



**AUTODROMO INTERNAZIONALE DEL MUGELLO**  
**MODENA CENTO ORE 2022 COMPETIZIONE**  
**SCARPERIA 05 OTTOBRE 2022**



**CHRONOLOGICAL ANALYSIS RACE**      **GROUP 1**

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
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<b>1</b>	<b>THOMAS/STEPHAN</b>				CH						
	SCUDERIA APA	JAGUAR E-	F	GTS12							
<hr/>											
					2'33.494						
1)			50.341		<b>2'33.494</b>						
					4'55.966						
2)	(210.9)	47.881	45.428	49.163	<b>2'22.472</b>						
					7'16.410						
3)	(215.5)	47.005	44.261	49.178	<b>2'20.444</b>						
					9'37.968						
4)	(197.4)	48.470	44.217	48.871	<b>2'21.558</b>						
					12'00.602						
5)	(201.1)	48.853	44.548	49.233	<b>2'22.634</b>						
					14'22.331						
6)	(215.5)	48.256	44.388	49.085	<b>2'21.729</b>						
					16'45.019						
7)	(212.5)	48.279	44.926	49.483	<b>2'22.688</b>						
					19'06.630						
8)	(212.5)	47.623	44.628	49.360	<b>2'21.611</b>						
					21'28.601						
9)	(204.9)	48.153	44.359	49.459	<b>2'21.971</b>						
					23'53.485						
10)	(205.3)	48.521	46.601	49.762	<b>2'24.884</b>						
					26'15.239						
11)	(215.1)	47.734	44.700	49.320	<b>2'21.754</b>						
					28'36.881						
12)	(211.3)	47.637	44.742	49.263	<b>2'21.642</b>						



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CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>4 NEARBURG/KING</b>											
		JAGUAR E-	F		US						GTS12
1)				50.223	2'33.689						<b>2'33.689</b>
2)	(208.8)	48.170	45.534	50.103	4'57.496						<b>2'23.807</b>
3)	(206.8)	47.826	45.277	49.222	7'19.821						<b>2'22.325</b>
4)	(204.1)	47.741	45.028	49.739	9'42.329						<b>2'22.508</b>
5)	(206.5)	48.870	44.670	50.006	12'05.875						<b>2'23.546</b>
6)	(200.3)	48.410	45.110	49.951	14'29.346						<b>2'23.471</b>
7)	(207.2)	48.474	44.844	50.945	16'53.609						<b>2'24.263</b>
8)	(201.1)	49.201	45.878	49.279	19'17.967						<b>2'24.358</b>
9)	(199.2)	48.594	45.067	49.523	21'41.151						<b>2'23.184</b>
10)	(206.1)	48.154	44.505	50.513	24'04.323						<b>2'23.172</b>
11)	(199.6)	48.733	44.902	49.681	26'27.639						<b>2'23.316</b>
12)	(201.1)	49.002			28'53.396						<b>2'25.757</b>



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CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>5 WALKER/SHEDDEN</b>						UK					
	BRDC	JAGUAR E-	F	GTS12							
1)				49.796	2'32.534 <b>2'32.534</b>						
2)	(215.1)	48.421	43.160	48.427	4'52.542 <b>2'20.008</b>						
3)	(217.7)	47.076	42.429	48.374	7'10.421 <b>2'17.879</b>						
4)	(219.0)	46.696	42.384	48.204	9'27.705 <b>2'17.284</b>						
5)	(219.0)	47.014	43.072	48.304	11'46.095 <b>2'18.390</b>						
6)	(218.1)	46.784	42.390	48.195	14'03.464 <b>2'17.369</b>						
7)	(219.0)	47.241	42.741	48.530	16'21.976 <b>2'18.512</b>						
8)	(219.9)	46.737	44.891	48.355	18'41.959 <b>2'19.983</b>						
9)	(217.7)	46.955	42.726	48.532	21'00.172 <b>2'18.213</b>						
10)	(218.1)	46.949	42.550	48.150	23'17.821 <b>2'17.649</b>						
11)	(218.1)	46.914	42.736	48.174	25'35.645 <b>2'17.824</b>						
12)	(220.4)	47.429	43.060	48.223	27'54.357 <b>2'18.712</b>						



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<b>7</b>	<b>FREEMAN/ELLIS</b>										
	GR ASIA	AC SHELBY CO	F		UK GTS12						
1)				50.314	<i>2'32.754</i> <b>2'32.754</b>						
2)	(226.8)	47.906	45.736	50.114	<i>4'56.510</i> <b>2'23.756</b>						
3)	(230.7)	48.247	45.253	49.653	<i>7'19.663</i> <b>2'23.153</b>						
4)	(230.2)	47.116	45.268	49.159	<i>9'41.206</i> <b>2'21.543</b>						
5)	(230.2)	47.713	45.609	49.726	<i>12'04.254</i> <b>2'23.048</b>						
6)	(229.2)	47.770	44.890	49.811	<i>14'26.725</i> <b>2'22.471</b>						
7)	(230.2)	47.999	45.223	49.438	<i>16'49.385</i> <b>2'22.660</b>						
8)	(230.2)	47.024	44.791	49.672	<i>19'10.872</i> <b>2'21.487</b>						
9)	(230.7)	47.422	45.652	49.457	<i>21'33.403</i> <b>2'22.531</b>						
10)	(228.8)	47.219	45.181	49.701	<i>23'55.504</i> <b>2'22.101</b>						
11)	(230.7)	46.936	44.811	49.038	<i>26'16.289</i> <b>2'20.785</b>						
12)	(230.7)	47.015	45.098	49.716	<i>28'38.118</i> <b>2'21.829</b>						



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SCARPERIA 05 OTTOBRE 2022



CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>8</b>	<b>THORNE/BAGGS</b>										
		SHELBY AMERI	F	UK	GTS12						
					2'34.079						
1)			49.394		<b>2'34.079</b>						
					4'56.744						
2)	(203.3)	48.491	45.266	48.908	<b>2'22.665</b>						
					7'16.580						
3)	(216.4)	46.997	44.584	48.255	<b>2'19.836</b>						
					9'38.296						
4)	(211.3)	47.704	45.238	48.774	<b>2'21.716</b>						
					11'59.664						
5)	(223.6)	47.867	44.666	48.835	<b>2'21.368</b>						
					14'21.647						
6)	(216.4)	47.845	44.671	49.467	<b>2'21.983</b>						
					16'44.455						
7)	(216.4)	48.313	45.329	49.166	<b>2'22.808</b>						
					19'06.164						
8)	(232.2)	47.437	45.101	49.171	<b>2'21.709</b>						
					21'27.976						
9)	(215.1)	47.728	44.923	49.161	<b>2'21.812</b>						
					23'51.959						
10)	(215.1)	48.642	45.505	49.836	<b>2'23.983</b>						
					26'14.766						
11)	(212.1)	48.609	45.112	49.086	<b>2'22.807</b>						
					28'36.099						
12)	(226.8)	47.350	44.986	48.997	<b>2'21.333</b>						



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LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<hr/>											
<b>10</b>	<b>NAVAKOVIC/NAVAKOVIC</b>				CH						
	SHELBY AMERI		F	GTS12							
<hr/>											
1)				50.376	2'36.322 <b>2'36.322</b>						
2)	(207.6)	49.146	46.186	49.398	5'01.052 <b>2'24.730</b>						
3)	(220.8)	47.986	45.211	50.269	7'24.518 <b>2'23.466</b>						
4)	(225.0)	47.332	44.661	49.452	9'45.963 <b>2'21.445</b>						
5)	(226.4)	48.627	45.600	49.649	12'09.839 <b>2'23.876</b>						
6)	(220.4)	47.629	45.536	50.585	14'33.589 <b>2'23.750</b>						
7)	(224.0)	48.207	45.941	50.421	16'58.158 <b>2'24.569</b>						
8)	(224.0)	48.218	45.293	50.508	19'22.177 <b>2'24.019</b>						
9)	(224.5)	47.796	45.390	50.734	21'46.097 <b>2'23.920</b>						
10)	(224.5)	48.186	45.572	50.354	24'10.209 <b>2'24.112</b>						
11)	(224.0)	48.764	45.331	50.807	26'35.111 <b>2'24.902</b>						
12)	(224.5)	48.056	45.588	50.472	28'59.227 <b>2'24.116</b>						



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LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<hr/>											
<b>11</b>	<b>CAMPAGNE/CAMPAGNE</b>				NL						
	FORD MUSTANG			F	TC10						
<hr/>											
1)				50.116	<i>2'35.781</i> <b>2'35.781</b>						
2)	(215.5)	49.213	45.919	50.078	<i>5'00.991</i> <b>2'25.210</b>						
3)	(219.9)	49.006	45.271	50.400	<i>7'25.668</i> <b>2'24.677</b>						
4)	(216.8)	48.293	45.099	50.714	<i>9'49.774</i> <b>2'24.106</b>						
5)	(213.8)	48.648	45.642	50.398	<i>12'14.462</i> <b>2'24.688</b>						
6)	(214.7)	48.887	45.453	50.703	<i>14'39.505</i> <b>2'25.043</b>						
7)	(210.9)	48.535	45.451	50.780	<i>17'04.271</i> <b>2'24.766</b>						
8)	(214.2)	48.893	45.077	1'56.534	<i>20'34.775</i> <b>3'30.504 B</b>						



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<b>14</b>	<b>EYEARS/STRETTON</b>										
		LOTUS ELAN 2	F			UK					
						GTS10					
1)				50.368	<i>2'37.305</i> <b>2'37.305</b>						
2)	(204.1)	48.722	47.016	50.382	<i>5'03.425</i> <b>2'26.120</b>						
3)	(201.8)	48.850	44.942	50.182	<i>7'27.399</i> <b>2'23.974</b>						
4)	(204.5)	47.728	1'03.902	50.527	<i>10'09.556</i> <b>2'42.157</b>						
5)	(195.2)	49.008	45.732	51.291	<i>12'35.587</i> <b>2'26.031</b>						
6)	(201.8)	48.432	44.895	50.377	<i>14'59.291</i> <b>2'23.704</b>						
7)	(202.6)	48.106	44.664	51.095	<i>17'23.156</i> <b>2'23.865</b>						
8)	(203.0)	48.641	44.693	50.743	<i>19'47.233</i> <b>2'24.077</b>						
9)	(199.6)	48.084	44.790	50.263	<i>22'10.370</i> <b>2'23.137</b>						
10)	(202.2)	48.136	44.218	50.374	<i>24'33.098</i> <b>2'22.728</b>						
11)	(199.6)	48.918	46.048	50.752	<i>26'58.816</i> <b>2'25.718</b>						
12)	(206.5)	48.660	44.740	50.010	<i>29'22.226</i> <b>2'23.410</b>						



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CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<hr/>											
<b>16</b>	<b>FINCKENSTEIN/FINCKENSTEI</b>				DE						
	LOTUS ELAN.		F	GTS10							
<hr/>											
1)				50.452	<i>2'35.085</i> <b>2'35.085</b>						
2)	(198.5)	49.439	48.357	50.000	<i>5'02.881</i> <b>2'27.796</b>						
3)	(200.0)	48.720	45.380	49.942	<i>7'26.923</i> <b>2'24.042</b>						
4)	(200.0)	49.111	46.629	50.070	<i>9'52.733</i> <b>2'25.810</b>						
5)	(186.2)	49.698	45.441	50.757	<i>12'18.629</i> <b>2'25.896</b>						
6)	(184.9)	49.188	44.761	50.127	<i>14'42.705</i> <b>2'24.076</b>						
7)	(186.5)	49.147	44.870	50.131	<i>17'06.853</i> <b>2'24.148</b>						
8)	(191.1)	49.260	45.261	50.391	<i>19'31.765</i> <b>2'24.912</b>						
9)	(189.8)	49.183	46.391	51.009	<i>21'58.348</i> <b>2'26.583</b>						
10)	(189.1)	49.761	45.070	50.762	<i>24'23.941</i> <b>2'25.593</b>						
11)	(188.4)	49.654	45.265	50.172	<i>26'49.032</i> <b>2'25.091</b>						
12)	(201.8)	49.743	44.961	50.579	<i>29'14.315</i> <b>2'25.283</b>						



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<b>18</b>	<b>RAWE/DE ACEDO</b>										
		TRIUMPH TR4	F			UK					GTS11
1)				54.407	<i>2'47.766</i> <b>2'47.766</b>						
2)	(174.4)	52.853	49.656	53.785	<i>5'24.060</i> <b>2'36.294</b>						
3)	(167.9)	52.909	48.132	55.547	<i>8'00.648</i> <b>2'36.588</b>						
4)	(167.1)	53.416	48.747	58.968	<i>10'41.779</i> <b>2'41.131</b>						
5)	(148.5)	55.179	50.140	59.292	<i>13'26.390</i> <b>2'44.611</b>						
6)	(144.5)	55.488	49.537	58.908	<i>16'10.323</i> <b>2'43.933</b>						
7)	(155.3)	55.735	50.794	55.263	<i>18'52.115</i> <b>2'41.792</b>						
8)	(174.7)	52.518	48.171	54.507	<i>21'27.311</i> <b>2'35.196</b>						
9)	(156.5)	54.727	47.278	54.319	<i>24'03.635</i> <b>2'36.324</b>						
10)	(169.2)	52.479	47.694	55.332	<i>26'39.140</i> <b>2'35.505</b>						
11)	(163.1)	53.526	47.851	55.078	<i>29'15.595</i> <b>2'36.455</b>						



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<b>20</b>	<b>FABRI/FURIANI</b>										
		ALFA ROMEO G	F	BE	TC8						
					2'41.772						
1)				51.129	<b>2'41.772</b>						
					5'08.428						
2)	(200.3)	49.388	45.747	51.521	<b>2'26.656</b>						
					7'33.854						
3)	(198.8)	48.996	45.417	51.013	<b>2'25.426</b>						
					10'01.142						
4)	(199.6)	49.302	46.090	51.896	<b>2'27.288</b>						
					12'28.693						
5)	(199.2)	49.234	46.246	52.071	<b>2'27.551</b>						
					14'55.574						
6)	(198.1)	49.052	45.825	52.004	<b>2'26.881</b>						
					17'23.251						
7)	(197.8)	49.557	46.325	51.795	<b>2'27.677</b>						
					19'50.360						
8)	(198.5)	49.427	46.032	51.650	<b>2'27.109</b>						
					22'16.977						
9)	(200.0)	49.381	45.624	51.612	<b>2'26.617</b>						
					24'44.981						
10)	(200.0)	49.997	46.501	51.506	<b>2'28.004</b>						
					27'11.581						
11)	(199.2)	49.275	45.729	51.596	<b>2'26.600</b>						
					29'39.874						
12)	(200.0)	49.847	46.226	52.220	<b>2'28.293</b>						





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<b>23</b>	<b>THOM/THOM</b>				US						
	RACEWORKS MO	ALFA ROMEO G	F	TC8							
					2'44.902						
1)				52.719	<b>2'44.902</b>						
					5'13.510						
2)	(180.6)	50.514	45.730	52.364	<b>2'28.608</b>						
					7'41.807						
3)	(189.1)	50.342	45.648	52.307	<b>2'28.297</b>						
					10'10.968						
4)	(188.4)	50.138	46.101	52.922	<b>2'29.161</b>						
					12'38.704						
5)	(187.8)	50.235	45.227	52.274	<b>2'27.736</b>						
					15'06.334						
6)	(187.1)	50.281	45.023	52.326	<b>2'27.630</b>						
					17'34.534						
7)	(187.8)	50.360	45.217	52.623	<b>2'28.200</b>						
					20'03.636						
8)	(187.8)	50.137	45.511	53.454	<b>2'29.102</b>						
					22'32.116						
9)	(186.2)	50.459	45.147	52.874	<b>2'28.480</b>						
					25'00.812						
10)	(186.5)	50.314	46.054	52.328	<b>2'28.696</b>						
					27'49.857						
11)	(184.9)	53.108	50.123	1'05.814	<b>2'49.045</b>						
					31'00.686						
12)	(110.9)	1'11.082	59.025	1'00.722	<b>3'10.829</b>						



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LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>25</b>	<b>RODERICK/RORY</b>										
		ALFA ROMEO G	F		UK					TC8	
1)				51.109	<i>2'37.539</i> <b>2'37.539</b>						
2)	(188.1)	49.727	45.899	51.034	<i>5'04.199</i> <b>2'26.660</b>						
3)	(189.8)	49.331	44.599	50.840	<i>7'28.969</i> <b>2'24.770</b>						
4)	(191.8)	49.174	45.213	50.826	<i>9'54.182</i> <b>2'25.213</b>						
5)	(185.2)	49.091	45.262	50.790	<i>12'19.325</i> <b>2'25.143</b>						
6)	(189.4)	48.966	44.768	50.881	<i>14'43.940</i> <b>2'24.615</b>						
7)	(187.8)	49.240	44.341	50.743	<i>17'08.264</i> <b>2'24.324</b>						
8)	(188.4)	49.317	44.807	50.870	<i>19'33.258</i> <b>2'24.994</b>						
9)	(186.8)	49.872	46.986	51.237	<i>22'01.353</i> <b>2'28.095</b>						
10)	(183.9)	49.861	46.064	51.021	<i>24'28.299</i> <b>2'26.946</b>						
11)	(186.5)	49.798	45.088	54.112	<i>26'57.297</i> <b>2'28.998</b>						
12)	(190.1)	49.506	44.541	51.212	<i>29'22.556</i> <b>2'25.259</b>						



**AUTODROMO INTERNAZIONALE DEL MUGELLO**  
**MODENA CENTO ORE 2022 COMPETIZIONE**  
**SCARPERIA 05 OTTOBRE 2022**



**CHRONOLOGICAL ANALYSIS RACE**      **GROUP 1**

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>26</b>	<b>FRATTI/BONDESAN</b>				IT						
	AUTORLANDO S	PORSCHE 904	F	GTP1							
					2'34.822						
1)				50.752	<b>2'34.822</b>						
					4'59.488						
2)	(210.1)	48.723	45.212	50.731	<b>2'24.666</b>						
					7'23.054						
3)	(210.5)	48.012	44.930	50.624	<b>2'23.566</b>						
					9'45.520						
4)	(209.3)	48.120	44.523	49.823	<b>2'22.466</b>						
					12'09.738						
5)	(209.7)	48.453	45.388	50.377	<b>2'24.218</b>						
					14'35.879						
6)	(208.0)	48.784	46.520	50.837	<b>2'26.141</b>						
					17'00.343						
7)	(208.4)	48.531	44.782	51.151	<b>2'24.464</b>						
					19'26.652						
8)	(209.3)	49.790	45.408	51.111	<b>2'26.309</b>						
					21'55.264						
9)	(206.8)	48.715	48.273	51.624	<b>2'28.612</b>						
					24'21.295						
10)	(206.5)	49.001	46.263	50.767	<b>2'26.031</b>						
					26'49.208						
11)	(207.2)	48.497	48.009	51.407	<b>2'27.913</b>						
					29'16.027						
12)	(205.7)	49.775	46.476	50.568	<b>2'26.819</b>						



AUTODROMO INTERNAZIONALE DEL MUGELLO  
MODENA CENTO ORE 2022 COMPETIZIONE  
SCARPERIA 05 OTTOBRE 2022



CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>27</b>	<b>BEECROFT/VON DONHOFF</b>				UK						
	SCUDERIA APA	ASTON MARTIN	E	GTS7							
					2'56.931						
1)				55.958	<b>2'56.931</b>						
					5'38.699						
2)	(170.6)	54.335	51.348	56.085	<b>2'41.768</b>						
					8'20.519						
3)	(182.4)	53.993	51.273	56.554	<b>2'41.820</b>						
					10'59.508						
4)	(189.4)	53.895	50.290	54.804	<b>2'38.989</b>						
					13'37.368						
5)	(198.8)	52.680	49.984	55.196	<b>2'37.860</b>						
					16'14.101						
6)	(196.0)	52.753	49.522	54.458	<b>2'36.733</b>						
					18'56.950						
7)	(186.5)	53.871	51.000	57.978	<b>2'42.849</b>						
					21'35.875						
8)	(201.1)	52.564	51.410	54.951	<b>2'38.925</b>						
					24'14.538						
9)	(197.0)	52.631	50.236	55.796	<b>2'38.663</b>						
					26'58.983						
10)	(199.2)	52.687	54.094	57.664	<b>2'44.445</b>						
					29'45.570						
11)	(182.7)	54.438	51.574	1'00.575	<b>2'46.587</b>						



AUTODROMO INTERNAZIONALE DEL MUGELLO  
MODENA CENTO ORE 2022 COMPETIZIONE  
SCARPERIA 05 OTTOBRE 2022



CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>29</b>	<b>HALUSA/HALUSA</b>				50SC AT						
	SCUDERIA APA	FERRARI M212		E	GT2						
					3'00.363						
1)				57.879	<b>3'00.363</b>						
					5'45.476						
2)	(177.9)	55.006	52.285	57.822	<b>2'45.113</b>						
					8'31.426						
3)	(177.9)	55.471	51.683	58.796	<b>2'45.950</b>						
					11'15.072						
4)	(180.0)	54.640	50.856	58.150	<b>2'43.646</b>						
					13'57.821						
5)	(177.9)	54.675	50.617	57.457	<b>2'42.749</b>						
					16'41.472						
6)	(174.4)	55.325	50.960	57.366	<b>2'43.651</b>						
					19'27.620						
7)	(171.9)	56.551	51.995	57.602	<b>2'46.148</b>						
					22'10.932						
8)	(180.9)	54.664	51.067	57.581	<b>2'43.312</b>						
					24'55.055						
9)	(159.0)	55.476	51.326	57.321	<b>2'44.123</b>						
					27'37.015						
10)	(176.7)	54.586	50.260	57.114	<b>2'41.960</b>						



AUTODROMO INTERNAZIONALE DEL MUGELLO  
MODENA CENTO ORE 2022 COMPETIZIONE  
SCARPERIA 05 OTTOBRE 2022



CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>30</b>	<b>MEIER/AMOROSO</b>				50SC CH						
	EDI WYSS ENG	FERRARI 250		E	GTS7						
					2'46.966						
1)				54.003	<b>2'46.966</b>						
					5'27.533						
2)	(187.8)	53.430	50.948	56.189	<b>2'40.567</b>						
					8'09.568						
3)	(194.2)	53.873	51.174	56.988	<b>2'42.035</b>						
					10'53.490						
4)	(189.8)	55.104	51.680	57.138	<b>2'43.922</b>						
					13'34.979						
5)	(198.5)	54.594	50.361	56.534	<b>2'41.489</b>						
					16'12.456						
6)	(181.8)	53.478	49.077	54.922	<b>2'37.477</b>						
					18'50.781						
7)	(186.2)	53.072	49.654	55.599	<b>2'38.325</b>						
					21'27.878						
8)	(196.0)	53.324	49.545	54.228	<b>2'37.097</b>						
					24'06.612						
9)	(191.8)	54.459	49.727	54.548	<b>2'38.734</b>						
					26'43.525						
10)	(202.2)	52.463	48.989	55.461	<b>2'36.913</b>						
					29'23.597						
11)	(199.2)	52.888	51.953	55.231	<b>2'40.072</b>						



AUTODROMO INTERNAZIONALE DEL MUGELLO  
MODENA CENTO ORE 2022 COMPETIZIONE  
SCARPERIA 05 OTTOBRE 2022



CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<b>31</b>	<b>GARAT/BALDUCCI</b>				50SC FR						
	RM SOTHEBY'S JAGUAR XK 12				E GTS2						
											2'57.339
1)				57.824							<b>2'57.339</b>
											5'44.097
2)	(172.2)	56.841	51.562	58.355							<b>2'46.758</b>
											8'30.951
3)	(171.9)	55.405	51.697	59.752							<b>2'46.854</b>
											11'19.907
4)	(170.8)	57.824	52.525	58.607							<b>2'48.956</b>
											14'08.649
5)	(170.8)	56.464	52.664	59.614							<b>2'48.742</b>
											17'00.012
6)	(170.6)	57.167	54.073	1'00.123							<b>2'51.363</b>
											19'49.734
7)	(172.8)	57.547	52.372	59.803							<b>2'49.722</b>
											22'37.062
8)	(172.5)	56.768	51.863	58.697							<b>2'47.328</b>
											25'24.366
9)	(170.6)	56.644	52.076	58.584							<b>2'47.304</b>
											28'12.190
10)	(172.5)	57.482	52.217	58.125							<b>2'47.824</b>





AUTODROMO INTERNAZIONALE DEL MUGELLO  
MODENA CENTO ORE 2022 COMPETIZIONE  
SCARPERIA 05 OTTOBRE 2022



CHRONOLOGICAL ANALYSIS RACE GROUP 1

LAP	SPEED	S1	S2	S3	TIME	LAP	SPEED	S1	S2	S3	TIME
<hr/>											
<b>34</b>	<b>OTTEN/ZANARDI</b>				DE						
	SCUDERIA CAR	BMW 328 ROAD	E	D0S7							
<hr/>											
1)				1'01.374	<i>3'14.693</i> <b>3'14.693</b>						
2)	(142.1)	1'02.189	59.099	1'03.869	<i>6'19.850</i> <b>3'05.157</b>						
3)	(141.1)	1'02.642	1'00.649	1'04.433	<i>9'27.574</i> <b>3'07.724</b>						
4)	(147.1)	1'05.129	1'02.464	1'07.266	<i>12'42.433</i> <b>3'14.859</b>						
5)	(138.2)	1'03.739	1'02.036	1'03.662	<i>15'51.870</i> <b>3'09.437</b>						
6)	(143.4)	1'02.161	1'00.285	1'07.646	<i>19'01.962</i> <b>3'10.092</b>						
7)	(143.6)	1'04.035	1'03.323	1'06.247	<i>22'15.567</i> <b>3'13.605</b>						
8)	(142.2)	1'00.736	59.311	1'04.149	<i>25'19.763</i> <b>3'04.196</b>						
9)	(148.3)	1'04.668	58.886	1'03.182	<i>28'26.499</i> <b>3'06.736</b>						