

LUECKENDORFER 2012

Analisi PROGRESSIVI - ASSOLUTA

			T1	a g c	T2	a g c	STOP	a g c
1. Antonio Marchese	Ford Escort Gabat	E1 3.0+	26"913	3 2 2	56"825	1 1 1	1' 19"775	1 1 1
2. Claudio Pizzolato	Ford Escort Gabat	E1 3.0+	27"202	6 5 5	57"250	4 4 4	1' 19"859	2 2 2
3. Tino Natoli	Ford Escort Gabat	E1 3.0+	27"100	4 3 3	56"958	2 2 2	1' 20"365	3 3 3
4. Salvo Pantano	Mercedes 190 - Judd	E1 3.0+	25"834	1 1 1	56"961	3 3 3	1' 20"608	4 4 4
5. Stefano Dal Zot	Lamb. Gallardo LP560-4	T 3.0+	26"876	2 1 1	57"827	5 1 1	1' 22"113	5 1 1
6. Francesco Gervasi	Ford Escort Gabat	E1 3.0+	27"508	7 6 6	58"680	6 5 5	1' 22"642	6 5 5
7. Thomas Soelva	BMW 320i Extreme	E1 3.0+	28"131	8 7 7	1' 00"207	8 7 7	1' 24"145	7 6 6
8. Giorgio Battaglini	Porsche 993 Biturbo	E1 3.0+	27"153	5 4 4	59"253	7 6 6	1' 24"292	8 7 7
9. Giuseppe Oliva	Audi V8 Quattro DTM	E3A 3.0+	28"462	10 2 2	1' 00"850	9 1 1	1' 26"087	9 1 1
10. Filippo Corti	Audi V8 Quattro DTM	E3A 3.0+	28"438	9 1 1	1' 01"225	10 2 2	1' 26"925	10 2 2
11. Renato Cao	Audi Sport Quattro S1	E3B 2.0+	31"662	15 1 1	1' 04"408	13 1 1	1' 29"096	11 1 1
12. Matheus Noll	Subaru Impreza WRX Sti	E3A 3.0+	31"330	14 6 6	1' 03"966	12 4 4	1' 29"135	12 3 3
13. Maurizio Tiveron	Subaru Impreza WRX Sti	E3A 3.0+	30"418	11 3 3	1' 04"467	14 5 5	1' 30"268	13 4 4
14. Francesco Fodale	Subaru Impreza WRX Sti	E3A 3.0+	30"769	12 4 4	1' 03"961	11 3 3	1' 31"597	14 5 5
15. Giuseppe Saullo	Subaru Impreza WRX Sti	E3A 3.0+	30"970	13 5 5	1' 05"174	15 6 6	1' 31"826	15 6 6
16. Domenico D'Agostino	Volvo S40 BTCC	E1 2.0	33"247	18 9 2	1' 06"341	16 8 1	1' 32"733	16 8 1
17. Vito Fortunato	Fiat X-1/9 "De Carli"	E1 2.0	33"198	17 8 1	1' 07"561	18 9 2	1' 34"024	17 9 2
18. Alessandro De Angelis	Ford Escort RS Cosworth	E3A 3.0+	33"850	20 8 8	1' 07"825	19 8 8	1' 34"260	18 7 7
19. Giuseppe Lanzafame	Toyota Celica GT4 ST205	E3A 3.0+	32"757	16 7 7	1' 07"230	17 7 7	1' 34"275	19 8 8
20. Dario Cao	Subaru Impreza WRX Sti	E3N 3.0+	34"146	21 1 1	1' 09"100	20 1 1	1' 36"853	20 1 1
21. Dario Greco	Peugeot 205 Maxi	E1 2.0	34"713	22 11 4	1' 10"010	22 11 4	1' 37"132	21 10 3
22. Vito Presti	BMW E36 Compact	E1 2.0	33"816	19 10 3	1' 09"852	21 10 3	1' 37"670	22 11 4
23. Giandomenico Sicilia	Renault Clio Williams	E3A 2.0	35"356	23 9 1	1' 10"362	23 9 1	1' 38"033	23 9 1
24. Paul Soelva	Honda Civic EG6	E1 1.6	35"694	26 12 1	1' 11"775	24 12 1	1' 40"825	24 12 1
25. Nino Foresta	Renault Clio Williams	E3A 2.0	35"391	24 10 2	1' 13"541	27 10 2	1' 41"925	25 10 2
26. Daniel Soelva	Volkswagen Lupo Cup	T 1.6	37"380	27 2 1	1' 13"442	25 2 1	1' 42"731	26 2 1
27. Andrea Biagini	Volkswagen Golf I GTI	E1 1.6	37"850	30 13 2	1' 13"755	29 13 1	1' 42"766	27 13 2
28. Davide Lazzaro	Volkswagen Lupo Cup	T 1.6	37"408	28 3 2	1' 13"460	26 3 2	1' 42"772	28 3 2
29. Giuseppe Da Campo	BMW M3 E30	E3A 2.5	35"617	25 11 1	1' 13"675	28 11 1	1' 43"640	29 11 1
30. Gianluca Iazzolino	Fiat 127 Berg-Cup	E1 1.1	38"843	34 17 4	1' 15"019	32 16 3	1' 43"927	30 14 1
31. Michele Calabretto	Fiat 127 Berg-Cup	E1 1.1	38"017	31 14 1	1' 14"656	31 15 2	1' 44"130	31 15 2
32. Francesco Morrone	Fiat 127 Berg-Cup	E1 1.1	38"385	32 15 2	1' 14"553	30 14 1	1' 44"338	32 16 3
33. Angelo Fodale	Mini Cooper S Cup	T 3.0	37"825	29 4 1	1' 16"449	33 4 1	1' 46"625	33 4 1
34. Sandro Tieri	Fiat 127 Berg-Cup	E1 1.1	38"618	33 16 3	1' 16"887	34 17 4	1' 47"579	34 17 4
35. Lorenzo Lupi	Peugeot 205 Rallye	E3A 1.4	41"439	35 12 1	1' 20"639	35 12 1	1' 51"714	35 12 1

LUECKENDORFER 2012

Analisi INTERTEMPI - ASSOLUTA

			INT 1	a g c	INT 2	a g c	INT 3	a g c
1. Antonio Marchese	Ford Escort Gabat	E1 3.0+	26"913	3 2 2	29"912	2 2 2	22"950	2 2 2
2. Claudio Pizzolato	Ford Escort Gabat	E1 3.0+	27"202	6 5 5	30"048	3 3 3	22"609	1 1 1
3. Tino Natoli	Ford Escort Gabat	E1 3.0+	27"100	4 3 3	29"858	1 1 1	23"407	3 3 3
4. Salvo Pantano	Mercedes 190 - Judd	E1 3.0+	25"834	1 1 1	31"127	5 4 4	23"647	4 4 4
5. Stefano Dal Zot	Lamb. Gallardo LP560-4	T 3.0+	26"876	2 1 1	30"951	4 1 1	24"286	7 1 1
6. Francesco Gervasi	Ford Escort Gabat	E1 3.0+	27"508	7 6 6	31"172	6 5 5	23"962	6 6 6
7. Thomas Soelva	BMW 320i Extreme	E1 3.0+	28"131	8 7 7	32"076	7 6 6	23"937	5 5 5
8. Giorgio Battaglini	Porsche 993 Biturbo	E1 3.0+	27"153	5 4 4	32"100	8 7 7	25"039	9 7 7
9. Giuseppe Oliva	Audi V8 Quattro DTM	E3A 3.0+	28"462	10 2 2	32"388	9 1 1	25"237	11 2 2
10. Filippo Corti	Audi V8 Quattro DTM	E3A 3.0+	28"438	9 1 1	32"787	12 3 3	25"700	12 3 3
11. Renato Cao	Audi Sport Quattro S1	E3B 2.0+	31"662	15 1 1	32"746	11 1 1	24"688	8 1 1
12. Matheus Noll	Subaru Impreza WRX Sti	E3A 3.0+	31"330	14 6 6	32"636	10 2 2	25"169	10 1 1
13. Maurizio Tiveron	Subaru Impreza WRX Sti	E3A 3.0+	30"418	11 3 3	34"049	16 6 6	26"161	13 4 4
14. Francesco Fodale	Subaru Impreza WRX Sti	E3A 3.0+	30"769	12 4 4	33"192	14 4 4	27"636	20 8 8
15. Giuseppe Saullo	Subaru Impreza WRX Sti	E3A 3.0+	30"970	13 5 5	34"204	17 7 7	26"650	17 6 6
16. Domenico D'Agostino	Volvo S40 BTCC	E1 2.0	33"247	18 9 2	33"094	13 8 1	26"391	14 8 1
17. Vito Fortunato	Fiat X-1/9 "De Carli"	E1 2.0	33"198	17 8 1	34"363	18 9 2	26"464	16 9 2
18. Alessandro De Angelis	Ford Escort RS Cosworth	E3A 3.0+	33"850	20 8 8	33"975	15 5 5	26"435	15 5 5
19. Giuseppe Lanzafame	Toyota Celica GT4 ST205	E3A 3.0+	32"757	16 7 7	34"473	19 8 8	27"045	18 7 7
20. Dario Cao	Subaru Impreza WRX Sti	E3N 3.0+	34"146	21 1 1	34"954	20 1 1	27"753	22 1 1
21. Dario Greco	Peugeot 205 Maxi	E1 2.0	34"713	22 11 4	35"297	22 10 3	27"122	19 10 3
22. Vito Presti	BMW E36 Compact	E1 2.0	33"816	19 10 3	36"036	24 12 4	27"819	23 11 4
23. Giandomenico Sicilia	Renault Clio Williams	E3A 2.0	35"356	23 9 1	35"006	21 9 1	27"672	21 9 1
24. Paul Soelva	Honda Civic EG6	E1 1.6	35"694	26 12 1	36"081	27 13 2	29"050	27 14 2
25. Nino Foresta	Renault Clio Williams	E3A 2.0	35"391	24 10 2	37"610	31 10 2	28"925	25 10 2
26. Daniel Soelva	Volkswagen Lupo Cup	T 1.6	37"380	27 2 1	36"062	26 3 2	29"289	28 2 1
27. Andrea Biagini	Volkswagen Golf I GTI	E1 1.6	37"850	30 13 2	35"905	23 11 1	29"011	26 13 1
28. Davide Lazzaro	Volkswagen Lupo Cup	T 1.6	37"408	28 3 2	36"052	25 2 1	29"312	29 3 2
29. Giuseppe Da Campo	BMW M3 E30	E3A 2.5	35"617	25 11 1	38"058	32 11 1	29"965	32 11 1
30. Gianluca Iazzolino	Fiat 127 Berg-Cup	E1 1.1	38"843	34 17 4	36"176	29 15 2	28"909	24 12 1
31. Michele Calabretto	Fiat 127 Berg-Cup	E1 1.1	38"017	31 14 1	36"639	30 16 3	29"475	30 15 2
32. Francesco Morrone	Fiat 127 Berg-Cup	E1 1.1	38"385	32 15 2	36"168	28 14 1	29"785	31 16 3
33. Angelo Fodale	Mini Cooper S Cup	T 3.0	37"825	29 4 1	38"624	34 4 1	30"175	33 4 1
34. Sandro Tieri	Fiat 127 Berg-Cup	E1 1.1	38"618	33 16 3	38"269	33 17 4	30"692	34 17 4
35. Lorenzo Lupi	Peugeot 205 Rallye	E3A 1.4	41"439	35 12 1	39"200	35 12 1	31"073	35 12 1

LUECKENDORFER 2012**Analisi PROGRESSIVI - Gruppo E3N**

		T1			T2			STOP						
		a g c			a g c			a g c						
1. Dario Cao	Subaru Impreza WRX Sti	E3N 3.0+	34"146	21	1	1	1' 09"100	20	1	1	1' 36"853	20	1	1

LUECKENDORFER 2012**Analisi INTERTEMPI - Gruppo E3N**

		INT 1			INT 2			INT 3						
		a g c			a g c			a g c						
1. Dario Cao	Subaru Impreza WRX Sti	E3N 3.0+	34"146	21	1	1	34"954	20	1	1	27"753	22	1	1

LUECKENDORFER 2012**Analisi PROGRESSIVI - Gruppo E3A**

			T1	a g c	T2	a g c	STOP	a g c	
1.	Giuseppe Oliva	Audi V8 Quattro DTM	E3A 3.0+	28"462	10 2 2	1' 00"850	9 1 1	1' 26"087	9 1 1
2.	Filippo Corti	Audi V8 Quattro DTM	E3A 3.0+	28"438	9 1 1	1' 01"225	10 2 2	1' 26"925	10 2 2
3.	Matheus Nolli	Subaru Impreza WRX Sti	E3A 3.0+	31"330	14 6 6	1' 03"966	12 4 4	1' 29"135	12 3 3
4.	Maurizio Tiveron	Subaru Impreza WRX Sti	E3A 3.0+	30"418	11 3 3	1' 04"467	14 5 5	1' 30"268	13 4 4
5.	Francesco Fodale	Subaru Impreza WRX Sti	E3A 3.0+	30"769	12 4 4	1' 03"961	11 3 3	1' 31"597	14 5 5
6.	Giuseppe Saullo	Subaru Impreza WRX Sti	E3A 3.0+	30"970	13 5 5	1' 05"174	15 6 6	1' 31"826	15 6 6
7.	Alessandro De Angelis	Ford Escort RS Cosworth	E3A 3.0+	33"850	20 8 8	1' 07"825	19 8 8	1' 34"260	18 7 7
8.	Giuseppe Lanzafame	Toyota Celica GT4 ST205	E3A 3.0+	32"757	16 7 7	1' 07"230	17 7 7	1' 34"275	19 8 8
9.	Giandomenico Sicilia	Renault Clio Williams	E3A 2.0	35"356	23 9 1	1' 10"362	23 9 1	1' 38"033	23 9 1
10.	Nino Foresta	Renault Clio Williams	E3A 2.0	35"391	24 10 2	1' 13"541	27 10 2	1' 41"925	25 10 2
11.	Giuseppe Da Campo	BMW M3 E30	E3A 2.5	35"617	25 11 1	1' 13"675	28 11 1	1' 43"640	29 11 1
12.	Lorenzo Lupi	Peugeot 205 Rallye	E3A 1.4	41"439	35 12 1	1' 20"639	35 12 1	1' 51"714	35 12 1

LUECKENDORFER 2012**Analisi INTERTEMPI - Gruppo E3A**

			INT 1	a g c	INT 2	a g c	INT 3	a g c	
1.	Giuseppe Oliva	Audi V8 Quattro DTM	E3A 3.0+	28"462	10 2 2	32"388	9 1 1	25"237	11 2 2
2.	Filippo Corti	Audi V8 Quattro DTM	E3A 3.0+	28"438	9 1 1	32"787	12 3 3	25"700	12 3 3
3.	Matheus Nolli	Subaru Impreza WRX Sti	E3A 3.0+	31"330	14 6 6	32"636	10 2 2	25"169	10 1 1
4.	Maurizio Tiveron	Subaru Impreza WRX Sti	E3A 3.0+	30"418	11 3 3	34"049	16 6 6	26"161	13 4 4
5.	Francesco Fodale	Subaru Impreza WRX Sti	E3A 3.0+	30"769	12 4 4	33"192	14 4 4	27"636	20 8 8
6.	Giuseppe Saullo	Subaru Impreza WRX Sti	E3A 3.0+	30"970	13 5 5	34"204	17 7 7	26"650	17 6 6
7.	Alessandro De Angelis	Ford Escort RS Cosworth	E3A 3.0+	33"850	20 8 8	33"975	15 5 5	26"435	15 5 5
8.	Giuseppe Lanzafame	Toyota Celica GT4 ST205	E3A 3.0+	32"757	16 7 7	34"473	19 8 8	27"045	18 7 7
9.	Giandomenico Sicilia	Renault Clio Williams	E3A 2.0	35"356	23 9 1	35"006	21 9 1	27"672	21 9 1
10.	Nino Foresta	Renault Clio Williams	E3A 2.0	35"391	24 10 2	37"610	31 10 2	28"925	25 10 2
11.	Giuseppe Da Campo	BMW M3 E30	E3A 2.5	35"617	25 11 1	38"058	32 11 1	29"965	32 11 1
12.	Lorenzo Lupi	Peugeot 205 Rallye	E3A 1.4	41"439	35 12 1	39"200	35 12 1	31"073	35 12 1

LUECKENDORFER 2012**Analisi PROGRESSIVI - Gruppo E3B**

			T1	a	g	c	T2	a	g	c	STOP	a	g	c
1. Renato Cao	Audi Sport Quattro S1	E3B 2.0+	31"662	15	1	1	1' 04"408	13	1	1	1' 29"096	11	1	1

LUECKENDORFER 2012**Analisi INTERTEMPI - Gruppo E3B**

			INT 1	a	g	c	INT 2	a	g	c	INT 3	a	g	c
1. Renato Cao	Audi Sport Quattro S1	E3B 2.0+	31"662	15	1	1	32"746	11	1	1	24"688	8	1	1

LUECKENDORFER 2012**Analisi PROGRESSIVI - Gruppo T**

			T1	a g c	T2	a g c	STOP	a g c
1. Stefano Dal Zot	Lamb. Gallardo LP560-4	T 3.0+	26"876	2 1 1	57"827	5 1 1	1' 22"113	5 1 1
2. Daniel Soelva	Volkswagen Lupo Cup	T 1.6	37"380	27 2 1	1' 13"442	25 2 1	1' 42"731	26 2 1
3. Davide Lazzaro	Volkswagen Lupo Cup	T 1.6	37"408	28 3 2	1' 13"460	26 3 2	1' 42"772	28 3 2
4. Angelo Fodale	Mini Cooper S Cup	T 3.0	37"825	29 4 1	1' 16"449	33 4 1	1' 46"625	33 4 1

LUECKENDORFER 2012**Analisi INTERTEMPI - Gruppo T**

			INT 1	a g c	INT 2	a g c	INT 3	a g c
1. Stefano Dal Zot	Lamb. Gallardo LP560-4	T 3.0+	26"876	2 1 1	30"951	4 1 1	24"286	7 1 1
2. Daniel Soelva	Volkswagen Lupo Cup	T 1.6	37"380	27 2 1	36"062	26 3 2	29"289	28 2 1
3. Davide Lazzaro	Volkswagen Lupo Cup	T 1.6	37"408	28 3 2	36"052	25 2 1	29"312	29 3 2
4. Angelo Fodale	Mini Cooper S Cup	T 3.0	37"825	29 4 1	38"624	34 4 1	30"175	33 4 1

LUECKENDORFER 2012

			Analisi PROGRESSIVI - Gruppo E1																	
			T1			a g c			T2			a g c			STOP			a g c		
1. Antonio Marchese	Ford Escort Gabat	E1 3.0+	26"913	3	2	2	56"825	1	1	1	1' 19"775	1	1	1						
2. Claudio Pizzolato	Ford Escort Gabat	E1 3.0+	27"202	6	5	5	57"250	4	4	4	1' 19"859	2	2	2						
3. Tino Natoli	Ford Escort Gabat	E1 3.0+	27"100	4	3	3	56"958	2	2	2	1' 20"365	3	3	3						
4. Salvo Pantano	Mercedes 190 - Judd	E1 3.0+	25"834	1	1	1	56"961	3	3	3	1' 20"608	4	4	4						
5. Francesco Gervasi	Ford Escort Gabat	E1 3.0+	27"508	7	6	6	58"680	6	5	5	1' 22"642	6	5	5						
6. Thomas Soelva	BMW 320i Extreme	E1 3.0+	28"131	8	7	7	1' 00"207	8	7	7	1' 24"145	7	6	6						
7. Giorgio Battaglini	Porsche 993 Biturbo	E1 3.0+	27"153	5	4	4	59"253	7	6	6	1' 24"292	8	7	7						
8. Domenico D'Agostino	Volvo S40 BTCC	E1 2.0	33"247	18	9	2	1' 06"341	16	8	1	1' 32"733	16	8	1						
9. Vito Fortunato	Fiat X-1/9 "De Carli"	E1 2.0	33"198	17	8	1	1' 07"561	18	9	2	1' 34"024	17	9	2						
10. Dario Greco	Peugeot 205 Maxi	E1 2.0	34"713	22	11	4	1' 10"010	22	11	4	1' 37"132	21	10	3						
11. Vito Presti	BMW E36 Compact	E1 2.0	33"816	19	10	3	1' 09"852	21	10	3	1' 37"670	22	11	4						
12. Paul Soelva	Honda Civic EG6	E1 1.6	35"694	26	12	1	1' 11"775	24	12	1	1' 40"825	24	12	1						
13. Andrea Biagini	Volkswagen Golf I GTI	E1 1.6	37"850	30	13	2	1' 13"755	29	13	1	1' 42"766	27	13	2						
14. Gianluca Iazzolino	Fiat 127 Berg-Cup	E1 1.1	38"843	34	17	4	1' 15"019	32	16	3	1' 43"927	30	14	1						
15. Michele Calabretto	Fiat 127 Berg-Cup	E1 1.1	38"017	31	14	1	1' 14"656	31	15	2	1' 44"130	31	15	2						
16. Francesco Morrone	Fiat 127 Berg-Cup	E1 1.1	38"385	32	15	2	1' 14"553	30	14	1	1' 44"338	32	16	3						
17. Sandro Tieri	Fiat 127 Berg-Cup	E1 1.1	38"618	33	16	3	1' 16"887	34	17	4	1' 47"579	34	17	4						

LUECKENDORFER 2012

			Analisi INTERTEMPI - Gruppo E1																	
			INT 1			a g c			INT 2			a g c			INT 3			a g c		
1. Antonio Marchese	Ford Escort Gabat	E1 3.0+	26"913	3	2	2	29"912	2	2	2	22"950	2	2	2						
2. Claudio Pizzolato	Ford Escort Gabat	E1 3.0+	27"202	6	5	5	30"048	3	3	3	22"609	1	1	1						
3. Tino Natoli	Ford Escort Gabat	E1 3.0+	27"100	4	3	3	29"858	1	1	1	23"407	3	3	3						
4. Salvo Pantano	Mercedes 190 - Judd	E1 3.0+	25"834	1	1	1	31"127	5	4	4	23"647	4	4	4						
5. Francesco Gervasi	Ford Escort Gabat	E1 3.0+	27"508	7	6	6	31"172	6	5	5	23"962	6	6	6						
6. Thomas Soelva	BMW 320i Extreme	E1 3.0+	28"131	8	7	7	32"076	7	6	6	23"937	5	5	5						
7. Giorgio Battaglini	Porsche 993 Biturbo	E1 3.0+	27"153	5	4	4	32"100	8	7	7	25"039	9	7	7						
8. Domenico D'Agostino	Volvo S40 BTCC	E1 2.0	33"247	18	9	2	33"094	13	8	1	26"391	14	8	1						
9. Vito Fortunato	Fiat X-1/9 "De Carli"	E1 2.0	33"198	17	8	1	34"363	18	9	2	26"464	16	9	2						
10. Dario Greco	Peugeot 205 Maxi	E1 2.0	34"713	22	11	4	35"297	22	10	3	27"122	19	10	3						
11. Vito Presti	BMW E36 Compact	E1 2.0	33"816	19	10	3	36"036	24	12	4	27"819	23	11	4						
12. Paul Soelva	Honda Civic EG6	E1 1.6	35"694	26	12	1	36"081	27	13	2	29"050	27	14	2						

13. Andrea Biagini	Volkswagen Golf I GTI	E1	1.6	37"850	30	13	2	35"905	23	11	1	29"011	26	13	1
14. Gianluca Iazzolino	Fiat 127 Berg-Cup	E1	1.1	38"843	34	17	4	36"176	29	15	2	28"909	24	12	1
15. Michele Calabretto	Fiat 127 Berg-Cup	E1	1.1	38"017	31	14	1	36"639	30	16	3	29"475	30	15	2
16. Francesco Morrone	Fiat 127 Berg-Cup	E1	1.1	38"385	32	15	2	36"168	28	14	1	29"785	31	16	3
17. Sandro Tieri	Fiat 127 Berg-Cup	E1	1.1	38"618	33	16	3	38"269	33	17	4	30"692	34	17	4