



64^a Trento - Bondone

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



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

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| P. N. | Conduuttore | Naz | Vettura | Scuderia | Classe | Tem./Dif. | | | | | | | |
|------------|----------------------------|-------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------------------------|-------------------------|------------------------|-------------------------|-------|------------------------|-------|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | VMed | i.c. | Tem./Dif. | | | | |
| 1. | 26 MERLI Christian | I | Osella PA 2000 | Vimotorsport | CN/E2-SC2000 | | | | 9:28.36 | | | | |
| [1] | 4.37 ⁽⁴⁾ ↓ | 10.28 ⁽³⁾ ↓ | 1:54.73 ⁽²⁾ ↓ | 3:29.68 ⁽²⁾ ↓ | 4:32.89 ⁽²⁾ ↓ | 7:19.08 ⁽²⁾ ↓ | 9:41.21⁽¹⁾ | 107.2 | A:480 B:681 C:539 | | | | |
| | 80.7 | 5.91 ⁽⁵⁾ | 184.0 | 1:44.45 ⁽¹⁾ | 112.0 | 1:34.95 ⁽²⁾ | 123.2 | 1:03.21 ⁽¹⁾ | 104.2 | 2:46.19 ⁽²⁾ | 101.2 | 2:22.13 ⁽¹⁾ | 98.8 |
| [2] | 4.36 ⁽⁴⁾ ↓ | 10.29 ⁽³⁾ ↓ | 1:52.48 ⁽²⁾ ↓ | 3:24.29 ⁽¹⁾ ↓ | 4:26.24 ⁽¹⁾ ↓ | 7:08.37 ⁽¹⁾ ↓ | 9:28.36⁽¹⁾ | 109.6 | A:482 B:684 C:536 | | | | |
| | 80.9 | 5.93 ⁽⁵⁾ | 183.3 | 1:42.19 ⁽¹⁾ | 114.5 | 1:31.81 ⁽¹⁾ | 127.4 | 1:01.95 ⁽¹⁾ | 106.3 | 2:42.13 ⁽²⁾ | 103.7 | 2:19.99 ⁽¹⁾ | 100.3 |
| 2. | 25 FAGGIOLI Simone | I | Norma M20 FC | Best Lap | CN/E2-SC3000 | | | | 9:33.38 | | | | |
| [1] | 4.02 ⁽¹⁾ ↓ | 9.50 ⁽¹⁾ ↓ | 1:54.43 ⁽¹⁾ ↓ | 3:27.96 ⁽¹⁾ ↓ | 4:31.63 ⁽¹⁾ ↓ | 7:17.08 ⁽¹⁾ ↓ | 9:42.45⁽²⁾ | 106.9 | A:454 B:651 C:534 | +5.02 | | | |
| | 87.8 | 5.48 ⁽¹⁾ | 198.4 | 1:44.93 ⁽²⁾ | 111.5 | 1:33.53 ⁽¹⁾ | 125.1 | 1:03.67 ⁽²⁾ | 103.5 | 2:45.45 ⁽¹⁾ | 101.6 | 2:25.37 ⁽²⁾ | 96.6 |
| [2] | 4.13 ⁽¹⁾ ↓ | 9.62 ⁽¹⁾ ↓ | 1:52.17 ⁽¹⁾ ↓ | 3:24.50 ⁽²⁾ ↓ | 4:27.48 ⁽²⁾ ↓ | 7:09.17 ⁽²⁾ ↓ | 9:33.38⁽¹⁾ | 108.6 | A:467 B:657 C:535 | | | | |
| | 85.4 | 5.49 ⁽¹⁾ | 198.0 | 1:42.55 ⁽²⁾ | 114.1 | 1:32.33 ⁽²⁾ | 126.7 | 1:02.98 ⁽²⁾ | 104.6 | 2:41.69 ⁽¹⁾ | 104.0 | 2:24.21 ⁽²⁾ | 97.4 |
| 3. | 27 SCOLA Domenico | I | Osella PA 2000 | Jonja Corse | CN/E2-SC2000 | | | | 9:58.73 | | | | |
| [1] | 4.48 ⁽⁷⁾ ↓ | 10.67 ⁽⁸⁾ ↓ | 1:59.78 ⁽³⁾ ↓ | 3:39.52 ⁽³⁾ ↓ | 4:45.89 ⁽³⁾ ↓ | 7:39.73 ⁽³⁾ ↓ | 10:09.54⁽³⁾ | 102.2 | A:508 B:720 C:570 | +30.37 | | | |
| | 78.8 | 6.19 ⁽¹⁰⁾ | 175.6 | 1:49.11 ⁽³⁾ | 107.2 | 1:39.74 ⁽³⁾ | 117.3 | 1:06.37 ⁽³⁾ | 99.3 | 2:53.84 ⁽⁴⁾ | 96.7 | 2:29.81 ⁽⁵⁾ | 93.7 |
| [2] | 4.76 ⁽¹⁹⁾ ↓ | 11.01 ⁽¹²⁾ ↓ | 1:58.57 ⁽³⁾ ↓ | 3:35.57 ⁽³⁾ ↓ | 4:41.53 ⁽³⁾ ↓ | 7:32.35 ⁽³⁾ ↓ | 9:58.73⁽³⁾ | 104.0 | A:509 B:720 C:557 | | | | |
| | 74.1 | 6.25 ⁽¹⁰⁾ | 174.0 | 1:47.56 ⁽³⁾ | 108.8 | 1:37.00 ⁽³⁾ | 120.6 | 1:05.96 ⁽⁴⁾ | 99.9 | 2:50.82 ⁽⁴⁾ | 98.4 | 2:26.38 ⁽⁴⁾ | 95.9 |
| 4. | 5 ZARDO Denny | I | Osella FA 30 | Sc. Etruria | D/E2-SS3000 | | | | 10:02.98 | | | | |
| [1] | 4.88 ⁽³⁰⁾ ↓ | 11.06 ⁽¹²⁾ ↓ | 2:11.46 ⁽¹⁷⁾ ↓ | 3:56.04 ⁽¹²⁾ ↓ | 5:04.64 ⁽⁹⁾ ↓ | 8:01.79 ⁽⁷⁾ ↓ | 10:35.06⁽⁷⁾ | 98.1 | A:701 B:731 C:608 | +34.62 | | | |
| | 72.3 | 6.18 ⁽⁸⁾ | 175.9 | 2:00.40 ⁽¹⁶⁾ | 97.2 | 1:44.58 ⁽⁸⁾ | 111.9 | 1:08.60 ⁽⁶⁾ | 96.0 | 2:57.15 ⁽⁶⁾ | 94.9 | 2:33.27 ⁽⁸⁾ | 91.6 |
| [2] | 4.95 ⁽²³⁾ ↓ | 10.71 ⁽⁷⁾ ↓ | 2:03.54 ⁽⁶⁾ ↓ | 3:41.54 ⁽⁴⁾ ↓ | 4:46.24 ⁽⁴⁾ ↓ | 7:34.43 ⁽⁴⁾ ↓ | 10:02.98⁽³⁾ | 103.3 | A:470 B:674 C:548 | | | | |
| | 71.3 | 5.76 ⁽⁴⁾ | 188.8 | 1:52.83 ⁽⁶⁾ | 103.7 | 1:38.00 ⁽⁴⁾ | 119.4 | 1:04.70 ⁽³⁾ | 101.8 | 2:48.19 ⁽³⁾ | 100.0 | 2:28.55 ⁽⁷⁾ | 94.5 |
| 5. | 1 LIBER Federico | I | Formula Gloria C8F | Real Motorsport | D/E2-SS1600 | | | | 10:10.06 | | | | |
| [1] | 4.86 ⁽²⁶⁾ ↓ | 11.32 ⁽¹⁸⁾ ↓ | 2:04.53 ⁽⁶⁾ ↓ | 3:46.44 ⁽⁶⁾ ↓ | 4:54.27 ⁽⁴⁾ ↓ | 7:47.54 ⁽⁴⁾ ↓ | 10:14.89⁽⁴⁾ | 101.3 | A:536 B:779 C:609 | +41.70 | | | |
| | 72.6 | 6.46 ⁽¹⁶⁾ | 168.3 | 1:53.21 ⁽⁶⁾ | 103.3 | 1:41.91 ⁽⁵⁾ | 114.8 | 1:07.83 ⁽⁴⁾ | 97.1 | 2:53.27 ⁽³⁾ | 97.0 | 2:27.35 ⁽³⁾ | 95.3 |
| [2] | 4.67 ⁽¹¹⁾ ↓ | 11.14 ⁽¹⁵⁾ ↓ | 2:04.32 ⁽⁷⁾ | | 4:52.05 ⁽⁷⁾ ↓ | 7:44.13 ⁽⁵⁾ ↓ | 10:10.06⁽⁴⁾ | 102.1 | A:534 | C:622 | | | |
| | 75.5 | 6.47 ⁽¹⁶⁾ | 168.0 | 1:53.18 ⁽⁷⁾ | 103.4 | | 2:52.08 ⁽⁵⁾ | 97.7 | 2:25.93 ⁽³⁾ | 96.2 | | | |
| 6. | 34 IAQUINTA Rosario | I | Osella PA 21 Evo | Sc. Vesuvio | CN/E2-SC2000 | | | | 10:14.58 | | | | |
| [1] | 4.58 ⁽¹²⁾ ↓ | 10.92 ⁽¹⁰⁾ ↓ | 2:02.07 ⁽⁴⁾ ↓ | 3:45.56 ⁽⁴⁾ ↓ | 4:54.51 ⁽⁵⁾ ↓ | 7:51.61 ⁽⁵⁾ ↓ | 10:21.28⁽⁵⁾ | 100.2 | A:513 B:732 C:606 | +46.22 | | | |
| | 77.0 | 6.34 ⁽¹¹⁾ | 171.5 | 1:51.15 ⁽⁴⁾ | 105.3 | 1:43.49 ⁽⁷⁾ | 113.7 | 1:08.95 ⁽⁷⁾ | 95.5 | 2:57.10 ⁽⁵⁾ | 94.9 | 2:29.67 ⁽⁴⁾ | 93.8 |
| [2] | 4.74 ⁽¹⁷⁾ ↓ | 11.05 ⁽¹⁴⁾ ↓ | 2:02.15 ⁽⁵⁾ ↓ | 3:43.04 ⁽⁶⁾ ↓ | 4:51.07 ⁽⁶⁾ ↓ | 7:46.51 ⁽⁶⁾ ↓ | 10:14.58⁽⁴⁾ | 101.3 | A:511 B:727 C:598 | | | | |
| | 74.4 | 6.31 ⁽¹¹⁾ | 172.3 | 1:51.10 ⁽⁴⁾ | 105.3 | 1:40.89 ⁽⁶⁾ | 116.0 | 1:08.03 ⁽⁵⁾ | 96.8 | 2:55.44 ⁽⁶⁾ | 95.8 | 2:28.07 ⁽⁶⁾ | 94.8 |
| 7. | 33 MAGLIONA Omar | I | Osella PA 21/s Evo | CST Sport | CN/E2-SC2000 | | | | 10:17.47 | | | | |
| [1] | 4.87 ⁽²⁹⁾ ↓ | 11.31 ⁽¹⁷⁾ ↓ | 2:04.40 ⁽⁵⁾ ↓ | 3:46.29 ⁽⁵⁾ ↓ | 4:55.86 ⁽⁶⁾ ↓ | 7:55.07 ⁽⁶⁾ ↓ | 10:26.85⁽⁶⁾ | 99.4 | A:567 B:740 C:635 | +49.11 | | | |
| | 72.4 | 6.44 ⁽¹⁵⁾ | 168.8 | 1:53.09 ⁽⁵⁾ | 103.5 | 1:41.89 ⁽⁴⁾ | 114.8 | 1:09.57 ⁽⁸⁾ | 94.7 | 2:59.21 ⁽⁹⁾ | 93.8 | 2:31.78 ⁽⁶⁾ | 92.5 |
| [2] | 4.67 ⁽¹¹⁾ ↓ | 11.00 ⁽¹¹⁾ ↓ | 2:02.13 ⁽⁴⁾ ↓ | 3:41.55 ⁽⁵⁾ ↓ | 4:50.47 ⁽⁵⁾ ↓ | 7:47.87 ⁽⁷⁾ ↓ | 10:17.47⁽⁵⁾ | 100.9 | A:525 B:851 C:628 | | | | |
| | 75.5 | 6.33 ⁽¹²⁾ | 171.8 | 1:51.13 ⁽⁵⁾ | 105.3 | 1:39.42 ⁽⁵⁾ | 117.7 | 1:08.92 ⁽⁷⁾ | 95.6 | 2:57.40 ⁽⁹⁾ | 94.8 | 2:29.60 ⁽⁸⁾ | 93.9 |
| 8. | 41 MACARIO Paride | I | Lobart - LA 01/3 | CMS Racing Cars | CN/E2-SC2000 | | | | 10:25.91 | | | | |
| [1] | 4.81 ⁽²²⁾ ↓ | 11.38 ⁽²⁴⁾ ↓ | 2:08.34 ⁽¹¹⁾ ↓ | 3:55.22 ⁽¹⁰⁾ ↓ | 5:05.57 ⁽¹¹⁾ ↓ | 8:04.33 ⁽⁸⁾ ↓ | 10:36.98⁽⁸⁾ | 97.8 | A:551 B:786 C:599 | +57.55 | | | |
| | 73.3 | 6.57 ⁽²²⁾ | 165.5 | 1:56.96 ⁽¹⁰⁾ | 100.0 | 1:46.88 ⁽¹²⁾ | 109.5 | 1:10.35 ⁽⁹⁾ | 93.6 | 2:58.76 ⁽⁷⁾ | 94.0 | 2:32.65 ⁽⁷⁾ | 92.0 |
| [2] | 4.74 ⁽¹⁷⁾ ↓ | 11.27 ⁽¹⁷⁾ ↓ | 2:06.29 ⁽¹⁰⁾ ↓ | 3:50.77 ⁽⁸⁾ ↓ | 4:59.57 ⁽⁹⁾ ↓ | 7:55.37 ⁽⁸⁾ ↓ | 10:25.91⁽⁶⁾ | 99.5 | A:546 B:789 C:602 | | | | |
| | 74.4 | 6.53 ⁽¹⁹⁾ | 166.5 | 1:55.02 ⁽⁹⁾ | 101.7 | 1:44.48 ⁽⁹⁾ | 112.0 | 1:08.80 ⁽⁶⁾ | 95.8 | 2:55.80 ⁽⁷⁾ | 95.6 | 2:30.54 ⁽⁹⁾ | 93.3 |
| 9. | 4 CINELLI Franco | I | Lola B99/50 ZyteK | Sc. Etruria | D/E2-SS3000 | | | | 10:28.48 | | | | |
| [1] | 4.55 ⁽¹¹⁾ ↓ | 10.30 ⁽⁴⁾ | | | | | | | A:493 | +1:00.12 | | | |
| | 77.5 | 5.75 ⁽³⁾ | 189.1 | | | | | | | | | | |
| [2] | 4.81 ⁽²⁰⁾ ↓ | 10.56 ⁽⁵⁾ ↓ | 2:09.52 ⁽¹³⁾ | | 5:04.44 ⁽¹¹⁾ ↓ | 8:00.88 ⁽¹¹⁾ ↓ | 10:28.48⁽⁷⁾ | 99.1 | A:499 | C:600 | | | |
| | 73.3 | 5.75 ⁽³⁾ | 189.1 | 1:58.96 ⁽¹⁵⁾ | 98.4 | | 2:56.44 ⁽⁸⁾ | 95.3 | 2:27.60 ⁽⁵⁾ | 95.1 | | | |
| 10. | 47 DE GASPERI Diego | I | Radical Prosport | Vimotorsport | CN/E2-SC1600 | | | | 10:30.55 | | | | |
| [1] | 4.75 ⁽¹⁹⁾ ↓ | 11.30 ⁽¹⁶⁾ ↓ | 2:07.36 ⁽⁹⁾ ↓ | 3:54.10 ⁽⁹⁾ ↓ | 5:04.65 ⁽¹⁰⁾ ↓ | 8:04.64 ⁽¹⁰⁾ ↓ | 10:38.18⁽⁹⁾ | 97.6 | A:562 B:771 C:601 | +1:02.19 | | | |
| | 74.3 | 6.55 ⁽²¹⁾ | 166.0 | 1:56.06 ⁽⁷⁾ | 100.8 | 1:46.74 ⁽¹¹⁾ | 109.5 | 1:10.55 ⁽¹⁰⁾ | 93.4 | 2:59.99 ⁽¹⁰⁾ | 93.4 | 2:33.54 ⁽⁹⁾ | 91.4 |
| [2] | 4.71 ⁽¹⁶⁾ | 11.29 ⁽¹⁹⁾ | 2:05.91 ⁽⁸⁾ | 3:49.95 ⁽⁷⁾ | 5:01.60 ⁽¹⁰⁾ | 7:59.10 ⁽¹⁰⁾ | 10:30.55⁽⁷⁾ | 98.8 | A:543 B:773 C:608 | | | | |



| P. N. | Conducente | Naz | Vettura | Scuderia | Classe | | | | | | Tem./Dif. | | | | | | | | |
|------------|----------------------------|-----------------------|-------------------------|-------------------------|-------------------------|-------------------------|--------------------------------|-------------------------------|-------------------------|-------------------------|-------------------------|-------------------------|------|--|--|--|--|--|-----------------|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | VMed | i.c. | | | | | | | | | | | |
| 74.9 | 6.58 ⁽²²⁾ | 165.2 | 1:54.62 ⁽⁸⁾ | 102.1 | 1:44.04 ⁽⁷⁾ | 112.5 | 1:11.65 ⁽¹²⁾ | 91.9 | 2:57.50 ⁽¹⁰⁾ | 94.7 | 2:31.45 ⁽¹⁰⁾ | 92.7 | | | | | | | |
| 11. | 2 HAUSER David | L | Wolf GB/08 F1 | Racing Experience | D/E2-SS3000 | | | | | | | | | | | | | | 10:32.40 |
| [1] | 4.29 ⁽³⁾ | 9.93 ⁽²⁾ | 2:06.68 ⁽⁷⁾ | 3:48.64 ⁽⁷⁾ | 4:56.53 ⁽⁷⁾ | 8:04.56 ⁽⁹⁾ | 10:58.21⁽¹⁶⁾ | 94.6 | A:486 | B:672 | C:575 | | | | | | | | +1:04.04 |
| | 82.2 | 5.64 ⁽²⁾ | 192.8 | 1:56.75 ⁽⁸⁾ | 100.2 | 1:41.96 ⁽⁶⁾ | 114.8 | 1:07.89 ⁽⁵⁾ | 97.0 | 3:08.03 ⁽¹⁸⁾ | 89.4 | 2:53.65 ⁽⁵⁵⁾ | 80.9 | | | | | | |
| [2] | 4.33 ⁽³⁾ | 9.88 ⁽²⁾ | 2:06.01 ⁽⁹⁾ | | | 4:53.01 ⁽⁸⁾ | 7:55.75 ⁽⁹⁾ | 10:32.40⁽⁷⁾ | 98.5 | A:471 | | C:553 | | | | | | | |
| | 81.5 | 5.55 ⁽²⁾ | 195.9 | 1:56.13 ⁽¹⁰⁾ | 100.7 | | | | | 3:02.74 ⁽¹⁴⁾ | 92.0 | 2:36.65 ⁽¹⁶⁾ | 89.6 | | | | | | |
| 12. | 46 LOMBARDI Achille | I | Radical SR4 | AB Motorsport | CN/E2-SC1600 | | | | | | | | | | | | | | 10:34.58 |
| [1] | 4.58 ⁽¹²⁾ | 10.94 ⁽¹¹⁾ | 2:11.42 ⁽¹⁶⁾ | 3:57.64 ⁽¹⁶⁾ | 5:09.28 ⁽¹³⁾ | 8:08.27 ⁽¹¹⁾ | 10:41.86⁽¹⁰⁾ | 97.0 | A:576 | B:765 | C:605 | | | | | | | | +1:06.22 |
| | 77.0 | 6.36 ⁽¹²⁾ | 170.9 | 2:00.48 ⁽¹⁷⁾ | 97.1 | 1:46.22 ⁽¹⁰⁾ | 110.1 | 1:11.64 ⁽¹³⁾ | 92.0 | 2:58.99 ⁽⁸⁾ | 93.9 | 2:33.59 ⁽¹⁰⁾ | 91.4 | | | | | | |
| [2] | 4.59 ⁽⁸⁾ | 10.98 ⁽¹⁰⁾ | 2:09.70 ⁽¹⁴⁾ | 3:53.89 ⁽⁹⁾ | 5:04.60 ⁽¹²⁾ | 8:02.34 ⁽¹²⁾ | 10:34.58⁽⁷⁾ | 98.1 | A:569 | B:747 | C:612 | | | | | | | | |
| | 76.9 | 6.39 ⁽¹³⁾ | 170.1 | 1:58.72 ⁽¹⁴⁾ | 98.6 | 1:44.19 ⁽⁸⁾ | 112.3 | 1:10.71 ⁽⁸⁾ | 93.2 | 2:57.74 ⁽¹¹⁾ | 94.6 | 2:32.24 ⁽¹²⁾ | 92.2 | | | | | | |
| 13. | 7 GALLINI Severino | I | Lola B99/50 Judd | Sc. Invicta | D/E2-SS3000 | | | | | | | | | | | | | | 10:39.35 |
| [1] | 5.05 ⁽³⁸⁾ | 11.15 ⁽¹⁴⁾ | 2:11.05 ⁽¹⁵⁾ | 3:59.44 ⁽¹⁷⁾ | 5:12.77 ⁽¹⁷⁾ | 8:17.45 ⁽¹⁵⁾ | 10:54.05⁽¹³⁾ | 95.2 | A:541 | B:767 | C:669 | | | | | | | | +1:10.99 |
| | 69.9 | 6.10 ⁽⁷⁾ | 178.2 | 1:59.90 ⁽¹⁵⁾ | 97.6 | 1:48.39 ⁽¹⁷⁾ | 107.9 | 1:13.33 ⁽¹⁷⁾ | 89.8 | 3:04.68 ⁽¹⁵⁾ | 91.0 | 2:36.60 ⁽¹⁴⁾ | 89.7 | | | | | | |
| [2] | 5.40 ⁽³⁹⁾ | 11.34 ⁽²⁰⁾ | 2:09.74 ⁽¹⁵⁾ | 3:56.86 ⁽¹²⁾ | 5:09.11 ⁽¹⁵⁾ | 8:07.62 ⁽¹³⁾ | 10:39.35⁽¹⁰⁾ | 97.4 | A:522 | B:772 | C:639 | | | | | | | | |
| | 65.3 | 5.94 ⁽⁶⁾ | 183.0 | 1:58.40 ⁽¹³⁾ | 98.8 | 1:47.12 ⁽¹⁴⁾ | 109.2 | 1:12.25 ⁽¹⁶⁾ | 91.2 | 2:58.51 ⁽¹²⁾ | 94.2 | 2:31.73 ⁽¹¹⁾ | 92.5 | | | | | | |
| 14. | 9 PEDROTTI Gino | I | Formula Renault | Vimotorsport | D/E2-SS2000 | | | | | | | | | | | | | | 10:42.90 |
| [1] | 4.20 ⁽²⁾ | 10.38 ⁽⁶⁾ | 2:07.19 ⁽⁸⁾ | 3:53.40 ⁽⁸⁾ | 5:04.50 ⁽⁸⁾ | 8:08.93 ⁽¹²⁾ | 10:42.90⁽¹¹⁾ | 96.9 | A:533 | B:774 | C:623 | | | | | | | | +1:14.54 |
| | 84.0 | 6.18 ⁽⁸⁾ | 175.9 | 1:56.81 ⁽⁹⁾ | 100.2 | 1:46.21 ⁽⁹⁾ | 110.2 | 1:11.10 ⁽¹²⁾ | 92.7 | 3:04.43 ⁽¹⁴⁾ | 91.2 | 2:33.97 ⁽¹¹⁾ | 91.2 | | | | | | |
| [2] | 4.30 ⁽²⁾ | 10.52 ⁽⁴⁾ | 2:10.79 ⁽¹⁷⁾ | 3:58.29 ⁽¹⁴⁾ | 5:10.45 ⁽¹⁸⁾ | 8:12.87 ⁽¹⁶⁾ | 10:46.13⁽¹²⁾ | 96.4 | A:546 | B:790 | C:629 | | | | | | | | |
| | 82.0 | 6.22 ⁽⁹⁾ | 174.8 | 2:00.27 ⁽¹⁷⁾ | 97.3 | 1:47.50 ⁽¹⁶⁾ | 108.8 | 1:12.16 ⁽¹⁵⁾ | 91.3 | 3:02.42 ⁽¹³⁾ | 92.2 | 2:33.26 ⁽¹³⁾ | 91.6 | | | | | | |
| 15. | 35 CAPUCCI Marco | I | Osella PA 21/s | Best Lap | CN/E2-SC2000 | | | | | | | | | | | | | | 10:46.04 |
| [1] | 4.86 ⁽²⁶⁾ | 11.36 ⁽²³⁾ | 2:10.20 ⁽¹⁴⁾ | 3:57.28 ⁽¹⁵⁾ | 5:09.97 ⁽¹⁵⁾ | 8:15.03 ⁽¹⁴⁾ | 10:54.32⁽¹⁴⁾ | 95.2 | A:528 | B:774 | C:664 | | | | | | | | +1:17.68 |
| | 72.6 | 6.50 ⁽¹⁸⁾ | 167.3 | 1:58.84 ⁽¹⁴⁾ | 98.5 | 1:47.08 ⁽¹³⁾ | 109.3 | 1:12.69 ⁽¹⁴⁾ | 90.6 | 3:05.06 ⁽¹⁶⁾ | 90.8 | 2:39.29 ⁽¹⁸⁾ | 88.1 | | | | | | |
| [2] | 4.98 ⁽²⁶⁾ | 11.48 ⁽²³⁾ | 2:09.09 ⁽¹²⁾ | 3:54.30 ⁽¹⁰⁾ | 5:06.10 ⁽¹³⁾ | 8:08.89 ⁽¹⁴⁾ | 10:46.04⁽¹²⁾ | 96.4 | A:527 | B:762 | C:632 | | | | | | | | |
| | 70.8 | 6.50 ⁽¹⁸⁾ | 167.3 | 1:57.61 ⁽¹¹⁾ | 99.5 | 1:45.21 ⁽¹⁰⁾ | 111.2 | 1:11.80 ⁽¹³⁾ | 91.8 | 3:02.79 ⁽¹⁵⁾ | 92.0 | 2:37.15 ⁽¹⁷⁾ | 89.3 | | | | | | |
| 16. | 43 PIFFER Luca | I | Osella PA 21/S Evo | Vimotorsport | CN/E2-SC2000 | | | | | | | | | | | | | | 10:47.08 |
| [1] | 4.71 ⁽¹⁷⁾ | 11.32 ⁽¹⁸⁾ | 2:09.22 ⁽¹³⁾ | 3:56.55 ⁽¹⁴⁾ | 5:07.39 ⁽¹²⁾ | 8:11.16 ⁽¹³⁾ | 10:47.08⁽¹²⁾ | 96.2 | A:554 | B:756 | C:616 | | | | | | | | +1:18.72 |
| | 74.9 | 6.61 ⁽²³⁾ | 164.5 | 1:57.90 ⁽¹³⁾ | 99.2 | 1:47.33 ⁽¹⁵⁾ | 109.0 | 1:10.84 ⁽¹¹⁾ | 93.0 | 3:03.77 ⁽¹¹⁾ | 91.5 | 2:35.92 ⁽¹³⁾ | 90.0 | | | | | | |
| [2] | 4.68 ⁽¹³⁾ | 11.22 ⁽¹⁶⁾ | 2:14.42 ⁽²¹⁾ | 4:04.09 ⁽¹⁹⁾ | 5:18.75 ⁽²²⁾ | 8:21.75 ⁽²²⁾ | 10:57.45⁽¹⁵⁾ | 94.7 | A:556 | B:765 | C:640 | | | | | | | | |
| | 75.4 | 6.54 ⁽²⁰⁾ | 166.2 | 2:03.20 ⁽²¹⁾ | 95.0 | 1:49.67 ⁽¹⁸⁾ | 106.7 | 1:14.66 ⁽²²⁾ | 88.2 | 3:03.00 ⁽¹⁶⁾ | 91.9 | 2:35.70 ⁽¹⁵⁾ | 90.2 | | | | | | |
| 17. | 12 WEBER Christophe | CH | Dallara F302-04 | | D/E2-SS2000 | | | | | | | | | | | | | | 10:49.15 |
| [1] | 4.74 ⁽¹⁸⁾ | 11.35 ⁽²²⁾ | 2:15.03 ⁽²¹⁾ | 4:04.17 ⁽¹⁸⁾ | 5:17.39 ⁽¹⁸⁾ | 8:30.47 ⁽²⁰⁾ | 11:14.39⁽²¹⁾ | 92.4 | A:606 | B:763 | C:605 | | | | | | | | +1:20.79 |
| | 74.4 | 6.61 ⁽²³⁾ | 164.5 | 2:03.68 ⁽²²⁾ | 94.6 | 1:49.14 ⁽¹⁸⁾ | 107.2 | 1:13.22 ⁽¹⁵⁾ | 90.0 | 3:13.08 ⁽²⁵⁾ | 87.1 | 2:43.92 ⁽³⁰⁾ | 85.7 | | | | | | |
| [2] | 4.53 ⁽⁶⁾ | 11.02 ⁽¹³⁾ | 2:08.70 ⁽¹¹⁾ | 3:55.71 ⁽¹¹⁾ | 5:07.16 ⁽¹⁴⁾ | 8:11.86 ⁽¹⁵⁾ | 10:49.15⁽¹³⁾ | 95.9 | A:535 | B:760 | C:614 | | | | | | | | |
| | 77.9 | 6.49 ⁽¹⁷⁾ | 167.5 | 1:57.68 ⁽¹²⁾ | 99.4 | 1:47.01 ⁽¹³⁾ | 109.3 | 1:11.45 ⁽¹⁰⁾ | 92.2 | 3:04.70 ⁽¹⁹⁾ | 91.0 | 2:37.29 ⁽¹⁸⁾ | 89.3 | | | | | | |
| 18. | 28 MENEGHETTI Renzo | I | Lucchini BMW 06 | Vimotorsport | CN/E2-SC3000 | | | | | | | | | | | | | | 10:53.03 |
| [1] | 4.47 ⁽⁶⁾ | 10.55 ⁽⁷⁾ | 2:08.23 ⁽¹⁰⁾ | 3:55.95 ⁽¹¹⁾ | 5:09.29 ⁽¹⁴⁾ | 8:17.97 ⁽¹⁶⁾ | 10:58.53⁽¹⁷⁾ | 94.6 | A:535 | B:772 | C:612 | | | | | | | | +1:24.67 |
| | 78.9 | 6.08 ⁽⁶⁾ | 178.8 | 1:57.68 ⁽¹¹⁾ | 99.4 | 1:47.72 ⁽¹⁶⁾ | 108.6 | 1:13.34 ⁽¹⁸⁾ | 89.8 | 3:08.68 ⁽²⁰⁾ | 89.7 | 2:40.56 ⁽²²⁾ | 87.4 | | | | | | |
| [2] | 4.55 ⁽⁷⁾ | 10.59 ⁽⁶⁾ | 2:09.84 ⁽¹⁶⁾ | 3:57.60 ⁽¹³⁾ | 5:10.10 ⁽¹⁷⁾ | 8:15.20 ⁽¹⁸⁾ | 10:53.03⁽¹³⁾ | 95.4 | A:565 | B:772 | C:646 | | | | | | | | |
| | 77.5 | 6.04 ⁽⁷⁾ | 180.0 | 1:59.25 ⁽¹⁶⁾ | 98.1 | 1:47.76 ⁽¹⁷⁾ | 108.6 | 1:12.50 ⁽¹⁷⁾ | 90.9 | 3:05.10 ⁽²⁰⁾ | 90.8 | 2:37.83 ⁽¹⁹⁾ | 89.0 | | | | | | |
| 19. | 11 WEBER David | CH | Dallara F302-04 | | D/E2-SS2000 | | | | | | | | | | | | | | 10:54.41 |
| [1] | 4.80 ⁽²¹⁾ | 11.32 ⁽¹⁸⁾ | 2:09.10 ⁽¹²⁾ | 3:56.39 ⁽¹³⁾ | 5:11.80 ⁽¹⁶⁾ | | | | | | | | | | | | | | +1:26.05 |
| | 73.5 | 6.52 ⁽²⁰⁾ | 166.7 | 1:57.78 ⁽¹²⁾ | 99.3 | 1:47.29 ⁽¹⁴⁾ | 109.1 | 1:15.41 ⁽²³⁾ | 87.4 | | | | | | | | | | |
| [2] | 4.84 ⁽²²⁾ | 11.46 ⁽²²⁾ | 2:12.52 ⁽¹⁸⁾ | 3:58.96 ⁽¹⁵⁾ | 5:09.76 ⁽¹⁶⁾ | 8:15.19 ⁽¹⁷⁾ | 10:54.41⁽¹⁵⁾ | 95.2 | A:544 | B:767 | C:615 | | | | | | | | |
| | 72.9 | 6.62 ⁽²⁴⁾ | 164.2 | 2:01.06 ⁽¹⁸⁾ | 96.6 | 1:46.44 ⁽¹¹⁾ | 109.9 | 1:10.80 ⁽⁹⁾ | 93.7 | 3:05.43 ⁽²¹⁾ | 90.7 | 2:39.22 ⁽²²⁾ | 88.2 | | | | | | |
| 20. | 143 DE TISI Giorgio | I | Citroën C4 | Car Racing | A3000+ | | | | | | | | | | | | | | 10:55.25 |
| [1] | 4.67 ⁽¹⁵⁾ | 11.88 ⁽²⁸⁾ | 2:13.58 ⁽¹⁸⁾ | | 5:18.96 ⁽²⁰⁾ | 8:22.77 ⁽¹⁸⁾ | 10:57.62⁽¹⁵⁾ | 94.7 | A:587 | | C:654 | | | | | | | | +1:26.89 |
| | 75.5 | 7.21 ⁽³³⁾ | 150.8 | 2:01.70 ⁽¹⁸⁾ | 96.1 | | | | | 3:03.81 ⁽¹²⁾ | 91.5 | 2:34.85 ⁽¹²⁾ | 90.7 | | | | | | |
| [2] | 4.68 ⁽¹³⁾ | 11.85 ⁽²⁶⁾ | 2:13.77 ⁽²⁰⁾ | 4:03.61 ⁽¹⁸⁾ | 5:17.59 ⁽²¹⁾ | 8:20.59 ⁽²¹⁾ | 10:55.25⁽¹⁵⁾ | 95.0 | A:580 | B:824 | C:682 | | | | | | | | |
| | 75.4 | 7.17 ⁽³²⁾ | 151.6 | 2:01.92 ⁽²⁰⁾ | 96.0 | 1:49.84 ⁽¹⁹⁾ | 106.5 | 1:13.98 ⁽¹⁸⁾ | 89.1 | 3:03.00 ⁽¹⁶⁾ | 91.9 | 2:34.66 ⁽¹⁴⁾ | 90.8 | | | | | | |
| 21. | 14 PEDRINI Thomas | I | Renault Formula Master | Destra 4 | D/E2-SS2000 | | | | | | | | | | | | | | 10:55.61 |
| [1] | 4.48 ⁽⁷⁾ | 10.86 ⁽⁹⁾ | | | | | | | | | | | | | | | | | +1:27.25 |
| | 78.8 | 6.38 ⁽¹⁴⁾ | 170.4 | | | | | | | | | | | | | | | | |
| [2] | 4.99 ⁽²⁷⁾ | 11.55 ⁽²⁴⁾ | 2:15.72 ⁽²³⁾ | 4:02.53 ⁽¹⁷⁾ | 5:14.09 ⁽²⁰⁾ | 8:17.69 ⁽²⁰⁾ | 10:55.61⁽¹⁵⁾ | 95.0 | A:660 | B:817 | C:621 | | | | | | | | |
| | 70.7 | 6.56 ⁽²¹⁾ | 165.7 | 2:04.17 ⁽²⁴⁾ | 94.2 | 1:46.81 ⁽¹²⁾ | 109.5 | 1:11.56 ⁽¹¹⁾ | 92.1 | 3:03.60 ⁽¹⁸⁾ | 91.6 | 2:37.92 ⁽²⁰⁾ | 88.9 | | | | | | |
| 22. | 144 NONES Tiziano | I | Citroën Xsara WRC | | A3000+ | | | | | | | | | | | | | | 11:00.15 |
| [1] | 4.95 ⁽³⁴⁾ | 12.23 ⁽³¹⁾ | 2:14.86 ⁽²⁰⁾ | 4:04.54 ⁽¹⁹⁾ | 5:17.84 ⁽¹⁹⁾ | 8:21.70 ⁽¹⁷⁾ | 11:00.15⁽¹⁸⁾ | 94.3 | A:627 | B:821 | | | | | | | | | |

| P. N. Conducente | | Naz | Vettura | Scuderia | Classe | | | | | | | | |
|-----------------------------------|----------------------|-----------------------|-------------------------|-------------------------|--------------------------|-------------------------|--------------------------------|-------------------------|-------------------|-------------------------|------|-------------------------|------|
| 98m | 400m | Sardegna | 7t+Speed | Candriai | Norge | Arrivo | VMed | i.c. | Tem./Dif. | | | | |
| 23. 6 RIVA Tiziano | | CH | Reynard 92D Cosworth | Sq. Corse | Quadrifoglio D/E2-SS3000 | | | | 11:01.46 | | | | |
| [1] | 4.84 ⁽²⁵⁾ | 11.32 ⁽¹⁸⁾ | 2:15.96 ⁽²³⁾ | 4:09.97 ⁽²⁴⁾ | 5:25.63 ⁽²⁵⁾ | 8:40.53 ⁽²⁴⁾ | 11:28.44⁽²⁷⁾ | 90.5 | A:602 B:738 C:665 | +1:33.10 | | | |
| | 72.9 | 6.48 ⁽¹⁷⁾ | 167.8 | 2:04.64 ⁽²⁴⁾ | 93.9 | 1:54.01 ⁽²⁷⁾ | 102.6 | 1:15.66 ⁽²⁴⁾ | 87.7 | 3:14.90 ⁽³²⁾ | 86.3 | 2:47.91 ⁽⁴²⁾ | 83.6 |
| [2] | 4.68 ⁽¹³⁾ | 10.72 ⁽⁸⁾ | 2:12.57 ⁽¹⁹⁾ | 3:59.95 ⁽¹⁶⁾ | 5:11.86 ⁽¹⁹⁾ | 8:17.54 ⁽¹⁹⁾ | 11:01.46⁽¹⁹⁾ | 94.2 | A:540 B:714 C:622 | | | | |
| | 75.4 | 6.04 ⁽⁷⁾ | 180.0 | 2:01.85 ⁽¹⁹⁾ | 96.0 | 1:47.38 ⁽¹⁵⁾ | 109.0 | 1:11.91 ⁽¹⁴⁾ | 91.6 | 3:05.68 ⁽²²⁾ | 90.5 | 2:43.92 ⁽³⁴⁾ | 85.7 |
| 24. 36 MORATELLI Matteo | | I | Osella PA 21 | Vimotorsport | CN/E2-SC2000 | | | | 11:05.31 | | | | |
| [1] | 4.59 ⁽¹⁴⁾ | 11.10 ⁽¹³⁾ | 2:16.72 ⁽²⁵⁾ | 4:07.91 ⁽²¹⁾ | 5:23.00 ⁽²²⁾ | 8:30.97 ⁽²¹⁾ | 11:08.50⁽¹⁹⁾ | 93.2 | A:620 B:829 C:646 | +1:36.95 | | | |
| | 76.9 | 6.51 ⁽¹⁹⁾ | 167.0 | 2:05.62 ⁽²⁶⁾ | 93.1 | 1:51.19 ⁽²²⁾ | 105.2 | 1:15.09 ⁽²¹⁾ | 87.7 | 3:07.97 ⁽¹⁷⁾ | 89.4 | 2:37.53 ⁽¹⁵⁾ | 89.1 |
| [2] | 4.51 ⁽⁵⁾ | 10.93 ⁽⁹⁾ | 2:15.01 ⁽²²⁾ | 4:05.45 ⁽²⁰⁾ | 5:19.82 ⁽²³⁾ | 8:26.94 ⁽²³⁾ | 11:05.31⁽¹⁹⁾ | 93.6 | A:587 B:787 C:642 | | | | |
| | 78.2 | 6.42 ⁽¹⁴⁾ | 169.3 | 2:04.08 ⁽²³⁾ | 94.3 | 1:50.44 ⁽²⁰⁾ | 105.9 | 1:14.37 ⁽¹⁹⁾ | 88.6 | 3:07.12 ⁽²³⁾ | 89.8 | 2:38.37 ⁽²¹⁾ | 88.7 |
| 25. 91 GRAMENZI Marco | | I | Alfa Romeo | AB Motorsport | E1 3000 | | | | 11:09.62 | | | | |
| [1] | 5.46 ⁽⁵⁵⁾ | 12.46 ⁽³⁹⁾ | 2:14.83 ⁽¹⁹⁾ | 4:05.98 ⁽²⁰⁾ | 5:21.11 ⁽²¹⁾ | 8:29.70 ⁽¹⁹⁾ | 11:09.62⁽²⁰⁾ | 93.0 | A:637 B:787 C:632 | +1:41.26 | | | |
| | 64.6 | 7.00 ⁽²⁸⁾ | 155.3 | 2:02.37 ⁽¹⁹⁾ | 95.6 | 1:51.15 ⁽²¹⁾ | 105.3 | 1:15.13 ⁽²²⁾ | 87.7 | 3:08.59 ⁽¹⁹⁾ | 89.7 | 2:39.92 ⁽²⁰⁾ | 87.8 |
| 26. 38 FALCETTA Stefano | | I | Norma M20 Evo | | CN/E2-SC2000 | | | | 11:12.49 | | | | |
| [1] | 4.69 ⁽¹⁶⁾ | 11.49 ⁽²⁵⁾ | 2:18.70 ⁽²⁸⁾ | 4:12.27 ⁽²⁶⁾ | 5:28.41 ⁽²⁶⁾ | 8:42.18 ⁽²⁶⁾ | 11:26.74⁽²⁴⁾ | 90.7 | A:622 B:833 C:627 | +1:44.13 | | | |
| | 75.2 | 6.80 ⁽²⁶⁾ | 159.9 | 2:07.21 ⁽²⁸⁾ | 92.0 | 1:53.57 ⁽²⁶⁾ | 103.0 | 1:16.14 ⁽²⁶⁾ | 86.5 | 3:13.77 ⁽²⁹⁾ | 86.8 | 2:44.56 ⁽³¹⁾ | 85.3 |
| [2] | 4.60 ⁽⁹⁾ | 11.27 ⁽¹⁷⁾ | 2:15.72 ⁽²³⁾ | 4:06.70 ⁽²¹⁾ | 5:21.79 ⁽²⁴⁾ | 8:30.31 ⁽²⁵⁾ | 11:12.49⁽²¹⁾ | 92.6 | A:570 B:801 C:634 | | | | |
| | 76.7 | 6.67 ⁽²⁵⁾ | 163.0 | 2:04.45 ⁽²⁶⁾ | 94.0 | 1:50.98 ⁽²¹⁾ | 105.4 | 1:15.09 ⁽²⁴⁾ | 87.7 | 3:08.52 ⁽²⁵⁾ | 89.2 | 2:42.18 ⁽²⁸⁾ | 86.6 |
| 27. 49 URTHALER Alexander | | I | Radical SR4 | Real Motorsport | CN/E2-SC1600 | | | | 11:14.57 | | | | |
| [1] | 5.44 ⁽⁵⁴⁾ | 12.51 ⁽⁴¹⁾ | 2:16.79 ⁽²⁶⁾ | 4:09.46 ⁽²³⁾ | 5:23.57 ⁽²³⁾ | 8:34.62 ⁽²²⁾ | 11:14.57⁽²²⁾ | 92.3 | A:621 B:844 C:664 | +1:46.21 | | | |
| | 64.9 | 7.07 ⁽³¹⁾ | 153.8 | 2:04.28 ⁽²³⁾ | 94.1 | 1:52.67 ⁽²⁴⁾ | 103.8 | 1:14.11 ⁽²⁰⁾ | 88.9 | 3:11.05 ⁽²²⁾ | 88.0 | 2:39.95 ⁽²¹⁾ | 87.8 |
| [2] | 5.13 ⁽³²⁾ | 12.03 ⁽³⁰⁾ | 2:19.90 ⁽²⁸⁾ | 4:13.56 ⁽²⁷⁾ | 5:29.65 ⁽²⁹⁾ | 8:40.28 ⁽²⁹⁾ | 11:19.61⁽²⁴⁾ | 91.6 | A:601 B:856 C:667 | | | | |
| | 68.8 | 6.90 ⁽²⁸⁾ | 157.6 | 2:07.87 ⁽³⁰⁾ | 91.5 | 1:53.66 ⁽²⁵⁾ | 102.9 | 1:16.09 ⁽²⁵⁾ | 86.6 | 3:10.63 ⁽²⁸⁾ | 88.2 | 2:39.33 ⁽²³⁾ | 88.1 |
| 28. 92 GIULIANI Fulvio | | I | Lancia Delta | | E1 3000+ | | | | 11:15.66 | | | | |
| [1] | 4.89 ⁽³¹⁾ | 11.70 ⁽²⁷⁾ | 2:16.63 ⁽²⁴⁾ | 4:08.32 ⁽²²⁾ | 5:24.75 ⁽²⁴⁾ | 8:36.87 ⁽²³⁾ | 11:15.66⁽²³⁾ | 92.2 | A:610 B:810 C:629 | +1:47.30 | | | |
| | 72.1 | 6.81 ⁽²⁷⁾ | 159.6 | 2:04.93 ⁽²⁵⁾ | 93.7 | 1:51.69 ⁽²³⁾ | 104.8 | 1:16.43 ⁽²⁸⁾ | 86.2 | 3:12.12 ⁽²⁴⁾ | 87.5 | 2:38.79 ⁽¹⁷⁾ | 88.4 |
| 29. 83 CRISTOFORETTI Marco | | I | Porsche 911 GT 3R | Autorlando | GT3000+ | | | | 11:18.83 | | | | |
| [1] | | | 2:26.95 ⁽⁵⁰⁾ | 4:16.82 ⁽³⁰⁾ | 5:30.77 ⁽²⁹⁾ | 8:41.00 ⁽²⁵⁾ | 11:27.32⁽²⁶⁾ | 90.6 | B:774 C:643 | +1:50.47 | | | |
| | | | | 1:49.87 ⁽²⁰⁾ | 106.5 | 1:13.95 ⁽¹⁹⁾ | 89.7 | 3:10.23 ⁽²¹⁾ | 88.4 | 2:46.32 ⁽³⁴⁾ | 84.4 | | |
| [2] | 6.35 ⁽⁷⁹⁾ | 13.74 ⁽⁴⁹⁾ | 2:20.21 ⁽²⁹⁾ | 4:11.28 ⁽²⁴⁾ | 5:25.84 ⁽²⁶⁾ | 8:35.36 ⁽²⁶⁾ | 11:18.83⁽²⁴⁾ | 91.7 | A:623 B:795 C:623 | | | | |
| | 55.6 | 7.39 ⁽³⁶⁾ | 147.7 | 2:06.47 ⁽²⁷⁾ | 92.5 | 1:51.07 ⁽²²⁾ | 105.3 | 1:14.56 ⁽²¹⁾ | 88.4 | 3:09.52 ⁽²⁶⁾ | 88.7 | 2:43.47 ⁽³³⁾ | 85.9 |
| 30. 37 CRESPI Stefano | | I | Osella PA 21/s | | CN/E2-SC2000 | | | | 11:20.43 | | | | |
| [1] | 5.24 ⁽⁴⁵⁾ | 12.54 ⁽⁴²⁾ | 2:20.68 ⁽³¹⁾ | 4:15.01 ⁽²⁸⁾ | 5:30.67 ⁽²⁸⁾ | 8:45.49 ⁽²⁷⁾ | 11:29.28⁽²⁹⁾ | 90.4 | A:661 B:830 C:640 | +1:52.07 | | | |
| | 67.3 | 7.30 ⁽³⁶⁾ | 148.9 | 2:08.14 ⁽³¹⁾ | 91.3 | 1:54.33 ⁽²⁸⁾ | 102.3 | 1:15.66 ⁽²⁴⁾ | 87.7 | 3:14.82 ⁽³¹⁾ | 86.3 | 2:43.79 ⁽²⁹⁾ | 85.7 |
| [2] | 5.18 ⁽³⁴⁾ | 11.94 ⁽²⁸⁾ | 2:16.28 ⁽²⁶⁾ | 4:10.76 ⁽²³⁾ | 5:27.42 ⁽²⁸⁾ | 8:39.65 ⁽²⁸⁾ | 11:20.43⁽²⁴⁾ | 91.5 | A:617 B:841 C:649 | | | | |
| | 68.1 | 6.76 ⁽²⁶⁾ | 160.8 | 2:04.34 ⁽²⁵⁾ | 94.1 | 1:54.48 ⁽²⁹⁾ | 102.2 | 1:16.66 ⁽²⁸⁾ | 85.9 | 3:12.23 ⁽²⁹⁾ | 87.5 | 2:40.78 ⁽²⁶⁾ | 87.3 |
| 31. 57 VENTURI Paolo | | I | Elia Avrio ST 09 Evo | Vimotorsport | CN/E2-SC1600 | | | | 11:20.61 | | | | |
| [1] | 5.36 ⁽⁴⁹⁾ | 13.51 ⁽⁵³⁾ | 2:23.58 ⁽³⁷⁾ | 4:18.00 ⁽³¹⁾ | 5:34.34 ⁽³³⁾ | 8:47.44 ⁽²⁹⁾ | 11:30.04⁽³⁰⁾ | 90.3 | A:721 B:904 C:716 | +1:52.25 | | | |
| | 65.8 | 8.15 ⁽⁵⁷⁾ | 133.4 | 2:10.07 ⁽³⁸⁾ | 90.0 | 1:54.42 ⁽²⁹⁾ | 102.3 | 1:16.34 ⁽²⁷⁾ | 86.3 | 3:13.10 ⁽²⁶⁾ | 87.7 | 2:42.60 ⁽²⁶⁾ | 86.3 |
| [2] | 5.61 ⁽⁴⁷⁾ | 13.58 ⁽⁴⁷⁾ | 2:20.76 ⁽³³⁾ | 4:12.09 ⁽²⁵⁾ | 5:26.80 ⁽²⁷⁾ | 8:37.22 ⁽²⁷⁾ | 11:20.61⁽²⁴⁾ | 91.5 | A:778 B:878 C:685 | | | | |
| | 62.9 | 7.97 ⁽⁴⁶⁾ | 136.4 | 2:07.18 ⁽²⁹⁾ | 92.0 | 1:51.33 ⁽²⁴⁾ | 105.1 | 1:14.71 ⁽²³⁾ | 88.2 | 3:10.42 ⁽²⁷⁾ | 88.3 | 2:43.39 ⁽³²⁾ | 85.9 |
| 32. 181 HAFNER Armin | | I | Mitsubishi Lancer | Rennstall | N3000+ | | | | 11:24.96 | | | | |
| [1] | 4.95 ⁽³⁴⁾ | 12.23 ⁽³¹⁾ | 2:21.09 ⁽³⁴⁾ | 4:18.83 ⁽³²⁾ | 5:36.04 ⁽³⁴⁾ | 8:49.51 ⁽³¹⁾ | 11:30.09⁽³¹⁾ | 90.2 | A:665 B:866 C:670 | +1:56.60 | | | |
| | 71.3 | 7.28 ⁽³⁴⁾ | 149.3 | 2:08.86 ⁽³⁵⁾ | 90.8 | 1:57.74 ⁽³⁶⁾ | 99.4 | 1:17.21 ⁽³⁰⁾ | 85.3 | 3:13.47 ⁽²⁸⁾ | 86.9 | 2:40.58 ⁽²³⁾ | 87.4 |
| [2] | 5.87 ⁽⁵¹⁾ | 13.48 ⁽⁴⁵⁾ | 2:20.60 ⁽³²⁾ | 4:14.36 ⁽²⁸⁾ | 5:31.00 ⁽³¹⁾ | 8:43.55 ⁽³⁰⁾ | 11:24.96⁽²⁴⁾ | 90.9 | A:619 B:840 C:673 | | | | |
| | 60.1 | 7.61 ⁽³⁸⁾ | 142.9 | 2:07.12 ⁽²⁸⁾ | 92.0 | 1:53.76 ⁽²⁷⁾ | 102.8 | 1:16.64 ⁽²⁷⁾ | 86.0 | 3:12.55 ⁽³⁰⁾ | 87.3 | 2:41.41 ⁽²⁷⁾ | 87.0 |
| 33. 141 BICCIATO Rudy | | I | Mitsubishi Lancer | Rennstall Mendel | A3000+ | | | | 11:26.82 | | | | |
| [1] | 4.95 ⁽³⁴⁾ | 12.30 ⁽³⁴⁾ | 2:19.86 ⁽³⁰⁾ | | 5:33.54 ⁽³¹⁾ | 8:45.52 ⁽²⁸⁾ | 11:26.82⁽²⁵⁾ | 90.7 | A:643 C:680 | +1:58.46 | | | |
| | 71.3 | 7.35 ⁽³⁹⁾ | 147.9 | 2:07.56 ⁽³⁰⁾ | 91.7 | | | | | 3:11.98 ⁽²³⁾ | 87.6 | 2:41.30 ⁽²⁵⁾ | 87.0 |
| 34. 78 RAGAZZI Roberto | | I | Ferrari 458 Challenge | Superchallenge | GT CUP3000+ | | | | 11:27.36 | | | | |
| [1] | 4.81 ⁽²²⁾ | 12.24 ⁽³³⁾ | 2:20.73 ⁽³³⁾ | 4:15.86 ⁽²⁹⁾ | 5:33.91 ⁽³²⁾ | 8:47.99 ⁽³⁰⁾ | 11:29.00⁽²⁸⁾ | 90.4 | A:666 B:840 C:665 | +1:59.00 | | | |
| | 73.3 | 7.43 ⁽⁴¹⁾ | 146.3 | 2:08.49 ⁽³⁴⁾ | 91.7 | 1:55.13 ⁽³¹⁾ | 101.6 | 1:18.05 ⁽³³⁾ | 84.4 | 3:14.08 ⁽³⁰⁾ | 86.6 | 2:41.01 ⁽²⁴⁾ | 87.2 |
| [2] | 5.09 ⁽²⁹⁾ | 11.88 ⁽²⁷⁾ | 2:20.37 ⁽³⁰⁾ | 4:14.67 ⁽²⁹⁾ | 5:32.54 ⁽³²⁾ | 8:47.01 ⁽³¹⁾ | 11:27.36⁽²⁷⁾ | 90.6 | A:704 B:821 C:686 | | | | |
| | 69.3 | 6.79 ⁽²⁷⁾ | 160.7 | 2:08.49 ⁽³⁴⁾ | 91.7 | 1:54.30 ⁽²⁸⁾ | 102.4 | 1:17.87 ⁽³⁰⁾ | 84.6 | 3:14.47 ⁽³³⁾ | 86.5 | 2:40.35 ⁽²⁵⁾ | 87.6 |
| 35. 184 MIGLIUOLO Antonino | | I | Mitsubishi Lancer | Rennstall Mendel | N3000+ | | | | 11:33.20 | | | | |
| [1] | 5.39 ⁽⁵²⁾ | 13.09 ⁽⁴⁹⁾ | 2:23.97 ⁽⁴⁰⁾ | 4:21.35 ⁽³⁶⁾ | 5:42.15 ⁽⁴²⁾ | 9:01.16 ⁽⁴¹⁾ | 11:46.39⁽³⁹⁾ | 88.2 | A:658 B:865 C:686 | +2:04.84 | | | |
| | 65.5 | 7.70 ⁽⁴⁵⁾ | 141.2 | 2:10.88 ⁽⁴¹⁾ | 89.4 | 1:57.38 ⁽³⁴⁾ | 99.7 | 1:20.80 ⁽⁴⁶⁾ | 81.5 | 3:19.01 ⁽⁴¹⁾ | 84.5 | 2:45.23 ⁽³²⁾ | 85.0 |
| [2] | 5.09 ⁽²⁹⁾ | 12.62 ⁽³⁵⁾ | 2:20.56 ⁽³¹⁾ | 4:15.74 ⁽³⁰⁾ | 5:34.13 ⁽³³⁾ | 8:48.61 ⁽³²⁾ | 11:33.20⁽³²⁾ | 89.8 | A:610 B:839 C:673 | | | | |
| | 69.3 | 7.53 ⁽³⁷⁾ | 144.4 | 2:07.94 ⁽³¹⁾ | 91.4 | 1:55.18 ⁽³⁰⁾ | 101.6 | 1:18.39 ⁽³¹⁾ | 84.0 | 3:14.48 ⁽³⁴⁾ | 86.4 | 2:44.59 ⁽³⁷⁾ | 85.3 |
| 36. 29 MAGGIANI Renzo | | I | Osella PA 20/s | | CN/E2-SC3000 | | | | 11:34.95 | | | | |
| [1] | 4.86 ⁽²⁶⁾ | 11.58 ⁽²⁶⁾ | 2:18.89 ⁽²⁹⁾ | 4:13.54 ⁽²⁷⁾ | 5:32.19 ⁽³⁰⁾ | 8:50.66 ⁽³²⁾ | 11:38.73⁽³³⁾ | 89.1 | A:601 B:849 C:684 | +2:06.59 | | | |

| P. N. Conducente | | Naz | Vettura | Scuderia | | Classe | | Tem./Dif. | | | | | | | | | | | |
|------------------|----------------------|-----------------------------|--------------------------|-----------------------------------|----------------------------|---------------------------|---------------------------------|-------------------------|-------------------------|-------|-------------------------|------|--|--|--|--|--|--|-----------------|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | VMed | i.c. | | | | | | | | | | | |
| 72.6 | 6.72 ⁽²⁵⁾ | 161.8 | 2:07.31 ⁽²⁹⁾ | 91.9 | 1:54.65 ⁽³⁰⁾ | 102.0 | 1:18.65 ⁽³⁵⁾ | 83.8 | 3:18.47 ⁽³⁹⁾ | 84.7 | 2:48.07 ⁽⁴⁴⁾ | 83.5 | | | | | | | |
| [2] | 5.05 ⁽²⁸⁾ | 11.65 ⁽²⁵⁾ | 2:19.80 ⁽²⁷⁾ | 4:13.55 ⁽²⁶⁾ | 5:30.04 ⁽³⁰⁾ | 8:48.83 ⁽³³⁾ | 11:34.95⁽³²⁾ | 89.6 | A:603 | B:853 | C:650 | | | | | | | | |
| 69.9 | 6.60 ⁽²³⁾ | 164.7 | 2:08.15 ⁽³³⁾ | 91.3 | 1:53.75 ⁽²⁶⁾ | 102.9 | 1:16.49 ⁽²⁶⁾ | 86.7 | 3:18.79 ⁽³⁸⁾ | 84.6 | 2:46.12 ⁽³⁹⁾ | 84.5 | | | | | | | |
| 37. | 22 | RONCONI Daniela | I | Formula Gloria C8F | Real Motorsport | D/E2-SS1600 | | | | | | | | | | | | | 11:34.97 |
| [1] | 5.20 ⁽⁴³⁾ | 13.28 ⁽⁵¹⁾ | 2:27.14 ⁽⁵¹⁾ | 4:24.91 ⁽⁴⁴⁾ | 5:42.38 ⁽⁴³⁾ | 8:55.61 ⁽³⁴⁾ | 11:35.00⁽³²⁾ | 89.6 | A:718 | B:929 | C:680 | | | | | | | | +2:06.61 |
| 67.8 | 8.08 ⁽⁵⁴⁾ | 134.6 | 2:13.86 ⁽⁴⁹⁾ | 87.4 | 1:57.77 ⁽³⁷⁾ | 99.3 | 1:17.47 ⁽³²⁾ | 85.0 | 3:13.23 ⁽²⁷⁾ | 87.0 | 2:39.39 ⁽¹⁹⁾ | 88.1 | | | | | | | |
| [2] | 5.48 ⁽⁴³⁾ | 13.33 ⁽⁴³⁾ | 2:25.40 ⁽⁴³⁾ | 4:22.06 ⁽³³⁾ | 5:39.29 ⁽³⁶⁾ | 8:51.94 ⁽³⁴⁾ | 11:34.97⁽³²⁾ | 89.6 | A:680 | B:918 | C:664 | | | | | | | | |
| 64.4 | 7.85 ⁽⁴²⁾ | 138.5 | 2:12.07 ⁽⁴³⁾ | 88.6 | 1:56.66 ⁽³²⁾ | 100.3 | 1:17.23 ⁽²⁹⁾ | 85.3 | 3:12.65 ⁽³¹⁾ | 87.3 | 2:43.03 ⁽³⁰⁾ | 86.1 | | | | | | | |
| 38. | 146 | PIONER Maurizio | I | Mitsubishi Lancer | Pintarally Motorsp. | A3000+ | | | | | | | | | | | | | 11:38.25 |
| [1] | 5.38 ⁽⁵¹⁾ | 13.75 ⁽⁵⁷⁾ | 2:25.01 ⁽⁴³⁾ | 4:22.40 ⁽³⁸⁾ | 5:41.20 ⁽³⁹⁾ | 8:56.58 ⁽³⁵⁾ | 11:39.76⁽³⁴⁾ | 89.0 | A:690 | B:887 | C:710 | | | | | | | | +2:09.89 |
| 65.6 | 8.37 ⁽⁶⁸⁾ | 129.9 | 2:11.26 ⁽⁴³⁾ | 89.7 | 1:57.39 ⁽³⁵⁾ | 99.7 | 1:18.80 ⁽³⁷⁾ | 83.6 | 3:15.38 ⁽³³⁾ | 86.0 | 2:43.18 ⁽²⁸⁾ | 86.0 | | | | | | | |
| [2] | 5.22 ⁽³⁶⁾ | 13.29 ⁽⁴²⁾ | 2:21.90 ⁽³⁶⁾ | 4:18.91 ⁽³²⁾ | 5:37.92 ⁽³⁵⁾ | 8:54.05 ⁽³⁵⁾ | 11:38.25⁽³³⁾ | 89.2 | A:653 | B:889 | C:723 | | | | | | | | |
| 67.6 | 8.07 ⁽⁵¹⁾ | 134.7 | 2:08.61 ⁽³⁵⁾ | 91.0 | 1:57.01 ⁽³³⁾ | 100.0 | 1:19.01 ⁽³²⁾ | 83.4 | 3:16.13 ⁽³⁶⁾ | 85.7 | 2:44.20 ⁽³⁶⁾ | 85.5 | | | | | | | |
| 39. | 156 | VALENTINI Michael | I | Peugeot 306 Maxi | Pintarally Motorsp. | A2000 | | | | | | | | | | | | | 11:40.58 |
| [1] | 6.12 ⁽⁸¹⁾ | 14.16 ⁽⁶⁴⁾ | 2:22.40 ⁽³⁶⁾ | 4:19.65 ⁽³⁴⁾ | 5:37.03 ⁽³⁵⁾ | 8:53.37 ⁽³³⁾ | 11:40.58⁽³⁵⁾ | 88.9 | A:642 | B:904 | C:702 | | | | | | | | +2:12.22 |
| 57.6 | 8.04 ⁽⁵³⁾ | 135.2 | 2:08.24 ⁽³²⁾ | 91.2 | 1:57.25 ⁽³³⁾ | 99.8 | 1:17.38 ⁽³¹⁾ | 85.1 | 3:16.34 ⁽³⁵⁾ | 85.6 | 2:47.21 ⁽³⁸⁾ | 84.0 | | | | | | | |
| [2] | 5.91 ⁽⁵³⁾ | 13.82 ⁽⁵²⁾ | 2:35.94 ⁽⁷²⁾ | 14:12.48 ⁽¹⁰²⁾ | 15:38.01 ⁽¹⁰⁴⁾ | 19:01.12 ⁽¹⁰⁴⁾ | 21:45.82⁽¹¹⁹⁾ | 47.7 | A:625 | B:894 | C:909 | | | | | | | | |
| 59.7 | 7.91 ⁽⁴⁴⁾ | 137.4 | 2:22.12 ⁽⁷⁴⁾ | 82.3 | 1:36.54 ⁽¹⁰²⁾ | 16.8 | 1:25.53 ⁽⁷¹⁾ | 77.0 | 3:23.11 ⁽⁴⁶⁾ | 82.8 | 2:44.70 ⁽³⁸⁾ | 85.2 | | | | | | | |
| 40. | 84 | BONDIONI Ilario | I | Porsche 997 GT3 Cup | Elite Motorsport | GT3000+ | | | | | | | | | | | | | 11:40.70 |
| [1] | 5.51 ⁽⁵⁷⁾ | 12.85 ⁽⁴⁶⁾ | 3:41.32 ⁽¹²⁷⁾ | 5:42.62 ⁽¹¹⁴⁾ | 7:03.65 ⁽¹¹⁹⁾ | 10:25.05 ⁽¹⁰⁴⁾ | 13:12.81⁽⁹⁶⁾ | 78.6 | A:639 | B:834 | C:698 | | | | | | | | +2:12.34 |
| 64.0 | 7.34 ⁽³⁸⁾ | 148.7 | 3:28.47 ⁽¹²⁵⁾ | 56.3 | 2:01.30 ⁽⁵³⁾ | 96.5 | 1:21.03 ⁽⁴⁸⁾ | 81.3 | 3:21.40 ⁽⁴⁵⁾ | 83.5 | 2:47.76 ⁽⁴⁰⁾ | 83.7 | | | | | | | |
| [2] | 5.51 ⁽⁴⁴⁾ | 12.50 ⁽³³⁾ | 2:26.28 ⁽⁴⁴⁾ | 4:22.16 ⁽³⁵⁾ | 5:41.39 ⁽³⁷⁾ | 8:56.76 ⁽³⁶⁾ | 11:40.70⁽³⁶⁾ | 88.9 | A:618 | B:850 | C:664 | | | | | | | | |
| 64.0 | 6.99 ⁽²⁹⁾ | 155.5 | 2:13.78 ⁽⁵⁰⁾ | 87.5 | 1:55.88 ⁽³¹⁾ | 101.0 | 1:19.23 ⁽³⁴⁾ | 83.2 | 3:15.37 ⁽³⁵⁾ | 86.7 | 2:43.94 ⁽³⁵⁾ | 85.6 | | | | | | | |
| 41. | 145 | NICOLINI Pio | I | Skoda Fabia | Destra 4 | A3000+ | | | | | | | | | | | | | 11:42.91 |
| [1] | 5.26 ⁽⁴⁶⁾ | 13.00 ⁽⁴⁸⁾ | 2:25.69 ⁽⁴⁵⁾ | 4:24.44 ⁽⁴³⁾ | 5:44.27 ⁽⁴⁶⁾ | 9:00.05 ⁽⁴⁰⁾ | 11:42.91⁽³⁶⁾ | 88.6 | A:676 | B:919 | C:688 | | | | | | | | +2:14.55 |
| 67.1 | 7.74 ⁽⁴⁷⁾ | 140.5 | 2:12.69 ⁽⁴⁷⁾ | 88.2 | 1:58.75 ⁽⁴³⁾ | 98.5 | 1:19.83 ⁽⁴⁰⁾ | 82.5 | 3:15.78 ⁽³⁴⁾ | 85.9 | 2:42.86 ⁽²⁷⁾ | 86.2 | | | | | | | |
| [2] | | | 2:37.33 ⁽⁷⁸⁾ | 4:34.92 ⁽⁵²⁾ | 5:54.33 ⁽⁵²⁾ | 9:08.65 ⁽⁴⁴⁾ | 11:50.95⁽⁴²⁾ | 87.6 | | B:894 | C:685 | | | | | | | | |
| | | | 1:57.59 ⁽³⁵⁾ | 99.5 | 1:19.41 ⁽³⁶⁾ | 83.0 | 3:14.32 ⁽³²⁾ | 86.5 | 2:42.30 ⁽²⁹⁾ | 86.5 | | | | | | | | | |
| 42. | 85 | FRIJO Sebastiano | I | Porsche 996 | Sport Racing Team | GT3000+ | | | | | | | | | | | | | 11:43.80 |
| [1] | 5.32 ⁽⁴⁷⁾ | 12.63 ⁽⁴³⁾ | 2:29.03 ⁽⁵⁵⁾ | 4:29.65 ⁽⁵¹⁾ | 5:50.05 ⁽⁵³⁾ | 9:10.63 ⁽⁵⁰⁾ | 11:57.68⁽⁴⁵⁾ | 86.8 | A:686 | B:917 | C:697 | | | | | | | | +2:15.44 |
| 66.3 | 7.31 ⁽³⁷⁾ | 148.7 | 2:16.40 ⁽⁶³⁾ | 85.8 | 2:00.62 ⁽⁵¹⁾ | 97.0 | 1:20.40 ⁽⁴³⁾ | 81.9 | 3:20.58 ⁽⁴⁴⁾ | 83.8 | 2:47.05 ⁽³⁷⁾ | 84.0 | | | | | | | |
| [2] | 5.21 ⁽³⁵⁾ | 12.26 ⁽³¹⁾ | 2:26.42 ⁽⁴⁵⁾ | 4:25.11 ⁽⁴⁰⁾ | 5:44.13 ⁽⁴³⁾ | 9:00.60 ⁽³⁷⁾ | 11:43.80⁽³⁷⁾ | 88.5 | A:661 | B:893 | C:670 | | | | | | | | |
| 67.7 | 7.05 ⁽³¹⁾ | 154.2 | 2:14.16 ⁽⁵¹⁾ | 87.2 | 1:58.69 ⁽³⁹⁾ | 98.6 | 1:19.02 ⁽³³⁾ | 83.4 | 3:16.47 ⁽³⁷⁾ | 85.6 | 2:43.20 ⁽³¹⁾ | 86.0 | | | | | | | |
| 43. | 16 | TINABURRI Alessandro | I | Formula Gloria C8 | Sc. Piloti Oltrepo | D/E2-SS1600 | | | | | | | | | | | | | 11:44.09 |
| [1] | 4.53 ⁽⁹⁾ | 12.40 ⁽³⁶⁾ | 2:24.78 ⁽⁴²⁾ | 4:23.09 ⁽⁴⁰⁾ | 5:41.70 ⁽⁴¹⁾ | 8:58.40 ⁽³⁶⁾ | 11:44.09⁽³⁷⁾ | 88.5 | A:754 | B:874 | C:674 | | | | | | | | +2:15.73 |
| 77.9 | 7.87 ⁽⁴⁹⁾ | 138.7 | 2:12.38 ⁽⁴⁵⁾ | 88.4 | 1:58.31 ⁽⁴¹⁾ | 98.9 | 1:18.61 ⁽³⁴⁾ | 83.8 | 3:16.70 ⁽³⁶⁾ | 85.5 | 2:45.69 ⁽³³⁾ | 84.7 | | | | | | | |
| [2] | 4.63 ⁽¹⁰⁾ | 11.94 ⁽²⁸⁾ | | | | | | | | | | | | | | | | | |
| 76.2 | 7.31 ⁽³³⁾ | 148.7 | | | | | | | | | | | | | | | | | |
| 44. | 142 | PEDRONI Gabriella | I | Mitsubishi Lancer Evo VIII | | A3000+ | | | | | | | | | | | | | 11:45.57 |
| [1] | 5.32 ⁽⁴⁷⁾ | 13.18 ⁽⁵⁰⁾ | 2:23.63 ⁽³⁸⁾ | | 5:40.28 ⁽³⁸⁾ | 8:58.91 ⁽³⁸⁾ | 11:45.57⁽³⁸⁾ | 88.3 | A:652 | | C:677 | | | | | | | | +2:17.21 |
| 66.3 | 7.86 ⁽⁴⁸⁾ | 138.3 | 2:10.45 ⁽⁴⁰⁾ | 89.7 | | 3:18.63 ⁽⁴⁰⁾ | 84.6 | 2:46.66 ⁽³⁶⁾ | 84.2 | | | | | | | | | | |
| [2] | 5.36 ⁽³⁸⁾ | 13.13 ⁽³⁸⁾ | 2:21.09 ⁽³⁵⁾ | | | | | | | | | | | | | | | | |
| 65.8 | 7.77 ⁽⁴⁰⁾ | 139.9 | 2:07.96 ⁽³²⁾ | 91.4 | | | | | | | | | | | | | | | |
| 45. | 155 | GRAZIOSI Giancarlo | I | Peugeot 207 Super 2000 | Pintarally Motorsp. | A2000 | | | | | | | | | | | | | 11:46.95 |
| [1] | 5.59 ⁽⁶⁰⁾ | 13.75 ⁽⁵⁷⁾ | 2:23.85 ⁽³⁹⁾ | 4:21.95 ⁽³⁷⁾ | 5:41.58 ⁽⁴⁰⁾ | 8:59.23 ⁽³⁹⁾ | 11:46.95⁽⁴⁰⁾ | 88.1 | A:677 | B:920 | C:709 | | | | | | | | +2:18.59 |
| 63.1 | 8.16 ⁽⁵⁸⁾ | 133.2 | 2:10.10 ⁽³⁹⁾ | 89.9 | 1:58.10 ⁽³⁹⁾ | 99.9 | 1:19.63 ⁽³⁸⁾ | 82.7 | 3:17.65 ⁽³⁸⁾ | 85.7 | 2:47.72 ⁽³⁹⁾ | 83.7 | | | | | | | |
| [2] | 5.52 ⁽⁴⁵⁾ | 13.53 ⁽⁴⁶⁾ | 2:23.45 ⁽³⁷⁾ | 4:22.11 ⁽³⁴⁾ | 5:42.11 ⁽³⁸⁾ | 9:01.26 ⁽³⁸⁾ | 11:52.64⁽⁴²⁾ | 87.4 | A:648 | B:924 | C:723 | | | | | | | | |
| 63.9 | 8.01 ⁽⁴⁷⁾ | 135.7 | 2:09.92 ⁽³⁷⁾ | 90.1 | 1:58.66 ⁽³⁸⁾ | 98.6 | 1:20.00 ⁽³⁸⁾ | 82.3 | 3:19.15 ⁽³⁹⁾ | 84.4 | 2:51.38 ⁽⁴⁷⁾ | 81.9 | | | | | | | |
| 46. | 128 | GHIRARDO Michele | I | Honda Civic EK4 | Vimotorsport | E1 1600 | | | | | | | | | | | | | 11:48.13 |
| [1] | 6.00 ⁽⁷⁰⁾ | 14.54 ⁽⁷⁷⁾ | 2:24.29 ⁽⁴¹⁾ | 4:20.76 ⁽³⁵⁾ | 5:39.48 ⁽³⁷⁾ | 8:58.57 ⁽³⁷⁾ | 11:48.13⁽⁴¹⁾ | 87.9 | A:677 | B:908 | C:720 | | | | | | | | +2:19.77 |
| 58.8 | 8.54 ⁽⁷⁷⁾ | 127.3 | 2:09.75 ⁽³⁷⁾ | 90.2 | 1:56.47 ⁽³²⁾ | 100.5 | 1:18.72 ⁽³⁶⁾ | 83.7 | 3:19.09 ⁽⁴²⁾ | 84.4 | 2:49.56 ⁽⁴⁵⁾ | 82.8 | | | | | | | |
| [2] | 5.92 ⁽⁵⁵⁾ | 14.11 ⁽⁵⁶⁾ | | | | | | | | | | | | | | | | | |
| 59.6 | 8.19 ⁽⁵⁷⁾ | 132.7 | | | | | | | | | | | | | | | | | |
| 47. | 74 | PISANO Egidio | D | Volkswagen Golf GTI | | E1 2000 | | | | | | | | | | | | | 11:51.84 |
| [1] | 5.37 ⁽⁵⁰⁾ | 12.41 ⁽³⁸⁾ | 2:25.16 ⁽⁴⁴⁾ | 4:25.51 ⁽⁴⁵⁾ | 5:46.03 ⁽⁴⁸⁾ | 9:09.99 ⁽⁴⁸⁾ | 12:00.22⁽⁴⁶⁾ | 86.5 | A:656 | B:873 | C:673 | | | | | | | | +2:23.48 |
| 65.7 | 7.04 ⁽²⁹⁾ | 154.4 | 2:12.75 ⁽⁴⁸⁾ | 88.7 | 2:00.35 ⁽⁴⁸⁾ | 97.2 | 1:20.52 ⁽⁴⁴⁾ | 81.8 | 3:23.96 ⁽⁵³⁾ | 82.4 | 2:50.23 ⁽⁴⁸⁾ | 82.5 | | | | | | | |
| [2] | 5.43 ⁽⁴⁰⁾ | 12.44 ⁽³²⁾ | 2:24.42 ⁽⁴⁰⁾ | 4:23.50 ⁽³⁸⁾ | 5:43.30 ⁽⁴⁰⁾ | 9:04.74 ⁽⁴⁰⁾ | 11:51.84⁽⁴²⁾ | 87.5 | A:637 | B:859 | C:678 | | | | | | | | |
| 65.0 | 7.01 ⁽³⁰⁾ | 155.2 | 2:11.98 ⁽⁴¹⁾ | 88.6 | 1:59.08 ⁽⁴¹⁾ | 98.3 | 1:19.80 ⁽³⁷⁾ | 82.6 | 3:21.44 ⁽ | | | | | | | | | | |

| P. N. | Conducente | | Naz | Vettura | Candriai | Scuderia | Classe | | Tem./Dif. | | | | | |
|------------|----------------------|----------------------------|-------------------------|------------------------------|---------------------------|--------------------------------|----------------------------------|--------------------------|--------------------|-------------------------|--------|-------------------------|-------|-----------------|
| | 98m | 400m | | | | | Sardegna | 7t+Speed | | Norge | Arrivo | VMed | i.c. | |
| [2] | 5.97 ⁽⁵⁸⁾ | 14.13 ⁽⁵⁷⁾ | 2:24.51 ⁽⁴¹⁾ | 4:22.89 ⁽³⁷⁾ | 5:43.02 ⁽³⁹⁾ | 9:02.76 ⁽³⁹⁾ | 11:52.45 ⁽⁴²⁾ | 87.4 | A:648 B:915 C:714 | | | | | |
| | 59.1 | 8.16 ⁽⁵⁶⁾ | 133.2 | 2:10.38 ⁽³⁹⁾ | 89.7 | 1:58.38 ⁽³⁶⁾ | 98.8 | 1:20.13 ⁽⁴⁰⁾ | 82.2 | 3:19.74 ⁽⁴¹⁾ | 84.2 | 2:49.69 ⁽⁴⁵⁾ | 82.7 | |
| 49. | 21 | BUTTOLETTI Graziano | I | Gloria B5 | | ACN Forze di Polizia | D/E2-SS1600 | | | 11:54.14 | | | | +2:25.78 |
| [1] | 5.21 ⁽⁴⁴⁾ | 12.79 ⁽⁴⁵⁾ | 2:21.74 ⁽³⁵⁾ | 4:22.59 ⁽³⁹⁾ | 5:43.76 ⁽⁴⁵⁾ | 9:06.29 ⁽⁴³⁾ | 11:54.14 ⁽⁴²⁾ | 87.2 | A:671 B:914 C:687 | | | | | |
| | 67.7 | 7.58 ⁽⁴³⁾ | 143.4 | 2:08.95 ⁽³⁶⁾ | 90.7 | 2:00.85 ⁽⁵²⁾ | 96.8 | 1:21.17 ⁽⁴⁹⁾ | 81.2 | 3:22.53 ⁽⁴⁹⁾ | 83.0 | 2:47.85 ⁽⁴¹⁾ | 83.6 | |
| [2] | 4.96 ⁽²⁴⁾ | 12.83 ⁽³⁶⁾ | 2:23.74 ⁽³⁹⁾ | 4:26.92 ⁽⁴⁴⁾ | 5:47.82 ⁽⁴⁷⁾ | 9:09.43 ⁽⁴⁵⁾ | 11:56.10 ⁽⁴⁴⁾ | 87.0 | A:689 B:943 C:701 | | | | | |
| | 71.1 | 7.87 ⁽⁴³⁾ | 138.1 | 2:10.91 ⁽⁴⁰⁾ | 89.4 | 2:03.18 ⁽⁵⁰⁾ | 95.0 | 1:20.90 ⁽⁴⁴⁾ | 81.4 | 3:21.61 ⁽⁴⁴⁾ | 83.4 | 2:46.67 ⁽⁴⁰⁾ | 84.2 | |
| 50. | 118 | MOROCUTTI Manuel | I | Renault New Clio | | Gruppo Piloti Forlivesi | E1 2000 | | | 11:55.11 | | | | +2:26.75 |
| [1] | 6.38 ⁽⁹⁶⁾ | 14.36 ⁽⁶⁸⁾ | 2:29.79 ⁽⁵⁹⁾ | 4:30.12 ⁽⁵²⁾ | 5:49.98 ⁽⁵²⁾ | 9:07.17 ⁽⁴⁴⁾ | 11:55.11 ⁽⁴³⁾ | 87.1 | A:715 B:910 C:706 | | | | | |
| | 55.3 | 7.98 ⁽⁵¹⁾ | 136.2 | 2:15.43 ⁽⁵⁷⁾ | 86.4 | 2:00.33 ⁽⁴⁷⁾ | 97.2 | 1:19.86 ⁽⁴¹⁾ | 82.5 | 3:17.19 ⁽³⁷⁾ | 85.3 | 2:47.94 ⁽⁴³⁾ | 83.6 | |
| [2] | 6.42 ⁽⁹¹⁾ | 14.47 ⁽⁶⁴⁾ | 2:30.47 ⁽⁵⁵⁾ | 4:31.16 ⁽⁴⁸⁾ | 5:52.74 ⁽⁵¹⁾ | 9:12.33 ⁽⁴⁹⁾ | 12:01.20 ⁽⁴⁸⁾ | 86.4 | A:731 B:963 C:729 | | | | | |
| | 55.0 | 8.05 ⁽⁴⁹⁾ | 135.1 | 2:16.00 ⁽⁵⁴⁾ | 86.0 | 2:00.69 ⁽⁴⁶⁾ | 96.9 | 1:21.58 ⁽⁴⁷⁾ | 80.8 | 3:19.59 ⁽⁴⁰⁾ | 84.2 | 2:48.87 ⁽⁴³⁾ | 83.1 | |
| 51. | 151 | XANTHAKOS Marios | GR | Renault Clio R3 | | Hellenic Motorsport Fed | A2000 | | | 11:56.17 | | | | +2:27.81 |
| [1] | 5.92 ⁽⁶⁶⁾ | 14.05 ⁽⁶¹⁾ | 2:28.03 ⁽⁵³⁾ | 4:28.08 ⁽⁴⁸⁾ | 5:49.04 ⁽⁵⁰⁾ | 9:10.53 ⁽⁴⁹⁾ | 12:00.69 ⁽⁴⁷⁾ | 86.4 | A:704 B:918 C:736 | | | | | |
| | 59.6 | 8.13 ⁽⁵⁶⁾ | 133.7 | 2:13.98 ⁽⁵⁰⁾ | 87.3 | 2:00.05 ⁽⁴⁶⁾ | 97.5 | 1:20.96 ⁽⁴⁷⁾ | 81.4 | 3:21.49 ⁽⁴⁶⁾ | 83.4 | 2:50.16 ⁽⁴⁷⁾ | 82.5 | |
| [2] | 5.91 ⁽⁵³⁾ | 14.01 ⁽⁵³⁾ | 2:27.12 ⁽⁴⁹⁾ | 4:26.22 ⁽⁴³⁾ | 5:46.77 ⁽⁴⁴⁾ | 9:06.57 ⁽⁴²⁾ | 11:56.17 ⁽⁴⁴⁾ | 87.0 | A:679 B:915 C:744 | | | | | |
| | 59.7 | 8.10 ⁽⁵²⁾ | 134.2 | 2:13.11 ⁽⁴⁸⁾ | 87.9 | 1:59.10 ⁽⁴²⁾ | 98.2 | 1:20.55 ⁽⁴¹⁾ | 81.8 | 3:19.80 ⁽⁴²⁾ | 84.1 | 2:49.60 ⁽⁴⁴⁾ | 82.8 | |
| 52. | 119 | AMATO Daniele | I | Opel Astra Kit Car | | Vimotorsport | E1 2000 | | | 11:59.60 | | | | +2:31.24 |
| [1] | 5.90 ⁽⁶⁵⁾ | 13.90 ⁽⁵⁹⁾ | 2:30.12 ⁽⁶²⁾ | 4:35.51 ⁽⁵⁷⁾ | 5:59.47 ⁽⁶²⁾ | 9:34.02 ⁽⁷⁰⁾ | 12:34.33 ⁽⁶⁸⁾ | 82.6 | A:666 B:969 C:741 | | | | | |
| | 59.8 | 8.00 ⁽⁵²⁾ | 135.9 | 2:16.22 ⁽⁶⁰⁾ | 85.9 | 2:05.39 ⁽⁶⁸⁾ | 93.3 | 1:23.96 ⁽⁶⁸⁾ | 78.5 | 3:34.55 ⁽⁸²⁾ | 78.4 | 3:00.31 ⁽⁷⁵⁾ | 77.9 | |
| [2] | 6.02 ⁽⁶⁰⁾ | 13.74 ⁽⁴⁹⁾ | 2:23.71 ⁽³⁸⁾ | 4:22.72 ⁽³⁶⁾ | 5:43.41 ⁽⁴¹⁾ | 9:08.13 ⁽⁴³⁾ | 11:59.60 ⁽⁴⁶⁾ | 86.5 | A:643 B:902 C:720 | | | | | |
| | 58.6 | 7.72 ⁽³⁹⁾ | 140.8 | 2:09.97 ⁽³⁸⁾ | 90.0 | 1:59.01 ⁽⁴⁰⁾ | 98.3 | 1:20.69 ⁽⁴²⁾ | 81.6 | 3:24.72 ⁽⁵¹⁾ | 82.7 | 2:51.47 ⁽⁴⁸⁾ | 81.9 | |
| 53. | 71 | STOLZ Herbert | A | Porsche 935 DO II | | | E2-SH3000+ | | | 12:01.39 | | | | +2:33.03 |
| [1] | 4.83 ⁽²⁴⁾ | 11.19 ⁽¹⁵⁾ | 2:25.84 ⁽⁴⁷⁾ | 4:23.81 ⁽⁴¹⁾ | 5:45.13 ⁽⁴⁷⁾ | 9:08.22 ⁽⁴⁶⁾ | 12:01.39 ⁽⁴⁸⁾ | 86.3 | A:639 B:772 C:708 | | | | | |
| | 73.0 | 6.36 ⁽¹²⁾ | 170.9 | 2:14.65 ⁽⁵²⁾ | 86.9 | 1:57.97 ⁽³⁸⁾ | 99.2 | 1:21.32 ⁽⁵¹⁾ | 81.0 | 3:23.09 ⁽⁵¹⁾ | 82.8 | 2:53.17 ⁽⁵²⁾ | 81.1 | |
| [2] | 4.97 ⁽²⁵⁾ | 11.41 ⁽²¹⁾ | 2:20.88 ⁽³⁴⁾ | 4:18.10 ⁽³¹⁾ | 5:37.47 ⁽³⁴⁾ | 9:05.31 ⁽⁴¹⁾ | 12:02.90 ⁽⁵⁰⁾ | 86.2 | A:607 B:800 C:671 | | | | | |
| | 71.0 | 6.44 ⁽¹⁵⁾ | 168.8 | 2:09.47 ⁽³⁶⁾ | 90.4 | 1:57.22 ⁽³⁴⁾ | 99.8 | 1:19.37 ⁽³⁵⁾ | 83.0 | 3:27.84 ⁽⁵⁶⁾ | 80.9 | 2:57.59 ⁽⁶⁰⁾ | 79.1 | |
| 54. | 171 | GILLI Paolo | I | Citroën Saxo | | Destra 4 | A1600 | | | 12:01.52 | | | | +2:33.16 |
| [1] | 6.13 ⁽⁸²⁾ | 14.45 ⁽⁷²⁾ | 2:25.70 ⁽⁴⁶⁾ | 4:23.83 ⁽⁴²⁾ | 5:43.64 ⁽⁴⁴⁾ | 9:09.57 ⁽⁴⁷⁾ | 12:01.52 ⁽⁴⁹⁾ | 86.3 | A:654 B:922 C:724 | | | | | |
| | 57.6 | 8.32 ⁽⁶⁶⁾ | 130.7 | 2:11.25 ⁽⁴²⁾ | 89.1 | 1:58.13 ⁽⁴⁰⁾ | 99.0 | 1:19.81 ⁽³⁹⁾ | 82.5 | 3:25.93 ⁽⁵⁸⁾ | 81.6 | 2:51.95 ⁽⁵¹⁾ | 81.7 | |
| 55. | 122 | SCHEMA Damiano | I | Renault Clio Cup | | Real Motorsport | E1 2000 | | | 12:02.92 | | | | +2:34.56 |
| [1] | 6.06 ⁽⁷⁶⁾ | 14.37 ⁽⁷⁰⁾ | 2:30.09 ⁽⁶¹⁾ | 4:34.33 ⁽⁵⁶⁾ | 5:58.31 ⁽⁶⁰⁾ | 9:28.16 ⁽⁶⁰⁾ | 12:28.86 ⁽⁶⁴⁾ | 83.2 | A:664 B:928 C:764 | | | | | |
| | 58.2 | 8.31 ⁽⁶⁵⁾ | 130.8 | 2:15.72 ⁽⁵⁹⁾ | 86.2 | 2:04.24 ⁽⁶²⁾ | 94.1 | 1:23.98 ⁽⁶⁹⁾ | 78.4 | 3:29.85 ⁽⁷⁰⁾ | 80.7 | 3:00.70 ⁽⁷⁸⁾ | 77.7 | |
| [2] | 6.13 ⁽⁶⁵⁾ | 14.58 ⁽⁶⁶⁾ | 2:26.61 ⁽⁴⁶⁾ | 4:26.00 ⁽⁴²⁾ | 5:47.19 ⁽⁴⁵⁾ | 9:09.50 ⁽⁴⁶⁾ | 12:02.92 ⁽⁵⁰⁾ | 86.2 | A:670 B:933 C:724 | | | | | |
| | 57.6 | 8.45 ⁽⁶⁵⁾ | 128.7 | 2:12.03 ⁽⁴²⁾ | 88.6 | 1:59.39 ⁽⁴⁴⁾ | 98.0 | 1:21.19 ⁽⁴⁵⁾ | 81.7 | 3:22.31 ⁽⁴⁵⁾ | 83.1 | 2:53.42 ⁽⁵⁰⁾ | 81.0 | |
| 56. | 51 | DRAGO Andrea | I | Erberth R3 | | Racing for Genova | CN/E2-SC1600 | | | 12:04.42 | | | | +2:36.06 |
| [1] | 4.92 ⁽³²⁾ | 12.35 ⁽³⁵⁾ | 2:20.69 ⁽³²⁾ | 4:19.12 ⁽³³⁾ | 5:39.42 ⁽³⁶⁾ | 9:03.73 ⁽⁴²⁾ | 12:04.42 ⁽⁵⁰⁾ | 86.0 | A:634 B:952 C:693 | | | | | |
| | 71.7 | 7.43 ⁽⁴¹⁾ | 146.3 | 2:08.34 ⁽³³⁾ | 91.2 | 1:58.43 ⁽⁴²⁾ | 98.8 | 1:20.30 ⁽⁴²⁾ | 82.0 | 3:24.31 ⁽⁵⁴⁾ | 82.3 | 3:00.69 ⁽⁷⁷⁾ | 77.7 | |
| 57. | 131 | TURRIN Tiziano | I | Citroën Saxo | | Halley Racing Team | E1 1600 | | | 12:06.10 | | | | +2:37.74 |
| [1] | 6.08 ⁽⁷⁸⁾ | 14.68 ⁽⁷⁸⁾ | 2:29.38 ⁽⁵⁸⁾ | | 5:49.93 ⁽⁵¹⁾ | 9:12.67 ⁽⁵¹⁾ | 12:06.10 ⁽⁵¹⁾ | 85.8 | A:796 | | | | C:724 | |
| | 58.0 | 8.60 ⁽⁸⁰⁾ | 126.4 | 2:14.70 ⁽⁵³⁾ | 86.9 | | | | | 3:22.74 ⁽⁵⁰⁾ | 82.9 | 2:53.43 ⁽⁵⁴⁾ | 81.0 | |
| 58. | 173 | BARUCHELLI Dario | I | Renault Clio | | Power Car Competition | A1600 | | | 12:06.93 | | | | +2:38.57 |
| [1] | 5.94 ⁽⁶⁸⁾ | 14.28 ⁽⁶⁵⁾ | 2:26.27 ⁽⁴⁸⁾ | 4:26.15 ⁽⁴⁶⁾ | 16:47.43 ⁽¹²⁵⁾ | 20:09.62 ⁽¹²⁰⁾ | 23:01.44 ⁽¹¹⁹⁾ | 45.1 | A:663 B:1009 C:732 | | | | | |
| | 59.4 | 8.34 ⁽⁶⁷⁾ | 130.4 | 2:11.99 ⁽⁴⁴⁾ | 88.6 | 1:59.88 ⁽⁴⁴⁾ | 97.8 | 2:21.28 ⁽¹¹⁶⁾ | 8.9 | 3:22.19 ⁽⁴⁸⁾ | 83.1 | 2:51.82 ⁽⁵⁰⁾ | 81.7 | |
| [2] | 6.05 ⁽⁶¹⁾ | 14.41 ⁽⁶³⁾ | 2:28.03 ⁽⁵¹⁾ | 4:29.16 ⁽⁴⁷⁾ | 5:50.82 ⁽⁵⁰⁾ | 9:14.55 ⁽⁵²⁾ | 12:06.93 ⁽⁵²⁾ | 85.7 | A:664 B:929 C:735 | | | | | |
| | 58.3 | 8.36 ⁽⁶²⁾ | 130.0 | 2:13.62 ⁽⁴⁹⁾ | 87.6 | 2:01.13 ⁽⁴⁸⁾ | 96.6 | 1:21.66 ⁽⁴⁹⁾ | 80.7 | 3:23.73 ⁽⁴⁸⁾ | 82.5 | 2:52.38 ⁽⁴⁹⁾ | 81.4 | |
| 59. | 129 | DE GAN Stefano | I | Honda Civic VTI Proto | | Halley Racing Team | E1 1600 | | | 12:07.01 | | | | +2:38.65 |
| [1] | 6.00 ⁽⁷⁰⁾ | 14.12 ⁽⁶³⁾ | 2:28.23 ⁽⁵⁴⁾ | 4:28.67 ⁽⁴⁹⁾ | 5:50.05 ⁽⁵³⁾ | 9:15.96 ⁽⁵²⁾ | 12:10.75 ⁽⁵⁴⁾ | 85.2 | A:700 B:936 C:723 | | | | | |
| | 58.8 | 8.12 ⁽⁵⁵⁾ | 133.9 | 2:14.11 ⁽⁵¹⁾ | 87.2 | 2:00.44 ⁽⁵⁰⁾ | 97.1 | 1:21.38 ⁽⁵²⁾ | 81.0 | 3:25.91 ⁽⁵⁷⁾ | 81.6 | 2:54.79 ⁽⁵⁹⁾ | 80.3 | |
| [2] | 5.98 ⁽⁵⁹⁾ | 14.09 ⁽⁵⁵⁾ | 2:26.76 ⁽⁴⁷⁾ | 4:25.94 ⁽⁴¹⁾ | 5:47.53 ⁽⁴⁶⁾ | 9:13.46 ⁽⁵⁰⁾ | 12:07.01 ⁽⁵²⁾ | 85.7 | A:663 B:928 C:715 | | | | | |
| | 59.0 | 8.11 ⁽⁵⁴⁾ | 134.1 | 2:12.67 ⁽⁴⁵⁾ | 88.2 | 1:59.18 ⁽⁴³⁾ | 98.2 | 1:21.59 ⁽⁴⁸⁾ | 80.7 | 3:25.93 ⁽⁵³⁾ | 81.6 | 2:53.55 ⁽⁵¹⁾ | 80.9 | |
| 60. | 52 | MAZZALAI Luca | I | Osella PA 21/s | | Dalmazia Motorsport | CN/E2-SC1600 | | | 12:07.17 | | | | +2:38.81 |
| [1] | 5.07 ⁽³⁹⁾ | 12.46 ⁽³⁹⁾ | 2:27.30 ⁽⁵²⁾ | 4:29.09 ⁽⁵⁰⁾ | 5:50.85 ⁽⁵⁵⁾ | 9:16.14 ⁽⁵³⁾ | 12:07.17 ⁽⁵²⁾ | 85.6 | A:698 B:968 C:686 | | | | | |
| | 69.6 | 7.39 ⁽⁴⁰⁾ | 147.1 | 2:14.84 ⁽⁵⁵⁾ | 86.8 | 2:01.79 ⁽⁵⁵⁾ | 96.7 | 1:21.76 ⁽⁵⁴⁾ | 80.6 | 3:25.29 ⁽⁵⁵⁾ | 81.9 | 2:51.03 ⁽⁴⁹⁾ | 82.1 | |
| 61. | 185 | MURGIA Mario | I | Mitsubishi Evo X | | Porto Cervo R.T. | N3000+ | | | 12:08.57 | | | | +2:40.21 |
| [1] | 5.53 ⁽⁵⁸⁾ | 14.08 ⁽⁶²⁾ | 2:33.27 ⁽⁷⁰⁾ | 4:37.30 ⁽⁶⁰⁾ | 6:00.46 ⁽⁶⁴⁾ | 9:22.04 ⁽⁵⁷⁾ | 12:08.57 ⁽⁵³⁾ | 85.5 | A:830 B:974 C:713 | | | | | |
| | 63.8 | 8.55 ⁽⁷⁸⁾ | 127.2 | 2:19.19 ⁽⁷²⁾ | 84.1 | 2:04.03 ⁽⁶¹⁾ | 94.3 | 1:23.16 ⁽⁶¹⁾ | 79.2 | 3:21.58 ⁽⁴⁷⁾ | 83.4 | 2:46.53 ⁽³⁵⁾ | 84.3 | |
| [2] | 5.68 ⁽⁴⁹⁾ | 14.16 ⁽⁵⁸⁾ | 2:33.96 ⁽⁶⁷⁾ | 4:38.44 ⁽⁶³⁾ | 6:02.74 ⁽⁶⁴⁾ | 9:27.11 ⁽⁵⁵⁾ | 12:15.28 ⁽⁵⁷⁾ | 84.7 | A:844 B:967 C:725 | | | | | |
| | 62.1 | 8.48 ⁽⁶⁶⁾ | 128.2 | 2:19.80 ⁽⁷¹⁾ | 83.7 | 2:04.48 ⁽⁵⁶⁾ | 94.0 | 1:24.30 ⁽⁶⁰⁾ | 78.7 | 3:24.37 ⁽⁴⁹⁾ | 82.3 | 2:48.17 ⁽⁴²⁾ | 83.5 | |
| 62. | 39 | TESSARO Denis | I | Ligher JS 51 | | | CN/E2-SC2000 | | | 12:09.00 | | | | +2:40.64 |
| [1] | 5.61 ⁽⁶²⁾ | 14.78 ⁽⁸³⁾ | 2:37.20 ⁽⁸⁷⁾ | 4:45.72 ⁽⁸⁰⁾ | 6:11.00 ⁽⁸³⁾ | 9:43.26 ⁽⁷⁶⁾ | 12:46.67 ⁽⁷⁷⁾ | 81.2 | A:763 B:1070 C:706 | | | | | |

| P. N. Conducente | | Naz | Vettura | Scuderia | Classe | | |
|------------------|------------------------------|------------------------------|------------------------------|--------------------------------|-----------------------------|-----------------------------|--------------------------|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | VMed i.c. |
| | | | | | | Tem./Dif. | |
| 62.9 | 9.17 ⁽¹⁰⁷⁾ | 18.62:22.42 ⁽⁸⁵⁾ | 82.2:08.52 ⁽⁸²⁾ | 91.01:25.28 ⁽⁷⁸⁾ | 77.33:32.26 ⁽⁷⁴⁾ | 79.23:03.41 ⁽⁸⁸⁾ | 76.5 |
| [2] | 5.46 ⁽⁴²⁾ | 14.06 ⁽⁵⁴⁾ | 2:27.06 ⁽⁴⁸⁾ | 4:27.20 ⁽⁴⁵⁾ | 5:48.04 ⁽⁴⁸⁾ | 9:11.28 ⁽⁴⁸⁾ | 12:09.00 ⁽⁵⁴⁾ |
| 64.6 | 8.60 ⁽⁷⁰⁾ | 126.42:13.00 ⁽⁴⁷⁾ | 88.02:00.14 ⁽⁴⁵⁾ | 97.41:20.84 ⁽⁴³⁾ | 81.53:23.24 ⁽⁴⁷⁾ | 82.72:57.72 ⁽⁶²⁾ | 79.0 |
| 63. | 158 GIAMPICCOLO Marco | I | Citroën DS 3 | Car Racing | A2000 | 12:09.21 | |
| [1] | 6.34 ⁽⁹¹⁾ | 14.80 ⁽⁸⁴⁾ | 2:31.10 ⁽⁶⁴⁾ | 4:33.16 ⁽⁵⁴⁾ | 5:55.30 ⁽⁵⁷⁾ | 9:21.87 ⁽⁵⁶⁾ | 12:16.35 ⁽⁵⁷⁾ |
| 55.6 | 8.46 ⁽⁷⁵⁾ | 128.52:16.30 ⁽⁶²⁾ | 85.82:02.06 ⁽⁵⁶⁾ | 95.91:22.14 ⁽⁵⁵⁾ | 80.23:26.57 ⁽⁶⁰⁾ | 81.42:54.48 ⁽⁵⁸⁾ | 80.5 |
| [2] | 6.22 ⁽⁷¹⁾ | 14.73 ⁽⁷⁰⁾ | 2:27.71 ⁽⁵⁰⁾ | 4:28.66 ⁽⁴⁶⁾ | 5:50.05 ⁽⁴⁹⁾ | 9:14.53 ⁽⁵¹⁾ | 12:09.21 ⁽⁵⁴⁾ |
| 56.7 | 8.51 ⁽⁶⁷⁾ | 127.82:12.98 ⁽⁴⁶⁾ | 88.02:00.95 ⁽⁴⁷⁾ | 96.71:21.39 ⁽⁴⁶⁾ | 80.93:24.48 ⁽⁵⁰⁾ | 82.22:54.68 ⁽⁵³⁾ | 80.4 |
| 64. | 149 PARLATO Paolo | I | Renault New Clio | Borrett Team Motorsport | A2000 | 12:12.37 | |
| [1] | 6.07 ⁽⁷⁷⁾ | 14.36 ⁽⁶⁸⁾ | 2:29.14 ⁽⁵⁷⁾ | 4:30.65 ⁽⁵³⁾ | 5:52.16 ⁽⁵⁶⁾ | 9:18.28 ⁽⁵⁴⁾ | 12:12.37 ⁽⁵⁵⁾ |
| 58.1 | 8.29 ⁽⁶²⁾ | 131.12:14.78 ⁽⁵⁴⁾ | 86.82:01.51 ⁽⁵⁴⁾ | 96.31:21.51 ⁽⁵³⁾ | 80.83:26.12 ⁽⁵⁹⁾ | 81.62:54.09 ⁽⁵⁶⁾ | 80.6 |
| 65. | 79 CANNAVÒ Ignazio | I | Lamborghini Gallardo | Eurotech Engineering | GT3000+ | 12:12.79 | |
| [1] | 9.50 ⁽¹²⁹⁾ | 2:40.83 ⁽⁹⁹⁾ | 4:41.24 ⁽⁷¹⁾ | 6:02.45 ⁽⁶⁹⁾ | 9:30.59 ⁽⁶⁴⁾ | 12:36.09 ⁽⁷⁰⁾ | 82.4 |
| 37.1 | 2:00.41 ⁽⁴⁹⁾ | 97.21:21.21 ⁽⁵⁰⁾ | 81.73:28.14 ⁽⁶²⁾ | 80.83:05.50 ⁽⁹⁰⁾ | 75.7 | | |
| [2] | 5.74 ⁽⁵⁰⁾ | 13.07 ⁽³⁷⁾ | 2:25.24 ⁽⁴²⁾ | 4:23.79 ⁽³⁹⁾ | 5:43.85 ⁽⁴²⁾ | 9:10.54 ⁽⁴⁷⁾ | 12:12.79 ⁽⁵⁶⁾ |
| 61.5 | 7.33 ⁽³⁴⁾ | 148.32:12.17 ⁽⁴⁴⁾ | 88.51:58.55 ⁽³⁷⁾ | 98.71:20.06 ⁽³⁹⁾ | 82.33:26.69 ⁽⁵⁴⁾ | 81.33:02.25 ⁽⁷⁷⁾ | 77.0 |
| 66. | 82 JARACH Bruno | I | Ferrari 458 Challenge | Superchallenge | GTCUP3000+ | 12:14.58 | |
| [1] | 4.75 ⁽¹⁹⁾ | 12.40 ⁽³⁶⁾ | 2:29.10 ⁽⁵⁶⁾ | 5:57.66 ⁽⁵⁹⁾ | 9:21.39 ⁽⁵⁵⁾ | 12:14.58 ⁽⁵⁶⁾ | 84.8 |
| 74.3 | 7.65 ⁽⁴⁴⁾ | 142.12:16.70 ⁽⁶⁴⁾ | 85.6 | 3:23.73 ⁽⁵²⁾ | 82.52:53.19 ⁽⁵³⁾ | 81.1 | |
| [2] | 5.23 ⁽³⁷⁾ | 13.24 ⁽⁴¹⁾ | 2:36.95 ⁽⁷⁶⁾ | 4:45.11 ⁽⁷¹⁾ | 6:10.72 ⁽⁷⁴⁾ | 9:40.29 ⁽⁷¹⁾ | 12:31.52 ⁽⁶⁶⁾ |
| 67.5 | 8.01 ⁽⁴⁷⁾ | 135.72:23.71 ⁽⁷⁹⁾ | 81.42:08.16 ⁽⁷¹⁾ | 91.31:25.61 ⁽⁷²⁾ | 77.03:29.57 ⁽⁶¹⁾ | 80.22:51.23 ⁽⁴⁶⁾ | 82.0 |
| 67. | 159 PARRINO Rosario | I | Honda Type R | Rsr 911 | A2000 | 12:21.48 | |
| [1] | 5.77 ⁽⁶⁴⁾ | 14.71 ⁽⁷⁹⁾ | 2:37.15 ⁽⁸⁶⁾ | 4:42.03 ⁽⁷³⁾ | 6:05.92 ⁽⁷⁷⁾ | 9:35.11 ⁽⁷¹⁾ | 12:29.28 ⁽⁶⁵⁾ |
| 61.1 | 8.94 ⁽⁹¹⁾ | 121.62:22.44 ⁽⁸⁶⁾ | 82.72:04.88 ⁽⁶⁴⁾ | 93.71:23.89 ⁽⁶⁷⁾ | 78.53:29.19 ⁽⁶⁶⁾ | 80.42:54.17 ⁽⁵⁷⁾ | 80.6 |
| [2] | 5.61 ⁽⁴⁷⁾ | 13.74 ⁽⁴⁹⁾ | 2:31.94 ⁽⁶⁰⁾ | 4:35.23 ⁽⁵⁴⁾ | 5:59.44 ⁽⁵⁸⁾ | 9:27.22 ⁽⁵⁷⁾ | 12:21.48 ⁽⁵⁸⁾ |
| 62.9 | 8.13 ⁽⁵⁵⁾ | 133.72:18.20 ⁽⁶⁴⁾ | 84.72:03.29 ⁽⁵¹⁾ | 94.91:24.21 ⁽⁵⁸⁾ | 78.23:27.78 ⁽⁵⁵⁾ | 80.92:54.26 ⁽⁵²⁾ | 80.6 |
| 68. | 231 PEZZOLLA Ivano | I | Mini Cooper Works | Sc. Vesuvio | RSTB2 | 12:21.91 | |
| [1] | 6.47 ⁽¹⁰²⁾ | 14.77 ⁽⁸²⁾ | 2:36.05 ⁽⁸⁰⁾ | 4:43.09 ⁽⁷⁴⁾ | 6:09.96 ⁽⁷⁹⁾ | 9:43.35 ⁽⁷⁷⁾ | 12:41.46 ⁽⁷⁴⁾ |
| 54.5 | 8.30 ⁽⁶³⁾ | 131.02:21.28 ⁽⁷⁹⁾ | 82.82:07.04 ⁽⁷⁵⁾ | 92.11:26.87 ⁽⁸⁴⁾ | 75.83:33.39 ⁽⁷⁸⁾ | 78.82:58.11 ⁽⁶⁷⁾ | 78.8 |
| [2] | 6.34 ⁽⁷⁸⁾ | 14.58 ⁽⁶⁶⁾ | 2:29.87 ⁽⁵³⁾ | 4:34.07 ⁽⁵⁰⁾ | 5:58.74 ⁽⁵⁷⁾ | 9:27.19 ⁽⁵⁶⁾ | 12:21.91 ⁽⁵⁸⁾ |
| 55.6 | 8.24 ⁽⁵⁸⁾ | 131.92:15.29 ⁽⁵³⁾ | 86.52:04.20 ⁽⁵⁵⁾ | 94.11:24.67 ⁽⁶⁴⁾ | 77.83:28.45 ⁽⁵⁸⁾ | 80.72:54.72 ⁽⁵⁴⁾ | 80.4 |
| 69. | 152 DE LUCA Rino | I | Peugeot 306 | Vimotorsport | A2000 | 12:22.32 | |
| [1] | 6.13 ⁽⁸²⁾ | 14.53 ⁽⁷⁶⁾ | 2:29.97 ⁽⁶⁰⁾ | | | | |
| 57.6 | 8.40 ⁽⁷⁰⁾ | 129.42:15.44 ⁽⁵⁸⁾ | 86.4 | | | | |
| [2] | 6.13 ⁽⁶⁵⁾ | 14.38 ⁽⁶⁰⁾ | 2:31.36 ⁽⁵⁷⁾ | 4:34.73 ⁽⁵¹⁾ | 5:56.93 ⁽⁵⁴⁾ | 9:25.61 ⁽⁵⁴⁾ | 12:22.32 ⁽⁵⁸⁾ |
| 57.6 | 8.25 ⁽⁵⁹⁾ | 131.82:16.98 ⁽⁵⁸⁾ | 85.42:03.37 ⁽⁵²⁾ | 94.81:22.20 ⁽⁵⁰⁾ | 80.13:28.68 ⁽⁵⁹⁾ | 80.62:56.71 ⁽⁵⁷⁾ | 79.5 |
| 70. | 157 BEGHER Walter | I | Renault Clio | Pintarally Motorsp. | A2000 | 12:24.92 | |
| [1] | 6.25 ⁽⁸⁶⁾ | 14.97 ⁽⁸⁸⁾ | 2:33.87 ⁽⁷²⁾ | 4:37.85 ⁽⁶¹⁾ | 6:00.53 ⁽⁶⁵⁾ | 9:28.49 ⁽⁶¹⁾ | 12:24.92 ⁽⁵⁸⁾ |
| 56.4 | 8.72 ⁽⁸⁵⁾ | 124.72:18.90 ⁽⁷¹⁾ | 84.22:03.98 ⁽⁶⁰⁾ | 94.41:22.68 ⁽⁵⁷⁾ | 79.73:27.96 ⁽⁶¹⁾ | 80.82:56.43 ⁽⁶³⁾ | 79.6 |
| [2] | 6.07 ⁽⁶²⁾ | 14.58 ⁽⁶⁶⁾ | 2:32.62 ⁽⁶⁴⁾ | 4:37.10 ⁽⁵⁸⁾ | 6:01.79 ⁽⁶²⁾ | 9:31.45 ⁽⁶²⁾ | 12:28.61 ⁽⁶⁴⁾ |
| 58.1 | 8.51 ⁽⁶⁷⁾ | 127.82:18.04 ⁽⁶³⁾ | 84.82:04.48 ⁽⁵⁶⁾ | 94.01:24.69 ⁽⁶⁵⁾ | 77.83:29.66 ⁽⁶²⁾ | 80.22:57.16 ⁽⁵⁸⁾ | 79.3 |
| 71. | 211 REA Cosimo | I | Citroën Saxo | Tramonti Corse | N1600 | 12:25.65 | |
| [1] | 5.98 ⁽⁶⁹⁾ | 14.92 ⁽⁸⁷⁾ | 2:30.29 ⁽⁶³⁾ | 4:33.89 ⁽⁵⁵⁾ | 5:57.26 ⁽⁵⁸⁾ | 9:27.50 ⁽⁵⁸⁾ | 12:25.65 ⁽⁵⁹⁾ |
| 59.0 | 8.94 ⁽⁹¹⁾ | 121.62:15.37 ⁽⁵⁶⁾ | 86.42:03.60 ⁽⁵⁹⁾ | 94.71:23.37 ⁽⁶³⁾ | 79.03:30.24 ⁽⁷¹⁾ | 80.02:58.15 ⁽⁶⁸⁾ | 78.8 |
| [2] | 6.15 ⁽⁶⁷⁾ | 15.11 ⁽⁷⁶⁾ | 2:29.27 ⁽⁵²⁾ | 4:31.47 ⁽⁴⁹⁾ | 5:54.42 ⁽⁵³⁾ | 9:25.19 ⁽⁵³⁾ | 12:25.80 ⁽⁶⁰⁾ |
| 57.4 | 8.96 ⁽⁸¹⁾ | 121.32:14.16 ⁽⁵¹⁾ | 87.22:02.20 ⁽⁴⁹⁾ | 95.71:22.95 ⁽⁵¹⁾ | 79.43:30.77 ⁽⁶⁶⁾ | 79.83:00.61 ⁽⁷⁴⁾ | 77.7 |
| 72. | 192 MATTIVI Michael | I | Renault Clio RS | Hawk Racing Club | N2000 | 12:26.25 | |
| [1] | 6.37 ⁽⁹⁵⁾ | 15.37 ⁽⁹⁶⁾ | 2:34.10 ⁽⁷⁵⁾ | 4:37.05 ⁽⁵⁹⁾ | 5:59.77 ⁽⁶³⁾ | 9:28.56 ⁽⁶²⁾ | 12:26.98 ⁽⁶⁰⁾ |
| 55.4 | 9.00 ⁽⁹³⁾ | 120.82:18.73 ⁽⁷⁰⁾ | 84.32:02.95 ⁽⁵⁸⁾ | 95.21:22.72 ⁽⁵⁸⁾ | 79.63:28.79 ⁽⁶⁴⁾ | 80.52:58.42 ⁽⁶⁹⁾ | 78.7 |
| [2] | 6.36 ⁽⁸³⁾ | 15.26 ⁽⁷⁸⁾ | 2:31.30 ⁽⁵⁶⁾ | 4:34.98 ⁽⁵³⁾ | 5:58.40 ⁽⁵⁵⁾ | 9:27.65 ⁽⁵⁹⁾ | 12:26.25 ⁽⁶⁰⁾ |
| 55.5 | 8.90 ⁽⁷⁹⁾ | 122.22:16.04 ⁽⁵⁵⁾ | 86.02:03.68 ⁽⁵⁴⁾ | 94.61:23.42 ⁽⁵³⁾ | 79.03:29.25 ⁽⁶⁰⁾ | 80.32:58.60 ⁽⁶⁶⁾ | 78.6 |
| 73. | 58 MARIOT Mario | I | Elia Avrio ST 09 | Sc. Prealpi | CN/E2-SC1600 | 12:26.62 | |
| [1] | 5.59 ⁽⁶⁰⁾ | 14.82 ⁽⁸⁵⁾ | 2:36.49 ⁽⁸²⁾ | 4:38.89 ⁽⁶⁴⁾ | 6:03.11 ⁽⁷²⁾ | | |
| 63.1 | 9.23 ⁽¹¹⁰⁾ | 117.82:21.67 ⁽⁸³⁾ | 82.62:02.40 ⁽⁵⁷⁾ | 95.61:24.22 ⁽⁷¹⁾ | 78.2 | | |
| [2] | 4.82 ⁽²¹⁾ | 13.19 ⁽³⁹⁾ | 2:31.60 ⁽⁵⁸⁾ | 4:37.57 ⁽⁵⁹⁾ | 6:01.58 ⁽⁶¹⁾ | 9:27.25 ⁽⁵⁸⁾ | 12:26.62 ⁽⁶⁰⁾ |
| 73.2 | 8.37 ⁽⁶³⁾ | 129.92:18.41 ⁽⁶⁵⁾ | 84.52:05.97 ⁽⁶⁵⁾ | 92.91:24.01 ⁽⁵⁵⁾ | 78.43:25.67 ⁽⁵²⁾ | 81.72:59.37 ⁽⁶⁸⁾ | 78.3 |
| 74. | 95 ZUCOL Claudio | I | BMW 325 E30 | Destra 4 | E1 3000+ | 12:27.04 | |
| [1] | 5.73 ⁽⁶³⁾ | 13.60 ⁽⁵⁴⁾ | 2:33.21 ⁽⁶⁹⁾ | 4:38.90 ⁽⁶⁵⁾ | 6:02.60 ⁽⁷⁰⁾ | 9:36.25 ⁽⁷²⁾ | 12:36.28 ⁽⁷¹⁾ |
| 61.6 | 7.87 ⁽⁴⁹⁾ | 138.12:19.61 ⁽⁷⁴⁾ | 83.82:05.69 ⁽⁷⁰⁾ | 93.11:23.70 ⁽⁶⁵⁾ | 78.73:33.65 ⁽⁸⁰⁾ | 78.73:00.03 ⁽⁷⁴⁾ | 78.0 |
| [2] | 5.88 ⁽⁵²⁾ | 13.71 ⁽⁴⁸⁾ | 2:30.25 ⁽⁵⁴⁾ | 4:35.65 ⁽⁵⁶⁾ | 5:58.65 ⁽⁵⁶⁾ | 9:30.81 ⁽⁶¹⁾ | 12:27.04 ⁽⁶¹⁾ |
| 60.0 | 7.83 ⁽⁴¹⁾ | 138.92:16.54 ⁽⁵⁷⁾ | 85.72:05.40 ⁽⁵⁹⁾ | 93.31:23.00 ⁽⁵²⁾ | 79.43:32.16 ⁽⁷⁰⁾ | 79.22:56.23 ⁽⁵⁵⁾ | 79.7 |

| P. N. Conducente | | Naz | Vettura | Scuderia | Classe | | | | | |
|----------------------------------|-----------------------|------------------------|------------------------------|-----------------------------|-----------------------------|-----------------------------|---------------------------------|------|--------------------|----------|
| 98m | 400m | Sardegna | 7t+Speed | Candriai | Norge | Arrivo | VMed | i.c. | Tem./Dif. | |
| 75. 54 GOTTARDI Walter | | I | Gi-Pi Sport Honda | | Destra 4 | | CN/E2-SC1600 | | 12:27.16 | |
| [1] | 5.12 ⁽⁴¹⁾ | 12.85 ⁽⁴⁶⁾ | 2:32.93 ⁽⁶⁸⁾ | 4:38.96 ⁽⁶⁶⁾ | 6:02.41 ⁽⁶⁷⁾ | 9:30.69 ⁽⁶⁵⁾ | 12:27.16 ⁽⁶¹⁾ | 83.4 | A:678 B:933 C:749 | +2:58.80 |
| | 68.9 | 7.73 ⁽⁴⁶⁾ | 140.62:20.08 ⁽⁷⁶⁾ | 83.52:06.03 ⁽⁷²⁾ | 92.81:23.45 ⁽⁶⁴⁾ | 78.93:28.28 ⁽⁶³⁾ | 80.72:56.47 ⁽⁶⁴⁾ | 79.6 | | |
| [2] | 5.43 ⁽⁴⁰⁾ | 13.34 ⁽⁴⁴⁾ | 2:32.55 ⁽⁶³⁾ | 4:40.34 ⁽⁶⁵⁾ | 6:04.49 ⁽⁶⁷⁾ | 9:34.32 ⁽⁶⁷⁾ | 12:31.96 ⁽⁶⁶⁾ | 82.8 | A:733 B:934 C:744 | |
| | 65.0 | 7.91 ⁽⁴⁴⁾ | 137.42:19.21 ⁽⁶⁶⁾ | 84.02:07.79 ⁽⁶⁸⁾ | 91.61:24.15 ⁽⁵⁶⁾ | 78.33:29.83 ⁽⁶³⁾ | 80.12:57.64 ⁽⁶¹⁾ | 79.0 | | |
| 76. 236 MONTANARO Oronzo | | I | Mini Cooper S | | Fasano Corse | | RSTB2 | | 12:27.88 | |
| [1] | 6.54 ⁽¹⁰⁾ | 14.97 ⁽⁸⁸⁾ | 2:32.80 ⁽⁶⁷⁾ | 4:38.06 ⁽⁶²⁾ | 6:01.92 ⁽⁶⁶⁾ | 9:31.75 ⁽⁶⁶⁾ | 12:27.88 ⁽⁶²⁾ | 83.3 | A:672 B:967 C:775 | +2:59.52 |
| | 53.9 | 8.43 ⁽⁷³⁾ | 129.02:17.83 ⁽⁶⁵⁾ | 84.92:05.26 ⁽⁶⁶⁾ | 93.41:23.86 ⁽⁶⁶⁾ | 78.63:29.83 ⁽⁶⁹⁾ | 80.12:56.13 ⁽⁶¹⁾ | 79.7 | | |
| [2] | 6.25 ⁽⁷³⁾ | 14.54 ⁽⁶⁵⁾ | 2:32.35 ⁽⁶²⁾ | 4:38.42 ⁽⁶²⁾ | 6:04.08 ⁽⁶⁶⁾ | 9:35.49 ⁽⁶⁸⁾ | 12:33.95 ⁽⁶⁸⁾ | 82.6 | A:662 B:963 C:787 | |
| | 56.4 | 8.29 ⁽⁶⁰⁾ | 131.12:17.81 ⁽⁶¹⁾ | 84.92:06.07 ⁽⁶⁶⁾ | 92.81:25.66 ⁽⁷³⁾ | 76.93:31.41 ⁽⁶⁸⁾ | 79.52:58.46 ⁽⁶⁵⁾ | 78.7 | | |
| 77. 212 REGIS Giovanni | | I | Peugeot 106 Rallye | | Vimotorsport | | N1600 | | 12:28.01 | |
| [1] | 6.15 ⁽⁸⁴⁾ | 15.00 ⁽⁹¹⁾ | 2:31.28 ⁽⁶⁵⁾ | 4:35.53 ⁽⁵⁸⁾ | 5:58.38 ⁽⁶¹⁾ | 9:28.11 ⁽⁵⁹⁾ | 12:28.01 ⁽⁶³⁾ | 83.3 | A:702 B:1000 C:763 | +2:59.65 |
| | 57.4 | 8.85 ⁽⁸⁷⁾ | 122.82:16.28 ⁽⁶¹⁾ | 85.92:04.25 ⁽⁶³⁾ | 94.81:22.85 ⁽⁵⁹⁾ | 79.53:29.73 ⁽⁶⁸⁾ | 80.22:59.90 ⁽⁷³⁾ | 78.0 | | |
| 78. 99 ZUCOL Nicola | | I | BMW 318 | | Destra 4 | | E1 3000 | | 12:29.07 | |
| [1] | 6.04 ⁽⁷³⁾ | 14.44 ⁽⁷¹⁾ | 2:34.34 ⁽⁷⁶⁾ | 4:40.54 ⁽⁶⁹⁾ | 6:02.99 ⁽⁷¹⁾ | 9:31.85 ⁽⁶⁷⁾ | 12:32.49 ⁽⁶⁶⁾ | 82.8 | A:699 B:933 C:731 | +3:00.71 |
| | 58.4 | 8.40 ⁽⁷⁰⁾ | 129.42:19.90 ⁽⁷⁵⁾ | 83.62:06.20 ⁽⁷³⁾ | 92.71:22.45 ⁽⁵⁶⁾ | 79.93:28.86 ⁽⁶⁵⁾ | 80.53:00.64 ⁽⁷⁶⁾ | 77.7 | | |
| [2] | 6.11 ⁽⁶⁴⁾ | 14.40 ⁽⁶²⁾ | 2:32.07 ⁽⁶¹⁾ | 4:37.09 ⁽⁵⁷⁾ | 6:00.95 ⁽⁶⁰⁾ | 9:31.58 ⁽⁶³⁾ | 12:29.07 ⁽⁶⁵⁾ | 83.1 | A:680 B:919 C:753 | |
| | 57.7 | 8.29 ⁽⁶⁰⁾ | 131.12:17.67 ⁽⁶⁰⁾ | 85.02:05.02 ⁽⁵⁸⁾ | 93.61:23.86 ⁽⁵⁴⁾ | 78.63:30.63 ⁽⁶⁵⁾ | 79.82:57.49 ⁽⁵⁹⁾ | 79.1 | | |
| 79. 218 BOMMARTINI Matteo | | I | Honda EK4 | | BL Racing | | N1600 | | 12:30.81 | |
| [1] | 6.53 ⁽¹⁰⁾ | 15.67 ⁽¹⁰⁾ | 2:33.83 ⁽⁷¹⁾ | 4:39.17 ⁽⁶⁸⁾ | 6:02.41 ⁽⁶⁷⁾ | 9:33.13 ⁽⁶⁹⁾ | 12:32.79 ⁽⁶⁷⁾ | 82.7 | A:721 B:1004 C:766 | +3:02.45 |
| | 54.0 | 9.14 ⁽¹⁰⁵⁾ | 18.92:18.16 ⁽⁶⁶⁾ | 84.72:05.34 ⁽⁶⁷⁾ | 93.31:23.24 ⁽⁶²⁾ | 79.13:30.72 ⁽⁷³⁾ | 79.82:59.66 ⁽⁷¹⁾ | 78.1 | | |
| [2] | 6.35 ⁽⁷⁹⁾ | 15.40 ⁽⁸³⁾ | 2:31.93 ⁽⁵⁹⁾ | 4:35.38 ⁽⁵⁵⁾ | 5:59.54 ⁽⁵⁹⁾ | 9:30.38 ⁽⁶⁰⁾ | 12:30.81 ⁽⁶⁶⁾ | 83.0 | A:711 B:999 C:768 | |
| | 55.6 | 9.05 ⁽⁸⁴⁾ | 120.12:16.53 ⁽⁵⁶⁾ | 85.72:03.45 ⁽⁵³⁾ | 94.81:24.16 ⁽⁵⁷⁾ | 78.33:30.84 ⁽⁶⁷⁾ | 79.73:00.43 ⁽⁷²⁾ | 77.8 | | |
| 80. 191 MACALLI Marcello | | I | Renault Clio Light | | Vimotorsport | | N2000 | | 12:32.17 | |
| [1] | 6.40 ⁽⁹⁸⁾ | 15.41 ⁽¹⁰⁰⁾ | 2:36.76 ⁽⁸³⁾ | 4:44.80 ⁽⁷⁶⁾ | 6:10.94 ⁽⁸²⁾ | 9:47.87 ⁽⁸²⁾ | 12:48.67 ⁽⁸⁰⁾ | 81.0 | A:757 B:1000 C:756 | +3:03.81 |
| | 55.1 | 9.01 ⁽⁹⁵⁾ | 120.72:21.35 ⁽⁸⁰⁾ | 82.82:08.04 ⁽⁷⁸⁾ | 91.41:26.14 ⁽⁸¹⁾ | 76.53:36.93 ⁽⁹⁰⁾ | 77.53:00.80 ⁽⁷⁹⁾ | 77.7 | | |
| [2] | 6.41 ⁽⁸⁹⁾ | 15.29 ⁽⁷⁹⁾ | 2:32.66 ⁽⁶⁵⁾ | 4:38.30 ⁽⁶¹⁾ | 6:02.82 ⁽⁶⁵⁾ | 9:32.98 ⁽⁶⁴⁾ | 12:32.17 ⁽⁶⁶⁾ | 82.8 | A:709 B:988 C:743 | |
| | 55.0 | 8.88 ⁽⁷⁸⁾ | 122.42:17.37 ⁽⁵⁹⁾ | 85.22:05.64 ⁽⁶²⁾ | 93.11:24.52 ⁽⁶³⁾ | 77.93:30.16 ⁽⁶⁴⁾ | 80.02:59.19 ⁽⁶⁷⁾ | 78.4 | | |
| 81. 238 "ROMY" | | I | Mini Cooper S | | Mediatica | | RSTB2 | | 12:34.74 | |
| [1] | 6.25 ⁽⁸⁶⁾ | 14.90 ⁽⁸⁶⁾ | 2:35.75 ⁽⁷⁹⁾ | 4:41.23 ⁽⁷⁰⁾ | 6:05.40 ⁽⁷⁶⁾ | 9:39.17 ⁽⁷⁴⁾ | 12:41.67 ⁽⁷⁵⁾ | 81.8 | A:722 B:975 C:775 | +3:06.38 |
| | 56.4 | 8.65 ⁽⁸³⁾ | 125.72:20.85 ⁽⁷⁸⁾ | 83.12:05.48 ⁽⁶⁹⁾ | 93.31:24.17 ⁽⁷⁰⁾ | 78.33:33.77 ⁽⁸¹⁾ | 78.63:02.50 ⁽⁸⁶⁾ | 76.9 | | |
| [2] | 6.22 ⁽⁷¹⁾ | 14.78 ⁽⁷⁴⁾ | 2:32.73 ⁽⁶⁶⁾ | 4:38.21 ⁽⁶⁰⁾ | 6:02.56 ⁽⁶³⁾ | 9:34.14 ⁽⁶⁵⁾ | 12:34.74 ⁽⁶⁹⁾ | 82.5 | A:692 B:996 C:819 | |
| | 56.7 | 8.56 ⁽⁶⁹⁾ | 127.02:17.95 ⁽⁶²⁾ | 84.82:05.48 ⁽⁶¹⁾ | 93.21:24.35 ⁽⁶¹⁾ | 78.13:31.58 ⁽⁶⁹⁾ | 79.53:00.60 ⁽⁷³⁾ | 77.7 | | |
| 82. 121 BOSCHI Maurizio | | I | Opel Astra Kit | | Vimotorsport | | E1 2000 | | 12:35.21 | |
| [1] | 6.08 ⁽⁷⁸⁾ | 14.48 ⁽⁷⁴⁾ | 2:32.67 ⁽⁶⁶⁾ | 4:38.41 ⁽⁶³⁾ | 6:03.14 ⁽⁷³⁾ | 9:32.78 ⁽⁶⁸⁾ | 12:35.21 ⁽⁶⁹⁾ | 82.5 | A:730 B:977 C:754 | +3:06.85 |
| | 58.0 | 8.40 ⁽⁷⁰⁾ | 129.42:18.19 ⁽⁶⁷⁾ | 84.72:05.74 ⁽⁷¹⁾ | 93.01:24.73 ⁽⁷³⁾ | 77.83:29.64 ⁽⁶⁷⁾ | 80.23:02.43 ⁽⁸⁵⁾ | 77.0 | | |
| 83. 215 ACCORSI Lorenzo | | I | Peugeot 106 Rallye | | BL Racing | | N1600 | | 12:39.38 | |
| [1] | 6.45 ⁽¹⁰⁰⁾ | 15.56 ⁽¹⁰⁰⁾ | 2:34.01 ⁽⁷³⁾ | 4:39.12 ⁽⁶⁷⁾ | 6:03.42 ⁽⁷⁴⁾ | 9:38.11 ⁽⁷³⁾ | 12:39.59 ⁽⁷²⁾ | 82.0 | A:725 B:1032 C:782 | +3:11.02 |
| | 54.7 | 9.11 ⁽¹⁰¹⁾ | 19.32:18.45 ⁽⁶⁸⁾ | 84.52:05.11 ⁽⁶⁵⁾ | 93.51:24.30 ⁽⁷²⁾ | 78.13:34.69 ⁽⁸³⁾ | 78.33:01.48 ⁽⁸¹⁾ | 77.4 | | |
| [2] | 6.33 ⁽⁷⁷⁾ | 15.43 ⁽⁸⁶⁾ | 2:34.75 ⁽⁶⁹⁾ | 4:40.19 ⁽⁶⁴⁾ | 6:04.93 ⁽⁶⁸⁾ | 9:38.32 ⁽⁶⁹⁾ | 12:39.38 ⁽⁷²⁾ | 82.0 | A:726 B:1025 C:786 | |
| | 55.7 | 9.10 ⁽⁸⁷⁾ | 119.52:19.32 ⁽⁶⁷⁾ | 84.02:05.44 ⁽⁶⁰⁾ | 93.31:24.74 ⁽⁶⁶⁾ | 77.73:33.39 ⁽⁷⁵⁾ | 78.83:01.06 ⁽⁷⁶⁾ | 77.5 | | |
| 84. 172 CAPUZZO Maurizio | | I | Renault Clio 16v | | Pintarally Motorsp. | | A1600 | | 12:40.00 | |
| [1] | 6.10 ⁽⁸⁰⁾ | 14.72 ⁽⁸¹⁾ | 2:38.00 ⁽⁹¹⁾ | 4:46.18 ⁽⁸¹⁾ | 6:11.19 ⁽⁸⁵⁾ | 9:44.19 ⁽⁷⁹⁾ | 12:40.00 ⁽⁷³⁾ | 81.9 | A:715 B:958 C:755 | +3:11.64 |
| | 57.8 | 8.62 ⁽⁸²⁾ | 126.12:23.28 ⁽⁹⁰⁾ | 81.72:08.18 ⁽⁸⁰⁾ | 91.31:25.01 ⁽⁷⁶⁾ | 77.53:33.00 ⁽⁷⁷⁾ | 78.92:55.81 ⁽⁶⁰⁾ | 79.9 | | |
| [2] | 6.48 ⁽⁹³⁾ | 15.58 ⁽⁸⁹⁾ | 2:36.29 ⁽⁷³⁾ | 4:42.00 ⁽⁶⁷⁾ | 6:06.26 ⁽⁷⁰⁾ | 9:34.18 ⁽⁶⁶⁾ | 12:44.26 ⁽⁷⁷⁾ | 81.5 | A:722 B:978 C:758 | |
| | 54.4 | 9.10 ⁽⁸⁷⁾ | 119.52:20.71 ⁽⁷³⁾ | 83.12:05.71 ⁽⁶³⁾ | 93.11:24.26 ⁽⁵⁹⁾ | 78.23:27.92 ⁽⁵⁷⁾ | 80.93:10.08 ⁽⁸⁵⁾ | 73.9 | | |
| 85. 193 PALAZZINI Alessio | | I | Renault Clio | | Destra 4 | | N2000 | | 12:40.95 | |
| [1] | 6.23 ⁽⁸⁵⁾ | 15.36 ⁽⁹⁵⁾ | 2:34.81 ⁽⁷⁸⁾ | 4:44.61 ⁽⁷⁵⁾ | 6:11.09 ⁽⁸⁴⁾ | 9:43.54 ⁽⁷⁸⁾ | 12:42.87 ⁽⁷⁶⁾ | 81.6 | A:730 B:1048 C:774 | +3:12.59 |
| | 56.6 | 9.13 ⁽¹⁰²⁾ | 19.12:19.45 ⁽⁷³⁾ | 83.92:09.80 ⁽⁸⁷⁾ | 90.11:26.48 ⁽⁸²⁾ | 76.23:32.45 ⁽⁷⁶⁾ | 79.12:59.33 ⁽⁷⁰⁾ | 78.3 | | |
| [2] | 6.26 ⁽⁷⁴⁾ | 15.41 ⁽⁸⁵⁾ | 2:35.08 ⁽⁷⁰⁾ | 4:43.22 ⁽⁶⁸⁾ | 6:08.74 ⁽⁷²⁾ | 9:41.21 ⁽⁷²⁾ | 12:40.95 ⁽⁷⁴⁾ | 81.8 | A:751 B:1026 C:778 | |
| | 56.4 | 9.15 ⁽⁸⁹⁾ | 118.82:19.67 ⁽⁶⁹⁾ | 83.82:08.14 ⁽⁷⁰⁾ | 91.31:25.52 ⁽⁷⁰⁾ | 77.03:32.47 ⁽⁷¹⁾ | 79.12:59.74 ⁽⁷⁰⁾ | 78.1 | | |
| 86. 194 RAINER Gino | | I | Honda Civic Type R | | Destra 4 | | N2000 | | 12:42.36 | |
| [1] | 6.81 ⁽¹¹⁷⁾ | 15.83 ⁽¹¹⁰⁾ | 2:38.78 ⁽⁹⁴⁾ | 4:45.71 ⁽⁷⁹⁾ | 6:10.59 ⁽⁸⁰⁾ | 9:46.03 ⁽⁸⁰⁾ | 12:49.67 ⁽⁸¹⁾ | 80.9 | A:693 B:958 C:781 | +3:14.00 |
| | 51.8 | 9.02 ⁽⁹⁶⁾ | 120.52:22.95 ⁽⁸⁹⁾ | 81.82:06.93 ⁽⁷⁴⁾ | 92.21:24.88 ⁽⁷⁴⁾ | 77.63:35.44 ⁽⁸⁵⁾ | 78.03:03.64 ⁽⁸⁹⁾ | 76.5 | | |
| [2] | 6.09 ⁽⁶³⁾ | 14.76 ⁽⁷¹⁾ | 2:36.99 ⁽⁷⁷⁾ | 4:43.75 ⁽⁷⁰⁾ | 6:08.96 ⁽⁷³⁾ | 9:42.01 ⁽⁷³⁾ | 12:42.36 ⁽⁷⁶⁾ | 81.7 | A:685 B:983 C:769 | |
| | 57.9 | 8.67 ⁽⁷³⁾ | 125.42:22.23 ⁽⁷⁶⁾ | 82.32:06.76 ⁽⁶⁷⁾ | 92.31:25.21 ⁽⁶⁸⁾ | 77.33:33.05 ⁽⁷³⁾ | 78.93:00.35 ⁽⁷¹⁾ | 77.8 | | |
| 87. 175 BONELLO Moreno | | I | Peugeot 106 | | MRC Sport | | A1600 | | 12:43.99 | |
| [1] | 6.36 ⁽⁹⁴⁾ | 15.49 ⁽¹⁰⁰⁾ | 2:54.56 ⁽¹¹⁰⁾ | 5:03.29 ⁽¹⁰⁰⁾ | 6:29.21 ⁽¹⁰⁰⁾ | 9:59.54 ⁽⁹²⁾ | 12:55.80 ⁽⁸⁷⁾ | 80.3 | A:778 B:997 C:749 | +3:15.63 |
| | 55.5 | 9.13 ⁽¹⁰²⁾ | 19.12:39.07 ⁽¹¹⁷⁾ | 73.62:08.73 ⁽⁸³⁾ | 90.91:25.92 ⁽⁸⁰⁾ | 76.73:30.33 ⁽⁷²⁾ | 79.92:56.26 ⁽⁶²⁾ | 79.7 | | |
| [2] | 6.35 ⁽⁷⁹⁾ | 15.55 ⁽⁸⁸⁾ | 2:39.69 ⁽⁸³⁾ | 4:47.60 ⁽⁷⁴⁾ | 6:13.06 ⁽⁷⁵⁾ | 9:45.71 ⁽⁷⁵⁾ | 12:43.99 ⁽⁷⁷⁾ | 81.5 | A:788 B:1009 C:749 | |
| | 55.6 | 9.20 ⁽⁹¹⁾ | 118.22:24.14 ⁽⁸⁰⁾ | 81.22:07.91 ⁽⁶⁹⁾ | 91.51:25.46 ⁽⁶⁹⁾ | 77.13:32.65 ⁽⁷²⁾ | 79.12:58.28 ⁽⁶⁴⁾ | 78.8 | | |

| P. N. Conducente | | Naz | Vettura | Scuderia | Classe | | | | |
|--------------------------------------|-----------------------|------------------------|-------------------------------|------------------------------|------------------------------|------------------------------|--------------------------------|------|------------------------------|
| 98m | 400m | Sardegna | 7t+Speed | Candriai | Norve | Arrivo | VMed | i.c. | Tem./Dif. |
| 88. 216 CONSOLATI Valerio | | I | Honda Civic | | BL Racing | | N1600 | | 12:44.46 |
| [1] | 6.55 ⁽¹⁰⁶⁾ | 15.71 ⁽¹⁰⁶⁾ | 2:37.39 ⁽⁸⁹⁾ | 4:46.22 ⁽⁸²⁾ | 6:12.78 ⁽⁸⁶⁾ | 9:50.39 ⁽⁸⁴⁾ | 13:00.19⁽⁸⁹⁾ | 79.8 | A:725 B:1018 C:787 +3:16.10 |
| | 53.9 | 9.16 ⁽¹⁰⁶⁾ | 18.7:21.68 ⁽⁸⁴⁾ | 82.6:2:08.83 ⁽⁸⁴⁾ | 90.8:1:26.56 ⁽⁸³⁾ | 76.7:3:37.61 ⁽⁹¹⁾ | 77.3:3:09.80 ⁽⁹⁸⁾ | 74.0 | |
| [2] | 6.59 ⁽⁹⁶⁾ | 15.87 ⁽⁹²⁾ | 2:35.54 ⁽⁷¹⁾ | 4:41.27 ⁽⁶⁶⁾ | 6:05.68 ⁽⁶⁹⁾ | 9:40.08 ⁽⁷⁰⁾ | 12:44.46⁽⁷⁷⁾ | 81.5 | A:728 B:1011 C:793 |
| | 53.5 | 9.28 ⁽⁹⁴⁾ | 117.2:19.67 ⁽⁶⁹⁾ | 83.8:2:05.73 ⁽⁶⁴⁾ | 93.7:1:24.41 ⁽⁶²⁾ | 78.0:3:34.40 ⁽⁷⁶⁾ | 78.4:3:04.38 ⁽⁸⁰⁾ | 76.1 | |
| 89. 154 ALLIERI Carlo Alberto | | I | Renault Clio R3 | | | | A2000 | | 12:46.51 |
| [1] | 6.44 ⁽⁹⁹⁾ | 15.62 ⁽¹⁰⁵⁾ | 2:40.10 ⁽⁹⁶⁾ | 4:51.37 ⁽⁸⁹⁾ | 6:19.70 ⁽⁹⁴⁾ | 9:52.04 ⁽⁸⁵⁾ | 12:48.57⁽⁷⁹⁾ | 81.0 | A:774 B:1022 C:763 +3:18.15 |
| | 54.8 | 9.18 ⁽¹⁰⁸⁾ | 18.4:2:24.48 ⁽⁹³⁾ | 81.0:2:11.27 ⁽⁹⁰⁾ | 89.7:1:28.33 ⁽⁹⁰⁾ | 74.6:3:32.34 ⁽⁷⁵⁾ | 79.2:2:56.53 ⁽⁶⁵⁾ | 79.5 | |
| [2] | 5.93 ⁽⁵⁶⁾ | 14.59 ⁽⁶⁹⁾ | 2:39.30 ⁽⁸¹⁾ | 4:48.91 ⁽⁷⁷⁾ | 6:16.70 ⁽⁸¹⁾ | 9:50.01 ⁽⁷⁷⁾ | 12:46.51⁽⁷⁷⁾ | 81.3 | A:755 B:1002 C:767 |
| | 59.5 | 8.66 ⁽⁷²⁾ | 125.5:2:24.71 ⁽⁸²⁾ | 80.9:2:09.61 ⁽⁷⁵⁾ | 90.3:1:27.79 ⁽⁷⁹⁾ | 75.0:3:33.31 ⁽⁷⁴⁾ | 78.8:2:56.50 ⁽⁵⁶⁾ | 79.5 | |
| 90. 242 NOVAGLIO Nicola | | I | Renault New Clio | | Elite Motorsport | | RS4 | | 12:47.95 |
| [1] | 6.34 ⁽⁹¹⁾ | 15.39 ⁽⁹⁹⁾ | 2:34.09 ⁽⁷⁴⁾ | 4:41.49 ⁽⁷²⁾ | 6:06.46 ⁽⁷⁸⁾ | 9:42.24 ⁽⁷⁵⁾ | 12:47.95⁽⁷⁸⁾ | 81.1 | A:718 B:1018 C:806 +3:19.59 |
| | 55.6 | 9.05 ⁽⁹⁹⁾ | 120.1:2:18.70 ⁽⁶⁹⁾ | 84.4:2:07.40 ⁽⁷⁶⁾ | 91.8:1:24.97 ⁽⁷⁵⁾ | 77.5:3:35.78 ⁽⁸⁶⁾ | 77.9:3:05.71 ⁽⁹²⁾ | 75.6 | |
| [2] | 6.35 ⁽⁷⁹⁾ | 15.40 ⁽⁸³⁾ | 2:34.74 ⁽⁶⁸⁾ | 4:43.43 ⁽⁶⁹⁾ | 6:08.56 ⁽⁷¹⁾ | 9:45.64 ⁽⁷⁴⁾ | 12:49.38⁽⁸¹⁾ | 80.9 | A:718 B:1029 C:771 |
| | 55.6 | 9.05 ⁽⁸⁴⁾ | 120.1:2:19.34 ⁽⁶⁸⁾ | 84.0:2:08.69 ⁽⁷²⁾ | 90.9:1:25.13 ⁽⁶⁷⁾ | 77.4:3:37.08 ⁽⁸¹⁾ | 77.4:3:03.74 ⁽⁷⁸⁾ | 76.4 | |
| 91. 183 SCHEIBER Gerhard | | A | Subaru Impreza | | | | N3000+ | | 12:49.38 |
| [1] | 5.00 ⁽³⁷⁾ | 13.30 ⁽⁵²⁾ | 2:39.44 ⁽⁹⁵⁾ | 4:52.79 ⁽⁹⁰⁾ | 6:21.16 ⁽⁹⁶⁾ | 9:56.07 ⁽⁸⁹⁾ | 12:54.06⁽⁸⁴⁾ | 80.5 | A:749 B:1046 C:782 +3:21.02 |
| | 70.6 | 8.30 ⁽⁶³⁾ | 131.0:2:26.14 ⁽⁹⁷⁾ | 80.7:2:13.35 ⁽⁹⁴⁾ | 87.7:1:28.37 ⁽⁹¹⁾ | 74.6:3:34.91 ⁽⁸⁴⁾ | 78.2:2:57.99 ⁽⁶⁶⁾ | 78.9 | |
| [2] | 5.11 ⁽³¹⁾ | 13.21 ⁽⁴⁰⁾ | 2:36.33 ⁽⁷⁴⁾ | 4:46.18 ⁽⁷³⁾ | 6:14.08 ⁽⁷⁶⁾ | 9:51.56 ⁽⁷⁹⁾ | 12:49.38⁽⁸¹⁾ | 80.9 | A:733 B:1095 C:809 |
| | 69.0 | 8.10 ⁽⁵²⁾ | 134.2:2:23.12 ⁽⁷⁸⁾ | 81.7:2:09.85 ⁽⁷⁸⁾ | 90.1:1:27.90 ⁽⁸⁰⁾ | 74.9:3:37.48 ⁽⁸²⁾ | 77.3:2:57.82 ⁽⁶³⁾ | 79.0 | |
| 92. 237 TACCHINI Mario | | I | Mini Cooper S | | | | RSTB2 | | 12:50.91 |
| [1] | 6.54 ⁽¹⁰⁶⁾ | 15.33 ⁽⁹³⁾ | 2:36.80 ⁽⁸⁴⁾ | 4:47.13 ⁽⁸³⁾ | 6:14.20 ⁽⁸⁹⁾ | 9:52.81 ⁽⁸⁶⁾ | 12:54.14⁽⁸⁵⁾ | 80.5 | A:708 B:1020 C:1305 +3:22.55 |
| | 53.9 | 8.79 ⁽⁸⁶⁾ | 123.7:2:21.47 ⁽⁸¹⁾ | 82.7:2:10.33 ⁽⁸⁸⁾ | 89.8:1:27.07 ⁽⁸⁵⁾ | 75.7:3:38.61 ⁽⁹⁴⁾ | 76.9:3:01.33 ⁽⁸⁰⁾ | 77.4 | |
| [2] | 6.59 ⁽⁹⁶⁾ | 15.79 ⁽⁹¹⁾ | 2:36.36 ⁽⁷⁵⁾ | 4:45.74 ⁽⁷²⁾ | 6:14.29 ⁽⁷⁸⁾ | 9:49.94 ⁽⁷⁶⁾ | 12:50.91⁽⁸²⁾ | 80.8 | A:730 B:1069 C:777 |
| | 53.5 | 9.20 ⁽⁹¹⁾ | 118.2:2:20.57 ⁽⁷²⁾ | 83.2:2:09.38 ⁽⁷⁴⁾ | 90.4:1:28.55 ⁽⁸²⁾ | 74.4:3:35.65 ⁽⁷⁷⁾ | 78.0:3:00.97 ⁽⁷⁵⁾ | 77.6 | |
| 93. 98 ZARPELLON Giuseppe | | I | BMW M3 | | Halley Racing Team | | E1 3000 | | 12:53.47 |
| [1] | 8.04 ⁽¹²⁷⁾ | 17.17 ⁽¹¹⁹⁾ | 2:46.05 ⁽¹¹⁹⁾ | 4:55.07 ⁽⁹²⁾ | 6:20.34 ⁽⁹⁵⁾ | 9:53.76 ⁽⁸⁸⁾ | 12:53.47⁽⁸²⁾ | 80.5 | A:843 B:1044 C:716 +3:25.11 |
| | 43.9 | 9.13 ⁽¹⁰²⁾ | 19.2:28.88 ⁽¹⁰⁶⁾ | 78.6:2:09.02 ⁽⁸⁵⁾ | 90.7:1:25.27 ⁽⁷⁷⁾ | 77.3:3:33.42 ⁽⁷⁹⁾ | 78.8:2:59.71 ⁽⁷²⁾ | 78.1 | |
| [2] | 6.44 ⁽⁹²⁾ | 15.52 ⁽⁸⁷⁾ | 2:44.76 ⁽⁸⁹⁾ | 4:55.29 ⁽⁸¹⁾ | 6:22.67 ⁽⁸³⁾ | 9:58.68 ⁽⁸³⁾ | 12:58.31⁽⁸⁸⁾ | 80.0 | A:784 B:1068 C:729 |
| | 54.8 | 9.08 ⁽⁸⁶⁾ | 119.7:2:29.24 ⁽⁸⁹⁾ | 78.4:2:10.53 ⁽⁸⁰⁾ | 89.6:1:27.38 ⁽⁷⁶⁾ | 75.4:3:36.01 ⁽⁷⁸⁾ | 77.8:2:59.63 ⁽⁶⁹⁾ | 78.2 | |
| 94. 214 VETTOREL Fabrizio | | I | Peugeot 106 Rallye | | BL Racing | | N1600 | | 12:53.90 |
| [1] | 6.27 ⁽⁸⁸⁾ | 15.47 ⁽¹⁰⁷⁾ | 2:37.01 ⁽⁸⁵⁾ | 4:45.00 ⁽⁷⁷⁾ | 6:10.65 ⁽⁸¹⁾ | 9:47.14 ⁽⁸¹⁾ | 12:53.90⁽⁸³⁾ | 80.5 | A:742 B:1036 C:784 +3:25.54 |
| | 56.3 | 9.20 ⁽¹⁰⁹⁾ | 18.2:2:21.54 ⁽⁸²⁾ | 82.7:2:07.99 ⁽⁷⁷⁾ | 91.4:1:25.65 ⁽⁷⁹⁾ | 76.9:3:36.49 ⁽⁸⁹⁾ | 77.7:3:06.76 ⁽⁹⁴⁾ | 75.2 | |
| 95. 189 DA ROS Michele | | I | Renault Clio RS | | Vimotorsport | | N2000 | | 12:54.63 |
| [1] | 6.48 ⁽¹⁰³⁾ | 15.79 ⁽¹⁰⁹⁾ | 2:43.19 ⁽¹⁰⁷⁾ | 4:54.40 ⁽⁹¹⁾ | 6:22.16 ⁽⁹⁷⁾ | 10:00.45 ⁽⁹³⁾ | 13:02.31⁽⁹¹⁾ | 79.6 | A:796 B:1061 C:793 +3:26.27 |
| | 54.4 | 9.31 ⁽¹¹²⁾ | 16.8:2:27.40 ⁽¹⁰¹⁾ | 79.4:2:11.21 ⁽⁸⁹⁾ | 89.2:1:27.76 ⁽⁸⁸⁾ | 75.7:3:38.29 ⁽⁹³⁾ | 77.0:3:01.86 ⁽⁸³⁾ | 77.2 | |
| [2] | 6.57 ⁽⁹⁵⁾ | 15.60 ⁽⁹⁰⁾ | 2:37.91 ⁽⁸⁰⁾ | 4:47.62 ⁽⁷⁵⁾ | 6:14.28 ⁽⁷⁷⁾ | 9:50.48 ⁽⁷⁸⁾ | 12:54.63⁽⁸⁶⁾ | 80.4 | A:740 B:1052 C:764 |
| | 53.7 | 9.03 ⁽⁸²⁾ | 120.4:2:22.31 ⁽⁷⁷⁾ | 82.2:2:09.71 ⁽⁷⁷⁾ | 90.2:1:26.66 ⁽⁷⁵⁾ | 76.0:3:36.20 ⁽⁸⁰⁾ | 77.8:3:04.15 ⁽⁷⁹⁾ | 76.2 | |
| 96. 94 MASSARO Michele | | I | BMW M3 E92 | | | | E1 3000+ | | 12:54.99 |
| [1] | 5.54 ⁽⁵⁹⁾ | 13.72 ⁽⁵⁶⁾ | 2:38.74 ⁽⁹³⁾ | 4:48.49 ⁽⁸⁴⁾ | 6:17.15 ⁽⁹²⁾ | 9:53.19 ⁽⁸⁷⁾ | 12:54.99⁽⁸⁶⁾ | 80.4 | A:735 B:1009 C:773 +3:26.63 |
| | 63.7 | 8.18 ⁽⁵⁹⁾ | 132.9:2:25.02 ⁽⁹⁵⁾ | 80.7:2:09.75 ⁽⁸⁶⁾ | 90.2:1:28.66 ⁽⁹³⁾ | 74.3:3:36.04 ⁽⁸⁷⁾ | 77.8:3:01.80 ⁽⁸²⁾ | 77.2 | |
| [2] | 6.32 ⁽⁷⁶⁾ | 14.37 ⁽⁵⁹⁾ | 2:43.60 ⁽⁸⁷⁾ | 4:54.13 ⁽⁸⁰⁾ | 6:24.05 ⁽⁸⁴⁾ | 10:02.31 ⁽⁸⁴⁾ | 13:07.43⁽⁹³⁾ | 79.1 | A:794 B:1039 C:790 |
| | 55.8 | 8.05 ⁽⁴⁹⁾ | 135.1:2:29.23 ⁽⁸⁸⁾ | 78.4:2:10.53 ⁽⁸⁰⁾ | 89.6:1:29.92 ⁽⁸⁵⁾ | 73.3:3:38.26 ⁽⁸⁴⁾ | 77.0:3:05.12 ⁽⁸³⁾ | 75.8 | |
| 97. 132 OSTUNI Sante | | I | Fiat 128 Rally | | Destra 4 | | E1 1600 | | 12:56.56 |
| [1] | 5.92 ⁽⁶⁶⁾ | 14.29 ⁽⁶⁷⁾ | 2:34.60 ⁽⁷⁷⁾ | | 6:04.66 ⁽⁷⁵⁾ | 9:30.48 ⁽⁶³⁾ | | | A:730 C:751 +3:28.20 |
| | 59.6 | 8.37 ⁽⁶⁸⁾ | 129.9:2:20.31 ⁽⁷⁷⁾ | 83.4 | | 3:25.82 ⁽⁵⁶⁾ | 81.7 | | |
| [2] | 6.17 ⁽⁶⁹⁾ | 14.77 ⁽⁷²⁾ | 2:39.35 ⁽⁸²⁾ | 4:49.00 ⁽⁷⁸⁾ | 6:15.54 ⁽⁷⁹⁾ | 9:51.64 ⁽⁸⁰⁾ | 12:56.56⁽⁸⁸⁾ | 80.2 | A:754 B:1010 C:760 |
| | 57.2 | 8.60 ⁽⁷⁰⁾ | 126.4:2:24.58 ⁽⁸¹⁾ | 80.9:2:09.65 ⁽⁷⁶⁾ | 90.2:1:26.54 ⁽⁷⁴⁾ | 76.7:3:36.10 ⁽⁷⁹⁾ | 77.8:3:04.92 ⁽⁸¹⁾ | 75.9 | |
| 98. 221 NIDERIAUFNER Vittorio | | I | Citroën Saxo | | Destra 4 | | N1600 | | 12:58.37 |
| [1] | 6.53 ⁽¹⁰⁹⁾ | 15.92 ⁽¹¹⁷⁾ | 2:42.63 ⁽¹⁰⁷⁾ | 4:57.37 ⁽⁹⁴⁾ | 6:27.91 ⁽¹⁰⁹⁾ | 10:09.61 ⁽⁹⁷⁾ | 13:15.94⁽⁹⁷⁾ | 78.2 | A:728 B:1052 C:837 +3:30.01 |
| | 54.0 | 9.39 ⁽¹¹³⁾ | 15.8:2:26.71 ⁽¹⁰⁰⁾ | 79.7:2:14.74 ⁽⁹⁸⁾ | 86.8:1:30.54 ⁽⁹⁸⁾ | 72.8:3:41.70 ⁽⁹⁸⁾ | 75.8:3:06.33 ⁽⁹³⁾ | 75.4 | |
| [2] | 6.20 ⁽⁷⁰⁾ | 15.37 ⁽⁸²⁾ | 2:37.59 ⁽⁷⁹⁾ | 4:47.97 ⁽⁷⁶⁾ | 6:15.75 ⁽⁸⁰⁾ | 9:53.40 ⁽⁸¹⁾ | 12:58.37⁽⁸⁸⁾ | 80.0 | A:731 B:1032 C:833 |
| | 56.9 | 9.17 ⁽⁹⁰⁾ | 118.6:2:22.22 ⁽⁷⁵⁾ | 82.3:2:10.38 ⁽⁷⁹⁾ | 89.7:1:27.78 ⁽⁷⁸⁾ | 75.7:3:37.65 ⁽⁸³⁾ | 77.2:3:04.97 ⁽⁸²⁾ | 75.9 | |
| 99. 127 "ZIO FESTER" | | I | Honda Civic | | | | E1 1600 | | 12:59.59 |
| [1] | 6.01 ⁽⁷²⁾ | 14.46 ⁽⁷³⁾ | 2:37.40 ⁽⁹⁰⁾ | 4:45.47 ⁽⁷⁸⁾ | 6:12.85 ⁽⁸⁷⁾ | 9:48.96 ⁽⁸³⁾ | 12:59.59⁽⁸⁸⁾ | 79.9 | A:717 B:987 C:767 +3:31.23 |
| | 58.7 | 8.45 ⁽⁷⁴⁾ | 128.7:2:22.94 ⁽⁸⁸⁾ | 81.9:2:08.07 ⁽⁷⁹⁾ | 91.4:1:27.38 ⁽⁸⁶⁾ | 75.4:3:36.11 ⁽⁸⁸⁾ | 77.8:3:10.63 ⁽¹⁰⁰⁾ | 73.7 | |
| [2] | 7.48 ⁽¹⁰⁶⁾ | 16.23 ⁽⁹⁶⁾ | 2:42.76 ⁽⁸⁶⁾ | 4:56.49 ⁽⁸²⁾ | 6:25.72 ⁽⁸⁵⁾ | 10:09.88 ⁽⁸⁵⁾ | 13:23.65⁽⁹⁹⁾ | 77.5 | A:768 B:988 C:770 |
| | 47.2 | 8.75 ⁽⁷⁴⁾ | 124.3:2:26.53 ⁽⁸⁴⁾ | 79.8:2:13.73 ⁽⁸³⁾ | 87.5:1:29.23 ⁽⁸³⁾ | 73.8:3:44.16 ⁽⁸⁷⁾ | 75.0:3:13.77 ⁽⁸⁹⁾ | 72.5 | |
| 100. 235 MARCHESANI Andrea | | I | Volkswagen Polo | | Autosport Abruzzo | | RSTW | | 13:00.79 |
| [1] | 6.05 ⁽⁷⁴⁾ | 14.71 ⁽⁷⁹⁾ | 2:37.38 ⁽⁸⁸⁾ | 4:49.20 ⁽⁸⁶⁾ | 6:16.78 ⁽⁹⁰⁾ | 9:57.67 ⁽⁹¹⁾ | 13:00.79⁽⁹⁰⁾ | 79.8 | A:719 B:987 C:798 +3:32.43 |
| | 58.3 | 8.66 ⁽⁸⁴⁾ | 125.5:2:22.67 ⁽⁸⁷⁾ | 82.0:2:11.82 ⁽⁹³⁾ | 88.8:1:27.58 ⁽⁸⁷⁾ | 75.2:3:40.89 ⁽⁹⁶⁾ | 76.7:3:03.12 ⁽⁸⁷⁾ | 76.7 | |

| P. N. | Conducente | | Naz | Vettura | Candriai | Scuderia | Classe | Arrivo | | | i.c. | Tem./Dif. |
|-------------|-----------------------|-----------------------------|--------------------------------|-------------------------------|-------------------------------|-------------------------------|---------------------------------|----------|----------|--------|-------|-----------------|
| | 98m | 400m | | | | | | Sardegna | 7t+Speed | Norge | | |
| [2] | 6.39 ⁽⁸⁷⁾ | 14.77 ⁽⁷²⁾ | 2:57.99 ⁽¹⁰⁰⁾ | 5:28.34 ⁽⁹⁸⁾ | 7:18.44 ⁽¹⁰⁷⁾ | 10:56.89 ⁽⁹⁶⁾ | 14:16.28⁽¹¹²⁾ | 72.7 | A:663 | B:975 | C:830 | |
| | 55.2 | 8.38 ⁽⁶⁴⁾ | 129.7:43.22 ⁽⁹⁹⁾ | 71.7:2:30.35 ⁽¹⁰⁰⁾ | 77.8:1:50.10 ⁽¹⁰¹⁾ | 59.8:3:38.45 ⁽⁸⁵⁾ | 77.0:3:19.39 ⁽⁹⁶⁾ | 70.4 | | | | |
| 101. | 176 | MASIERO Emanuele | I | Citroën Saxo VTS | | Hawk Racing Club | A1600 | | | | | 13:02.99 |
| [1] | 6.35 ⁽⁹³⁾ | 15.35 ⁽⁹⁴⁾ | 2:40.70 ⁽⁹⁸⁾ | 4:48.95 ⁽⁸⁵⁾ | 6:16.97 ⁽⁹¹⁾ | 9:56.18 ⁽⁹⁰⁾ | 13:04.89⁽⁹²⁾ | 79.3 | A:758 | B:1012 | C:821 | +3:34.63 |
| | 55.6 | 9.00 ⁽⁹³⁾ | 120.8:2:25.35 ⁽⁹⁶⁾ | 80.5:2:08.25 ⁽⁸¹⁾ | 91.2:1:28.02 ⁽⁸⁹⁾ | 74.8:3:39.21 ⁽⁹⁵⁾ | 76.7:3:08.71 ⁽⁹⁷⁾ | 74.4 | | | | |
| [2] | 6.16 ⁽⁶⁸⁾ | 15.01 ⁽⁷⁵⁾ | 2:40.27 ⁽⁸⁴⁾ | 4:50.95 ⁽⁷⁹⁾ | 6:18.99 ⁽⁸²⁾ | 9:57.48 ⁽⁸²⁾ | 13:02.99⁽⁹²⁾ | 79.5 | A:740 | B:1004 | C:799 | |
| | 57.3 | 8.85 ⁽⁷⁶⁾ | 122.8:2:25.26 ⁽⁸³⁾ | 80.5:2:10.68 ⁽⁸²⁾ | 89.5:1:28.04 ⁽⁸¹⁾ | 74.8:3:38.49 ⁽⁸⁶⁾ | 76.9:3:05.51 ⁽⁸⁴⁾ | 75.7 | | | | |
| 102. | 125 | RICCIO Ciro | I | Fiat 500 Abarth | | | E1 1600T | | | | | 13:07.92 |
| [1] | 6.27 ⁽⁸⁸⁾ | 15.19 ⁽⁹²⁾ | 2:43.85 ⁽¹⁰⁴⁾ | 4:58.44 ⁽⁹⁵⁾ | 6:28.22 ⁽¹⁰³⁾ | 10:05.93 ⁽⁹⁶⁾ | 13:07.92⁽⁹³⁾ | 79.0 | A:778 | B:1089 | C:781 | +3:39.56 |
| | 56.3 | 8.92 ⁽⁸⁹⁾ | 121.9:2:28.66 ⁽¹⁰⁵⁾ | 78.7:2:14.59 ⁽⁹⁷⁾ | 86.9:1:29.78 ⁽⁹⁵⁾ | 73.4:3:37.71 ⁽⁹²⁾ | 77.2:3:01.99 ⁽⁸⁴⁾ | 77.1 | | | | |
| [2] | 6.39 ⁽⁸⁷⁾ | 15.17 ⁽⁷⁷⁾ | | | | | | | A:714 | | | |
| | 55.2 | 8.78 ⁽⁷⁵⁾ | 123.8 | | | | | | | | | |
| 103. | 135 | RIGO Michele | I | Volkswagen Polo | | Sc. Etruria | E1 1400 | | | | | 13:09.11 |
| [1] | 6.70 ⁽¹¹³⁾ | 15.62 ⁽¹⁰⁵⁾ | 2:40.40 ⁽⁹⁷⁾ | | 6:19.14 ⁽⁹³⁾ | 10:02.23 ⁽⁹⁴⁾ | 13:09.11⁽⁹⁴⁾ | 78.9 | A:757 | | C:819 | +3:40.75 |
| | 52.7 | 8.92 ⁽⁸⁹⁾ | 121.9:2:24.78 ⁽⁹⁴⁾ | 80.8 | | 3:43.09 ⁽⁹⁹⁾ | 75.4:3:06.88 ⁽⁹⁵⁾ | 75.1 | | | | |
| 104. | 174 | DEMATTE Nicola | I | Citroën C2 R2 | | Racing Team Quercia | A1600 | | | | | 13:12.14 |
| [1] | 6.62 ⁽¹¹¹⁾ | 15.86 ⁽¹¹¹⁾ | 2:43.82 ⁽¹⁰³⁾ | 4:55.41 ⁽⁹³⁾ | 6:23.92 ⁽⁹⁸⁾ | 10:04.91 ⁽⁹⁵⁾ | 13:12.14⁽⁹⁵⁾ | 78.6 | A:750 | B:1047 | C:824 | +3:43.78 |
| | 53.3 | 9.24 ⁽¹¹¹⁾ | 117.7:2:27.96 ⁽¹⁰²⁾ | 79.1:2:11.59 ⁽⁹²⁾ | 88.8:1:28.51 ⁽⁹²⁾ | 74.4:3:40.99 ⁽⁹⁷⁾ | 76.7:3:07.23 ⁽⁹⁶⁾ | 75.0 | | | | |
| [2] | 6.84 ⁽¹⁰⁷⁾ | 16.04 ⁽⁹⁴⁾ | 3:03.70 ⁽¹⁰⁵⁾ | 5:13.03 ⁽⁹⁰⁾ | 6:40.74 ⁽⁹¹⁾ | 10:28.55 ⁽⁹⁰⁾ | | | A:744 | B:1032 | C:817 | |
| | 51.6 | 9.20 ⁽⁹¹⁾ | 118.2:2:47.66 ⁽¹⁰⁴⁾ | 69.8:2:09.33 ⁽⁷³⁾ | 90.5:1:27.71 ⁽⁷⁷⁾ | 75.1:3:47.81 ⁽⁸⁹⁾ | 73.8 | | | | | |
| 105. | 136 | TERLIZZI Raffaele | I | Peugeot 106 Rallye | | BL Racing | E1 1400 | | | | | 13:16.50 |
| [1] | 6.46 ⁽¹⁰¹⁾ | 15.37 ⁽⁹⁶⁾ | 2:41.90 ⁽¹⁰⁰⁾ | | 6:27.63 ⁽⁹⁹⁾ | 10:10.81 ⁽⁹⁸⁾ | 13:16.50⁽⁹⁸⁾ | 78.2 | A:788 | | C:743 | +3:48.14 |
| | 54.6 | 8.91 ⁽⁸⁸⁾ | 122.0:2:26.53 ⁽⁹⁸⁾ | 79.8 | | 3:43.18 ⁽¹⁰⁰⁾ | 75.3:3:05.69 ⁽⁹¹⁾ | 75.6 | | | | |
| 106. | 243 | FIABANE Massimo | I | Honda Integra Type R | | Fast Racing | RS4 | | | | | 13:23.68 |
| [1] | 6.56 ⁽¹⁰⁹⁾ | 15.59 ⁽¹⁰⁴⁾ | 2:44.07 ⁽¹⁰⁶⁾ | 5:01.57 ⁽⁹⁸⁾ | 6:32.11 ⁽¹⁰⁷⁾ | 10:19.89 ⁽¹⁰⁰⁾ | 13:33.88⁽¹⁰¹⁾ | 76.5 | A:715 | B:1216 | C:793 | +3:55.32 |
| | 53.8 | 9.03 ⁽⁹⁷⁾ | 120.4:2:28.48 ⁽¹⁰³⁾ | 78.8:2:17.50 ⁽¹⁰³⁾ | 85.1:1:30.54 ⁽⁹⁸⁾ | 72.8:3:47.78 ⁽¹⁰¹⁾ | 73.8:3:13.99 ⁽¹⁰³⁾ | 72.4 | | | | |
| [2] | 6.38 ⁽⁸⁵⁾ | 15.32 ⁽⁸¹⁾ | 2:42.34 ⁽⁸⁵⁾ | 4:56.90 ⁽⁸³⁾ | 6:26.27 ⁽⁸⁶⁾ | 10:11.52 ⁽⁸⁶⁾ | 13:23.68⁽⁹⁹⁾ | 77.5 | A:710 | B:1041 | C:814 | |
| | 55.3 | 8.94 ⁽⁸⁰⁾ | 121.6:2:27.02 ⁽⁸⁶⁾ | 79.6:2:14.56 ⁽⁸⁵⁾ | 87.0:1:29.37 ⁽⁸⁴⁾ | 73.7:3:45.25 ⁽⁸⁸⁾ | 74.6:3:12.16 ⁽⁸⁶⁾ | 73.1 | | | | |
| 107. | 248 | CAPPELLO Marco | I | Citroën Saxo VTS | | Millenium Sport Prom. | RS3 | | | | | 13:31.23 |
| [1] | 7.31 ⁽¹²³⁾ | 17.37 ⁽¹²³⁾ | 2:43.92 ⁽¹⁰⁵⁾ | 4:58.49 ⁽⁹⁶⁾ | 6:27.96 ⁽¹⁰¹⁾ | 10:16.43 ⁽⁹⁹⁾ | 13:31.23⁽⁹⁹⁾ | 76.8 | A:800 | B:1118 | C:823 | +4:02.87 |
| | 48.3 | 10.06 ⁽¹¹⁸⁾ | 108.1:2:26.55 ⁽⁹⁹⁾ | 79.8:2:14.57 ⁽⁹⁶⁾ | 86.9:1:29.47 ⁽⁹⁴⁾ | 73.6:3:48.47 ⁽¹⁰²⁾ | 73.6:3:14.80 ⁽¹⁰⁵⁾ | 72.1 | | | | |
| [2] | 7.14 ⁽¹⁰⁵⁾ | 17.36 ⁽¹⁰⁶⁾ | 2:44.07 ⁽⁸⁸⁾ | 5:01.53 ⁽⁸⁵⁾ | | | | | A:798 | B:1145 | | |
| | 49.4 | 10.22 ⁽¹⁰³⁾ | 106.4:2:26.71 ⁽⁸⁵⁾ | 79.7:2:17.46 ⁽⁸⁷⁾ | 85.1 | | | | | | | |
| 108. | 89 | PACE Vito Giuseppe | I | Porsche 996 | | Fasano Corse | GTCUP3000+ | | | | | 13:32.53 |
| [1] | 5.47 ⁽⁵⁶⁾ | 14.50 ⁽⁷⁵⁾ | 2:44.70 ⁽¹⁰⁷⁾ | 5:01.73 ⁽⁹⁹⁾ | 6:31.77 ⁽¹⁰⁶⁾ | 10:21.38 ⁽¹⁰⁷⁾ | 13:32.53⁽¹⁰⁰⁾ | 76.6 | A:845 | B:1041 | C:784 | +4:04.17 |
| | 64.5 | 9.03 ⁽⁹⁷⁾ | 120.4:2:30.20 ⁽¹⁰⁷⁾ | 77.9:2:17.03 ⁽¹⁰²⁾ | 85.4:1:30.04 ⁽⁹⁷⁾ | 73.2:3:49.61 ⁽¹⁰⁴⁾ | 73.2:3:11.15 ⁽¹⁰¹⁾ | 73.5 | | | | |
| [2] | 5.53 ⁽⁴⁶⁾ | 14.38 ⁽⁶⁰⁾ | 2:46.78 ⁽⁹²⁾ | 5:06.02 ⁽⁸⁸⁾ | 6:36.93 ⁽⁸⁹⁾ | 10:25.75 ⁽⁸⁷⁾ | 13:39.04⁽¹⁰³⁾ | 76.0 | A:813 | B:1025 | C:807 | |
| | 63.8 | 8.85 ⁽⁷⁶⁾ | 122.8:2:32.40 ⁽⁹²⁾ | 76.8:2:19.24 ⁽⁹⁰⁾ | 84.0:1:30.91 ⁽⁸⁶⁾ | 72.5:3:48.82 ⁽⁹⁰⁾ | 73.5:3:13.29 ⁽⁸⁸⁾ | 72.6 | | | | |
| 109. | 93 | JELINEK Mike | A | Subaru Impreza Evo 2 | | Korbel Tuning | E1 3000+ | | | | | 13:36.52 |
| [1] | 4.46 ⁽⁵⁾ | 12.65 ⁽⁴⁴⁾ | 2:36.30 ⁽⁸¹⁾ | 4:50.22 ⁽⁸⁸⁾ | 6:27.96 ⁽¹⁰¹⁾ | 10:22.98 ⁽¹⁰²⁾ | 13:36.52⁽¹⁰²⁾ | 76.3 | A:756 | B:1137 | C:836 | +4:08.16 |
| | 79.1 | 8.19 ⁽⁶⁰⁾ | 132.7:2:23.65 ⁽⁹¹⁾ | 81.4:2:13.92 ⁽⁹⁵⁾ | 87.4:1:37.74 ⁽¹¹¹⁾ | 67.4:3:55.02 ⁽¹⁰⁸⁾ | 71.5:3:13.54 ⁽¹⁰²⁾ | 72.5 | | | | |
| 110. | 249 | SILVESTRELLI Stefano | I | Suzuki Swift Sport | | Sc. Città di Gubbio | RS3 | | | | | 13:40.12 |
| [1] | 6.91 ⁽¹²¹⁾ | 17.19 ⁽¹²²⁾ | 2:45.82 ⁽¹⁰⁹⁾ | 5:01.43 ⁽⁹⁷⁾ | 6:32.35 ⁽¹⁰⁹⁾ | 10:24.20 ⁽¹⁰³⁾ | 13:40.59⁽¹⁰³⁾ | 75.9 | A:822 | B:1136 | C:831 | +4:11.76 |
| | 51.1 | 10.28 ⁽¹²¹⁾ | 105.8:2:28.63 ⁽¹⁰⁴⁾ | 78.7:2:15.61 ⁽⁹⁹⁾ | 86.3:1:30.92 ⁽¹⁰⁰⁾ | 72.5:3:51.85 ⁽¹⁰⁷⁾ | 72.5:3:16.39 ⁽¹⁰⁸⁾ | 71.5 | | | | |
| [2] | 6.86 ⁽¹⁰³⁾ | 17.08 ⁽¹⁰⁴⁾ | 2:46.59 ⁽⁹¹⁾ | 5:03.71 ⁽⁸⁶⁾ | 6:35.88 ⁽⁸⁸⁾ | 10:26.00 ⁽⁸⁸⁾ | 13:40.12⁽¹⁰³⁾ | 75.9 | A:807 | B:1140 | C:835 | |
| | 51.4 | 10.22 ⁽¹⁰³⁾ | 106.4:2:29.51 ⁽⁹⁰⁾ | 78.3:2:17.12 ⁽⁸⁶⁾ | 85.3:1:32.17 ⁽⁸⁷⁾ | 71.5:3:50.12 ⁽⁹¹⁾ | 73.7:3:14.12 ⁽⁹⁰⁾ | 72.3 | | | | |
| 111. | 244 | LEIDI Alessandro | I | Honda Civic Type R | | | RS4 | | | | | 13:41.65 |
| [1] | 6.28 ⁽⁹⁰⁾ | 15.37 ⁽⁹⁶⁾ | 2:51.30 ⁽¹¹⁵⁾ | 5:11.51 ⁽¹⁰⁵⁾ | 6:45.33 ⁽¹¹³⁾ | 10:36.98 ⁽¹⁰⁷⁾ | 13:53.56⁽¹⁰⁶⁾ | 74.7 | A:761 | B:1150 | | +4:13.29 |
| | 56.2 | 9.09 ⁽¹⁰⁰⁾ | 119.6:2:35.93 ⁽¹¹⁴⁾ | 75.0:2:20.21 ⁽¹⁰⁷⁾ | 83.4:1:33.82 ⁽¹⁰⁶⁾ | 70.2:3:51.65 ⁽¹⁰⁶⁾ | 72.6:3:16.58 ⁽¹⁰⁹⁾ | 71.4 | | | | |
| [2] | 6.27 ⁽⁷⁵⁾ | 15.30 ⁽⁸⁰⁾ | 2:46.94 ⁽⁹³⁾ | 5:04.90 ⁽⁸⁷⁾ | 6:37.55 ⁽⁹⁰⁾ | 10:28.45 ⁽⁸⁹⁾ | 13:41.65⁽¹⁰⁴⁾ | 75.8 | A:710 | B:1033 | C:850 | |
| | 56.3 | 9.03 ⁽⁸²⁾ | 120.4:2:31.64 ⁽⁹¹⁾ | 77.2:2:17.96 ⁽⁸⁸⁾ | 84.8:1:32.65 ⁽⁸⁸⁾ | 71.1:3:50.90 ⁽⁹³⁾ | 72.8:3:13.20 ⁽⁸⁷⁾ | 72.7 | | | | |
| 112. | 222 | AZZOLINI Bruno | I | Peugeot 106 | | Pintarally Motorsp. | N1600 | | | | | 13:46.37 |
| [1] | 6.77 ⁽¹¹⁵⁾ | 16.72 ⁽¹¹⁴⁾ | 2:50.32 ⁽¹¹³⁾ | 5:10.03 ⁽¹⁰³⁾ | 6:43.35 ⁽¹¹¹⁾ | 10:41.58 ⁽¹¹⁰⁾ | 14:02.21⁽¹⁰⁹⁾ | 73.9 | A:780 | B:1141 | C:864 | +4:18.01 |
| | 52.1 | 9.95 ⁽¹¹⁷⁾ | 109.3:2:33.60 ⁽¹¹¹⁾ | 76.2:2:19.71 ⁽¹⁰⁵⁾ | 83.7:1:33.32 ⁽¹⁰⁵⁾ | 70.6:3:58.23 ⁽¹¹³⁾ | 70.6:3:20.63 ⁽¹¹²⁾ | 70.0 | | | | |
| [2] | 6.38 ⁽⁸⁵⁾ | 16.20 ⁽⁹⁵⁾ | 2:49.19 ⁽⁹⁴⁾ | 5:07.60 ⁽⁸⁹⁾ | 6:41.17 ⁽⁹²⁾ | 10:32.23 ⁽⁹¹⁾ | 13:46.37⁽¹⁰⁴⁾ | 75.4 | A:784 | B:1121 | C:871 | |
| | 55.3 | 9.82 ⁽⁹⁷⁾ | 110.7:2:32.99 ⁽⁹³⁾ | 76.5:2:18.41 ⁽⁸⁹⁾ | 84.5:1:33.57 ⁽⁹⁰⁾ | 70.4:3:51.06 ⁽⁹⁴⁾ | 72.8:3:14.14 ⁽⁹¹⁾ | 72.3 | | | | |
| 113. | 53 | CONCI Mario | I | Sanetti Honda | | Destra 4 | CN/E2-SC1600 | | | | | 13:46.44 |
| [1] | 8.14 ⁽¹²³⁾ | 18.82 ⁽¹²³⁾ | 2:55.29 ⁽¹¹⁹⁾ | 5:13.90 ⁽¹⁰⁷⁾ | 6:46.07 ⁽¹¹³⁾ | 10:36.32 ⁽¹⁰⁶⁾ | 13:46.44⁽¹⁰⁴⁾ | 75.4 | A:904 | B:1135 | C:786 | +4:18.08 |
| | 43.3 | 10.68 ⁽¹²⁵⁾ | 101.8:2:36.47 ⁽¹¹⁵⁾ | 74.8:2:18.61 ⁽¹⁰⁴⁾ | 84.4:1:32.17 ⁽¹⁰³⁾ | 71.5:3:50.25 ⁽¹⁰⁵⁾ | 73.0:3:10.12 ⁽⁹⁹⁾ | 73.8 | | | | |
| [2] | 5.96 ⁽⁵⁷⁾ | 16.53 ⁽⁹⁹⁾ | 3:01.58 ⁽¹⁰⁴⁾ | 5:30.28 ⁽¹⁰⁰⁾ | 7:11.58 ⁽¹⁰⁷⁾ | 11:08.37 ⁽¹⁰⁷⁾ | 14:26.92⁽¹¹³⁾ | 71.8 | A:992 | B:1217 | C:838 | |
| | 59.2 | 10.57 ⁽¹⁰⁷⁾ | 102.9:2:45.05 ⁽¹⁰³⁾ | 70.9:2:28.70 ⁽⁹⁹⁾ | 78.7:1:41.30 ⁽⁹⁸⁾ | 65.0:3:56.79 ⁽⁹⁶⁾ | 71.0:3:18.55 ⁽⁹⁵⁾ | 70.7 | | | | |

| P. N. Conducente | | Naz | Vettura | Scuderia | Classe | | | | |
|------------------|-----------------------|---------------------------------|--------------------------------|-------------------------------|-------------------------------|-------------------------------|----------------------------------|------|-----------------------------|
| 98m | 400m | Sardagna | 7t+Speed | Candriai | Norge | Arrivo | VMed | i.c. | Tem./Dif. |
| 114. | 226 | BERTANZON Mario | I | Peugeot 106 Rallye | Vimotorsport | N1600 | | | 13:52.84 |
| [1] | 6.59 ⁽¹¹⁰⁾ | 16.83 ⁽¹¹⁷⁾ | 2:52.24 ⁽¹¹⁰⁾ | 5:14.41 ⁽¹⁰⁰⁾ | 6:49.68 ⁽¹¹⁰⁾ | 10:38.67 ⁽¹⁰⁰⁾ | 13:52.84 ⁽¹⁰⁵⁾ | 74.8 | A:995 B:1175 C:876 +4:24.48 |
| | 53.5 | 10.24 ⁽¹²⁰⁾ | 06.2:35.41 ⁽¹¹³⁾ | 75.3:22.17 ⁽¹¹⁰⁾ | 82.3:1:35.27 ⁽¹⁰⁷⁾ | 69.2:3:48.99 ⁽¹⁰³⁾ | 73.4:3:14.17 ⁽¹⁰⁴⁾ | 72.3 | |
| [2] | 6.83 ⁽¹⁰⁷⁾ | 16.47 ⁽⁹⁷⁾ | 2:54.30 ⁽⁹⁶⁾ | 5:17.53 ⁽⁹²⁾ | 6:54.57 ⁽⁹⁴⁾ | 10:45.26 ⁽⁹⁴⁾ | 14:01.30 ⁽¹⁰⁹⁾ | 74.0 | A:779 B:1171 C:854 |
| | 51.7 | 9.64 ⁽⁹⁶⁾ | 112.8:2:37.83 ⁽⁹⁶⁾ | 74.2:23.23 ⁽⁹³⁾ | 81.7:1:37.04 ⁽⁹⁴⁾ | 67.9:3:50.69 ⁽⁹²⁾ | 72.9:3:16.04 ⁽⁹³⁾ | 71.6 | |
| 115. | 223 | DEBIASI Michele | I | Peugeot 106 | Pintarally Motorsp. | N1600 | | | 13:57.95 |
| [1] | 6.70 ⁽¹¹⁰⁾ | 16.86 ⁽¹¹⁰⁾ | 2:50.86 ⁽¹¹⁰⁾ | 5:11.34 ⁽¹⁰⁰⁾ | 6:44.26 ⁽¹¹⁰⁾ | 10:39.59 ⁽¹⁰⁰⁾ | 13:57.95 ⁽¹⁰⁷⁾ | 74.3 | A:810 B:1144 C:835 +4:29.59 |
| | 52.7 | 10.16 ⁽¹¹⁹⁾ | 07.0:2:34.00 ⁽¹¹²⁾ | 76.0:2:20.48 ⁽¹⁰⁸⁾ | 83.3:1:32.92 ⁽¹⁰⁴⁾ | 70.9:3:55.33 ⁽¹⁰⁹⁾ | 71.4:3:18.36 ⁽¹¹⁰⁾ | 70.8 | |
| [2] | 6.71 ⁽⁹⁸⁾ | 16.84 ⁽¹⁰⁷⁾ | 2:53.57 ⁽⁹⁵⁾ | 5:14.02 ⁽⁹¹⁾ | 6:47.69 ⁽⁹³⁾ | 10:41.53 ⁽⁹³⁾ | 14:06.07 ⁽¹¹²⁾ | 73.6 | A:856 B:1159 C:843 |
| | 52.6 | 10.13 ⁽¹⁰¹⁾ | 07.3:2:36.73 ⁽⁹⁴⁾ | 74.7:2:20.45 ⁽⁹¹⁾ | 83.3:1:33.67 ⁽⁹¹⁾ | 70.3:3:53.84 ⁽⁹⁵⁾ | 71.9:3:24.54 ⁽¹⁰¹⁾ | 68.6 | |
| 116. | 197 | DEPEDRI Michele | I | Seat Ibiza TDI Sport | Destra 4 | N2000D | | | 14:00.17 |
| [1] | 7.33 ⁽¹²⁰⁾ | 17.76 ⁽¹²⁰⁾ | 2:50.07 ⁽¹¹⁰⁾ | 5:06.32 ⁽¹⁰⁰⁾ | 6:38.43 ⁽¹¹⁰⁾ | 10:35.88 ⁽¹⁰⁰⁾ | 14:00.17 ⁽¹⁰⁸⁾ | 74.1 | A:787 B:1087 C:830 +4:31.81 |
| | 48.1 | 10.43 ⁽¹²²⁾ | 04.2:2:32.31 ⁽¹¹⁰⁾ | 76.8:2:16.25 ⁽¹⁰⁰⁾ | 85.9:1:32.11 ⁽¹⁰²⁾ | 71.5:3:57.45 ⁽¹¹¹⁾ | 70.8:3:24.29 ⁽¹¹⁵⁾ | 68.7 | |
| [2] | 7.34 ⁽¹⁰⁷⁾ | 17.71 ⁽¹⁰⁷⁾ | 2:44.90 ⁽⁹⁰⁾ | 4:59.45 ⁽⁸⁴⁾ | 6:32.10 ⁽⁸⁷⁾ | 10:32.72 ⁽⁹²⁾ | | | A:775 B:1095 C:848 |
| | 48.1 | 10.37 ⁽¹⁰⁶⁾ | 04.8:2:27.19 ⁽⁸⁷⁾ | 79.5:2:14.55 ⁽⁸⁴⁾ | 87.0:1:32.65 ⁽⁸⁸⁾ | 71.7:4:00.62 ⁽¹⁰⁰⁾ | 69.9 | | |
| 117. | 111 | GALLINA Silvano | I | Jaguar S. Type | | E1 3000 | | | 14:04.93 |
| [1] | 6.82 ⁽¹¹⁰⁾ | 16.75 ⁽¹¹⁰⁾ | 2:59.89 ⁽¹²⁰⁾ | 5:20.66 ⁽¹⁰⁰⁾ | 6:51.66 ⁽¹¹⁰⁾ | 10:49.82 ⁽¹¹⁰⁾ | 14:04.93 ⁽¹¹⁰⁾ | 73.7 | A:776 B:1091 C:793 +4:36.57 |
| | 51.7 | 9.93 ⁽¹¹⁵⁾ | 09.5:2:43.14 ⁽¹²⁰⁾ | 71.7:2:20.77 ⁽¹⁰⁹⁾ | 83.7:1:31.00 ⁽¹⁰¹⁾ | 72.4:3:58.16 ⁽¹¹²⁾ | 70.6:3:15.11 ⁽¹⁰⁶⁾ | 72.0 | |
| 118. | 227 | MAGGIOTTO Federico | I | Peugeot 106 | ASD Julli | A1600 | | | 14:04.99 |
| [1] | 6.82 ⁽¹¹⁰⁾ | 16.41 ⁽¹¹⁰⁾ | 2:53.44 ⁽¹¹⁰⁾ | 5:13.64 ⁽¹⁰⁰⁾ | 6:50.14 ⁽¹¹⁰⁾ | 10:46.60 ⁽¹¹⁰⁾ | 14:04.99 ⁽¹¹¹⁾ | 73.7 | A:832 B:1107 C:874 +4:36.63 |
| | 51.7 | 9.59 ⁽¹¹⁴⁾ | 13.4:2:37.03 ⁽¹¹⁶⁾ | 74.5:2:20.20 ⁽¹⁰⁶⁾ | 83.5:1:36.50 ⁽¹⁰⁹⁾ | 68.3:3:56.46 ⁽¹¹⁰⁾ | 71.7:3:18.39 ⁽¹¹¹⁾ | 70.8 | |
| [2] | 6.36 ⁽⁸³⁾ | 15.96 ⁽⁹³⁾ | 2:56.46 ⁽⁹⁸⁾ | 5:24.05 ⁽⁹⁵⁾ | 7:02.27 ⁽⁹⁸⁾ | 11:07.36 ⁽¹⁰⁰⁾ | 14:29.33 ⁽¹¹⁴⁾ | 71.6 | A:806 B:1104 C:885 |
| | 55.5 | 9.60 ⁽⁹⁵⁾ | 113.3:2:40.50 ⁽⁹⁸⁾ | 72.9:2:27.59 ⁽⁹⁷⁾ | 79.3:1:38.22 ⁽⁹⁶⁾ | 67.7:4:05.09 ⁽¹⁰³⁾ | 68.6:3:21.97 ⁽⁹⁹⁾ | 69.5 | |
| 119. | 114 | LEPORATI Giorgio Alberto | | BMW 330 D | Team Italia | E1 2000+D | | | 14:13.19 |
| [1] | 7.45 ⁽¹²⁰⁾ | 18.04 ⁽¹²⁰⁾ | 3:01.84 ⁽¹²⁰⁾ | 6:12.40 ⁽¹¹⁰⁾ | 7:48.68 ⁽¹²⁰⁾ | 11:50.66 ⁽¹¹⁰⁾ | 15:06.59 ⁽¹¹⁷⁾ | 68.7 | A:829 B:1112 C:837 +4:44.83 |
| | 47.4 | 10.59 ⁽¹²⁴⁾ | 02.7:2:43.80 ⁽¹²²⁾ | 71.4:3:10.56 ⁽¹¹⁶⁾ | 61.4:1:36.28 ⁽¹⁰⁸⁾ | 68.4:4:01.98 ⁽¹¹²⁾ | 69.5:3:15.93 ⁽¹⁰⁷⁾ | 71.7 | |
| [2] | 6.41 ⁽⁸⁹⁾ | 16.51 ⁽⁹⁸⁾ | 3:00.46 ⁽¹⁰⁷⁾ | 5:24.59 ⁽⁹⁷⁾ | 7:00.25 ⁽⁹⁷⁾ | 10:58.14 ⁽⁹⁷⁾ | 14:13.19 ⁽¹¹²⁾ | 73.0 | A:824 B:1125 C:826 |
| | 55.0 | 10.10 ⁽¹⁰⁰⁾ | 07.6:2:43.95 ⁽¹⁰¹⁾ | 71.4:2:24.13 ⁽⁹⁵⁾ | 81.2:1:35.66 ⁽⁹²⁾ | 68.9:3:57.89 ⁽⁹⁸⁾ | 70.7:3:15.05 ⁽⁹²⁾ | 72.0 | |
| 120. | 225 | SOMASCHINI Rachele | I | Citroën Saxo | Car Racing | N1600 | | | 14:15.56 |
| [1] | 7.34 ⁽¹²⁰⁾ | 18.29 ⁽¹²⁰⁾ | 3:01.87 ⁽¹²⁰⁾ | 5:27.86 ⁽¹¹⁰⁾ | 7:06.75 ⁽¹²⁰⁾ | 11:13.00 ⁽¹¹⁰⁾ | 14:37.68 ⁽¹¹⁵⁾ | 71.0 | A:927 B:1246 C:881 +4:47.20 |
| | 48.1 | 10.95 ⁽¹²⁷⁾ | 99.3:2:43.58 ⁽¹²¹⁾ | 71.5:2:25.99 ⁽¹¹²⁾ | 80.1:1:38.89 ⁽¹¹⁴⁾ | 66.6:4:06.25 ⁽¹¹⁷⁾ | 68.3:3:24.68 ⁽¹¹⁶⁾ | 68.6 | |
| [2] | 7.20 ⁽¹⁰⁰⁾ | 17.34 ⁽¹⁰⁰⁾ | 2:54.77 ⁽⁹⁷⁾ | 5:19.26 ⁽⁹³⁾ | 6:55.14 ⁽⁹⁵⁾ | 10:54.36 ⁽⁹⁵⁾ | 14:15.56 ⁽¹¹²⁾ | 72.8 | A:841 B:1142 C:886 |
| | 49.0 | 10.14 ⁽¹⁰²⁾ | 07.2:2:37.43 ⁽⁹⁵⁾ | 74.3:2:24.49 ⁽⁹⁶⁾ | 81.0:1:35.88 ⁽⁹³⁾ | 68.7:3:59.22 ⁽⁹⁹⁾ | 70.3:3:21.20 ⁽⁹⁷⁾ | 69.8 | |
| 121. | 137 | WEBER Stefano | I | Citroën AX GTI | Vimotorsport | E1 1400 | | | 14:17.12 |
| [1] | 6.38 ⁽⁹⁶⁾ | 14.99 ⁽⁹⁰⁾ | 2:46.75 ⁽¹¹¹⁾ | | 6:30.74 ⁽¹⁰⁰⁾ | 10:42.91 ⁽¹¹⁰⁾ | 14:17.12 ⁽¹¹²⁾ | 72.7 | A:739 C:862 +4:48.76 |
| | 55.3 | 8.61 ⁽⁸¹⁾ | 126.3:2:31.76 ⁽¹⁰⁸⁾ | 77.1 | | 4:12.17 ⁽¹¹⁹⁾ | 66.7:3:34.21 ⁽¹¹⁸⁾ | 65.5 | |
| 122. | 228 | PALITTA Masina | I | Peugeot 106 Rallye | Vimotorsport | N1600 | | | 14:19.11 |
| [1] | 6.63 ⁽¹¹²⁾ | 17.62 ⁽¹²⁰⁾ | 3:02.68 ⁽¹²⁰⁾ | 5:28.78 ⁽¹¹⁰⁾ | 7:06.98 ⁽¹²⁰⁾ | 11:08.29 ⁽¹¹⁰⁾ | 14:30.12 ⁽¹¹⁴⁾ | 71.6 | A:883 B:1230 C:906 +4:50.75 |
| | 53.2 | 10.99 ⁽¹²⁸⁾ | 98.9:2:45.06 ⁽¹²³⁾ | 70.9:2:26.10 ⁽¹¹³⁾ | 80.1:1:38.20 ⁽¹¹²⁾ | 67.7:4:01.31 ⁽¹¹⁵⁾ | 69.7:3:21.83 ⁽¹¹³⁾ | 69.6 | |
| [2] | 6.54 ⁽⁹⁴⁾ | 16.80 ⁽¹⁰⁷⁾ | 3:00.70 ⁽¹⁰⁰⁾ | 5:24.56 ⁽⁹⁶⁾ | 7:03.75 ⁽⁹⁹⁾ | 11:00.88 ⁽⁹⁹⁾ | 14:19.11 ⁽¹¹³⁾ | 72.5 | A:841 B:1234 C:918 |
| | 53.9 | 10.26 ⁽¹⁰⁵⁾ | 06.0:2:43.90 ⁽¹⁰⁰⁾ | 71.4:2:23.86 ⁽⁹⁴⁾ | 81.3:1:39.19 ⁽⁹⁷⁾ | 66.4:3:57.13 ⁽⁹⁷⁾ | 70.9:3:18.23 ⁽⁹⁴⁾ | 70.8 | |
| 123. | 224 | ZANINELLI Alex | I | Peugeot 106 | Car Racing | N1600 | | | 14:21.67 |
| [1] | 6.79 ⁽¹¹⁰⁾ | 16.72 ⁽¹¹⁰⁾ | 2:58.48 ⁽¹²⁰⁾ | 5:25.27 ⁽¹¹⁰⁾ | 7:03.79 ⁽¹²⁰⁾ | 11:10.34 ⁽¹¹⁰⁾ | 14:40.73 ⁽¹¹⁶⁾ | 70.7 | A:834 B:1157 C:850 +4:53.31 |
| | 52.0 | 9.93 ⁽¹¹⁵⁾ | 09.5:2:41.76 ⁽¹¹⁸⁾ | 72.3:2:26.79 ⁽¹¹⁴⁾ | 79.7:1:38.52 ⁽¹¹³⁾ | 66.9:4:06.55 ⁽¹¹⁸⁾ | 68.2:3:30.39 ⁽¹¹⁷⁾ | 66.7 | |
| [2] | 6.77 ⁽¹⁰⁰⁾ | 16.84 ⁽¹⁰²⁾ | 2:56.69 ⁽⁹⁹⁾ | 5:19.70 ⁽⁹⁴⁾ | 6:57.53 ⁽⁹⁶⁾ | 10:58.80 ⁽⁹⁸⁾ | 14:21.67 ⁽¹¹³⁾ | 72.3 | A:859 B:1150 C:897 |
| | 52.1 | 10.07 ⁽⁹⁹⁾ | 108.0:2:39.85 ⁽⁹⁷⁾ | 73.2:2:23.01 ⁽⁹²⁾ | 81.8:1:37.83 ⁽⁹⁵⁾ | 67.3:4:01.27 ⁽¹⁰¹⁾ | 69.7:3:22.87 ⁽¹⁰⁰⁾ | 69.2 | |
| 124. | 219 | CRISTOFORETTI Andrea | | Peugeot 106 | Destra 4 | N1600 | | | 14:26.96 |
| [1] | 6.84 ⁽¹²⁰⁾ | 17.31 ⁽¹²⁰⁾ | 3:00.20 ⁽¹²⁰⁾ | 5:25.49 ⁽¹¹⁰⁾ | 7:03.16 ⁽¹¹⁰⁾ | 11:03.53 ⁽¹¹⁰⁾ | 14:26.96 ⁽¹¹³⁾ | 71.8 | A:900 B:1164 C:888 +4:58.60 |
| | 51.6 | 10.47 ⁽¹²³⁾ | 03.8:2:42.89 ⁽¹¹⁹⁾ | 71.8:2:25.29 ⁽¹¹¹⁾ | 80.5:1:37.67 ⁽¹¹⁰⁾ | 67.5:4:00.37 ⁽¹¹⁴⁾ | 69.9:3:23.43 ⁽¹¹⁴⁾ | 69.0 | |
| [2] | 6.72 ⁽⁹⁹⁾ | 16.73 ⁽¹⁰⁰⁾ | 3:00.98 ⁽¹⁰⁰⁾ | 5:29.65 ⁽⁹⁹⁾ | 7:11.11 ⁽¹⁰⁰⁾ | 11:15.20 ⁽¹⁰⁰⁾ | 14:36.84 ⁽¹¹⁵⁾ | 71.0 | A:843 B:1161 C:927 |
| | 52.5 | 10.01 ⁽⁹⁸⁾ | 108.6:2:44.25 ⁽¹⁰²⁾ | 71.2:2:28.67 ⁽⁹⁸⁾ | 78.7:1:41.46 ⁽⁹⁹⁾ | 64.9:4:04.09 ⁽¹⁰²⁾ | 68.9:3:21.64 ⁽⁹⁸⁾ | 69.6 | |
| 125. | 229 | SCOZ Andrea | I | Peugeot 106 Rallye 16v | Pintarally Motorsp. | N1600 | | | 15:31.36 |
| [1] | 7.07 ⁽¹²⁰⁾ | 17.96 ⁽¹²⁰⁾ | 3:20.65 ⁽¹²⁰⁾ | 5:57.68 ⁽¹¹⁰⁾ | 7:48.17 ⁽¹²⁰⁾ | 12:08.67 ⁽¹¹⁰⁾ | 15:50.29 ⁽¹¹⁸⁾ | 65.5 | A:935 B:1247 C:964 +6:03.00 |
| | 49.9 | 10.89 ⁽¹²⁶⁾ | 99.8:3:02.69 ⁽¹²⁴⁾ | 64.0:2:37.03 ⁽¹¹⁵⁾ | 74.5:1:50.49 ⁽¹¹⁵⁾ | 59.6:4:20.50 ⁽¹²⁰⁾ | 64.5:3:41.62 ⁽¹¹⁹⁾ | 63.4 | |
| [2] | 7.11 ⁽¹⁰⁰⁾ | 17.85 ⁽¹⁰⁰⁾ | 3:16.37 ⁽¹⁰⁰⁾ | 5:53.12 ⁽¹⁰⁰⁾ | 7:42.30 ⁽¹⁰⁰⁾ | 12:00.16 ⁽¹⁰⁰⁾ | 15:31.36 ⁽¹¹⁸⁾ | 66.9 | A:903 B:1229 C:954 |
| | 49.6 | 10.74 ⁽¹⁰⁸⁾ | 01.2:2:58.52 ⁽¹⁰⁵⁾ | 65.5:2:36.75 ⁽¹⁰¹⁾ | 74.6:1:49.18 ⁽¹⁰⁰⁾ | 60.3:4:17.86 ⁽¹⁰⁴⁾ | 65.2:3:31.20 ⁽¹⁰²⁾ | 66.5 | |
| 126. | 19 | "ALDA" | CZ | Gloria C8F | | D/E2-SS1600 | | | |
| [1] | 5.13 ⁽⁴²⁾ | 12.17 ⁽³⁰⁾ | 2:18.37 ⁽²⁷⁾ | 4:11.83 ⁽²⁵⁾ | 5:28.73 ⁽²⁷⁾ | | | | A:578 B:847 C:672 |
| | 68.8 | 7.04 ⁽²⁹⁾ | 154.4:2:06.20 ⁽²⁷⁾ | 92.7:1:53.46 ⁽²⁵⁾ | 103.7:1:16.90 ⁽²⁹⁾ | 85.7 | | | |
| 127. | 31 | BIGAZZI Giancarlo | I | CMS Alfa Romeo | | CN/E2-SC3000 | | | |
| [1] | 5.08 ⁽⁴⁰⁾ | 13.63 ⁽⁵⁵⁾ | 2:45.45 ⁽¹⁰⁸⁾ | 5:02.27 ⁽¹⁰⁰⁾ | 6:32.12 ⁽¹⁰⁸⁾ | | | | A:797 B:1032 C:703 |

| P. N. | Conduuttore | Naz | Vettura | Scuderia | Classe | Tem./Dif. |
|-------------|----------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------|-------------------|
| 98m | 400m | Sardagna | 7t+Speed | Norge | Arrivo | VMed i.c. |
| 69.4 | 8.55 ⁽⁷⁸⁾ 127.2 | 2:31.82 ⁽¹⁰⁹⁾ 77.7 | 2:16.82 ⁽¹⁰¹⁾ 85.5 | 1:29.85 ⁽⁹⁶⁾ 73.3 | | |
| 128. | 123 LONGHI Silvio | I | Ford Mondeo Superturismo | AB Motorsport | E1 2000 | |
| 129. | 3 BOTTURA Adolfo | I | Lola B99/50 Zytec | Speedmotor | D/E2-SS3000 | |
| [1] | 4.54 ⁽¹⁰⁾ | 10.33 ⁽⁵⁾ | | | | A:553 |
| 77.7 | 5.79 ⁽⁴⁾ 187.8 | | | | | |
| 130. | 32 FORLANI Mario | I | ReBo 05 Bmw | Dalmazia Motorsport | CN/E2-SC3000 | |
| [1] | 5.39 ⁽⁵²⁾ | 13.92 ⁽⁶⁰⁾ | 2:38.36 ⁽⁹²⁾ | 4:49.89 ⁽⁸⁷⁾ | 6:12.98 ⁽⁸⁸⁾ | A:751 B:981 C:686 |
| 65.5 | 8.53 ⁽⁷⁶⁾ 127.5 | 2:24.44 ⁽⁹²⁾ 81.0 | 2:11.53 ⁽⁹¹⁾ 89.0 | 1:23.09 ⁽⁶⁰⁾ 79.3 | | |
| 131. | 42 BEREITER Arno | A | PRC - Honda | | CN/E2-SC2000 | |
| [1] | 4.92 ⁽³²⁾ | 12.03 ⁽²⁹⁾ | 2:15.39 ⁽²²⁾ | | | A:631 |
| 71.7 | 7.11 ⁽³²⁾ 152.9 | 2:03.36 ⁽²¹⁾ 94.8 | | | | |
| 132. | 88 SGHERI Guido | I | Porsche 996 | Pistoia Corse | GTCUP3000+ | |

G. Zattera, Dir. di Gara _____

Risultati e Telemetrie a cura di Francesco Dariz