi Lancer Evo VIII		A3000+				<b>11:45.57</b>				
[1]	5.32 <sup>(5)</sup> ↓	13.18 <sup>(5)</sup> ↓	2:23.63 <sup>(5)</sup>	5:40.28 <sup>(5)</sup> ↓	8:58.91 <sup>(6)</sup> ↓	<b>11:45.57<sup>(7)</sup></b>	88.3	A:652 C:677	+50.32				
	66.3	7.86 <sup>(5)</sup>	138.3	2:10.45 <sup>(6)</sup>	89.7	3:18.63 <sup>(8)</sup>	84.6	2:46.66 <sup>(6)</sup>	84.2				
[2]	5.36 <sup>(4)</sup> ↓	13.13 <sup>(3)</sup> ↓	2:21.09 <sup>(3)</sup>						A:664				
	65.8	7.77 <sup>(3)</sup>	139.9	2:07.96 <sup>(3)</sup>	91.4								
<b>8.</b>	<b>155 GRAZIOSI Giancarlo</b>	I	Peugeot 207 Super 2000	Pintarally Motorsp.	A2000				<b>11:46.95</b>				
[1]	5.59 <sup>(7)</sup> ↓	13.75 <sup>(6)</sup> ↓	2:23.85 <sup>(6)</sup> ↓	4:21.95 <sup>(3)</sup> ↓	5:41.58 <sup>(7)</sup> ↓	8:59.23 <sup>(7)</sup> ↓	<b>11:46.95<sup>(8)</sup></b>	88.1	A:677 B:920 C:709	+51.70			
	63.1	8.16 <sup>(8)</sup>	133.2	2:10.10 <sup>(5)</sup>	89.9	1:58.10 <sup>(4)</sup>	99.1	1:19.63 <sup>(4)</sup>	82.7	3:17.65 <sup>(7)</sup>	85.1	2:47.72 <sup>(8)</sup>	83.7
[2]	5.52 <sup>(5)</sup> ↓	13.53 <sup>(5)</sup> ↓	2:23.45 <sup>(5)</sup> ↓	4:22.11 <sup>(4)</sup> ↓	5:42.11 <sup>(4)</sup> ↓	9:01.26 <sup>(4)</sup> ↓	<b>11:52.64<sup>(9)</sup></b>	87.4	A:648 B:924 C:723				
	63.9	8.01 <sup>(5)</sup>	135.7	2:09.92 <sup>(5)</sup>	90.1	1:58.66 <sup>(6)</sup>	98.6	1:20.00 <sup>(5)</sup>	82.3	3:19.15 <sup>(5)</sup>	84.4	2:51.38 <sup>(8)</sup>	81.9
<b>9.</b>	<b>153 CENEDESE Ivano</b>	I	Renault New Clio R3	Sc. Motor Group	A2000				<b>11:52.45</b>				
[1]	6.05 <sup>(11)</sup> ↓	14.28 <sup>(10)</sup> ↓	2:26.78 <sup>(11)</sup> ↓	4:26.76 <sup>(8)</sup> ↓	5:47.55 <sup>(10)</sup> ↓	9:07.79 <sup>(9)</sup> ↓	<b>11:57.46<sup>(9)</sup></b>	86.8	A:665 B:920 C:718	+57.20			
	58.3	8.23 <sup>(9)</sup>	132.1	2:12.50 <sup>(10)</sup>	88.3	1:59.98 <sup>(8)</sup>	97.5	1:20.79 <sup>(7)</sup>	81.5	3:20.24 <sup>(9)</sup>	84.0	2:49.67 <sup>(9)</sup>	82.7
[2]	5.97 <sup>(10)</sup> ↓	14.13 <sup>(9)</sup> ↓	2:24.51 <sup>(6)</sup> ↓	4:22.89 <sup>(5)</sup> ↓	5:43.02 <sup>(5)</sup> ↓	9:02.76 <sup>(5)</sup> ↓	<b>11:52.45<sup>(9)</sup></b>	87.4	A:648 B:915 C:714				
	59.1	8.16 <sup>(9)</sup>	133.2	2:10.38 <sup>(6)</sup>	89.7	1:58.38 <sup>(5)</sup>	98.8	1:20.13 <sup>(6)</sup>	82.2	3:19.74 <sup>(6)</sup>	84.2	2:49.69 <sup>(7)</sup>	82.7
<b>10.</b>	<b>151 XANTHAKOS Marios</b>	GR	Renault Clio R3	Hellenic Motorsport Fed	A2000				<b>12:00.69</b>				
[1]	5.92 <sup>(9)</sup> ↓	14.05 <sup>(8)</sup> ↓	2:28.03 <sup>(12)</sup> ↓	4:28.08 <sup>(9)</sup> ↓	5:49.04 <sup>(11)</sup> ↓	9:10.53 <sup>(11)</sup> ↓	<b>12:00.69<sup>(10)</sup></b>	86.4	A:704 B:918 C:736	+1:00.92			
	59.6	8.13 <sup>(7)</sup>	133.7	2:13.98 <sup>(12)</sup>	87.3	2:00.05 <sup>(9)</sup>	97.5	1:20.96 <sup>(8)</sup>	81.4	3:21.49 <sup>(10)</sup>	83.4	2:50.16 <sup>(10)</sup>	82.5
[2]	5.91 <sup>(7)</sup> ↓	14.01 <sup>(8)</sup> ↓	2:27.12 <sup>(7)</sup> ↓	4:26.22 <sup>(6)</sup> ↓	5:46.77 <sup>(6)</sup> ↓	9:06.57 <sup>(6)</sup> ↓	<b>11:56.17<sup>(9)</sup></b>	87.0	A:679 B:915 C:744				
	59.7	8.10 <sup>(7)</sup>	134.2	2:13.11 <sup>(8)</sup>	87.9	1:59.10 <sup>(7)</sup>	98.2	1:20.55 <sup>(7)</sup>	81.8	3:19.80 <sup>(7)</sup>	84.7	2:49.60 <sup>(6)</sup>	82.8
<b>11.</b>	<b>171 GILLI Paolo</b>	I	Citroën Saxo	Destra 4	A1600				<b>12:01.52</b>				
										+1:06.27			

P. N. Conducente		Naz	Vettura	Scuderia	Classe				Tem./Dif.
98m	400m	Sardegna	7t+Speed	Candriai	Norge	Arrivo	VMed	i.c.	
[1] 6.13 <sup>(15)</sup> 57.6	14.45 <sup>(13)</sup> 8.32 <sup>(11)</sup> 130.72:11.25 <sup>(7)</sup>	2:25.70 <sup>(9)</sup> 89.1	4:23.83 <sup>(5)</sup> 1:58.13 <sup>(5)</sup> 99.01:19.81 <sup>(5)</sup>	5:43.64 <sup>(8)</sup> 82.53:25.93 <sup>(12)</sup> 81.62:51.95 <sup>(12)</sup> 81.7	9:09.57 <sup>(10)</sup>	<b>12:01.52</b> <sup>(11)</sup>	86.3	A:654 B:922 C:724	
<b>12. 173 BARUCHELLI Dario</b> I Renault Clio Power Car CompetitionA1600 <b>12:06.93</b>									
[1] 5.94 <sup>(10)</sup> 59.4	14.28 <sup>(10)</sup> 8.34 <sup>(12)</sup> 130.42:11.99 <sup>(9)</sup>	2:26.27 <sup>(10)</sup> 88.61:59.88 <sup>(7)</sup> 97.8	4:26.15 <sup>(7)</sup> 12:21.28 <sup>(19)</sup> 8.93:22.19 <sup>(11)</sup>	16:47.43 <sup>(22)</sup> 12:21.28 <sup>(19)</sup> 8.93:22.19 <sup>(11)</sup>	20:09.62 <sup>(22)</sup> 83.72:51.82 <sup>(11)</sup> 81.7	<b>23:01.44</b> <sup>(22)</sup>	45.1	A:663 B:1009 C:732	+1:11.68
[2] 6.05 <sup>(11)</sup> 58.3	14.41 <sup>(11)</sup> 8.36 <sup>(11)</sup> 130.02:13.62 <sup>(9)</sup>	2:28.03 <sup>(9)</sup> 87.62:01.13 <sup>(9)</sup> 96.61:21.66 <sup>(9)</sup>	4:29.16 <sup>(8)</sup> 96.61:21.66 <sup>(9)</sup> 80.73:23.73 <sup>(9)</sup>	5:50.82 <sup>(8)</sup> 80.73:23.73 <sup>(9)</sup> 82.52:52.38 <sup>(9)</sup> 81.4	9:14.55 <sup>(9)</sup>	<b>12:06.93</b> <sup>(12)</sup>	85.7	A:664 B:929 C:735	
<b>13. 158 GIAMPICCOLO Marco</b> I Citroën DS 3 Car Racing A2000 <b>12:09.21</b>									
[1] 6.34 <sup>(18)</sup> 55.6	14.80 <sup>(17)</sup> 8.46 <sup>(15)</sup> 128.52:16.30 <sup>(15)</sup>	2:31.10 <sup>(15)</sup> 85.82:02.06 <sup>(11)</sup> 95.91:22.14 <sup>(10)</sup>	4:33.16 <sup>(11)</sup> 95.91:22.14 <sup>(10)</sup> 80.23:26.57 <sup>(14)</sup>	5:55.30 <sup>(13)</sup> 80.23:26.57 <sup>(14)</sup> 81.42:54.48 <sup>(15)</sup> 80.5	9:21.87 <sup>(13)</sup>	<b>12:16.35</b> <sup>(13)</sup>	84.6	A:668 B:926 C:722	+1:13.96
[2] 6.22 <sup>(15)</sup> 56.7	14.73 <sup>(14)</sup> 8.51 <sup>(12)</sup> 127.82:12.98 <sup>(7)</sup>	2:27.71 <sup>(8)</sup> 88.02:00.95 <sup>(8)</sup> 96.71:21.39 <sup>(8)</sup>	4:28.66 <sup>(7)</sup> 96.71:21.39 <sup>(8)</sup> 80.93:24.48 <sup>(10)</sup>	5:50.05 <sup>(7)</sup> 80.93:24.48 <sup>(10)</sup> 82.22:54.68 <sup>(11)</sup> 80.4	9:14.53 <sup>(8)</sup>	<b>12:09.21</b> <sup>(12)</sup>	85.4	A:671 B:927 C:719	
<b>14. 149 PARLATO Paolo</b> I Renault New Clio Borrett Team MotorsportA2000 <b>12:12.37</b>									
[1] 6.07 <sup>(12)</sup> 58.1	14.36 <sup>(12)</sup> 8.29 <sup>(10)</sup> 131.72:14.78 <sup>(13)</sup>	2:29.14 <sup>(13)</sup> 86.82:01.51 <sup>(10)</sup> 96.31:21.51 <sup>(9)</sup>	4:30.65 <sup>(10)</sup> 96.31:21.51 <sup>(9)</sup> 80.83:26.12 <sup>(13)</sup>	5:52.16 <sup>(12)</sup> 80.83:26.12 <sup>(13)</sup> 81.62:54.09 <sup>(13)</sup> 80.6	9:18.28 <sup>(12)</sup>	<b>12:12.37</b> <sup>(12)</sup>	85.0	A:692 B:932 C:732	+1:17.12
<b>15. 159 PARRINO Rosario</b> I Honda Type R Rsr 911 A2000 <b>12:21.48</b>									
[1] 5.77 <sup>(8)</sup> 61.1	14.71 <sup>(15)</sup> 8.94 <sup>(18)</sup> 121.62:22.44 <sup>(17)</sup>	2:37.15 <sup>(17)</sup> 82.72:04.88 <sup>(13)</sup> 93.71:23.89 <sup>(12)</sup>	4:42.03 <sup>(13)</sup> 93.71:23.89 <sup>(12)</sup> 78.53:29.19 <sup>(16)</sup>	6:05.92 <sup>(15)</sup> 78.53:29.19 <sup>(16)</sup> 80.42:54.17 <sup>(14)</sup> 80.6	9:35.11 <sup>(15)</sup>	<b>12:29.28</b> <sup>(15)</sup>	83.1	A:817 B:1001 C:771	+1:26.23
[2] 5.61 <sup>(6)</sup> 62.9	13.74 <sup>(6)</sup> 8.13 <sup>(8)</sup> 133.72:18.20 <sup>(12)</sup>	2:31.94 <sup>(11)</sup> 84.72:03.29 <sup>(10)</sup> 94.91:24.21 <sup>(11)</sup>	4:35.23 <sup>(11)</sup> 94.91:24.21 <sup>(11)</sup> 78.23:27.78 <sup>(11)</sup>	5:59.44 <sup>(11)</sup> 78.23:27.78 <sup>(11)</sup> 80.92:54.26 <sup>(10)</sup> 80.6	9:27.22 <sup>(11)</sup>	<b>12:21.48</b> <sup>(14)</sup>	84.0	A:716 B:990 C:769	
<b>16. 152 DE LUCA Rino</b> I Peugeot 306 Vimotorsport A2000 <b>12:22.32</b>									
[1] 6.13 <sup>(15)</sup> 57.6	14.53 <sup>(14)</sup> 8.40 <sup>(14)</sup> 129.42:15.44 <sup>(14)</sup>	2:29.97 <sup>(14)</sup> 86.4	4:34.73 <sup>(9)</sup> 94.81:22.20 <sup>(10)</sup> 80.73:28.68 <sup>(13)</sup>	5:56.93 <sup>(10)</sup> 80.73:28.68 <sup>(13)</sup> 80.62:56.71 <sup>(13)</sup> 79.5	9:25.61 <sup>(10)</sup>	<b>12:22.32</b> <sup>(14)</sup>	83.9	A:717 B:964 C:720	+1:27.07
[2] 6.13 <sup>(13)</sup> 57.6	14.38 <sup>(10)</sup> 8.25 <sup>(10)</sup> 131.82:16.98 <sup>(10)</sup>	2:31.36 <sup>(10)</sup> 85.42:03.37 <sup>(11)</sup> 94.81:22.20 <sup>(10)</sup>	4:34.73 <sup>(9)</sup> 94.81:22.20 <sup>(10)</sup> 80.73:28.68 <sup>(13)</sup>	5:56.93 <sup>(10)</sup> 80.73:28.68 <sup>(13)</sup> 80.62:56.71 <sup>(13)</sup> 79.5	9:25.61 <sup>(10)</sup>	<b>12:22.32</b> <sup>(14)</sup>	83.9	A:717 B:964 C:720	
<b>17. 157 BEGHER Walter</b> I Renault Clio Pintarally Motorsp. A2000 <b>12:24.92</b>									
[1] 6.25 <sup>(17)</sup> 56.4	14.97 <sup>(18)</sup> 8.72 <sup>(17)</sup> 124.72:18.90 <sup>(16)</sup>	2:33.87 <sup>(16)</sup> 84.22:03.98 <sup>(12)</sup> 94.41:22.68 <sup>(11)</sup>	4:37.85 <sup>(12)</sup> 94.41:22.68 <sup>(11)</sup> 79.73:27.96 <sup>(15)</sup>	6:00.53 <sup>(14)</sup> 79.73:27.96 <sup>(15)</sup> 80.82:56.43 <sup>(18)</sup> 79.6	9:28.49 <sup>(14)</sup>	<b>12:24.92</b> <sup>(14)</sup>	83.6	A:776 B:961 C:748	+1:29.67
[2] 6.07 <sup>(12)</sup> 58.1	14.58 <sup>(12)</sup> 8.51 <sup>(12)</sup> 127.82:18.04 <sup>(11)</sup>	2:32.62 <sup>(12)</sup> 84.82:04.48 <sup>(12)</sup> 94.01:24.69 <sup>(13)</sup>	4:37.10 <sup>(12)</sup> 94.01:24.69 <sup>(13)</sup> 77.83:29.66 <sup>(14)</sup>	6:01.79 <sup>(12)</sup> 77.83:29.66 <sup>(14)</sup> 80.22:57.16 <sup>(14)</sup> 79.3	9:31.45 <sup>(12)</sup>	<b>12:28.61</b> <sup>(15)</sup>	83.2	A:741 B:957 C:762	
<b>18. 172 CAPUZZO Maurizio</b> I Renault Clio 16v Pintarally Motorsp. A1600 <b>12:40.00</b>									
[1] 6.10 <sup>(13)</sup> 57.8	14.72 <sup>(16)</sup> 8.62 <sup>(16)</sup> 126.12:23.28 <sup>(18)</sup>	2:38.00 <sup>(18)</sup> 81.72:08.18 <sup>(14)</sup> 91.31:25.01 <sup>(13)</sup>	4:46.18 <sup>(14)</sup> 91.31:25.01 <sup>(13)</sup> 77.53:33.00 <sup>(19)</sup>	6:11.19 <sup>(16)</sup> 77.53:33.00 <sup>(19)</sup> 78.92:55.81 <sup>(16)</sup> 79.9	9:44.19 <sup>(16)</sup>	<b>12:40.00</b> <sup>(16)</sup>	81.9	A:715 B:958 C:755	+1:44.75
[2] 6.48 <sup>(18)</sup> 54.4	15.58 <sup>(17)</sup> 9.10 <sup>(16)</sup> 119.52:20.71 <sup>(13)</sup>	2:36.29 <sup>(14)</sup> 83.12:05.71 <sup>(13)</sup> 93.11:24.26 <sup>(12)</sup>	4:42.00 <sup>(13)</sup> 93.11:24.26 <sup>(12)</sup> 78.23:27.92 <sup>(12)</sup>	6:06.26 <sup>(13)</sup> 78.23:27.92 <sup>(12)</sup> 80.93:10.08 <sup>(17)</sup> 73.9	9:34.18 <sup>(13)</sup>	<b>12:44.26</b> <sup>(17)</sup>	81.5	A:722 B:978 C:758	
<b>19. 175 BONELLO Moreno</b> I Peugeot 106 MRC Sport A1600 <b>12:43.99</b>									
[1] 6.36 <sup>(20)</sup> 55.5	15.49 <sup>(20)</sup> 9.13 <sup>(20)</sup> 119.72:39.07 <sup>(23)</sup>	2:54.56 <sup>(23)</sup> 73.62:08.73 <sup>(16)</sup> 90.91:25.92 <sup>(14)</sup>	5:03.29 <sup>(18)</sup> 90.91:25.92 <sup>(14)</sup> 76.73:30.33 <sup>(17)</sup>	6:29.21 <sup>(20)</sup> 76.73:30.33 <sup>(17)</sup> 79.92:56.26 <sup>(17)</sup> 79.7	9:59.54 <sup>(19)</sup>	<b>12:55.80</b> <sup>(18)</sup>	80.3	A:778 B:997 C:749	+1:48.74
[2] 6.35 <sup>(16)</sup> 55.6	15.55 <sup>(16)</sup> 9.20 <sup>(17)</sup> 118.22:24.14 <sup>(15)</sup>	2:39.69 <sup>(17)</sup> 81.22:07.91 <sup>(14)</sup> 91.51:25.46 <sup>(14)</sup>	4:47.60 <sup>(14)</sup> 91.51:25.46 <sup>(14)</sup> 77.73:32.65 <sup>(15)</sup>	6:13.06 <sup>(14)</sup> 77.73:32.65 <sup>(15)</sup> 79.72:58.28 <sup>(15)</sup> 78.8	9:45.71 <sup>(14)</sup>	<b>12:43.99</b> <sup>(17)</sup>	81.5	A:788 B:1009 C:749	
<b>20. 154 ALLIERI Carlo Alberto</b> I Renault Clio R3 A2000 <b>12:46.51</b>									
[1] 6.44 <sup>(21)</sup> 54.8	15.62 <sup>(21)</sup> 9.18 <sup>(21)</sup> 118.42:24.48 <sup>(19)</sup>	2:40.10 <sup>(19)</sup> 81.02:11.27 <sup>(17)</sup> 89.11:28.33 <sup>(16)</sup>	4:51.37 <sup>(16)</sup> 89.11:28.33 <sup>(16)</sup> 74.63:32.34 <sup>(18)</sup>	6:19.70 <sup>(18)</sup> 74.63:32.34 <sup>(18)</sup> 79.22:56.53 <sup>(19)</sup> 79.5	9:52.04 <sup>(17)</sup>	<b>12:48.57</b> <sup>(17)</sup>	81.0	A:774 B:1022 C:763	+1:51.26
[2] 5.93 <sup>(9)</sup> 59.5	14.59 <sup>(13)</sup> 8.66 <sup>(14)</sup> 125.52:24.71 <sup>(16)</sup>	2:39.30 <sup>(16)</sup> 80.92:09.61 <sup>(16)</sup> 90.31:27.79 <sup>(17)</sup>	4:48.91 <sup>(15)</sup> 90.31:27.79 <sup>(17)</sup> 75.03:33.31 <sup>(16)</sup>	6:16.70 <sup>(15)</sup> 75.03:33.31 <sup>(16)</sup> 78.82:56.50 <sup>(12)</sup> 79.5	9:50.01 <sup>(15)</sup>	<b>12:46.51</b> <sup>(17)</sup>	81.3	A:755 B:1002 C:767	
<b>21. 176 MASIERO Emanuele</b> I Citroën Saxo VTS Hawk Racing Club A1600 <b>13:02.99</b>									
[1] 6.35 <sup>(19)</sup> 55.6	15.35 <sup>(19)</sup> 9.00 <sup>(19)</sup> 120.82:25.35 <sup>(20)</sup>	2:40.70 <sup>(20)</sup> 80.52:08.25 <sup>(15)</sup> 91.21:28.02 <sup>(15)</sup>	4:48.95 <sup>(15)</sup> 91.21:28.02 <sup>(15)</sup> 74.83:39.21 <sup>(20)</sup>	6:16.97 <sup>(17)</sup> 74.83:39.21 <sup>(20)</sup> 76.73:08.71 <sup>(21)</sup> 74.4	9:56.18 <sup>(18)</sup>	<b>13:04.89</b> <sup>(19)</sup>	79.3	A:758 B:1012 C:821	+2:07.74
[2] 6.16 <sup>(14)</sup> 57.3	15.01 <sup>(15)</sup> 8.85 <sup>(15)</sup> 122.82:25.26 <sup>(17)</sup>	2:40.27 <sup>(18)</sup> 80.52:10.68 <sup>(17)</sup> 89.51:28.04 <sup>(18)</sup>	4:50.95 <sup>(16)</sup> 89.51:28.04 <sup>(18)</sup> 74.83:38.49 <sup>(17)</sup>	6:18.99 <sup>(16)</sup> 74.83:38.49 <sup>(17)</sup> 76.93:05.51 <sup>(16)</sup> 75.7	9:57.48 <sup>(16)</sup>	<b>13:02.99</b> <sup>(19)</sup>	79.5	A:740 B:1004 C:799	
<b>22. 174 DEMATTE Nicola</b> I Citroën C2 R2 Racing Team Quercia A1600 <b>13:12.14</b>									
[1] 6.62 <sup>(22)</sup> 53.3	15.86 <sup>(22)</sup> 9.24 <sup>(22)</sup> 117.72:27.96 <sup>(21)</sup>	2:43.82 <sup>(21)</sup> 79.72:11.59 <sup>(18)</sup> 88.91:28.51 <sup>(17)</sup>	4:55.41 <sup>(17)</sup> 88.91:28.51 <sup>(17)</sup> 74.43:40.99 <sup>(21)</sup>	6:23.92 <sup>(19)</sup> 74.43:40.99 <sup>(21)</sup> 76.73:07.23 <sup>(20)</sup> 75.0	10:04.91 <sup>(20)</sup>	<b>13:12.14</b> <sup>(20)</sup>	78.6	A:750 B:1047 C:824	+2:16.89
[2] 6.84 <sup>(19)</sup> 51.6	16.04 <sup>(19)</sup> 9.20 <sup>(17)</sup> 118.22:47.66 <sup>(19)</sup>	3:03.70 <sup>(20)</sup> 69.82:09.33 <sup>(15)</sup> 90.51:27.71 <sup>(16)</sup>	5:13.03 <sup>(17)</sup> 90.51:27.71 <sup>(16)</sup> 75.73:47.81 <sup>(18)</sup> 73.8	6:40.74 <sup>(17)</sup> 75.73:47.81 <sup>(18)</sup> 73.8	10:28.55 <sup>(17)</sup>			A:744 B:1032 C:817	
<b>23. 227 MAGGIOTTO Federico</b> I Peugeot 106 ASD Julli A1600 <b>14:04.99</b>									
[1] 6.82 <sup>(23)</sup> 51.7	16.41 <sup>(23)</sup> 9.59 <sup>(23)</sup> 113.42:37.03 <sup>(22)</sup>	2:53.44 <sup>(22)</sup> 74.52:20.20 <sup>(19)</sup> 83.51:36.50 <sup>(18)</sup>	5:13.64 <sup>(19)</sup> 83.51:36.50 <sup>(18)</sup> 68.33:56.46 <sup>(22)</sup>	6:50.14 <sup>(21)</sup> 68.33:56.46 <sup>(22)</sup> 71.73:18.39 <sup>(22)</sup> 70.8	10:46.60 <sup>(21)</sup>	<b>14:04.99</b> <sup>(21)</sup>	73.7	A:832 B:1107 C:874	+3:09.74
[2] 6.36 <sup>(17)</sup> 55.5	15.96 <sup>(18)</sup> 9.60 <sup>(19)</sup> 113.32:40.50 <sup>(18)</sup>	2:56.46 <sup>(19)</sup> 72.92:27.59 <sup>(18)</sup> 79.31:38.22 <sup>(19)</sup>	5:24.05 <sup>(18)</sup> 79.31:38.22 <sup>(19)</sup> 67.44:05.09 <sup>(19)</sup>	7:02.27 <sup>(18)</sup> 67.44:05.09 <sup>(19)</sup> 68.63:21.97 <sup>(18)</sup> 69.5	11:07.36 <sup>(18)</sup>	<b>14:29.33</b> <sup>(22)</sup>	71.6	A:806 B:1104 C:885	

P. N. Conduuttore	Naz	Vettura	Scuderia	Classe	Arrivo	Tem./Dif.
98m	400m	Sardagna	7t+Speed	Candriai	Norge	<i>VMed</i> <i>i.c.</i>

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

Risultati e Telemetrie a cura di Francesco Dariz