

**UNTERFRANKEN 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+	23"937	2	2	2	52"125	1	1	1	1' 13"290	1	1	1
2.	Tino Natoli	Ford Escort Gabat	E1 3.0+	23"731	1	1	1	52"228	2	2	2	1' 13"601	2	2	2
3.	Michael Gerigh	Ford Escort Gabat	E1 3.0+	24"258	3	3	3	53"441	3	3	3	1' 15"211	3	3	3
4.	Cosimo Guaiana	Lamb. Gallardo LP560-4	T 3.0+	25"175	6	1	1	54"872	5	1	1	1' 16"251	4	1	1
5.	Dario Cao	BMW M3 E30 Turbo	E1 3.0+	25"057	5	5	5	54"920	6	5	5	1' 16"300	5	4	4
6.	Stefano Dal Zot	Lamb. Gallardo LP560-4	T 3.0+	25"557	9	2	2	55"273	8	2	2	1' 16"938	6	2	2
7.	Francesco Gervasi	Ford Escort Gabat	E1 3.0+	24"402	4	4	4	54"767	4	4	4	1' 16"939	7	5	5
8.	Giuseppe Da Campo	Ford Escort Gabat	E1 3.0+	25"351	7	6	6	55"061	7	6	6	1' 17"250	8	6	6
9.	Marco Stella	Lamb. Gallardo LP560-4	T 3.0+	25"675	10	3	3	56"141	9	3	3	1' 18"515	9	3	3
10.	Renato Cao	Audi Sport Quattro S1	E3B 2.0+	25"771	12	1	1	56"229	10	1	1	1' 19"011	10	1	1
11.	Lamberto Visentin	Subaru Impreza WRX	E3A 3.0+	25"390	8	1	1	56"936	12	2	2	1' 19"878	11	1	1
12.	Giuseppe Oliva	Audi V8 Quattro DTM	E3A 3.0+	25"688	11	2	2	56"905	11	1	1	1' 19"900	12	2	2
13.	Angelo Fodale	Subaru Impreza WRX	E3A 3.0+	26"062	15	4	4	57"833	13	3	3	1' 21"300	13	3	3
14.	Giuseppe Saullo	Subaru Impreza WRX	E3A 3.0+	26"135	16	5	5	58"000	14	4	4	1' 22"039	14	4	4
15.	Maurizio Tiveron	Subaru Impreza WRX	E3A 3.0+	25"953	14	3	3	58"125	15	5	5	1' 22"071	15	5	5
16.	Vito Fortunato	Fiat X-1/9 "De Carli"	E1 2.0	25"835	13	7	1	58"380	16	7	1	1' 24"696	16	7	1
17.	Marco Rovella	Volkswagen Scirocco "Auer"	E1 2.0	27"499	23	9	2	59"874	19	8	2	1' 24"075	17	8	2
	Jérôme Chevasson	Renault Clio Williams	E3A 2.0	26"624	18	7	1	59"599	18	7	1	1' 24"075	17	6	1
19.	Giuseppe Gangemi	Ford Escort RS Cosworth	E3A 3.0+	26"552	17	6	6	59"038	17	6	6	1' 24"151	19	7	6
20.	Marco Pirani	Renault Clio Williams	E3A 2.0	26"884	19	8	2	59"900	20	8	2	1' 24"225	20	8	2
21.	Luca Dalla Riva	Renault Clio Williams	E3A 2.0	27"028	20	9	3	59"978	21	9	3	1' 24"561	21	9	3
22.	Giandomenico Sicilia	Renault Clio Williams	E3A 2.0	27"409	21	10	4	1' 01"130	22	10	4	1' 26"158	22	10	4
23.	Paul Soelva	Honda Civic EG6	E1 1.6	27"758	24	10	1	1' 01"525	23	9	1	1' 26"987	23	9	1
24.	Michele Calabretto	Fiat 127 Berg-Cup	E1 1.1	27"488	22	8	1	1' 01"736	24	10	1	1' 27"190	24	10	1
25.	Gianluca Iazzolino	Fiat 127 Berg-Cup	E1 1.1	27"824	25	11	2	1' 02"230	25	11	2	1' 27"862	25	11	2
26.	Daniel Soelva	Volkswagen Lupo Cup	T 1.6	28"095	28	4	1	1' 02"675	26	4	1	1' 28"282	26	4	1
27.	Nino Foresta	Renault Clio Williams	E3A 2.0	28"075	27	11	5	1' 02"857	27	11	5	1' 28"900	27	11	5
28.	Vito Presti	Renault New Clio Cup	T 2.0	28"785	31	6	1	1' 03"853	30	6	1	1' 29"314	28	5	1
29.	Davide Lazzaro	Volkswagen Lupo Cup	T 1.6	28"235	29	5	2	1' 03"776	29	5	2	1' 29"645	29	6	2
30.	Francesco Morrone	Fiat 127 Berg-Cup	E1 1.1	27"879	26	12	3	1' 03"261	28	12	3	1' 30"226	30	12	3
31.	Matheus Nolli	Volkswagen Käfer	E1 1.4	28"704	30	13	1	1' 04"839	31	13	1	1' 31"727	31	13	1
32.	Francesco Fodale	BMW M3 E30	E3N 2.5	30"057	34	1	1	1' 06"387	33	1	1	1' 33"594	32	1	1
33.	Angelo Fici	Peugeot 205 Rallye	E3A 1.4	28"836	32	12	1	1' 06"196	32	12	1	1' 34"402	33	12	1
34.	Andrea Biagini	Peugeot 205 Rallye	E3A 1.4	29"583	33	13	2	1' 07"978	34	13	2	1' 36"251	34	13	2
35.	Lorenzo Lupi	Peugeot 205 Rallye	E3A 1.4	30"311	35	14	3	1' 08"831	35	14	3	1' 37"376	35	14	3
36.	Giorgio Battaglini	Volkswagen Käfer	E1 1.4	30"675	36	14	2	1' 09"625	36	14	2	1' 38"956	36	14	2

**UNTERFRANKEN 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+	23"937	2	2	2	28"188	1	1	1	21"165	1	1	1
2. Tino Natoli	Ford Escort Gabat	E1 3.0+	23"731	1	1	1	28"497	2	2	2	21"371	2	2	2
3. Michael Gerigh	Ford Escort Gabat	E1 3.0+	24"258	3	3	3	29"183	3	3	3	21"770	6	4	4
4. Cosimo Guaiana	Lamb. Gallardo LP560-4	T 3.0+	25"175	6	1	1	29"697	4	1	1	21"378	3	1	1
5. Dario Cao	BMW M3 E30 Turbo	E1 3.0+	25"057	5	5	5	29"745	7	5	5	21"496	4	3	3
6. Stefano Dal Zot	Lamb. Gallardo LP560-4	T 3.0+	25"557	9	2	2	29"716	6	2	2	21"664	5	2	2
7. Francesco Gervasi	Ford Escort Gabat	E1 3.0+	24"402	4	4	4	30"365	8	6	6	22"172	7	5	5
8. Giuseppe Da Campo	Ford Escort Gabat	E1 3.0+	25"351	7	6	6	29"710	5	4	4	22"188	8	6	6
9. Marco Stella	Lamb. Gallardo LP560-4	T 3.0+	25"675	10	3	3	30"466	10	3	3	22"374	9	3	3
10. Renato Cao	Audi Sport Quattro S1	E3B 2.0+	25"771	12	1	1	30"458	9	1	1	22"782	10	1	1
11. Lamberto Visentin	Subaru Impreza WRX	E3A 3.0+	25"390	8	1	1	31"546	12	2	2	22"941	11	1	1
12. Giuseppe Oliva	Audi V8 Quattro DTM	E3A 3.0+	25"688	11	2	2	31"217	11	1	1	22"995	12	2	2
13. Angelo Fodale	Subaru Impreza WRX	E3A 3.0+	26"062	15	4	4	31"771	13	3	3	23"467	13	3	3
14. Giuseppe Saullo	Subaru Impreza WRX	E3A 3.0+	26"135	16	5	5	31"865	14	4	4	24"039	15	5	5
15. Maurizio Tiveron	Subaru Impreza WRX	E3A 3.0+	25"953	14	3	3	32"172	15	5	5	23"946	14	4	4
16. Vito Fortunato	Fiat X-1/9 "De Carli"	E1 2.0	25"835	13	7	1	32"545	18	8	2	24"317	17	8	2
17. Marco Rovella	Volkswagen Scirocco "Auer"	E1 2.0	27"499	23	9	2	32"375	16	7	1	24"200	16	7	1
Jérôme Chevasson	Renault Clio Williams	E3A 2.0	26"624	18	7	1	32"975	20	8	2	24"474	19	7	2
19. Giuseppe Gangemi	Ford Escort RS Cosworth	E3A 3.0+	26"552	17	6	6	32"486	17	6	6	25"114	22	10	6
20. Marco Pirani	Renault Clio Williams	E3A 2.0	26"884	19	8	2	33"016	21	9	3	24"324	18	6	1
21. Luca Dalla Riva	Renault Clio Williams	E3A 2.0	27"028	20	9	3	32"950	19	7	1	24"583	20	8	3
22. Giandomenico Sicilia	Renault Clio Williams	E3A 2.0	27"409	21	10	4	33"721	22	10	4	25"028	21	9	4
23. Paul Soelva	Honda Civic EG6	E1 1.6	27"758	24	10	1	33"767	23	9	1	25"462	25	10	1
24. Michele Calabretto	Fiat 127 Berg-Cup	E1 1.1	27"488	22	8	1	34"248	24	10	1	25"453	23	9	1
25. Gianluca Iazzolino	Fiat 127 Berg-Cup	E1 1.1	27"824	25	11	2	34"406	25	11	2	25"630	27	11	2
26. Daniel Soelva	Volkswagen Lupo Cup	T 1.6	28"095	28	4	1	34"580	26	4	1	25"607	26	5	1
27. Nino Foresta	Renault Clio Williams	E3A 2.0	28"075	27	11	5	34"782	27	11	5	26"043	29	11	5
28. Vito Presti	Renault New Clio Cup	T 2.0	28"785	31	6	1	35"068	28	5	1	25"461	24	4	1
29. Davide Lazzaro	Volkswagen Lupo Cup	T 1.6	28"235	29	5	2	35"541	30	6	2	25"869	28	6	2
30. Francesco Morrone	Fiat 127 Berg-Cup	E1 1.1	27"879	26	12	3	35"382	29	12	3	26"965	31	13	3
31. Matheus Nolli	Volkswagen Käfer	E1 1.4	28"704	30	13	1	36"135	31	13	1	26"887	30	12	1
32. Francesco Fodale	BMW M3 E30	E3N 2.5	30"057	34	1	1	36"330	32	1	1	27"208	32	1	1
33. Angelo Fici	Peugeot 205 Rallye	E3A 1.4	28"836	32	12	1	37"360	33	12	1	28"205	33	12	1
34. Andrea Biagini	Peugeot 205 Rallye	E3A 1.4	29"583	33	13	2	38"395	34	13	2	28"272	34	13	2
35. Lorenzo Lupi	Peugeot 205 Rallye	E3A 1.4	30"311	35	14	3	38"520	35	14	3	28"545	35	14	3
36. Giorgio Battaglini	Volkswagen Käfer	E1 1.4	30"675	36	14	2	38"950	36	14	2	29"329	36	14	2

**UNTERFRANKEN 2012****Analisi PROGRESSIVI - Gruppo E3N**

			<b>T1</b>	<b>a</b>	<b>g</b>	<b>c</b>		<b>T2</b>	<b>a</b>	<b>g</b>	<b>c</b>		<b>STOP</b>	<b>a</b>	<b>g</b>	<b>c</b>
1. Francesco Fodale	BMW M3 E30	E3N 2.5	30"057	34	1	1		1' 06"387	33	1	1		1' 33"594	32	1	1

**UNTERFRANKEN 2012****Analisi INTERTEMPI - Gruppo E3N**

			<b>INT 1</b>	<b>a</b>	<b>g</b>	<b>c</b>		<b>INT 2</b>	<b>a</b>	<b>g</b>	<b>c</b>		<b>INT 3</b>	<b>a</b>	<b>g</b>	<b>c</b>
1. Francesco Fodale	BMW M3 E30	E3N 2.5	30"057	34	1	1		36"330	32	1	1		27"208	32	1	1

**UNTERFRANKEN 2012****Analisi PROGRESSIVI - Gruppo E3A**

			<b>T1</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>T2</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>STOP</b>	<b>a</b>	<b>g</b>	<b>c</b>	
1.	Lamberto Visentin	Subaru Impreza WRX	E3A 3.0+	25"390	8	1	1	56"936	12	2	2	1' 19"878	11	1	1
2.	Giuseppe Oliva	Audi V8 Quattro DTM	E3A 3.0+	25"688	11	2	2	56"905	11	1	1	1' 19"900	12	2	2
3.	Angelo Fodale	Subaru Impreza WRX	E3A 3.0+	26"062	15	4	4	57"833	13	3	3	1' 21"300	13	3	3
4.	Giuseppe Saullo	Subaru Impreza WRX	E3A 3.0+	26"135	16	5	5	58"000	14	4	4	1' 22"039	14	4	4
5.	Maurizio Tiveron	Subaru Impreza WRX	E3A 3.0+	25"953	14	3	3	58"125	15	5	5	1' 22"071	15	5	5
6.	Jérôme Chevasson	Renault Clio Williams	E3A 2.0	26"624	18	7	1	59"599	18	7	1	1' 24"075	17	6	1
7.	Giuseppe Gangemi	Ford Escort RS Cosworth	E3A 3.0+	26"552	17	6	6	59"038	17	6	6	1' 24"151	19	7	6
8.	Marco Pirani	Renault Clio Williams	E3A 2.0	26"884	19	8	2	59"900	20	8	2	1' 24"225	20	8	2
9.	Luca Dalla Riva	Renault Clio Williams	E3A 2.0	27"028	20	9	3	59"978	21	9	3	1' 24"561	21	9	3
10.	Giandomenico Sicilia	Renault Clio Williams	E3A 2.0	27"409	21	10	4	1' 01"130	22	10	4	1' 26"158	22	10	4
11.	Nino Foresta	Renault Clio Williams	E3A 2.0	28"075	27	11	5	1' 02"857	27	11	5	1' 28"900	27	11	5
12.	Angelo Fici	Peugeot 205 Rallye	E3A 1.4	28"836	32	12	1	1' 06"196	32	12	1	1' 34"402	33	12	1
13.	Andrea Biagini	Peugeot 205 Rallye	E3A 1.4	29"583	33	13	2	1' 07"978	34	13	2	1' 36"251	34	13	2
14.	Lorenzo Lupi	Peugeot 205 Rallye	E3A 1.4	30"311	35	14	3	1' 08"831	35	14	3	1' 37"376	35	14	3

**UNTERFRANKEN 2012****Analisi INTERTEMPI - Gruppo E3A**

			<b>INT 1</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>INT 2</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>INT 3</b>	<b>a</b>	<b>g</b>	<b>c</b>	
1.	Lamberto Visentin	Subaru Impreza WRX	E3A 3.0+	25"390	8	1	1	31"546	12	2	2	22"941	11	1	1
2.	Giuseppe Oliva	Audi V8 Quattro DTM	E3A 3.0+	25"688	11	2	2	31"217	11	1	1	22"995	12	2	2
3.	Angelo Fodale	Subaru Impreza WRX	E3A 3.0+	26"062	15	4	4	31"771	13	3	3	23"467	13	3	3
4.	Giuseppe Saullo	Subaru Impreza WRX	E3A 3.0+	26"135	16	5	5	31"865	14	4	4	24"039	15	5	5
5.	Maurizio Tiveron	Subaru Impreza WRX	E3A 3.0+	25"953	14	3	3	32"172	15	5	5	23"946	14	4	4
6.	Jérôme Chevasson	Renault Clio Williams	E3A 2.0	26"624	18	7	1	32"975	20	8	2	24"474	19	7	2
7.	Giuseppe Gangemi	Ford Escort RS Cosworth	E3A 3.0+	26"552	17	6	6	32"486	17	6	6	25"114	22	10	6
8.	Marco Pirani	Renault Clio Williams	E3A 2.0	26"884	19	8	2	33"016	21	9	3	24"324	18	6	1
9.	Luca Dalla Riva	Renault Clio Williams	E3A 2.0	27"028	20	9	3	32"950	19	7	1	24"583	20	8	3
10.	Giandomenico Sicilia	Renault Clio Williams	E3A 2.0	27"409	21	10	4	33"721	22	10	4	25"028	21	9	4
11.	Nino Foresta	Renault Clio Williams	E3A 2.0	28"075	27	11	5	34"782	27	11	5	26"043	29	11	5
12.	Angelo Fici	Peugeot 205 Rallye	E3A 1.4	28"836	32	12	1	37"360	33	12	1	28"205	33	12	1
13.	Andrea Biagini	Peugeot 205 Rallye	E3A 1.4	29"583	33	13	2	38"395	34	13	2	28"272	34	13	2
14.	Lorenzo Lupi	Peugeot 205 Rallye	E3A 1.4	30"311	35	14	3	38"520	35	14	3	28"545	35	14	3

**UNTERFRANKEN 2012****Analisi PROGRESSIVI - Gruppo E3B**

			<b>T1</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>T2</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>STOP</b>	<b>a</b>	<b>g</b>	<b>c</b>
1. Renato Cao	Audi Sport Quattro S1	E3B 2.0+	25"771	12	1	1	56"229	10	1	1	1' 19"011	10	1	1

**UNTERFRANKEN 2012****Analisi INTEREMPI - Gruppo E3B**

			<b>INT 1</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>INT 2</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>INT 3</b>	<b>a</b>	<b>g</b>	<b>c</b>
1. Renato Cao	Audi Sport Quattro S1	E3B 2.0+	25"771	12	1	1	30"458	9	1	1	22"782	10	1	1

**UNTERFRANKEN 2012****Analisi PROGRESSIVI - Gruppo T**

			<b>T1</b>			<b>T2</b>			<b>STOP</b>					
			<b>a</b>	<b>g</b>	<b>c</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>a</b>	<b>g</b>	<b>c</b>			
1. Cosimo Guaiana	Lamb. Gallardo LP560-4	T 3.0+	25"175	6	1	1	54"872	5	1	1	1' 16"251	4	1	1
2. Stefano Dal Zot	Lamb. Gallardo LP560-4	T 3.0+	25"557	9	2	2	55"273	8	2	2	1' 16"938	6	2	2
3. Marco Stella	Lamb. Gallardo LP560-4	T 3.0+	25"675	10	3	3	56"141	9	3	3	1' 18"515	9	3	3
4. Daniel Soelva	Volkswagen Lupo Cup	T 1.6	28"095	28	4	1	1' 02"675	26	4	1	1' 28"282	26	4	1
5. Vito Presti	Renault New Clio Cup	T 2.0	28"785	31	6	1	1' 03"853	30	6	1	1' 29"314	28	5	1
6. Davide Lazzaro	Volkswagen Lupo Cup	T 1.6	28"235	29	5	2	1' 03"776	29	5	2	1' 29"645	29	6	2

**UNTERFRANKEN 2012****Analisi INTERTEMPI - Gruppo T**

			<b>INT 1</b>			<b>INT 2</b>			<b>INT 3</b>					
			<b>a</b>	<b>g</b>	<b>c</b>	<b>a</b>	<b>g</b>	<b>c</b>	<b>a</b>	<b>g</b>	<b>c</b>			
1. Cosimo Guaiana	Lamb. Gallardo LP560-4	T 3.0+	25"175	6	1	1	29"697	4	1	1	21"378	3	1	1
2. Stefano Dal Zot	Lamb. Gallardo LP560-4	T 3.0+	25"557	9	2	2	29"716	6	2	2	21"664	5	2	2
3. Marco Stella	Lamb. Gallardo LP560-4	T 3.0+	25"675	10	3	3	30"466	10	3	3	22"374	9	3	3
4. Daniel Soelva	Volkswagen Lupo Cup	T 1.6	28"095	28	4	1	34"580	26	4	1	25"607	26	5	1
5. Vito Presti	Renault New Clio Cup	T 2.0	28"785	31	6	1	35"068	28	5	1	25"461	24	4	1
6. Davide Lazzaro	Volkswagen Lupo Cup	T 1.6	28"235	29	5	2	35"541	30	6	2	25"869	28	6	2

**UNTERFRANKEN 2012****Analisi PROGRESSIVI - Gruppo E1**

				<b>T1</b>	<b>a g c</b>	<b>T2</b>	<b>a g c</b>	<b>STOP</b>	<b>a g c</b>
1.	Antonio Marchese	Ford Escort Gabat	E1 3.0+	23"937	2 2 2	52"125	1 1 1	1' 13"290	1 1 1
2.	Tino Natoli	Ford Escort Gabat	E1 3.0+	23"731	1 1 1	52"228	2 2 2	1' 13"601	2 2 2
3.	Michael Gerigh	Ford Escort Gabat	E1 3.0+	24"258	3 3 3	53"441	3 3 3	1' 15"211	3 3 3
4.	Dario Cao	BMW M3 E30 Turbo	E1 3.0+	25"057	5 5 5	54"920	6 5 5	1' 16"300	5 4 4
5.	Francesco Gervasi	Ford Escort Gabat	E1 3.0+	24"402	4 4 4	54"767	4 4 4	1' 16"939	7 5 5
6.	Giuseppe Da Campo	Ford Escort Gabat	E1 3.0+	25"351	7 6 6	55"061	7 6 6	1' 17"250	8 6 6
7.	Vito Fortunato	Fiat X-1/9 "De Carli"	E1 2.0	25"835	13 7 1	58"380	16 7 1	1' 24"696	16 7 1
8.	Marco Rovella	Volkswagen Scirocco "Auer"	E1 2.0	27"499	23 9 2	59"874	19 8 2	1' 24"075	17 8 2
9.	Paul Soelva	Honda Civic EG6	E1 1.6	27"758	24 10 1	1' 01"525	23 9 1	1' 26"987	23 9 1
10.	Michele Calabretto	Fiat 127 Berg-Cup	E1 1.1	27"488	22 8 1	1' 01"736	24 10 1	1' 27"190	24 10 1
11.	Gianluca Iazzolino	Fiat 127 Berg-Cup	E1 1.1	27"824	25 11 2	1' 02"230	25 11 2	1' 27"862	25 11 2
12.	Francesco Morrone	Fiat 127 Berg-Cup	E1 1.1	27"879	26 12 3	1' 03"261	28 12 3	1' 30"226	30 12 3
13.	Matheus Nolli	Volkswagen Käfer	E1 1.4	28"704	30 13 1	1' 04"839	31 13 1	1' 31"727	31 13 1
14.	Giorgio Battaglini	Volkswagen Käfer	E1 1.4	30"675	36 14 2	1' 09"625	36 14 2	1' 38"956	36 14 2

**UNTERFRANKEN 2012****Analisi INTEREMPI - Gruppo E1**

				<b>INT 1</b>	<b>a g c</b>	<b>INT 2</b>	<b>a g c</b>	<b>INT 3</b>	<b>a g c</b>
1.	Antonio Marchese	Ford Escort Gabat	E1 3.0+	23"937	2 2 2	28"188	1 1 1	21"165	1 1 1
2.	Tino Natoli	Ford Escort Gabat	E1 3.0+	23"731	1 1 1	28"497	2 2 2	21"371	2 2 2
3.	Michael Gerigh	Ford Escort Gabat	E1 3.0+	24"258	3 3 3	29"183	3 3 3	21"770	6 4 4
4.	Dario Cao	BMW M3 E30 Turbo	E1 3.0+	25"057	5 5 5	29"745	7 5 5	21"496	4 3 3
5.	Francesco Gervasi	Ford Escort Gabat	E1 3.0+	24"402	4 4 4	30"365	8 6 6	22"172	7 5 5
6.	Giuseppe Da Campo	Ford Escort Gabat	E1 3.0+	25"351	7 6 6	29"710	5 4 4	22"188	8 6 6
7.	Vito Fortunato	Fiat X-1/9 "De Carli"	E1 2.0	25"835	13 7 1	32"545	18 8 2	24"317	17 8 2
8.	Marco Rovella	Volkswagen Scirocco "Auer"	E1 2.0	27"499	23 9 2	32"375	16 7 1	24"200	16 7 1
9.	Paul Soelva	Honda Civic EG6	E1 1.6	27"758	24 10 1	33"767	23 9 1	25"462	25 10 1
10.	Michele Calabretto	Fiat 127 Berg-Cup	E1 1.1	27"488	22 8 1	34"248	24 10 1	25"453	23 9 1
11.	Gianluca Iazzolino	Fiat 127 Berg-Cup	E1 1.1	27"824	25 11 2	34"406	25 11 2	25"630	27 11 2
12.	Francesco Morrone	Fiat 127 Berg-Cup	E1 1.1	27"879	26 12 3	35"382	29 12 3	26"965	31 13 3
13.	Matheus Nolli	Volkswagen Käfer	E1 1.4	28"704	30 13 1	36"135	31 13 1	26"887	30 12 1
14.	Giorgio Battaglini	Volkswagen Käfer	E1 1.4	30"675	36 14 2	38"950	36 14 2	29"329	36 14 2