



40° Rally delle Alpi Orientali

Trofeo Città di Udine

Stage Analysis *

F.I.A. South Europe Rally Cups C/5 - Campionato Italiano Rally 2004
 Mitropa Cup - Trofei di Marca - Campionato Triveneto
 Campionato Friuli Venezia Giulia
 Challenge Europeo e Italiano delle Polizie - 16° Challenge F.I.S.A.

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Rk.	Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.							
Pos		Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart							
1	5	BASSO/DOTTA	Fiat Punto Super 1.6	A/A6	2:33:09.8		2:33:09.8								
15:23.6	SS1: 1. (Gr. 1. - Ct. 1.)	9:32.0	SS2: 1. (Gr. 1. - Ct. 1.)	10:57.1	SS3: 1. (Gr. 1. - Ct. 1.)	15:06.0	SS4: 1. (Gr. 1. - Ct. 1.)	9:26.3	SS5: 2. +1.0 (Gr. 2. - Ct. 2.)	10:49.5	SS6: 1. (Gr. 1. - Ct. 1.)	15:59.9	SS7: 4. +4.2 (Gr. 3. - Ct. 3.)	10:04.1	SS8: 3. +4.4 (Gr. 3. - Ct. 3.)
14:54.3	SS9: 2. +1.0 (Gr. 2. - Ct. 2.)	15:55.3	SS10: 3. +5.0 (Gr. 2. - Ct. 2.)	9:54.6	SS11: 1. (Gr. 1. - Ct. 1.)	15:07.1	SS12: 6. +13.3 (Gr. 3. - Ct. 3.)								
2	3	LONGHI/IMERITO	Subaru Impreza Sti	N/N4	2:34:33.0		2:34:33.0	+1:23.2							
15:28.2	SS1: 4. +4.6 (Gr. 1. - Ct. 1.)	9:34.0	SS2: 3. +2.0 (Gr. 1. - Ct. 1.)	11:06.2	SS3: 7. +9.1 (Gr. 1. - Ct. 1.)	15:13.3	SS4: 4. +7.3 (Gr. 1. - Ct. 1.)	9:36.4	SS5: 6. +11.1 (Gr. 2. - Ct. 2.)	11:06.6	SS6: 8. +17.1 (Gr. 2. - Ct. 2.)	16:01.3	SS7: 7. +5.6 (Gr. 3. - Ct. 3.)	10:08.0	SS8: 5. +8.3 (Gr. 1. - Ct. 1.)
15:00.4	SS9: 5. +7.1 (Gr. 1. - Ct. 1.)	15:52.4	SS10: 2. +2.1 (Gr. 1. - Ct. 1.)	10:21.5	SS11: 7. +26.9 (Gr. 3. - Ct. 3.)	15:04.7	SS12: 5. +10.9 (Gr. 3. - Ct. 3.)								
3	2	NAVARRA/FEDELI	Subaru Impreza Sti	N/N4	2:34:51.1		2:34:51.1	+1:41.3							
15:37.0	SS1: 6. +13.4 (Gr. 2. - Ct. 2.)	9:37.3	SS2: 7. +5.3 (Gr. 2. - Ct. 2.)	11:12.6	SS3: 9. +15.5 (Gr. 2. - Ct. 2.)	15:16.8	SS4: 5. +10.8 (Gr. 2. - Ct. 2.)	9:33.8	SS5: 5. +8.5 (Gr. 1. - Ct. 1.)	11:04.6	SS6: 7. +15.1 (Gr. 1. - Ct. 1.)	16:01.2	SS7: 6. +5.5 (Gr. 2. - Ct. 2.)	10:16.7	SS8: 7. +17.0 (Gr. 3. - Ct. 3.)
15:05.1	SS9: 6. +11.8 (Gr. 2. - Ct. 2.)	15:57.8	SS10: 4. +7.5 (Gr. 2. - Ct. 2.)	10:11.9	SS11: 5. +17.3 (Gr. 2. - Ct. 2.)	14:56.3	SS12: 3. +2.5 (Gr. 2. - Ct. 2.)								
4	4	ANDREUCCI/ANDREUSSI	Fiat Punto Super 1.6	A/A6	2:35:00.9		2:35:00.9	+1:51.1							
15:26.3	SS1: 3. +2.7 (Gr. 3. - Ct. 3.)	9:36.5	SS2: 6. +4.5 (Gr. 5. - Ct. 5.)	10:59.3	SS3: 2. +2.2 (Gr. 2. - Ct. 2.)	15:10.3	SS4: 2. +4.3 (Gr. 2. - Ct. 2.)	9:25.3	SS5: 1. (Gr. 1. - Ct. 1.)	10:49.6	SS6: 2. +0.1 (Gr. 2. - Ct. 2.)	15:55.7	SS7: 1. (Gr. 1. - Ct. 1.)	10:04.2	SS8: 4. +4.5 (Gr. 4. - Ct. 4.)
14:53.3	SS9: 1. (Gr. 1. - Ct. 1.)	15:50.3	SS10: 1. (Gr. 1. - Ct. 1.)	11:56.3	SS11: 33. +201.7 (Gr. 13. - Ct. 9.)	14:53.8	SS12: 1. (Gr. 1. - Ct. 1.)								
5	7	CANTAMESSA/CAPOLONGO	Mitsubishi Lancer Evo VII	N/N4	2:35:22.4		2:35:22.4	+2:12.6							
15:44.4	SS1: 10. +20.8 (Gr. 3. - Ct. 3.)	9:41.9	SS2: 9. +9.9 (Gr. 3. - Ct. 3.)	11:13.9	SS3: 10. +16.8 (Gr. 3. - Ct. 3.)	15:21.7	SS4: 9. +15.7 (Gr. 3. - Ct. 3.)	9:37.3	SS5: 8. +12.0 (Gr. 3. - Ct. 3.)	11:09.6	SS6: 9. +20.1 (Gr. 3. - Ct. 3.)	15:59.3	SS7: 3. +3.6 (Gr. 1. - Ct. 1.)	10:16.4	SS8: 6. +16.7 (Gr. 2. - Ct. 2.)
15:10.7	SS9: 7. +17.4 (Gr. 3. - Ct. 3.)	16:02.9	SS10: 5. +12.6 (Gr. 3. - Ct. 3.)	10:08.2	SS11: 3. +13.6 (Gr. 1. - Ct. 1.)	14:56.1	SS12: 2. +2.3 (Gr. 1. - Ct. 1.)								
6	15	CUNICO/PIROLLO	Renault Clio Super 1.6	A/A6	2:35:30.8		2:35:30.8	+2:21.0							
15:41.4	SS1: 8. +17.8 (Gr. 6. - Ct. 6.)	9:42.3	SS2: 10. +10.3 (Gr. 7. - Ct. 7.)	11:02.7	SS3: 5. +5.6 (Gr. 5. - Ct. 5.)	15:17.2	SS4: 6. +11.2 (Gr. 4. - Ct. 4.)	9:36.7	SS5: 7. +11.4 (Gr. 5. - Ct. 5.)	10:57.7	SS6: 6. +8.2 (Gr. 6. - Ct. 6.)	16:14.5	SS7: 8. +18.8 (Gr. 5. - Ct. 5.)	10:23.4	SS8: 9. +23.7 (Gr. 6. - Ct. 6.)
15:16.0	SS9: 8. +22.7 (Gr. 5. - Ct. 5.)	16:06.9	SS10: 6. +16.6 (Gr. 3. - Ct. 3.)	10:10.8	SS11: 4. +16.2 (Gr. 3. - Ct. 3.)	15:01.2	SS12: 4. +7.4 (Gr. 2. - Ct. 2.)								
7	6	DALLAVILLA/CANTON	Renault Clio Super 1.6	A/A6	2:36:42.4		2:36:42.4	+3:32.6							
15:31.1	SS1: 5. +7.5 (Gr. 4. - Ct. 4.)	9:34.7	SS2: 4. +2.7 (Gr. 3. - Ct. 3.)	10:59.6	SS3: 3. +2.5 (Gr. 3. - Ct. 3.)	15:18.8	SS4: 7. +12.8 (Gr. 5. - Ct. 5.)	9:32.5	SS5: 4. +7.2 (Gr. 4. - Ct. 4.)	10:54.0	SS6: 3. +4.5 (Gr. 3. - Ct. 3.)	17:12.3	SS7: 19. +116.6 (Gr. 10. - Ct. 8.)	10:21.8	SS8: 8. +22.1 (Gr. 5. - Ct. 5.)
15:16.4	SS9: 9. +23.1 (Gr. 6. - Ct. 6.)	16:37.4	SS10: 12. +47.1 (Gr. 8. - Ct. 7.)	10:15.4	SS11: 6. +20.8 (Gr. 4. - Ct. 4.)	15:08.4	SS12: 7. +14.6 (Gr. 4. - Ct. 4.)								
8	12	GAMBA/RUFFINI	Fiat Punto Super 1.6	A/A6	2:38:45.8		2:38:45.8	+5:36.0							
15:42.9	SS1: 9. +19.3 (Gr. 7. - Ct. 7.)	9:43.1	SS2: 11. +11.1 (Gr. 8. - Ct. 8.)	11:09.3	SS3: 8. +12.2 (Gr. 7. - Ct. 7.)	15:36.9	SS4: 11. +30.9 (Gr. 7. - Ct. 7.)	9:45.5	SS5: 9. +20.2 (Gr. 6. - Ct. 6.)	11:10.4	SS6: 10. +20.9 (Gr. 7. - Ct. 7.)	16:29.4	SS7: 9. +33.7 (Gr. 6. - Ct. 6.)	10:34.8	SS8: 11. +35.1 (Gr. 8. - Ct. 7.)
15:33.5	SS9: 11. +40.2 (Gr. 8. - Ct. 8.)	16:49.0	SS10: 13. +58.7 (Gr. 9. - Ct. 8.)	10:33.2	SS11: 9. +38.6 (Gr. 6. - Ct. 6.)	15:37.8	SS12: 11. +44.0 (Gr. 8. - Ct. 6.)								
9	27	CHIAPPO/OSVALDINI	Renault Megane Kit Car	A/A7	2:40:44.4		2:40:44.4	+7:34.6							
16:21.4	SS1: 17. +57.8 (Gr. 10. - Ct. 2.)	10:08.8	SS2: 17. +36.8 (Gr. 11. - Ct. 2.)	11:21.4	SS3: 13. +24.3 (Gr. 9. - Ct. 3.)	16:04.8	SS4: 15. +58.8 (Gr. 9. - Ct. 3.)	10:12.7	SS5: 20. +47.4 (Gr. 10. - Ct. 3.)	11:23.5	SS6: 13. +34.0 (Gr. 10. - Ct. 2.)	16:31.4	SS7: 10. +35.7 (Gr. 7. - Ct. 1.)	10:28.8	SS8: 10. +29.1 (Gr. 7. - Ct. 1.)
15:34.7	SS9: 12. +41.4 (Gr. 9. - Ct. 1.)	16:25.1	SS10: 10. +34.8 (Gr. 7. - Ct. 1.)	10:34.4	SS11: 10. +39.8 (Gr. 7. - Ct. 1.)	15:37.4	SS12: 10. +43.6 (Gr. 7. - Ct. 1.)								
10	14	DE CECCO/CAMPEIS	Subaru Impreza Sti	N/N4	2:41:01.8		2:41:01.8	+7:52.0							
16:11.4	SS1: 14. +47.8 (Gr. 5. - Ct. 5.)	9:55.2	SS2: 13. +23.2 (Gr. 5. - Ct. 5.)	11:23.2	SS3: 14. +26.1 (Gr. 5. - Ct. 5.)	16:06.2	SS4: 16. +100.2 (Gr. 11. - Ct. 7.)	9:56.7	SS5: 13. +31.4 (Gr. 5. - Ct. 5.)	11:24.7	SS6: 14. +35.2 (Gr. 4. - Ct. 4.)	16:36.9	SS7: 11. +41.2 (Gr. 4. - Ct. 4.)	10:41.6	SS8: 13. +41.9 (Gr. 4. - Ct. 4.)
15:43.5	SS9: 14. +50.2 (Gr. 4. - Ct. 4.)	16:35.2	SS10: 11. +44.9 (Gr. 4. - Ct. 4.)	10:40.1	SS11: 12. +45.5 (Gr. 4. - Ct. 4.)	15:47.1	SS12: 12. +53.3 (Gr. 4. - Ct. 4.)								
11	22	WALDHERR/JEITLER	VW Golf 4 Kit Car	A/A7	2:41:57.6		2:41:57.6	+8:47.8							
16:10.1	SS1: 13. +46.5 (Gr. 9. - Ct. 1.)	10:13.4	SS2: 21. +41.4 (Gr. 12. - Ct. 3.)	11:29.4	SS3: 15. +32.3 (Gr. 10. - Ct. 3.)	16:01.3	SS4: 14. +55.3 (Gr. 10. - Ct. 2.)	10:03.8	SS5: 14. +38.5 (Gr. 9. - Ct. 2.)	11:26.7	SS6: 15. +37.2 (Gr. 11. - Ct. 3.)	16:52.8	SS7: 14. +57.1 (Gr. 9. - Ct. 2.)	10:55.8	SS8: 16. +56.1 (Gr. 10. - Ct. 2.)
15:42.7	SS9: 13. +49.4 (Gr. 10. - Ct. 2.)	16:52.6	SS10: 14. +102.3 (Gr. 10. - Ct. 2.)	10:35.0	SS11: 11. +40.4 (Gr. 8. - Ct. 2.)	15:34.0	SS12: 9. +40.2 (Gr. 6. - Ct. 1.)								
12	23	MULLER/WICHA	Mitsubishi Lancer Evo VII	N/N4	2:44:47.0		2:44:47.0	+11:37.2							
16:51.6	SS1: 31. +128.0 (Gr. 19. - Ct. 8.)	10:18.9	SS2: 26. +46.9 (Gr. 13. - Ct. 7.)	11:41.6	SS3: 21. +44.5 (Gr. 9. - Ct. 7.)	16:18.4	SS4: 21. +112.4 (Gr. 10. - Ct. 7.)	10:13.6	SS5: 21. +48.3 (Gr. 11. - Ct. 7.)	11:35.2	SS6: 17. +45.7 (Gr. 6. - Ct. 5.)	17:02.3	SS7: 15. +106.6 (Gr. 6. - Ct. 6.)	10:50.7	SS8: 15. +51.0 (Gr. 6. - Ct. 6.)
16:11.8	SS9: 16. +118.5 (Gr. 6. - Ct. 5.)	16:53.5	SS10: 15. +103.2 (Gr. 5. - Ct. 5.)	10:50.2	SS11: 14. +55.6 (Gr. 5. - Ct. 5.)	15:59.2	SS12: 13. +105.4 (Gr. 5. - Ct. 5.)								
13	19	BLANC/MOMETTI	Citroën Saxo Super 1.6	A/A6	2:44:51.7		2:44:51.7	+11:41.9							
21:06.6	SS1: 77. +543.0 (Gr. 29. - Ct. 10.)	10:05.7	SS2: 16. +33.7 (Gr. 10. - Ct. 9.)	11:29.6	SS3: 16. +32.5 (Gr. 11. - Ct. 8.)	15:51.5	SS4: 12. +45.5 (Gr. 8. - Ct. 8.)	9:53.8	SS5: 11. +28.5 (Gr. 8. - Ct. 7.)	11:17.6	SS6: 12. +28.1 (Gr. 9. - Ct. 8.)	16:41.2	SS7: 12. +45.5 (Gr. 8. - Ct. 7.)	10:39.3	SS8: 12. +39.6 (Gr. 9. - Ct. 8.)
15:30.2	SS9: 10. +36.9 (Gr. 7. - Ct. 7.)	16:20.8	SS10: 9. +30.5 (Gr. 6. - Ct. 6.)	10:26.8	SS11: 8. +32.2 (Gr. 5. - Ct. 5.)	15:28.6	SS12: 8. +34.8 (Gr. 5. - Ct. 5.)								
14	59	BORIA/BROLLO	Renault Clio Rs	N/N3	2:45:14.4		2:45:14.4	+12:04.6							
16:24.0	SS1: 18. +100.4 (Gr. 8. - Ct. 2.)	10:14.1	SS2: 22. +42.1 (Gr. 10. - Ct. 4.)	11:47.2	SS3: 25. +50.1 (Gr. 13. - Ct. 5.)	16:16.3	SS4: 19. +110.3 (Gr. 8. - Ct. 1.)	10:12.0	SS5: 19. +46.7 (Gr. 10. - Ct. 4.)	11:49.5	SS6: 22. +100.0 (Gr. 11. - Ct. 5.)	17:05.1	SS7: 16. +109.4 (Gr. 7. - Ct. 1.)	10:59.5	SS8: 18. +59.8 (Gr. 8. - Ct. 2.)
16:03.8	SS9: 15. +110.5 (Gr. 5. - Ct. 1.)	17:11.2	SS10: 17. +120.9 (Gr. 7. - Ct. 2.)	10:53.8	SS11: 15. +59.2 (Gr. 6. - Ct. 1.)	16:17.9	SS12: 16. +124.1 (Gr. 8. - Ct. 3.)								
15	45	VESCOVI/GUZZI	Opel Astra Opc	N/N3	2:46:17.1		2:46:17.1	+13:07.3							
16:29.8	SS1: 20. +106.2 (Gr. 9. - Ct. 3.)	10:10.8	SS2: 18. +38.8 (Gr. 10. - Ct. 2.)	11:37.5	SS3: 18. +40.4 (Gr. 7. - Ct. 2.)	16:12.0	SS4: 17. +106.0 (Gr. 6. - Ct. 1.)	10:08.6	SS5: 16. +43.3 (Gr. 7. - Ct. 2.)	11:36.5	SS6: 18. +47.0 (Gr. 7. - Ct. 2.)	17:06.7	SS7: 17. +111.0 (Gr. 8. - Ct. 2.)	11:06.0	SS8: 21. +106.3 (Gr. 11. - Ct. 5.)
16:14.2	SS9: 17. +120.9 (Gr. 7. - Ct. 2.)	17:55.5	SS10: 28. +205.2 (Gr. 17. - Ct. 8.)	11:07.0	SS11: 19. +112.4 (Gr. 10. - Ct. 5.)	16:32.5	SS12: 19. +138.7 (Gr. 10. - Ct. 4.)								
16	56	DE BARBA/BRINZI	Renault Clio Rs	N/N3	2:46:37.1		2:46:37.1	+13:27.3							
16:39.3	SS1: 24. +115.7 (Gr. 13. - Ct. 7.)	10:12.1	SS2: 20. +40.1 (Gr. 9. - Ct. 3.)	11:47.6	SS3: 26. +50.5 (Gr. 14. - Ct. 6.)	16:28.3	SS4: 24. +122.3 (Gr. 13. - Ct. 5.)	10:09.5	SS5: 17. +44.2 (Gr. 8. - Ct. 3.)	11:43.3	SS6: 19. +53.8 (Gr. 8. - Ct. 3.)	17:06.9	SS7: 18. +111.2 (Gr. 9. - Ct. 3.)	10:58.9	SS8: 17. +59.2 (Gr. 7. - Ct. 1.)
16:57.6	SS9: 27. +204.3 (Gr. 16. - Ct. 7.)	17:04.1	SS10: 16. +113.8 (Gr. 6. - Ct. 1.)	11:15.5	SS11: 20. +120.9 (Gr. 11. - Ct. 6.)	16:14.0	SS12: 14. +120.2 (Gr. 6. - Ct. 1.)								

Rk.	Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.							
Pos	Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart								
17	72	GHEGIN/ZULIAN	Honda Civic Type R1	N/N3	2:46:38.1		2:46:38.1	+13:28.3							
16:37.4	SS1: 23. +1:13.8 (Gr. 12 - Ct. 6)	10:17.9	SS2: 25. +45.9 (Gr. 12 - Ct. 6)	11:50.6	SS3: 27. +53.5 (Gr. 15 - Ct. 7)	16:29.5	SS4: 25. +1:23.5 (Gr. 14 - Ct. 6)	10:17.5	SS5: 23. +52.2 (Gr. 13 - Ct. 5)	11:46.7	SS6: 20. +57.2 (Gr. 9 - Ct. 4)	17:18.2	SS7: 21. +1:22.5 (Gr. 11 - Ct. 5)	11:05.3	SS8: 20. +1:05.6 (Gr. 10 - Ct. 4)
16:26.8	SS9: 19. +1:33.5 (Gr. 9 - Ct. 4)	17:13.3	SS10: 18. +1:23.0 (Gr. 8 - Ct. 3)	10:59.7	SS11: 17. +1:05.1 (Gr. 8 - Ct. 3)	16:15.2	SS12: 15. +1:21.4 (Gr. 7 - Ct. 2)								
18	48	BIRARDA/DUCA	Peugeot 206 Rs	N/N3	2:49:38.5		2:49:38.5	+16:28.7							
16:57.3	SS1: 33. +1:33.7 (Gr. 29 - Ct. 17)	10:54.4	SS2: 46. +1:22.4 (Gr. 15 - Ct. 6)	12:24.1	SS3: 49. +1:27.0 (Gr. 31 - Ct. 17)	16:40.6	SS4: 26. +1:34.6 (Gr. 15 - Ct. 7)	10:25.1	SS5: 25. +59.8 (Gr. 15 - Ct. 7)	11:58.3	SS6: 27. +1:08.8 (Gr. 14 - Ct. 7)	17:16.2	SS7: 20. +1:20.5 (Gr. 10 - Ct. 4)	11:06.3	SS8: 22. +1:06.6 (Gr. 12 - Ct. 6)
16:59.0	SS9: 28. +2:05.7 (Gr. 17 - Ct. 8)	17:13.5	SS10: 19. +1:23.2 (Gr. 9 - Ct. 4)	10:58.4	SS11: 16. +1:03.8 (Gr. 7 - Ct. 2)	16:45.3	SS12: 21. +1:51.5 (Gr. 11 - Ct. 5)								
19	31	PROSDOCIMO/FALOMO	Renault Clio Williams	A/A7	2:50:15.4		2:50:15.4	+17:05.6							
17:17.7	SS1: 40. +1:54.1 (Gr. 14 - Ct. 6)	10:37.3	SS2: 37. +1:05.3 (Gr. 15 - Ct. 6)	12:04.9	SS3: 33. +1:07.8 (Gr. 14 - Ct. 6)	16:52.1	SS4: 32. +1:46.1 (Gr. 12 - Ct. 4)	10:27.5	SS5: 26. +1:02.2 (Gr. 11 - Ct. 4)	11:56.4	SS6: 26. +1:06.9 (Gr. 13 - Ct. 5)	17:39.1	SS7: 26. +1:43.4 (Gr. 12 - Ct. 4)	11:17.2	SS8: 25. +1:17.5 (Gr. 13 - Ct. 5)
16:37.1	SS9: 21. +1:43.8 (Gr. 11 - Ct. 3)	17:26.6	SS10: 21. +1:36.3 (Gr. 11 - Ct. 3)	11:25.3	SS11: 27. +1:30.7 (Gr. 11 - Ct. 4)	16:34.2	SS12: 20. +1:40.4 (Gr. 10 - Ct. 3)								
20	52	MARCHIOL/DE COLLE	Honda Civic Type R	N/N3	2:52:07.3		2:52:07.3	+18:57.5							
17:24.6	SS1: 45. +2:01.0 (Gr. 31 - Ct. 18)	10:41.7	SS2: 40. +1:09.7 (Gr. 29 - Ct. 14)	12:03.0	SS3: 31. +1:05.9 (Gr. 18 - Ct. 10)	17:03.3	SS4: 36. +1:57.3 (Gr. 24 - Ct. 14)	10:40.3	SS5: 36. +1:15.0 (Gr. 22 - Ct. 13)	12:06.5	SS6: 33. +1:17.0 (Gr. 19 - Ct. 10)	17:42.9	SS7: 31. +1:47.2 (Gr. 18 - Ct. 10)	11:23.0	SS8: 28. +1:23.3 (Gr. 15 - Ct. 7)
16:56.9	SS9: 25. +2:03.6 (Gr. 14 - Ct. 5)	17:32.0	SS10: 23. +1:41.7 (Gr. 12 - Ct. 6)	11:25.3	SS11: 26. +1:30.7 (Gr. 16 - Ct. 8)	17:07.8	SS12: 27. +2:14.0 (Gr. 16 - Ct. 7)								
21	26	MARTI/SCHRANKL	Mitsubishi Lancer Evo VI	N/N4	2:52:09.9		2:52:09.9	+19:00.1							
17:12.0	SS1: 39. +1:48.4 (Gr. 26 - Ct. 9)	10:33.7	SS2: 33. +1:01.7 (Gr. 20 - Ct. 9)	12:13.8	SS3: 42. +1:16.7 (Gr. 25 - Ct. 9)	17:15.5	SS4: 39. +2:09.5 (Gr. 27 - Ct. 9)	10:42.7	SS5: 38. +1:17.4 (Gr. 24 - Ct. 9)	12:16.1	SS6: 40. +1:26.6 (Gr. 25 - Ct. 8)	17:32.2	SS7: 24. +1:36.5 (Gr. 13 - Ct. 7)	11:23.0	SS8: 29. +1:23.3 (Gr. 16 - Ct. 7)
16:42.5	SS9: 22. +1:49.2 (Gr. 11 - Ct. 6)	17:46.7	SS10: 26. +1:56.4 (Gr. 15 - Ct. 6)	11:27.9	SS11: 28. +1:33.3 (Gr. 17 - Ct. 7)	17:03.8	SS12: 26. +2:10.0 (Gr. 15 - Ct. 6)								
22	99	ULIANA/COSTANTIN	Peugeot 106 S16	N/N2	2:52:09.9		2:52:09.9	+19:00.1							
17:11.1	SS1: 37. +1:47.5 (Gr. 24 - Ct. 1)	10:57.6	SS2: 50. +1:25.6 (Gr. 32 - Ct. 4)	12:05.2	SS3: 34. +1:08.1 (Gr. 20 - Ct. 2)	16:56.7	SS4: 33. +1:50.7 (Gr. 21 - Ct. 2)	10:38.9	SS5: 34. +1:13.6 (Gr. 21 - Ct. 1)	12:02.8	SS6: 30. +1:13.3 (Gr. 17 - Ct. 2)	17:50.9	SS7: 32. +1:55.2 (Gr. 19 - Ct. 2)	11:18.4	SS8: 26. +1:18.7 (Gr. 13 - Ct. 1)
16:53.1	SS9: 23. +1:59.8 (Gr. 12 - Ct. 2)	18:02.7	SS10: 31. +2:12.4 (Gr. 19 - Ct. 4)	11:20.9	SS11: 24. +1:26.3 (Gr. 14 - Ct. 3)	16:51.6	SS12: 23. +1:57.8 (Gr. 13 - Ct. 3)								
23	55	TOLDO/BALDASSAR	Peugeot 206 Rc	N/N3	2:52:33.3		2:52:33.3	+19:23.5							
17:31.5	SS1: 46. +2:07.9 (Gr. 32 - Ct. 19)	10:43.8	SS2: 41. +1:11.8 (Gr. 26 - Ct. 15)	12:06.1	SS3: 35. +1:09.0 (Gr. 21 - Ct. 11)	17:13.0	SS4: 38. +2:07.0 (Gr. 26 - Ct. 16)	10:38.8	SS5: 33. +1:13.5 (Gr. 20 - Ct. 12)	12:01.6	SS6: 29. +1:12.1 (Gr. 16 - Ct. 8)	17:42.2	SS7: 29. +1:46.5 (Gr. 17 - Ct. 9)	11:27.6	SS8: 33. +1:27.9 (Gr. 20 - Ct. 10)
16:57.3	SS9: 26. +2:04.0 (Gr. 15 - Ct. 6)	17:45.0	SS10: 34. +1:54.7 (Gr. 13 - Ct. 7)	11:23.9	SS11: 25. +1:29.3 (Gr. 15 - Ct. 7)	17:02.5	SS12: 25. +2:08.7 (Gr. 14 - Ct. 6)								
24	34	ZANIN/SERENA	Opel Astra Gsi 16v	A/A7	2:53:12.8		2:53:12.8	+20:03.0							
17:41.0	SS1: 53. +2:17.4 (Gr. 17 - Ct. 9)	10:56.0	SS2: 47. +1:24.0 (Gr. 18 - Ct. 8)	12:07.0	SS3: 36. +1:09.9 (Gr. 15 - Ct. 7)	17:16.1	SS4: 40. +2:10.1 (Gr. 28 - Ct. 7)	10:36.1	SS5: 32. +1:10.8 (Gr. 13 - Ct. 6)	12:14.0	SS6: 39. +1:24.5 (Gr. 15 - Ct. 7)	17:42.8	SS7: 30. +1:47.1 (Gr. 13 - Ct. 5)	11:11.1	SS8: 23. +1:11.4 (Gr. 11 - Ct. 3)
17:13.6	SS9: 32. +2:20.3 (Gr. 12 - Ct. 4)	18:02.2	SS10: 30. +2:11.9 (Gr. 12 - Ct. 4)	11:19.7	SS11: 22. +1:25.1 (Gr. 10 - Ct. 3)	16:53.2	SS12: 24. +1:59.4 (Gr. 11 - Ct. 4)								
25	96	CORREDIG/CHERCHI	Peugeot 106 Xsi	N/N2	2:53:29.9		2:53:29.9	+20:20.1							
17:23.5	SS1: 43. +1:59.9 (Gr. 29 - Ct. 3)	10:47.9	SS2: 42. +1:15.9 (Gr. 27 - Ct. 3)	12:20.9	SS3: 46. +1:23.8 (Gr. 29 - Ct. 3)	17:19.4	SS4: 42. +2:13.4 (Gr. 28 - Ct. 3)	10:50.2	SS5: 40. +1:24.9 (Gr. 26 - Ct. 3)	12:23.2	SS6: 41. +1:33.7 (Gr. 26 - Ct. 4)	17:57.5	SS7: 35. +2:01.8 (Gr. 22 - Ct. 4)	11:34.3	SS8: 35. +1:34.6 (Gr. 22 - Ct. 5)
16:55.0	SS9: 24. +2:01.7 (Gr. 13 - Ct. 3)	17:46.5	SS10: 25. +1:56.2 (Gr. 14 - Ct. 2)	11:20.3	SS11: 23. +1:25.7 (Gr. 13 - Ct. 2)	16:51.2	SS12: 22. +1:57.4 (Gr. 12 - Ct. 2)								
26	58	CESCUTTI/LUPIERI	Renault Clio Rs	N/N3	2:53:34.8		2:53:34.8	+20:25.0							
17:18.1	SS1: 41. +1:54.5 (Gr. 27 - Ct. 13)	10:38.3	SS2: 38. +1:06.3 (Gr. 23 - Ct. 13)	12:12.1	SS3: 41. +1:15.0 (Gr. 24 - Ct. 13)	17:04.9	SS4: 37. +1:58.9 (Gr. 25 - Ct. 15)	10:40.8	SS5: 37. +1:15.5 (Gr. 23 - Ct. 14)	12:08.0	SS6: 35. +1:18.5 (Gr. 21 - Ct. 12)	17:55.1	SS7: 34. +1:59.4 (Gr. 21 - Ct. 11)	11:41.6	SS8: 37. +1:41.9 (Gr. 23 - Ct. 11)
16:59.6	SS9: 29. +2:06.3 (Gr. 18 - Ct. 9)	18:01.6	SS10: 29. +2:11.3 (Gr. 18 - Ct. 9)	11:41.0	SS11: 29. +1:48.4 (Gr. 18 - Ct. 9)	17:13.7	SS12: 29. +2:39.9 (Gr. 18 - Ct. 9)								
27	95	BIANUCCI/CARMIGNANI	Peugeot 106 Xsi	N/N2	2:53:38.2		2:53:38.2	+20:28.4							
17:11.6	SS1: 38. +1:48.0 (Gr. 25 - Ct. 2)	10:33.2	SS2: 32. +1:01.2 (Gr. 19 - Ct. 1)	12:03.5	SS3: 32. +1:06.4 (Gr. 19 - Ct. 1)	16:44.1	SS4: 31. +1:38.1 (Gr. 20 - Ct. 1)	14:18.2	SS5: 62. +4:52.9 (Gr. 39 - Ct. 9)	11:58.3	SS6: 28. +1:08.8 (Gr. 15 - Ct. 1)	17:39.0	SS7: 25. +1:43.3 (Gr. 14 - Ct. 1)	11:21.7	SS8: 27. +1:22.0 (Gr. 14 - Ct. 2)
16:30.9	SS9: 20. +1:37.6 (Gr. 10 - Ct. 1)	17:31.4	SS10: 22. +1:41.1 (Gr. 11 - Ct. 1)	11:18.4	SS11: 21. +1:23.8 (Gr. 12 - Ct. 1)	16:27.9	SS12: 17. +1:34.1 (Gr. 9 - Ct. 1)								
28	53	DELLA BARTOLA/MAUGERI	Mg Zr 160	N/N3	2:53:53.4		2:53:53.4	+20:43.6							
17:05.3	SS1: 35. +1:41.7 (Gr. 22 - Ct. 14)	10:36.6	SS2: 36. +1:04.6 (Gr. 22 - Ct. 12)	12:24.0	SS3: 48. +1:26.9 (Gr. 30 - Ct. 16)	17:01.1	SS4: 35. +1:55.1 (Gr. 23 - Ct. 13)	10:34.6	SS5: 29. +1:09.3 (Gr. 17 - Ct. 9)	12:10.1	SS6: 37. +1:20.6 (Gr. 23 - Ct. 13)	17:39.9	SS7: 27. +1:44.2 (Gr. 15 - Ct. 7)	11:26.0	SS8: 31. +1:26.3 (Gr. 18 - Ct. 8)
17:01.8	SS9: 30. +2:08.5 (Gr. 19 - Ct. 10)	18:28.9	SS10: 36. +2:38.6 (Gr. 24 - Ct. 13)	11:45.9	SS11: 30. +1:51.3 (Gr. 19 - Ct. 10)	17:39.2	SS12: 30. +2:45.4 (Gr. 19 - Ct. 10)								
29	101	BUCCINO/CODROMAZ	Peugeot 106 S16	N/N2	2:56:03.8		2:56:03.8	+22:54.0							
17:31.7	SS1: 47. +2:08.1 (Gr. 33 - Ct. 5)	10:58.7	SS2: 51. +1:26.7 (Gr. 33 - Ct. 5)	12:28.8	SS3: 51. +1:31.7 (Gr. 33 - Ct. 5)	17:21.1	SS4: 43. +2:15.1 (Gr. 29 - Ct. 4)	10:47.0	SS5: 39. +1:21.7 (Gr. 25 - Ct. 2)	12:48.4	SS6: 52. +1:58.9 (Gr. 35 - Ct. 9)	17:52.1	SS7: 33. +1:56.4 (Gr. 20 - Ct. 3)	11:24.1	SS8: 30. +1:24.4 (Gr. 17 - Ct. 3)
17:06.1	SS9: 31. +2:12.8 (Gr. 20 - Ct. 4)	17:50.5	SS10: 27. +2:00.2 (Gr. 16 - Ct. 3)	12:16.1	SS11: 40. +2:21.5 (Gr. 26 - Ct. 6)	17:39.2	SS12: 31. +2:45.4 (Gr. 20 - Ct. 4)								
30	94	DROANDI/ACOLUTTI	Peugeot 106 Xsi	N/N2	2:59:13.8		2:59:13.8	+26:04.0							
17:47.5	SS1: 54. +2:23.9 (Gr. 37 - Ct. 7)	11:09.4	SS2: 56. +1:37.4 (Gr. 38 - Ct. 8)	12:38.9	SS3: 55. +1:41.8 (Gr. 37 - Ct. 8)	17:39.1	SS4: 48. +2:33.1 (Gr. 33 - Ct. 8)	11:13.6	SS5: 49. +1:48.3 (Gr. 33 - Ct. 7)	12:43.5	SS6: 51. +1:54.0 (Gr. 34 - Ct. 8)	18:26.9	SS7: 41. +2:31.2 (Gr. 27 - Ct. 6)	11:52.8	SS8: 40. +1:53.1 (Gr. 26 - Ct. 7)
17:28.4	SS9: 36. +2:35.1 (Gr. 24 - Ct. 6)	18:21.3	SS10: 34. +2:31.0 (Gr. 22 - Ct. 5)	11:59.7	SS11: 35. +2:05.1 (Gr. 22 - Ct. 4)	17:52.7	SS12: 35. +2:58.9 (Gr. 24 - Ct. 6)								
31	79	ALZETTA/TIVERON	Mg Zr 160	N/N3	2:57:20.7	2:00.0	2:59:20.7	+26:10.9							
17:33.7	SS1: 48. +2:10.1 (Gr. 34 - Ct. 20)	10:56.1	SS2: 49. +1:24.1 (Gr. 31 - Ct. 19)	12:24.8	SS3: 50. +1:27.7 (Gr. 32 - Ct. 18)	17:30.9	SS4: 45. +2:24.9 (Gr. 31 - Ct. 17)	10:52.8	SS5: 42. +1:27.5 (Gr. 28 - Ct. 15)	12:26.1	SS6: 42. +1:36.6 (Gr. 27 - Ct. 15)	18:05.5	SS7: 37. +2:09.8 (Gr. 24 - Ct. 12)	11:58.2	SS8: 44. +1:58.5 (Gr. 28 - Ct. 14)
17:26.0	SS9: 35. +2:32.7 (Gr. 23 - Ct. 12)	18:12.7	SS10: 32. +2:22.4 (Gr. 20 - Ct. 10)	11:48.6	SS11: 31. +1:54.0 (Gr. 20 - Ct. 11)	18:05.3	SS12: 38. +3:11.5 (Gr. 25 - Ct. 13)								
32	83	ZAMBIASI/CARBONAI	Renault Clio Williams	N/N3	2:59:34.8		2:59:34.8	+26:25.0							
18:06.5	SS1: 61. +2:42.9 (Gr. 42 - Ct. 24)	11:09.1	SS2: 55. +1:37.1 (Gr. 37 - Ct. 21)	12:34.3	SS3: 54. +1:37.2 (Gr. 36 - Ct. 20)	18:20.8	SS4: 58. +3:14.8 (Gr. 39 - Ct. 21)	11:08.5	SS5: 46. +1:43.2 (Gr. 31 - Ct. 17)	12:40.1	SS6: 47. +1:50.6 (Gr. 31 - Ct. 16)	18:18.9	SS7: 39. +2:23.2 (Gr. 25 - Ct. 13)	12:02.1	SS8: 46. +2:02.4 (Gr. 30 - Ct. 15)
17:38.4	SS9: 38. +2:45.1 (Gr. 26 - Ct. 14)	18:23.3	SS10: 35. +2:33.0 (Gr. 23 - Ct. 12)	12:03.4	SS11: 36. +2:08.8 (Gr. 23 - Ct. 13)	17:09.4	SS12: 28. +2:15.6 (Gr. 17 - Ct. 8)								
33	77	GOVI/COLUGNAT	Renault Clio Williams	N/N3	3:00:06.6		3:00:06.6	+26:56.8							
17:54.6	SS1: 56. +2:31.0 (Gr. 38 - Ct. 22)	11:04.1	SS2: 53. +1:32.1 (Gr. 35 - Ct. 20)	12:34.3	SS3: 53. +1:37.2 (Gr. 35 - Ct. 19)	18:11.7	SS4: 56. +3:05.7 (Gr. 38 - Ct. 20)	11:14.2	SS5: 51. +1:48.9 (Gr. 35 - Ct. 19)	12:40.7	SS6: 48. +1:51.2 (

Rk.	Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.							
Pos		Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart							
37	1	TRAVAGLIA/ZANELLA	Peugeot 206 Super 1.6	A/A6	3:01:54.8	2:10.0	3:04:04.8	+30:55.0							
15:25.5	SS1: 2. +1.9 (Gr. 2. - Cl. 2.)	9:36.3	SS2: 5. +4.3 (Gr. 4. - Cl. 4.)	11:04.5	SS3: 6. +7.4 (Gr. 6. - Cl. 6.)	15:11.6	SS4: 3. +5.6 (Gr. 3. - Cl. 3.)	36:07.6	SS5: 63. +26:42.3 (Gr. 24. - Cl. 9.)	10:55.2	SS6: 5. +5.7 (Gr. 5. - Cl. 5.)	15:57.0	SS7: 2. +1.3 (Gr. 2. - Cl. 2.)	10:03.6	SS8: 2. +3.9 (Gr. 2. - Cl. 2.)
14:55.7	SS9: 3. +2.4 (Gr. 3. - Cl. 3.)	16:07.0	SS10: 7. +16.7 (Gr. 4. - Cl. 4.)	10:02.0	SS11: 2. +7.4 (Gr. 2. - Cl. 2.)	16:28.8	SS12: 18. +1:35.0 (Gr. 9. - Cl. 7.)								
38	85	CUSSIGH/CILLUFFO	Peugeot 106 Xsi	A/A5	3:04:15.1		3:04:15.1	+31:05.3							
18:12.4	SS1: 64. +2:48.8 (Gr. 20. - Cl. 2.)	11:13.8	SS2: 59. +1:41.8 (Gr. 20. - Cl. 2.)	12:22.3	SS3: 47. +1:25.2 (Gr. 18. - Cl. 3.)	17:56.5	SS4: 53. +2:50.5 (Gr. 17. - Cl. 1.)	11:12.0	SS5: 48. +1:46.7 (Gr. 16. - Cl. 1.)	12:38.0	SS6: 44. +1:48.5 (Gr. 16. - Cl. 1.)	19:16.2	SS7: 47. +3:20.5 (Gr. 16. - Cl. 1.)	12:05.3	SS8: 48. +2:05.6 (Gr. 17. - Cl. 1.)
18:54.5	SS9: 47. +4:01.2 (Gr. 18. - Cl. 4.)	19:49.2	SS10: 45. +3:58.9 (Gr. 18. - Cl. 5.)	12:10.6	SS11: 38. +2:16.0 (Gr. 14. - Cl. 1.)	18:24.3	SS12: 39. +3:30.5 (Gr. 14. - Cl. 2.)								
39	86	PERESSUTTI/VUANELLO	Peugeot 106 Rallye	A/A5	3:08:21.1		3:08:21.1	+35:11.3							
18:42.9	SS1: 67. +3:19.3 (Gr. 22. - Cl. 3.)	12:01.5	SS2: 70. +2:29.5 (Gr. 25. - Cl. 4.)	13:04.4	SS3: 63. +2:07.3 (Gr. 22. - Cl. 3.)	18:17.2	SS4: 57. +3:11.2 (Gr. 19. - Cl. 3.)	11:38.9	SS5: 53. +2:13.6 (Gr. 17. - Cl. 2.)	13:13.2	SS6: 53. +2:23.7 (Gr. 18. - Cl. 2.)	19:32.4	SS7: 49. +3:36.7 (Gr. 17. - Cl. 2.)	12:34.1	SS8: 51. +2:34.4 (Gr. 19. - Cl. 3.)
18:37.2	SS9: 42. +3:43.9 (Gr. 14. - Cl. 1.)	19:20.1	SS10: 40. +3:29.8 (Gr. 14. - Cl. 1.)	12:29.6	SS11: 43. +2:35.0 (Gr. 16. - Cl. 3.)	18:49.6	SS12: 41. +3:55.8 (Gr. 16. - Cl. 4.)								
40	111	GIAIOTTO/COSTANTINI	Peugeot 106 S16	N/N1	3:08:37.4		3:08:37.4	+35:27.6							
18:47.4	SS1: 69. +3:23.8 (Gr. 47. - Cl. 2.)	11:31.9	SS2: 66. +1:59.9 (Gr. 44. - Cl. 1.)	13:02.0	SS3: 62. +2:04.9 (Gr. 41. - Cl. 1.)	18:44.6	SS4: 61. +3:38.6 (Gr. 41. - Cl. 1.)	11:48.3	SS5: 55. +2:23.0 (Gr. 37. - Cl. 1.)	13:22.4	SS6: 56. +2:32.9 (Gr. 36. - Cl. 1.)	19:27.1	SS7: 48. +3:31.4 (Gr. 32. - Cl. 1.)	12:18.5	SS8: 49. +2:18.8 (Gr. 32. - Cl. 1.)
18:22.0	SS9: 41. +3:28.7 (Gr. 28. - Cl. 1.)	19:51.4	SS10: 46. +4:01.1 (Gr. 28. - Cl. 2.)	12:28.1	SS11: 42. +2:33.5 (Gr. 27. - Cl. 1.)	18:53.7	SS12: 42. +3:59.9 (Gr. 26. - Cl. 1.)								
41	89	STROPPOLO/SPERANDIO	Peugeot 106 Xsi	A/A5	3:13:36.9		3:13:36.9	+40:27.1							
19:23.3	SS1: 74. +3:59.7 (Gr. 26. - Cl. 5.)	12:20.9	SS2: 71. +2:48.9 (Gr. 26. - Cl. 5.)	13:38.5	SS3: 67. +2:41.4 (Gr. 25. - Cl. 5.)	19:19.1	SS4: 65. +4:13.1 (Gr. 23. - Cl. 5.)	12:56.3	SS5: 61. +3:31.0 (Gr. 23. - Cl. 6.)	14:04.0	SS6: 61. +3:14.5 (Gr. 24. - Cl. 6.)	19:55.9	SS7: 52. +4:00.2 (Gr. 20. - Cl. 5.)	12:32.1	SS8: 50. +2:32.4 (Gr. 18. - Cl. 2.)
18:52.2	SS9: 46. +3:58.9 (Gr. 17. - Cl. 3.)	19:41.5	SS10: 43. +3:51.2 (Gr. 17. - Cl. 4.)	12:47.9	SS11: 44. +2:53.3 (Gr. 17. - Cl. 4.)	18:05.2	SS12: 37. +3:11.4 (Gr. 13. - Cl. 1.)								
42	88	TRINCO/FRANCESCHIN	Peugeot 106 Xsi	A/A5	3:14:23.6		3:14:23.6	+41:13.8							
19:52.0	SS1: 75. +4:28.4 (Gr. 27. - Cl. 6.)	12:48.4	SS2: 73. +3:16.4 (Gr. 28. - Cl. 7.)	13:51.1	SS3: 69. +2:54.0 (Gr. 27. - Cl. 7.)	19:39.7	SS4: 68. +4:33.7 (Gr. 25. - Cl. 7.)	12:34.6	SS5: 60. +3:09.3 (Gr. 22. - Cl. 5.)	13:41.8	SS6: 59. +2:52.3 (Gr. 22. - Cl. 4.)	19:51.8	SS7: 51. +3:56.1 (Gr. 19. - Cl. 4.)	12:49.0	SS8: 54. +2:49.3 (Gr. 21. - Cl. 4.)
18:37.6	SS9: 43. +3:44.3 (Gr. 15. - Cl. 2.)	19:38.8	SS10: 42. +3:48.5 (Gr. 16. - Cl. 3.)	12:26.0	SS11: 41. +2:31.4 (Gr. 15. - Cl. 2.)	18:32.8	SS12: 40. +3:39.0 (Gr. 15. - Cl. 3.)								
43	93	DORFBAUEL/SALOMON	Suzuki Swift 1.3 Gti	A/A5	3:16:21.6		3:16:21.6	+43:11.8							
23:28.6	SS1: 78. +8:05.0 (Gr. 30. - Cl. 8.)	11:49.5	SS2: 69. +2:17.5 (Gr. 24. - Cl. 3.)	13:17.9	SS3: 65. +2:20.8 (Gr. 23. - Cl. 4.)	18:44.1	SS4: 60. +3:38.1 (Gr. 20. - Cl. 4.)	12:02.7	SS5: 57. +2:37.4 (Gr. 20. - Cl. 3.)	13:32.0	SS6: 57. +2:42.5 (Gr. 21. - Cl. 3.)	19:51.7	SS7: 50. +3:56.0 (Gr. 18. - Cl. 3.)	12:56.4	SS8: 55. +2:56.7 (Gr. 22. - Cl. 5.)
19:01.9	SS9: 48. +4:08.6 (Gr. 19. - Cl. 5.)	19:34.7	SS10: 41. +3:44.4 (Gr. 15. - Cl. 2.)	12:53.1	SS11: 45. +2:58.5 (Gr. 18. - Cl. 5.)	19:09.0	SS12: 43. +4:15.2 (Gr. 17. - Cl. 5.)								
44	91	GRASSI/MINOZZI	Peugeot 106 Xsi	A/A5	3:18:46.3	2:30.0	3:21:16.3	+48:06.5							
20:17.9	SS1: 76. +4:54.3 (Gr. 28. - Cl. 7.)	12:30.2	SS2: 72. +2:58.2 (Gr. 27. - Cl. 6.)	13:45.6	SS3: 68. +2:48.5 (Gr. 26. - Cl. 6.)	19:28.7	SS4: 67. +4:22.7 (Gr. 24. - Cl. 6.)	12:25.1	SS5: 59. +2:59.8 (Gr. 21. - Cl. 4.)	13:45.3	SS6: 60. +2:55.8 (Gr. 23. - Cl. 5.)	20:29.2	SS7: 55. +4:33.5 (Gr. 22. - Cl. 6.)	13:02.3	SS8: 56. +3:02.6 (Gr. 23. - Cl. 6.)
19:24.9	SS9: 49. +4:31.6 (Gr. 20. - Cl. 6.)	20:34.4	SS10: 47. +4:44.1 (Gr. 19. - Cl. 6.)	13:10.1	SS11: 46. +3:15.5 (Gr. 19. - Cl. 6.)	19:52.6	SS12: 44. +4:58.8 (Gr. 18. - Cl. 6.)								

Total: 44 classified / Total: 44 classifiés.