

43° Rally del Friuli e delle Alpi Orientali

Trofeo Città di Udine

Stage Analysis after SS 12*



F.I.A. European Rally Cups 2007 Region South West c/5
Campionato Italiano Rally 2007 - Mitropa Rally Cup
Campionato Triveneto - Campionato Friuli Venezia Giulia
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	1	BASSO/DOTTA	Gr. Punto Abarth S2000	N/N4	2:28:27.8		2:28:27.8								
14:26.3	SS1: 1. (Gr. 1. - Ct. 1.)	14:26.3	SS1TotRk: 1. (Gr. 1. - Ct. 1.)	7:07.9	SS2: 1. (Gr. 1. - Ct. 1.)	21:34.2	SS2TotRk: 1. (Gr. 1. - Ct. 1.)	12:49.7	SS3: 2. +0.5 (Gr. 2. - Ct. 2.)	34:23.9	SS3TotRk: 1. (Gr. 1. - Ct. 1.)	14:24.6	SS4: 2. +5.7 (Gr. 2. - Ct. 2.)	48:48.5	SS4TotRk: 13. (Gr. 1. - Ct. 1.)
7:06.3	SS5: 1. (Gr. 1. - Ct. 1.)	55:54.8	SS5TotRk: 1. (Gr. 1. - Ct. 1.)	12:43.5	SS6: 1. (Gr. 1. - Ct. 1.)	1:08:38.3	SS6TotRk: 1. (Gr. 1. - Ct. 1.)	15:05.9	SS7: 2. +6.7 (Gr. 2. - Ct. 2.)	1:23:44.2	SS7TotRk: 2. (Gr. 2. - Ct. 2.)	10:31.6	SS8: 1. (Gr. 1. - Ct. 1.)	1:34:15.8	SS8TotRk: 1. (Gr. 1. - Ct. 1.)
14:19.4	SS9: 1. (Gr. 1. - Ct. 1.)	1:48:35.2	SS9TotRk: 1. (Gr. 1. - Ct. 1.)	14:57.7	SS10: 1. (Gr. 1. - Ct. 1.)	2:03:32.9	SS10TotRk: 1. (Gr. 1. - Ct. 1.)	10:30.6	SS11: 2. +3.8 (Gr. 2. - Ct. 2.)	2:14:03.5	SS11TotRk: 1. (Gr. 1. - Ct. 1.)	14:24.3	SS12: 2. +6.8 (Gr. 2. - Ct. 2.)	2:28:27.8	SS12TotRk: 1. (Gr. 1. - Ct. 1.)
2	4	ROSSETTI/CHIARCOSSI	Peugeot 207 S2000	N/N4	2:28:47.6		2:28:47.6	+19.8							
14:29.9	SS1: 2. +3.6 (Gr. 2. - Ct. 2.)	14:29.9	SS1TotRk: 2. (Gr. 2. - Ct. 2.)	7:11.7	SS2: 3. +3.8 (Gr. 3. - Ct. 3.)	21:41.6	SS2TotRk: 2. (Gr. 2. - Ct. 2.)	12:49.2	SS3: 1. (Gr. 1. - Ct. 1.)	34:30.8	SS3TotRk: 2. (Gr. 2. - Ct. 2.)	14:18.9	SS4: 1. (Gr. 1. - Ct. 1.)	48:49.7	SS4TotRk: 14. (Gr. 2. - Ct. 2.)
7:07.3	SS5: 2. +1.0 (Gr. 2. - Ct. 2.)	55:57.0	SS5TotRk: 2. (Gr. 2. - Ct. 2.)	12:47.7	SS6: 2. +4.2 (Gr. 2. - Ct. 2.)	1:08:44.7	SS6TotRk: 2. (Gr. 2. - Ct. 2.)	14:59.2	SS7: 1. (Gr. 1. - Ct. 1.)	1:23:43.9	SS7TotRk: 1. (Gr. 1. - Ct. 1.)	10:42.0	SS8: 2. +10.4 (Gr. 2. - Ct. 2.)	1:34:25.9	SS8TotRk: 2. (Gr. 2. - Ct. 2.)
14:36.2	SS9: 3. +16.8 (Gr. 3. - Ct. 3.)	1:49:02.1	SS9TotRk: 2. (Gr. 2. - Ct. 2.)	15:01.2	SS10: 2. +3.5 (Gr. 2. - Ct. 2.)	2:04:03.3	SS10TotRk: 2. (Gr. 2. - Ct. 2.)	10:26.8	SS11: 1. (Gr. 1. - Ct. 1.)	2:14:30.1	SS11TotRk: 2. (Gr. 2. - Ct. 2.)	14:17.5	SS12: 1. (Gr. 1. - Ct. 1.)	2:28:47.6	SS12TotRk: 2. (Gr. 2. - Ct. 2.)
3	8	AGHINI LOMBARDI/CERRAI	Subaru Impreza Sti	N/N4	2:31:23.6		2:31:23.6	+2:55.8							
14:49.7	SS1: 5. +23.4 (Gr. 5. - Ct. 5.)	14:49.7	SS1TotRk: 5. (Gr. 5. - Ct. 5.)	7:16.4	SS2: 5. +8.5 (Gr. 5. - Ct. 5.)	22:06.1	SS2TotRk: 5. (Gr. 5. - Ct. 5.)	12:59.9	SS3: 3. +10.7 (Gr. 3. - Ct. 3.)	35:06.0	SS3TotRk: 4. (Gr. 4. - Ct. 4.)	14:44.5	SS4: 5. +25.6 (Gr. 5. - Ct. 5.)	49:50.5	SS4TotRk: 18. (Gr. 3. - Ct. 3.)
7:16.3	SS5: 7. +10.0 (Gr. 7. - Ct. 7.)	57:06.8	SS5TotRk: 4. (Gr. 4. - Ct. 4.)	12:59.9	SS6: 6. +16.4 (Gr. 6. - Ct. 6.)	1:10:06.7	SS6TotRk: 4. (Gr. 4. - Ct. 4.)	15:21.1	SS7: 3. +21.9 (Gr. 3. - Ct. 3.)	1:25:27.8	SS7TotRk: 3. (Gr. 3. - Ct. 3.)	10:44.5	SS8: 4. +12.9 (Gr. 4. - Ct. 4.)	1:36:12.3	SS8TotRk: 3. (Gr. 3. - Ct. 3.)
14:36.1	SS9: 2. +16.7 (Gr. 2. - Ct. 2.)	1:50:48.4	SS9TotRk: 3. (Gr. 3. - Ct. 3.)	15:20.0	SS10: 5. +22.3 (Gr. 5. - Ct. 5.)	2:06:08.4	SS10TotRk: 3. (Gr. 3. - Ct. 3.)	10:43.7	SS11: 4. +16.9 (Gr. 4. - Ct. 4.)	2:16:52.1	SS11TotRk: 3. (Gr. 3. - Ct. 3.)	14:31.5	SS12: 4. +14.0 (Gr. 4. - Ct. 4.)	2:31:23.6	SS12TotRk: 3. (Gr. 3. - Ct. 3.)
4	5	CANTAMESSA/CAPOLONGO	Mitsubishi Lancer Evo IX	N/N4	2:31:47.1		2:31:47.1	+3:19.3							
14:56.2	SS1: 10. +29.9 (Gr. 10. - Ct. 10.)	14:56.2	SS1TotRk: 10. (Gr. 10. - Ct. 10.)	7:19.1	SS2: 8. +11.2 (Gr. 8. - Ct. 8.)	22:15.3	SS2TotRk: 7. (Gr. 7. - Ct. 7.)	13:03.9	SS3: 5. +14.7 (Gr. 5. - Ct. 5.)	35:19.2	SS3TotRk: 6. (Gr. 6. - Ct. 6.)	14:45.1	SS4: 6. +26.2 (Gr. 6. - Ct. 6.)	50:04.3	SS4TotRk: 22. (Gr. 6. - Ct. 6.)
7:13.8	SS5: 4. +7.5 (Gr. 4. - Ct. 4.)	57:18.1	SS5TotRk: 6. (Gr. 6. - Ct. 6.)	12:56.9	SS6: 3. +13.4 (Gr. 3. - Ct. 3.)	1:10:15.0	SS6TotRk: 5. (Gr. 5. - Ct. 5.)	15:30.8	SS7: 6. +31.6 (Gr. 6. - Ct. 6.)	1:25:45.8	SS7TotRk: 5. (Gr. 5. - Ct. 5.)	10:55.7	SS8: 9. +24.1 (Gr. 9. - Ct. 9.)	1:36:41.5	SS8TotRk: 6. (Gr. 6. - Ct. 6.)
14:39.2	SS9: 6. +19.8 (Gr. 6. - Ct. 6.)	1:51:20.7	SS9TotRk: 6. (Gr. 6. - Ct. 6.)	15:15.2	SS10: 3. +17.5 (Gr. 3. - Ct. 3.)	2:06:35.9	SS10TotRk: 2. (Gr. 5. - Ct. 5.)	10:45.7	SS11: 5. +18.9 (Gr. 5. - Ct. 5.)	2:17:21.6	SS11TotRk: 5. (Gr. 5. - Ct. 5.)	14:25.5	SS12: 3. +8.0 (Gr. 3. - Ct. 3.)	2:31:47.1	SS12TotRk: 4. (Gr. 4. - Ct. 4.)
5	3	ANDREUCCI/ANDREUSSI	Mitsubishi Lancer Evo IX	N/N4	2:32:04.8		2:32:04.8	+3:37.0							
14:43.3	SS1: 4. +17.0 (Gr. 4. - Ct. 4.)	14:43.3	SS1TotRk: 4. (Gr. 4. - Ct. 4.)	7:17.0	SS2: 6. +9.1 (Gr. 6. - Ct. 6.)	22:00.3	SS2TotRk: 4. (Gr. 4. - Ct. 4.)	13:04.9	SS3: 6. +15.7 (Gr. 6. - Ct. 6.)	35:05.2	SS3TotRk: 3. (Gr. 3. - Ct. 3.)	14:47.7	SS4: 8. +28.8 (Gr. 8. - Ct. 8.)	49:52.9	SS4TotRk: 20. (Gr. 5. - Ct. 5.)
7:23.2	SS5: 12. +16.9 (Gr. 12. - Ct. 12.)	57:16.1	SS5TotRk: 5. (Gr. 5. - Ct. 5.)	13:09.9	SS6: 11. +26.4 (Gr. 11. - Ct. 11.)	1:10:26.0	SS6TotRk: 7. (Gr. 7. - Ct. 7.)	15:24.4	SS7: 4. +25.2 (Gr. 4. - Ct. 4.)	1:25:50.4	SS7TotRk: 6. (Gr. 6. - Ct. 6.)	10:44.0	SS8: 3. +12.4 (Gr. 3. - Ct. 3.)	1:36:34.4	SS8TotRk: 5. (Gr. 5. - Ct. 5.)
14:38.7	SS9: 4. +19.3 (Gr. 4. - Ct. 4.)	1:51:13.1	SS9TotRk: 5. (Gr. 5. - Ct. 5.)	15:16.5	SS10: 4. +18.8 (Gr. 4. - Ct. 4.)	2:06:29.6	SS10TotRk: 4. (Gr. 4. - Ct. 4.)	10:39.6	SS11: 3. +12.8 (Gr. 3. - Ct. 3.)	2:17:09.2	SS11TotRk: 4. (Gr. 4. - Ct. 4.)	14:55.6	SS12: 9. +38.1 (Gr. 9. - Ct. 9.)	2:32:04.8	SS12TotRk: 5. (Gr. 5. - Ct. 5.)
6	12	PEREGO/DE LUIS	Mitsubishi Lancer Evo IX	N/N4	2:32:27.8		2:32:27.8	+4:00.0							
15:00.4	SS1: 12. +34.1 (Gr. 12. - Ct. 12.)	15:00.4	SS1TotRk: 12. (Gr. 12. - Ct. 12.)	7:21.3	SS2: 11. +13.4 (Gr. 11. - Ct. 11.)	22:21.7	SS2TotRk: 11. (Gr. 11. - Ct. 11.)	13:07.8	SS3: 9. +18.6 (Gr. 9. - Ct. 9.)	35:29.5	SS3TotRk: 9. (Gr. 9. - Ct. 9.)	14:45.8	SS4: 7. +26.9 (Gr. 7. - Ct. 7.)	50:15.3	SS4TotRk: 25. (Gr. 9. - Ct. 9.)
7:14.8	SS5: 6. +8.5 (Gr. 6. - Ct. 6.)	57:30.1	SS5TotRk: 8. (Gr. 8. - Ct. 8.)	13:02.1	SS6: 7. +18.6 (Gr. 7. - Ct. 7.)	1:10:32.2	SS6TotRk: 8. (Gr. 8. - Ct. 8.)	15:33.4	SS7: 8. +34.2 (Gr. 8. - Ct. 8.)	1:26:05.6	SS7TotRk: 8. (Gr. 8. - Ct. 8.)	10:52.0	SS8: 7. +20.4 (Gr. 7. - Ct. 7.)	1:36:57.6	SS8TotRk: 8. (Gr. 8. - Ct. 8.)
14:40.6	SS9: 7. +21.2 (Gr. 7. - Ct. 7.)	1:51:38.2	SS9TotRk: 7. (Gr. 7. - Ct. 7.)	15:23.6	SS10: 6. +25.9 (Gr. 6. - Ct. 6.)	2:07:01.8	SS10TotRk: 6. (Gr. 6. - Ct. 6.)	10:46.5	SS11: 7. +19.7 (Gr. 7. - Ct. 7.)	2:17:48.3	SS11TotRk: 6. (Gr. 6. - Ct. 6.)	14:39.5	SS12: 6. +22.0 (Gr. 6. - Ct. 6.)	2:32:27.8	SS12TotRk: 6. (Gr. 6. - Ct. 6.)
7	14	PERICO/CARRARA	Peugeot 207 S2000	N/N4	2:32:59.3		2:32:59.3	+4:31.5							
14:56.8	SS1: 11. +30.5 (Gr. 11. - Ct. 11.)	14:56.8	SS1TotRk: 11. (Gr. 11. - Ct. 11.)	7:18.7	SS2: 7. +10.8 (Gr. 7. - Ct. 7.)	22:15.5	SS2TotRk: 8. (Gr. 8. - Ct. 8.)	13:07.4	SS3: 7. +18.2 (Gr. 7. - Ct. 7.)	35:22.9	SS3TotRk: 7. (Gr. 7. - Ct. 7.)	14:43.9	SS4: 4. +25.0 (Gr. 4. - Ct. 4.)	50:06.8	SS4TotRk: 23. (Gr. 7. - Ct. 7.)
7:14.5	SS5: 5. +8.2 (Gr. 5. - Ct. 5.)	57:21.3	SS5TotRk: 7. (Gr. 7. - Ct. 7.)	12:58.3	SS6: 4. +14.8 (Gr. 4. - Ct. 4.)	1:10:19.6	SS6TotRk: 6. (Gr. 6. - Ct. 6.)	15:32.8	SS7: 7. +33.6 (Gr. 7. - Ct. 7.)	1:25:52.4	SS7TotRk: 7. (Gr. 7. - Ct. 7.)	10:55.6	SS8: 8. +24.0 (Gr. 8. - Ct. 8.)	1:36:48.0	SS8TotRk: 7. (Gr. 7. - Ct. 7.)
15:09.8	SS9: 12. +50.4 (Gr. 12. - Ct. 12.)	1:51:57.8	SS9TotRk: 8. (Gr. 8. - Ct. 8.)	15:37.2	SS10: 10. +39.5 (Gr. 10. - Ct. 10.)	2:07:35.0	SS10TotRk: 8. (Gr. 8. - Ct. 8.)	10:46.2	SS11: 6. +19.4 (Gr. 6. - Ct. 6.)	2:18:21.2	SS11TotRk: 7. (Gr. 7. - Ct. 7.)	14:38.1	SS12: 5. +20.6 (Gr. 5. - Ct. 5.)	2:32:59.3	SS12TotRk: 7. (Gr. 7. - Ct. 7.)
8	11	DALLAVILLA/ROCCO	Mitsubishi Lancer Evo IX	N/N4	2:33:12.8		2:33:12.8	+4:45.0							
14:56.1	SS1: 9. +29.8 (Gr. 9. - Ct. 9.)	14:56.1	SS1TotRk: 9. (Gr. 9. - Ct. 9.)	7:20.2	SS2: 9. +12.3 (Gr. 9. - Ct. 9.)	22:16.3	SS2TotRk: 9. (Gr. 9. - Ct. 9.)	13:07.4	SS3: 8. +18.2 (Gr. 8. - Ct. 8.)	35:23.7	SS3TotRk: 8. (Gr. 8. - Ct. 8.)	14:49.2	SS4: 9. +30.3 (Gr. 9. - Ct. 9.)	50:12.9	SS4TotRk: 24. (Gr. 8. - Ct. 8.)
7:18.2	SS5: 8. +11.9 (Gr. 8. - Ct. 8.)	57:31.1	SS5TotRk: 9. (Gr. 9. - Ct. 9.)	13:03.2	SS6: 8. +19.7 (Gr. 8. - Ct. 8.)	1:10:34.3	SS6TotRk: 9. (Gr. 9. - Ct. 9.)	15:34.1	SS7: 10. +34.9 (Gr. 10. - Ct. 10.)	1:26:08.4	SS7TotRk: 9. (Gr. 9. - Ct. 9.)	11:03.9	SS8: 12. +32.3 (Gr. 12. - Ct. 12.)	1:37:12.3	SS8TotRk: 9. (Gr. 9. - Ct. 9.)
14:48.0	SS9: 9. +28.6 (Gr. 9. - Ct. 9.)	1:52:00.3	SS9TotRk: 9. (Gr. 9. - Ct. 9.)	15:24.3	SS10: 7. +26.6 (Gr. 7. - Ct. 7.)	2:07:24.6	SS10TotRk: 7. (Gr. 7. - Ct. 7.)	11:00.4	SS11: 10. +33.6 (Gr. 10. - Ct. 10.)	2:18:25.0	SS11TotRk: 8. (Gr. 8. - Ct. 8.)	14:47.8	SS12: 7. +30.3 (Gr. 7. - Ct. 7.)	2:33:12.8	SS12TotRk: 8. (Gr. 8. - Ct. 8.)
9	9	GAMBA/GUZZI	Mitsubishi Lancer Evo IX	N/N4	2:33:33.1		2:33:33.1	+5:05.3							
14:55.1	SS1: 8. +28.8 (Gr. 8. - Ct. 8.)	14:55.1	SS1TotRk: 8. (Gr. 8. - Ct. 8.)	7:21.2	SS2: 10. +13.3 (Gr. 10. - Ct. 10.)	22:16.3	SS2TotRk: 10. (Gr. 10. - Ct. 10.)	13:14.8	SS3: 11. +25.6 (Gr. 11. - Ct. 11.)	35:31.1	SS3TotRk: 10. (Gr. 10. - Ct. 10.)	14:50.1	SS4: 10. +31.2 (Gr. 10. - Ct. 10.)	50:21.2	SS4TotRk: 26. (Gr. 10. - Ct. 10.)
7:19.0	SS5: 10. +12.7 (Gr. 10. - Ct. 10.)	57:40.2	SS5TotRk: 10. (Gr. 10. - Ct. 10.)	13:09.3	SS6: 9. +25.8 (Gr. 9. - Ct. 9.)	1:10:49.5	SS6TotRk: 10. (Gr. 10. - Ct. 10.)	15:33.6	SS7: 9. +34.4 (Gr. 9. - Ct. 9.)	1:26:23.1	SS7TotRk: 10. (Gr. 10. - Ct. 10.)	10:57.3	SS8: 10. +25.7 (Gr. 10. - Ct. 10.)	1:37:20.4	SS8TotRk: 10. (Gr. 10. - Ct. 10.)
14:51.1	SS9: 10. +31.7 (Gr. 10. - Ct. 10.)	1:52:11.5	SS9TotRk: 10. (Gr. 10. - Ct. 10.)	15:33.7	SS10: 9. +36.0 (Gr. 9. - Ct. 9.)	2:07:45.2	SS10TotRk: 9. (Gr. 9. - Ct. 9.)	10:58.3	SS11: 9. +31.5 (Gr. 9. - Ct. 9.)	2:18:43.5	SS11TotRk: 9. (Gr. 9. - Ct. 9.)	14:49.6	SS12: 8. +32.1 (Gr. 8. - Ct. 8.)	2:33:33.1	SS12TotRk: 9. (Gr. 9. - Ct. 9.)
10	18	CAVALLINI/MARCHI	Subaru Impreza Sti	N/N4	2:37:28.2		2:37:28.2	+9:00.4							
15:27.4	SS1: 21. +101.1 (Gr. 18. - Ct. 18.)	15:27.4	SS1TotRk: 21. (Gr. 18. - Ct. 18.)	7:33.1	SS2: 16. +25.2 (Gr. 15. - Ct. 15.)	23:00.5	SS2TotRk: 18. (Gr. 18. - Ct. 18.)	13:30.2	SS3: 14. +41.0 (Gr. 14. - Ct. 14.)	36:30.7	SS3TotRk: 16. (Gr. 16. - Ct. 16.)	15:14.7	SS4: 16. +55.8 (Gr. 14. - Ct. 14.)	51:45.4	SS4TotRk: 35. (Gr. 15. - Ct. 15.)
7:29.8	SS5: 16. +23.5 (Gr. 15. - Ct. 15.)	59:15.2	SS5TotRk: 14. (Gr. 13. - Ct. 13.)	13:24.6	SS6: 14. +41.1 (Gr. 13. - Ct. 13.)	1:12:39.8	SS6TotRk: 12. (Gr. 12. - Ct. 12.)	15:55.9	SS7: 16. +56.7 (Gr. 15. - Ct. 15.)	1:28:35.7	SS7TotRk: 16. (Gr. 12. - Ct. 12.)	11:13.2	SS8: 15. +41.6 (Gr. 15. - Ct. 15.)	1:39:48.9	SS8TotRk: 12. (Gr. 12. - Ct. 12.)
15:16.1	SS9: 14. +56.7 (Gr. 13. - Ct. 13.)	1:55:05.0	SS9TotRk: 11. (Gr. 11. - Ct. 11.)	15:53.											

Rk.	Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.							
Pos		Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart							
11	41	PARLI/CANTON	Subaru Impreza Sti	N/N4	2:37:45.7		2:37:45.7	+9:17.9							
15:18.8	SS1: 18. +52.5 (Gr. 17. - Cl. 17)	15:18.8	SS1ToIRk: 18. (Gr. 17. - Cl. 17)	7:32.4	SS2: 15. +24.5 (Gr. 14. - Cl. 14)	22:51.2	SS2ToIRk: 17. (Gr. 16. - Cl. 16)	13:38.6	SS3: 16. +49.4 (Gr. 16. - Cl. 16)	36:29.8	SS3ToIRk: 15. (Gr. 13. - Cl. 13)	15:21.1	SS4: 19. +102.2 (Gr. 16. - Cl. 16)	51:50.9	SS4ToIRk: 37. (Gr. 14. - Cl. 14)
7:28.0	SS5: 15. +21.7 (Gr. 14. - Cl. 14)	59:18.9	SS5ToIRk: 16. (Gr. 15. - Cl. 15)	13:30.4	SS6: 16. +46.9 (Gr. 15. - Cl. 15)	1:12:49.3	SS6ToIRk: 14. (Gr. 14. - Cl. 14)	16:05.3	SS7: 20. +106.1 (Gr. 18. - Cl. 18)	1:28:54.6	SS7ToIRk: 18. (Gr. 14. - Cl. 14)	11:16.2	SS8: 17. +44.6 (Gr. 16. - Cl. 16)	1:40:10.8	SS8ToIRk: 13. (Gr. 13. - Cl. 13)
15:16.9	SS1: 17. +57.5 (Gr. 14. - Cl. 14)	1:55:27.7	SS9ToIRk: 13. (Gr. 13. - Cl. 13)	15:55.2	SS10: 15. +57.5 (Gr. 14. - Cl. 14)	2:11:22.9	SS10ToIRk: 11. (Gr. 11. - Cl. 11)	11:13.2	SS11: 14. +46.4 (Gr. 13. - Cl. 13)	2:22:36.1	SS11ToIRk: 11. (Gr. 11. - Cl. 11)	15:09.6	SS12: 12. +52.1 (Gr. 11. - Cl. 11)	2:37:45.7	SS12ToIRk: 11. (Gr. 11. - Cl. 11)
12	25	BERTOLOTTI/CELESTINI	Peugeot 207 S2000	N/N4	2:38:09.5		2:38:09.5	+9:41.7							
15:18.2	SS1: 17. +51.9 (Gr. 16. - Cl. 16)	15:18.2	SS1ToIRk: 17. (Gr. 16. - Cl. 16)	7:33.4	SS2: 18. +25.5 (Gr. 17. - Cl. 17)	22:51.6	SS2ToIRk: 18. (Gr. 17. - Cl. 17)	13:33.6	SS3: 15. +44.4 (Gr. 15. - Cl. 15)	36:25.2	SS3ToIRk: 14. (Gr. 14. - Cl. 14)	15:19.1	SS4: 17. +100.2 (Gr. 15. - Cl. 15)	51:44.3	SS4ToIRk: 35. (Gr. 14. - Cl. 14)
7:32.5	SS5: 17. +26.2 (Gr. 16. - Cl. 16)	59:16.8	SS5ToIRk: 15. (Gr. 14. - Cl. 14)	13:25.0	SS6: 15. +41.5 (Gr. 14. - Cl. 14)	1:12:41.8	SS6ToIRk: 13. (Gr. 13. - Cl. 13)	16:03.1	SS7: 18. +103.9 (Gr. 17. - Cl. 17)	1:28:44.9	SS7ToIRk: 17. (Gr. 13. - Cl. 13)	11:30.5	SS8: 23. +58.9 (Gr. 18. - Cl. 18)	1:40:15.4	SS8ToIRk: 14. (Gr. 14. - Cl. 14)
15:25.7	SS9: 17. +106.3 (Gr. 16. - Cl. 16)	1:55:41.1	SS9ToIRk: 14. (Gr. 14. - Cl. 14)	15:49.6	SS10: 13. +51.9 (Gr. 12. - Cl. 12)	2:11:30.7	SS10ToIRk: 12. (Gr. 12. - Cl. 12)	11:19.7	SS11: 18. +52.9 (Gr. 14. - Cl. 14)	2:22:50.4	SS11ToIRk: 13. (Gr. 13. - Cl. 13)	15:19.1	SS12: 13. +101.6 (Gr. 12. - Cl. 12)	2:38:09.5	SS12ToIRk: 12. (Gr. 12. - Cl. 12)
13	26	PAIRE/MANCINI	Renault Clio S1600	A/A6	2:38:46.5		2:38:46.5	+10:18.7							
15:21.3	SS1: 19. +55.0 (Gr. 2. - Cl. 2)	15:21.3	SS1ToIRk: 19. (Gr. 2. - Cl. 2)	7:37.6	SS2: 20. +29.7 (Gr. 3. - Cl. 3)	22:58.9	SS2ToIRk: 19. (Gr. 2. - Cl. 2)	13:43.5	SS3: 18. +54.3 (Gr. 2. - Cl. 2)	36:42.4	SS3ToIRk: 17. (Gr. 1. - Cl. 1)	15:14.4	SS4: 15. +55.5 (Gr. 2. - Cl. 2)	51:56.8	SS4ToIRk: 38. (Gr. 1. - Cl. 1)
7:35.0	SS5: 18. +28.7 (Gr. 2. - Cl. 2)	59:31.8	SS5ToIRk: 19. (Gr. 1. - Cl. 1)	13:40.5	SS6: 18. +57.0 (Gr. 3. - Cl. 3)	1:13:12.3	SS6ToIRk: 15. (Gr. 1. - Cl. 1)	16:07.0	SS7: 21. +107.8 (Gr. 3. - Cl. 3)	1:29:19.3	SS7ToIRk: 19. (Gr. 1. - Cl. 1)	11:24.8	SS8: 20. +53.2 (Gr. 3. - Cl. 3)	1:40:44.1	SS8ToIRk: 15. (Gr. 1. - Cl. 1)
15:21.8	SS9: 16. +102.4 (Gr. 2. - Cl. 2)	1:56:05.9	SS9ToIRk: 15. (Gr. 1. - Cl. 1)	16:02.0	SS10: 16. +104.3 (Gr. 2. - Cl. 2)	2:12:07.9	SS10ToIRk: 14. (Gr. 2. - Cl. 2)	11:19.3	SS11: 16. +52.5 (Gr. 3. - Cl. 3)	2:23:27.2	SS11ToIRk: 14. (Gr. 1. - Cl. 1)	15:19.3	SS12: 15. +101.8 (Gr. 2. - Cl. 2)	2:38:46.5	SS12ToIRk: 13. (Gr. 1. - Cl. 1)
14	29	BIASIOTTO/TOMASI	Renault Clio S1600	A/A6	2:39:35.5		2:39:35.5	+11:07.7							
15:10.4	SS1: 16. +44.1 (Gr. 1. - Cl. 1)	15:10.4	SS1ToIRk: 16. (Gr. 1. - Cl. 1)	7:29.9	SS2: 14. +22.0 (Gr. 1. - Cl. 1)	22:40.3	SS2ToIRk: 15. (Gr. 1. - Cl. 1)	16:41.1	SS3: 78. +351.9 (Gr. 2. - Cl. 2)	39:21.4	SS3ToIRk: 55. (Gr. 1. - Cl. 1)	15:03.6	SS4: 13. +44.7 (Gr. 1. - Cl. 1)	54:25.0	SS4ToIRk: 65. (Gr. 1. - Cl. 1)
7:27.5	SS5: 14. +21.2 (Gr. 1. - Cl. 1)	1:01:52.5	SS5ToIRk: 33. (Gr. 8. - Cl. 5)	13:23.8	SS6: 13. +40.3 (Gr. 1. - Cl. 1)	1:15:16.3	SS6ToIRk: 22. (Gr. 5. - Cl. 3)	15:55.2	SS7: 15. +56.0 (Gr. 1. - Cl. 1)	1:31:11.5	SS7ToIRk: 27. (Gr. 4. - Cl. 3)	11:14.5	SS8: 16. +42.9 (Gr. 1. - Cl. 1)	1:42:26.0	SS8ToIRk: 21. (Gr. 4. - Cl. 3)
15:13.5	SS9: 13. +54.1 (Gr. 1. - Cl. 1)	1:57:39.5	SS9ToIRk: 18. (Gr. 3. - Cl. 2)	15:44.7	SS10: 12. +47.0 (Gr. 1. - Cl. 1)	2:13:24.2	SS10ToIRk: 16. (Gr. 3. - Cl. 2)	11:06.6	SS11: 12. +39.8 (Gr. 2. - Cl. 2)	2:24:30.8	SS11ToIRk: 15. (Gr. 2. - Cl. 2)	15:04.7	SS12: 11. +47.2 (Gr. 1. - Cl. 1)	2:39:35.5	SS12ToIRk: 14. (Gr. 1. - Cl. 1)
15	76	PASCOLI/CALLIGARO	Renault Clio Williams	A/A7	2:39:58.0		2:39:58.0	+11:30.2							
15:33.8	SS1: 22. +107.5 (Gr. 4. - Cl. 1)	15:33.8	SS1ToIRk: 22. (Gr. 4. - Cl. 1)	7:41.5	SS2: 24. +33.6 (Gr. 6. - Cl. 2)	23:15.3	SS2ToIRk: 24. (Gr. 5. - Cl. 1)	13:45.1	SS3: 21. +55.9 (Gr. 4. - Cl. 1)	37:00.4	SS3ToIRk: 21. (Gr. 4. - Cl. 1)	15:31.3	SS4: 23. +112.4 (Gr. 5. - Cl. 2)	52:31.7	SS4ToIRk: 46. (Gr. 3. - Cl. 1)
7:40.8	SS5: 23. +34.5 (Gr. 2. - Cl. 2)	1:00:12.5	SS5ToIRk: 22. (Gr. 4. - Cl. 1)	13:42.1	SS6: 19. +58.6 (Gr. 4. - Cl. 1)	1:13:54.6	SS6ToIRk: 16. (Gr. 2. - Cl. 2)	16:14.3	SS7: 23. +115.1 (Gr. 5. - Cl. 2)	1:30:08.9	SS7ToIRk: 23. (Gr. 2. - Cl. 2)	11:29.1	SS8: 22. +57.5 (Gr. 5. - Cl. 1)	1:41:38.0	SS8ToIRk: 19. (Gr. 5. - Cl. 1)
15:26.9	SS9: 19. +107.5 (Gr. 4. - Cl. 1)	1:57:04.9	SS9ToIRk: 17. (Gr. 2. - Cl. 2)	16:06.5	SS10: 18. +108.8 (Gr. 3. - Cl. 1)	2:13:11.4	SS10ToIRk: 15. (Gr. 2. - Cl. 2)	11:26.7	SS11: 20. +59.9 (Gr. 6. - Cl. 3)	2:24:38.1	SS11ToIRk: 16. (Gr. 3. - Cl. 1)	15:19.9	SS12: 16. +102.4 (Gr. 3. - Cl. 1)	2:39:58.0	SS12ToIRk: 15. (Gr. 3. - Cl. 1)
16	2	GABNER/THANNHÄUSER	Mitsubishi Lancer Evo IX	N/N4	2:40:57.6		2:40:57.6	+12:29.8							
15:52.5	SS1: 29. +126.2 (Gr. 20. - Cl. 20)	15:52.5	SS1ToIRk: 29. (Gr. 20. - Cl. 20)	7:42.7	SS2: 25. +34.8 (Gr. 19. - Cl. 19)	23:35.2	SS2ToIRk: 27. (Gr. 20. - Cl. 20)	13:48.8	SS3: 22. +59.6 (Gr. 18. - Cl. 18)	37:24.0	SS3ToIRk: 23. (Gr. 18. - Cl. 18)	15:39.5	SS4: 26. +120.6 (Gr. 19. - Cl. 19)	53:03.5	SS4ToIRk: 49. (Gr. 18. - Cl. 18)
7:40.1	SS5: 21. +33.8 (Gr. 18. - Cl. 18)	1:00:43.6	SS5ToIRk: 25. (Gr. 17. - Cl. 17)	13:44.3	SS6: 20. +100.8 (Gr. 16. - Cl. 16)	1:14:27.9	SS6ToIRk: 19. (Gr. 16. - Cl. 16)	16:13.2	SS7: 22. +114.0 (Gr. 19. - Cl. 19)	1:30:41.1	SS7ToIRk: 26. (Gr. 17. - Cl. 17)	11:34.3	SS8: 26. +102.7 (Gr. 19. - Cl. 19)	1:42:15.4	SS8ToIRk: 20. (Gr. 17. - Cl. 17)
15:31.5	SS9: 22. +112.1 (Gr. 16. - Cl. 16)	1:57:46.9	SS9ToIRk: 19. (Gr. 16. - Cl. 16)	16:03.8	SS10: 17. +106.1 (Gr. 15. - Cl. 15)	2:13:50.7	SS10ToIRk: 17. (Gr. 14. - Cl. 14)	11:34.7	SS11: 24. +107.9 (Gr. 16. - Cl. 16)	2:25:25.4	SS11ToIRk: 17. (Gr. 14. - Cl. 14)	15:32.2	SS12: 21. +114.7 (Gr. 14. - Cl. 14)	2:40:57.6	SS12ToIRk: 16. (Gr. 13. - Cl. 13)
17	56	DANZINGER/SCHIRNHOFER	VW Golf Diesel	A/A7	2:41:34.6		2:41:34.6	+13:06.8							
15:50.3	SS1: 28. +124.0 (Gr. 8. - Cl. 4)	15:50.3	SS1ToIRk: 28. (Gr. 9. - Cl. 4)	7:47.3	SS2: 28. +39.4 (Gr. 8. - Cl. 4)	23:37.6	SS2ToIRk: 28. (Gr. 8. - Cl. 4)	14:08.9	SS3: 30. +119.7 (Gr. 30. - Cl. 4)	37:46.5	SS3ToIRk: 26. (Gr. 8. - Cl. 4)	15:27.9	SS4: 20. +109.0 (Gr. 4. - Cl. 1)	53:14.4	SS4ToIRk: 51. (Gr. 8. - Cl. 4)
7:40.7	SS5: 22. +34.4 (Gr. 4. - Cl. 2)	1:00:55.1	SS5ToIRk: 27. (Gr. 5. - Cl. 3)	13:57.9	SS6: 23. +114.4 (Gr. 6. - Cl. 2)	1:14:53.0	SS6ToIRk: 21. (Gr. 4. - Cl. 2)	16:23.1	SS7: 26. +123.9 (Gr. 7. - Cl. 2)	1:31:16.1	SS7ToIRk: 28. (Gr. 5. - Cl. 2)	11:48.4	SS8: 34. +116.8 (Gr. 13. - Cl. 5)	1:43:04.5	SS8ToIRk: 24. (Gr. 5. - Cl. 2)
15:28.3	SS9: 20. +108.9 (Gr. 5. - Cl. 2)	1:58:32.8	SS9ToIRk: 20. (Gr. 4. - Cl. 2)	16:18.7	SS10: 21. +121.0 (Gr. 6. - Cl. 2)	2:14:51.5	SS10ToIRk: 18. (Gr. 4. - Cl. 2)	11:16.3	SS11: 15. +49.5 (Gr. 2. - Cl. 1)	2:26:07.8	SS11ToIRk: 18. (Gr. 4. - Cl. 2)	15:26.8	SS12: 20. +109.3 (Gr. 7. - Cl. 3)	2:41:34.6	SS12ToIRk: 17. (Gr. 4. - Cl. 2)
18	55	DE LUNA/ROSSETTO	Renault Clio Williams	A/A7	2:42:16.9		2:42:16.9	+13:49.1							
15:45.4	SS1: 26. +119.1 (Gr. 7. - Cl. 3)	15:45.4	SS1ToIRk: 26. (Gr. 7. - Cl. 3)	7:42.7	SS2: 26. +34.8 (Gr. 7. - Cl. 3)	23:28.1	SS2ToIRk: 26. (Gr. 7. - Cl. 3)	14:00.2	SS3: 24. +111.0 (Gr. 6. - Cl. 3)	37:28.3	SS3ToIRk: 24. (Gr. 6. - Cl. 3)	15:39.4	SS4: 25. +120.5 (Gr. 5. - Cl. 2)	53:07.7	SS4ToIRk: 50. (Gr. 5. - Cl. 2)
7:39.3	SS5: 20. +33.0 (Gr. 3. - Cl. 1)	1:00:47.0	SS5ToIRk: 26. (Gr. 4. - Cl. 2)	14:50.1	SS6: 49. +206.6 (Gr. 18. - Cl. 10)	1:15:37.1	SS6ToIRk: 24. (Gr. 7. - Cl. 3)	16:35.3	SS7: 28. +136.1 (Gr. 9. - Cl. 3)	1:32:12.4	SS7ToIRk: 34. (Gr. 8. - Cl. 3)	11:33.6	SS8: 25. +102.0 (Gr. 7. - Cl. 3)	1:43:46.0	SS8ToIRk: 29. (Gr. 8. - Cl. 3)
15:26.4	SS9: 18. +107.0 (Gr. 3. - Cl. 1)	1:59:12.4	SS9ToIRk: 27. (Gr. 5. - Cl. 3)	16:16.4	SS10: 20. +118.7 (Gr. 5. - Cl. 2)	2:15:28.8	SS10ToIRk: 19. (Gr. 5. - Cl. 3)	11:24.9	SS11: 19. +58.1 (Gr. 5. - Cl. 2)	2:26:53.7	SS11ToIRk: 19. (Gr. 5. - Cl. 3)	15:23.2	SS12: 18. +105.7 (Gr. 5. - Cl. 2)	2:42:16.9	SS12ToIRk: 18. (Gr. 5. - Cl. 3)
19	31	ROSSI/MORELLI	Renault Clio S1600	A/A6	2:42:36.3		2:42:36.3	+14:08.5							
15:53.4	SS1: 30. +127.1 (Gr. 10. - Cl. 6)	15:53.4	SS1ToIRk: 30. (Gr. 10. - Cl. 6)	7:49.7	SS2: 30. +41.8 (Gr. 10. - Cl. 5)	23:43.1	SS2ToIRk: 29. (Gr. 9. - Cl. 5)	14:00.4	SS3: 25. +111.2 (Gr. 7. - Cl. 4)	37:43.5	SS3ToIRk: 25. (Gr. 7. - Cl. 4)	15:52.0	SS4: 32. +133.1 (Gr. 11. - Cl. 7)	53:35.5	SS4ToIRk: 54. (Gr. 7. - Cl. 4)
7:49.2	SS5: 27. +42.9 (Gr. 9. - Cl. 5)	1:01:24.7	SS5ToIRk: 29. (Gr. 9. - Cl. 5)	14:09.8	SS6: 30. +126.3 (Gr. 11. - Cl. 6)	1:15:34.5	SS6ToIRk: 23. (Gr. 9. - Cl. 5)	16:30.2	SS7: 27. +131.0 (Gr. 9. - Cl. 5)	1:32:04.7	SS7ToIRk: 32. (Gr. 6. - Cl. 4)	11:35.7	SS8: 28. +104.1 (Gr. 8. - Cl. 4)	1:43:40.4	SS8ToIRk: 27. (Gr. 6. - Cl. 4)
15:41.0	SS9: 24. +121.6 (Gr. 6. - Cl. 3)	1:59:21.4	SS9ToIRk: 25. (Gr. 6. - Cl. 3)	16:21.2	SS10: 23. +123.5 (Gr. 8. - Cl. 5)	2:15:42.6	SS10ToIRk: 20. (Gr. 8. - Cl. 5)	11:28.4	SS11: 21. +101.6 (Gr. 7. - Cl. 4)	2:27:11.0	SS11ToIRk: 20. (Gr. 6. - Cl. 3)	15:25.3	SS12: 19. +107.8 (Gr. 6. - Cl. 4)	2:42:36.3	SS12ToIRk: 19. (Gr. 6. - Cl. 3)
20	51	GHEGIN/ZULIAN	Honda Civic Type R	A/A7	2:44:10.0		2:44:10.0	+15:42.2							
16:00.9	SS1: 35. +134.6 (Gr. 13. - Cl. 7)	16:00.9	SS1ToIRk: 35. (Gr. 13. - Cl. 7)	7:55.5	SS2: 36. +47.6 (Gr. 13. - Cl. 7)	23:56.4	SS2ToIRk: 35. (Gr. 12. - Cl. 7)	14:09.6	SS3: 31. +120.4 (Gr. 11. - Cl. 5)	38:06.0	SS3ToIRk: 34. (Gr. 11. - Cl. 5)	16:02.2	SS4: 36. +143.3 (Gr. 14. - Cl. 6)	54:08.2	SS4ToIRk: 60. (Gr. 10. - Cl. 5)
7:51.4	SS5: 28. +45.1 (Gr. 10. - Cl. 5)	1:01:59.6	SS5ToIRk: 35. (Gr. 10. - Cl. 5)	14:02.7	SS6: 26. +119.2 (Gr. 8. - Cl. 3)	1:16:02.3	SS6ToIRk: 31. (Gr. 10. - Cl. 5)	16:42.4	SS7: 34. +143.2 (Gr. 14. - Cl. 6)	1:32:44.7	SS7ToIRk: 38. (Gr. 10. - Cl. 5)	11:42.2	SS8: 29. +110.6 (Gr. 10. - Cl. 5)	1:44:26.9	SS8ToIRk: 31. (Gr. 9. - Cl. 4)
15:52.4	SS9: 27. +133.0 (Gr. 11. - Cl. 5)	2:00:19.3	SS9ToIRk: 27. (Gr. 8. - Cl. 4)	16:31.1	SS10: 25. +133.4 (Gr. 10. - Cl. 5)	2:16:50.4									

Rk.	Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.							
Pos		Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart							
23	99	ROVATTI/MARTINELLI	Peugeot 206 Rc	N/N3	2:44:57.0		2:44:57.0	+16:29.2							
15:54.0	SS1: 33. +1:27.7 (Gr. 21. - Ct. 1.)	15:54.0	SS1ToIRk: 31. (Gr. 21. - Ct. 1.)	7:53.2	SS2: 34. +45.3 (Gr. 22. - Ct. 1.)	23:47.2	SS2ToIRk: 31. (Gr. 21. - Ct. 1.)	14:10.5	SS3: 32. +1:21.3 (Gr. 21. - Ct. 3.)	37:57.7	SS3ToIRk: 30. (Gr. 19. - Ct. 1.)	15:50.2	SS4: 30. +1:31.3 (Gr. 20. - Ct. 1.)	53:47.9	SS4ToIRk: 56. (Gr. 19. - Ct. 1.)
7:53.2	SS5: 30. +46.9 (Gr. 19. - Ct. 1.)	1:01:41.1	SS5ToIRk: 32. (Gr. 19. - Ct. 1.)	14:20.2	SS6: 36. +1:36.7 (Gr. 25. - Ct. 6.)	1:16:01.3	SS6ToIRk: 28. (Gr. 18. - Ct. 1.)	16:39.3	SS7: 32. +1:40.1 (Gr. 20. - Ct. 1.)	1:32:40.6	SS7ToIRk: 36. (Gr. 18. - Ct. 1.)	11:44.4	SS8: 30. +1:12.8 (Gr. 20. - Ct. 1.)	1:44:25.0	SS8ToIRk: 30. (Gr. 18. - Ct. 1.)
16:02.9	SS9: 33. +1:43.5 (Gr. 21. - Ct. 5.)	2:00:27.9	SS9ToIRk: 28. (Gr. 17. - Ct. 1.)	16:43.5	SS10: 30. +1:45.8 (Gr. 19. - Ct. 4.)	2:17:11.4	SS10ToIRk: 22. (Gr. 15. - Ct. 1.)	11:41.9	SS11: 26. +1:15.1 (Gr. 17. - Ct. 2.)	2:28:53.3	SS11ToIRk: 22. (Gr. 15. - Ct. 1.)	16:03.7	SS12: 29. +1:46.2 (Gr. 18. - Ct. 3.)	2:44:57.0	SS12ToIRk: 24. (Gr. 15. - Ct. 1.)
24	102	VALLINO/PRESSIANI	Peugeot 206 Rc	N/N3	2:45:40.3		2:45:40.3	+17:12.5							
16:00.9	SS1: 36. +1:34.6 (Gr. 23. - Ct. 3.)	16:00.9	SS1ToIRk: 36. (Gr. 23. - Ct. 3.)	7:57.1	SS2: 37. +49.2 (Gr. 24. - Ct. 3.)	23:58.0	SS2ToIRk: 38. (Gr. 22. - Ct. 2.)	14:08.4	SS3: 29. +1:19.2 (Gr. 20. - Ct. 2.)	38:06.4	SS3ToIRk: 35. (Gr. 21. - Ct. 3.)	16:01.8	SS4: 35. +1:42.9 (Gr. 22. - Ct. 3.)	54:08.2	SS4ToIRk: 61. (Gr. 21. - Ct. 3.)
7:55.3	SS5: 33. +49.0 (Gr. 22. - Ct. 4.)	1:02:03.5	SS5ToIRk: 37. (Gr. 20. - Ct. 2.)	14:02.6	SS6: 25. +1:19.1 (Gr. 18. - Ct. 1.)	1:16:06.1	SS6ToIRk: 33. (Gr. 19. - Ct. 2.)	16:48.5	SS7: 38. +1:49.3 (Gr. 24. - Ct. 4.)	1:32:54.6	SS7ToIRk: 39. (Gr. 19. - Ct. 1.)	12:34.1	SS8: 50. +2:02.5 (Gr. 34. - Ct. 12.)	1:45:28.7	SS8ToIRk: 33. (Gr. 19. - Ct. 2.)
15:57.4	SS9: 29. +1:38.0 (Gr. 18. - Ct. 2.)	2:01:26.1	SS9ToIRk: 31. (Gr. 18. - Ct. 2.)	16:35.7	SS10: 27. +1:38.0 (Gr. 17. - Ct. 2.)	2:18:01.8	SS10ToIRk: 25. (Gr. 16. - Ct. 2.)	11:47.6	SS11: 28. +1:20.8 (Gr. 18. - Ct. 3.)	2:29:49.4	SS11ToIRk: 25. (Gr. 16. - Ct. 2.)	15:50.9	SS12: 26. +1:33.4 (Gr. 16. - Ct. 2.)	2:45:40.3	SS12ToIRk: 25. (Gr. 16. - Ct. 2.)
25	98	GIORDANO/ROSSO	Peugeot 206 Rc	N/N3	2:45:40.5		2:45:40.5	+17:12.7							
16:21.5	SS1: 47. +1:55.2 (Gr. 29. - Ct. 8.)	16:21.5	SS1ToIRk: 52. (Gr. 29. - Ct. 8.)	8:12.4	SS2: 57. +1:04.5 (Gr. 37. - Ct. 10.)	24:33.9	SS2ToIRk: 57. (Gr. 32. - Ct. 10.)	14:37.6	SS3: 47. +1:48.4 (Gr. 30. - Ct. 9.)	39:11.5	SS3ToIRk: 52. (Gr. 30. - Ct. 8.)	16:04.5	SS4: 37. +1:45.6 (Gr. 23. - Ct. 4.)	55:16.0	SS4ToIRk: 74. (Gr. 28. - Ct. 7.)
7:54.2	SS5: 32. +47.9 (Gr. 21. - Ct. 3.)	1:03:10.2	SS5ToIRk: 48. (Gr. 25. - Ct. 6.)	14:16.2	SS6: 33. +1:32.7 (Gr. 22. - Ct. 4.)	1:17:26.4	SS6ToIRk: 37. (Gr. 22. - Ct. 5.)	16:45.1	SS7: 35. +1:45.9 (Gr. 21. - Ct. 2.)	1:34:11.5	SS7ToIRk: 44. (Gr. 21. - Ct. 4.)	11:45.1	SS8: 31. +1:13.5 (Gr. 21. - Ct. 2.)	1:45:56.6	SS8ToIRk: 38. (Gr. 21. - Ct. 4.)
15:52.8	SS9: 28. +1:33.4 (Gr. 17. - Ct. 2.)	2:01:49.4	SS9ToIRk: 32. (Gr. 19. - Ct. 3.)	16:34.4	SS10: 26. +1:36.7 (Gr. 16. - Ct. 1.)	2:18:23.8	SS10ToIRk: 26. (Gr. 17. - Ct. 2.)	11:32.7	SS11: 22. +1:05.9 (Gr. 15. - Ct. 1.)	2:29:56.5	SS11ToIRk: 26. (Gr. 17. - Ct. 2.)	15:44.0	SS12: 24. +1:26.5 (Gr. 15. - Ct. 1.)	2:45:40.5	SS12ToIRk: 26. (Gr. 17. - Ct. 2.)
26	107	JERMAN/TONEJC	Peugeot 206 Rc	N/N3	2:47:30.7		2:47:30.7	+19:02.9							
16:22.3	SS1: 49. +1:56.0 (Gr. 23. - Ct. 3.)	16:22.3	SS1ToIRk: 54. (Gr. 31. - Ct. 9.)	8:07.2	SS2: 52. +59.3 (Gr. 33. - Ct. 9.)	24:29.5	SS2ToIRk: 55. (Gr. 31. - Ct. 9.)	14:24.7	SS3: 38. +1:35.5 (Gr. 30. - Ct. 9.)	38:54.2	SS3ToIRk: 44. (Gr. 26. - Ct. 6.)	16:07.6	SS4: 38. +1:48.7 (Gr. 25. - Ct. 7.)	55:01.8	SS4ToIRk: 70. (Gr. 25. - Ct. 7.)
7:57.6	SS5: 36. +51.3 (Gr. 24. - Ct. 6.)	1:02:59.4	SS5ToIRk: 45. (Gr. 23. - Ct. 4.)	14:14.5	SS6: 31. +1:31.0 (Gr. 20. - Ct. 3.)	1:17:13.9	SS6ToIRk: 35. (Gr. 21. - Ct. 4.)	16:59.7	SS7: 41. +2:00.5 (Gr. 27. - Ct. 6.)	1:34:13.6	SS7ToIRk: 45. (Gr. 22. - Ct. 5.)	12:20.4	SS8: 43. +1:48.8 (Gr. 30. - Ct. 8.)	1:46:34.0	SS8ToIRk: 40. (Gr. 23. - Ct. 5.)
16:02.6	SS9: 31. +1:43.2 (Gr. 20. - Ct. 2.)	2:02:36.6	SS9ToIRk: 34. (Gr. 20. - Ct. 2.)	16:42.2	SS10: 29. +1:44.5 (Gr. 18. - Ct. 1.)	2:19:18.8	SS10ToIRk: 27. (Gr. 18. - Ct. 1.)	12:00.3	SS11: 30. +1:33.5 (Gr. 30. - Ct. 9.)	2:31:19.1	SS11ToIRk: 27. (Gr. 19. - Ct. 3.)	16:11.6	SS12: 31. +1:54.1 (Gr. 15. - Ct. 1.)	2:47:30.7	SS12ToIRk: 27. (Gr. 19. - Ct. 3.)
27	44	PIRELLI/FURLAN	Mitsubishi Lancer Evo IX	N/N4	2:47:33.5		2:47:33.5	+19:05.7							
16:09.6	SS1: 40. +1:43.3 (Gr. 24. - Ct. 21.)	16:09.6	SS1ToIRk: 43. (Gr. 24. - Ct. 21.)	7:52.8	SS2: 33. +44.9 (Gr. 21. - Ct. 21.)	24:02.4	SS2ToIRk: 40. (Gr. 24. - Ct. 21.)	14:10.8	SS3: 33. +1:21.6 (Gr. 22. - Ct. 19.)	38:13.2	SS3ToIRk: 37. (Gr. 22. - Ct. 19.)	16:09.6	SS4: 41. +1:50.7 (Gr. 26. - Ct. 20.)	54:22.8	SS4ToIRk: 64. (Gr. 23. - Ct. 20.)
8:14.2	SS5: 49. +1:07.9 (Gr. 23. - Ct. 22.)	1:02:37.0	SS5ToIRk: 39. (Gr. 21. - Ct. 19.)	15:01.4	SS6: 52. +2:17.9 (Gr. 33. - Ct. 19.)	1:17:38.4	SS6ToIRk: 40. (Gr. 25. - Ct. 19.)	16:56.6	SS7: 39. +1:57.4 (Gr. 25. - Ct. 18.)	1:34:35.0	SS7ToIRk: 47. (Gr. 23. - Ct. 18.)	11:56.9	SS8: 36. +1:25.3 (Gr. 26. - Ct. 20.)	1:46:31.9	SS8ToIRk: 39. (Gr. 23. - Ct. 18.)
16:13.1	SS9: 34. +1:53.7 (Gr. 22. - Ct. 17.)	2:02:45.0	SS9ToIRk: 36. (Gr. 22. - Ct. 17.)	16:58.5	SS10: 33. +2:00.8 (Gr. 22. - Ct. 17.)	2:19:43.5	SS10ToIRk: 29. (Gr. 19. - Ct. 15.)	11:49.6	SS11: 29. +1:22.8 (Gr. 19. - Ct. 16.)	2:31:33.1	SS11ToIRk: 28. (Gr. 19. - Ct. 15.)	16:00.4	SS12: 28. +1:42.9 (Gr. 17. - Ct. 15.)	2:47:33.5	SS12ToIRk: 28. (Gr. 19. - Ct. 15.)
28	77	ZANCANO/MICHELUTTI	Renault Clio Williams	A/A7	2:47:50.9		2:47:50.9	+19:23.1							
15:59.9	SS1: 33. +1:36.6 (Gr. 12. - Ct. 6.)	15:59.9	SS1ToIRk: 33. (Gr. 12. - Ct. 6.)	7:50.8	SS2: 31. +42.9 (Gr. 11. - Ct. 6.)	23:50.7	SS2ToIRk: 32. (Gr. 11. - Ct. 6.)	14:12.9	SS3: 34. +1:23.7 (Gr. 12. - Ct. 6.)	38:03.6	SS3ToIRk: 33. (Gr. 10. - Ct. 5.)	15:55.2	SS4: 33. +1:36.3 (Gr. 12. - Ct. 5.)	53:58.8	SS4ToIRk: 59. (Gr. 9. - Ct. 4.)
7:55.9	SS5: 34. +49.6 (Gr. 12. - Ct. 6.)	1:01:54.7	SS5ToIRk: 34. (Gr. 9. - Ct. 4.)	14:06.6	SS6: 28. +1:23.1 (Gr. 10. - Ct. 4.)	1:16:01.3	SS6ToIRk: 29. (Gr. 10. - Ct. 4.)	16:42.0	SS7: 33. +1:42.8 (Gr. 13. - Ct. 5.)	1:32:43.3	SS7ToIRk: 37. (Gr. 9. - Ct. 4.)	14:06.9	SS8: 71. +3:35.3 (Gr. 26. - Ct. 14.)	1:46:50.2	SS8ToIRk: 42. (Gr. 9. - Ct. 4.)
16:02.8	SS9: 32. +1:43.4 (Gr. 9. - Ct. 4.)	2:02:53.0	SS9ToIRk: 37. (Gr. 11. - Ct. 5.)	16:37.0	SS10: 28. +1:39.3 (Gr. 11. - Ct. 4.)	2:19:30.0	SS10ToIRk: 28. (Gr. 11. - Ct. 4.)	12:22.4	SS11: 41. +1:55.6 (Gr. 15. - Ct. 9.)	2:31:52.4	SS11ToIRk: 29. (Gr. 10. - Ct. 5.)	15:58.5	SS12: 27. +1:41.0 (Gr. 11. - Ct. 6.)	2:47:50.9	SS12ToIRk: 29. (Gr. 11. - Ct. 6.)
29	49	TOSINI/PEROGLIO	Renault Clio R3	A/A7	2:48:53.5		2:48:53.5	+20:25.7							
15:57.5	SS1: 32. +1:31.2 (Gr. 11. - Ct. 5.)	15:57.5	SS1ToIRk: 32. (Gr. 11. - Ct. 5.)	7:49.5	SS2: 29. +41.6 (Gr. 9. - Ct. 5.)	23:47.0	SS2ToIRk: 30. (Gr. 10. - Ct. 5.)	18:38.6	SS3: 85. +5:49.4 (Gr. 31. - Ct. 17.)	42:25.6	SS3ToIRk: 94. (Gr. 26. - Ct. 14.)	15:48.1	SS4: 29. +1:29.2 (Gr. 10. - Ct. 4.)	58:13.7	SS4ToIRk: 96. (Gr. 10. - Ct. 4.)
7:44.8	SS5: 25. +38.5 (Gr. 7. - Ct. 4.)	1:05:58.5	SS5ToIRk: 74. (Gr. 20. - Ct. 12.)	14:46.6	SS6: 48. +2:03.1 (Gr. 17. - Ct. 9.)	1:20:45.1	SS6ToIRk: 61. (Gr. 18. - Ct. 10.)	16:36.4	SS7: 29. +1:37.2 (Gr. 10. - Ct. 4.)	1:37:21.5	SS7ToIRk: 64. (Gr. 17. - Ct. 9.)	11:47.5	SS8: 33. +1:15.9 (Gr. 12. - Ct. 4.)	1:49:09.0	SS8ToIRk: 55. (Gr. 17. - Ct. 9.)
15:44.1	SS9: 25. +1:24.7 (Gr. 9. - Ct. 4.)	2:04:53.1	SS9ToIRk: 44. (Gr. 12. - Ct. 6.)	16:27.1	SS10: 24. +1:29.4 (Gr. 9. - Ct. 4.)	2:21:20.2	SS10ToIRk: 33. (Gr. 11. - Ct. 4.)	11:44.8	SS11: 27. +1:18.0 (Gr. 10. - Ct. 5.)	2:33:05.0	SS11ToIRk: 30. (Gr. 11. - Ct. 4.)	15:48.5	SS12: 25. +1:31.0 (Gr. 10. - Ct. 5.)	2:48:53.5	SS12ToIRk: 30. (Gr. 11. - Ct. 4.)
30	84	MAZZOLINI/LARICE	Renault Clio Rs	N/N3	2:49:23.8		2:49:23.8	+20:56.0							
16:26.5	SS1: 53. +2:00.2 (Gr. 34. - Ct. 11.)	16:26.5	SS1ToIRk: 58. (Gr. 33. - Ct. 11.)	8:10.0	SS2: 54. +1:02.1 (Gr. 34. - Ct. 11.)	24:36.5	SS2ToIRk: 59. (Gr. 33. - Ct. 11.)	14:34.3	SS3: 44. +1:45.1 (Gr. 27. - Ct. 6.)	39:10.8	SS3ToIRk: 51. (Gr. 29. - Ct. 11.)	16:23.5	SS4: 48. +2:04.6 (Gr. 30. - Ct. 7.)	55:34.3	SS4ToIRk: 77. (Gr. 30. - Ct. 7.)
8:08.2	SS5: 45. +1:01.9 (Gr. 31. - Ct. 10.)	1:03:42.5	SS5ToIRk: 53. (Gr. 28. - Ct. 7.)	14:27.6	SS6: 38. +1:44.1 (Gr. 27. - Ct. 7.)	1:18:10.1	SS6ToIRk: 46. (Gr. 27. - Ct. 7.)	16:59.5	SS7: 40. +2:00.3 (Gr. 26. - Ct. 5.)	1:35:09.6	SS7ToIRk: 52. (Gr. 25. - Ct. 6.)	12:02.5	SS8: 37. +1:30.9 (Gr. 24. - Ct. 4.)	1:47:12.1	SS8ToIRk: 43. (Gr. 25. - Ct. 6.)
16:02.1	SS9: 30. +1:42.7 (Gr. 19. - Ct. 3.)	2:03:14.2	SS9ToIRk: 39. (Gr. 24. - Ct. 6.)	17:54.1	SS10: 50. +2:56.4 (Gr. 31. - Ct. 11.)	2:21:08.3	SS10ToIRk: 31. (Gr. 21. - Ct. 5.)	12:05.3	SS11: 32. +1:38.5 (Gr. 22. - Ct. 6.)	2:33:13.6	SS11ToIRk: 32. (Gr. 21. - Ct. 5.)	16:10.2	SS12: 30. +1:52.7 (Gr. 19. - Ct. 4.)	2:49:23.8	SS12ToIRk: 31. (Gr. 20. - Ct. 5.)
31	45	TOSOVSKY/SLAMA	Mitsubishi Lancer Evo IX	N/N4	2:49:43.4		2:49:43.4	+21:15.6							
16:46.1	SS1: 67. +2:19.8 (Gr. 42. - Ct. 24.)	16:46.1	SS1ToIRk: 78. (Gr. 42. - Ct. 24.)	8:05.5	SS2: 47. +57.6 (Gr. 32. - Ct. 24.)	24:51.6	SS2ToIRk: 68. (Gr. 39. - Ct. 24.)	14:43.3	SS3: 53. +1:54.1 (Gr. 33. - Ct. 22.)	39:34.9	SS3ToIRk: 62. (Gr. 34. - Ct. 23.)	16:30.0	SS4: 53. +2:11.1 (Gr. 33. - Ct. 23.)	56:04.9	SS4ToIRk: 85. (Gr. 33. - Ct. 23.)
8:03.1	SS5: 40. +56.8 (Gr. 2. - Ct. 20.)	1:04:08.0	SS5ToIRk: 57. (Gr. 2. - Ct. 22.)	14:26.5	SS6: 37. +1:43.0 (Gr. 26. - Ct. 4.)	1:18:34.5	SS6ToIRk: 48. (Gr. 26. - Ct. 4.)	17:03.8	SS7: 43. +2:04.6 (Gr. 29. - Ct. 12.)	1:35:38.3	SS7ToIRk: 55. (Gr. 20. - Ct. 10.)	12:16.9	SS8: 40. +1:45.3 (Gr. 27. - Ct. 4.)	1:47:55.2	SS8ToIRk: 44. (Gr. 26. - Ct. 4.)
16:22.7	SS9: 37. +2:03.3 (Gr. 25. - Ct. 18.)	2:04:17.9	SS9ToIRk: 40. (Gr. 25. - Ct. 19.)	16:53.0	SS10: 31. +1:55.3 (Gr. 20. - Ct. 16.)	2:21:10.9	SS10ToIRk: 32. (Gr. 22. - Ct. 17.)	12:17.1	SS11: 37. +1:50.3 (Gr. 25. - Ct. 17.)	2:33:28.0	SS11ToIRk: 33. (Gr. 22. - Ct. 17.)	16:15.4	SS12: 32. +1:57.9 (Gr. 21. - Ct. 16.)	2:49:43.4	SS12ToIRk: 32. (Gr. 12. - Ct. 16.)
32	88	PIRELLI/PETISSI	Renault Clio Rs	N/N3	2:50:12.0		2:50:12.0	+21:44.2							
16:27.0	SS1: 54. +2:00.7 (Gr. 34. - Ct. 12.)	16:27.0	SS1ToIRk: 59. (Gr. 34. - Ct. 12.)	8:10.6	SS2: 55. +1:02.7 (Gr. 35. - Ct. 11.)	24:37.6	SS2ToIRk: 61. (Gr. 35. - Ct. 11.)	14:56.9	SS3: 56. +2:07.7 (Gr. 36. - Ct. 14.)	39:34.5	SS3ToIRk: 61. (Gr. 33. - Ct. 11.)	16:36.4	SS4: 57. +2:17.5 (Gr. 36. - Ct. 13.)	56:10.9	SS4ToIRk: 86. (Gr. 34. - Ct. 11.)
8:04.9	SS5: 42. +58.6 (Gr. 28. - Ct. 8.)	1:04:15.8	SS5ToIRk: 60. (Gr. 31. - Ct. 9.)	14:42.3	SS6: 46. +1:58.8 (Gr. 31. - Ct. 11.)	1:18:58.1	SS6ToIRk: 53. (Gr. 30. - Ct. 9.)	17:12.5	SS7: 47. +2:13.3 (Gr. 33. - Ct. 10.)	1:36:10.6	SS7ToIRk: 59. (Gr. 28. - Ct. 8.)	12:06.4	SS8: 38. +1:34.8 (Gr. 25. - Ct. 5.)	1:48:17.0	SS8ToIRk: 48. (Gr. 28. - Ct. 8.)
16:20.7	SS9: 36. +2:01.3 (Gr. 24. - Ct. 7.)	2:04:37.7	SS9ToIRk: 41. (Gr. 26. - Ct. 7.)	17:13.0	SS10:										

Rk.	Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.							
Pos	Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart								
35	101	CATTERINA/BERISONZI	Peugeot 206 Rc	N/N3	2:50:50.2		2:50:50.2	+22:22.4							
16:37.1	SS1: 60. +2:10.8 (Gr. 37. - Cl. 14)	16:37.1	SS1ToIRk: 68. (Gr. 37. - Cl. 14)	8:14.7	SS2: 63. +1:06.8 (Gr. 41. - Cl. 17)	24:51.8	SS2ToIRk: 69. (Gr. 40. - Cl. 16)	15:07.1	SS3: 60. +2:17.9 (Gr. 40. - Cl. 16)	39:58.9	SS3ToIRk: 70. (Gr. 39. - Cl. 15)	16:39.2	SS4: 60. +2:20.3 (Gr. 38. - Cl. 15)	56:38.1	SS4ToIRk: 90. (Gr. 37. - Cl. 14)
8:07.9	SS5: 43. +1:01.6 (Gr. 29. - Cl. 9)	1:04:46.0	SS5ToIRk: 67. (Gr. 34. - Cl. 12)	14:36.6	SS6: 42. +1:53.1 (Gr. 29. - Cl. 9)	1:19:22.6	SS6ToIRk: 56. (Gr. 32. - Cl. 11)	17:09.0	SS7: 46. +2:09.8 (Gr. 32. - Cl. 11)	1:36:31.6	SS7ToIRk: 62. (Gr. 30. - Cl. 10)	12:17.2	SS8: 41. +1:45.6 (Gr. 28. - Cl. 8)	1:48:48.8	SS8ToIRk: 52. (Gr. 29. - Cl. 9)
16:20.4	SS9: 35. +2:01.0 (Gr. 23. - Cl. 6)	2:05:09.2	SS9ToIRk: 48. (Gr. 28. - Cl. 9)	16:55.9	SS10: 32. +1:58.2 (Gr. 21. - Cl. 5)	2:22:05.1	SS10ToIRk: 36. (Gr. 24. - Cl. 7)	12:13.9	SS11: 35. +1:47.1 (Gr. 24. - Cl. 8)	2:34:19.0	SS11ToIRk: 36. (Gr. 24. - Cl. 7)	16:31.2	SS12: 38. +2:13.7 (Gr. 24. - Cl. 8)	2:50:50.2	SS12ToIRk: 36. (Gr. 24. - Cl. 8)
36	109	CASAROTTO/STIZZOLI	Citroën C2	A/A6	2:51:00.5		2:51:00.5	+22:32.7							
16:41.4	SS1: 64. +2:15.1 (Gr. 25. - Cl. 11)	16:41.4	SS1ToIRk: 73. (Gr. 25. - Cl. 11)	8:14.5	SS2: 62. +1:06.6 (Gr. 22. - Cl. 9)	24:55.9	SS2ToIRk: 71. (Gr. 24. - Cl. 10)	14:33.9	SS3: 43. +1:44.7 (Gr. 17. - Cl. 7)	39:29.8	SS3ToIRk: 60. (Gr. 21. - Cl. 9)	16:25.4	SS4: 49. +2:06.5 (Gr. 19. - Cl. 9)	55:55.2	SS4ToIRk: 81. (Gr. 18. - Cl. 8)
8:13.0	SS5: 47. +1:06.7 (Gr. 17. - Cl. 7)	1:04:08.2	SS5ToIRk: 58. (Gr. 16. - Cl. 6)	14:43.8	SS6: 47. +2:00.3 (Gr. 16. - Cl. 6)	1:18:52.0	SS6ToIRk: 50. (Gr. 16. - Cl. 6)	17:18.5	SS7: 51. +2:19.3 (Gr. 17. - Cl. 9)	1:36:10.5	SS7ToIRk: 58. (Gr. 14. - Cl. 6)	12:39.6	SS8: 54. +2:08.0 (Gr. 19. - Cl. 9)	1:48:50.1	SS8ToIRk: 54. (Gr. 16. - Cl. 6)
16:26.1	SS9: 39. +2:06.7 (Gr. 13. - Cl. 7)	2:05:16.2	SS9ToIRk: 49. (Gr. 15. - Cl. 8)	17:02.3	SS10: 35. +2:04.6 (Gr. 13. - Cl. 6)	2:22:18.5	SS10ToIRk: 39. (Gr. 14. - Cl. 6)	12:17.9	SS11: 39. +1:51.1 (Gr. 14. - Cl. 6)	2:34:36.4	SS11ToIRk: 39. (Gr. 14. - Cl. 6)	16:24.1	SS12: 36. +2:06.6 (Gr. 13. - Cl. 6)	2:51:00.5	SS12ToIRk: 37. (Gr. 13. - Cl. 6)
37	72	FORNACIARI/LORENZONI	Fiat Grande Punto Jtd	A/A7	2:51:10.1		2:51:10.1	+22:42.3							
16:26.3	SS1: 52. +2:00.0 (Gr. 20. - Cl. 10)	16:26.3	SS1ToIRk: 57. (Gr. 20. - Cl. 10)	8:06.1	SS2: 50. +58.2 (Gr. 18. - Cl. 11)	24:32.4	SS2ToIRk: 56. (Gr. 19. - Cl. 10)	14:42.5	SS3: 52. +1:53.3 (Gr. 20. - Cl. 12)	39:14.9	SS3ToIRk: 53. (Gr. 17. - Cl. 7)	16:21.1	SS4: 47. +2:02.2 (Gr. 18. - Cl. 10)	55:36.0	SS4ToIRk: 78. (Gr. 16. - Cl. 9)
8:04.2	SS5: 41. +57.9 (Gr. 14. - Cl. 8)	1:03:40.2	SS5ToIRk: 52. (Gr. 13. - Cl. 8)	14:34.2	SS6: 40. +1:50.7 (Gr. 12. - Cl. 5)	1:18:14.4	SS6ToIRk: 47. (Gr. 14. - Cl. 7)	17:22.0	SS7: 52. +2:22.8 (Gr. 18. - Cl. 9)	1:35:36.4	SS7ToIRk: 54. (Gr. 13. - Cl. 6)	12:43.5	SS8: 56. +2:11.9 (Gr. 20. - Cl. 11)	1:48:19.9	SS8ToIRk: 50. (Gr. 14. - Cl. 7)
16:36.9	SS9: 42. +2:17.5 (Gr. 16. - Cl. 9)	2:04:56.8	SS9ToIRk: 47. (Gr. 17. - Cl. 10)	17:12.9	SS10: 39. +2:15.2 (Gr. 15. - Cl. 8)	2:22:09.7	SS10ToIRk: 37. (Gr. 15. - Cl. 8)	12:16.0	SS11: 36. +1:49.2 (Gr. 12. - Cl. 7)	2:34:25.7	SS11ToIRk: 38. (Gr. 13. - Cl. 6)	16:44.4	SS12: 39. +2:26.9 (Gr. 15. - Cl. 9)	2:51:10.1	SS12ToIRk: 38. (Gr. 14. - Cl. 7)
38	57	NEROBUTTO/BATTISTI	Fiat Grande Punto Jtd	A/A7	2:52:09.1		2:52:09.1	+23:41.3							
16:29.1	SS1: 55. +2:02.8 (Gr. 21. - Cl. 11)	16:29.1	SS1ToIRk: 60. (Gr. 21. - Cl. 11)	8:19.0	SS2: 65. +1:11.1 (Gr. 24. - Cl. 14)	24:48.1	SS2ToIRk: 64. (Gr. 22. - Cl. 10)	14:40.4	SS3: 50. +1:51.2 (Gr. 19. - Cl. 11)	39:28.5	SS3ToIRk: 59. (Gr. 20. - Cl. 12)	16:34.3	SS4: 54. +2:15.4 (Gr. 21. - Cl. 12)	56:02.8	SS4ToIRk: 83. (Gr. 19. - Cl. 10)
8:15.3	SS5: 50. +1:09.0 (Gr. 17. - Cl. 10)	1:04:18.1	SS5ToIRk: 61. (Gr. 18. - Cl. 10)	14:36.6	SS6: 43. +1:53.1 (Gr. 14. - Cl. 7)	1:18:54.7	SS6ToIRk: 52. (Gr. 17. - Cl. 9)	17:33.8	SS7: 56. +2:34.6 (Gr. 20. - Cl. 11)	1:36:28.5	SS7ToIRk: 61. (Gr. 16. - Cl. 8)	12:21.3	SS8: 44. +1:49.7 (Gr. 14. - Cl. 6)	1:48:49.8	SS8ToIRk: 53. (Gr. 15. - Cl. 8)
16:39.8	SS9: 44. +2:20.4 (Gr. 16. - Cl. 9)	2:05:29.6	SS9ToIRk: 50. (Gr. 16. - Cl. 9)	17:38.6	SS10: 44. +2:40.9 (Gr. 17. - Cl. 11)	2:23:08.2	SS10ToIRk: 40. (Gr. 15. - Cl. 8)	12:09.4	SS11: 33. +1:42.6 (Gr. 15. - Cl. 8)	2:35:17.6	SS11ToIRk: 40. (Gr. 15. - Cl. 8)	16:51.5	SS12: 42. +2:34.0 (Gr. 16. - Cl. 9)	2:52:09.1	SS12ToIRk: 39. (Gr. 15. - Cl. 9)
39	53	MARCHIOL/ANDRIAN	Honda Civic Type R	A/A7	2:53:22.2		2:53:22.2	+24:54.4							
16:51.7	SS1: 69. +2:25.4 (Gr. 27. - Cl. 16)	16:51.7	SS1ToIRk: 81. (Gr. 27. - Cl. 16)	8:23.9	SS2: 70. +1:16.0 (Gr. 26. - Cl. 16)	25:15.6	SS2ToIRk: 80. (Gr. 27. - Cl. 16)	15:31.0	SS3: 65. +2:41.8 (Gr. 22. - Cl. 13)	40:46.6	SS3ToIRk: 78. (Gr. 24. - Cl. 13)	16:53.1	SS4: 61. +2:34.2 (Gr. 23. - Cl. 14)	57:39.7	SS4ToIRk: 93. (Gr. 21. - Cl. 12)
8:22.0	SS5: 54. +1:15.7 (Gr. 18. - Cl. 11)	1:06:01.7	SS5ToIRk: 76. (Gr. 21. - Cl. 13)	15:00.6	SS6: 51. +2:17.1 (Gr. 19. - Cl. 11)	1:21:02.3	SS6ToIRk: 64. (Gr. 19. - Cl. 11)	17:16.5	SS7: 50. +2:17.3 (Gr. 18. - Cl. 10)	1:38:18.8	SS7ToIRk: 66. (Gr. 18. - Cl. 10)	12:23.4	SS8: 45. +1:51.8 (Gr. 15. - Cl. 8)	1:50:42.2	SS8ToIRk: 59. (Gr. 16. - Cl. 10)
16:45.5	SS9: 48. +2:26.1 (Gr. 18. - Cl. 11)	2:07:27.7	SS9ToIRk: 53. (Gr. 17. - Cl. 10)	17:04.5	SS10: 36. +2:06.8 (Gr. 14. - Cl. 8)	2:24:32.2	SS10ToIRk: 41. (Gr. 16. - Cl. 10)	12:26.8	SS11: 43. +2:00.0 (Gr. 17. - Cl. 11)	2:36:59.0	SS11ToIRk: 41. (Gr. 16. - Cl. 10)	16:23.2	SS12: 35. +2:05.7 (Gr. 12. - Cl. 7)	2:53:22.2	SS12ToIRk: 40. (Gr. 16. - Cl. 10)
40	46	MAINIERO/VALMASSOI	Mitsubishi Lancer Evo IX	N/N4	2:53:34.7		2:53:34.7	+25:06.9							
16:23.2	SS1: 50. +1:56.9 (Gr. 31. - Cl. 22)	16:23.2	SS1ToIRk: 55. (Gr. 31. - Cl. 22)	7:59.7	SS2: 40. +51.8 (Gr. 26. - Cl. 22)	24:22.9	SS2ToIRk: 50. (Gr. 29. - Cl. 22)	14:22.4	SS3: 36. +1:33.2 (Gr. 24. - Cl. 20)	38:45.3	SS3ToIRk: 42. (Gr. 24. - Cl. 20)	16:27.7	SS4: 50. +2:08.8 (Gr. 31. - Cl. 22)	55:13.0	SS4ToIRk: 73. (Gr. 27. - Cl. 21)
8:07.9	SS5: 44. +1:01.6 (Gr. 30. - Cl. 21)	1:03:20.9	SS5ToIRk: 51. (Gr. 27. - Cl. 21)	14:15.3	SS6: 32. +1:31.8 (Gr. 21. - Cl. 18)	1:17:36.2	SS6ToIRk: 38. (Gr. 23. - Cl. 18)	17:04.7	SS7: 45. +2:05.5 (Gr. 31. - Cl. 23)	1:34:40.9	SS7ToIRk: 48. (Gr. 24. - Cl. 19)	12:09.2	SS8: 39. +1:37.6 (Gr. 26. - Cl. 21)	1:46:50.1	SS8ToIRk: 41. (Gr. 24. - Cl. 19)
16:22.8	SS9: 38. +2:03.4 (Gr. 26. - Cl. 19)	2:03:12.9	SS9ToIRk: 38. (Gr. 23. - Cl. 18)	17:39.1	SS10: 45. +2:41.4 (Gr. 20. - Cl. 16)	2:20:52.0	SS10ToIRk: 30. (Gr. 20. - Cl. 16)	12:18.1	SS11: 40. +1:51.3 (Gr. 26. - Cl. 18)	2:33:10.1	SS11ToIRk: 31. (Gr. 26. - Cl. 18)	20:24.6	SS12: 59. +6:07.1 (Gr. 37. - Cl. 19)	2:53:34.7	SS12ToIRk: 41. (Gr. 28. - Cl. 17)
41	115	CUDIZ/PAGON	Peugeot 106 Rallye	N/N2	2:56:08.9		2:56:08.9	+27:41.1							
17:00.6	SS1: 72. +2:34.3 (Gr. 45. - Cl. 2)	17:00.6	SS1ToIRk: 87. (Gr. 45. - Cl. 2)	8:20.5	SS2: 67. +1:12.6 (Gr. 43. - Cl. 2)	25:21.1	SS2ToIRk: 85. (Gr. 44. - Cl. 2)	14:57.8	SS3: 57. +2:08.6 (Gr. 37. - Cl. 1)	40:18.9	SS3ToIRk: 73. (Gr. 39. - Cl. 1)	17:11.0	SS4: 63. +2:52.1 (Gr. 40. - Cl. 2)	57:29.9	SS4ToIRk: 92. (Gr. 40. - Cl. 2)
8:31.1	SS5: 58. +1:24.8 (Gr. 39. - Cl. 1)	1:06:01.0	SS5ToIRk: 75. (Gr. 36. - Cl. 1)	15:02.0	SS6: 53. +2:18.5 (Gr. 34. - Cl. 1)	1:21:03.0	SS6ToIRk: 65. (Gr. 34. - Cl. 1)	17:36.2	SS7: 57. +2:37.0 (Gr. 37. - Cl. 1)	1:38:39.2	SS7ToIRk: 67. (Gr. 31. - Cl. 1)	12:41.5	SS8: 55. +2:09.9 (Gr. 36. - Cl. 1)	1:51:20.7	SS8ToIRk: 63. (Gr. 31. - Cl. 1)
16:58.7	SS9: 50. +2:39.3 (Gr. 32. - Cl. 1)	2:08:19.4	SS9ToIRk: 55. (Gr. 29. - Cl. 1)	17:49.8	SS10: 49. +2:52.1 (Gr. 30. - Cl. 1)	2:26:09.2	SS10ToIRk: 42. (Gr. 30. - Cl. 1)	12:46.3	SS11: 46. +2:19.5 (Gr. 28. - Cl. 1)	2:38:55.5	SS11ToIRk: 42. (Gr. 28. - Cl. 1)	17:13.4	SS12: 45. +2:55.9 (Gr. 27. - Cl. 1)	2:56:08.9	SS12ToIRk: 42. (Gr. 26. - Cl. 1)
42	79	PIAZZA/MARZOTTO	Renault Clio Rs	N/N3	2:56:38.9		2:56:38.9	+28:11.1							
17:35.0	SS1: 78. +3:08.7 (Gr. 51. - Cl. 22)	17:35.0	SS1ToIRk: 102. (Gr. 51. - Cl. 22)	8:24.3	SS2: 71. +1:16.4 (Gr. 45. - Cl. 2)	25:59.3	SS2ToIRk: 94. (Gr. 49. - Cl. 2)	15:03.7	SS3: 59. +2:14.5 (Gr. 39. - Cl. 15)	41:03.0	SS3ToIRk: 81. (Gr. 42. - Cl. 17)	17:11.1	SS4: 64. +2:52.2 (Gr. 41. - Cl. 17)	58:14.1	SS4ToIRk: 97. (Gr. 42. - Cl. 17)
8:20.5	SS5: 53. +1:14.2 (Gr. 38. - Cl. 14)	1:06:34.6	SS5ToIRk: 79. (Gr. 37. - Cl. 14)	15:16.6	SS6: 55. +2:33.1 (Gr. 36. - Cl. 13)	1:21:51.2	SS6ToIRk: 67. (Gr. 36. - Cl. 13)	18:00.3	SS7: 60. +3:01.1 (Gr. 39. - Cl. 14)	1:39:51.5	SS7ToIRk: 70. (Gr. 32. - Cl. 11)	12:50.9	SS8: 58. +2:19.3 (Gr. 37. - Cl. 15)	1:52:42.4	SS8ToIRk: 66. (Gr. 32. - Cl. 11)
16:50.6	SS9: 49. +2:31.2 (Gr. 31. - Cl. 12)	2:09:33.0	SS9ToIRk: 59. (Gr. 30. - Cl. 10)	17:47.9	SS10: 48. +2:50.2 (Gr. 29. - Cl. 10)	2:27:20.9	SS10ToIRk: 43. (Gr. 27. - Cl. 9)	12:29.5	SS11: 44. +2:02.7 (Gr. 27. - Cl. 9)	2:39:50.4	SS11ToIRk: 43. (Gr. 27. - Cl. 9)	16:48.5	SS12: 40. +2:31.0 (Gr. 25. - Cl. 9)	2:56:38.9	SS12ToIRk: 43. (Gr. 27. - Cl. 9)
43	42	GRATL/PRIZZON	Mitsubishi Lancer Evo VII	N/N4	2:57:29.1		2:57:29.1	+29:01.3							
17:23.5	SS1: 75. +2:57.2 (Gr. 48. - Cl. 26)	17:23.5	SS1ToIRk: 96. (Gr. 48. - Cl. 26)	8:31.6	SS2: 74. +1:23.7 (Gr. 48. - Cl. 26)	25:55.1	SS2ToIRk: 92. (Gr. 47. - Cl. 26)	15:01.3	SS3: 58. +2:12.1 (Gr. 38. - Cl. 23)	40:56.4	SS3ToIRk: 79. (Gr. 41. - Cl. 24)	17:12.3	SS4: 65. +2:53.4 (Gr. 42. - Cl. 24)	58:08.7	SS4ToIRk: 95. (Gr. 41. - Cl. 24)
9:27.9	SS5: 68. +2:21.6 (Gr. 40. - Cl. 24)	1:07:36.6	SS5ToIRk: 82. (Gr. 40. - Cl. 24)	15:08.5	SS6: 54. +2:25.0 (Gr. 35. - Cl. 22)	1:22:45.1	SS6ToIRk: 71. (Gr. 37. - Cl. 21)	17:48.5	SS7: 59. +2:49.3 (Gr. 35. - Cl. 24)	1:40:33.6	SS7ToIRk: 74. (Gr. 31. - Cl. 1)	12:38.4	SS8: 53. +2:06.8 (Gr. 35. - Cl. 2)	1:53:12.0	SS8ToIRk: 67. (Gr. 31. - Cl. 1)
17:12.5	SS9: 55. +2:53.1 (Gr. 34. - Cl. 20)	2:10:24.5	SS9ToIRk: 62. (Gr. 47. - Cl. 20)	17:24.9	SS10: 43. +2:27.2 (Gr. 27. - Cl. 18)	2:27:49.4	SS10ToIRk: 44. (Gr. 28. - Cl. 18)	12:48.9	SS11: 47. +2:22.1 (Gr. 29. - Cl. 19)	2:40:38.3	SS11ToIRk: 44. (Gr. 28. - Cl. 18)	16:50.8	SS12: 41. +2:33.3 (Gr. 26. - Cl. 17)	2:57:29.1	SS12ToIRk: 44. (Gr. 28. - Cl. 18)
44	48	MIKULENKAVALACH	Mitsubishi Lancer Evo VIII	N/N4	3:01:04.0		3:01:04.0	+32:36.2							
17:19.1	SS1: 74. +2:52.8 (Gr. 47. - Cl. 25)	17:19.1	SS1ToIRk: 95. (Gr. 47. - Cl. 25)	8:28.9	SS2: 73. +1:21.0 (Gr. 47. - Cl. 25)	25:48.0	SS2ToIRk: 89. (Gr. 46. - Cl. 25)	15:27.0	SS3: 64. +2:37.8 (Gr. 43. - Cl. 24)	41:15.0	SS3ToIRk: 85. (Gr. 49. - Cl. 25)	17:26.3	SS4: 66. +3:07.4 (Gr. 43. - Cl. 25)	58:41.3	SS4ToIRk: 99. (Gr. 44. - Cl. 25)
8:30.2	SS5: 57. +1:23.9 (Gr. 38. - Cl. 23)	1:07:11.5	SS5ToIRk: 81. (Gr. 39. - Cl. 23)	15:45.1	SS6: 58. +3:01.6 (Gr. 38. - Cl. 23)	1:22:56.6	SS6								

Rk.	Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.							
Pos	Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart								
47	73	BRUNELLO/FERRARA	Fiat Grande Punto Jtd	A/A7	3:02:40.5	10.0	3:02:50.5	+34:22.7							
16:39.4	SS1: 63. +2:13.1 (Gr. 24. - Cl. 14)	16:39.4	SS1ToiRk: 71. (Gr. 24. - Cl. 14)	8:13.5	SS2: 60. +1:05.6 (Gr. 21. - Cl. 13)	24:52.9	SS2ToiRk: 70. (Gr. 21. - Cl. 14)	18:15.7	SS3: 84. +5:26.5 (Gr. 30. - Cl. 16)	43:08.6	SS3ToiRk: 101. (Gr. 28. - Cl. 17)	18:15.6	SS4: 73. +3:56.7 (Gr. 26. - Cl. 16)	1:01:24.2	SS4ToiRk: 106. (Gr. 26. - Cl. 16)
9:55.9	SS5: 71. +2:49.6 (Gr. 24. - Cl. 15)	1:11:30.1	SS5ToiRk: 99. (Gr. 24. - Cl. 15)	17:25.4	SS6: 66. +4:41.9 (Gr. 22. - Cl. 13)	1:28:55.5	SS6ToiRk: 96. (Gr. 23. - Cl. 14)	17:31.4	SS7: 55. +2:32.2 (Gr. 19. - Cl. 10)	1:46:26.9	SS7ToiRk: 90. (Gr. 21. - Cl. 13)	12:37.5	SS8: 52. +2:05.9 (Gr. 18. - Cl. 10)	1:59:04.4	SS8ToiRk: 83. (Gr. 21. - Cl. 13)
16:45.1	SS9: 47. +2:25.7 (Gr. 17. - Cl. 10)	2:15:49.5	SS9ToiRk: 75. (Gr. 20. - Cl. 13)	17:24.3	SS10: 42. +2:26.6 (Gr. 16. - Cl. 10)	2:33:13.8	SS10ToiRk: 50. (Gr. 18. - Cl. 12)	12:29.6	SS11: 45. +2:02.8 (Gr. 18. - Cl. 12)	2:45:43.4	SS11ToiRk: 48. (Gr. 18. - Cl. 12)	17:07.1	SS12: 44. +2:49.6 (Gr. 18. - Cl. 12)	3:02:50.5	SS12ToiRk: 48. (Gr. 18. - Cl. 12)
48	116	DE CORTI/CODROMAZ	Peugeot 106 Rallye	N/N2	3:04:43.4		3:04:43.4	+36:15.6							
17:26.8	SS1: 76. +3:00.5 (Gr. 49. - Cl. 3)	17:26.8	SS1ToiRk: 97. (Gr. 49. - Cl. 3)	8:47.8	SS2: 76. +1:39.9 (Gr. 50. - Cl. 3)	26:14.6	SS2ToiRk: 96. (Gr. 51. - Cl. 3)	15:43.8	SS3: 68. +2:54.6 (Gr. 46. - Cl. 2)	41:58.4	SS3ToiRk: 91. (Gr. 47. - Cl. 2)	17:42.3	SS4: 68. +3:23.4 (Gr. 45. - Cl. 2)	59:40.7	SS4ToiRk: 101. (Gr. 45. - Cl. 2)
9:01.9	SS5: 62. +1:55.6 (Gr. 40. - Cl. 3)	1:08:42.6	SS5ToiRk: 90. (Gr. 42. - Cl. 3)	16:17.9	SS6: 61. +3:34.4 (Gr. 41. - Cl. 3)	1:25:00.5	SS6ToiRk: 79. (Gr. 41. - Cl. 3)	18:16.9	SS7: 63. +3:17.7 (Gr. 41. - Cl. 2)	1:43:17.4	SS7ToiRk: 83. (Gr. 37. - Cl. 2)	13:06.8	SS8: 60. +2:35.2 (Gr. 32. - Cl. 3)	1:56:24.2	SS8ToiRk: 75. (Gr. 37. - Cl. 2)
17:54.9	SS9: 61. +3:35.5 (Gr. 40. - Cl. 3)	2:14:19.1	SS9ToiRk: 70. (Gr. 35. - Cl. 2)	18:22.4	SS10: 54. +3:24.7 (Gr. 35. - Cl. 2)	2:32:41.5	SS10ToiRk: 49. (Gr. 32. - Cl. 2)	13:48.5	SS11: 56. +3:21.7 (Gr. 36. - Cl. 4)	2:46:30.0	SS11ToiRk: 49. (Gr. 31. - Cl. 2)	18:13.4	SS12: 51. +3:55.9 (Gr. 32. - Cl. 3)	3:04:43.4	SS12ToiRk: 49. (Gr. 31. - Cl. 2)
49	117	GABNER/SCHRANKL	Suzuki Ignis Sport	N/N2	3:06:08.5		3:06:08.5	+37:40.7							
17:56.4	SS1: 80. +3:30.1 (Gr. 53. - Cl. 5)	17:56.4	SS1ToiRk: 107. (Gr. 53. - Cl. 5)	9:02.0	SS2: 80. +1:54.1 (Gr. 53. - Cl. 5)	26:58.4	SS2ToiRk: 103. (Gr. 53. - Cl. 5)	15:55.2	SS3: 72. +3:06.0 (Gr. 48. - Cl. 4)	42:53.6	SS3ToiRk: 98. (Gr. 48. - Cl. 4)	18:07.3	SS4: 72. +3:48.4 (Gr. 47. - Cl. 5)	1:01:00.9	SS4ToiRk: 104. (Gr. 47. - Cl. 5)
8:57.6	SS5: 61. +1:51.3 (Gr. 41. - Cl. 2)	1:09:58.5	SS5ToiRk: 95. (Gr. 43. - Cl. 3)	16:01.7	SS6: 60. +3:18.2 (Gr. 40. - Cl. 2)	1:26:00.2	SS6ToiRk: 86. (Gr. 42. - Cl. 3)	18:40.2	SS7: 65. +3:41.0 (Gr. 43. - Cl. 3)	1:44:40.4	SS7ToiRk: 87. (Gr. 38. - Cl. 3)	13:34.9	SS8: 65. +3:03.3 (Gr. 42. - Cl. 3)	1:58:15.3	SS8ToiRk: 81. (Gr. 39. - Cl. 3)
17:51.6	SS9: 60. +3:32.2 (Gr. 39. - Cl. 2)	2:16:06.9	SS9ToiRk: 76. (Gr. 39. - Cl. 2)	18:28.8	SS10: 55. +3:31.1 (Gr. 36. - Cl. 3)	2:34:35.7	SS10ToiRk: 52. (Gr. 36. - Cl. 3)	13:29.1	SS11: 53. +3:02.3 (Gr. 34. - Cl. 2)	2:48:04.8	SS11ToiRk: 50. (Gr. 32. - Cl. 1)	18:03.7	SS12: 50. +3:46.2 (Gr. 31. - Cl. 2)	3:06:08.5	SS12ToiRk: 50. (Gr. 32. - Cl. 1)
50	58	MARTELLUCCI/FINOTTI	Fiat Grande Punto Jtd	A/A7	3:08:46.3		3:08:46.3	+40:18.5							
17:57.8	SS1: 81. +3:31.5 (Gr. 28. - Cl. 17)	17:57.8	SS1ToiRk: 108. (Gr. 28. - Cl. 17)	8:50.3	SS2: 77. +1:42.4 (Gr. 27. - Cl. 17)	26:48.1	SS2ToiRk: 101. (Gr. 28. - Cl. 17)	15:46.2	SS3: 69. +2:57.0 (Gr. 32. - Cl. 14)	42:34.3	SS3ToiRk: 96. (Gr. 32. - Cl. 14)	17:46.7	SS4: 69. +3:27.8 (Gr. 24. - Cl. 15)	1:00:21.0	SS4ToiRk: 103. (Gr. 24. - Cl. 15)
8:48.4	SS5: 59. +1:42.1 (Gr. 20. - Cl. 13)	1:09:09.4	SS5ToiRk: 91. (Gr. 22. - Cl. 14)	15:30.1	SS6: 57. +2:46.6 (Gr. 20. - Cl. 12)	1:24:39.5	SS6ToiRk: 78. (Gr. 21. - Cl. 13)	18:52.6	SS7: 67. +3:53.4 (Gr. 23. - Cl. 13)	1:43:32.1	SS7ToiRk: 85. (Gr. 20. - Cl. 12)	13:28.1	SS8: 63. +2:56.5 (Gr. 23. - Cl. 13)	1:57:00.2	SS8ToiRk: 77. (Gr. 20. - Cl. 12)
18:10.6	SS9: 62. +3:51.2 (Gr. 22. - Cl. 14)	2:15:10.8	SS9ToiRk: 74. (Gr. 19. - Cl. 12)	19:04.1	SS10: 56. +4:06.4 (Gr. 20. - Cl. 13)	2:34:14.9	SS10ToiRk: 51. (Gr. 19. - Cl. 13)	15:07.5	SS11: 61. +4:40.7 (Gr. 22. - Cl. 14)	2:49:22.4	SS11ToiRk: 51. (Gr. 19. - Cl. 13)	19:23.9	SS12: 57. +5:06.4 (Gr. 19. - Cl. 12)	3:08:46.3	SS12ToiRk: 51. (Gr. 19. - Cl. 12)
51	113	STROPPOLO/FERRO	Peugeot 106 Rallye	A/A5	3:10:46.0		3:10:46.0	+42:18.2							
18:26.5	SS1: 85. +4:00.2 (Gr. 30. - Cl. 1)	18:26.5	SS1ToiRk: 117. (Gr. 30. - Cl. 1)	9:04.3	SS2: 81. +1:56.4 (Gr. 28. - Cl. 1)	27:30.8	SS2ToiRk: 112. (Gr. 30. - Cl. 1)	16:01.4	SS3: 74. +3:12.2 (Gr. 26. - Cl. 1)	43:32.2	SS3ToiRk: 108. (Gr. 31. - Cl. 1)	18:25.8	SS4: 74. +4:06.9 (Gr. 27. - Cl. 1)	1:01:58.0	SS4ToiRk: 109. (Gr. 27. - Cl. 1)
9:08.3	SS5: 64. +2:02.0 (Gr. 23. - Cl. 1)	1:11:06.3	SS5ToiRk: 97. (Gr. 23. - Cl. 1)	16:18.8	SS6: 62. +3:35.3 (Gr. 21. - Cl. 1)	1:27:25.1	SS6ToiRk: 88. (Gr. 22. - Cl. 1)	19:02.0	SS7: 68. +4:02.8 (Gr. 24. - Cl. 1)	1:46:27.1	SS7ToiRk: 91. (Gr. 22. - Cl. 1)	13:45.5	SS8: 67. +3:13.9 (Gr. 24. - Cl. 1)	2:00:12.6	SS8ToiRk: 87. (Gr. 24. - Cl. 1)
18:24.8	SS9: 65. +4:05.4 (Gr. 23. - Cl. 1)	2:18:37.4	SS9ToiRk: 81. (Gr. 21. - Cl. 1)	19:17.1	SS10: 59. +4:19.4 (Gr. 21. - Cl. 1)	2:37:54.5	SS10ToiRk: 53. (Gr. 20. - Cl. 1)	13:55.5	SS11: 57. +3:28.7 (Gr. 21. - Cl. 1)	2:51:50.0	SS11ToiRk: 52. (Gr. 20. - Cl. 1)	18:56.0	SS12: 56. +4:38.5 (Gr. 21. - Cl. 1)	3:10:46.0	SS12ToiRk: 52. (Gr. 20. - Cl. 1)
52	125	DEOTTO/BISARO	Peugeot 106 Rallye	N/N1	3:11:12.3		3:11:12.3	+42:44.5							
18:15.9	SS1: 84. +3:49.6 (Gr. 55. - Cl. 1)	18:15.9	SS1ToiRk: 113. (Gr. 55. - Cl. 1)	9:30.6	SS2: 88. +2:22.7 (Gr. 56. - Cl. 2)	27:46.5	SS2ToiRk: 113. (Gr. 54. - Cl. 1)	16:15.9	SS3: 76. +3:26.7 (Gr. 49. - Cl. 1)	44:02.4	SS3ToiRk: 111. (Gr. 50. - Cl. 1)	18:53.7	SS4: 77. +4:34.8 (Gr. 50. - Cl. 2)	1:02:56.1	SS4ToiRk: 112. (Gr. 49. - Cl. 1)
9:13.9	SS5: 66. +2:07.6 (Gr. 44. - Cl. 1)	1:12:10.0	SS5ToiRk: 102. (Gr. 46. - Cl. 1)	16:30.2	SS6: 64. +3:46.7 (Gr. 43. - Cl. 1)	1:28:40.2	SS6ToiRk: 94. (Gr. 45. - Cl. 1)	19:20.2	SS7: 69. +4:21.0 (Gr. 49. - Cl. 1)	1:48:00.4	SS7ToiRk: 94. (Gr. 41. - Cl. 1)	13:55.4	SS8: 69. +3:23.8 (Gr. 44. - Cl. 1)	2:01:55.8	SS8ToiRk: 89. (Gr. 44. - Cl. 1)
18:16.5	SS9: 63. +3:57.1 (Gr. 41. - Cl. 1)	2:20:12.3	SS9ToiRk: 84. (Gr. 38. - Cl. 1)	19:10.4	SS10: 57. +4:12.7 (Gr. 37. - Cl. 1)	2:39:22.7	SS10ToiRk: 54. (Gr. 37. - Cl. 1)	13:27.6	SS11: 52. +3:00.8 (Gr. 33. - Cl. 1)	2:52:50.3	SS11ToiRk: 53. (Gr. 33. - Cl. 1)	18:22.0	SS12: 52. +4:04.5 (Gr. 33. - Cl. 1)	3:11:12.3	SS12ToiRk: 53. (Gr. 33. - Cl. 1)
53	81	ONGARO/BRUNELLO	Opel Astra Gtc	N/N3	3:13:11.5		3:13:11.5	+44:43.7							
18:47.6	SS1: 89. +4:21.3 (Gr. 58. - Cl. 2)	18:47.6	SS1ToiRk: 123. (Gr. 57. - Cl. 2)	9:06.4	SS2: 82. +1:58.5 (Gr. 54. - Cl. 2)	27:54.0	SS2ToiRk: 117. (Gr. 55. - Cl. 2)	16:21.1	SS3: 77. +3:31.9 (Gr. 50. - Cl. 2)	44:15.1	SS3ToiRk: 114. (Gr. 51. - Cl. 2)	18:42.6	SS4: 75. +4:23.7 (Gr. 48. - Cl. 2)	1:02:57.7	SS4ToiRk: 113. (Gr. 48. - Cl. 2)
9:03.3	SS5: 63. +1:57.0 (Gr. 43. - Cl. 17)	1:12:01.0	SS5ToiRk: 101. (Gr. 45. - Cl. 18)	16:25.6	SS6: 63. +3:42.1 (Gr. 42. - Cl. 16)	1:28:26.6	SS6ToiRk: 91. (Gr. 44. - Cl. 17)	19:28.6	SS7: 70. +4:29.4 (Gr. 46. - Cl. 17)	1:47:55.2	SS7ToiRk: 93. (Gr. 40. - Cl. 15)	14:28.9	SS8: 73. +3:57.3 (Gr. 47. - Cl. 17)	2:02:24.1	SS8ToiRk: 90. (Gr. 41. - Cl. 15)
18:24.6	SS9: 64. +4:05.2 (Gr. 42. - Cl. 16)	2:20:48.7	SS9ToiRk: 85. (Gr. 39. - Cl. 14)	19:10.6	SS10: 58. +4:12.9 (Gr. 38. - Cl. 14)	2:39:59.3	SS10ToiRk: 55. (Gr. 35. - Cl. 12)	14:25.4	SS11: 59. +3:58.6 (Gr. 38. - Cl. 12)	2:54:24.7	SS11ToiRk: 54. (Gr. 34. - Cl. 11)	18:46.8	SS12: 54. +4:29.3 (Gr. 34. - Cl. 11)	3:13:11.5	SS12ToiRk: 54. (Gr. 34. - Cl. 11)
54	124	MARIN/DA ROS	Peugeot 106 Rallye	N/N1	3:20:35.5		3:20:35.5	+52:07.7							
18:50.6	SS1: 90. +4:24.3 (Gr. 58. - Cl. 3)	18:50.6	SS1ToiRk: 126. (Gr. 58. - Cl. 3)	9:14.8	SS2: 86. +2:06.9 (Gr. 55. - Cl. 2)	28:05.4	SS2ToiRk: 121. (Gr. 56. - Cl. 2)	16:42.5	SS3: 79. +3:53.3 (Gr. 51. - Cl. 2)	44:47.9	SS3ToiRk: 117. (Gr. 52. - Cl. 1)	18:52.0	SS4: 76. +4:33.1 (Gr. 49. - Cl. 1)	1:03:39.9	SS4ToiRk: 114. (Gr. 51. - Cl. 2)
9:35.6	SS5: 69. +2:29.3 (Gr. 47. - Cl. 2)	1:13:15.5	SS5ToiRk: 104. (Gr. 47. - Cl. 2)	16:45.7	SS6: 65. +4:02.2 (Gr. 44. - Cl. 2)	1:30:01.2	SS6ToiRk: 97. (Gr. 46. - Cl. 2)	19:51.5	SS7: 72. +4:52.3 (Gr. 48. - Cl. 2)	1:49:52.7	SS7ToiRk: 96. (Gr. 42. - Cl. 2)	14:12.6	SS8: 72. +3:41.0 (Gr. 46. - Cl. 2)	2:04:05.3	SS8ToiRk: 92. (Gr. 42. - Cl. 2)
19:08.8	SS9: 68. +4:49.4 (Gr. 44. - Cl. 2)	2:23:14.1	SS9ToiRk: 87. (Gr. 40. - Cl. 2)	19:50.3	SS10: 62. +4:52.6 (Gr. 40. - Cl. 2)	2:43:04.4	SS10ToiRk: 56. (Gr. 36. - Cl. 2)	14:46.8	SS11: 60. +4:20.0 (Gr. 39. - Cl. 2)	2:57:51.2	SS11ToiRk: 55. (Gr. 35. - Cl. 2)	22:44.3	SS12: 61. +8:26.8 (Gr. 39. - Cl. 2)	3:20:35.5	SS12ToiRk: 55. (Gr. 35. - Cl. 2)
55	126	MOLINARI/BELLINA	Fiat 500 Sporting	N/N0	3:28:45.4		3:28:45.4	1:00:17.6							
20:35.0	SS1: 92. +6:08.7 (Gr. 60. - Cl. 1)	20:35.0	SS1ToiRk: 133. (Gr. 60. - Cl. 1)	10:08.0	SS2: 89. +3:00.1 (Gr. 57. - Cl. 1)	30:43.0	SS2ToiRk: 128. (Gr. 58. - Cl. 1)	17:51.2	SS3: 83. +5:02.0 (Gr. 54. - Cl. 1)	48:34.2	SS3ToiRk: 124. (Gr. 55. - Cl. 1)	20:28.3	SS4: 79. +6:09.4 (Gr. 52. - Cl. 1)	1:09:02.5	SS4ToiRk: 117. (Gr. 52. - Cl. 1)
10:04.7	SS5: 72. +2:58.4 (Gr. 48. - Cl. 1)	1:19:07.2	SS5ToiRk: 107. (Gr. 48. - Cl. 1)	17:39.2	SS6: 67. +4:55.7 (Gr. 45. - Cl. 1)	1:36:46.4	SS6ToiRk: 102. (Gr. 47. - Cl. 1)	21:26.0	SS7: 76. +6:26.8 (Gr. 49. - Cl. 1)	1:58:12.4	SS7ToiRk: 98. (Gr. 43. - Cl. 1)	14:29.7	SS8: 74. +3:58.1 (Gr. 48. - Cl. 1)	2:12:42.1	SS8ToiRk: 97. (Gr. 43. - Cl. 1)
20:22.6	SS9: 69. +6:03.2 (Gr. 45. - Cl. 1)	2:33:04.7	SS9ToiRk: 91. (Gr. 41. - Cl. 1)	21:06.8	SS10: 63. +6:09.1 (Gr. 41. - Cl. 1)	2:54:11.5	SS10ToiRk: 57. (Gr. 37. - Cl. 1)	14:25.2	SS11: 58. +3:58.4 (Gr. 37. - Cl. 1)	3:08:36.7	SS11ToiRk: 56. (Gr. 36. - Cl. 1)	20:08.7	SS12: 58. +5:51.2 (Gr. 36. - Cl. 1)	3:28:45.4	SS12ToiRk: 56. (Gr. 36. - Cl. 1)
6	LONGHI/IMERITO	Subaru Impreza Sti	N/N4	Retired (SS10 - Light crash, unrecoverable.)											
14:53.0	SS1: 6. +26.7 (Gr. 6. - Cl. 6)	14:53.0	SS1ToiRk: 6. (Gr. 6. - Cl. 6)	7:16.0	SS2: 4. +8.1 (Gr. 4. - Cl. 4)	22:09.0	SS2ToiRk: 6. (Gr. 6. - Cl. 6)	13:01.9	SS3: 4. +12.7 (Gr. 4. - Cl. 4)	35:10.9	SS3ToiRk: 5. (Gr. 5. - Cl. 5)	14:39.8	SS4: 3. +20.9 (Gr. 3. - Cl. 3)	49:50.7	SS4ToiRk: 19. (Gr. 4. - Cl. 4)
7:12.0	SS5: 3. +5.7 (Gr. 3. - Cl. 3)	57:02.7	SS5ToiRk: 3. (Gr. 3. - Cl. 3)	12:58.8	SS6: 5. +15.3 (

Rk. Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.
Pos	Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart
19 CHENTRE/MOMETTI Mitsubishi Lancer Evo IX N/N4 Did not finish (TC 12B - Did not finish rally.)							
14:55.0	SS1: 7. +28.7 (Gr. 7. - Ct. 7.)	14:55.0	SS1TotRk: 7. (Gr. 7. - Ct. 7.)	7:43.2	SS2: 27. +35.3 (Gr. 20. - Ct. 20.)	22:38.2	SS2TotRk: 14. (Gr. 14. - Ct. 14.)
				15:32.4	SS3: 66. +243.2 (Gr. 44. - Ct. 25.)	38:50.6	SS3TotRk: 43. (Gr. 25. - Ct. 21.)
				15:30.6	SS4: 22. +111.7 (Gr. 18. - Ct. 18.)	54:21.2	SS4TotRk: 63. (Gr. 22. - Ct. 19.)
7:18.6	SS5: 9. +12.3 (Gr. 9. - Ct. 9.)	1:01:39.8	SS5TotRk: 31. (Gr. 18. - Ct. 18.)	13:09.5	SS6: 10. +26.0 (Gr. 10. - Ct. 10.)	1:14:49.3	SS6TotRk: 20. (Gr. 17. - Ct. 17.)
				15:42.5	SS7: 12. +43.3 (Gr. 12. - Ct. 12.)	1:30:31.8	SS7TotRk: 25. (Gr. 16. - Ct. 16.)
				10:58.6	SS8: 11. +27.0 (Gr. 11. - Ct. 11.)	1:41:30.4	SS8TotRk: 17. (Gr. 16. - Ct. 16.)
14:44.6	SS9: 8. +25.2 (Gr. 8. - Ct. 8.)	1:56:15.0	SS9TotRk: 16. (Gr. 15. - Ct. 15.)	15:31.3	SS10: 8. +33.6 (Gr. 8. - Ct. 8.)	2:11:46.3	SS10TotRk: 13. (Gr. 13. - Ct. 13.)
				10:54.0	SS11: 8. +27.2 (Gr. 8. - Ct. 8.)	2:22:40.3	SS11TotRk: 12. (Gr. 12. - Ct. 12.)
				21:13.2	SS12: 60. +655.7 (Gr. 38. - Ct. 20.)	2:43:53.5	SS12TotRk: 20. (Gr. 14. - Ct. 14.)
21 DE CECCO/BARIGELLI Subaru Impreza Sti N/N4 Retired (Service - Stops in service area.)							
15:35.6	SS1: 23. +109.3 (Gr. 19. - Ct. 19.)	15:35.6	SS1TotRk: 23. (Gr. 19. - Ct. 19.)	7:38.7	SS2: 21. +30.8 (Gr. 18. - Ct. 18.)	23:14.3	SS2TotRk: 23. (Gr. 19. - Ct. 19.)
				13:43.6	SS3: 19. +54.4 (Gr. 17. - Ct. 17.)	36:57.9	SS3TotRk: 20. (Gr. 17. - Ct. 17.)
				15:29.6	SS4: 21. +110.7 (Gr. 17. - Ct. 17.)	52:27.5	SS4TotRk: 44. (Gr. 17. - Ct. 17.)
7:35.8	SS5: 19. +29.5 (Gr. 17. - Ct. 17.)	1:00:03.3	SS5TotRk: 21. (Gr. 16. - Ct. 16.)	13:57.3	SS6: 22. +113.8 (Gr. 17. - Ct. 17.)	1:14:00.6	SS6TotRk: 17. (Gr. 15. - Ct. 15.)
				16:00.2	SS7: 17. +101.0 (Gr. 16. - Ct. 16.)	1:30:00.8	SS7TotRk: 22. (Gr. 15. - Ct. 15.)
				11:20.3	SS8: 18. +48.7 (Gr. 17. - Ct. 17.)	1:41:21.1	SS8TotRk: 16. (Gr. 15. - Ct. 15.)
22 GATTI/BARONE Fiat Grande Punto Jtd A/A7 Retired (SS1 - Retired in stage.)							
23 CAMPEDELLI/FAPPANI Fiat Grande Punto Jtd A/A7 Not scrutineered (-)							
24 SCANDOLA/D'AMORE Gr. Punto Abarth S2000 N/N4 Retired (SS9 - Offroad in stage./SR)							
14:38.7	SS1: 3. +12.4 (Gr. 3. - Ct. 3.)	14:38.7	SS1TotRk: 3. (Gr. 3. - Ct. 3.)	7:10.8	SS2: 2. +2.9 (Gr. 2. - Ct. 2.)	21:49.5	SS2TotRk: 3. (Gr. 3. - Ct. 3.)
						15:37.9	SS7: 11. +38.7 (Gr. 11. - Ct. 11.)
						10:50.2	SS8: 6. +18.6 (Gr. 6. - Ct. 6.)
27 SIGNOR/LAMONATO Renault Clio S1600 A/A6 Retired (SS5 - Stopped 1km before finish.)							
15:36.7	SS1: 24. +110.4 (Gr. 5. - Ct. 4.)	15:36.7	SS1TotRk: 24. (Gr. 5. - Ct. 4.)	7:37.6	SS2: 19. +29.7 (Gr. 2. - Ct. 2.)	23:14.3	SS2TotRk: 22. (Gr. 4. - Ct. 4.)
				13:41.8	SS3: 17. +52.6 (Gr. 1. - Ct. 1.)	36:56.1	SS3TotRk: 19. (Gr. 3. - Ct. 3.)
				15:19.4	SS4: 18. +100.5 (Gr. 3. - Ct. 3.)	52:15.5	SS4TotRk: 43. (Gr. 2. - Ct. 2.)
28 GUERRA/DI CARO Peugeot 206 S1600 A/A6 Retired (SS9 - Mechanical (engine).)							
15:24.4	SS1: 20. +58.1 (Gr. 3. - Ct. 3.)	15:24.4	SS1TotRk: 20. (Gr. 3. - Ct. 3.)	7:40.5	SS2: 22. +32.6 (Gr. 4. - Ct. 4.)	23:04.9	SS2TotRk: 21. (Gr. 3. - Ct. 3.)
				13:44.2	SS3: 20. +55.0 (Gr. 3. - Ct. 3.)	36:49.1	SS3TotRk: 18. (Gr. 2. - Ct. 2.)
				16:00.2	SS4: 34. +141.3 (Gr. 4. - Ct. 3.)	52:49.3	SS4TotRk: 48. (Gr. 4. - Ct. 3.)
7:42.4	SS5: 24. +36.1 (Gr. 6. - Ct. 3.)	1:00:31.7	SS5TotRk: 23. (Gr. 3. - Ct. 2.)	13:36.6	SS6: 17. +53.1 (Gr. 2. - Ct. 2.)	1:14:08.3	SS6TotRk: 18. (Gr. 3. - Ct. 2.)
				16:03.7	SS7: 19. +104.5 (Gr. 2. - Ct. 2.)	1:30:12.0	SS7TotRk: 24. (Gr. 3. - Ct. 2.)
				11:23.6	SS8: 19. +52.0 (Gr. 2. - Ct. 2.)	1:41:35.6	SS8TotRk: 18. (Gr. 2. - Ct. 2.)
33 CASAROTTO/VUANELLO Citroën C2 S1600 A/A6 Not scrutineered (-)							
34 DE VINCENTI/LUPIERI Renault Clio S1600 A/A6 Retired (SS4 - Mechanical in SS4.)							
16:21.5	SS1: 48. +155.2 (Gr. 19. - Ct. 10.)	16:21.5	SS1TotRk: 53. (Gr. 19. - Ct. 10.)	8:07.1	SS2: 51. +59.2 (Gr. 19. - Ct. 8.)	24:28.6	SS2TotRk: 54. (Gr. 18. - Ct. 9.)
				14:38.7	SS3: 48. +149.5 (Gr. 18. - Ct. 8.)	39:07.3	SS3TotRk: 48. (Gr. 15. - Ct. 7.)
36 MARSIC/FURLAN Citroën C2 S1600 A/A6 Retired (SS10 - Failure in SS.)							
16:05.6	SS1: 37. +139.3 (Gr. 14. - Ct. 7.)	16:05.6	SS1TotRk: 38. (Gr. 14. - Ct. 7.)	7:52.2	SS2: 32. +44.3 (Gr. 12. - Ct. 6.)	23:57.8	SS2TotRk: 37. (Gr. 13. - Ct. 6.)
				14:03.2	SS3: 27. +114.0 (Gr. 9. - Ct. 6.)	38:01.0	SS3TotRk: 31. (Gr. 9. - Ct. 5.)
				15:46.9	SS4: 28. +128.0 (Gr. 9. - Ct. 6.)	53:47.9	SS4TotRk: 55. (Gr. 8. - Ct. 5.)
7:51.8	SS5: 29. +45.5 (Gr. 11. - Ct. 2.)	1:01:39.7	SS5TotRk: 30. (Gr. 7. - Ct. 4.)	14:05.5	SS6: 27. +122.0 (Gr. 9. - Ct. 6.)	1:15:45.2	SS6TotRk: 27. (Gr. 8. - Ct. 5.)
				16:22.8	SS7: 25. +123.6 (Gr. 6. - Ct. 5.)	1:32:08.0	SS7TotRk: 33. (Gr. 7. - Ct. 5.)
15:46.8	SS9: 26. +127.4 (Gr. 10. - Ct. 6.)	1:59:27.9	SS9TotRk: 26. (Gr. 7. - Ct. 4.)				
37 CHIAPPO/ARMELO Renault Clio S1600 A/A6 Not scrutineered (-)							
38 NITTEL/EDELMANN Mitsubishi Lancer Evo IX N/N4 Retired (Road - Did not start SS5/SR12)							
15:03.4	SS1: 14. +37.1 (Gr. 14. - Ct. 14.)	15:03.4	SS1TotRk: 14. (Gr. 14. - Ct. 14.)	7:25.0	SS2: 13. +17.1 (Gr. 13. - Ct. 13.)	22:28.4	SS2TotRk: 13. (Gr. 13. - Ct. 13.)
				13:22.0	SS3: 12. +32.8 (Gr. 12. - Ct. 12.)	35:50.4	SS3TotRk: 12. (Gr. 12. - Ct. 12.)
				15:49.5	SS7: 14. +50.3 (Gr. 14. - Ct. 14.)	11:07.0	SS8: 14. +35.4 (Gr. 14. - Ct. 14.)
14:55.7	SS9: 11. +36.3 (Gr. 11. - Ct. 11.)			15:37.8	SS10: 11. +40.1 (Gr. 11. - Ct. 11.)	11:04.4	SS11: 11. +37.6 (Gr. 11. - Ct. 11.)
						14:55.9	SS12: 10. +38.4 (Gr. 10. - Ct. 10.)
39 MEDICI/VERNUCCIO Mitsubishi Lancer Evo IX N/N4 Not scrutineered (-)							
43 VENEZIANO/ANGELILLI Mitsubishi Lancer Evo IX N/N4 Retired (Road - Did not start SS4/SR8)							
19:27.4	SS1: 91. +501.1 (Gr. 59. - Ct. 27.)	19:27.4	SS1TotRk: 132. (Gr. 59. - Ct. 27.)	10:17.3	SS2: 90. +309.4 (Gr. 58. - Ct. 27.)	29:44.7	SS2TotRk: 127. (Gr. 57. - Ct. 27.)
				17:15.0	SS3: 81. +425.8 (Gr. 53. - Ct. 26.)	47:39.7	SS3TotRk: 123. (Gr. 54. - Ct. 26.)
				16:46.3	SS7: 37. +147.1 (Gr. 23. - Ct. 20.)		
47 COSIMI/ANGELI Mitsubishi Lancer Evo VIII N/N4 Retired (SS7 - Stop in SS.)							
16:32.1	SS1: 57. +205.8 (Gr. 35. - Ct. 23.)	16:32.1	SS1TotRk: 62. (Gr. 35. - Ct. 23.)	8:05.3	SS2: 45. +57.4 (Gr. 30. - Ct. 23.)	24:37.4	SS2TotRk: 60. (Gr. 34. - Ct. 23.)
				14:29.9	SS3: 39. +140.7 (Gr. 26. - Ct. 21.)	39:07.3	SS3TotRk: 49. (Gr. 28. - Ct. 22.)
				16:12.7	SS4: 45. +153.8 (Gr. 29. - Ct. 21.)	55:20.0	SS4TotRk: 75. (Gr. 29. - Ct. 22.)
7:59.8	SS5: 37. +53.5 (Gr. 25. - Ct. 19.)	1:03:19.8	SS5TotRk: 50. (Gr. 26. - Ct. 20.)	14:19.0	SS6: 35. +135.5 (Gr. 24. - Ct. 19.)	1:17:38.8	SS6TotRk: 41. (Gr. 26. - Ct. 20.)
52 TORLASCO/BREGA Renault Clio R3 A/A7 Retired (SS4 - Reason unknown.)							
15:44.3	SS1: 25. +118.0 (Gr. 6. - Ct. 2.)	15:44.3	SS1TotRk: 25. (Gr. 6. - Ct. 2.)	7:41.5	SS2: 23. +33.6 (Gr. 5. - Ct. 1.)	23:25.8	SS2TotRk: 25. (Gr. 6. - Ct. 2.)
				13:53.0	SS3: 23. +103.8 (Gr. 5. - Ct. 2.)	37:18.8	SS3TotRk: 22. (Gr. 5. - Ct. 2.)
71 DI BENEDETTO/GIORDANO Fiat Grande Punto Jtd A/A7 Retired (TC 6D - Did not come out of service.)							
16:16.4	SS1: 45. +150.1 (Gr. 18. - Ct. 9.)	16:16.4	SS1TotRk: 48. (Gr. 18. - Ct. 9.)	8:05.6	SS2: 48. +57.7 (Gr. 16. - Ct. 9.)	24:22.0	SS2TotRk: 49. (Gr. 16. - Ct. 9.)
				14:32.4	SS3: 41. +143.2 (Gr. 15. - Ct. 9.)	38:54.4	SS3TotRk: 45. (Gr. 13. - Ct. 8.)
				16:08.0	SS4: 40. +149.1 (Gr. 15. - Ct. 7.)	55:02.4	SS4TotRk: 71. (Gr. 14. - Ct. 7.)
8:02.5	SS5: 39. +56.2 (Gr. 13. - Ct. 7.)	1:03:04.9	SS5TotRk: 46. (Gr. 12. - Ct. 7.)	14:37.8	SS6: 44. +154.3 (Gr. 15. - Ct. 8.)	1:17:42.7	SS6TotRk: 42. (Gr. 11. - Ct. 6.)

Rk. Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.									
Pos	Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart									
74	CONSIGLI/DE COLLE	Fiat Grande Punto Jtd	A/A7	Retired (Road - Did not start SS 6.)												
16:08.5	SS1: 38. +1:42.2 (Gr. 15. - Cl. 8)	16:08.5	SS1TotRk: 41. (Gr. 15. - Cl. 8)	8:04.3	SS2: 43. +56.4 (Gr. 15. - Cl. 8)	24:12.8	SS2TotRk: 44. (Gr. 15. - Cl. 8)	14:22.6	SS3: 37. +1:33.4 (Gr. 13. - Cl. 7)	38:35.4	SS3TotRk: 39. (Gr. 12. - Cl. 7)	16:09.6	SS4: 42. +1:50.7 (Gr. 16. - Cl. 8)	54:45.0	SS4TotRk: 68. (Gr. 13. - Cl. 6)	
	8:13.6	SS5: 48. +1:07.3 (Gr. 16. - Cl. 9)	1:02:58.6	SS5TotRk: 44. (Gr. 11. - Cl. 6)												
78	LEITGEB/JABORNIG	Renault Clio Rs	N/N3	Retired (SS4 - Mechanical.)												
17:05.3	SS1: 73. +2:39.0 (Gr. 46. - Cl. 20)	17:05.3	SS1TotRk: 91. (Gr. 46. - Cl. 20)	8:52.3	SS2: 78. +1:44.4 (Gr. 51. - Cl. 22)	25:57.6	SS2TotRk: 93. (Gr. 48. - Cl. 20)	15:16.7	SS3: 62. +2:27.5 (Gr. 42. - Cl. 18)	41:14.3	SS3TotRk: 84. (Gr. 44. - Cl. 19)					
82	KAVCIC/SCUKA	Renault Clio Rs	N/N3	Retired (SS5 - Stop in stage.)												
16:45.7	SS1: 66. +2:19.4 (Gr. 41. - Cl. 18)	16:45.7	SS1TotRk: 77. (Gr. 41. - Cl. 18)	8:14.3	SS2: 61. +1:06.4 (Gr. 40. - Cl. 16)	25:00.0	SS2TotRk: 73. (Gr. 41. - Cl. 17)	14:42.3	SS3: 51. +1:53.1 (Gr. 32. - Cl. 11)	39:42.3	SS3TotRk: 65. (Gr. 36. - Cl. 13)	16:34.6	SS4: 55. +2:15.7 (Gr. 34. - Cl. 11)	56:16.9	SS4TotRk: 87. (Gr. 35. - Cl. 12)	
83	STEKAR/IUSSA	Renault Clio Williams	N/N3	Not scrutineered (-)												
85	SORAVITO/FACHIN	Renault Clio Rs	N/N3	Retired (Road - Does not start SS.)												
16:21.1	SS1: 46. +1:54.8 (Gr. 28. - Cl. 17)	16:21.1	SS1TotRk: 51. (Gr. 40. - Cl. 17)	8:00.3	SS2: 41. +52.4 (Gr. 27. - Cl. 5)	24:21.4	SS2TotRk: 48. (Gr. 28. - Cl. 7)	14:16.4	SS3: 35. +1:27.2 (Gr. 23. - Cl. 4)	38:37.8	SS3TotRk: 40. (Gr. 23. - Cl. 4)	16:09.8	SS4: 43. +1:50.9 (Gr. 47. - Cl. 24)	54:47.6	SS4TotRk: 69. (Gr. 24. - Cl. 4)	
	7:55.9	SS5: 35. +49.6 (Gr. 23. - Cl. 5)	1:02:43.5	SS5TotRk: 41. (Gr. 22. - Cl. 3)	14:08.5	SS6: 29. +1:25.0 (Gr. 19. - Cl. 2)	1:16:52.0	SS6TotRk: 34. (Gr. 20. - Cl. 3)	16:46.0	SS7: 36. +1:46.8 (Gr. 22. - Cl. 3)	1:33:38.0	SS7TotRk: 42. (Gr. 20. - Cl. 3)	11:56.5	SS8: 35. +1:24.9 (Gr. 22. - Cl. 3)	1:45:34.5	SS8TotRk: 34. (Gr. 20. - Cl. 3)
	17:07.5	SS9: 54. +2:48.1 (Gr. 33. - Cl. 13)	2:02:42.0	SS9TotRk: 35. (Gr. 21. - Cl. 5)												
86	BORIA/BROLLO	Renault Clio Rs	N/N3	Not scrutineered (-)												
89	BEARZI/CELLA	Renault Clio Rs	N/N3	Retired (Serv. Area - Stops in service area.)												
16:42.8	SS1: 65. +2:16.5 (Gr. 40. - Cl. 17)	16:42.8	SS1TotRk: 74. (Gr. 40. - Cl. 17)	8:19.1	SS2: 66. +1:11.2 (Gr. 42. - Cl. 18)	25:01.9	SS2TotRk: 74. (Gr. 42. - Cl. 18)	14:52.8	SS3: 55. +2:03.6 (Gr. 35. - Cl. 13)	39:54.7	SS3TotRk: 67. (Gr. 37. - Cl. 14)	16:38.8	SS4: 59. +2:19.9 (Gr. 37. - Cl. 14)	56:33.5	SS4TotRk: 89. (Gr. 36. - Cl. 13)	
	8:11.9	SS5: 46. +1:05.6 (Gr. 32. - Cl. 11)	1:04:45.4	SS5TotRk: 66. (Gr. 33. - Cl. 11)	20:57.6	SS6: 69. +8:14.1 (Gr. 46. - Cl. 17)	1:25:43.0	SS6TotRk: 81. (Gr. 41. - Cl. 15)	17:30.0	SS7: 53. +2:30.8 (Gr. 35. - Cl. 12)	1:43:13.0	SS7TotRk: 82. (Gr. 36. - Cl. 13)	12:32.0	SS8: 48. +2:00.4 (Gr. 32. - Cl. 10)	1:55:45.0	SS8TotRk: 70. (Gr. 35. - Cl. 12)
	16:43.1	SS9: 45. +2:23.7 (Gr. 29. - Cl. 10)	2:12:28.1	SS9TotRk: 65. (Gr. 33. - Cl. 11)	17:18.4	SS10: 41. +2:20.7 (Gr. 26. - Cl. 9)	2:29:46.5	SS10TotRk: 45. (Gr. 29. - Cl. 10)								
92	NOVELLI/PALAZZI	Opel Astra Gtc	N/N3	Retired (SS2 - Did not start SS.)												
18:02.2	SS1: 82. +3:35.9 (Gr. 54. - Cl. 23)	18:02.2	SS1TotRk: 109. (Gr. 54. - Cl. 23)													
94	PASTRELLO/SCOGNAMIGLIO	Renault Clio Rs	N/N3	Not scrutineered (-)												
95	CIOVACCO/FRANCESCUCCI	Peugeot 206 Rc	N/N3	Retired (SS3 - Mechanical/SR10)												
16:23.7	SS1: 51. +1:57.4 (Gr. 32. - Cl. 10)	16:23.7	SS1TotRk: 56. (Gr. 32. - Cl. 10)	8:04.7	SS2: 44. +56.8 (Gr. 29. - Cl. 7)	24:28.4	SS2TotRk: 53. (Gr. 30. - Cl. 8)									
								17:31.2	SS7: 54. +2:32.0 (Gr. 36. - Cl. 13)		12:26.3	SS8: 47. +1:54.7 (Gr. 31. - Cl. 9)				
	16:44.9	SS9: 46. +2:25.5 (Gr. 30. - Cl. 11)		17:10.7	SS10: 37. +2:13.0 (Gr. 23. - Cl. 6)											
96	COGO/MENEGAZZO	Peugeot 206 Rc	N/N3	Retired (SS7 - Unknown reason.)												
16:14.5	SS1: 43. +1:48.2 (Gr. 26. - Cl. 5)	16:14.5	SS1TotRk: 46. (Gr. 26. - Cl. 5)	7:55.3	SS2: 35. +47.4 (Gr. 23. - Cl. 4)	24:09.8	SS2TotRk: 42. (Gr. 25. - Cl. 4)	17:00.2	SS3: 80. +4:11.0 (Gr. 52. - Cl. 21)	41:10.0	SS3TotRk: 83. (Gr. 43. - Cl. 18)	16:07.6	SS4: 39. +1:48.7 (Gr. 25. - Cl. 6)	57:17.6	SS4TotRk: 91. (Gr. 38. - Cl. 15)	
	7:53.9	SS5: 31. +47.6 (Gr. 20. - Cl. 2)	1:05:11.5	SS5TotRk: 70. (Gr. 35. - Cl. 13)	14:18.2	SS6: 34. +1:34.7 (Gr. 23. - Cl. 5)	1:19:29.7	SS6TotRk: 58. (Gr. 33. - Cl. 12)								
97	PIEROTTI/MILLI	Peugeot 206 Rc	N/N3	Retired (SS5 - Mechanical.)												
16:00.6	SS1: 34. +1:34.3 (Gr. 22. - Cl. 2)	16:00.6	SS1TotRk: 34. (Gr. 22. - Cl. 2)	7:57.5	SS2: 38. +49.6 (Gr. 25. - Cl. 4)	23:58.1	SS2TotRk: 39. (Gr. 23. - Cl. 3)	14:03.8	SS3: 28. +1:14.6 (Gr. 19. - Cl. 1)	38:01.9	SS3TotRk: 32. (Gr. 20. - Cl. 2)	15:51.7	SS4: 31. +1:32.8 (Gr. 21. - Cl. 2)	53:53.6	SS4TotRk: 58. (Gr. 20. - Cl. 2)	
	30:34.1	SS5: 74. +23:27.8 (Gr. 49. - Cl. 19)	1:24:27.7	SS5TotRk: 110. (Gr. 49. - Cl. 19)												
103	DAL PONTE/DE COL	Peugeot 206 Rc	N/N3	Retired (Road - Does not start SS.)												
16:38.9	SS1: 62. +2:12.6 (Gr. 39. - Cl. 16)	16:38.9	SS1TotRk: 70. (Gr. 39. - Cl. 16)	8:10.9	SS2: 56. +1:03.0 (Gr. 36. - Cl. 12)	24:49.8	SS2TotRk: 66. (Gr. 37. - Cl. 14)	14:35.9	SS3: 45. +1:46.7 (Gr. 28. - Cl. 7)	39:25.7	SS3TotRk: 56. (Gr. 31. - Cl. 9)	16:36.4	SS4: 56. +2:17.5 (Gr. 35. - Cl. 12)	56:02.1	SS4TotRk: 82. (Gr. 32. - Cl. 10)	
	8:16.4	SS5: 51. +1:10.1 (Gr. 34. - Cl. 12)	1:04:18.5	SS5TotRk: 62. (Gr. 32. - Cl. 10)	14:54.1	SS6: 50. +2:10.6 (Gr. 32. - Cl. 12)	1:19:12.6	SS6TotRk: 55. (Gr. 31. - Cl. 10)	17:13.6	SS7: 48. +2:14.4 (Gr. 34. - Cl. 11)	1:36:26.2	SS7TotRk: 60. (Gr. 29. - Cl. 9)	14:05.2	SS8: 70. +3:33.6 (Gr. 45. - Cl. 16)	1:50:31.4	SS8TotRk: 58. (Gr. 30. - Cl. 10)
104	BENEVENTI/WORSUCCI	Peugeot 206 Rc	N/N3	Retired (SS10 - Does not start SS.)												
16:14.6	SS1: 44. +1:48.3 (Gr. 27. - Cl. 6)	16:14.6	SS1TotRk: 47. (Gr. 27. - Cl. 6)	8:02.1	SS2: 42. +54.2 (Gr. 28. - Cl. 6)	24:16.7	SS2TotRk: 45. (Gr. 26. - Cl. 5)	21:24.0	SS3: 86. +8:34.8 (Gr. 55. - Cl. 22)	45:40.7	SS3TotRk: 120. (Gr. 53. - Cl. 22)	16:53.6	SS4: 62. +2:34.7 (Gr. 39. - Cl. 16)	1:02:34.3	SS4TotRk: 110. (Gr. 48. - Cl. 20)	
	9:23.3	SS5: 67. +2:17.0 (Gr. 45. - Cl. 18)	1:11:57.6	SS5TotRk: 100. (Gr. 44. - Cl. 17)	15:20.0	SS6: 56. +2:36.5 (Gr. 37. - Cl. 14)	1:28:17.6	SS6TotRk: 90. (Gr. 43. - Cl. 16)	17:04.6	SS7: 44. +2:05.4 (Gr. 30. - Cl. 8)	1:45:22.2	SS7TotRk: 89. (Gr. 39. - Cl. 14)	12:32.9	SS8: 49. +2:01.3 (Gr. 33. - Cl. 11)	1:57:55.1	SS8TotRk: 78. (Gr. 38. - Cl. 14)
	16:31.3	SS9: 41. +2:11.9 (Gr. 28. - Cl. 9)	2:14:26.4	SS9TotRk: 72. (Gr. 36. - Cl. 13)												
105	PIEROTTI/SEGIR	Peugeot 206 Rc	N/N3	Retired (SS7 - Mechanical.)												
16:12.5	SS1: 42. +1:46.2 (Gr. 25. - Cl. 4)	16:12.5	SS1TotRk: 45. (Gr. 25. - Cl. 4)	8:05.4	SS2: 46. +57.5 (Gr. 31. - Cl. 8)	24:17.9	SS2TotRk: 46. (Gr. 27. - Cl. 6)	14:39.3	SS3: 49. +1:50.1 (Gr. 31. - Cl. 10)	38:57.2	SS3TotRk: 46. (Gr. 27. - Cl. 6)	16:09.9	SS4: 44. +1:51.0 (Gr. 28. - Cl. 8)	55:07.1	SS4TotRk: 72. (Gr. 26. - Cl. 6)	
	8:01.1	SS5: 38. +54.8 (Gr. 26. - Cl. 5)	1:03:08.2	SS5TotRk: 47. (Gr. 28. - Cl. 8)	14:28.4	SS6: 39. +1:44.9 (Gr. 28. - Cl. 8)	1:17:36.6	SS6TotRk: 39. (Gr. 24. - Cl. 6)	52:57.2	SS7: 77. +37:58.0 (Gr. 50. - Cl. 18)	2:10:33.8	SS7TotRk: 102. (Gr. 44. - Cl. 16)				
106	STRAMBI/NICCOLAI	Peugeot 206 Rc	N/N3	Retired (Road - Retired after SS4.)												
16:38.6	SS1: 61. +2:12.3 (Gr. 38. - Cl. 15)	16:38.6	SS1TotRk: 69. (Gr. 38. - Cl. 15)	8:13.0	SS2: 58. +1:05.1 (Gr. 38. - Cl. 14)	24:51.6	SS2TotRk: 67. (Gr. 38. - Cl. 15)	14:44.6	SS3: 54. +1:55.4 (Gr. 34. - Cl. 12)	39:36.2	SS3TotRk: 63. (Gr. 35. - Cl. 12)	18:56.9	SS4: 78. +4:38.0 (Gr. 51. - Cl. 21)	58:33.1	SS4TotRk: 98. (Gr. 43. - Cl. 18)	
108	DURAT/PETRIGH	Citroën C2	A/A6	Retired (Road - Did not start SS6/SR 10)												
18:46.4	SS1: 87. +4:20.1 (Gr. 31. - Cl. 12)	18:46.4	SS1TotRk: 121. (Gr. 31. - Cl. 12)	9:13.8	SS2: 85. +2:05.9 (Gr. 31. - Cl. 12)	28:00.2	SS2TotRk: 119. (Gr. 31. - Cl. 12)	15:18.8	SS3: 63. +2:29.6 (Gr. 21. - Cl. 9)	43:19.0	SS3TotRk: 106. (Gr. 30. - Cl. 12)	17:50.5	SS4: 70. +3:31.6 (Gr. 25. - Cl. 10)	1:01:09.5	SS4TotRk: 105. (Gr. 25. - Cl. 10)	
	11:06.6	SS5: 73. +4:00.3 (Gr. 25. - Cl. 9)	1:12:16.1	SS5TotRk: 103. (Gr. 25. - Cl. 9)					18:06.9	SS7: 61. +3:07.7 (Gr. 22. - Cl. 10)		13:27.3	SS8: 62. +2:55.7 (Gr. 22. - Cl. 10)			
	17:06.0	SS9: 53. +2:46.6														

Rk. Num	Driver / Co-Driver	Car / Team	Gr.	Time	Penalties	Total	Diff.
Pos	Conducteur / Coéquipier	Voiture / Écurie	Cl.	Temps	Penalité	Total	Ecart
111	RIGHETTI/BERTASINI HAIANES	Peugeot 106 Maxi	A/A6	Retired (SS4 - Unknown reason./SR8)			
16:10.5	SS1: 41. +1:44.2 (Gr. 17. - Ct. 9.)	16:10.5	SS1TotRk: 44. (Gr. 17. - Ct. 9.)	8:16.6	SS2: 64. +1:08.7 (Gr. 23. - Ct. 10.)	24:27.1	SS2TotRk: 51. (Gr. 17. - Ct. 8.)
				15:59.3	SS3: 73. +3:10.1 (Gr. 25. - Ct. 10.)	40:26.4	SS3TotRk: 75. (Gr. 23. - Ct. 11.)
				16:37.3	SS7: 30. +1:38.1 (Gr. 11. - Ct. 7.)	11:47.5	SS8: 32. +1:15.9 (Gr. 11. - Ct. 8.)
112	DE CORTI/DE CORTI	Peugeot 106 Xsi	A/A5	Retired (SS3 - Mechanical./SR8)			
18:47.1	SS1: 88. +4:20.8 (Gr. 32. - Ct. 2.)	18:47.1	SS1TotRk: 122. (Gr. 32. - Ct. 2.)	9:23.0	SS2: 87. +2:15.1 (Gr. 32. - Ct. 2.)	28:10.1	SS2TotRk: 122. (Gr. 32. - Ct. 2.)
				20:42.6	SS7: 75. +5:43.4 (Gr. 27. - Ct. 2.)	14:37.7	SS8: 75. +4:06.1 (Gr. 27. - Ct. 2.)
114	IACONCIG/CHERCHI	Peugeot 106 Rallye	N/N2	Not scrutineered (-)			
119	CUSSIGH/DONDA	Citroën Saxo Vts	N/N2	Retired (SS3 - Offroad.)			
16:59.9	SS1: 71. +2:33.6 (Gr. 44. - Ct. 1.)	16:59.9	SS1TotRk: 86. (Gr. 44. - Ct. 1.)	8:28.0	SS2: 72. +1:20.1 (Gr. 46. - Ct. 2.)	25:27.9	SS2TotRk: 86. (Gr. 45. - Ct. 2.)
122	SPECOGNA/SARTORI	Fiat Seicento Sporting	A/A0	Retired (SS4 - Retired in SS.)			
18:15.4	SS1: 83. +3:49.1 (Gr. 29. - Ct. 1.)	18:15.4	SS1TotRk: 112. (Gr. 29. - Ct. 1.)	9:12.8	SS2: 83. +2:04.9 (Gr. 29. - Ct. 1.)	27:28.2	SS2TotRk: 110. (Gr. 29. - Ct. 1.)
				15:47.5	SS3: 70. +2:58.3 (Gr. 24. - Ct. 1.)	43:15.7	SS3TotRk: 104. (Gr. 29. - Ct. 1.)
123	COLJA/MINOZZI	Mg Zr 105	N/N1	Retired (Start SS2 - Gear box broken after 20m.)			
18:42.3	SS1: 86. +4:16.0 (Gr. 56. - Ct. 2.)	18:42.3	SS1TotRk: 119. (Gr. 56. - Ct. 2.)				

Total: 55 classified / Total: 55 classifiés.