

# 46è Ralli Osona

## General Provisional 1a 2a secció

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POS	DORS	PILOT	COPILOT	VEHICLE	Equip	GR	RATIO	TOTAL	PEN	A1.1	A1.2	A1.3	A1.4	A1.5	B2.1	B2.2	B2.3	B2.4	B2.5	B2.6	B2.7	B2.8	C3.1	C3.2	C3.3	C3.4	C3.5	C3.6	POS	DORS
<b>1</b>	79	Jordi Blancafort Torras	Josep Cabani Roquet	Volkswagen Golf GTI 1.8 Mk I	RSS	H1	1.52	<b>50.3</b>	0	-1.3	0.4	1.0	0.8	2.4	-1.1	-0.6	-1.1	-2.1	-2.9	-3.7	-3.9	-2.3	0.8	1.4	1.0	1.2	0.4	0.8	1	<b>79</b>
<b>2</b>	73	Joaquim Gummà Roura	Gerard Gummà Brugués	BMW 323 i	RSS	H2	2.34	<b>77.1</b>	0	-1.1	-1.2	1.2	-3.6	-3.0	-2.1	-1.8	-2.9	-3.7	-5.1	-7.1	-6.1	-5.1	0.4	-0.8	-2.0	-2.0	-3.2	-4.8	2	<b>73</b>
<b>3</b>	72	Xavi Domingo Manero	Narcis Condom Cassu	Porsche 911 Carrera	RSS	H2	2.71	<b>99.3</b>	10	-0.5	-0.6	-0.2	-1.0	-1.0	-1.1	-1.0	-1.9	-2.1	-3.7	-4.7	-6.3	-5.3	0.4	0.8	0.2	0.6	0.4	0.0	3	<b>72</b>
<b>4</b>	77	Albert Casadevall Ballada	Carles Terrades Ferrermoner	BMW 325 i X	RSS	H2	2.15	<b>130.9</b>	60	-0.5	0.6	-1.8	-2.8	0.4	-3.3	-2.2	-1.7	-3.5	-5.7	-7.1	-3.7	-4.9	-0.6	0.8	0.4	-0.0	-0.2	-2.8	4	<b>77</b>
<b>5</b>	74	Joan Miquel Sanchez Castañeda	Joan Font Soler	Volkswagen Golf GTI 1.8 Mk I	RSS	H1	4.02	<b>132.5</b>	0	-0.9	-0.4	-2.6	-0.8	-0.2	-8.1	0.8	9.3	9.9	7.3	4.5	10.5	15.7	0.4	-3.8	-4.0	-4.2	-6.0	-4.6	5	<b>74</b>
<b>6</b>	76	Narcis Pou Carbó	Marc Vila Casadevall	Lancia Delta HF Integrale	RSS	H3	2.25	<b>134.1</b>	60	-0.3	-0.4	-0.0	-2.0	2.4	0.3	-0.6	-1.5	-1.9	-3.9	-5.7	-6.9	-6.9	0.6	-0.0	-0.4	-1.2	-1.4	-3.0	6	<b>76</b>
<b>7</b>	83	Pere Piñero Guerrero	Francisco Piñero Guerrero	Alfa Romeo - Alfeta GTV 6 2,5	RS	H4	4.55	<b>150.3</b>	0	1.7	3.2	1.2	2.1	11.6	-0.9	-1.2	3.8	7.2	2.8	0.5	-3.7	-5.6	0.1	-0.9	-7.6	-8.0	-8.4	-6.9	7	<b>83</b>
<b>8</b>	75	Francesc Casaponsa Simats	Albert Casaponsa Sacrets	Alfa Romeo Giulia Super 1,6	RSS	H1	3.86	<b>197.3</b>	70	-0.9	-1.0	1.0	-0.2	4.6	-2.1	-2.0	-4.5	-5.1	-5.7	-5.9	-8.7	-7.3	-1.6	-2.2	-2.4	-3.2	-4.2	-5.2	8	<b>75</b>
<b>9</b>	81	Fermi Ribera Aguilera	Joan Ignasi Fernandez Ventura	Nissan Fairlady 300 ZX	RS	H4	6.39	<b>210.9</b>	0	-2.5	-4.6	-0.8	-4.7	-2.8	-20.1	-17.8	-12.4	-15.0	-11.6	-13.9	-7.4	-4.4	-1.5	-2.3	-2.8	-7.2	-9.0	-7.5	9	<b>81</b>
<b>10</b>	78	Jordi Casademunt Campas	Marc Casademunt Campas	Golf GTI 1.8 Mk I	RSS	H1	10.86	<b>358.3</b>	0	-10.1	-9.8	-10.4	-10.2	1.6	-12.9	-22.8	-26.1	-23.9	-16.7	-15.7	-25.1	-33.1	-0.4	-0.6	-4.6	-6.6	-5.4	-6.2	10	<b>78</b>
<b>11</b>	82	Jordi Ibarra Ordoñez	Marta Ibarra Ordoñez	Seat 127 Fura	RS	H4	11.45	<b>378.0</b>	0	-0.9	-1.4	-1.4	-3.7	-2.4	-14.3	-12.0	-13.6	-23.2	-32.4	-35.9	-37.8	-22.2	-6.3	-9.7	-17.2	-20.6	-21.4	-18.9	11	<b>82</b>
<b>12</b>	80	Pere Serrat Puig	Pere Serrat Prats	Lancia Beta Montecarlo	RSS	H1	89.18	<b>2943.1</b>	0	-21.9	-25.0	-31.6	-46.4	-41.2	-31.3	-8.8	-10.5	-19.1	-18.9	-20.3	-38.7	-53.1	-21.0	-27.2	-37.6	-43.2	-44.8	-38.4	12	<b>80</b>

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POS	DORS	B2.1 PK 2,44	B2.2 PK 3,89	B2.3 PK 5,91	B2.4 PK 7,78	B2.5 PK 8,98	B2.6 PK 9,44	B2.7 PK 11,25	B2.8 PK 12,56	C3.1 PK 2,35	C3.2 PK 3,20	C3.3 PK 4,14	C3.4 PK 5,15	C3.5 PK 5,98	C3.6 PK 7,10	POS	DORS
<b>1</b>	79	-2.9	-0.8	-0.8	-0.8	-2.4	-2.5	-1.6	-2.6	0.0	1.6	1.5	1.7	1.5	0.4	1	<b>79</b>
<b>2</b>	73	-1.3	-1.2	-1.8	-1.4	-3.2	-1.5	-3.6	-2.2	0.8	0.6	0.9	-0.1	-0.5	-0.8	2	<b>73</b>
<b>3</b>	72	-2.5	-2.8	-4.6	-3.8	-7.2	-9.7	-11.0	-10.2	1.0	1.2	1.3	0.9	0.9	0.4	3	<b>72</b>
<b>4</b>	77	-3.9	-1.4	-2.8	-2.2	-2.8	-4.5	-3.2	-3.0	1.0	1.4	-0.3	-0.1	-0.1	1.2	4	<b>77</b>
<b>5</b>	74	-1.7	-2.0	-2.8	-1.8	-3.4	-6.9	-5.4	-5.2	0.8	1.0	-0.3	-1.5	-1.9	-3.8	5	<b>74</b>
<b>6</b>	76	-1.7	-0.8	-2.0	-2.4	-4.0	-4.9	-7.6	-6.6	1.4	0.6	0.3	0.1	-1.1	-1.2	6	<b>76</b>
<b>7</b>	83	-4.7	-4.8	1.3	15.1	14.2	12.2	6.4	6.4	0.9	-0.5	2.0	0.5	-0.0	-3.9	7	<b>83</b>
<b>8</b>	75	-1.3	-1.4	-4.6	-5.4	-6.4	-8.1	-9.8	-9.4	1.8	0.4	0.3	-3.1	-3.5	-4.0	8	<b>75</b>
<b>9</b>	81	-1.7	-2.6	-3.1	-2.9	-5.8	-10.4	-10.0	-8.6	-0.3	-1.1	-3.2	-3.2	-5.6	-4.1	9	<b>81</b>
<b>10</b>	78	-10.3	-13.6	-11.0	-8.8	0.0	0.7	-7.2	-14.0	-3.6	-4.4	-9.5	-11.5	-12.5	-9.0	10	<b>78</b>
<b>11</b>	82	-4.1	-3.8	-4.9	-7.7	-9.8	-11.8	-12.6	-11.8	-0.1	-1.3	-1.6	-2.0	-3.9	-7.3	11	<b>82</b>
<b>12</b>	80	306.7	289.4	275.4	274.6	275.8	273.9	254.0	239.6	-15.2	-20.2	-28.3	-32.9	-37.1	-41.0	12	<b>80</b>