

Analisi delle Prove Speciali *

Rally Internazionale
Validità: 15° Challenge Internazionale delle Polizie
Campionato Triveneto Rally - Chall. Scuderie FISA

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| Pos | Num | Conduattore / 2° Conduattore | Vettura / Scuderia | Gr/Ci | Tempo | Penalità | Totale | Diff. | | | | | | | | |
|-----------|------------------------------------|------------------------------|-------------------------------------|---------|-----------------------------------|----------|------------------------------------|-----------------|------------------------------------|--------|-----------------------------------|---------|------------------------------------|---------|------------------------------------|------|
| 1 | 2 | DE TISI/POLLET | Peugeot 206 Wrc | A/A8 | 1:53:56.2 | | 1:53:56.2 | | | | | | | | | |
| 6:57.5 | PS1: 9. +22.1 (Gr. 8. - Ct. 2.) | 15:18.2 | PS2: 3. +6.6 (Gr. 2. - Ct. 2.) | 4:09.7 | PS3: 3. +1.5 (Gr. 2. - Ct. 2.) | 12:41.1 | PS4: 1. (Gr. 1. - Ct. 1.) | 10:13.4 | PS5: 1. (Gr. 1. - Ct. 1.) | 6:11.2 | PS6: 1. (Gr. 1. - Ct. 1.) | 18:11.7 | PS7: 1. (Gr. 1. - Ct. 1.) | 10:45.2 | PS8: 3. (Gr. 3. - Ct. 3.) | +5.3 |
| 18:33.5 | PS9: 1. (Gr. 1. - Ct. 1.) | 10:54.7 | PS10: 1. (Gr. 1. - Ct. 1.) | | | | | | | | | | | | | |
| 2 | 21 | GALLI/CORBELLINI | Toyota Corolla Wrc | A/A8 | 1:55:38.7 | | 1:55:38.7 | +1:42.5 | | | | | | | | |
| 7:08.6 | PS1: 13. +33.2 (Gr. 11. - Ct. 3.) | 15:29.1 | PS2: 4. +17.5 (Gr. 3. - Ct. 3.) | 4:11.9 | PS3: 4. +3.7 (Gr. 3. - Ct. 3.) | 12:46.8 | PS4: 3. +5.7 (Gr. 3. - Ct. 3.) | 10:31.9 | PS5: 4. +18.5 (Gr. 3. - Ct. 3.) | 6:20.6 | PS6: 2. +9.4 (Gr. 2. - Ct. 2.) | 18:33.1 | PS7: 3. +21.4 (Gr. 3. - Ct. 3.) | 10:44.1 | PS8: 2. +4.2 (Gr. 2. - Ct. 2.) | |
| 18:48.1 | PS9: 3. +14.6 (Gr. 3. - Ct. 3.) | 11:04.5 | PS10: 2. +9.8 (Gr. 2. - Ct. 2.) | | | | | | | | | | | | | |
| 3 | 19 | ARBETTI/DE COLLE | Toyota Corolla Wrc | A/A8 | 1:56:12.8 | | 1:56:12.8 | +2:16.6 | | | | | | | | |
| 7:16.0 | PS1: 20. +40.6 (Gr. 15. - Ct. 5.) | 15:38.5 | PS2: 6. +26.9 (Gr. 5. - Ct. 4.) | 4:15.7 | PS3: 6. +7.5 (Gr. 4. - Ct. 4.) | 13:00.2 | PS4: 4. +19.1 (Gr. 4. - Ct. 4.) | 10:30.9 | PS5: 3. +17.5 (Gr. 2. - Ct. 2.) | 6:25.7 | PS6: 3. +14.5 (Gr. 3. - Ct. 3.) | 18:30.3 | PS7: 2. +18.6 (Gr. 2. - Ct. 2.) | 10:39.9 | PS8: 1. (Gr. 1. - Ct. 1.) | |
| 18:47.9 | PS9: 2. +14.4 (Gr. 2. - Ct. 2.) | 11:07.7 | PS10: 3. +13.0 (Gr. 3. - Ct. 3.) | | | | | | | | | | | | | |
| 4 | 7 | HOELBLING/BENDAZZOLI | Renault Clio Will. S1600 | A/A6 | 1:58:39.1 | | 1:58:39.1 | +4:42.9 | | | | | | | | |
| 6:56.6 | PS1: 7. +21.2 (Gr. 6. - Ct. 3.) | 15:47.7 | PS2: 11. +36.1 (Gr. 10. - Ct. 3.) | 4:23.7 | PS3: 14. +15.5 (Gr. 12. - Ct. 4.) | 13:25.8 | PS4: 10. +44.7 (Gr. 7. - Ct. 3.) | 10:40.3 | PS5: 6. +26.9 (Gr. 5. - Ct. 2.) | 6:39.6 | PS6: 10. +28.4 (Gr. 8. - Ct. 4.) | 19:00.7 | PS7: 5. +49.0 (Gr. 5. - Ct. 2.) | 10:56.5 | PS8: 6. +16.6 (Gr. 5. - Ct. 2.) | |
| 19:26.7 | PS9: 6. +53.2 (Gr. 5. - Ct. 2.) | 11:21.5 | PS10: 4. +26.8 (Gr. 4. - Ct. 1.) | | | | | | | | | | | | | |
| 5 | 5 | GAIARDONI/MARZOCCO | Renault Clio S1600 | A/A6 | 1:58:40.5 | | 1:58:40.5 | +4:44.3 | | | | | | | | |
| 6:56.7 | PS1: 8. +21.3 (Gr. 7. - Ct. 4.) | 15:56.9 | PS2: 13. +45.3 (Gr. 12. - Ct. 5.) | 4:24.1 | PS3: 15. +15.9 (Gr. 13. - Ct. 5.) | 13:11.2 | PS4: 7. +30.1 (Gr. 6. - Ct. 2.) | 10:32.8 | PS5: 5. +19.4 (Gr. 4. - Ct. 1.) | 6:29.1 | PS6: 4. +17.9 (Gr. 4. - Ct. 1.) | 19:12.2 | PS7: 6. +100.5 (Gr. 6. - Ct. 3.) | 10:57.4 | PS8: 7. +17.5 (Gr. 6. - Ct. 3.) | |
| 19:38.0 | PS9: 8. +104.5 (Gr. 7. - Ct. 4.) | 11:22.1 | PS10: 5. +27.4 (Gr. 5. - Ct. 2.) | | | | | | | | | | | | | |
| 6 | 28 | "GRIZZLY"/SANDRINI | Subaru Impreza | N/N4 | 1:59:32.3 | | 1:59:32.3 | +5:36.1 | | | | | | | | |
| 7:24.1 | PS1: 28. +48.7 (Gr. 9. - Ct. 4.) | 16:07.4 | PS2: 15. +55.8 (Gr. 3. - Ct. 3.) | 4:13.0 | PS3: 5. +4.8 (Gr. 2. - Ct. 2.) | 13:12.5 | PS4: 8. +31.4 (Gr. 2. - Ct. 2.) | 11:08.4 | PS5: 11. +55.0 (Gr. 1. - Ct. 3.) | 6:35.3 | PS6: 8. +24.1 (Gr. 1. - Ct. 1.) | 19:12.7 | PS7: 7. +101.0 (Gr. 1. - Ct. 1.) | 10:49.8 | PS8: 4. +9.9 (Gr. 1. - Ct. 1.) | |
| 19:22.4 | PS9: 5. +48.9 (Gr. 1. - Ct. 1.) | 11:26.7 | PS10: 6. +32.0 (Gr. 1. - Ct. 1.) | | | | | | | | | | | | | |
| 7 | 35 | ANDERLONI/CORSO | Peugeot 306 Rallye | A/A7 | 2:01:47.0 | | 2:01:47.0 | +7:50.8 | | | | | | | | |
| 7:19.8 | PS1: 24. +44.4 (Gr. 17. - Ct. 4.) | 16:10.1 | PS2: 17. +58.5 (Gr. 14. - Ct. 3.) | 4:22.0 | PS3: 12. +13.8 (Gr. 10. - Ct. 2.) | 13:33.2 | PS4: 12. +52.1 (Gr. 9. - Ct. 1.) | 10:58.7 | PS5: 9. +45.3 (Gr. 7. - Ct. 1.) | 6:48.3 | PS6: 14. +37.1 (Gr. 11. - Ct. 1.) | 19:36.9 | PS7: 9. +125.2 (Gr. 8. - Ct. 1.) | 11:08.4 | PS8: 9. +28.5 (Gr. 8. - Ct. 1.) | |
| 20:09.8 | PS9: 11. +136.3 (Gr. 9. - Ct. 1.) | 11:39.8 | PS10: 7. +45.1 (Gr. 6. - Ct. 1.) | | | | | | | | | | | | | |
| 8 | 23 | GASPARI/GASPARI | Peugeot 306 Kit | A/A-K11 | 2:02:33.2 | | 2:02:33.2 | +8:37.0 | | | | | | | | |
| 7:16.6 | PS1: 21. +41.2 (Gr. 16. - Ct. 2.) | 16:43.3 | PS2: 21. +131.7 (Gr. 17. - Ct. 5.) | 4:31.3 | PS3: 19. +23.1 (Gr. 15. - Ct. 2.) | 13:39.1 | PS4: 15. +58.0 (Gr. 12. - Ct. 2.) | 11:20.5 | PS5: 14. +107.1 (Gr. 10. - Ct. 2.) | 6:34.3 | PS6: 7. +23.1 (Gr. 7. - Ct. 1.) | 19:31.3 | PS7: 8. +119.6 (Gr. 7. - Ct. 1.) | 11:29.5 | PS8: 13. +49.6 (Gr. 10. - Ct. 1.) | |
| 19:42.9 | PS9: 9. +109.4 (Gr. 8. - Ct. 1.) | 11:44.4 | PS10: 8. +49.7 (Gr. 7. - Ct. 1.) | | | | | | | | | | | | | |
| 9 | 29 | CAMPEDELLI/ZULLO | Subaru Impreza | N/N4 | 2:02:54.5 | | 2:02:54.5 | +8:58.3 | | | | | | | | |
| 7:09.5 | PS1: 16. +34.1 (Gr. 4. - Ct. 3.) | 16:47.9 | PS2: 23. +136.3 (Gr. 6. - Ct. 5.) | 4:37.4 | PS3: 24. +29.2 (Gr. 7. - Ct. 5.) | 13:56.3 | PS4: 17. +115.2 (Gr. 4. - Ct. 4.) | 10:57.9 | PS5: 8. +44.5 (Gr. 2. - Ct. 2.) | 6:44.6 | PS6: 13. +33.4 (Gr. 3. - Ct. 3.) | 19:42.2 | PS7: 10. +130.5 (Gr. 2. - Ct. 2.) | 11:10.2 | PS8: 10. +30.3 (Gr. 2. - Ct. 2.) | |
| 20:02.1 | PS9: 10. +128.6 (Gr. 2. - Ct. 2.) | 11:46.4 | PS10: 9. +51.7 (Gr. 2. - Ct. 2.) | | | | | | | | | | | | | |
| 10 | 4 | CUNEGATTI/CRACCO | Renault Clio S1600 | A/A6 | 2:03:44.5 | | 2:03:44.5 | +9:48.3 | | | | | | | | |
| 7:00.5 | PS1: 11. +25.1 (Gr. 9. - Ct. 5.) | 15:54.0 | PS2: 12. +42.4 (Gr. 11. - Ct. 4.) | 4:17.6 | PS3: 9. +9.4 (Gr. 7. - Ct. 2.) | 13:33.6 | PS4: 13. +52.5 (Gr. 10. - Ct. 5.) | 11:13.3 | PS5: 12. +59.9 (Gr. 9. - Ct. 4.) | 6:41.7 | PS6: 11. +30.5 (Gr. 9. - Ct. 5.) | 22:39.9 | PS7: 32. +428.2 (Gr. 17. - Ct. 6.) | 11:00.2 | PS8: 8. +20.3 (Gr. 7. - Ct. 4.) | |
| 19:32.7 | PS9: 7. +59.2 (Gr. 6. - Ct. 3.) | 11:51.0 | PS10: 10. +56.3 (Gr. 8. - Ct. 3.) | | | | | | | | | | | | | |
| 11 | 26 | ROSSI/BIANCHI | Renault Clio Maxi | A/A-K11 | 2:04:33.7 | | 2:04:33.7 | +10:37.5 | | | | | | | | |
| 7:39.9 | PS1: 33. +104.5 (Gr. 23. - Ct. 4.) | 16:58.6 | PS2: 24. +147.0 (Gr. 18. - Ct. 3.) | 4:36.0 | PS3: 22. +27.8 (Gr. 17. - Ct. 3.) | 13:38.9 | PS4: 14. +57.8 (Gr. 11. - Ct. 1.) | 11:07.5 | PS5: 10. +54.1 (Gr. 8. - Ct. 1.) | 6:42.5 | PS6: 12. +31.3 (Gr. 10. - Ct. 2.) | 20:09.6 | PS7: 13. +157.9 (Gr. 10. - Ct. 2.) | 11:31.4 | PS8: 14. +51.5 (Gr. 11. - Ct. 2.) | |
| 20:13.8 | PS9: 12. +140.3 (Gr. 10. - Ct. 2.) | 11:55.5 | PS10: 11. +100.8 (Gr. 9. - Ct. 2.) | | | | | | | | | | | | | |
| 12 | 45 | ZAGLIA/GAGGIOLI | Renault Clio Rs | N/N3 | 2:04:46.0 | | 2:04:46.0 | +10:49.8 | | | | | | | | |
| 7:09.4 | PS1: 15. +34.0 (Gr. 3. - Ct. 1.) | 16:12.5 | PS2: 18. +100.9 (Gr. 4. - Ct. 1.) | 4:26.3 | PS3: 18. +18.1 (Gr. 4. - Ct. 1.) | 14:06.0 | PS4: 19. +124.9 (Gr. 6. - Ct. 1.) | 11:23.2 | PS5: 15. +109.8 (Gr. 5. - Ct. 1.) | 7:00.2 | PS6: 17. +49.0 (Gr. 5. - Ct. 1.) | 20:13.9 | PS7: 15. +202.2 (Gr. 4. - Ct. 1.) | 11:32.6 | PS8: 15. +52.7 (Gr. 4. - Ct. 1.) | |
| 20:45.1 | PS9: 15. +211.6 (Gr. 3. - Ct. 1.) | 11:56.8 | PS10: 12. +102.1 (Gr. 3. - Ct. 1.) | | | | | | | | | | | | | |
| 13 | 39 | SALGARO/SALGARO | Renault Clio | A/A7 | 2:06:05.1 | | 2:06:05.1 | +12:08.9 | | | | | | | | |
| 7:09.3 | PS1: 14. +33.9 (Gr. 12. - Ct. 3.) | 17:23.5 | PS2: 18. +211.9 (Gr. 18. - Ct. 2.) | 4:39.7 | PS3: 26. +31.5 (Gr. 18. - Ct. 3.) | 14:18.8 | PS4: 22. +137.7 (Gr. 15. - Ct. 3.) | 11:27.9 | PS5: 16. +114.5 (Gr. 11. - Ct. 2.) | 6:50.4 | PS6: 15. +39.2 (Gr. 12. - Ct. 2.) | 20:10.2 | PS7: 14. +158.5 (Gr. 11. - Ct. 3.) | 11:28.6 | PS8: 12. +48.7 (Gr. 9. - Ct. 2.) | |
| 20:32.0 | PS9: 14. +158.5 (Gr. 12. - Ct. 3.) | 12:04.7 | PS10: 13. +110.0 (Gr. 10. - Ct. 2.) | | | | | | | | | | | | | |
| 14 | 38 | PANATO/PANATO | Renault Clio | A/A7 | 2:07:23.5 | | 2:07:23.5 | +13:27.3 | | | | | | | | |
| 7:41.4 | PS1: 36. +106.0 (Gr. 26. - Ct. 7.) | 16:59.3 | PS2: 26. +147.7 (Gr. 19. - Ct. 5.) | 4:41.2 | PS3: 29. +33.0 (Gr. 20. - Ct. 4.) | 14:14.5 | PS4: 21. +133.4 (Gr. 14. - Ct. 2.) | 11:50.0 | PS5: 24. +136.6 (Gr. 14. - Ct. 3.) | 7:08.5 | PS6: 22. +57.3 (Gr. 14. - Ct. 4.) | 20:03.2 | PS7: 12. +151.5 (Gr. 9. - Ct. 2.) | 12:02.4 | PS8: 21. +122.5 (Gr. 12. - Ct. 3.) | |
| 20:31.1 | PS9: 13. +157.6 (Gr. 11. - Ct. 2.) | 12:11.9 | PS10: 14. +117.2 (Gr. 11. - Ct. 3.) | | | | | | | | | | | | | |
| 15 | 85 | DALLA COSTA/MARZOTTO | Peugeot 106 | N/N2 | 2:07:40.4 | | 2:07:40.4 | +13:44.2 | | | | | | | | |
| 7:18.9 | PS1: 23. +43.5 (Gr. 7. - Ct. 2.) | 16:59.0 | PS2: 25. +147.4 (Gr. 7. - Ct. 1.) | 4:36.7 | PS3: 23. +28.5 (Gr. 6. - Ct. 1.) | 14:29.2 | PS4: 25. +148.1 (Gr. 9. - Ct. 2.) | 11:46.6 | PS5: 23. +133.2 (Gr. 10. - Ct. 3.) | 7:13.6 | PS6: 24. +102.4 (Gr. 9. - Ct. 3.) | 20:17.6 | PS7: 16. +205.9 (Gr. 5. - Ct. 1.) | 11:49.4 | PS8: 17. +109.5 (Gr. 6. - Ct. 1.) | |
| 20:55.5 | PS9: 17. +222.0 (Gr. 4. - Ct. 1.) | 12:13.9 | PS10: 15. +119.2 (Gr. 4. - Ct. 1.) | | | | | | | | | | | | | |
| 16 | 46 | ZENARI/MANTOVANI | Renault Clio Rs | N/N3 | 2:08:59.0 | | 2:08:59.0 | +15:02.8 | | | | | | | | |
| 7:20.6 | PS1: 26. +45.2 (Gr. 8. - Ct. 3.) | 17:06.8 | PS2: 27. +155.2 (Gr. 22. - Ct. 6.) | 4:38.7 | PS3: 25. +30.5 (Gr. 8. - Ct. 2.) | 14:43.4 | PS4: 29. +202.3 (Gr. 11. - Ct. 3.) | 11:55.4 | PS5: 26. +142.0 (Gr. 11. - Ct. 3.) | 7:07.1 | PS6: 21. +55.9 (Gr. 8. - Ct. 2.) | 20:55.1 | PS7: 22. +243.4 (Gr. 8. - Ct. 3.) | 11:46.5 | PS8: 16. +106.6 (Gr. 5. - Ct. 2.) | |
| 21:04.3 | PS9: 19. +230.8 (Gr. 6. - Ct. 3.) | 12:21.1 | PS10: 16. +126.4 (Gr. 5. - Ct. 2.) | | | | | | | | | | | | | |
| 17 | 77 | RAMPONI/CARLI | Peugeot 106 16v | N/N2 | 2:09:24.8 | | 2:09:24.8 | +15:28.6 | | | | | | | | |
| 7:18.3 | PS1: 22. +42.9 (Gr. 6. - Ct. 1.) | 17:18.4 | PS2: 28. +206.8 (Gr. 9. - Ct. 2.) | 4:40.4 | PS3: 27. +32.2 (Gr. 9. - Ct. 2.) | 14:40.3 | PS4: 28. +159.2 (Gr. 10. - Ct. 3.) | 11:35.9 | PS5: 19. +122.5 (Gr. 7. - Ct. 2.) | 7:05.2 | PS6: 19. +54.0 (Gr. 7. - Ct. 2.) | 21:01.8 | PS7: 23. +250.1 (Gr. 9. - Ct. 3.) | 11:54.2 | PS8: 20. +114.3 (Gr. 9. - Ct. 3.) | |
| 21:26.6 | PS9: 23. +253.1 (Gr. 8. - Ct. 3.) | 12:23.7 | PS10: 17. +129.0 (Gr. 6. - Ct. 2.) | | | | | | | | | | | | | |
| 18 | 25 | SCALIA/POZZONI | Renault Clio Maxi | A/A-K11 | 2:09:51.6 | | 2:09:51.6 | +15:55.4 | | | | | | | | |
| 7:24.8 | PS1: 30. +49.4 (Gr. 21. - Ct. 3.) | 17:22.1 | PS2: 30. +210.5 (Gr. 21. - Ct. 4.) | 4:50.2 | PS3: 34. +42.0 (Gr. 22. - Ct. 4.) | 14:27.9 | PS4: 24. +146.8 (Gr. 16. - Ct. 3.) | 11:41.4 | PS5: 21. +128.0 (Gr. 13. - Ct. 3.) | 7:10.4 | PS6: 23. +59.2 (Gr. 15. - Ct. 3.) | 20:31.4 | PS7: 17. +219.7 (Gr. 12. - Ct. 3.) | 12:48.2 | PS8: 28. +208.3 (Gr. 15. - Ct. 3.) | |
| 21:08.9 | PS9: 20. +235.4 (Gr. 14. - Ct. 3.) | 12:26.3 | PS10: 20. +131.6 (Gr. 12. - Ct. 3.) | | | | | | | | | | | | | |

Rally Internazionale 2 Valli
Analisi delle Prove Speciali

| Pos | Num | Conduttore / 2° Conduttore | Vettura / Scuderia | Gr/Ci | Tempo | Penalità | Totale | Diff. | | | | | | | |
|-----------|---|------------------------------|---|-------------|---|---------------|--|-----------------|--|--------|--|---------|--|---------|--|
| 19 | 78 | CAMPOSTRINI/REFONDINI | Peugeot 106 | N/N2 | 2:09:49.0 | 10.0 | 2:09:59.0 | +16:02.8 | | | | | | | |
| 7:41.6 | PS1: 38. +1:06.2 (Gr. 12. - Cl. 3.) | 17:41.1 | PS2: 35. +2:29.5 (Gr. 13. - Cl. 4.) | 4:49.1 | PS3: 31. +40.9 (Gr. 11. - Cl. 4.) | 14:22.4 | PS4: 23. +1:41.3 (Gr. 8. - Cl. 1.) | 11:32.0 | PS5: 17. +1:18.6 (Gr. 6. - Cl. 1.) | 7:04.1 | PS6: 18. +52.9 (Gr. 6. - Cl. 1.) | 20:51.0 | PS7: 21. +2:39.3 (Gr. 7. - Cl. 2.) | 11:51.7 | PS8: 18. +1:11.8 (Gr. 7. - Cl. 2.) |
| 21:30.3 | PS9: 24. +2:56.8 (Gr. 9. - Cl. 4.) | 12:25.7 | PS10: 19. +1:31.0 (Gr. 8. - Cl. 3.) | | | | | | | | | | | | |
| 20 | 42 | DANESE/MASTELLA | Renault Clio Williams | A/A7 | 2:10:28.1 | | 2:10:28.1 | +16:31.9 | | | | | | | |
| 7:39.2 | PS1: 32. +1:03.8 (Gr. 22. - Cl. 5.) | 17:49.6 | PS2: 37. +2:38.0 (Gr. 24. - Cl. 7.) | 4:50.3 | PS3: 35. +42.1 (Gr. 23. - Cl. 5.) | 14:46.6 | PS4: 30. +2:05.5 (Gr. 19. - Cl. 5.) | 11:59.4 | PS5: 28. +1:46.0 (Gr. 17. - Cl. 5.) | 7:16.5 | PS6: 26. +1:05.3 (Gr. 16. - Cl. 5.) | 20:38.2 | PS7: 18. +2:26.5 (Gr. 13. - Cl. 4.) | 12:10.0 | PS8: 22. +1:30.1 (Gr. 13. - Cl. 4.) |
| 20:48.7 | PS9: 16. +2:15.2 (Gr. 13. - Cl. 4.) | 12:29.6 | PS10: 21. +1:34.9 (Gr. 13. - Cl. 4.) | | | | | | | | | | | | |
| 21 | 1 | GAMBA/CANTON | Citroën C2 S1600 | A/A6 | 2:10:43.5 | | 2:10:43.5 | +16:47.3 | | | | | | | |
| 6:45.7 | PS1: 3. +10.3 (Gr. 2. - Cl. 1.) | 15:46.8 | PS2: 9. +35.2 (Gr. 8. - Cl. 2.) | 4:16.6 | PS3: 8. +8.4 (Gr. 6. - Cl. 1.) | 13:07.7 | PS4: 6. +26.6 (Gr. 5. - Cl. 1.) | 12:13.0 | PS5: 31. +1:59.6 (Gr. 18. - Cl. 7.) | 6:30.4 | PS6: 6. +19.2 (Gr. 6. - Cl. 3.) | 18:53.2 | PS7: 4. +41.5 (Gr. 4. - Cl. 1.) | 10:54.0 | PS8: 5. +14.1 (Gr. 4. - Cl. 1.) |
| 19:11.8 | PS9: 4. +38.3 (Gr. 4. - Cl. 1.) | 23:04.3 | PS10: 35. +2:09.6 (Gr. 19. - Cl. 6.) | | | | | | | | | | | | |
| 22 | 49 | FRANCESCHETTI/SALZANI | Renault Clio Rs | N/N3 | 2:09:34.4 | 1:20.0 | 2:10:54.4 | +16:58.2 | | | | | | | |
| 8:03.0 | PS1: 55. +1:27.6 (Gr. 23. - Cl. 7.) | 17:30.5 | PS2: 32. +2:18.9 (Gr. 10. - Cl. 3.) | 4:51.1 | PS3: 36. +42.9 (Gr. 13. - Cl. 4.) | 14:12.3 | PS4: 20. +1:31.2 (Gr. 7. - Cl. 2.) | 11:43.7 | PS5: 22. +1:30.3 (Gr. 9. - Cl. 2.) | 7:14.7 | PS6: 25. +1:03.5 (Gr. 10. - Cl. 3.) | 20:42.2 | PS7: 19. +2:30.5 (Gr. 6. - Cl. 2.) | 11:51.8 | PS8: 19. +1:11.9 (Gr. 8. - Cl. 3.) |
| 21:00.8 | PS9: 18. +2:27.3 (Gr. 5. - Cl. 2.) | 12:24.3 | PS10: 18. +1:29.6 (Gr. 7. - Cl. 3.) | | | | | | | | | | | | |
| 23 | 84 | ALDEGHERI/SOSPETTI | Peugeot 106 | N/N2 | 2:12:53.7 | | 2:12:53.7 | +18:57.5 | | | | | | | |
| 7:42.6 | PS1: 44. +1:07.2 (Gr. 16. - Cl. 6.) | 17:51.4 | PS2: 39. +2:39.8 (Gr. 16. - Cl. 6.) | 4:51.3 | PS3: 37. +43.1 (Gr. 14. - Cl. 5.) | 14:50.3 | PS4: 31. +2:09.2 (Gr. 12. - Cl. 4.) | 12:11.6 | PS5: 30. +1:58.2 (Gr. 13. - Cl. 5.) | 7:29.6 | PS6: 31. +1:18.4 (Gr. 13. - Cl. 5.) | 21:34.9 | PS7: 25. +3:23.2 (Gr. 11. - Cl. 5.) | 12:24.5 | PS8: 25. +1:44.6 (Gr. 11. - Cl. 5.) |
| 21:14.2 | PS9: 22. +2:40.7 (Gr. 7. - Cl. 2.) | 12:43.3 | PS10: 22. +1:48.6 (Gr. 9. - Cl. 4.) | | | | | | | | | | | | |
| 24 | 82 | TOSONI/CORRADI | Citroën Saxo Vts | N/N2 | 2:13:16.1 | | 2:13:16.1 | +19:19.9 | | | | | | | |
| 7:42.3 | PS1: 42. +1:06.9 (Gr. 14. - Cl. 5.) | 18:10.8 | PS2: 42. +2:59.2 (Gr. 16. - Cl. 6.) | 4:54.8 | PS3: 40. +46.6 (Gr. 16. - Cl. 6.) | 14:55.3 | PS4: 33. +2:14.2 (Gr. 13. - Cl. 5.) | 12:10.7 | PS5: 29. +1:57.3 (Gr. 12. - Cl. 4.) | 7:21.7 | PS6: 28. +1:10.5 (Gr. 11. - Cl. 4.) | 21:27.4 | PS7: 24. +3:15.7 (Gr. 10. - Cl. 4.) | 12:15.6 | PS8: 24. +1:35.7 (Gr. 10. - Cl. 4.) |
| 21:31.6 | PS9: 25. +2:58.1 (Gr. 10. - Cl. 5.) | 12:45.9 | PS10: 23. +1:51.2 (Gr. 10. - Cl. 5.) | | | | | | | | | | | | |
| 25 | 58 | ZAMPERINI/POLI | Peugeot 106 16v | A/A6 | 2:15:57.1 | | 2:15:57.1 | +22:00.9 | | | | | | | |
| 7:42.1 | PS1: 41. +1:06.7 (Gr. 28. - Cl. 11.) | 17:44.4 | PS2: 36. +2:32.8 (Gr. 23. - Cl. 8.) | 4:49.8 | PS3: 33. +41.6 (Gr. 21. - Cl. 9.) | 14:39.6 | PS4: 27. +1:58.5 (Gr. 18. - Cl. 7.) | 11:58.8 | PS5: 27. +1:45.4 (Gr. 16. - Cl. 6.) | 7:17.6 | PS6: 27. +1:06.4 (Gr. 17. - Cl. 6.) | 21:54.2 | PS7: 26. +3:42.5 (Gr. 15. - Cl. 4.) | 13:07.2 | PS8: 32. +2:27.3 (Gr. 18. - Cl. 7.) |
| 23:42.4 | PS9: 35. +5:08.9 (Gr. 19. - Cl. 8.) | 13:01.0 | PS10: 24. +2:06.3 (Gr. 14. - Cl. 4.) | | | | | | | | | | | | |
| 26 | 54 | CHIODIN/BERTANZON | Renault Clio Rs | N/N3 | 2:16:04.2 | | 2:16:04.2 | +22:08.0 | | | | | | | |
| 7:45.4 | PS1: 45. +1:10.0 (Gr. 17. - Cl. 5.) | 18:13.2 | PS2: 43. +3:01.6 (Gr. 17. - Cl. 5.) | 4:56.1 | PS3: 42. +47.9 (Gr. 17. - Cl. 6.) | 15:01.0 | PS4: 34. +2:19.9 (Gr. 14. - Cl. 4.) | 12:52.8 | PS5: 41. +2:39.4 (Gr. 20. - Cl. 6.) | 7:33.7 | PS6: 32. +1:22.5 (Gr. 14. - Cl. 5.) | 21:54.5 | PS7: 27. +3:42.8 (Gr. 12. - Cl. 4.) | 12:33.3 | PS8: 26. +1:53.4 (Gr. 12. - Cl. 4.) |
| 22:12.5 | PS9: 27. +3:39.0 (Gr. 12. - Cl. 5.) | 13:01.7 | PS10: 25. +2:07.0 (Gr. 11. - Cl. 4.) | | | | | | | | | | | | |
| 27 | 56 | PATUZZO/CORRADI | Renault Clio | N/N3 | 2:16:16.3 | | 2:16:16.3 | +22:20.1 | | | | | | | |
| 7:41.5 | PS1: 37. +1:06.1 (Gr. 11. - Cl. 4.) | 18:06.8 | PS2: 41. +2:55.2 (Gr. 15. - Cl. 5.) | 4:54.1 | PS3: 39. +45.9 (Gr. 15. - Cl. 5.) | 15:18.7 | PS4: 36. +2:37.6 (Gr. 16. - Cl. 5.) | 12:17.6 | PS5: 32. +2:04.2 (Gr. 14. - Cl. 4.) | 7:21.9 | PS6: 29. +1:10.7 (Gr. 12. - Cl. 4.) | 22:17.6 | PS7: 28. +4:05.9 (Gr. 13. - Cl. 5.) | 13:08.3 | PS8: 34. +2:28.4 (Gr. 15. - Cl. 6.) |
| 22:06.8 | PS9: 26. +3:33.3 (Gr. 11. - Cl. 4.) | 13:03.0 | PS10: 26. +2:08.3 (Gr. 12. - Cl. 5.) | | | | | | | | | | | | |
| 28 | 47 | TUMOLO/TRIPI | Renault Clio Rs | N/N3 | 2:16:25.2 | | 2:16:25.2 | +22:29.0 | | | | | | | |
| 7:51.1 | PS1: 48. +1:15.7 (Gr. 19. - Cl. 8.) | 17:33.4 | PS2: 33. +2:21.8 (Gr. 11. - Cl. 4.) | 4:49.4 | PS3: 32. +41.2 (Gr. 12. - Cl. 3.) | 15:30.9 | PS4: 38. +2:49.8 (Gr. 17. - Cl. 6.) | 12:18.1 | PS5: 33. +2:04.7 (Gr. 15. - Cl. 5.) | 7:37.4 | PS6: 33. +1:26.2 (Gr. 15. - Cl. 6.) | 22:39.8 | PS7: 31. +4:28.1 (Gr. 15. - Cl. 6.) | 12:46.7 | PS8: 27. +2:06.8 (Gr. 13. - Cl. 5.) |
| 22:14.8 | PS9: 28. +3:41.3 (Gr. 13. - Cl. 6.) | 13:03.6 | PS10: 27. +2:08.9 (Gr. 13. - Cl. 6.) | | | | | | | | | | | | |
| 29 | 76 | CORSI/VEDOVELLI | Peugeot 106 Rallye | A/A5 | 2:19:54.8 | 20.0 | 2:20:14.8 | +26:18.6 | | | | | | | |
| 8:28.5 | PS1: 62. +1:53.1 (Gr. 36. - Cl. 3.) | 19:18.5 | PS2: 48. +4:06.9 (Gr. 28. - Cl. 2.) | 5:16.4 | PS3: 49. +1:08.2 (Gr. 29. - Cl. 3.) | 15:23.9 | PS4: 37. +2:42.8 (Gr. 21. - Cl. 1.) | 12:33.2 | PS5: 37. +2:19.8 (Gr. 21. - Cl. 3.) | 7:27.8 | PS6: 30. +1:16.6 (Gr. 18. - Cl. 1.) | 22:45.8 | PS7: 33. +4:34.1 (Gr. 18. - Cl. 1.) | 12:50.9 | PS8: 29. +2:11.0 (Gr. 16. - Cl. 1.) |
| 22:25.9 | PS9: 29. +3:52.4 (Gr. 16. - Cl. 1.) | 13:23.9 | PS10: 28. +2:29.2 (Gr. 15. - Cl. 1.) | | | | | | | | | | | | |
| 30 | 43 | GRISO/MOSENSA | Renault Clio Williams | A/A7 | 2:20:23.1 | | 2:20:23.1 | +26:26.9 | | | | | | | |
| 7:40.6 | PS1: 35. +1:05.2 (Gr. 25. - Cl. 6.) | 21:56.1 | PS2: 56. +6:44.5 (Gr. 32. - Cl. 10.) | 5:37.3 | PS3: 55. +1:29.1 (Gr. 31. - Cl. 8.) | 14:50.3 | PS4: 32. +2:09.2 (Gr. 20. - Cl. 6.) | 13:11.3 | PS5: 45. +2:57.9 (Gr. 24. - Cl. 7.) | 9:33.4 | PS6: 43. +3:22.2 (Gr. 23. - Cl. 7.) | 20:48.1 | PS7: 20. +2:36.4 (Gr. 14. - Cl. 5.) | 12:10.4 | PS8: 23. +1:30.5 (Gr. 14. - Cl. 5.) |
| 21:09.1 | PS9: 21. +2:35.6 (Gr. 15. - Cl. 5.) | 13:26.5 | PS10: 29. +2:31.8 (Gr. 16. - Cl. 5.) | | | | | | | | | | | | |
| 31 | 91 | ZUCCOTTO/PELLIZZARI | Peugeot 106 Rallye | N/N1 | 2:22:05.7 | | 2:22:05.7 | +28:09.5 | | | | | | | |
| 8:00.3 | PS1: 51. +1:24.9 (Gr. 20. - Cl. 2.) | 19:05.0 | PS2: 47. +3:53.4 (Gr. 20. - Cl. 2.) | 5:08.7 | PS3: 46. +1:00.5 (Gr. 20. - Cl. 1.) | 15:41.5 | PS4: 41. +3:00.4 (Gr. 19. - Cl. 1.) | 12:44.7 | PS5: 39. +2:31.3 (Gr. 18. - Cl. 3.) | 7:42.0 | PS6: 36. +1:30.8 (Gr. 16. - Cl. 1.) | 23:11.1 | PS7: 35. +4:59.4 (Gr. 16. - Cl. 2.) | 13:14.8 | PS8: 36. +2:34.9 (Gr. 16. - Cl. 2.) |
| 23:41.2 | PS9: 34. +5:07.7 (Gr. 16. - Cl. 2.) | 13:36.4 | PS10: 30. +2:41.7 (Gr. 14. - Cl. 1.) | | | | | | | | | | | | |
| 32 | 93 | ANTONINI/CASTELLARI | Mg 105 Zr | N/N1 | 2:22:08.6 | | 2:22:08.6 | +28:12.4 | | | | | | | |
| 8:12.0 | PS1: 59. +1:36.6 (Gr. 25. - Cl. 4.) | 19:36.3 | PS2: 52. +4:24.7 (Gr. 22. - Cl. 2.) | 5:16.7 | PS3: 50. +1:08.5 (Gr. 21. - Cl. 2.) | 16:21.1 | PS4: 47. +3:40.0 (Gr. 23. - Cl. 3.) | 12:44.6 | PS5: 38. +2:31.2 (Gr. 17. - Cl. 2.) | 7:50.9 | PS6: 39. +1:39.7 (Gr. 17. - Cl. 2.) | 22:37.3 | PS7: 30. +4:25.6 (Gr. 14. - Cl. 1.) | 13:02.2 | PS8: 30. +2:22.3 (Gr. 14. - Cl. 1.) |
| 22:50.5 | PS9: 31. +4:17.0 (Gr. 14. - Cl. 1.) | 13:37.0 | PS10: 31. +2:42.3 (Gr. 15. - Cl. 2.) | | | | | | | | | | | | |
| 33 | 44 | CROZZOLI/TOMASINI | Opel Astra F Gsi 16v | A/A7 | 2:23:27.2 | | 2:23:27.2 | +29:31.0 | | | | | | | |
| 8:21.1 | PS1: 60. +1:45.7 (Gr. 35. - Cl. 10.) | 19:45.5 | PS2: 53. +4:33.9 (Gr. 31. - Cl. 9.) | 5:20.1 | PS3: 51. +1:11.9 (Gr. 30. - Cl. 7.) | 15:58.2 | PS4: 44. +3:17.1 (Gr. 24. - Cl. 7.) | 12:58.9 | PS5: 43. +2:45.5 (Gr. 22. - Cl. 6.) | 7:47.4 | PS6: 37. +1:36.2 (Gr. 21. - Cl. 6.) | 23:43.0 | PS7: 38. +5:31.3 (Gr. 21. - Cl. 6.) | 13:05.4 | PS8: 31. +2:25.5 (Gr. 17. - Cl. 6.) |
| 22:43.4 | PS9: 30. +4:09.9 (Gr. 17. - Cl. 6.) | 13:44.2 | PS10: 33. +2:49.5 (Gr. 18. - Cl. 6.) | | | | | | | | | | | | |
| 34 | 71 | SPREA/PINNA | Citroën Saxo | A/A6 | 2:23:18.4 | 10.0 | 2:23:28.4 | +29:32.2 | | | | | | | |
| 8:08.6 | PS1: 57. +1:33.2 (Gr. 33. - Cl. 13.) | 19:31.1 | PS2: 50. +4:19.5 (Gr. 30. - Cl. 10.) | 5:15.2 | PS3: 48. +1:07.0 (Gr. 28. - Cl. 11.) | 16:54.1 | PS4: 49. +4:13.0 (Gr. 26. - Cl. 8.) | 13:02.0 | PS5: 44. +2:48.6 (Gr. 23. - Cl. 8.) | 7:49.3 | PS6: 38. +1:38.1 (Gr. 22. - Cl. 7.) | 22:30.3 | PS7: 29. +4:18.6 (Gr. 16. - Cl. 5.) | 13:07.9 | PS8: 33. +2:28.0 (Gr. 19. - Cl. 6.) |
| 23:16.3 | PS9: 32. +4:42.8 (Gr. 18. - Cl. 5.) | 13:43.6 | PS10: 32. +2:48.9 (Gr. 17. - Cl. 5.) | | | | | | | | | | | | |
| 35 | 52 | MIRANDOLA/ANSELMINI | Renault Clio Williams | N/N3 | 2:25:53.0 | | 2:25:53.0 | +31:56.8 | | | | | | | |
| 8:48.9 | PS1: 66. +2:13.5 (Gr. 29. - Cl. 10.) | 20:30.9 | PS2: 54. +5:19.3 (Gr. 23. - Cl. 7.) | 5:34.0 | PS3: 54. +1:25.8 (Gr. 24. - Cl. 8.) | 16:02.9 | PS4: 45. +3:21.8 (Gr. 21. - Cl. 7.) | 12:56.3 | PS5: 42. +2:42.9 (Gr. 21. - Cl. 7.) | 7:59.9 | PS6: 41. +1:48.7 (Gr. 19. - Cl. 8.) | 23:21.9 | PS7: 36. +5:10.2 (Gr. 17. - Cl. 7.) | 13:22.4 | PS8: 37. +2:42.5 (Gr. 17. - Cl. 7.) |
| 23:17.8 | PS9: 33. +4:44.3 (Gr. 15. - Cl. 7.) | 13:58.0 | PS10: 34. +3:03.3 (Gr. 16. - Cl. 7.) | | | | | | | | | | | | |

Totale: 35 classificati / : 35 .