



41° Rally delle Alpi Orientali

Trofeo Città di Udine

Stage Analysis *

F.I.A. Rally Cups C/5 Region West - Campionato Italiano Rally 2005
Mitropa Cup - Trofei di Marca - Campionato Triveneto -
Fiat Panda Rally Cup - Campionato Friuli Venezia Giulia -
Challenge Europeo e Italiano delle Polizie - 17° Challenge F.I.S.A.



Regione Autonoma
Friuli Venezia Giulia

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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 | 3 | LONGHI/IMERITO | Subaru Impreza Sti | N/N4 | 2:24:12.7 | | 2:24:12.7 | | | | | | | | |
| 5:11.7 | SS1: 1. (Gr. 1. - Cl. 1.) | 15:44.4 | SS2: 1. (Gr. 1. - Cl. 1.) | 8:51.1 | SS3: 1. (Gr. 1. - Cl. 1.) | 5:12.2 | SS4: 3. +2.6 (Gr. 3. - Cl. 3.) | 15:51.5 | SS5: 5. +11.4 (Gr. 5. - Cl. 5.) | 8:51.8 | SS6: 2. +0.4 (Gr. 2. - Cl. 2.) | 16:13.2 | SS7: 4. +10.7 (Gr. 4. - Cl. 4.) | 11:15.2 | SS8: 7. +10.7 (Gr. 4. - Cl. 4.) |
| 15:02.8 | SS9: 3. +3.2 (Gr. 3. - Cl. 3.) | 15:55.3 | SS10: 2. +3.3 (Gr. 2. - Cl. 2.) | 11:01.3 | SS11: 6. +5.6 (Gr. 3. - Cl. 3.) | 15:02.2 | SS12: 5. +8.0 (Gr. 3. - Cl. 3.) | | | | | | | | |
| 2 | 15 | PEREGO/DE LUIS | Mitsubishi Lancer Evo VIIN/N4 | | 2:24:44.5 | | 2:24:44.5 | +31.8 | | | | | | | |
| 5:18.9 | SS1: 9. +7.2 (Gr. 8. - Cl. 8.) | 16:02.5 | SS2: 9. +18.1 (Gr. 8. - Cl. 8.) | 9:05.7 | SS3: 13. +14.6 (Gr. 7. - Cl. 7.) | 5:17.5 | SS4: 8. +7.9 (Gr. 8. - Cl. 8.) | 15:49.3 | SS5: 3. +9.2 (Gr. 3. - Cl. 3.) | 8:56.3 | SS6: 9. +4.9 (Gr. 6. - Cl. 6.) | 16:08.9 | SS7: 2. +6.4 (Gr. 2. - Cl. 2.) | 11:11.9 | SS8: 5. +7.4 (Gr. 3. - Cl. 3.) |
| 15:04.0 | SS9: 4. +4.4 (Gr. 4. - Cl. 4.) | 15:55.7 | SS10: 3. +3.7 (Gr. 3. - Cl. 3.) | 10:59.6 | SS11: 5. +3.9 (Gr. 2. - Cl. 2.) | 14:54.2 | SS12: 1. (Gr. 1. - Cl. 1.) | | | | | | | | |
| 3 | 16 | BRUSCHETTA/CIVIERO | Mitsubishi Lancer Evo VIIN/N4 | | 2:25:14.6 | | 2:25:14.6 | +1:01.9 | | | | | | | |
| 5:17.6 | SS1: 8. +5.9 (Gr. 6. - Cl. 7.) | 16:01.2 | SS2: 7. +16.8 (Gr. 7. - Cl. 7.) | 8:59.5 | SS3: 7. +8.4 (Gr. 6. - Cl. 6.) | 5:17.3 | SS4: 7. +7.7 (Gr. 7. - Cl. 7.) | 15:50.5 | SS5: 4. +10.4 (Gr. 4. - Cl. 4.) | 8:56.1 | SS6: 8. +4.7 (Gr. 5. - Cl. 5.) | 16:16.9 | SS7: 6. +14.4 (Gr. 5. - Cl. 5.) | 11:17.7 | SS8: 9. +13.2 (Gr. 5. - Cl. 5.) |
| 15:10.2 | SS9: 6. +10.6 (Gr. 5. - Cl. 5.) | 16:02.5 | SS10: 5. +10.5 (Gr. 5. - Cl. 5.) | 11:02.1 | SS11: 7. +6.4 (Gr. 4. - Cl. 4.) | 15:03.0 | SS12: 6. +8.8 (Gr. 4. - Cl. 4.) | | | | | | | | |
| 4 | 4 | CANTAMESSA/CAPOLONGO | Subaru Impreza Sti | N/N4 | 2:25:16.4 | | 2:25:16.4 | +1:03.7 | | | | | | | |
| 5:15.7 | SS1: 6. +4.0 (Gr. 6. - Cl. 6.) | 15:54.0 | SS2: 3. +9.6 (Gr. 3. - Cl. 3.) | 8:56.7 | SS3: 3. +5.6 (Gr. 3. - Cl. 3.) | 5:15.8 | SS4: 5. +6.2 (Gr. 5. - Cl. 5.) | 15:48.8 | SS5: 2. +9.7 (Gr. 2. - Cl. 2.) | 8:52.8 | SS6: 3. +1.4 (Gr. 3. - Cl. 3.) | 16:12.5 | SS7: 3. +10.0 (Gr. 3. - Cl. 3.) | 11:11.3 | SS8: 4. +6.8 (Gr. 2. - Cl. 2.) |
| 15:01.3 | SS9: 2. +1.7 (Gr. 2. - Cl. 2.) | 15:57.5 | SS10: 4. +5.5 (Gr. 4. - Cl. 4.) | 11:05.6 | SS11: 8. +9.9 (Gr. 5. - Cl. 5.) | 15:44.4 | SS12: 14. +50.2 (Gr. 8. - Cl. 8.) | | | | | | | | |
| 5 | 12 | CUNICO/PIROLLO | Mitsubishi Lancer Evo VIIN/N4 | | 2:25:39.2 | | 2:25:39.2 | +1:26.5 | | | | | | | |
| 5:14.9 | SS1: 5. +3.2 (Gr. 5. - Cl. 5.) | 15:59.0 | SS2: 6. +14.6 (Gr. 6. - Cl. 6.) | 8:57.2 | SS3: 4. +6.1 (Gr. 4. - Cl. 4.) | 5:12.5 | SS4: 4. +2.9 (Gr. 4. - Cl. 4.) | 15:54.4 | SS5: 6. +14.3 (Gr. 6. - Cl. 6.) | 8:54.1 | SS6: 5. +2.7 (Gr. 4. - Cl. 4.) | 16:23.4 | SS7: 9. +20.9 (Gr. 7. - Cl. 7.) | 11:21.1 | SS8: 10. +16.6 (Gr. 6. - Cl. 6.) |
| 15:15.2 | SS9: 9. +15.6 (Gr. 7. - Cl. 7.) | 16:13.5 | SS10: 9. +21.5 (Gr. 7. - Cl. 7.) | 11:06.4 | SS11: 9. +10.7 (Gr. 6. - Cl. 6.) | 15:07.5 | SS12: 7. +13.3 (Gr. 5. - Cl. 5.) | | | | | | | | |
| 6 | 5 | ANDREUCCI/ANDREUSSI | Fiat Punto S1600 | A/A6 | 2:25:41.2 | | 2:25:41.2 | +1:28.5 | | | | | | | |
| 5:15.8 | SS1: 7. +4.1 (Gr. 7. - Cl. 7.) | 16:01.8 | SS2: 8. +17.4 (Gr. 8. - Cl. 8.) | 9:00.3 | SS3: 9. +9.2 (Gr. 3. - Cl. 3.) | 5:19.7 | SS4: 11. +10.1 (Gr. 1. - Cl. 1.) | 16:05.2 | SS5: 12. +25.1 (Gr. 4. - Cl. 4.) | 8:52.9 | SS6: 4. +1.5 (Gr. 1. - Cl. 1.) | 16:22.9 | SS7: 8. +20.4 (Gr. 2. - Cl. 2.) | 11:14.1 | SS8: 6. +9.6 (Gr. 3. - Cl. 3.) |
| 15:12.3 | SS9: 7. +12.7 (Gr. 2. - Cl. 2.) | 16:09.4 | SS10: 6. +17.4 (Gr. 1. - Cl. 1.) | 10:57.9 | SS11: 3. +2.2 (Gr. 2. - Cl. 2.) | 15:08.9 | SS12: 8. +14.7 (Gr. 3. - Cl. 3.) | | | | | | | | |
| 7 | 7 | BIZZARRI/BOSI | Renault Clio S1600 | A/A6 | 2:25:57.2 | | 2:25:57.2 | +1:44.5 | | | | | | | |
| 5:23.7 | SS1: 14. +12.0 (Gr. 3. - Cl. 3.) | 16:09.6 | SS2: 13. +25.2 (Gr. 4. - Cl. 4.) | 9:00.0 | SS3: 8. +8.9 (Gr. 2. - Cl. 2.) | 5:24.6 | SS4: 17. +15.0 (Gr. 4. - Cl. 4.) | 16:00.5 | SS5: 9. +20.4 (Gr. 2. - Cl. 2.) | 8:55.8 | SS6: 7. +4.4 (Gr. 3. - Cl. 3.) | 16:29.4 | SS7: 12. +26.9 (Gr. 3. - Cl. 3.) | 11:10.9 | SS8: 3. +6.4 (Gr. 2. - Cl. 2.) |
| 15:16.2 | SS9: 11. +16.6 (Gr. 4. - Cl. 4.) | 16:09.6 | SS10: 7. +17.6 (Gr. 2. - Cl. 2.) | 10:57.5 | SS11: 2. +1.8 (Gr. 1. - Cl. 1.) | 14:59.4 | SS12: 2. +5.2 (Gr. 1. - Cl. 1.) | | | | | | | | |
| 8 | 14 | SCANDOLA/PASI | Subaru Impreza Sti | N/N4 | 2:26:42.1 | | 2:26:42.1 | +2:29.4 | | | | | | | |
| 5:20.1 | SS1: 11. +8.4 (Gr. 10. - Cl. 10.) | 16:05.6 | SS2: 11. +21.2 (Gr. 9. - Cl. 9.) | 9:08.9 | SS3: 16. +17.8 (Gr. 10. - Cl. 10.) | 5:18.8 | SS4: 10. +9.2 (Gr. 10. - Cl. 10.) | 16:03.3 | SS5: 11. +23.2 (Gr. 8. - Cl. 8.) | 9:06.6 | SS6: 12. +15.2 (Gr. 7. - Cl. 7.) | 16:24.1 | SS7: 10. +21.6 (Gr. 8. - Cl. 8.) | 11:22.1 | SS8: 11. +17.6 (Gr. 7. - Cl. 7.) |
| 15:14.7 | SS9: 8. +15.1 (Gr. 6. - Cl. 6.) | 16:12.1 | SS10: 8. +20.1 (Gr. 6. - Cl. 6.) | 11:09.3 | SS11: 10. +13.6 (Gr. 7. - Cl. 7.) | 15:16.5 | SS12: 9. +22.3 (Gr. 6. - Cl. 6.) | | | | | | | | |
| 9 | 2 | TRAVAGLIA/ZANELLA | Renault Clio S1600 | A/A6 | 2:29:09.5 | | 2:29:09.5 | +4:56.8 | | | | | | | |
| 6:10.1 | SS1: 89. +58.4 (Gr. 34. - Cl. 13.) | 16:04.3 | SS2: 10. +19.9 (Gr. 2. - Cl. 2.) | 8:58.3 | SS3: 5. +7.2 (Gr. 1. - Cl. 1.) | 5:23.8 | SS4: 15. +14.2 (Gr. 3. - Cl. 3.) | 16:07.5 | SS5: 13. +27.4 (Gr. 5. - Cl. 5.) | 8:57.7 | SS6: 10. +6.3 (Gr. 4. - Cl. 4.) | 16:15.9 | SS7: 5. +13.4 (Gr. 1. - Cl. 1.) | 11:04.5 | SS8: 1. +1.1 (Gr. 1. - Cl. 1.) |
| 15:06.6 | SS9: 5. +7.0 (Gr. 1. - Cl. 1.) | 19:01.2 | SS10: 52. +309.2 (Gr. 19. - Cl. 8.) | 10:57.9 | SS11: 4. +2.2 (Gr. 3. - Cl. 3.) | 15:01.7 | SS12: 4. +7.5 (Gr. 2. - Cl. 2.) | | | | | | | | |
| 10 | 23 | DE CECCO/CAMPEIS | Subaru Impreza Sti | N/N4 | 2:30:21.8 | | 2:30:21.8 | +6:09.1 | | | | | | | |
| 5:28.3 | SS1: 18. +16.6 (Gr. 14. - Cl. 14.) | 16:30.0 | SS2: 17. +45.6 (Gr. 12. - Cl. 12.) | 9:14.5 | SS3: 20. +23.4 (Gr. 13. - Cl. 13.) | 5:24.6 | SS4: 16. +15.0 (Gr. 13. - Cl. 13.) | 16:32.0 | SS5: 19. +51.9 (Gr. 8. - Cl. 12.) | 9:09.1 | SS6: 14. +17.7 (Gr. 9. - Cl. 9.) | 16:40.9 | SS7: 15. +38.4 (Gr. 11. - Cl. 11.) | 11:37.6 | SS8: 16. +33.1 (Gr. 12. - Cl. 10.) |
| 16:15.2 | SS9: 14. +115.6 (Gr. 10. - Cl. 10.) | 16:22.1 | SS10: 11. +30.1 (Gr. 8. - Cl. 8.) | 11:29.7 | SS11: 16. +34.0 (Gr. 10. - Cl. 8.) | 15:37.8 | SS12: 11. +43.6 (Gr. 7. - Cl. 7.) | | | | | | | | |
| 11 | 21 | CECCOLI/SCATTOLIN | Subaru Impreza Spec C | N/N4 | 2:31:01.2 | | 2:31:01.2 | +6:48.5 | | | | | | | |
| 5:21.9 | SS1: 12. +10.2 (Gr. 11. - Cl. 11.) | 16:31.1 | SS2: 20. +46.7 (Gr. 14. - Cl. 13.) | 9:15.6 | SS3: 22. +24.5 (Gr. 14. - Cl. 13.) | 5:20.7 | SS4: 13. +11.1 (Gr. 11. - Cl. 11.) | 16:26.0 | SS5: 16. +45.9 (Gr. 11. - Cl. 11.) | 9:14.8 | SS6: 17. +23.4 (Gr. 12. - Cl. 10.) | 16:48.5 | SS7: 17. +46.0 (Gr. 13. - Cl. 12.) | 11:44.3 | SS8: 18. +39.8 (Gr. 13. - Cl. 11.) |
| 16:15.2 | SS9: 13. +115.6 (Gr. 9. - Cl. 9.) | 16:37.6 | SS10: 17. +45.6 (Gr. 11. - Cl. 10.) | 11:32.7 | SS11: 18. +37.0 (Gr. 11. - Cl. 10.) | 15:52.8 | SS12: 17. +58.6 (Gr. 10. - Cl. 9.) | | | | | | | | |
| 12 | 52 | ROSSETTI/CHIARCOSSI | Peugeot 206 Rc | N/N3 | 2:31:02.4 | | 2:31:02.4 | +6:49.7 | | | | | | | |
| 5:53.3 | SS1: 40. +41.6 (Gr. 23. - Cl. 1.) | 16:35.0 | SS2: 21. +50.6 (Gr. 15. - Cl. 2.) | 9:25.4 | SS3: 24. +34.3 (Gr. 15. - Cl. 2.) | 5:31.2 | SS4: 20. +21.6 (Gr. 9. - Cl. 9.) | 16:26.0 | SS5: 17. +45.9 (Gr. 12. - Cl. 1.) | 9:10.9 | SS6: 15. +19.5 (Gr. 10. - Cl. 1.) | 16:41.3 | SS7: 16. +38.8 (Gr. 12. - Cl. 1.) | 11:26.7 | SS8: 12. +22.2 (Gr. 8. - Cl. 1.) |
| 16:15.2 | SS9: 29. +115.6 (Gr. 16. - Cl. 1.) | 16:33.8 | SS10: 15. +41.8 (Gr. 9. - Cl. 1.) | 11:17.0 | SS11: 11. +21.3 (Gr. 8. - Cl. 1.) | 15:46.6 | SS12: 16. +52.4 (Gr. 9. - Cl. 1.) | | | | | | | | |
| 13 | 25 | PORRO/CARGNELUTTI | Renault Clio S1600 | A/A6 | 2:31:48.8 | | 2:31:48.8 | +7:36.1 | | | | | | | |
| 5:37.6 | SS1: 21. +25.9 (Gr. 7. - Cl. 7.) | 17:01.6 | SS2: 24. +117.2 (Gr. 7. - Cl. 7.) | 9:14.8 | SS3: 21. +23.7 (Gr. 8. - Cl. 8.) | 5:33.9 | SS4: 24. +24.3 (Gr. 8. - Cl. 8.) | 16:38.9 | SS5: 22. +58.8 (Gr. 8. - Cl. 8.) | 9:24.9 | SS6: 22. +33.5 (Gr. 8. - Cl. 7.) | 16:50.1 | SS7: 19. +47.6 (Gr. 5. - Cl. 5.) | 11:41.8 | SS8: 17. +37.3 (Gr. 5. - Cl. 5.) |
| 16:15.2 | SS9: 16. +115.6 (Gr. 5. - Cl. 5.) | 16:28.9 | SS10: 12. +36.9 (Gr. 4. - Cl. 4.) | 11:22.0 | SS11: 13. +26.3 (Gr. 5. - Cl. 4.) | 15:39.1 | SS12: 12. +44.9 (Gr. 5. - Cl. 5.) | | | | | | | | |
| 14 | 53 | CONSIGLI/DE COLLE | Renault Clio Rs | N/N3 | 2:32:47.9 | | 2:32:47.9 | +8:35.2 | | | | | | | |
| 5:53.3 | SS1: 41. +41.6 (Gr. 24. - Cl. 2.) | 16:30.4 | SS2: 18. +46.0 (Gr. 13. - Cl. 1.) | 9:12.5 | SS3: 18. +21.4 (Gr. 11. - Cl. 1.) | 5:29.7 | SS4: 19. +20.1 (Gr. 14. - Cl. 1.) | 16:38.1 | SS5: 21. +58.0 (Gr. 14. - Cl. 2.) | 9:11.8 | SS6: 16. +20.4 (Gr. 11. - Cl. 2.) | 16:49.7 | SS7: 18. +47.2 (Gr. 14. - Cl. 2.) | 11:32.8 | SS8: 15. +28.3 (Gr. 11. - Cl. 2.) |
| 16:15.2 | SS9: 30. +115.6 (Gr. 7. - Cl. 7.) | 16:43.9 | SS10: 18. +51.9 (Gr. 12. - Cl. 2.) | 11:24.9 | SS11: 15. +29.2 (Gr. 9. - Cl. 9.) | 17:05.6 | SS12: 34. +211.4 (Gr. 23. - Cl. 11.) | | | | | | | | |
| 15 | 28 | VENICA/CIANI | Renault Clio S1600 | A/A6 | 2:33:56.8 | | 2:33:56.8 | +9:44.1 | | | | | | | |
| 5:45.1 | SS1: 23. +33.4 (Gr. 6. - Cl. 8.) | 17:27.8 | SS2: 33. +143.4 (Gr. 10. - Cl. 8.) | 9:32.3 | SS3: 27. +41.2 (Gr. 10. - Cl. 9.) | 5:39.2 | SS4: 25. +29.6 (Gr. 15. - Cl. 9.) | 17:10.8 | SS5: 24. +130.7 (Gr. 9. - Cl. 9.) | 9:34.2 | SS6: 24. +42.8 (Gr. 9. - Cl. 8.) | 16:50.8 | SS7: 21. +48.3 (Gr. 7. - Cl. 7.) | 11:56.3 | SS8: 22. +51.8 (Gr. 7. - Cl. 6.) |
| 16:15.2 | SS9: 18. +115.6 (Gr. 7. - Cl. 7.) | 16:31.2 | SS10: 14. +39.2 (Gr. 6. - Cl. 6.) | 11:30.1 | SS11: 17. +34.4 (Gr. 7. - Cl. 6.) | 15:43.8 | SS12: 13. +49.6 (Gr. 6. - Cl. 6.) | | | | | | | | |
| 16 | 51 | DANZINGER/KRAL | VW Golf Kit Car Diesel | A/A7 | 2:33:58.5 | | 2:33:58.5 | +9:45.8 | | | | | | | |
| 5:53.3 | SS1: 39. +41.6 (Gr. 17. - Cl. 9.) | 17:10.9 | SS2: 28. +126.5 (Gr. 10. - Cl. 9.) | 9:23.8 | SS3: 23. +32.7 (Gr. 9. - Cl. 1.) | 5:43.1 | SS4: 30. +33.5 (Gr. 29. - Cl. 1.) | 17:13.3 | SS5: 25. +133.2 (Gr. 10. - Cl. 1.) | 9:21.9 | SS6: 20. +30.5 (Gr. 7. - Cl. 1.) | 17:20.5 | SS7: 26. +118.0 (Gr. 8. - Cl. 1.) | 11:47.7 | SS8: 19. +43.2 (Gr. 6. - Cl. 1.) |
| 16:15.2 | SS9: 28. +115.6 (Gr. 13. - Cl. 6.) | 16:44.5 | SS10: 19. +52.5 (Gr. 7. - Cl. 1.) | 11:19.8 | SS11: 12. +24.1 (Gr. 4. - Cl. 1.) | 15:44.5 | SS12: 15. +50.3 (Gr. 7. - Cl. 1.) | | | | | | | | |
| 17 | 24 | SCIASCIA/BIONDI | Subaru Impreza Sti | N/N4 | 2:35:04.4 | | 2:35:04.4 | +10:51.7 | | | | | | | |
| 5:38.1 | SS1: 22. +26.4 (Gr. 15. - Cl. 15.) | 17:10.3 | SS2: 27. +125.9 (Gr. 20. - Cl. 15.) | 9:39.6 | SS3: 31. +48.5 (Gr. 20. - Cl. 15.) | 5:53.7 | SS4: 43. +44.1 (Gr. 29. - Cl. 19.) | 18:00.7 | SS5: 39. +220.6 (Gr. 26. - Cl. 18.) | 9:57.1 | SS6: 38. +105.7 | | | | |

| 41° Rally delle Alpi Orientali Trofeo Città di Udine | | | | | | | | | | Stage Analysis | | | | | |
|--|-------------------------------------|--------------------------------|--------------------------------------|---------|--------------------------------------|-----------|--------------------------------------|-----------------|-------------------------------------|----------------|-------------------------------------|---------|-------------------------------------|---------|-------------------------------------|
| Rk. | Num | Driver / Co-Driver | Car / Team | Gr. | Time | Penalties | Total | Diff. | | | | | | | |
| Pos | | Conducteur / Coéquipier | Voiture / Écurie | Cl. | Temps | Penalité | Total | Ecart | | | | | | | |
| 19 | 58 | GHEGIN/ZULIAN | Honda Civic Type R | N/N3 | 2:36:21.3 | | 2:36:21.3 | +12:08.6 | | | | | | | |
| 5:53.3 | SS1: 46. +41.6 (Gr. 29. - Cl. 7) | 17:13.6 | SS2: 29. +1:29.2 (Gr. 21. - Cl. 6) | 9:40.2 | SS3: 32. +49.1 (Gr. 21. - Cl. 6) | 5:44.6 | SS4: 32. +35.0 (Gr. 22. - Cl. 6) | 17:34.4 | SS5: 32. +1:54.3 (Gr. 21. - Cl. 5) | 9:46.1 | SS6: 28. +54.7 (Gr. 19. - Cl. 5) | 17:14.7 | SS7: 24. +1:12.2 (Gr. 17. - Cl. 3) | 11:48.0 | SS8: 20. +43.5 (Gr. 14. - Cl. 3) |
| 16:15.2 | SS9: 34. +1:15.6 (Gr. 21. - Cl. 6) | 17:04.0 | SS10: 21. +1:12.0 (Gr. 14. - Cl. 4) | 11:48.0 | SS11: 21. +52.3 (Gr. 14. - Cl. 4) | 16:19.2 | SS12: 22. +1:25.0 (Gr. 15. - Cl. 4) | | | | | | | | |
| 20 | 33 | MARTI/AGUZZOLI | Subaru Impreza Spec C | N/N4 | 2:37:28.6 | | 2:37:28.6 | +13:15.9 | | | | | | | |
| 5:53.3 | SS1: 25. +41.6 (Gr. 17. - Cl. 17) | 17:35.3 | SS2: 38. +1:50.9 (Gr. 26. - Cl. 19) | 9:54.4 | SS3: 39. +1:03.3 (Gr. 25. - Cl. 18) | 5:42.5 | SS4: 29. +32.9 (Gr. 20. - Cl. 15) | 17:27.7 | SS5: 30. +1:47.6 (Gr. 20. - Cl. 16) | 9:47.9 | SS6: 29. +56.5 (Gr. 20. - Cl. 15) | 17:32.4 | SS7: 30. +1:29.9 (Gr. 22. - Cl. 16) | 12:08.1 | SS8: 25. +1:03.6 (Gr. 18. - Cl. 15) |
| 16:15.2 | SS9: 19. +1:15.6 (Gr. 12. - Cl. 12) | 17:06.2 | SS10: 22. +1:14.2 (Gr. 15. - Cl. 11) | 11:54.8 | SS11: 23. +59.1 (Gr. 16. - Cl. 12) | 16:10.8 | SS12: 20. +1:16.6 (Gr. 13. - Cl. 11) | | | | | | | | |
| 21 | 6 | AGHINI LOMBARDI/CANTON | Subaru Impreza Spec C | N/N4 | 2:23:53.1 | 15:00.0 | 2:38:53.1 | +14:40.4 | | | | | | | |
| 5:14.4 | SS1: 4. +2.7 (Gr. 4. - Cl. 4) | 15:58.7 | SS2: 5. +14.3 (Gr. 5. - Cl. 5) | 8:58.5 | SS3: 6. +7.4 (Gr. 5. - Cl. 5) | 5:09.6 | SS4: 1. (Gr. 1. - Cl. 1) | 15:40.1 | SS5: 1. (Gr. 1. - Cl. 1) | 8:51.4 | SS6: 1. (Gr. 1. - Cl. 1) | 16:02.5 | SS7: 1. (Gr. 1. - Cl. 1) | 11:10.7 | SS8: 2. +6.2 (Gr. 1. - Cl. 1) |
| 14:59.6 | SS9: 1. (Gr. 1. - Cl. 1) | 15:52.0 | SS10: 1. (Gr. 1. - Cl. 1) | 10:55.7 | SS11: 1. (Gr. 1. - Cl. 1) | 14:59.9 | SS12: 3. +5.7 (Gr. 2. - Cl. 2) | | | | | | | | |
| 22 | 77 | GRAFFIETI/PERIELLO | Opel Astra Opcc | N/N3 | 2:39:38.0 | | 2:39:38.0 | +15:25.3 | | | | | | | |
| 5:53.3 | SS1: 54. +41.6 (Gr. 37. - Cl. 15) | 17:48.4 | SS2: 40. +2:04.0 (Gr. 28. - Cl. 9) | 9:59.2 | SS3: 42. +1:08.1 (Gr. 28. - Cl. 9) | 6:08.4 | SS4: 61. +58.8 (Gr. 40. - Cl. 19) | 17:45.9 | SS5: 34. +2:05.8 (Gr. 23. - Cl. 7) | 9:52.0 | SS6: 34. +1:00.6 (Gr. 22. - Cl. 7) | 17:40.9 | SS7: 32. +1:38.4 (Gr. 24. - Cl. 6) | 12:31.5 | SS8: 32. +1:27.0 (Gr. 23. - Cl. 6) |
| 16:15.2 | SS9: 40. +1:15.6 (Gr. 27. - Cl. 12) | 17:12.5 | SS10: 25. +1:20.5 (Gr. 18. - Cl. 6) | 12:06.1 | SS11: 25. +1:10.4 (Gr. 18. - Cl. 6) | 16:24.6 | SS12: 23. +1:30.4 (Gr. 16. - Cl. 5) | | | | | | | | |
| 23 | 76 | DE BARBA/LAMONATO | Renault Clio Rs | N/N3 | 2:39:17.9 | 30.0 | 2:39:47.9 | +15:35.2 | | | | | | | |
| 5:53.3 | SS1: 53. +41.6 (Gr. 36. - Cl. 14) | 17:40.1 | SS2: 39. +1:55.7 (Gr. 27. - Cl. 8) | 9:47.6 | SS3: 36. +56.5 (Gr. 23. - Cl. 7) | 6:57.4 | SS4: 85. +1:47.8 (Gr. 53. - Cl. 24) | 17:35.5 | SS5: 33. +1:55.4 (Gr. 22. - Cl. 6) | 9:48.1 | SS6: 30. +56.7 (Gr. 21. - Cl. 6) | 17:31.1 | SS7: 29. +1:28.6 (Gr. 21. - Cl. 6) | 12:27.8 | SS8: 31. +1:23.3 (Gr. 22. - Cl. 5) |
| 16:15.2 | SS9: 39. +1:15.6 (Gr. 26. - Cl. 11) | 17:07.0 | SS10: 23. +1:15.0 (Gr. 16. - Cl. 5) | 11:58.5 | SS11: 24. +1:02.8 (Gr. 17. - Cl. 5) | 16:16.3 | SS12: 21. +1:22.1 (Gr. 14. - Cl. 3) | | | | | | | | |
| 24 | 48 | FANARV/ANDRIAN | Fiat Stilo Abarth | A/A7 | 2:41:28.1 | | 2:41:28.1 | +17:15.4 | | | | | | | |
| 5:53.3 | SS1: 37. +41.6 (Gr. 15. - Cl. 7) | 17:33.3 | SS2: 36. +1:48.9 (Gr. 12. - Cl. 4) | 9:46.6 | SS3: 34. +55.5 (Gr. 12. - Cl. 4) | 5:52.0 | SS4: 38. +42.4 (Gr. 13. - Cl. 4) | 17:54.7 | SS5: 37. +2:14.6 (Gr. 12. - Cl. 3) | 9:54.6 | SS6: 37. +1:03.2 (Gr. 13. - Cl. 3) | 18:01.1 | SS7: 38. +1:58.6 (Gr. 10. - Cl. 3) | 12:22.4 | SS8: 29. +1:17.9 (Gr. 9. - Cl. 3) |
| 16:15.2 | SS9: 27. +1:15.6 (Gr. 12. - Cl. 5) | 18:04.9 | SS10: 39. +2:12.9 (Gr. 14. - Cl. 5) | 12:17.1 | SS11: 30. +1:21.4 (Gr. 9. - Cl. 2) | 17:32.9 | SS12: 40. +2:38.7 (Gr. 13. - Cl. 4) | | | | | | | | |
| 25 | 44 | CERNETTIG/BELTRAME | Renault Clio Williams | A/A7 | 2:41:36.4 | | 2:41:36.4 | +17:23.7 | | | | | | | |
| 5:53.3 | SS1: 34. +41.6 (Gr. 12. - Cl. 4) | 17:53.5 | SS2: 42. +2:09.1 (Gr. 13. - Cl. 5) | 9:51.3 | SS3: 38. +1:00.2 (Gr. 14. - Cl. 5) | 5:51.6 | SS4: 36. +42.0 (Gr. 11. - Cl. 2) | 17:56.9 | SS5: 38. +2:16.8 (Gr. 13. - Cl. 4) | 10:01.3 | SS6: 41. +1:09.9 (Gr. 16. - Cl. 5) | 18:11.3 | SS7: 40. +2:08.8 (Gr. 12. - Cl. 4) | 12:37.5 | SS8: 38. +1:33.0 (Gr. 13. - Cl. 5) |
| 16:15.2 | SS9: 24. +1:15.6 (Gr. 9. - Cl. 2) | 17:40.2 | SS10: 29. +1:48.2 (Gr. 9. - Cl. 2) | 12:31.3 | SS11: 38. +1:35.6 (Gr. 13. - Cl. 3) | 16:53.0 | SS12: 27. +1:58.8 (Gr. 10. - Cl. 2) | | | | | | | | |
| 26 | 27 | MEDICIA/ARENA | Fiat Punto S1600 | A/A6 | 2:40:45.6 | 2:10.0 | 2:42:55.6 | +18:42.9 | | | | | | | |
| 5:34.0 | SS1: 20. +22.3 (Gr. 6. - Cl. 6) | 19:53.4 | SS2: 82. +4:09.0 (Gr. 31. - Cl. 13) | 9:04.8 | SS3: 12. +13.7 (Gr. 6. - Cl. 6) | 5:32.9 | SS4: 23. +23.3 (Gr. 7. - Cl. 7) | 16:26.5 | SS5: 18. +46.4 (Gr. 6. - Cl. 6) | 9:03.3 | SS6: 11. +11.9 (Gr. 5. - Cl. 5) | 16:50.6 | SS7: 20. +48.1 (Gr. 6. - Cl. 6) | 18:33.8 | SS8: 72. +7:29.3 (Gr. 26. - Cl. 10) |
| 16:15.2 | SS9: 17. +1:15.6 (Gr. 6. - Cl. 6) | 16:30.8 | SS10: 13. +38.8 (Gr. 6. - Cl. 6) | 11:22.9 | SS11: 14. +27.2 (Gr. 6. - Cl. 6) | 15:37.4 | SS12: 10. +43.2 (Gr. 4. - Cl. 4) | | | | | | | | |
| 27 | 55 | RATIGLIA/BRAZZOLI | Peugeot 206 Rc | N/N3 | 2:43:09.5 | | 2:43:09.5 | +18:56.8 | | | | | | | |
| 5:53.3 | SS1: 43. +41.6 (Gr. 26. - Cl. 4) | 17:07.7 | SS2: 25. +1:23.3 (Gr. 18. - Cl. 4) | 10:54.3 | SS3: 86. +2:03.2 (Gr. 53. - Cl. 24) | 5:42.4 | SS4: 28. +32.8 (Gr. 19. - Cl. 5) | 18:48.1 | SS5: 62. +3:08.0 (Gr. 39. - Cl. 18) | 11:04.5 | SS6: 70. +2:13.1 (Gr. 42. - Cl. 19) | 17:39.0 | SS7: 31. +1:36.5 (Gr. 23. - Cl. 7) | 12:31.8 | SS8: 33. +1:27.3 (Gr. 24. - Cl. 7) |
| 16:15.2 | SS9: 32. +1:15.6 (Gr. 19. - Cl. 4) | 17:37.9 | SS10: 27. +1:45.9 (Gr. 20. - Cl. 8) | 12:26.5 | SS11: 35. +1:30.8 (Gr. 25. - Cl. 11) | 17:08.8 | SS12: 35. +2:14.6 (Gr. 24. - Cl. 12) | | | | | | | | |
| 28 | 57 | FRANZOLINI/NIGRIS | Renault Clio Rs | N/N3 | 2:43:34.8 | | 2:43:34.8 | +19:22.1 | | | | | | | |
| 5:53.3 | SS1: 45. +41.6 (Gr. 28. - Cl. 6) | 18:17.0 | SS2: 54. +2:32.6 (Gr. 36. - Cl. 16) | 9:59.5 | SS3: 43. +1:08.4 (Gr. 29. - Cl. 10) | 5:56.9 | SS4: 44. +47.3 (Gr. 30. - Cl. 11) | 18:25.8 | SS5: 46. +2:45.7 (Gr. 29. - Cl. 10) | 10:09.9 | SS6: 46. +1:18.5 (Gr. 27. - Cl. 9) | 18:29.7 | SS7: 55. +2:27.2 (Gr. 36. - Cl. 15) | 12:38.1 | SS8: 39. +1:33.6 (Gr. 26. - Cl. 8) |
| 16:15.2 | SS9: 33. +1:15.6 (Gr. 20. - Cl. 5) | 17:56.1 | SS10: 35. +2:04.1 (Gr. 23. - Cl. 11) | 12:33.5 | SS11: 39. +1:37.8 (Gr. 26. - Cl. 12) | 16:59.8 | SS12: 31. +2:05.6 (Gr. 21. - Cl. 9) | | | | | | | | |
| 29 | 96 | PAIRE/ZEGNA | Fiat Panda | A/A5 | 2:43:34.9 | | 2:43:34.9 | +19:22.2 | | | | | | | |
| 5:53.3 | SS1: 71. +41.6 (Gr. 24. - Cl. 5) | 18:07.6 | SS2: 48. +2:23.2 (Gr. 17. - Cl. 3) | 10:25.7 | SS3: 65. +1:34.6 (Gr. 24. - Cl. 4) | 6:10.7 | SS4: 65. +1:01.1 (Gr. 23. - Cl. 4) | 18:08.7 | SS5: 41. +2:28.6 (Gr. 15. - Cl. 1) | 9:51.0 | SS6: 31. +59.6 (Gr. 10. - Cl. 1) | 18:18.9 | SS7: 50. +2:16.4 (Gr. 18. - Cl. 2) | 12:33.7 | SS8: 36. +1:29.2 (Gr. 12. - Cl. 2) |
| 16:15.2 | SS9: 50. +1:15.6 (Gr. 17. - Cl. 2) | 17:56.1 | SS10: 34. +2:04.1 (Gr. 12. - Cl. 1) | 12:18.4 | SS11: 32. +1:22.7 (Gr. 10. - Cl. 1) | 17:35.6 | SS12: 42. +2:41.4 (Gr. 15. - Cl. 4) | | | | | | | | |
| 30 | 79 | MAZZOLINI/LARICE | Renault Clio Rs | N/N3 | 2:43:40.0 | | 2:43:40.0 | +19:27.3 | | | | | | | |
| 5:53.3 | SS1: 56. +41.6 (Gr. 39. - Cl. 17) | 18:22.6 | SS2: 57. +2:38.2 (Gr. 37. - Cl. 15) | 10:24.0 | SS3: 52. +1:32.9 (Gr. 34. - Cl. 15) | 6:02.4 | SS4: 50. +52.8 (Gr. 33. - Cl. 13) | 18:32.9 | SS5: 57. +2:52.8 (Gr. 35. - Cl. 16) | 10:31.1 | SS6: 59. +1:39.7 (Gr. 34. - Cl. 15) | 18:14.6 | SS7: 43. +2:12.1 (Gr. 29. - Cl. 11) | 12:39.1 | SS8: 40. +1:34.6 (Gr. 27. - Cl. 8) |
| 16:15.2 | SS9: 42. +1:15.6 (Gr. 29. - Cl. 14) | 17:48.9 | SS10: 31. +1:56.9 (Gr. 21. - Cl. 9) | 12:13.4 | SS11: 26. +1:17.7 (Gr. 19. - Cl. 7) | 16:42.5 | SS12: 24. +1:48.3 (Gr. 17. - Cl. 6) | | | | | | | | |
| 31 | 91 | BOSSINI/FAPPANI | Citroën C2 | A/A6 | 2:44:12.0 | | 2:44:12.0 | +19:59.3 | | | | | | | |
| 5:53.3 | SS1: 66. +41.6 (Gr. 19. - Cl. 10) | 18:19.3 | SS2: 55. +2:34.9 (Gr. 18. - Cl. 10) | 10:25.7 | SS3: 61. +1:34.6 (Gr. 20. - Cl. 13) | 6:03.6 | SS4: 63. +54.0 (Gr. 19. - Cl. 11) | 19:10.9 | SS5: 69. +3:30.8 (Gr. 27. - Cl. 13) | 10:22.8 | SS6: 56. +1:31.4 (Gr. 24. - Cl. 11) | 18:16.2 | SS7: 47. +2:13.7 (Gr. 16. - Cl. 9) | 12:41.6 | SS8: 43. +1:37.1 (Gr. 14. - Cl. 7) |
| 16:15.2 | SS9: 48. +1:15.6 (Gr. 15. - Cl. 9) | 17:39.5 | SS10: 28. +1:47.5 (Gr. 8. - Cl. 7) | 12:14.4 | SS11: 27. +1:18.7 (Gr. 8. - Cl. 7) | 16:49.5 | SS12: 25. +1:55.3 (Gr. 8. - Cl. 7) | | | | | | | | |
| 32 | 75 | COSIMI/FORNASIERO | Mg Zr 160 | N/N3 | 2:44:20.5 | | 2:44:20.5 | +20:07.8 | | | | | | | |
| 5:53.3 | SS1: 52. +41.6 (Gr. 35. - Cl. 13) | 18:24.0 | SS2: 58. +2:39.6 (Gr. 38. - Cl. 18) | 10:16.1 | SS3: 48. +1:25.0 (Gr. 32. - Cl. 13) | 6:04.6 | SS4: 55. +55.0 (Gr. 36. - Cl. 15) | 18:30.9 | SS5: 55. +2:50.8 (Gr. 33. - Cl. 14) | 10:22.0 | SS6: 53. +1:30.6 (Gr. 31. - Cl. 13) | 18:21.3 | SS7: 51. +2:18.8 (Gr. 33. - Cl. 14) | 12:48.6 | SS8: 47. +1:44.1 (Gr. 32. - Cl. 13) |
| 16:15.2 | SS9: 38. +1:15.6 (Gr. 25. - Cl. 10) | 17:53.3 | SS10: 33. +2:01.3 (Gr. 22. - Cl. 10) | 12:35.6 | SS11: 41. +1:39.9 (Gr. 27. - Cl. 13) | 16:55.6 | SS12: 28. +2:01.4 (Gr. 18. - Cl. 7) | | | | | | | | |
| 33 | 74 | CESCUTTI/DEL FABBRO | Renault Clio Rs | N/N3 | 2:44:32.5 | | 2:44:32.5 | +20:19.8 | | | | | | | |
| 5:53.3 | SS1: 51. +41.6 (Gr. 34. - Cl. 12) | 18:07.9 | SS2: 49. +2:23.5 (Gr. 32. - Cl. 12) | 10:16.3 | SS3: 49. +1:25.2 (Gr. 33. - Cl. 14) | 6:04.3 | SS4: 54. +54.7 (Gr. 35. - Cl. 14) | 18:38.9 | SS5: 58. +2:58.8 (Gr. 36. - Cl. 17) | 10:32.3 | SS6: 60. +1:40.9 (Gr. 35. - Cl. 16) | 17:59.8 | SS7: 37. +1:57.3 (Gr. 28. - Cl. 10) | 12:51.7 | SS8: 48. +1:47.2 (Gr. 33. - Cl. 14) |
| 16:15.2 | SS9: 37. +1:15.6 (Gr. 24. - Cl. 9) | 17:58.6 | SS10: 38. +2:06.6 (Gr. 25. - Cl. 12) | 12:42.6 | SS11: 44. +1:46.9 (Gr. 29. - Cl. 14) | 17:11.6 | SS12: 36. +2:17.4 (Gr. 29. - Cl. 13) | | | | | | | | |
| 34 | 108 | TINELLO DE CANEVAL/LIVA | Citroën Saxo Vts | N/N2 | 2:44:38.0 | | 2:44:38.0 | +20:25.3 | | | | | | | |
| 5:53.3 | SS1: 80. +41.6 (Gr. 49. - Cl. 2) | 18:04.3 | SS2: 45. +2:19.9 (Gr. 30. - Cl. 1) | 10:25.7 | SS3: 74. +1:34.6 (Gr. 43. - Cl. 2) | 6:02.8 | SS4: 51. +53.2 (Gr. 34. - Cl. 2) | 18:19.8 | SS5: 43. +2:39.7 (Gr. 27. - Cl. 1) | 10:41.2 | SS6: 65. +1:49.8 (Gr. 39. - Cl. 4) | 18:26.6 | SS7: 53. +2:24.1 (Gr. 34. - Cl. 2) | 12:39.4 | SS8: 41. +1:34.9 (Gr. 28. - Cl. 2) |
| 16:15.2 | SS9: 58. +1:15.6 (Gr. 35. - Cl. 2) | 18:12.5 | SS10: 45. +2:20.5 (Gr. 29. - Cl. 2) | 12:24.3 | SS11: 34. +1:28.6 (Gr. 24. - Cl. 2) | 17:12.9 | SS12: 37. +2:18.7 (Gr. 26. - Cl. 2) | | | | | | | | |
| 35 | 78 | GRIOTTI/GUZZI | Renault Clio Rs Light | N/N3 | 2:44:53.0 | | 2:44:53.0 | +20:40.3 | | | | | | | |
| 5:53.3 | SS1: 55. +41.6 (Gr. 38. - Cl. 16) | 18:38.3 | SS2: 67. +2:53.9 (Gr. 42. - Cl. 21) | 10:25.7 | SS3: 53. +1:34.6 (Gr. 35. - Cl. 16) | 6:15.8 | SS4: 71. +1:06.2 (Gr. 45. - Cl. 22) | 18:31.2 | SS5: 56. +2:51.1 (Gr. 34. - Cl. 15) | 10:17.8 | SS6: 51. +1:26.4 (Gr. 29. - Cl. 11) | 18:18.5 | SS7: 49. +2:16.0 (Gr. 32. - Cl. 13) | 12:42.7 | SS8: 44. +1:38.2 (Gr. 30. - Cl. 11) |
| 16:15.2 | SS9: 41. +1:15.6 (Gr. 28. - Cl. 13) | 18:08.6 | SS10: 41. +2:16. | | | | | | | | | | | | |

| 41° Rally delle Alpi Orientali Trofeo Città di Udine | | | | | | | | | | Stage Analysis | | | | | |
|--|------------------------------------|-------------------------------|-------------------------------------|---------|-------------------------------------|-----------|-------------------------------------|-----------------|------------------------------------|----------------|------------------------------------|---------|------------------------------------|---------|------------------------------------|
| Rk. | Num | Driver / Co-Driver | Car / Team | Gr. | Time | Penalties | Total | Diff. | | | | | | | |
| Pos | | Conducteur / Coéquipier | Voiture / Écurie | Cl. | Temps | Penalité | Total | Ecart | | | | | | | |
| 40 | 98 | FORNACIARI/CASTIGLIONI | Fiat Panda | A/A5 | 2:46:09.3 | | 2:46:09.3 | +21:56.6 | | | | | | | |
| 5:53.3 | SS1: 73. +41.6 (Gr. 26 - Cl. 7) | 18:29.5 | SS2: 64. +2:45.1 (Gr. 23 - Cl. 2) | 10:25.7 | SS3: 67. +1:34.6 (Gr. 26 - Cl. 6) | 6:14.7 | SS4: 69. +1:05.1 (Gr. 25 - Cl. 6) | 18:47.1 | SS5: 61. +3:07.0 (Gr. 23 - Cl. 6) | 10:11.2 | SS6: 48. +1:19.8 (Gr. 20 - Cl. 4) | 18:23.7 | SS7: 52. +2:21.2 (Gr. 19 - Cl. 3) | 12:59.9 | SS8: 52. +1:55.4 (Gr. 18 - Cl. 6) |
| 16:15.2 | SS9: 52. +1:15.6 (Gr. 19 - Cl. 4) | 18:25.3 | SS10: 46. +2:33.3 (Gr. 17 - Cl. 6) | 12:29.9 | SS11: 37. +1:34.2 (Gr. 12 - Cl. 3) | 17:33.8 | SS12: 41. +2:39.6 (Gr. 14 - Cl. 3) | | | | | | | | |
| 41 | 73 | JERAM/JERAM | Renault Clio Rs | N/N3 | 2:38:13.3 | | 2:48:23.3 | +24:10.6 | | | | | | | |
| 5:53.3 | SS1: 50. +41.6 (Gr. 33 - Cl. 11) | 17:01.0 | SS2: 23. +1:16.6 (Gr. 17 - Cl. 3) | 9:26.2 | SS3: 25. +35.1 (Gr. 16 - Cl. 3) | 5:45.9 | SS4: 34. +36.3 (Gr. 24 - Cl. 7) | 17:20.3 | SS5: 29. +1:40.2 (Gr. 19 - Cl. 4) | 9:33.6 | SS6: 23. +42.2 (Gr. 15 - Cl. 3) | 17:31.0 | SS7: 28. +1:28.5 (Gr. 20 - Cl. 6) | 12:39.5 | SS8: 42. +1:35.0 (Gr. 29 - Cl. 10) |
| 16:15.2 | SS9: 36. +1:15.6 (Gr. 23 - Cl. 8) | 17:35.0 | SS10: 26. +1:43.0 (Gr. 19 - Cl. 7) | 12:15.6 | SS11: 29. +1:19.9 (Gr. 21 - Cl. 8) | 16:56.7 | SS12: 29. +2:02.5 (Gr. 19 - Cl. 8) | | | | | | | | |
| 42 | 47 | BORDIGNON/BARDINI | Fiat Stilo Abarth | A/A7 | 2:47:58.6 | 30.0 | 2:48:28.6 | +24:15.9 | | | | | | | |
| 5:53.3 | SS1: 36. +41.6 (Gr. 14 - Cl. 6) | 18:25.8 | SS2: 61. +2:41.4 (Gr. 22 - Cl. 6) | 10:17.9 | SS3: 50. +1:26.8 (Gr. 17 - Cl. 7) | 5:58.5 | SS4: 46. +48.9 (Gr. 16 - Cl. 6) | 18:01.2 | SS5: 40. +2:21.1 (Gr. 14 - Cl. 5) | 10:06.3 | SS6: 44. +1:14.9 (Gr. 19 - Cl. 7) | 18:13.6 | SS7: 41. +2:11.1 (Gr. 13 - Cl. 5) | 13:22.8 | SS8: 60. +2:18.3 (Gr. 22 - Cl. 6) |
| 16:15.2 | SS9: 26. +1:15.6 (Gr. 11 - Cl. 4) | 17:50.6 | SS10: 32. +1:58.6 (Gr. 11 - Cl. 4) | 12:35.7 | SS11: 42. +1:40.0 (Gr. 15 - Cl. 5) | 20:57.7 | SS12: 60. +6:03.5 (Gr. 21 - Cl. 6) | | | | | | | | |
| 43 | 106 | DE CORTI/CODROMAZ | Peugeot 106 Rallye | N/N2 | 2:49:34.8 | | 2:49:34.8 | +25:22.1 | | | | | | | |
| 5:53.3 | SS1: 79. +41.6 (Gr. 48 - Cl. 1) | 18:25.4 | SS2: 60. +2:41.0 (Gr. 22 - Cl. 2) | 10:25.7 | SS3: 73. +1:34.6 (Gr. 42 - Cl. 1) | 6:10.2 | SS4: 64. +1:00.6 (Gr. 42 - Cl. 1) | 19:00.4 | SS5: 65. +3:20.3 (Gr. 41 - Cl. 4) | 10:40.4 | SS6: 63. +1:49.0 (Gr. 38 - Cl. 3) | 18:47.1 | SS7: 60. +2:44.6 (Gr. 38 - Cl. 4) | 13:04.8 | SS8: 54. +2:00.3 (Gr. 35 - Cl. 3) |
| 16:15.2 | SS9: 57. +1:15.6 (Gr. 34 - Cl. 1) | 18:40.6 | SS10: 48. +2:48.8 (Gr. 31 - Cl. 4) | 13:16.7 | SS11: 52. +2:21.0 (Gr. 34 - Cl. 4) | 18:55.0 | SS12: 54. +4:00.8 (Gr. 35 - Cl. 4) | | | | | | | | |
| 44 | 102 | BARONE/MISCHINELLI | Fiat Panda | A/A5 | 2:49:59.3 | | 2:49:59.3 | +25:46.6 | | | | | | | |
| 5:53.3 | SS1: 76. +41.6 (Gr. 29 - Cl. 10) | 18:36.1 | SS2: 66. +2:51.7 (Gr. 22 - Cl. 9) | 10:25.7 | SS3: 70. +1:34.6 (Gr. 29 - Cl. 9) | 6:20.4 | SS4: 73. +1:10.8 (Gr. 44 - Cl. 7) | 19:07.5 | SS5: 66. +3:27.4 (Gr. 25 - Cl. 8) | 10:26.2 | SS6: 58. +1:34.8 (Gr. 25 - Cl. 7) | 19:01.9 | SS7: 62. +2:59.4 (Gr. 24 - Cl. 7) | 13:08.8 | SS8: 55. +2:04.3 (Gr. 20 - Cl. 7) |
| 16:15.2 | SS9: 54. +1:15.6 (Gr. 21 - Cl. 6) | 18:51.2 | SS10: 51. +2:59.2 (Gr. 18 - Cl. 6) | 13:01.5 | SS11: 47. +2:05.8 (Gr. 17 - Cl. 7) | 18:51.5 | SS12: 52. +3:57.3 (Gr. 18 - Cl. 6) | | | | | | | | |
| 45 | 85 | CATANIA/ITERINI | Seat Ibiza Tdi 130 | N/N3 | 2:50:24.2 | | 2:50:24.2 | +26:11.5 | | | | | | | |
| 5:53.3 | SS1: 61. +41.6 (Gr. 29 - Cl. 22) | 19:01.2 | SS2: 73. +3:16.8 (Gr. 25 - Cl. 8) | 10:25.7 | SS3: 56. +1:34.6 (Gr. 38 - Cl. 9) | 6:13.8 | SS4: 68. +1:04.2 (Gr. 40 - Cl. 19) | 18:55.0 | SS5: 64. +3:14.9 (Gr. 40 - Cl. 19) | 10:56.3 | SS6: 68. +2:04.9 (Gr. 40 - Cl. 18) | 19:04.2 | SS7: 63. +3:01.7 (Gr. 39 - Cl. 17) | 13:17.2 | SS8: 58. +2:12.7 (Gr. 37 - Cl. 17) |
| 16:15.2 | SS9: 44. +1:15.6 (Gr. 31 - Cl. 16) | 18:48.1 | SS10: 50. +2:56.1 (Gr. 33 - Cl. 16) | 13:11.3 | SS11: 48. +2:15.6 (Gr. 31 - Cl. 16) | 18:22.9 | SS12: 48. +3:28.7 (Gr. 32 - Cl. 16) | | | | | | | | |
| 46 | 111 | CUDIZ/ACOLUTTI | Peugeot 106 Rallye | N/N2 | 2:49:00.7 | 1:40.0 | 2:50:40.7 | +26:28.0 | | | | | | | |
| 5:53.3 | SS1: 82. +41.6 (Gr. 51 - Cl. 2) | 18:49.7 | SS2: 70. +3:05.3 (Gr. 46 - Cl. 4) | 10:25.7 | SS3: 76. +1:34.6 (Gr. 45 - Cl. 4) | 6:01.6 | SS4: 48. +52.0 (Gr. 31 - Cl. 21) | 18:40.8 | SS5: 59. +3:00.7 (Gr. 37 - Cl. 2) | 10:22.6 | SS6: 55. +1:31.2 (Gr. 32 - Cl. 2) | 18:15.2 | SS7: 45. +2:12.7 (Gr. 30 - Cl. 1) | 15:28.7 | SS8: 70. +4:24.2 (Gr. 40 - Cl. 4) |
| 16:15.2 | SS9: 60. +1:15.6 (Gr. 37 - Cl. 4) | 18:30.0 | SS10: 47. +2:38.0 (Gr. 30 - Cl. 3) | 12:42.1 | SS11: 43. +1:46.4 (Gr. 28 - Cl. 3) | 17:35.8 | SS12: 43. +2:41.6 (Gr. 28 - Cl. 3) | | | | | | | | |
| 47 | 87 | CACCIARELLI/FALOMO | Fiat Punto Hgt | N/N3 | 2:51:12.1 | | 2:51:12.1 | +26:59.4 | | | | | | | |
| 5:53.3 | SS1: 63. +41.6 (Gr. 46 - Cl. 24) | 18:10.3 | SS2: 51. +2:25.9 (Gr. 33 - Cl. 13) | 10:25.7 | SS3: 58. +1:34.6 (Gr. 40 - Cl. 21) | 6:09.2 | SS4: 63. +59.6 (Gr. 41 - Cl. 20) | 18:27.9 | SS5: 51. +2:47.8 (Gr. 30 - Cl. 11) | 10:10.7 | SS6: 47. +1:19.3 (Gr. 28 - Cl. 10) | 19:56.8 | SS7: 69. +3:54.3 (Gr. 42 - Cl. 19) | 13:35.2 | SS8: 61. +2:30.7 (Gr. 39 - Cl. 18) |
| 16:15.2 | SS9: 46. +1:15.6 (Gr. 33 - Cl. 18) | 19:31.3 | SS10: 56. +3:39.3 (Gr. 35 - Cl. 18) | 13:15.0 | SS11: 51. +2:19.3 (Gr. 33 - Cl. 17) | 19:21.5 | SS12: 58. +4:27.3 (Gr. 38 - Cl. 18) | | | | | | | | |
| 48 | 97 | BARBATI/BOERO | Fiat Panda | A/A5 | 2:53:21.4 | 10.0 | 2:53:31.4 | +29:18.7 | | | | | | | |
| 5:53.3 | SS1: 72. +41.6 (Gr. 25 - Cl. 6) | 17:57.3 | SS2: 43. +2:12.9 (Gr. 14 - Cl. 1) | 10:25.7 | SS3: 66. +1:34.6 (Gr. 25 - Cl. 5) | 6:07.6 | SS4: 58. +58.0 (Gr. 21 - Cl. 3) | 18:26.5 | SS5: 49. +2:46.4 (Gr. 20 - Cl. 3) | 9:59.7 | SS6: 40. +1:08.3 (Gr. 15 - Cl. 2) | 18:13.7 | SS7: 42. +2:11.2 (Gr. 14 - Cl. 1) | 12:33.1 | SS8: 34. +1:28.6 (Gr. 10 - Cl. 1) |
| 16:15.2 | SS9: 51. +1:15.6 (Gr. 18 - Cl. 3) | 17:57.2 | SS10: 36. +2:05.2 (Gr. 13 - Cl. 2) | 22:39.9 | SS11: 61. +4:42.2 (Gr. 22 - Cl. 8) | 16:52.2 | SS12: 26. +1:58.0 (Gr. 9 - Cl. 1) | | | | | | | | |
| 49 | 117 | TORESELLA/AGOSTI | Peugeot 106 Rallye | N/N1 | 2:54:26.0 | | 2:54:26.0 | +30:13.3 | | | | | | | |
| 5:53.3 | SS1: 27. +41.6 (Gr. 19 - Cl. 2) | 19:31.5 | SS2: 78. +3:47.1 (Gr. 42 - Cl. 2) | 10:25.7 | SS3: 82. +1:34.6 (Gr. 51 - Cl. 6) | 6:35.2 | SS4: 78. +1:25.6 (Gr. 46 - Cl. 1) | 19:36.1 | SS5: 71. +3:56.0 (Gr. 43 - Cl. 1) | 11:01.9 | SS6: 69. +2:10.5 (Gr. 41 - Cl. 1) | 20:08.6 | SS7: 70. +4:06.1 (Gr. 43 - Cl. 2) | 13:19.3 | SS8: 59. +2:14.8 (Gr. 38 - Cl. 1) |
| 16:15.2 | SS9: 66. +1:15.6 (Gr. 43 - Cl. 6) | 19:35.1 | SS10: 57. +3:43.1 (Gr. 36 - Cl. 1) | 13:13.3 | SS11: 49. +2:17.6 (Gr. 32 - Cl. 1) | 18:50.8 | SS12: 51. +3:56.6 (Gr. 34 - Cl. 2) | | | | | | | | |
| 50 | 89 | MAFFESSOLI/MAZZOLI | Citroën C2 | A/A6 | 2:55:14.0 | | 2:55:14.0 | +31:01.3 | | | | | | | |
| 5:53.3 | SS1: 65. +41.6 (Gr. 18 - Cl. 9) | 18:55.8 | SS2: 72. +3:11.4 (Gr. 27 - Cl. 11) | 10:25.7 | SS3: 60. +1:34.6 (Gr. 19 - Cl. 12) | 6:16.1 | SS4: 72. +1:06.5 (Gr. 27 - Cl. 13) | 19:10.0 | SS5: 68. +3:29.9 (Gr. 26 - Cl. 12) | 10:40.4 | SS6: 64. +1:49.0 (Gr. 26 - Cl. 12) | 18:50.8 | SS7: 61. +2:48.3 (Gr. 23 - Cl. 10) | 13:02.0 | SS8: 53. +1:57.5 (Gr. 19 - Cl. 8) |
| 16:15.2 | SS9: 47. +1:15.6 (Gr. 14 - Cl. 8) | 24:58.8 | SS10: 63. +9:06.8 (Gr. 23 - Cl. 9) | 13:00.5 | SS11: 46. +2:04.8 (Gr. 16 - Cl. 8) | 17:45.4 | SS12: 44. +2:51.2 (Gr. 16 - Cl. 8) | | | | | | | | |
| 51 | 45 | SCHEIDHAMMER/TRAUTMANN | SEAT Ibiza Tdi 130 | A/A7 | 2:55:23.9 | | 2:55:23.9 | +31:11.2 | | | | | | | |
| 5:53.3 | SS1: 35. +41.6 (Gr. 13 - Cl. 5) | 19:30.8 | SS2: 77. +3:46.4 (Gr. 40 - Cl. 8) | 10:53.8 | SS3: 85. +2:02.7 (Gr. 33 - Cl. 9) | 6:15.3 | SS4: 70. +1:05.7 (Gr. 46 - Cl. 1) | 19:24.8 | SS5: 70. +3:44.7 (Gr. 28 - Cl. 7) | 10:52.8 | SS6: 66. +2:01.4 (Gr. 27 - Cl. 8) | 19:54.8 | SS7: 68. +3:52.3 (Gr. 27 - Cl. 8) | 14:01.1 | SS8: 67. +2:56.6 (Gr. 24 - Cl. 7) |
| 16:15.2 | SS9: 25. +1:15.6 (Gr. 10 - Cl. 3) | 19:41.9 | SS10: 59. +3:49.9 (Gr. 22 - Cl. 6) | 13:34.8 | SS11: 55. +2:39.1 (Gr. 19 - Cl. 5) | 19:05.3 | SS12: 57. +4:11.1 (Gr. 20 - Cl. 5) | | | | | | | | |
| 52 | 115 | GOTTI/BONOTTO | Peugeot 106 Rallye | N/N1 | 2:56:09.1 | | 2:56:09.1 | +31:56.4 | | | | | | | |
| 5:53.3 | SS1: 86. +41.6 (Gr. 55 - Cl. 6) | 19:46.6 | SS2: 80. +4:02.2 (Gr. 50 - Cl. 5) | 10:25.7 | SS3: 80. +1:34.6 (Gr. 49 - Cl. 4) | 6:42.4 | SS4: 81. +1:32.8 (Gr. 49 - Cl. 4) | 20:34.6 | SS5: 75. +4:54.5 (Gr. 45 - Cl. 3) | 11:19.5 | SS6: 72. +2:28.1 (Gr. 43 - Cl. 2) | 19:49.9 | SS7: 67. +3:47.4 (Gr. 41 - Cl. 1) | 13:51.0 | SS8: 64. +2:46.5 (Gr. 41 - Cl. 2) |
| 16:15.2 | SS9: 64. +1:15.6 (Gr. 41 - Cl. 4) | 19:36.8 | SS10: 58. +3:44.8 (Gr. 37 - Cl. 2) | 13:33.2 | SS11: 54. +2:37.5 (Gr. 36 - Cl. 2) | 18:20.9 | SS12: 47. +3:26.7 (Gr. 31 - Cl. 1) | | | | | | | | |
| 53 | 86 | ZAMBIASI/ROSSETTO | Opel Astra Opc | N/N3 | 2:56:05.2 | 40.0 | 2:56:45.2 | +32:32.5 | | | | | | | |
| 5:53.3 | SS1: 62. +41.6 (Gr. 45 - Cl. 23) | 19:42.9 | SS2: 79. +3:58.5 (Gr. 49 - Cl. 25) | 10:25.7 | SS3: 57. +1:34.6 (Gr. 39 - Cl. 20) | 6:56.2 | SS4: 84. +1:46.6 (Gr. 52 - Cl. 23) | 20:53.1 | SS5: 79. +5:13.0 (Gr. 49 - Cl. 21) | 11:34.9 | SS6: 75. +2:43.5 (Gr. 46 - Cl. 20) | 19:35.0 | SS7: 65. +3:32.5 (Gr. 40 - Cl. 18) | 13:41.2 | SS8: 62. +2:36.7 (Gr. 40 - Cl. 19) |
| 16:15.2 | SS9: 45. +1:15.6 (Gr. 32 - Cl. 17) | 19:08.7 | SS10: 54. +3:16.7 (Gr. 34 - Cl. 17) | 13:25.9 | SS11: 53. +2:30.2 (Gr. 35 - Cl. 18) | 18:33.1 | SS12: 50. +3:38.9 (Gr. 33 - Cl. 17) | | | | | | | | |
| 54 | 112 | COLJA/BENOSSI | Peugeot 106 S16 | N/N1 | 2:57:22.5 | | 2:57:22.5 | +33:09.8 | | | | | | | |
| 5:53.3 | SS1: 83. +41.6 (Gr. 52 - Cl. 3) | 19:48.0 | SS2: 81. +4:03.6 (Gr. 51 - Cl. 3) | 10:25.7 | SS3: 77. +1:34.6 (Gr. 46 - Cl. 1) | 6:38.4 | SS4: 79. +1:28.8 (Gr. 47 - Cl. 2) | 20:19.2 | SS5: 73. +4:39.1 (Gr. 44 - Cl. 2) | 11:20.9 | SS6: 73. +2:29.5 (Gr. 44 - Cl. 3) | 20:18.4 | SS7: 71. +4:15.9 (Gr. 44 - Cl. 3) | 13:52.0 | SS8: 65. +2:47.5 (Gr. 42 - Cl. 3) |
| 16:15.2 | SS9: 61. +1:15.6 (Gr. 38 - Cl. 3) | 19:56.5 | SS10: 60. +4:04.5 (Gr. 38 - Cl. 3) | 13:38.3 | SS11: 56. +2:42.6 (Gr. 37 - Cl. 3) | 18:56.6 | SS12: 55. +4:02.4 (Gr. 36 - Cl. 3) | | | | | | | | |
| 55 | 113 | STROPPOLO/DONADI | Peugeot 106 Rallye | N/N1 | 2:59:44.0 | | 2:59:44.0 | +35:31.3 | | | | | | | |
| 5:53.3 | SS1: 84. +41.6 (Gr. 53 - Cl. 4) | 20:41.6 | SS2: 85. +4:57.2 (Gr. 54 - Cl. 6) | 10:25.7 | SS3: 78. +1:34.6 (Gr. 47 - Cl. 2) | 6:49.8 | SS4: 82. +1:40.2 (Gr. 50 - Cl. 5) | 20:36.7 | SS5: 77. +4:56.6 (Gr. 47 - Cl. 5) | 11:43.9 | SS6: 78. +2:52.5 (Gr. 49 - Cl. 6) | 20:20.0 | SS7: 72. +4:17.5 (Gr. 45 - Cl. 4) | 14:08.2 | SS8: 68. +3:03.7 (Gr. 44 - Cl. 5) |
| 16:15.2 | SS9: 62. +1:15.6 (Gr. 39 - Cl. 2) | 20:00.2 | SS10: 61. +4:08.2 (Gr. 39 - Cl. 4) | 13:46.0 | SS11: 57. +2:50.3 (Gr. 38 - Cl. 4) | 19:03.4 | SS12: 56. +4:09.2 (Gr. 37 - Cl. 4) | | | | | | | | |
| 56 | 101 | CILENTO/ROCCO | Fiat Panda | A/A5 | 2:59:16.0 | 30.0 | 2:59:46.0 | +35:33.3 | | | | | | | |
| 5:53.3 | SS1: 75. +41.6 (Gr. 28 - Cl. 9) | 18:20.6 | SS2: 56. +2:36.2 (Gr. 20 - Cl. 5) | 10:25.7 | SS3: 69. +1:34.6 (Gr. 28 - Cl. 8) | 6:21.0 | SS4: 74. +1:11.4 (Gr. 28 - Cl. 8) | 18:53.1 | SS5: 63. +3:13.0 (Gr. 24 - Cl. 7) | 10:22.1 | SS6: 54. +1:30.7 (Gr. 23 - Cl. 6) | 18:34.8 | SS7: 57. +2:32.3 (Gr. 20 - Cl. 4) | 12:58.1 | SS8: 51. +1:53.6 (Gr. 17 - Cl. 5) |
| 16:15.2 | SS9: 53. +1:15.6 (Gr. 20 - Cl. 5) | 18:12.0 | SS10: 44. +2:20.0 (Gr. 16 - Cl. 4) | 14:12.3 | SS11: 60. +3:16.6 (Gr. 21 - Cl. 7) | | | | | | | | | | |