

Peugeot's second successive 1-2 result on asphalt has now put them in the lead of both the Makes' series (with two gravel events to go), and in the Drivers' series with Marcus Gronholm still ahead. As at Corsica, the previous event in the series, it was Gilles Panizzi who won at Sanremo in front of Francois Delecour, but without the need for orders because Delecour was delayed on the first two stages by mechanical problems and on account of pressure from Tommi Makinen behind. Mitsubishi is now out of the race for the Makes' title but Makinen's speed on day two has kept him in the race for the Driver's title, even though this was still only the fourth time the reigning world champion had gained a podium finish this year.

The news at the start of the event was the remarkable recovery after his Corsica crash of Colin McRae, but the two registered Fords did not shine at all. Fastest Ford driver was guest, Piero Liatti, but his engine blew up after setting his second successive best time.

The decision to change the spectating concept of the event was a major step forward, working well on the first two days but unable to cater for Sunday crowds on the final day. Richard Burns was the only non-Peugeot driver to lead the event but a driving error on day two caused him to retire. He remains second in the title, with victories on the remaining events last year to encourage him in his hopes.

The improved health of Colin McRae, after his unpleasant accident in Corsica, was welcome news for both Ford and rally enthusiasts. A successful operation on his cheekbone 11 days before the start of the Sanremo Rally, the 12th round of the 2000 series, gave cautious optimism for his immediate return to competition. Despite Colin's accident Ford still led the World series although Peugeot's 1-2 in Corsica, their first asphalt rally win with the 206 WRC, brought the French team closer to the top in the Manufacturers' series. Peugeot's driver Marcus Gronholm, after a good event as a rookie in Corsica, still headed the Drivers' series, with the top four drivers separated by only five points.

Sanremo was the final asphalt event in the series and the final event run in the Mediterranean regions this season. Compared with Corsica the roads are less bumpy, and this year concentrated in the area behind the Ligurian hills north of the casino city of Sanremo. It was the unusual format of the event which was as much a talking point as the race for the title itself. Because of the narrowness of the mountain access roads and the huge numbers of motorised spectators who normally would rush from one vantage point to the next, a completely new concept of the rally was devised. In this system spectators were encouraged to stay in one point all day, and on the first two days would see the passage of the cars no fewer than four times. And because of the difficulty of movement of the service vehicles on the roads through the hills, all servicing was carried out at Sanremo itself. It was the first World rally for over 20 years to make substantial use of the same stage roads in both directions, all helping towards making the new 'Race-track Rally' concept effective.

The competition which spectators arrived to witness was one of the most amazing yet seen in the world championship series. All seven registered manufacturers were present. Ford, Subaru and Peugeot all entered three cars. There were 41 World Rally Cars on the entry list, including 11 Subarus and a similar number of Toyotas, ten and nine respectively taking the start after last minute withdrawals. Two major prizes could be hat-trick victories. Outright victory had fallen for the last two years to the Mitsubishi of Tommi Makinen, while the Group N winner for the past two years was the promising Italian Gianluigi Galli. Important entries had been received from Ford, Citroen and Fiat competitors in 1600cc cars, on the week the FIA confirmed extra and innovative regulations for these cars next year. The legendary Italian private team HF Grifone were running no fewer than six Toyota Corolla WRCs on this event.

Since the official Toyota team stopped championship activities at the end of 1999, TTE has continued with development of the Corolla WRC, notably with controlled suspension work and also new remote gearshifting systems. The Toyota Sweden team run by Leif Asterhag also had access to the latest development pieces for Markko Martin. The cars always retained the original manual gear lever, and so when the steering wheel system was fitted, drivers had three different methods of changing gear available! Ford fitted all their cars with large rear brakes, like Peugeot.

Spectators, entries - what more would Sanremo offer? Perhaps the greatest unknown would again be the weather as the rally was held one week further into autumn than usual highlighting a new rallying science, meteorology. With relatively long distances between Service Parks and stages, greater advance notice of impending weather changes is necessary. At the recent Tour de Corse, Peugeot credited much of their victory on the accuracy of information supplied by Meteo France. Subaru also experimented with advice from radar specialists. Asphalt is unforgiving territory at the best of times. Knowing the exact place and the time when weather conditions are likely to change is becoming a vital art for teams.

The double-loop system creates special problems for gravel note crews, especially on the quick turn-around between stages run in one direction and then in the other. There would be no chance for gravel note crews to drive through stages run consecutively in the same direction, so considerable changes in the position, especially in the sand on the roads, was to be expected, when the stages were to be reversed. The recent rains had made this inconvenience into a major safety issue. Phil Short, Ralliart team manager: "The problem is that even knowing where the sand is, when checking the roads in one direction, does not say whether the sand will be in the racing line when driven in the other." Having well over 100 entries simply made the problem more acute, though since the heavy rains in the week before the event, at least the water running from the mountains across the roads had stopped. The road schedule was adjusted to give more time for gravel crews to pass between stages four

and five, but many crews were banned from running gravel crews at all. Because of the double direction of the stages all crews had a large percentage of new stages to pacenote, their work made more difficult because of fog on some stages and then the extra delays during the day meant that for certain the final stage of Day two would be held in darkness, something unexpected by crews, and maybe if there were unforeseen delays, some more stages in the dark as well.

There was not so much news on the technical front, there was little time since Corsica for novelties. At Ford all the cars were fitted with the large rear brakes used by Carlos Sainz in Corsica to ease pedal pressure and Piero Liatti continues work with joystick gearshifts. It was discovered that the cause of both Liatti's joystick and Sainz's power steering in Corsica had been due to the failure of the same hydraulic valve. Subaru's Sporting Director David Lapworth said they had learned a lot about the new generation Pirelli asphalt tyres in Corsica, even if Burns found the end result frustrating. At Peugeot the driver preferred to run with mechanical front and rear diffs but the big question was, if team orders had to be applied, which was Peugeot's priority - the makes or the drivers championship? Sporting Director Corrado Provera: "The team's policy this year has not changed. It is to win the makes series..." Mitsubishi had a change of plans after the two crashes in Corsica. Their ex-Finland cars had been hastily prepared for this event: Makinen's car will eventually be repairable, Loix's is a write-off. It was Skoda's first time for Octavia's WRCar Evo II on asphalt. The new model was expected to benefit from better weight distribution and the team took advantage of their absence in Corsica with extensive test work, with 550km of trouble free driving.

When Colin McRae appeared in public at the pre-event press conference he was

given a chance to explain the events of the second day of Corsica. "I do not remember what led up to the crash and the sound was not working on the in-car camera. I realise that we made a pacenote mistake, I was thinking I was still in the preceding corner when I had already arrived at a much tighter bend. Although I must have been trapped in the car an hour or so, I was lapsing in and out of unconsciousness and it only seemed five minutes. I wasn't afraid to get back into a rally car again, but at the shakedown I had some discomfort in the face and shoulder. It was always in my mind to be in action in Sanremo. When you want something badly enough, it is surprising what your body can do. I know Carlos has for some time been thinking of wearing a full face helmet but I do not really agree. They are claustrophobic, and can be hot and stuffy, and just now I could not wear one anyway!" It was surprising to see no indication of a plate having been fitted to his cheekbone - until it was explained this had been inserted through the mouth. His face however was still swollen. He had been spending a lot of time inside an oxygen tent, with a view to accelerate the healing process.

Leg 1

So far so good. To the relief of all the rally ran smoothly. The weather was very dark on the hills and many drivers suffered on the unexpectedly slippery patches on the roads. The event started as a single handed challenge by Richard Burns against the Peugeot of Gilles Panizzi and Francois Delecour. Drivers reported that the spectators seemed to have become more spread out than usual, settled for the day - and into the evening - and nobody reported serious problems with them. Many drivers suffered understeer in the early morning stages, particularly Carlos Sainz and Didier Auriol. Sainz was also feeling under the weather as well, while Colin McRae gradually played himself in after a cautious start. Main problem in the opening stages was a lack of power for Delecour due to a first time failure of the anti-lag system which was cured after the second stage. This problem was not very serious but being down in fourth place, 12 seconds behind the leader Panizzi and most of all the third best Peugeot, he now had the motivation he needed. He had started the event very unhappy, taking no trouble to disguise his dislike of Panizzi, whom he believed had been receiving illegally. On this matter the team chief Corrado Provera declared it was a silly way for one teammate to rev up another, but if it produced a better performance he would accept it!

Burns was fastest on the first stage, Panizzi, Delecour and then Panizzi again on the next three, while Italian drivers were next: firstly the F2 Peugeot driver Renato Travaglia and then the national champion Piero Longhi in a Toyota Corolla. Many drivers took a long time to get into the right rhythm while Kenneth Eriksson had a strange differential problem in which the car would try to turn in the wrong direction. Ford's number three driver Liatti had a hydraulic fluid fire in the rear differential while Alister McRae had a gearbox oil leak which filled the cockpit with fumes. Gianfranco Cunico had trouble first with the front differential setting then the handling generally, while Andrea Aghini had brake and other troubles with his Group A Mitsubishi. Even after only two stages various drivers were already missing. Michael Guest broke the steering on his Accent, the Allstars team lost their two drivers, Hamed Al Wahaibi when he hit a wall and the engine would not restart, and then John Papadimitriou who slid into a rail and was stuck.

On the second group of stages Gronholm, running first car, reported the roads were surprisingly free of gravel on the surfaces after the first runs through, but Mäkinen had a puncture. Auriol started to go better when he changed his transmission mapping but then the car went on to three cylinders because of a broken spark plug. Teammate Toni Gardemeister had understeering trouble to the extent that his front tyres went off. Simon Jean-Joseph hit the rear suspension and went carefully while Markko Martin damaged his suspension by hitting a wall, dropping him from 16th to

30th place. Freddy Loix had struggled his way up to the top ten despite eternal understeer. After stage four his crew changed the transmission mapping but to no avail. On stage six Gardemeister had no fewer than three punctures, two of them with the mousse working and one with a flat tyre. "The two were because I touched a rock, the third is an complete mystery!" The Hyundai drivers continued to be unhappy. Bruno Thiry had been testing the Accents but Eriksson did not like the feeling of the handling. Alister McRae still had power steering and constant hydraulic problems, which were not resolved until the end of the day, and both of them were well off the pace. Luis Climent had a cracked exhaust pipe and it was not possible to fix this fully, and all through the day he had exhaust fumes in the cockpit. Despite these troubles no works cars had retired so far.

By the afternoon the reality of the Peugeot domination started to become obvious, and not just in relation to the Peugeots but particularly to the two French drivers. Gronholm: "Everything is OK, but we are still not fast enough." Richard Burns: "It is very hard work even to be almost equal with the Peugeots." Colin McRae was still feeling fine, "But the problem is the times just aren't there." Sainz started to go better, climbing from eighth to fifth in five stages, helped by the exit of Longi. The Italian national champion had been holding an amazing fourth with his Toyota, but it wasn't to last. He was jammed hard against a rail on a long left hander on stage and let Liatti into fourth instead. By stage five Delecour had recovered from his engine trouble and was up to second, now 11 seconds behind Panizzi. Markko Martin had to revert to manual gearshift when his hydraulic pressure failed. "I cannot complain. It was me who asked Toyota to develop the steering-wheel gearshift system..." Morel retired with engine trouble on the penultimate stage of the day. The delays caused by rescheduling the event to provide for the gravel note crews resulted in the last two stages being run at night for many crews. For the top crews it was the dilemma whether or not they should fit spotlights.

In Group N Alex Fiorio, seeded number 72 and running 1h15m after the front runners, had drier conditions and was leading the category. "Twice I caught other drivers but generally they had been very good for me." Gianluigi Galli spun near the end of the second stage, while Gustavo Trelles, despite having an engine changed after an oil pump drive failed at Shakedown, was third. Galli continued the pursuit of Fiorio and on every stage in the dry conditions he progressively caught him up, until overnight Galli was only 1.9 seconds behind. Gabriel Pozzo squeezed past Papadimitriou's crashed car but accelerated away too fiercely and wrecked his rear suspension against the front of the Greek's car. In F2, Travaglia was far quicker than other drivers, while Kris Princen retired his Renault when he went off the road. Bugalski's run came to an end when the gearlever connection with the gearshift broke and he retired. In the 1600cc category Patrick Magaud's Puma was leading despite going slowly after he had hit a curb while Pedersoli had a front wheel puncture for 8km. In the Teams' Cup Abdullah Bakhshab damaged the front suspension and arrived at service on three wheels, 14 minutes late on the road, one minute from being excluded. Both Serkan Yazici and Bakhshab reached the end of the leg, in 30th and 87th places - the former 20 minutes in front.

Leg 2

The day started badly with a bizarre accident that cost the life of a local policeman who was on his way to help with traffic management of the event. At 0530, an hour before the restart the policeman, who was riding a motorbike, swerved to avoid the Finnish physiotherapist Pertti Siekkinen, who was out jogging with Tommi Mäkinen, and died instantly. Siekkinen himself suffered a broken pelvis, jaw and knee.

This tragedy was the prelude to a day with fantastically beautiful weather. There were due to be only seven stages but four of them measured 37km each. Peugeot lost their

major challenger after only two stages when Richard Burns damaged the front of his car on the long descent to the finish and he had to drive to service with the car overheating badly. The engine was too badly damaged, in fact it stalled at the entry to the Service Park and had to be towed to the service point. Prodrive did their best to help. Teammate Petter Solberg drove in front of Burns to clear a passage through the traffic for Burns' ailing car, but it was all to no avail.

Panizzi had pulled out a lead of 22 seconds from teammate Delecour, but the talk was of the best time on the second on the long stage for Tommi Makinen. This was a favourite stage of his and he made the most of moving from seventh to fifth overall in the process. The majority of drivers had trouble on the downhill stretch. Liatti hit the front left wheel, countless drivers had their front tyres overheat and suffered bad understeer. Climent's handling was quite unpredictable and damaged the rear of his car, though both Eriksson and Alister McRae were cautiously happier than the day before. SEAT continued their unequal struggle. Auriol had power steering failure for all the two stages except for 500 metres, while Gardemeister first went on to three cylinders on stage nine, then the turbocharger failed on stage ten and he retired. The third important retirement of the morning was Cunico, also suffering from an unpredictable differential and then the engine lost its oil pressure.

As the day continued Makinen continued pushing forward and by stage 12 he was in front of Sainz in third position. There was a delay due to a non rally-related accident on a motorway and this accentuated a growing problem of running the final stage in full darkness. This led to the decision that the stage was cancelled but some competitors had already passed in front of the accident and had to wait at the start, having already pressured their warm tyres and then finding the tyres cool down. Auriol no sooner had his steering repaired than the hydraulic pressure failed and the central differential stopped working and also the engine started to throw quantities of oil out through the breather. Climent then had trouble changing gear but teammate Schwarz was now going well. "We are happy to know that last year we were 1.5 seconds/km off the pace, we are now 1:0, but the competition is now so fierce we are no nearer the lead than we were!" Some drivers went missing. Eriksson stopped on stage 12 with a fuel problem and finally reached the Service Park (almost on time) despite losing over 20 minutes in the stage, as technicians told him by radio how they recommended he could restart the car. Liatti (after making two fastest times) had his engine fail on the road section into service and abandoned. The Toyotas of Nittel and Lundgaard went off the road.

In Formula 2 Travaglia was quite untouchable, but there were changes in the 1600 class. Magaud broke a driveshaft which let the Puntos of Cantamessa and Pedersoli get in front, but the Punto of Maselli went missing with a broken driveshaft. Magaud then retired with an electrical problem. Cantamessa lost time with a transmission problem and this let Pedersoli into the 1600cc lead. Puras' Citroen had to drive nearly all of the first two stages stuck in second gear.

In Group N, it took no time before Galli had passed Fiorio into the lead of the category but then near the end of the second stage Fiorio explained he had over-boost on his car which cost power. Trelles hit a wall and badly damaged the rear suspension. Having repairs cost three minutes' delay (30 seconds) which put him behind his rival Stohl. Stohl then had brake trouble while Menzi lost time with a puncture. Menzi went off, wrecked the suspension and retired.

Leg 3

This leg was a farce. To comply with the FIA rules that rallies must finish on Sundays the organisers ran two stages, based in the same area, with a stretch of about 12km run twice. The security officials said the situation was hopeless, a different type of

spectator was present, the good behaviour of the past two days was gone. Things came to a head on the first stage when Markko Martin went off the road, hospitalised two spectators and he needed treatment for pieces of glass in an eye. On the second the rally was stopped after only five cars had passed. The only non-spectator related drama was when Gronholm, hoping to catch Makinen, damaged his rear suspension and settled for fourth place. After two days of good spectating fun, the organisers' work had been wrecked by the need also to run stages on Sundays. Panizzi won as he pleased, the margin being 16.8 seconds. There was no competition for either the Group N or the 1600cc cars during the day so the Saturday night places remained unchanged for the leaders. The race at the top of the Driver's series was as open as ever, and the top four drivers were still separated by five points.

Galli maintained his Group N lead over Fiorio and Trelles's third place over Stohl, which reduced Stohl's lead from eight to seven points. In the Teams' Cup Bakhshab continued to the finish in second place and his six points put him into the lead of the series with 38 points, but with no chance to enter more events. Ironically despite scoring the full ten points, the Turkish Atakan team, with one more event to go, are now out of the series. Two points behind is the Spike Team with two events left to run, only two points behind.

Martin Holmes

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Notes on the Cars

TYRES: As on all asphalt events, the 'two tread' rule did not apply. MICHELIN had three main types of tyres, the N type in various compounds according to ambient temperatures, TA for damp tarmac and B type for rain. PIRELLI had four basic types available, all in 225/650-18: RP for clean asphalt, RS in a new evolution version for all conditions, RE as an intermediate and N for heavy rain.

MANUFACTURER: Ford

Entries: Ford Motor Company entered new Racing Focus WRCs for Colin McRae (chassis 9, 1243kg) and Carlos Sainz (10, 1240). The team also entered his Corsica car for Piero Liatti (2, 1252).

Engines, Transmissions, Suspensions: as Corsica. Again, only Liatti with electronic joystick system gearshift, all with triple active transmissions.

Chassis: as used occasionally in Corsica, all cars were fitted with new 8-piston large diameter brakes at the rear, to ease pedal pressure and create better overall retardation, at the cost of about an extra 6kg to the weight of the car.

Miscellaneous: -

Challenge of Sanremo: very similar to Corsica.

Testing: one day in Italy with Sainz near Sanremo during week before rally.

Lessons from Corsica: the same hydraulic valve caused both the failure of Liatti's joystick and also Sainz. Liatti gained useful experience of Focus, ready for this event. Other leading Ford drivers: Januz Kulig had his ex-Portugal rally 1999 version Focus (8, 1266).

MANUFACTURER: Hyundai

Entries: Hyundai Castrol World Rally Teams entered Accent WRCs for Kenneth Eriksson (ex Corsica, 06, 1265) and Alister McRae (ex Finland, 04, 1253) and Hyundai Winfield World Rally Team a similar car for Michael Guest (ex Finland, 03, 1271).

Engines, Transmissions, Suspensions, Chassis: no specific changes since Corsica.

Miscellaneous: -

Challenge of Sanremo: smoother than Corsica, more corner cutting is possible

therefore reliability of mousse insert important. Importance of strong wheels when returning to road after cutting corners. Too little time to do everything!

Testing: one day in France before recce.

Lessons from Corsica: still no idea why Eriksson crashed - was it a puncture due to tyres wearing out or suspension failure?

MANUFACTURER: Mitsubishi

Entries: Marlboro Team Mitsubishi entered their Finland Lancer Evolution car for Tommi Makinen (071, 1243) and Carisma GT for Freddy Loix (068, 1241)

Engines, Transmissions, Suspensions, Chassis: no changes since Corsica.

Miscellaneous: -

Challenge of Sanremo: less bumpy and less grip than Corsica. Unknown factor was the effect of the later date and the cleanness of the stages.

Testing: one day in Pieve di Teco region for each driver before reconnaissance essentially to help them regain confidence after their accidents in Corsica. Wet conditions, little technical feedback.

Lessons from Corsica: presumed driver errors for both accidents.

Other important Mitsubishi driver: Aghini (1256kg) Group A Evo prepared by Coordsport in Britain, almost identical to works Ralliart cars except only central differential was active, and old style front bodywork.

MANUFACTURER: Peugeot

Entries: Peugeot Esso entered 206 WRCs for Francois Delecour (his Corsica car, 014, 1254) and Gilles Panizzi (011, 1246). A third unregistered entry for Marcus Gronholm (019, 1246), the last two both ex Finland cars.

Engines, Suspensions, Chassis: same specification as Corsica.

Transmissions: all cars mechanical-active-mechanical, because this gave a better feeling to drivers. All works drivers with steering wheel gearshifts and large rear brakes.

Miscellaneous: Only Delecour's car had second roof scoop.

Challenge of Sanremo: Similar to Corsica. Critical on sudden changes in weather: tyre choices must often be made a long way from Service Parks.

Testing: one week near Genova end of September with all three drivers.

Lessons from Corsica: no need for major changes!

Other leading Peugeot drivers: Morel (3, his Corsica car, 1259).

MANUFACTURER: SEAT

Entries: SEAT Sport entered their Corsica Evo III Cordoba WRCs for Didier Auriol (20, 1245) and Toni Gardemeister (17, 1245).

Engines, Suspension, Chassis: same as Corsica.

Transmissions: A-A-A for Gardemeister, A-A-M for Auriol.

Miscellaneous: -

Challenge of Sanremo: similar grip and smoothness to Corsica, less bumpy now that Acqui Terme region is not in the route.

Testing: planned test in week before rally abandoned because of rain.

Lessons from Corsica: Gardemeister had gearshift problem and reverted to manual system, but engine cut set-up not matched for manual shifting. Otherwise promising degree of reliability.

Other leading SEAT drivers: Verreydt had a customer specification Evo II (10, 1277).

MANUFACTURER: Skoda

Entries: Skoda Motorsport entered their Catalunya Octavia WRCs for Armin Schwarz (11, 1251) and Luis Climent (10, 1261), modified up to Evo II specification

Engines, Transmissions, Suspensions, Chassis: very similar to Cyprus and adapted

for asphalt.

Miscellaneous: brakes - 8 piston four pad recirculated water cooler at front, 4/2 rear.

Challenge of Sanremo: not so bumpy as their last asphalt event, Catalunya.

Testing: 550km trouble free test during five days in Italy (three days Schwarz, two for Climent)

Lessons from Cyprus: Schwarz accident self evident, Climent was due to a rock which damaged the whole bodywork as well as the engine sump.

MANUFACTURER: Subaru

Entries: Subaru World Rally Team entered their Corsica Impreza WRCs for Richard Burns (00011, 1243) and Simon Jean-Joseph (00010, 1239) and a privately entered car for Petter Solberg (00003, 1249).

Engines, Transmissions, Suspensions, Chassis: essential same as Corsica.

Miscellaneous: -

Challenge of Sanremo: later in the year means more wintry and less predictable conditions can be expected. Less bumpy and less abrasive surfaces.

Testing: general asphalt testing including four days end of September and three days before recce with Burns, Jean-Joseph and Head.

Lessons from Corsica: useful experience of working with new generation Pirelli tyres, a significant advance on previous versions.

Other leading Subaru drivers: Cunico (99006, run by Aimont, 1250), Andreucci (99019, Procar, 1266), Al Wahaibi (99018, Allstars, 1254), Dallavilla (99003, Procar, 1252), Papadimitriou (99017, Allstars, 1266), Oldrati (99005, Procar, 1277), de Luca (97008, Procar, 1247).

Toyota

Two important new technical changes became available in time for Sanremo. Firstly a steering wheel mounted gearchange and secondly a redesigned rear subframe permitting longer transverse suspension arms to be fitted. Car entered for Austin McHale withdrawn because it had been converted to right-hand drive, not eligible under Appendix J rules.

Driver	Team	Chassis	Weight	Trans	gearshift	engine	New subframe?
Nittel	HFG	636	1250	A-A-A	manual	1999	yes
Longhi	HFG	637	1256	A-A-A	joystick	1999	yes
Lundgaard	TTS	635	1259	A-A-M	s/wheel*	1999	no
Yazici	HFG	626	1264	A-A-M	manual	1999	no
Martin	TTS	623	1240	A-A-A	s/wheel	1999	yes
Bakhashab	TTS	634	1274	A-A-A	joystick	1999	no
Loeb	HFG	630	1262	A-A-M	joystick	1999	no
Kuchar	self	676	1296	A-A-M	manual	1999	no
Baita	HFG	664	1254	A-V-M	manual	1997	no

*Note: Lundgaard later took his steering wheel gearshift system away and relied on joystick system instead.

Formula 2 Cars

CITROEN: Jesus Puras (932kg) and Philippe Bugalski (937) had the same cars as Corsica. FIAT several Punto Kit Cars were entered as part of national one-make series, top entries from Pedersoli (1043), Maselli (1051) and Cantamessa (1074).

FORD: Magaud's car (934) was same as Corsica: Mauger's (946) was older specification engine and rear suspension. RENAULT Selection of private Maxi Megane principally Princen (1037) and Pozzi (1023).

							WR	WD	GN	TC
1	(10)	Gilles PANIZZI/Herve Panizzi	F	Peugeot 206 WRC	gA	206MWL75 (F)	3h.52m.07.3s.*	10	10	-
2	(9)	Francois DELECOUR/Daniel Grataloup	F	Peugeot 206 WRC	A	206NHW75 (F)	3h.52m.24.1s.	6	6	-
3	(1)	Tommi MAKINEN/Risto Mannisenmaki	FIN	Mitsubishi Lancer Evolution	A	W9MMR (GB)	3h.53m.00.3s.	4	4	-
4	(16)	Marcus Gronholm/Timo Rautiainen	FIN	Peugeot 206 WRC	A	206NAM75 (F)	3h.53m.09.6s.	-	3	-
5	(6)	Carlos SAINZ/Luis Moya	E	Ford Racing Focus WRC	A	V10FMC (GB)	3h.53m.18.6s.	3	2	-
6	(5)	Colin McRAE/Nicky Grist	GB	Ford Racing Focus WRC	A	V9FMC (GB)	3h.53m.47.3s.	2	1	-
7	(4)	Simon JEAN-JOSEPH/Jacques Boyere	F	Subaru Impreza WRC2000	A	W24SRT (GB)	3h.54m.04.0s.	1	-	-
8	(2)	Freddy LOIX/Sven Smeets	B	Mitsubishi Carisma GT	A	V4MMR (GB)	3h.54m.30.3s.	-	-	-
9	(19)	Petter Solberg/Philip Mills	N/GB	Subaru Impreza WRC2000	A	W17SRT (GB)	3h.54m.39.0s.	-	-	-
10	(43)	Sebastien Loeb/Daniel Elena	F	Toyota Corolla WRC	A	K-AM608 (D)	3h.55m.41.7s.	-	-	-

Other Leading Finishers

11	(41)	Renato Travaglia/Flavio Zanella	I	Peugeot 306 Maxi	A	3184ME70 (F)	3h.56m.18s.3s.***	-	-	-
12	(11)	Armin SCHWARZ/Manfred Hiemer	D	Skoda Octavia WRC	A	MBN44-30 (CZ)	3h.57m.20.4s.	-	-	-
13	(12)	Luis CLIMENT/Alex Romani	E	Skoda Octavia WRC	A	MBN44-31 (CZ)	4h.00m.51.3s.	-	-	-
16	(15)	Alister McRAE/David Senior	GB	Hyundai Accent WRC	A	W2MSD (GB)	4h.01m.34.2s.	-	-	-
17	(7)	Didier AURIOL/Denis Giraudet	F	SEAT Cordoba WRC	A	B2702XG (E)	4h.02m.21.7s.	-	-	-
21	(29)	Serkan Yazici/Erkan Bodur	TR	Toyota Corolla WRC	A	K-AM937 (D)	4h.06m.43.1s.**	-	-	6
22	(37)	Gianluigi Galli/Maurizio Messina	I	Mit. Lancer Evolution	N	BC813VF (I)	4h.09m.44.6s.*	-	-	10
23	(76)	Alex Fiorio/Enrico Cantoni	I	Mit. Carisma GT	N	BH122ZG (I)	4h.10m.21.8s.	-	-	6
24	(36)	Gustavo Trelles/Jorge Del Buono	ROU/RA	Mit. Lancer Evolution	N	GG-HU395 (D)	4h.11m.27.8s.	-	-	4
25	(33)	Manfred Stohl/Peter Muller	A	Mit. Lancer Evolution	N	BK633LY (I)	4h.11m.31.2s.	-	-	3
26	(39)	Ramon Ferreyros/Pablo Herrero	PE/B	Mit. Lancer Evolution	N	C4290CG (I)	4h.12m.33.7s.	-	-	2
28	(75)	Emanuele Danti/Marisa Merlin	I	Mit. Lancer Evolution	N	AX099CT (I)	4h.13m.24.2s.	-	-	1
35	(48)	Jesus Puras/Marc Marti	E	Citroen Saxo Kit Car	A	5068MX52 (F)	4h.20m.39.6s.	-	-	-
44	(31)	Abdullah Bakhshab/Bobby Willis	SA/GB	Toyota Corolla WRC	A	K-AM928 (D)	4h.30m.53.8s.**	-	-	10
45	(14)	Kenneth ERIKSSON/Staffan Parmander	S	Hyundai Accent WRC	A	W6MSD (GB)	4h.31m.51.9s.	-	-	-

116 starters. 62 finishers. *Group winner. **Teams' Cup qualifier. ***F2 winner. MANUFACTURER'S REGISTERED DRIVER. Winner's average speed over stages 89.51kph.

Leading retirements

						Last stage completed
(3)	Richard BURNS/Robert Reid	GB	Subaru Impreza WRC2000	A	W25SRT (GB)	engine 10
(8)	Toni GARDEMEISTER/Paavo Lukander	FIN	SEAT Cordoba WRC	A	B2110WP (E)	turbocharger 9
(18)	Piero Liatti/Carlo Cassina	I	Ford Racing Focus WRC	A	V2FMC (GB)	engine 12
(20)	Michael Guest/David Green	AUS	Hyundai Accent WRC	A	V8MSD (GB)	suspension 1
(21)	Uwe Nittel/Detlef Ruf	D	Toyota Corolla WRC	A	K-AM783 (D)	accident 10
(22)	Piero Longhi/Lucio Baggio	I	Toyota Corolla WRC	A	K-AM449 (D)	accident 4
(23)	Gianfranco Cunico/Luigi Pirolo	I	Subaru Impreza WRC	A	S9SRT (GB)	engine 10
(24)	Henrik Lundgaard/Jens-Christian Anker	DK	Toyota Corolla WRC	A	K-AM781 (D)	accident 11
(27)	Hamed Al Wahaibi/Tony Sircombe	OM/NZ	Subaru Impreza WRC	A	W10ALL (GB)	accident ** 0
(30)	Markko Martin/Michael Park	EE/GB	Toyota Corolla WRC	A	K-AM934 (D)	accident 14
(34)	John Papadimitriou/Nik Petropoulos	GR	Subaru Impreza WRC	A	W9WRC (GB)	accident 0
(38)	Gabriel Pozzo/Fabian Cretu	RA	Mit. Lancer Evolution	N	BH019SH (I)	accident 0
(40)	Claudio Menzi/Edgardo Galindo	RA	Mit. Lancer Evolution	N	BH022SH (I)	accident 12
(42)	Kris Princen/Dany Colebunders	B	Renault Maxi Megane	A	HGA453 (B)	accident 4
(44)	Fabrice Morel/David Marty	F	Peugeot 206 WRC	A	206MTC75 (F)	engine 7
(45)	Philippe Bugalski/Jean-Paul Chiaroni	F	Citroen Saxo Kit Car	A	9054MV52 (F)	gear selection 6
(46)	Patrick Magaud/Guylene Brun	F	Ford Puma Kit Car	A	W441CPU (GB)	electrics 12

Rally leaders: Burns stage 1, Panizzi 2-17. Group N: Fiorio stages 1-8, Galli 9-12, Fiorio 13, Galli 14-17.

The Route	Special Stages	Total Distance	Crews Running	Leading special stage positions	1	2	3	4	5	6
Leg 1 Sanremo (Friday 0700) - (1-8) Sanremo - Sanremo - Sanremo - Sanremo (Friday 2034)	8 asphalt-144.12km	361.18km	91	Panizzi	5	4	2	2	-	-
Leg 2 Sanremo (Saturday 0630) - (9-14) Sanremo - Sanremo (Saturday 2202)	7 asphalt-161.12km	579.63km	63	Delecour	4	3	2	3	2	1
Leg 3 Sanremo (Sunday 0700) - (16+17) Colle S.Bartolomeo - Sanremo (Sunday 1204)	2 asphalt-41.06km	172.30km	62	Makinen	3	1	-	2	2	1
				Gronholm	1	3	2	1	1	1
				Burns	1	3	2	1	-	-
				Liatti	1	1	1	-	2	2
				Jean-Joseph	1	-	2	1	-	1
				Longhi	-	1	1	-	1	-
				Sainz	-	-	2	2	2	3
16 stages-346.30km 1103.56km				Group N: Galli won 7 stages, Fiorio 5, Trelles, Stohl & Danti 1 each. (SS17 not applicable)						

Stage 15 cancelled - too late. Weather: Leg 1 cloudy, Legs 2+3 dry and sunny. 1 stage in darkness.

Positions in World Championship for Rallies: Peugeot 90 points, Ford 88, Subaru 70, Mitsubishi 39, SEAT & Skoda 8, Hyundai 5.

Positions in World Championship for Drivers: Gronholm 49 points, Burns 44, C.McRae & Sainz 43, Makinen 32, Panizzi 21,

Delecour 19, Kankkunen 18, Rovanner 7, P.Solberg 6, etc.

Leading positions in FIA Cup for Production Car Drivers: Stohl 61 points, Trelles 54, Pozzo 22, Paasonen 21, Menzi 16, Galli & Ferreyros 14, Campos 13, Pykalisto 12, Nittel & Sanchez 10, etc.

Positions in FIA Teams' Cup: Toyota T. Saudi Arabia 38 points, Spike Subaru T. 36, F.Dor R.T. 26, Team Atakan 23, Arab World R.T. 20, Wiza TV Turning Point 10.

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(CORRECTED) ENTRY LIST

N.	Concorrente Competitor	Naz. Nat.	Equipaggio Crew	Priorità Priority	Naz. Nat.	Squadra Team	Vettura Car	Gr./Cl.
16	Peugeot Esso	F	Gronholm Marcus/Rautalainen Timo	FIA 1	FIN/FIN		Peugeot 206 WRC	A8
3	Subaru World Rally Team	GB	Burns Richard/Reid Robert	FIA 1 - M	GB/GB		Subaru Impreza WRC2000	A8
5	Ford Motor Co Ltd	GB	Mc Rae Colin/Grist Nick	FIA 1 - M	GB/GB		Ford Focus WRC	A8
6	Ford Motor Co Ltd	GB	Sainz Carlos/Moya Luis	FIA 1 - M	E/E		Ford Focus WRC	A8
1	Marlboro Mitsubishi Ralliart	GB	Makinen Tommi/Manninenmaki Risto	FIA 1 - M	FIN/FIN		Mitsubishi Lancer Evo	A8
9	Peugeot Esso	F	Delecour François/Grataloup Daniel	FIA 1 - M	F/F		Peugeot 206 WRC	A8
10	Peugeot Esso	F	Panizzi Gilles/Panizzi Herve	FIA 1 - M	F/F		Peugeot 206 WRC	A8
7	Seat Sport	E	Auriol Didier/Giraudet Denis	FIA 1 - M	F/F	Seat Sport	Seat Cordoba WRC E3	A8
2	Marlboro Mitsubishi Ralliart	GB	Loix Freddy/Smeets Sven	FIA 1 - M	B/B		Mitsubishi Carisma GT	A8
8	Seat Sport	E	Gardemeister Toni/Lukander Paavo	FIA 1 - M	FIN/FIN	Seat Sport	Seat Cordoba WRC E3	A8
11	Skoda Motorsport	CZ	Schwarz Armin/Hiemer Manfred	FIA 1 - M	D/D	Skoda Motorsport	Skoda Octavia WRC	A8
14	Hyundai Castrol World R.T.	GB	Eriksson Kenneth/Parmander Staffan	FIA 1 - M	S/S		Hyundai Accent	A8
18	Ford Motor Co Ltd	GB	Liatti Piero/Cassina Carlo	FIA 1	I/I		Ford Focus WRC	A8
4	Subaru World Rally Team	GB	Jean Joseph Simon/Boysere Jacques	FIA 1 - M	F/F		Subaru Impreza WRC2000	A8
15	Hyundai Castrol World R.T.	GB	Mc Rae Alister/Senior David	FIA 1 - M	GB/GB		Hyundai Accent	A8
12	Skoda Motorsport	CZ	Climent Luis/Romani Alex	FIA 1 - M	E/E	Skoda Motorsport	Skoda Octavia WRC	A8
19	Solberg Petter	N	Solberg Petter/Mills Philip	FIA 2	N/GB		Subaru Impreza WRC2000	A8
20	Hyundai Winfield World R.T.	GB	Guest Michael/Green David	FIA 2	AUS/AUS		Hyundai Accent	A8
21	Nittel Uwe	D	Nittel Uwe/Ruf Detlef	FIA 2	D/D		Toyota Corolla WRC	A8
22	H.F. Grifone	I	Longhi Piero/Baggio Lucio	FIA 2	I/I	Treviso Rally Team	Toyota Corolla WRC	A8
23	Almont Racing	I	Cunco Gianfranco/Pirolo Luigi	FIA 2	I/I	Almont Racing	Subaru Impreza WRC	A8
24	Lundgaard Henrik	DK	Lundgaard Henrik/Anker Jens Christian	FIA 2	DK/DK		Toyota Corolla WRC	A8
25	Rallart Italy	I	Aghini Andrea/D'Esposito Carlo	FIA 2	I/I		Mitsubishi Carisma GT	A8
26	Procar	I	Andreucci Paolo/Bernacchini Giovanni	FIA 2	I/I	Treviso Rally Team	Subaru Impreza WRC	A8
27	Arab World Rally Team	OM	Al-Wahabi Hamed/Sircombe Tony	FIA 2	OM/NZ	Allstars Rally Team	Subaru Impreza WRC	A8
28	Procar	I	Dallavilla Andrea/Fappani Danilo	FIA 2	I/I	Mirabella Millemiglia	Subaru Impreza WRC	A8
29	Team Atakan	TR	Yazici Serkan/Bodur Erkan	FIA 2	TR/TR		Toyota Corolla WRC	A8
30	Lukoil-Eos Rally Team	EE	Martin Markko/Park Michael	FIA 2	EE/GB	Lukoil-Eos Rally Team	Toyota Corolla WRC	A8
31	Toyota Team Saudi Arabia	SA	Bakhashab Abdullah/Willis Bobby	FIA 2	SA/GB	Toyota T. Saudi Arabia	Toyota Corolla WRC	A8
32	Frederic Dor Rally Team	GB	Dor Frederic/Breton Didier	FIA 2	F/F	Allstars Rally Team	Subaru Impreza WRC	A8
33	Stohl Manfred	A	Stohl Manfred/Muller Peter	FIA 2	A/A		Mitsubishi Lancer Evo	N4
34	Papadimitriou Ioannis	GR	Papadimitriou Ioannis/Petropoulos Nikolaos	FIA 2	GR/GR	Allstars Rally Team	Subaru Impreza WRC	A8
35	Marlboro Ford Mobil 1	GB	Kulig Janusz/Baran Jarek	FIA 2	PL/PL	Marlboro Ford Mobil 1	Ford Focus WRC	A8
36	Trelles Gustavo	ROU	Trelles Gustavo/Del Buono George	FIA 2	ROU/RA	Mauro Rally Tuning	Mitsubishi Lancer Evo	N4
37	Vieffcorse	I	Galli Gianluigi/Messina Maurizio	FIA 2	I/I		Mitsubishi Lancer Evo	N4
38	Pozzo Gabriel	RA	Pozzo Gabriel/Cretu Fabian	FIA 2	RA/RA		Mitsubishi Lancer Evo	N4
39	Ferreiros Ramon	PE	Ferreiros Ramon/Herrero Pablo	FIA 2	PE/B	Vidal Racing	Mitsubishi Lancer Evo	N4
40	Menzi Claudio	RA	Menzi Claudio/Galindo Edgardo	FIA 2	RA/RA		Mitsubishi Lancer Evo	N4
41	F. P. F. Sport	I	Travaglia Renato/Zanella Flavio	FIA 2	I/I		Peugeot 306 Kit	A7
42	T.Renault Sport Belgium	B	Princen Kris/Colebunders Dany	FIA 2	B/B	T.Renault Sport Belg.	Renault Megane Maxi	A7
43	Equipe de France FFSA	F	Loeb Sebastien/Elena Daniel	F/MC		Equipe de France FFSA	Toyota Corolla	A8
44	Equipe de France FFSA	F	Morel Fabrice/Marty David	F/F		Equipe de France FFSA	Peugeot 206 WRC	A8
45	Bugalski Philippe	F	Bugalski Philippe/Chiaroni Jean Paul	F/F			Citroen Saxo Kit Car	A6
46	Magaud Patrick	F	Magaud Patrick/Brun Guylene	F/F			Ford Puma	A6
47	Procar	I	Oldrati Diego/Materazzetti Alessandra	I/I		Mirabella Millemiglia	Subaru Impreza WRC	A8
48	Puras Jesus	E	Puras Jesus/Marti Marc	E/E			Citroen Saxo Kit Car	A6
49	Pedersoli Luca	I	Pedersoli Luca/Mazzon Nadia	I/I		Mirabella Millemiglia	Flat Punto Kit	A6
50	Sanfilippo Ignazio	E	Sanfilippo Ignazio/Medina Jose Vicente	E/E			Mitsubishi Carisma Evo	N4
51	Seat Sport Belgian Team	B	Verreydt Renaud/Elst Jean François	B/B		East Belgian R.T.	Seat Cordoba	A8
52	De Luca Michele	I	De Luca Michele/Minzoni Gabriele	I/I		Almont Racing	Subaru Impreza WRC	A8
53	Grlazine Stanislav	RUS	Grlazine Stanislav/Eremeev Dmitry		RUS/RUS		Mitsubishi Lancer Evo	N4
54	Pozzi Francesco	I	Pozzi Francesco/D'Amore Guido	I/I		Hawk Racing Club	Renault Megane Maxi	A7
55	MacHale Austin	IRL	MacHale Austin/Murphy Brian	IRL/IRL			Toyota Corolla WRC	A8
56	H.F. Grifone	I	Porro Pietro/Fedeli Simona	I/I			Toyota Corolla WRC	A8
57	H.F. Grifone	I	Baita Ettore/Brazzoli Enrico	I/I		Mirabella Millemiglia	Toyota Corolla WRC	A8
58	Maselli Andrea	I	Maselli Andrea/Arena Nicola	I/I		Rubicone Corse	Peugeot 106 Kit	A6
59	Kuchar Tomasz	PL	Kuchar Tomasz/Szczepanik Maciej	PL/PL			Toyota Corolla WRC	A8
70	Blair Andy	GB	Blair Andy/Harris Steve	GB/GB			Ford Escort WRC	A8
71	Baldacci Mirco	RSM	Baldacci Mirco/Barone Maurizio	RSM/I		San Marino	Renault Clio Williams	A7
72	Rallart Italy	I	Acerbis Guido/Mometti Roberto	I/I			Mitsubishi Carisma Evo	N4
73	Vagnini Jader	RSM	Vagnini Jader/Pollet Rudy	RSM/I		San Marino	Renault Megane Kit	A7

N.	Concorrente Competitor	Naz. Nat.	Equipaggio Crew	Priorità Priority	Naz. Nat.	Squadra Team	Vettura Car	Gr./Cl.
74	Errani Riccardo	I	Errani Riccardo/Casadio Stefano	I/I		Errani Team	Ford Escort Cosworth	A6
75	Dati Emanuele	I	Dati Emanuele/Merlin Marisa	I/I		Etruria	Mitsubishi Lancer Evo	N4
76	Rallart Italy	I	Florio Alessandro/Brambilla Vittorio	I/I			Mitsubishi Carisma Evo	N4
77	Bertuzzi Alessandro	I	Bertuzzi Alessandro/Segoloni Marco	I/I		Palazzina Sport	Mitsubishi Lancer Evo	N4
78	Cantamessa Luca	I	Cantamessa Luca/Capolongo Piercarlo	I/I		Meteco Corse	Flat Punto Kit	A6
79	Ferrara Italo	I	Ferrara Italo/Bobbio Gabriele	I/I		Alessandria Corse	Lancia Delta HF	A8
80	Deen Johan	NL	Deen Johan/Scholtalbers Harmen	NL/NL			Mitsubishi Lancer Evo	N4
81	Cortese Elio	I	Cortese Elio/Fortunato Monica	I/I		WSM Team Monaco	Mitsubishi Lancer Evo	N4
82	Marrini Stefano	I	Marrini Stefano/Agostinelli Massimiliano	I/I			Mitsubishi Lancer Evo	N4
83	Moore Richard	GB	Moore Richard/Kitson Jim	GB/GB			Mitsubishi Lancer Evo	N4
84	De Dominicis Alfredo	I	De Dominicis Alfredo/Mari Alessandro	I/I			Mitsubishi Lancer Evo	N4
85	Grossi Renzo	I	Grossi Renzo/Pasquall Angelo	I/I			Subaru Impreza Turbo	N4
86	Mango Alessandro	I	Mango Alessandro/Mango Mauro	I/I		AM Motor Sport	Mitsubishi Carisma GT	N4
87	Casotto Massimo	I	Casotto Massimo/Casotto Giancarlo	I/I		Dexters Racing Team	Mitsubishi Lancer	N4
88	Bolderheij Evert	NL	Bolderheij Evert/Reurings Antoon	NL/NL			Mitsubishi Carisma Evo	N4
89	Del Tenno Maurizio	I	Del Tenno Maurizio/Vanini Antonio	I/I		Stylcar Racing	Mitsubishi Lancer Evo	N4
90	Untott Raymond	AUS	Untott Raymond/Jackson Tony	AUS/AUS		ADR Motorsport	Mitsubishi Lancer Evo	N4
91	Morel Christian	F	Morel Christian/Morel Elisabeth	F/F			Citroen Zx	A7
92	Vita Gianluca	I	Vita Gianluca/Guglielmini Flavio	I/I		Hawk Racing Club	Renault Megane Kit Car	A7
93	Sciascia Patrizia	I	Sciascia Patrizia/Boero Patrizia	I/I		Alba Corse	Renault Clio Williams	A7
94	Pastore Guallero	I	Pastore Guallero/Tarrano Massimo	I/I		Pentathlon Autosport	Renault Clio Williams	A7
95	Puzar Alessandro	I	Puzar Alessandro/Magliano Enzo	I/I		Eurospeed Asstl	Renault Megane Maxi	A7
96	Grazioli Silvio	I	Grazioli Silvio/Ferrari Stefano	I/I		Europa Corse	Citroen Saxo	A6
97	Fontana Corrado	I	Fontana Corrado/Casazza Renzo	I/I		Treviso Rally Team	Flat Punto Kit	A6
98	Munaretto Enrica	I	Munaretto Enrica/Vittadello Mariagrazia	I/I		Power Car Team	Renault Megane Kit Car	A7
99	Canganì Norberto	I	Canganì Norberto/Settimo Daniele	I/I		Forze di Polizia	Renault Megane Kit Car	A7
100	Rovegno Gisella	I	Rovegno Gisella/De Pellegrin Veruschka	I/I		Del Grifone	Renault Clio Williams	A7
101	Dessi Marc	MC	Dessi Marc/Dessi Vanessa	MC/MC			Peugeot 205 GTI	A7
102	Tarantino Pasquale	I	Tarantino Pasquale/Colombo Fabio	I/I		Del Fiori	Renault Clio Williams	A7
103	Pagliero Paolo	I	Pagliero Paolo/Bessone Andrea	I/I		Biella Motor Team	Renault Clio Maxi	A7
104	Macaluso Stefano	I	Macaluso Stefano/Sinibaldi Stefano	I/I		R&D Motorsport	Flat Punto Kit	A6
105	Ameglio Danilo	I	Ameglio Danilo/Marinotto Massimo	I/I		Del Fiori	Peugeot 106 16V	A6
106	Macaluso Massimo	I	Macaluso Massimo/Celot Antonio	I/I		R&D Motorsport	Flat Punto Kit	A6
107	Durante Mauro	I	Durante Mauro/Trinchieri Paolo	I/I		Motori & Motori	Flat Punto Kit	A6
108	Villa Manuel	I	Villa Manuel/Gorni Andrea	I/I			Flat Punto Kit	A6
109	Flore Giuseppe	I	Flore Giuseppe/Garello Anna Maria	I/I		Alba Corse	Opel Corsa	A6
110	Mauger Simon	GB	Mauger Simon/Poxon Scott	GB/GB			Ford Puma	A6
111	Gal Alessandro	I	Gal Alessandro/Bianchino Raffaele	I/I		Pistola Corse Sport	Peugeot Maxi 106	A6
112	Scordato Pino	I	Scordato Pino/Fazzari Francesco	I/I		Del Fiori	Citroen Saxo	A6
113	Galaudo Franco	I	Galaudo Franco/Ciuffi Adriano	I/I		Moro Rally Sport	Peugeot 106	A5
114	Maccagnan Stefano	I	Maccagnan Stefano/Battisti Emanuele	I/I		A.S. Vimotorsport	Peugeot 106	A6
115	Lozza Eugenio	I	Lozza Eugenio/Florenzi Antonella	I/I		Clemme Racing	Renault Clio RS	N3
116	Carlsson Patrik	S	Carlsson Patrik/Honkanen Jukka	S/FIN			Peugeot 306	N3
117	Exton Charlie	GB	Exton Charlie/Emillani Suzanne	GB/GB			Honda Integra	N3
118	Tognozzi Gabriele	I	Tognozzi Gabriele/Vivarelli Alessandro	I/I		Gip Racing Don Carlos	Renault Clio	N3
119	Rossi Massimo	I	Rossi Massimo/Albertini Andrea	I/I		Movisport	Renault Clio	N3
120	Towab Saad	D	Diederich Lothar/Juchmes Thomas	D/D		MSC Oberhe	Peugeot 306	N3
121	Scotto Mauro	I	Scotto Mauro/Palino Massimo	I/I			Opel Astra GSI	N3
122	Semeraro Paolo	I	Semeraro Paolo/Garavaglia Paolo	I/I		Clemme Racing	Renault Clio Williams	N3
123	Orengo Giovanni	I	Orengo Giovanni/Brea Roberto	I/I		Sanremo Corse	Honda Civic	N2
124	Moretti Stefano	I	Moretti Stefano/Doglio Nicola	I/I			Peugeot 106 Rally	N2
125	Terpin Luigi	I	Terpin Luigi/Valle Enrico	I/I		Gorizia Corse	Citroen Saxo	N2
126	Mazzetti Stefano	I	Mazzetti Stefano/Di Tommaso Pierpaolo	I/I			Peugeot 106	N2
127	Lanza Giovanni Marco	I	Lanza Giovanni Marco/Morabito Sergio	I/I		Sanremo Corse	Honda Civic	N2
128	Serafini Federico	I	Serafini Federico/Sindoni Walter	I/I		Alba Corse	Opel Corsa GSI	N2
129	Radone Sisak Maria	H	Radone Sisak Maria/Benitsch Alexandra	H/H		Rado Rallye Team	Honda Civic	N2
130	Vida Walter	I	Vida Walter/Bevilacqua Simone	I/I		Gorizia Corse	Flat Cinquecento Sporting	N1
131	Cha Vittorio	I	Cha Vittorio/Campanello Luciano	I/I			Flat Selcenio Sporting	A5
132	Nerobutto Tiziano	I	Nerobutto Tiziano/Battisti Franco	I/I		Manghen Team	Flat Selcenio Sporting	A5
133	Sparaviero Fabrizio	I	Sparaviero Fabrizio/Petrelli Maurizio	I/I		Biemme Sport P.	Flat Cinquecento Sporting	N1
134	Bolla Riccardo	I	Bolla Riccardo/Lupi Giancarlo	I/I		Del Fiori	Peugeot 106 Rallye	N1
135	Orzini Mauro	I	Orzini Mauro/Ortada Claudia	I/I		Bagnolo Corse	Peugeot 106 Rallye	A5

RESULTS AFTER LEG 1

Pos	Nom	S	Concoursant/Conducteur	Nat	Classe	Vehicule/Vehicule	Temps	Per.	Totale	D. Prec.
1.	1.	1.	10	PANIZZI Gilles	F	Peugeot 206 Wrc	A8	1:35'59.3		
2.	2.	2.	9	DELECOUR Francois	F	Peugeot 206 Wrc	A8	1:36'14.7	16.4	
3.	3.	3.	3	GRATALOUP Daniel	F	Subaru Impreza Wrc2000	A8	1:36'25.8	26.5	
4.	4.	4.	6	BURNS Richard	GB					
5.	5.	5.	18	REID Robert	GB					
6.	6.	6.	16	SAINZ Carlos	E	Ford Focus Wrc	A8	1:36'51.6	52.3	
7.	7.	7.	1	MOYA Luis	I					
8.	8.	8.	5	LIATTI Piero	I	Ford Focus Wrc	A8	1:36'52.1	52.8	
9.	9.	9.	4	CASSINA Carlo	I					
10.	10.	10.	2	GRONHOLM Marcus	FIN	Peugeot 206 Wrc	A8	1:36'54.7	55.4	
11.	11.	11.	7	RAUTIAINEN Timo	FIN					
12.	12.	12.	19	MAKINEN Tommi	FIN	Mitsubishi Lancer Evo	A8	1:36'55.1	55.8	
13.	13.	13.	41	MANNINENMAKI Risto	FIN					
14.	14.	13.	11	MC RAE Colin	GB	Ford Focus Wrc	A8	1:37'08.6	1'09.3	
15.	15.	14.	23	GRIST Nick	GB					
16.	16.	15.	17	JEAN JOSEPH Simon	F	Subaru Impreza Wrc2000	A8	1:37'18.4	1'19.1	
17.	17.	16.	20	BOYERE Jacques	F					
18.	18.	17.	21	LOIX Freddy	B	Mitsubishi Carisma Gt	A8	1:37'33.4	1'34.1	
19.	19.	18.	22	SMETS Sven	B					
20.	20.	19.	24	AURIOL Didier	F	Seat Cordoba Wrc E3	A8	1:37'37.0	1'37.7	
21.	21.	20.	25	GIRAUDOT Denis	F	SEAT SPORT	A8	1:37'43.0	1'44.4	
22.	22.	12.	19	SOLBERG Petter	N	Subaru Impreza Wrc2000	A8	1:38'11.0	2'11.7	
23.	23.	13.	1	MILLS Philip	GB					
24.	24.	14.	2	TRAVAGLIA Renato	I	Peugeot 306	A7	1:38'18.2	2'18.9	
25.	25.	15.	3	ZANELLA Flavio	I					
26.	26.	16.	4	SCHWARZ Armin	D	Skoda Octavia Wrc	A8	1:38'18.8	2'19.5	
27.	27.	17.	5	HEIMER Manfred	D	SKODA MOTORSPORT	A8	1:38'19.9	2'20.6	
28.	28.	18.	6	CUNICO Gianfranco	I	Subaru Impreza Wrc	A8	1:38'20.9	2'21.6	
29.	29.	19.	7	PIROLLO Luigi	I	ALMONT RACING	A8	1:38'21.9	2'22.6	

RESULTS AFTER LEG 2

POS	NOM	S	CONCOURSANT/CONDUCTEUR	NAT	CLASSE	VEHICULE/VEHICULE	TEMPO	PS	PER.	TOTALE	DIST.	D. PREC.	DELTA	D. PREC.
1.	1.	1.	10	PANIZZI Gilles	F	Peugeot 206 Wrc	A8	3:23'58.8						
2.	2.	2.	9	DELECOUR Françoise	F	Peugeot 206 Wrc	A8	3:24'20.2	21.4					
3.	3.	3.	1	MAKINEN Tommi	FIN	Mitsubishi Lancer Evo	A8	3:24'57.3	58.5					
4.	4.	4.	16	GRONHOLM Marcus	FIN	Peugeot 206 Wrc	A8	3:24'59.0	1'00.2					
5.	5.	5.	6	SAINZ Carlos	E	Ford Focus Wrc	A8	3:25'10.9	1'12.1					
6.	6.	6.	5	MC RAE Colin	GB	Ford Focus Wrc	A8	3:25'40.2	1'41.4					
7.	7.	7.	4	JEAN JOSEPH Simon	F	Subaru Impreza Wrc2000	A8	3:25'54.7	1'55.9					
8.	8.	8.	2	LOIX Freddy	B	Mitsubishi Carisma Gt	A8	3:26'22.7	2'23.9					
9.	9.	9.	19	SOLBERG Petter	N	Subaru Impreza Wrc2000	A8	3:26'32.2	2'33.4					
10.	10.	10.	43	LOEB Sebastian	F	Toyota Corolla Wrc	A8	3:27'21.8	3'23.0					
11.	11.	11.	41	TRAVAGLIA Renato	I	EQUIPE DE FRANC Peugeot 306	A7	3:27'53.9	3'55.1					
12.	12.	11.	11	SCHWARZ Armin	D	Skoda Octavia Wrc	A8	3:28'53.8	4'55.0					
13.	13.	12.	30	MARTIN Markko	GB	Subaru Impreza Wrc	A8	3:29'57.8	5'59.0					
14.	14.	13.	28	DALLAVILLA Andrea	I	Subaru Impreza Wrc	A8	3:30'09.6	6'10.8					
15.	15.	14.	12	ROMANI Alex	E	SKODA OCTAVIA WRC MIRABELLA MILLE	A8	3:32'13.8	8'15.0					



42° RALLYE SANREMO

RALLYE D'ITALIA 20-22 OTTOBRE 2000



CLASSIFICA FINALE UFFICIALE

OFFICIAL FINAL CLASSIFICATION

CLASSEMENT FINAL OFFICIEL

Doc. No. 13.4

POS	NOM	S	CONCOURSANT/CONDUCTEUR	NAT	CLASSE	VEHICULE/VEHICULE	TEMPO	PS	PER.	TOTALE	DIST.	D. PREC.	DELTA	D. PREC.
			CONCURRENT/DRIVERS	NAT	POS	CIA VOITURE/ECURIE	TIME	TEMP	ES	TOTAL	ECART	P. FAV.		P. FAV.
1	10	1	PEUGEOT ESSO PAULIER Gilles PAULIER Marcel	F	A	1 Peugeot 206 Wrc	3:52'07.3			3:52'07.3	0'00.0	0'00.0		
2	9	2	PEUGEOT ESSO DELECOUR Francois GRATIAUX Daniel	F	A	2 Peugeot 206 Wrc	3:52'24.1			3:52'24.1	0'16.8	0'16.8		
3	1	3	MARLBORO MITSUBISHI R. MAXIMIN Tomi MANNINEMAKI Risto	GB	A	3 Mitsubishi Lancer Evo	3:53'00.3			3:53'00.3	0'53.0	0'36.2		
4	16	4	PEUGEOT ESSO GRONHOLO Marcus RAUTIAINEN Timo	F	A	4 Peugeot 206 Wrc	3:53'09.6			3:53'09.6	1'02.3	0'09.3		
5	6	5	FORD MOTOR CO LTD SAINZ Carlos MOYA Luis	GB	A	5 Ford Focus Wrc	3:53'18.6			3:53'18.6	1'11.3	0'09.0		
6	5	6	FORD MOTOR CO LTD MC RAE Colin CRIST Nick	GB	A	6 Ford Focus Wrc	3:53'47.3			3:53'47.3	1'40.0	0'28.7		
7	4	7	SUBARU WORLD RALLY TEAM JEAN JOSEPH Sileon BOYER Jacques	GB	A	7 Subaru Impreza Wrc2000	3:54'04.0			3:54'04.0	1'56.7	0'16.7		
8	2	8	MARLBORO MITSUBISHI R. LOIX Freddy SMETS Sven	GB	A	8 Mitsubishi Carisma Gt	3:54'30.3			3:54'30.3	2'23.0	0'26.3		
9	19	9	GOLDBERG Petter GOLDBERG Petter MILLS Philip	N	A	9 Subaru Impreza Wrc2000	3:54'39.0			3:54'39.0	2'31.7	0'08.7		
10	43	10	EQUIPE DE FRANCE FFSA LOEB Sebastian ELZMA Daniel	F	A	10 Toyota Corolla Wrc	3:55'41.7			3:55'41.7	3'34.4	1'02.7		
11	41	11	F. P. F. SPORT TRAVAGLIA Renato ZANELLA Flavio	I	A	11 Peugeot 306	3:56'38.3			3:56'38.3	4'13.0	0'36.2		
12	11	12	SKODA MOTORSPORT SCHWARZ Armin HIDMER Manfred	CZ	A	12 Skoda Octavia Wrc	3:57'20.4			3:57'20.4	5'13.1	1'02.1		
13	28	13	PROCAR DANIELAVELA Andrea FAPPANI Danilo	I	A	13 Subaru Impreza Wrc	3:58'50.9			3:58'50.9	6'43.6	1'30.5		
14	12	14	SKODA MOTORSPORT CLIMENT Luis ROMANI Alex	CZ	A	14 Skoda Octavia Wrc	4:00'51.3			4:00'51.3	8'44.0	2'00.4		
15	25	15	PALANTINI ITALY AGHINI Andrea D'ESPOSITO Dario	I	A	15 Mitsubishi Carisma Gt	4:01'02.3			4:01'02.3	8'55.0	0'11.0		
16	15	16	HYUNDAI CASTROL WORLD RT MC RAE Kallister SEJOUR David	GB	A	16 Hyundai Accent	4:01'14.2	0'20		4:01'34.2	9'26.9	0'51.9		
17	7	17	SEAT SPORT AURIOL Didier GIRAUDET Denis	E	A	17 Seat Cordoba Wrc E3	4:02'21.7			4:02'21.7	10'14.4	0'47.5		
18	47	18	PROCAR GUERRATI Diego MATERAZZETTI Alessandra	I	A	18 Subaru Impreza Wrc	4:03'00.3			4:03'00.3	10'53.0	0'38.0		
19	51	19	SEAT SPORT BELGIAN TEAM VERREYDT Renaud ELEY Jean Francois	B	A	19 Seat Cordoba	4:03'40.0			4:03'40.0	11'32.7	0'39.7		
20	35	20	MARLBORO FORD MOBIL 1 KULIG Janusz BAKAR Jarek	GB	A	20 Ford Focus Wrc	4:04'25.4			4:04'25.4	12'18.1	0'45.4		
21	29	21	TEAM ATANAN VASICI Serkan BOZUR Serkan	TR	A	21 Toyota Corolla Wrc	4:06'43.1			4:06'43.1	14'35.8	2'17.7		
22	37	22	VEEFECORSE S.R.L. GALLI Gianluigi MESSINA Maurizio	I	A	22 Mitsubishi Lancer Evo	4:09'44.6			4:09'44.6	17'37.3	3'01.5		
23	76	23	PALLANTINI ITALY FIURIO Alessandro CANTONI Enrico	I	A	23 Mitsubishi Carisma Gt	4:10'21.8			4:10'21.8	18'14.5	0'37.2		
24	36	24	TRELLES Gustavo TRELLES Gustavo DEL BUONO George	ROU	A	24 Mitsubishi Lancer Evo	4:10'57.8	0'30		4:11'27.8	19'20.5	1'06.0		
25	33	25	STOHL Manfred STOHL Manfred MULLER Peter	A	N	4 Mitsubishi Lancer Evo	4:11'31.2			4:11'31.2	19'23.9	0'03.4		
26	39	26	FERREYROS Ramon FERREYROS Ramon HERAERO Pablo	PE	N	5 Mitsubishi Lancer Evo	4:12'33.7			4:12'33.7	20'26.6	1'02.5		
27	52	27	DE LUCA Michele MINZONI Gabriele	I	A	22 Subaru Impreza Wrc	4:12'41.1			4:12'41.1	20'33.8	0'07.4		
28	75	28	DATI Emanuele Dati Emanuele MERLIN Maria	I	N	6 Mitsubishi Lancer Evo	4:13'24.2			4:13'24.2	21'16.9	0'43.1		
29	45	29	PEDERSOLI Luca PEDERSOLI Luca MAZZON Nadia	I	A	23 Fiat Punto Kit	4:14'00.4			4:14'00.4	21'53.1	0'36.2		
30	102	30	TABANTINO Pasquale TABANTINO Pasquale CANTANESCA Fabio	I	A	24 Renault Clio Williams	4:16'14.7	0'20		4:16'34.7	24'27.4	3'23.3		
31	78	31	CANTANESCA Luca CANTANESCA Luca	I	A	25 Fiat Punto Kit	4:18'04.0			4:18'04.0	25'56.7	1'29.3		

32	53	32	Renault Clio Williams <th>I</th> <th>A</th> <th>32 Renault Clio Williams</th> <th>4:19'03.4</th> <th></th> <th></th> <th>4:19'03.4</th> <th>27'16.1</th> <th>3'39.4</th> <th></th> <th></th>	I	A	32 Renault Clio Williams	4:19'03.4			4:19'03.4	27'16.1	3'39.4		
33	81	33	Mitsubishi Lancer Evo <th>I</th> <th>A</th> <th>33 Mitsubishi Lancer Evo</th> <th>4:19'52.6</th> <th></th> <th></th> <th>4:19'52.6</th> <th>27'48.3</th> <th>0'09.2</th> <th></th> <th></th>	I	A	33 Mitsubishi Lancer Evo	4:19'52.6			4:19'52.6	27'48.3	0'09.2		
34	50	34	Mitsubishi Carisma Gt <th>E</th> <th>A</th> <th>34 Mitsubishi Carisma Gt</th> <th>4:20'01.9</th> <th></th> <th></th> <th>4:20'01.9</th> <th>27'51.6</th> <th>0'09.3</th> <th></th> <th></th>	E	A	34 Mitsubishi Carisma Gt	4:20'01.9			4:20'01.9	27'51.6	0'09.3		
35	48	35	Citroen Saxo Kit Car <th>E</th> <th>A</th> <th>35 Citroen Saxo Kit Car</th> <th>4:20'39.6</th> <th></th> <th></th> <th>4:20'39.6</th> <th>28'32.3</th> <th>0'37.7</th> <th></th> <th></th>	E	A	35 Citroen Saxo Kit Car	4:20'39.6			4:20'39.6	28'32.3	0'37.7		
36	94	36	Renault Clio Williams <th>I</th> <th>A</th> <th>36 Renault Clio Williams</th> <th>4:23'38.2</th> <th></th> <th></th> <th>4:23'38.2</th> <th>31'30.3</th> <th>2'58.6</th> <th></th> <th></th>	I	A	36 Renault Clio Williams	4:23'38.2			4:23'38.2	31'30.3	2'58.6		
37	53	37	Mitsubishi Lancer Evo <th>RUB</th> <th>A</th> <th>37 Mitsubishi Lancer Evo</th> <th>4:23'46.0</th> <th></th> <th></th> <th>4:23'46.0</th> <th>31'38.7</th> <th>0'07.8</th> <th></th> <th></th>	RUB	A	37 Mitsubishi Lancer Evo	4:23'46.0			4:23'46.0	31'38.7	0'07.8		
38	74	38	Ford Escort Cosworth <th>I</th> <th>A</th> <th>38 Ford Escort Cosworth</th> <th>4:24'45.2</th> <th></th> <th></th> <th>4:24'45.2</th> <th>32'37.9</th> <th>0'59.2</th> <th></th> <th></th>	I	A	38 Ford Escort Cosworth	4:24'45.2			4:24'45.2	32'37.9	0'59.2		
39	77	39	Mitsubishi Lancer Evo <th>I</th> <th>A</th> <th>39 Mitsubishi Lancer Evo</th> <th>4:25'23.9</th> <th></th> <th></th> <th>4:25'23.9</th> <th>33'16.6</th> <th>0'38.7</th> <th></th> <th></th>	I	A	39 Mitsubishi Lancer Evo	4:25'23.9			4:25'23.9	33'16.6	0'38.7		
40	110	40	Ford Puma <th>GB</th> <th>A</th> <th>40 Ford Puma</th> <th>4:26'05.3</th> <th></th> <th></th> <th>4:26'05.3</th> <th>33'58.0</th> <th>0'41.4</th> <th></th> <th></th>	GB	A	40 Ford Puma	4:26'05.3			4:26'05.3	33'58.0	0'41.4		
41	85	41	Subaru Impreza Turbo <th>I</th> <th>A</th> <th>41 Subaru Impreza Turbo</th> <th>4:27'58.8</th> <th></th> <th></th> <th>4:27'58.8</th> <th>35'51.3</th> <th>1'53.5</th> <th></th> <th></th>	I	A	41 Subaru Impreza Turbo	4:27'58.8			4:27'58.8	35'51.3	1'53.5		
42	80	42	Mitsubishi Lancer Evo <th>NU</th> <th>A</th> <th>42 Mitsubishi Lancer Evo</th> <th>4:28'26.9</th> <th></th> <th></th> <th>4:28'26.9</th> <th>36'19.6</th> <th>0'28.1</th> <th></th> <th></th>	NU	A	42 Mitsubishi Lancer Evo	4:28'26.9			4:28'26.9	36'19.6	0'28.1		
43	108	43	Fiat Punto Kit <th>I</th> <th>A</th> <th>43 Fiat Punto Kit</th> <th>4:29'51.8</th> <th></th> <th></th> <th>4:29'51.8</th> <th>37'44.5</th> <th>1'24.9</th> <th></th> <th></th>	I	A	43 Fiat Punto Kit	4:29'51.8			4:29'51.8	37'44.5	1'24.9		
44	31	44	Toyota Corolla Wrc <th>SA</th> <th>A</th> <th>44 Toyota Corolla Wrc</th> <th>4:26'43.8</th> <th></th> <th></th> <th>4:26'43.8</th> <th>38'46.5</th> <th>1'02.0</th> <th></th> <th></th>	SA	A	44 Toyota Corolla Wrc	4:26'43.8			4:26'43.8	38'46.5	1'02.0		
45	14	45	Hyundai Accent <th>GB</th> <th>A</th> <th>45 Hyundai Accent</th> <th>4:33'41.9</th> <th></th> <th></th> <th>4:33'41.9</th> <th>39'44.6</th> <th>0'58.1</th> <th></th> <th></th>	GB	A	45 Hyundai Accent	4:33'41.9			4:33'41.9	39'44.6	0'58.1		
46	115	46	Renault Clio Wrc <th>I</th> <th>A</th> <th>46 Renault Clio Wrc</th> <th>4:33'05.4</th> <th></th> <th></th> <th>4:33'05.4</th> <th>40'58.1</th> <th>1'13.5</th> <th></th> <th></th>	I	A	46 Renault Clio Wrc	4:33'05.4			4:33'05.4	40'58.1	1'13.5		
47	134	47	Peugeot 106 <th>I</th> <th>A</th> <th>47 Peugeot 106</th> <th>4:37'29.2</th> <th></th> <th></th> <th>4:37'29.2</th> <th>45'21.9</th> <th>4'23.8</th> <th></th> <th></th>	I	A	47 Peugeot 106	4:37'29.2			4:37'29.2	45'21.9	4'23.8		
48	66	48	Mitsubishi Carisma Gt <th>I</th> <th>A</th> <th>48 Mitsubishi Carisma Gt</th> <th>4:38'02.1</th> <th></th> <th></th> <th>4:38'02.1</th> <th>45'54.8</th> <th>0'32.9</th> <th></th> <th></th>	I	A	48 Mitsubishi Carisma Gt	4:38'02.1			4:38'02.1	45'54.8	0'32.9		
49	89	49	Mitsubishi Lancer Evo <th>I</th> <th>A</th> <th>49 Mitsubishi Lancer Evo</th> <th>4:38'19.8</th> <th></th> <th></th> <th>4:38'19.8</th> <th>46'42.5</th> <th>0'47.7</th> <th></th> <th></th>	I	A	49 Mitsubishi Lancer Evo	4:38'19.8			4:38'19.8	46'42.5	0'47.7		
50	127	50	Honda Civic <th>I</th> <th>A</th> <th>50 Honda Civic</th> <th>4:39'19.9</th> <th></th> <th></th> <th>4:39'19.9</th> <th>47'12.6</th> <th>0'30.1</th> <th></th> <th></th>	I	A	50 Honda Civic	4:39'19.9			4:39'19.9	47'12.6	0'30.1		
51	111	51	Peugeot Maxi 106 <th>I</th> <th>A</th> <th>51 Peugeot Maxi 106</th> <th>4:39'26.8</th> <th></th> <th></th> <th>4:39'26.8</th> <th>47'19.5</th> <th>0'08.9</th> <th></th> <th></th>	I	A	51 Peugeot Maxi 106	4:39'26.8			4:39'26.8	47'19.5	0'08.9		
52	90	52	Pistola Corse Sport <th>AUS</th> <th>A</th> <th>52 Pistola Corse Sport</th> <th>4:40'38.7</th> <th></th> <th></th> <th>4:40'38.7</th> <th>48'41.4</th> <th>1'21.5</th> <th></th> <th></th>	AUS	A	52 Pistola Corse Sport	4:40'38.7			4:40'38.7	48'41.4	1'21.5		
53	106	53	Fiat Punto Kit <th>I</th> <th>A</th> <th>53 Fiat Punto Kit</th> <th>4:40'56.4</th> <th></th> <th></th> <th>4:40'56.4</th> <th>49'59.1</th> <th>1'17.7</th> <th></th> <th></th>	I	A	53 Fiat Punto Kit	4:40'56.4			4:40'56.4	49'59.1	1'17.7		
54	134	54	Peugeot 106 Rallye <th>I</th> <th>A</th> <th>54 Peugeot 106 Rallye</th> <th>4:40'48.3</th> <th></th> <th></th> <th>4:40'48.3</th> <th>51'41.0</th> <th>1'41.9</th> <th></th> <th></th>	I	A	54 Peugeot 106 Rallye	4:40'48.3			4:40'48.3	51'41.0	1'41.9		
55	125	55	Citroen Saxo <th>I</th> <th>A</th> <th>55 Citroen Saxo</th> <th>4:44'21.2</th> <th></th> <th></th> <th>4:44'21.2</th> <th>52'13.9</th> <th>0'32.9</th> <th></th> <th></th>	I	A	55 Citroen Saxo	4:44'21.2			4:44'21.2	52'13.9	0'32.9		
56	124	56	Peugeot 106 Rallye <th>I</th> <th>A</th> <th>56 Peugeot 106 Rallye</th> <th>4:45'52.9</th> <th></th> <th></th> <th>4:45'52.9</th> <th>53'45.6</th> <th>1'31.7</th> <th></th> <th></th>	I	A	56 Peugeot 106 Rallye	4:45'52.9			4:45'52.9	53'45.6	1'31.7		
57	120	57	Peugeot 306 <th>D</th> <th>A</th> <th>57 Peugeot 306</th> <th>4:49'16.5</th> <th></th> <th></th> <th>4:49'16.5</th> <th>57'09.2</th> <th>3'23.6</th> <th></th> <th></th>	D	A	57 Peugeot 306	4:49'16.5			4:49'16.5	57'09.2	3'23.6		
58	126	58	Peugeot 106 <th>I</th> <th>A</th> <th>58 Peugeot 106</th> <th>4:49'19.8</th> <th></th> <th></th> <th>4:49'19.8</th> <th>57'12.5</th> <th>0'03.3</th> <th></th> <th></th>	I	A	58 Peugeot 106	4:49'19.8			4:49'19.8	57'12.5	0'03.3		
59	123	59	Renault Clio Williams <th>I</th> <th>A</th> <th>59 Renault Clio Williams</th> <th>4:55'22.0</th> <th></th> <th></th> <th>4:55'22.0</th> <th>1'03'14.7</th> <th>6'02.2</th> <th></th> <th></th>	I	A	59 Renault Clio Williams	4:55'22.0			4:55'22.0	1'03'14.7	6'02.2		
60	123	60	Honda Civic <th>I</th> <th>A</th> <th>60 Honda Civic</th> <th>5:00'59.6</th> <th></th> <th></th> <th>5:00'59.6</th> <th>1'08'52.3</th> <th>5'37.6</th> <th></th> <th></th>	I	A	60 Honda Civic	5:00'59.6			5:00'59.6	1'08'52.3	5'37.6		
61	133	61	Peugeot 106 <th>I</th> <th>A</th> <th>61 Peugeot 106</th> <th>5:33'34.7</th> <th></th> <th></th> <th>5:33'34.7</th> <th>1'43'17.4</th> <th>3'42.1</th> <th></th> <th></th>	I	A	61 Peugeot 106	5:33'34.7			5:33'34.7	1'43'17.4	3'42.1		
62	130	62	Peugeot 106 <th>I</th> <th>A</th> <th>62 Peugeot 106</th> <th>5:40'16.0</th> <th></th> <th></th> <th>5:40'16.0</th> <th>1'52'59.0</th> <th>9'41.6</th> <th></th> <th></th>	I	A	62 Peugeot 106	5:40'16.0			5:40'16.0	1'52'59.0	9'41.6		

ESPOSTO ORE: 16.45
 POSTO A: 16.45
 AFFICHE A: 16.45

IL DIRETTORE D.G.
 THE CLERK OF T.C.
 LE DIRECTEUR D.L.C.

IL COMMISSARI SPORTIVI
 THE STEWARDS OF THE MEETING
 LE COMMISSAIRES SPORTIFS

* Su riserva di ulteriori verifiche della FIA
 Subject to further scrutineering by the FIA
 Sous réserve de vérifications ultérieures par la FIA

