

GORJANCI 2012

Analisi PROGRESSIVI - ASSOLUTA

			T1	a	g	c	T2	a	g	c	STOP	a	g	c	
1.	Antonio Marchese	Lola B06/51 - Toyota	E2 3.0	30"584	1	1	1	1' 04"638	1	1	1	1' 30"168	1	1	1
2.	Giuseppe Oliva	Tatuus Nt.07 - Honda	E2 2.0	31"937	4	2	1	1' 08"029	2	2	1	1' 34"965	2	2	0
3.	Domenico D'Agostino	Osella PA20/S - BMW	CN 3.0	31"785	3	2	2	1' 08"263	4	2	2	1' 35"451	3	1	1
4.	Tino Natoli	Osella PA20/S - BMW	CN 3.0	31"707	2	1	1	1' 08"108	3	1	1	1' 35"739	4	2	2
5.	Michele Calabretto	Osella PA20/S - BMW	CN 3.0	32"128	5	3	3	1' 08"773	5	3	3	1' 36"039	5	3	3
6.	Cosimo Guaiana	Tatuus Nt.07 - Honda	E2 2.0	32"624	6	3	2	1' 10"626	6	3	2	1' 38"559	6	3	0
7.	Matheus Nolli	Chrysler Viper GTS-R	GT GT1	33"301	7	1	1	1' 11"026	7	1	1	1' 39"853	7	1	1
8.	Lamberto Visentin	BMW M3 E92 GTR	GT GT2	34"233	9	2	1	1' 13"805	8	2	1	1' 43"012	8	2	1
9.	Daniel Soelva	Ferrari F430 GT3	GT GT3	34"286	10	3	1	1' 14"071	9	3	1	1' 43"987	9	3	1
10.	Francesco Gervasi	Osella PA20/S - BMW	CN 3.0	33"757	8	4	4	1' 14"092	10	4	4	1' 44"134	10	4	4
11.	Renato Cao	Citroën C4 WRC	A 3.0+	34"295	11	1	1	1' 14"525	11	1	1	1' 44"766	11	1	1
12.	Giuseppe Da Campo	Osella PA20/S - Honda	CN 2.0	35"103	12	5	1	1' 15"052	12	5	1	1' 46"418	12	5	1
	<i>Marco Stella</i>	<i>Ford Focus WRC '06</i>	<i>A 3.0+</i>												
13.	Francesco Morrone	Radical SR3 - Honda	CN 1.6	35"763	14	6	1	1' 17"442	14	6	1	1' 48"876	13	6	1
14.	Gianluca Iazzolino	Fiat Grande Punto	S2.0 RAL	36"061	15	1	1	1' 18"082	16	1	1	1' 49"967	14	1	1
	Angelo Fici	Radical SR3 - Suzuki	CN 1.4	35"548				1' 17"799				1' 50"103			
15.	Dario Cao	Fiat Grande Punto	S2.0 RAL	36"109	17	2	2	1' 18"575	19	2	2	1' 50"209	15	2	2
16.	Andrea Biagini	Osella PA20/S - BMW	CN 2.0	36"820	19	8	2	1' 18"062	15	7	2	1' 50"210	16	7	2
17.	Vito Fortunato	Ford Focus WRC '06	A 3.0+	36"075	16	3	3	1' 18"161	17	3	3	1' 50"283	17	2	2
18.	Marco Stella	Ford Focus WRC '06	A 3.0+	35"273	13	2	2	1' 16"662	13	2	2	1' 50"370	18	3	3
19.	Angelo Fodale	Radical SR3 - Suzuki	CN 1.4	36"309	18	7	1	1' 18"272	18	8	1	1' 51"340	19	8	1
	<i>Giuseppe Saullo</i>	<i>Fiat Grande Punto</i>	<i>S2.0 RAL</i>												
20.	Davide Lazzaro	Alfa Romeo 156	S2.0 TRA	37"731	23	4	1	1' 21"491	21	4	1	1' 54"177	20	3	1
21.	Giuseppe Saullo	Fiat Grande Punto	S2.0 RAL	37"057	20	3	3	1' 19"839	20	3	3	1' 55"009	21	4	3
22.	Giandomenico Sicilia	Renault Clio R3	A 2.0	37"680	22	5	1	1' 22"404	23	5	1	1' 55"159	22	4	1
23.	Marco Pirani	Mitsubishi Lancer Evo IX	N 3.0+	38"126	26	2	2	1' 23"034	25	2	2	1' 56"576	23	1	1
24.	Luca Dalla Riva	Mitsubishi Lancer Evo IX	N 3.0+	38"100	25	1	1	1' 22"825	24	1	1	1' 56"988	24	2	2
25.	Andrea Bevilacqua	Mitsubishi Lancer Evo IX	A 3.0+	38"032	24	6	5	1' 24"599	26	6	5	1' 58"450	25	5	4
26.	Francesco Fodale	Peugeot 306 Maxi	A 2.0	39"614	28	8	2	1' 26"250	28	8	3	2' 01"953	26	6	2
27.	Giorgio Battaglini	Renault Clio R3	A 2.0	40"150	29	9	3	1' 28"501	29	9	4	2' 05"628	27	7	3
28.	Maurizio Tiveron	Mitsubishi Lancer Evo IX	A 3.0+	37"101	21	4	4	1' 22"067	22	4	4	2' 08"575	28	8	5
29.	Marco Rovella	Opel Corsa S1600	A 1.6	39"214	27	7	1	1' 25"114	27	7	1	2' 14"804	29	9	1
30.	Lorenzo Lupi	Ford Fiesta ST	N 2.0	45"835	30	3	1	1' 38"915	30	3	1	2' 17"603	30	3	1

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Analisi INTERTEMPI - ASSOLUTA

			INT 1	a	g	c	INT 2	a	g	c	INT 3	a	g	c	
1.	Antonio Marchese	Lola B06/51 - Toyota	E2 3.0	30"584	1	1	1	34"054	1	1	1	25"530	1	1	1
2.	Giuseppe Oliva	Tatuus Nt.07 - Honda	E2 2.0	31"937	4	2	1	36"092	2	2	1	26"937	2	2	1
3.	Domenico D'Agostino	Osella PA20/S - BMW	CN 3.0	31"785	3	2	2	36"478	4	2	2	27"187	3	1	1
4.	Tino Natoli	Osella PA20/S - BMW	CN 3.0	31"707	2	1	1	36"401	3	1	1	27"630	5	3	3
5.	Michele Calabretto	Osella PA20/S - BMW	CN 3.0	32"128	5	3	3	36"645	5	3	3	27"266	4	2	2
6.	Cosimo Guaiana	Tatuus Nt.07 - Honda	E2 2.0	32"624	6	3	2	38"002	7	3	2	27"934	6	3	2
7.	Matheus Nolli	Chrysler Viper GTS-R	GT GT1	33"301	7	1	1	37"725	6	1	1	28"827	7	1	1
8.	Lamberto Visentin	BMW M3 E92 GTR	GT GT2	34"233	9	2	1	39"572	8	2	1	29"208	8	2	1
9.	Daniel Soelva	Ferrari F430 GT3	GT GT3	34"286	10	3	1	39"785	9	3	1	29"916	9	3	1
10.	Francesco Gervasi	Osella PA20/S - BMW	CN 3.0	33"757	8	4	4	40"335	12	5	4	30"042	10	4	4
11.	Renato Cao	Citroën C4 WRC	A 3.0+	34"295	11	1	1	40"230	11	1	1	30"241	11	1	1
12.	Giuseppe Da Campo	Osella PA20/S - Honda	CN 2.0	35"103	12	5	1	39"949	10	4	1	31"364	12	5	1
	<i>Marco Stella</i>	<i>Ford Focus WRC '06</i>	<i>A 3.0+</i>												
13.	Francesco Morrone	Radical SR3 - Honda	CN 1.6	35"763	14	6	1	41"679	15	7	1	31"435	13	6	1
14.	Gianluca Iazzolino	Fiat Grande Punto	S2.0 RAL	36"061	15	1	1	42"021	17	1	1	31"884	16	1	1
	Angelo Fici	Radical SR3 - Suzuki	CN 1.4	35"548				42"251				32"302			
15.	Dario Cao	Fiat Grande Punto	S2.0 RAL	36"109	17	2	2	42"466	19	2	2	31"633	14	2	2
16.	Andrea Biagini	Osella PA20/S - BMW	CN 2.0	36"820	19	8	2	41"242	13	6	2	32"148	18	7	2
17.	Vito Fortunato	Ford Focus WRC '06	A 3.0+	36"075	16	3	3	42"086	18	3	3	32"121	17	3	3
18.	Marco Stella	Ford Focus WRC '06	A 3.0+	35"273	13	2	2	41"389	14	2	2	31"708	15	2	2
19.	Angelo Fodale	Radical SR3 - Suzuki	CN 1.4	36"309	18	7	1	41"963	16	8	1	33"067	22	8	1
	<i>Giuseppe Saullo</i>	<i>Fiat Grande Punto</i>	<i>S2.0 RAL</i>												
20.	Davide Lazzaro	Alfa Romeo 156	S2.0 TRA	37"731	23	4	1	43"760	21	4	1	32"687	20	4	1
21.	Giuseppe Saullo	Fiat Grande Punto	S2.0 RAL	37"057	20	3	3	42"782	20	3	3	32"170	19	3	3
22.	Giandomenico Sicilia	Renault Clio R3	A 2.0	37"680	22	5	1	44"724	22	4	1	32"755	21	4	1
23.	Marco Pirani	Mitsubishi Lancer Evo IX	N 3.0+	38"126	26	2	2	44"908	24	2	2	33"542	23	1	1
24.	Luca Dalla Riva	Mitsubishi Lancer Evo IX	N 3.0+	38"100	25	1	1	44"725	23	1	1	34"163	25	2	2
25.	Andrea Bevilacqua	Mitsubishi Lancer Evo IX	A 3.0+	38"032	24	6	5	46"567	27	7	5	33"849	24	5	4
26.	Francesco Fodale	Peugeot 306 Maxi	A 2.0	39"614	28	8	2	46"636	28	8	2	35"703	26	6	2
27.	Giorgio Battaglini	Renault Clio R3	A 2.0	40"150	29	9	3	48"351	29	9	3	37"127	27	7	3
28.	Maurizio Tiveron	Mitsubishi Lancer Evo IX	A 3.0+	37"101	21	4	4	44"966	25	5	4	46"508	29	8	5
29.	Marco Rovella	Opel Corsa S1600	A 1.6	39"214	27	7	1	45"900	26	6	1	46"689	30	9	1
30.	Lorenzo Lupi	Ford Fiesta ST	N 2.0	45"835	30	3	1	53"080	30	3	1	38"687	28	3	1

GORJANCI 2012**Analisi PROGRESSIVI - Gruppo N**

			T1			T2			STOP					
				a	g	c		a	g	c		a	g	c
1. Marco Pirani	Mitsubishi Lancer Evo IX	N 3.0+	38"126	26	2	2	1' 23"034	25	2	2	1' 56"576	23	1	1
2. Luca Dalla Riva	Mitsubishi Lancer Evo IX	N 3.0+	38"100	25	1	1	1' 22"825	24	1	1	1' 56"988	24	2	2
3. Lorenzo Lupi	Ford Fiesta ST	N 2.0	45"835	30	3	1	1' 38"915	30	3	1	2' 17"603	30	3	1

GORJANCI 2012**Analisi INTERTEMPI - Gruppo N**

			INT 1			INT 2			INT 3					
				a	g	c		a	g	c		a	g	c
1. Marco Pirani	Mitsubishi Lancer Evo IX	N 3.0+	38"126	26	2	2	44"908	24	2	2	33"542	23	1	1
2. Luca Dalla Riva	Mitsubishi Lancer Evo IX	N 3.0+	38"100	25	1	1	44"725	23	1	1	34"163	25	2	2
3. Lorenzo Lupi	Ford Fiesta ST	N 2.0	45"835	30	3	1	53"080	30	3	1	38"687	28	3	1

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1. Gianluca Iazzolino	Fiat Grande Punto
2. Dario Cao	Fiat Grande Punto
<i>Giuseppe Saullo</i>	<i>Fiat Grande Punto</i>
3. Davide Lazzaro	Alfa Romeo 156
4. Giuseppe Saullo	Fiat Grande Punto

Analisi PROGRESSIVI - Gruppo S2000

			T1	a	g	c		T2	a	g	c		STOP	a	g	c
S2.0 RAL	36"061	15	1	1	1' 18"082	16	1	1	1' 49"967	14	1	1				
S2.0 RAL	36"109	17	2	2	1' 18"575	19	2	2	1' 50"209	15	2	2				
<i>S2.0 RAL</i>																
S2.0 TRA	37"731	23	4	1	1' 21"491	21	4	1	1' 54"177	20	3	1				
S2.0 RAL	37"057	20	3	3	1' 19"839	20	3	3	1' 55"009	21	4	3				

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1. Gianluca Iazzolino	Fiat Grande Punto
2. Dario Cao	Fiat Grande Punto
<i>Giuseppe Saullo</i>	<i>Fiat Grande Punto</i>
3. Davide Lazzaro	Alfa Romeo 156
4. Giuseppe Saullo	Fiat Grande Punto

Analisi INTERTEMPI - Gruppo S2000

			INT 1	a	g	c		INT 2	a	g	c		INT 3	a	g	c
S2.0 RAL	36"061	15	1	1	42"021	17	1	1	31"884	16	1	1				
S2.0 RAL	36"109	17	2	2	42"466	19	2	2	31"633	14	2	2				
<i>S2.0 RAL</i>																
S2.0 TRA	37"731	23	4	1	43"760	21	4	1	32"687	20	4	1				
S2.0 RAL	37"057	20	3	3	42"782	20	3	3	32"170	19	3	3				

GORJANCI 2012**Analisi PROGRESSIVI - Gruppo A**

			T1			T2			STOP					
			a	g	c	a	g	c	a	g	c			
1. Renato Cao	Citroën C4 WRC	A 3.0+	34"295	11	1	1	1' 14"525	11	1	1	1' 44"766	11	1	1
	<i>Marco Stella</i>	<i>Ford Focus WRC '06</i>	<i>A 3.0+</i>											
2. Vito Fortunato	Ford Focus WRC '06	A 3.0+	36"075	16	3	3	1' 18"161	17	3	3	1' 50"283	17	2	2
3. Marco Stella	Ford Focus WRC '06	A 3.0+	35"273	13	2	2	1' 16"662	13	2	2	1' 50"370	18	3	3
4. Giandomenico Sicilia	Renault Clio R3	A 2.0	37"680	22	5	1	1' 22"404	23	5	1	1' 55"159	22	4	1
5. Andrea Bevilacqua	Mitsubishi Lancer Evo IX	A 3.0+	38"032	24	6	5	1' 24"599	26	6	5	1' 58"450	25	5	4
6. Francesco Fodale	Peugeot 306 Maxi	A 2.0	39"614	28	8	2	1' 26"250	28	8	3	2' 01"953	26	6	2
7. Giorgio Battaglini	Renault Clio R3	A 2.0	40"150	29	9	3	1' 28"501	29	9	4	2' 05"628	27	7	3
8. Maurizio Tiveron	Mitsubishi Lancer Evo IX	A 3.0+	37"101	21	4	4	1' 22"067	22	4	4	2' 08"575	28	8	5
9. Marco Rovella	Opel Corsa S1600	A 1.6	39"214	27	7	1	1' 25"114	27	7	1	2' 14"804	29	9	1

GORJANCI 2012**Analisi INTERTEMPI - Gruppo A**

			INT 1			INT 2			INT 3					
			a	g	c	a	g	c	a	g	c			
1. Renato Cao	Citroën C4 WRC	A 3.0+	34"295	11	1	1	40"230	11	1	1	30"241	11	1	1
	<i>Marco Stella</i>	<i>Ford Focus WRC '06</i>	<i>A 3.0+</i>											
2. Vito Fortunato	Ford Focus WRC '06	A 3.0+	36"075	16	3	3	42"086	18	3	3	32"121	17	3	3
3. Marco Stella	Ford Focus WRC '06	A 3.0+	35"273	13	2	2	41"389	14	2	2	31"708	15	2	2
4. Giandomenico Sicilia	Renault Clio R3	A 2.0	37"680	22	5	1	44"724	22	4	1	32"755	21	4	1
5. Andrea Bevilacqua	Mitsubishi Lancer Evo IX	A 3.0+	38"032	24	6	5	46"567	27	7	5	33"849	24	5	4
6. Francesco Fodale	Peugeot 306 Maxi	A 2.0	39"614	28	8	2	46"636	28	8	2	35"703	26	6	2
7. Giorgio Battaglini	Renault Clio R3	A 2.0	40"150	29	9	3	48"351	29	9	3	37"127	27	7	3
8. Maurizio Tiveron	Mitsubishi Lancer Evo IX	A 3.0+	37"101	21	4	4	44"966	25	5	4	46"508	29	8	5
9. Marco Rovella	Opel Corsa S1600	A 1.6	39"214	27	7	1	45"900	26	6	1	46"689	30	9	1

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1. Matheus Nolli Chrysler Viper GTS-R
2. Lamberto Visentin BMW M3 E92 GTR
3. Daniel Soelva Ferrari F430 GT3

Analisi PROGRESSIVI - Gruppo GT

				T1	a g c		T2	a g c	STOP	a g c			
GT	GT1	33"301	7	1	1	1' 11"026	7	1	1	1' 39"853	7	1	1
GT	GT2	34"233	9	2	1	1' 13"805	8	2	1	1' 43"012	8	2	1
GT	GT3	34"286	10	3	1	1' 14"071	9	3	1	1' 43"987	9	3	1

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1. Matheus Nolli Chrysler Viper GTS-R
2. Lamberto Visentin BMW M3 E92 GTR
3. Daniel Soelva Ferrari F430 GT3

Analisi INTEREMPI - Gruppo GT

				INT 1	a g c		INT 2	a g c		INT 3	a g c		
GT	GT1	33"301	7	1	1	37"725	6	1	1	28"827	7	1	1
GT	GT2	34"233	9	2	1	39"572	8	2	1	29"208	8	2	1
GT	GT3	34"286	10	3	1	39"785	9	3	1	29"916	9	3	1

GORJANCI 2012**Analisi PROGRESSIVI - Gruppo CN**

			T1	a g c	T2	a g c	STOP	a g c
1. Domenico D'Agostino	Osella PA20/S - BMW	CN 3.0	31"785	3 2 2	1' 08"263	4 2 2	1' 35"451	3 1 1
2. Tino Natoli	Osella PA20/S - BMW	CN 3.0	31"707	2 1 1	1' 08"108	3 1 1	1' 35"739	4 2 2
3. Michele Calabretto	Osella PA20/S - BMW	CN 3.0	32"128	5 3 3	1' 08"773	5 3 3	1' 36"039	5 3 3
4. Francesco Gervasi	Osella PA20/S - BMW	CN 3.0	33"757	8 4 4	1' 14"092	10 4 4	1' 44"134	10 4 4
5. Giuseppe Da Campo	Osella PA20/S - Honda	CN 2.0	35"103	12 5 1	1' 15"052	12 5 1	1' 46"418	12 5 1
6. Francesco Morrone	Radical SR3 - Honda	CN 1.6	35"763	14 6 1	1' 17"442	14 6 1	1' 48"876	13 6 1
Angelo Fici	Radical SR3 - Suzuki	CN 1.4	35"548		1' 17"799		1' 50"103	
7. Andrea Biagini	Osella PA20/S - BMW	CN 2.0	36"820	19 8 2	1' 18"062	15 7 2	1' 50"210	16 7 2
8. Angelo Fodale	Radical SR3 - Suzuki	CN 1.4	36"309	18 7 1	1' 18"272	18 8 1	1' 51"340	19 8 1

GORJANCI 2012**Analisi INTERTEMPI - Gruppo CN**

			INT 1	a g c	INT 2	a g c	INT 3	a g c
1. Domenico D'Agostino	Osella PA20/S - BMW	CN 3.0	31"785	3 2 2	36"478	4 2 2	27"187	3 1 1
2. Tino Natoli	Osella PA20/S - BMW	CN 3.0	31"707	2 1 1	36"401	3 1 1	27"630	5 3 3
3. Michele Calabretto	Osella PA20/S - BMW	CN 3.0	32"128	5 3 3	36"645	5 3 3	27"266	4 2 2
4. Francesco Gervasi	Osella PA20/S - BMW	CN 3.0	33"757	8 4 4	40"335	12 5 4	30"042	10 4 4
5. Giuseppe Da Campo	Osella PA20/S - Honda	CN 2.0	35"103	12 5 1	39"949	10 4 1	31"364	12 5 1
6. Francesco Morrone	Radical SR3 - Honda	CN 1.6	35"763	14 6 1	41"679	15 7 1	31"435	13 6 1
Angelo Fici	Radical SR3 - Suzuki	CN 1.4	35"548		42"251		32"302	
7. Andrea Biagini	Osella PA20/S - BMW	CN 2.0	36"820	19 8 2	41"242	13 6 2	32"148	18 7 2
8. Angelo Fodale	Radical SR3 - Suzuki	CN 1.4	36"309	18 7 1	41"963	16 8 1	33"067	22 8 1

GORJANCI 2012**Analisi PROGRESSIVI - Gruppo E2**

		T1			T2			STOP							
			a	g	c		a	g	c		a	g	c		
1. Antonio Marchese	Lola B06/51 - Toyota	E2	3.0	30"584	1	1	1	1' 04"638	1	1	1	1' 30"168	1	1	1
2. Giuseppe Oliva	Tatuus Nt.07 - Honda	E2	2.0	31"937	4	2	1	1' 08"029	2	2	1	1' 34"965	2	2	0
3. Cosimo Guaiana	Tatuus Nt.07 - Honda	E2	2.0	32"624	6	3	2	1' 10"626	6	3	2	1' 38"559	6	3	0

GORJANCI 2012**Analisi INTERTEMPI - Gruppo E2**

		INT 1			INT 2			INT 3							
			a	g	c		a	g	c		a	g	c		
1. Antonio Marchese	Lola B06/51 - Toyota	E2	3.0	30"584	1	1	1	34"054	1	1	1	25"530	1	1	1
2. Giuseppe Oliva	Tatuus Nt.07 - Honda	E2	2.0	31"937	4	2	1	36"092	2	2	1	26"937	2	2	1
3. Cosimo Guaiana	Tatuus Nt.07 - Honda	E2	2.0	32"624	6	3	2	38"002	7	3	2	27"934	6	3	2