



1000 MIGLIA 2013



CRONOLOGICO DELLA PROVA DI PRECISIONE 20 PC 20 - San Marino 4

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|---------------------------------------|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 1 | | Brennecke M. | D | Schmiegel W. | D | O.M. 665 SS | 1 | 1.80 | 1'21.00 | 11:33'23.55 | 11:34'30.09 | 1'06.54 | 14.46a | 300 | 0 | 0 |
| 2 | | Wetz A. | L | Colle' R. | L | O.M. 665 MM Superba | 1 | 1.70 | | | | | -- | | | |
| 3 | | Fendt J.G. | D | Fendt C.B. | D | O.M. 665 Superba MM | 1 | 1.70 | 1'21.00 | 10:56'41.28 | 10:57'58.04 | 1'16.76 | 4.24a | 300 | 0 | 0 |
| 4 | | Bazhenin N. | RU | Soloviev D. | RU | O.M. 665 S Superba | 1 | 1.70 | 1'21.00 | 11:05'36.16 | 11:06'57.29 | 1'21.13 | 0.13 r | 13 | 207 | 352 |
| 5 | | Lisman R. | US | Doyle C. | US | O.M. 665 SS MM | 1 | 1.80 | 1'21.00 | 11:02'48.91 | 11:04'09.52 | 1'20.61 | 0.39a | 39 | 161 | 290 |
| 6 | | Haentjes M. | D | Jakob H. | D | O.M. 665 SS MM | 1 | 1.80 | 1'21.00 | 11:33'35.35 | 11:34'43.74 | 1'08.39 | 12.61a | 300 | 0 | 0 |
| 7 | | Brozzetti S. | I | Brozzetti F. | I | O.M. 665 SS MM | 1 | 1.70 | 1'21.00 | 11:32'15.78 | 11:33'36.62 | 1'20.84 | 0.16a | 16 | 198 | 337 |
| 8 | | Amenduni Gresel | I | Vicari F. | I | ALFA ROMEO 6C 1500 MMS | 1 | 1.80 | 1'21.00 | 10:56'17.70 | 10:57'38.96 | 1'21.26 | 0.26 r | 26 | 178 | 320 |
| 9 | | Battagliola D. | I | Battagliola G. | I | LANCIA Lambda serie VII | 1 | 1.70 | 1'21.00 | 11:03'13.97 | 11:04'35.02 | 1'21.05 | 0.05 r | 5 | 310 | 527 |
| 10 | | Bock J. | D | Bock S. | D | BENTLEY 4 1/2 Litre | 1 | 1.00 | 1'21.00 | 10:57'02.39 | 10:58'23.03 | 1'20.64 | 0.36a | 36 | 164 | 164 |
| 11 | | Brevini G. | I | Tazzioli F. | I | BUGATTI T 35 A | 1 | 1.70 | 1'21.00 | 11:23'42.03 | 11:25'03.41 | 1'21.38 | 0.38 r | 38 | 162 | 275 |
| 12 | | Carlini L. | CH | Jennings R. | GB | BUGATTI T 35 A | 1 | 1.70 | 1'21.00 | 11:44'18.21 | 11:45'39.54 | 1'21.33 | 0.33 r | 33 | 167 | 284 |
| 13 | | Cane' G. | I | Reichle K.P. | QA | BUGATTI T 37 Grand Prix | 1 | 1.70 | 1'21.00 | 11:16'11.89 | 11:17'32.97 | 1'21.08 | 0.08 r | 8 | 254 | 432 |
| 14 | | Schreiber W. | F | Ostmann B.R. | D | BUGATTI T 35 T | 1 | 1.70 | 1'21.00 | 11:02'22.23 | 11:03'44.42 | 1'22.19 | 1.19 r | 119 | 81 | 138 |
| 15 | | De Boer J. | NL | Koolen T. | NL | BENTLEY SpeedSix | 1 | 1.00 | 1'21.00 | 11:44'23.58 | 11:45'42.89 | 1'19.31 | 1.69a | 169 | 31 | 31 |
| 16 | | Kuck K.H. | D | Schemme K. | D | LANCIA Lambda 221S Series VIII Spider | 1 | 1.70 | 1'21.00 | 11:30'04.75 | 11:31'21.14 | 1'16.39 | 4.61a | 300 | 0 | 0 |
| 18 | | Eichenbaum D. | US | Elliott J. | US | CHRYSLER 75 | 1 | 1.70 | 1'21.00 | 11:17'50.93 | 11:19'11.44 | 1'20.51 | 0.49a | 49 | 151 | 257 |
| 19 | | Erber W. | AT | Jabinger M.M. | AT | LANCIA Lambda serie VII | 1 | 1.70 | 1'21.00 | 11:17'29.89 | 11:18'55.84 | 1'25.95 | 4.95 r | 300 | 0 | 0 |
| 20 | | Ernst R. | D | Westphal C. | D | LORRAINE D. B3-6 Le Mans | 1 | 1.70 | 1'21.00 | 13:38'41.63 | 13:40'02.90 | 1'21.27 | 0.27 r | 27 | 176 | 299 |
| 21 | | Felloni G. | I | Felloni R. | I | BUGATTI T 35 A | 1 | 1.70 | 1'21.00 | 11:12'33.87 | 11:13'54.86 | 1'20.99 | 0.01a | 1 | 395 | 672 |
| 22 | | Kurth W. | D | Branse J. K. | D | BUGATTI T 35 A | 1 | 1.00 | 1'21.00 | 11:06'20.44 | 11:07'41.40 | 1'20.96 | 0.04a | 4 | 330 | 330 |
| 23 | | Ferrari B. | I | Ferrari C. | I | BUGATTI T 37 | 1 | 1.70 | 1'21.00 | 11:07'58.55 | 11:09'19.51 | 1'20.96 | 0.04a | 4 | 330 | 561 |
| 25 | | Fiorentini G. | I | Passeri M.G. | I | RALLY ABC | 1 | 1.50 | 1'21.00 | 11:08'21.28 | 11:09'42.17 | 1'20.89 | 0.11a | 11 | 217 | 326 |
| 26 | | Foglia G. | CH | Barbiano di Bel | I | BUGATTI T 35 | 1 | 1.70 | 1'21.00 | 11:06'01.55 | 11:07'22.69 | 1'21.14 | 0.14 r | 14 | 203 | 345 |
| 27 | | Ford G. | GB | Ford R. | GB | BENTLEY 4 1/2 Litre Supercharged | 1 | 1.65 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 28 | | Frasconi I. | I | Teneggi L. | I | BUGATTI T 40 A | 1 | 1.70 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 29 | | Frech R. | GB | Zolter J. | D | BENTLEY 4 1/2 Litre Supercharged | 1 | 1.70 | 1'21.00 | 10:57'30.87 | 10:58'51.48 | 1'20.61 | 0.39a | 39 | 161 | 274 |
| 30 | | Charlesworth R. | GB | English A. | GB | BENTLEY 4 1/2 Litre Supercharged | 1 | 1.65 | 1'21.00 | 11:19'21.74 | 11:20'42.23 | 1'20.49 | 0.51a | 51 | 149 | 246 |
| 31 | | Gaensler M. | D | Davies N. | GB | BENTLEY Speed Six | 1 | 1.00 | 1'21.00 | 10:56'30.06 | 10:57'52.94 | 1'22.88 | 1.88 r | 188 | 12 | 12 |
| 33 | | Giacomello G. | I | Gennaro L. | I | BUGATTI T 37 | 1 | 1.70 | 1'21.00 | 11:13'00.47 | 11:14'21.45 | 1'20.98 | 0.02a | 2 | 370 | 629 |
| 34 | | Goedmakers R.G. | BE | Bulens K.L. | BE | MASERATI Tipo 26M Sport | 1 | 1.70 | 1'21.00 | 11:45'35.93 | 11:46'58.90 | 1'22.97 | 1.97 r | 197 | 3 | 5 |
| 35 | | Grossman J. | D | Groenemeyer H. | D | BENTLEY 6 1/2 Litre all weather | 1 | 1.00 | 1'21.00 | 11:15'41.76 | 11:17'02.40 | 1'20.64 | 0.36a | 36 | 164 | 164 |
| 36 | | Haas H.K. | AT | Haas S. | AT | LANCIA Lambda | 1 | 1.70 | 1'21.00 | 11:17'05.03 | 11:18'26.72 | 1'21.69 | 0.69 r | 69 | 131 | 223 |
| 37 | | Kirkpatrick F. | GB | Kirkpatrick S. | GB | BUGATTI T 37 A | 1 | 1.70 | 1'21.00 | 11:09'59.91 | 11:11'21.15 | 1'21.24 | 0.24 r | 24 | 182 | 309 |
| 38 | | Maes J. | BE | Van Schoubroek | BE | FIAT 509 SM | 1 | 1.50 | | | | | -- | | | |
| 39 | | Masselli P.A. | I | Confaloni S. | I | BUGATTI T 13 Brescia | 1 | 1.00 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 40 | | Meier O. | CH | Batouskova K. | CH | BUGATTI T 37 A | 1 | 1.70 | 1'21.00 | 11:15'39.26 | 11:17'00.34 | 1'21.08 | 0.08 r | 8 | 254 | 432 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|---|---|-------|---------|-------------|-------------|---------|---------|-----|-----|--------|
| 41 | | Nessi F. | CH | Nessi C. | CH | RILEY 9 brooklands speed | 1 | 1.00 | 1'21.00 | 11:34'54.14 | 11:36'15.20 | 1'21.06 | 0.06 r | 6 | 291 | 291 |
| 42 | | Olivieri L. | I | Olivieri A. | I | ALFA ROMEO 6C 1750 SPORT | 1 | 1.60 | 1'21.00 | 11:18'11.12 | 11:19'32.20 | 1'21.08 | 0.08 r | 8 | 254 | 406 |
| 43 | | Piardi E. | I | Piardi M. | I | ALFA ROMEO 6C 1750 GT CABRIOLET | 1 | 1.55 | 1'21.00 | 11:14'31.34 | 11:15'52.58 | 1'21.24 | 0.24 r | 24 | 182 | 282 |
| 44 | | Feltes G. | L | Feltes F. | L | BUGATTI T 35 | 1 | 1.70 | 1'21.00 | 11:33'00.53 | 11:34'21.39 | 1'20.86 | 0.14a | 14 | 203 | 345 |
| 45 | | Roma B. | I | Ider P. | I | BNC 527 Gran Sport Monza | 1 | 1.55 | 1'21.00 | 11:32'43.79 | 11:34'04.92 | 1'21.13 | 0.13 r | 13 | 207 | 321 |
| 47 | | Stone W. | GB | Miles D. | GB | BENTLEY Van Den Plas Sports | 1 | 1.00 | 1'21.00 | 11:44'28.10 | 11:45'48.56 | 1'20.46 | 0.54a | 54 | 146 | 146 |
| 48 | | Takemoto K. | JP | Takemoto J. | JP | BUGATTI T 35 A | 1 | 1.70 | 1'21.00 | 11:24'23.72 | 11:25'44.80 | 1'21.08 | 0.08 r | 8 | 254 | 432 |
| 49 | | Tonconogy J. | AR | Berisso G. F. | AR | BUGATTI T 40 | 1 | 1.70 | 1'21.00 | 11:20'28.14 | 11:21'49.20 | 1'21.06 | 0.06 r | 6 | 291 | 495 |
| 50 | | Briegmann F. | D | Secker J. | D | BENTLEY 6 1/2 Litre | 1 | 1.00 | 1'21.00 | 11:46'41.93 | 11:48'03.94 | 1'22.01 | 1.01 r | 101 | 99 | 99 |
| 51 | | Vogel M.H. | D | Hotz G. | I | BENTLEY 4 1/2 Litre | 1 | 1.00 | 1'21.00 | 11:28'12.05 | 11:29'34.88 | 1'22.83 | 1.83 r | 183 | 17 | 17 |
| 52 | | Vonow A. | CH | Vonow A. | CH | ALFA ROMEO 6C 1500 Sport | 1 | 1.70 | 1'21.00 | 11:18'29.98 | 11:19'52.57 | 1'22.59 | 1.59 r | 159 | 41 | 70 |
| 53 | | Tiemann M. | D | Bock M. | NL | MERCEDES-BEN SSK | 1 | 1.65 | 1'21.00 | 11:24'03.97 | 11:25'24.99 | 1'21.02 | 0.02 r | 2 | 370 | 611 |
| 54 | | Louwman E. | NL | Westermann P. | NL | MERCEDES-BEN SSK | 1 | 1.65 | 1'21.00 | 11:31'23.58 | 11:32'44.63 | 1'21.05 | 0.05 r | 5 | 310 | 512 |
| 55 | | Wendlinger K. | AT | Mass J. | D | MERCEDES-BEN 710 SS | 1 | 1.65 | 1'21.00 | 11:40'28.98 | 11:41'41.36 | 1'12.38 | 8.62a | 300 | 0 | 0 |
| 56 | | Rothenberger H. | D | Rothenberger S. | AT | MERCEDES-BEN SSK | 1 | 1.65 | 1'21.00 | 11:21'41.72 | 11:23'02.87 | 1'21.15 | 0.15 r | 15 | 200 | 330 |
| 57 | | Murru G.L. | I | Destro Castanit | I | BNC 527 MONZA | 1 | 1.00 | 1'21.00 | 11:28'06.51 | 11:29'27.90 | 1'21.39 | 0.39 r | 39 | 161 | 161 |
| 59 | | Bettinsoli M. | I | Arici S. | I | FIAT 508 S COPPA ORO | 2 | 1.50 | 1'21.00 | 11:13'25.38 | 11:14'46.63 | 1'21.25 | 0.25 r | 25 | 180 | 270 |
| 60 | | Adler S. | US | Greisen J. | DK | ALFA ROMEO 6C 1750 GRAN SPORT | 2 | 1.65 | 1'21.00 | 12:19'21.35 | | | -- | 0 | 0 | -12000 |
| 61 | | Ambrosi G. | I | Cantoni L. | I | ALFA ROMEO 6C 1750 GRAN SPORT | 2 | 1.75 | 1'21.00 | 11:22'17.30 | 11:23'38.21 | 1'20.91 | 0.09a | 9 | 236 | 413 |
| 62 | | Belometti A. | I | Putelli E. | I | FIAT 508 S SIATA Spider | 2 | 1.60 | 1'21.00 | 11:19'43.27 | 11:21'04.37 | 1'21.10 | 0.10 r | 10 | 226 | 362 |
| 64 | | Brandts L. | NL | Brandts C. | NL | RILEY MPH "Works Prototype" | 2 | 1.00 | 1'21.00 | 11:28'54.89 | 11:30'37.98 | 1'43.09 | 22.09 r | 300 | 0 | 0 |
| 65 | | Briggs P. | AU | Briggs R. | AU | MG K3 Magnette | 2 | 1.55 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 66 | | Cantele G. | MC | De Vogue' M. | MC | ALVIS 20 SA Tourer Van den Plas | 2 | 1.00 | 1'21.00 | 11:48'43.26 | 11:50'10.05 | 1'26.79 | 5.79 r | 300 | 0 | 0 |
| 67 | | Martegani A. | CH | Maccacaro A. | I | ALFA ROMEO 6C 2300 Pescara Sport Spider | 2 | 1.60 | 1'21.00 | 11:49'50.16 | 11:51'11.23 | 1'21.07 | 0.07 r | 7 | 272 | 435 |
| 68 | | Cavagna G.P.T. | I | Olli A. | I | FIAT 514 MM | 2 | 1.55 | 1'21.00 | 11:46'12.02 | 11:47'32.95 | 1'20.93 | 0.07a | 7 | 272 | 422 |
| 69 | | Cruyt W. D. | BE | Quercioli P. | I | LANCIA Augusta Belna cabriolet | 2 | 1.60 | 1'21.00 | 11:40'12.98 | 11:41'34.36 | 1'21.38 | 0.38 r | 38 | 162 | 259 |
| 70 | | Erejomovich D.A | AR | Gallo G. | AR | ASTON MARTIN Le Mans | 2 | 1.65 | 1'21.00 | 11:39'34.15 | 11:40'55.16 | 1'21.01 | 0.01 r | 1 | 395 | 652 |
| 71 | | Pozzoli D. | AR | Coticello J. | AR | ASTON MARTIN Le Mans Special | 2 | 1.65 | 1'21.00 | 11:42'09.92 | 11:43'31.02 | 1'21.10 | 0.10 r | 10 | 226 | 373 |
| 72 | | Fontanella G. | I | Covelli A.M. | I | FORD B | 2 | 1.55 | 1'21.00 | 11:27'07.78 | 11:28'28.88 | 1'21.10 | 0.10 r | 10 | 226 | 350 |
| 73 | | Mozzi G. | I | Gessler M. | I | ALFA ROMEO 6C 1500 Gran Sport | 2 | 1.75 | 1'21.00 | 11:26'42.47 | 11:28'03.54 | 1'21.07 | 0.07 r | 7 | 272 | 476 |
| 74 | | Grossi G. | I | Cavazzana A. | I | ASTON MARTIN Le Mans | 2 | 1.65 | 1'21.00 | 11:42'29.92 | 11:43'51.02 | 1'21.10 | 0.10 r | 10 | 226 | 373 |
| 75 | | Houlihan S. | IE | Ratajova Z. | IE | ALFA ROMEO 8C 2300 | 2 | 1.65 | 1'21.00 | 11:41'03.15 | 11:41'58.61 | 55.46 | 25.54a | 300 | 0 | 0 |
| 76 | | Kaufmann A. | AT | Hohla L. | AT | ALFA ROMEO 6C 1750 GTC | 2 | 1.55 | 1'21.00 | 11:40'37.12 | 11:41'44.91 | 1'07.79 | 13.21a | 300 | 0 | 0 |
| 77 | | Lange F.K. | D | Merz F. | D | MERCEDES-BEN 500 K | 2 | 1.00 | 1'21.00 | 12:13'18.96 | 12:14'34.03 | 1'15.07 | 5.93a | 300 | 0 | 0 |
| 78 | | Laqueur M. | BE | Arentsen H. | BE | LAGONDA M 4.5 RAPIDE | 2 | 1.65 | 1'21.00 | 11:47'50.70 | 11:49'11.47 | 1'20.77 | 0.23a | 23 | 184 | 304 |
| 79 | | Marx A. | CH | Perucchini R. | I | ALFA ROMEO 6C 1750 GRAN SPORT | 2 | 1.65 | 1'21.00 | 11:48'02.58 | 11:49'22.00 | 1'19.42 | 1.58a | 158 | 42 | 69 |
| 80 | | Meomartini A. | I | Campaner P. | I | ASTON MARTIN KG 521 S | 2 | 1.00 | 1'21.00 | 13:23'40.67 | 13:25'02.45 | 1'21.78 | 0.78 r | 78 | 122 | 122 |
| 81 | | Meyer J.C. | CH | Sturges S. | CH | BENTLEY Derby 3.5 Litre | 2 | 1.00 | 1'21.00 | 12:36'15.68 | 12:37'30.48 | 1'14.80 | 6.20a | 300 | 0 | 0 |
| 82 | | Ermini M. | I | Ermini L. | I | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:28'50.55 | 11:30'32.00 | 1'41.45 | 20.45 r | 300 | 0 | 0 |
| 83 | | Mocerri G. | I | Cavalleri T. | I | ASTON MARTIN Le Mans | 2 | 1.65 | 1'21.00 | 11:49'25.12 | 11:50'46.20 | 1'21.08 | 0.08 r | 8 | 254 | 419 |
| 85 | | Patron L. | I | Becchetti F. | I | FIAT 514 MM | 2 | 1.55 | 1'21.00 | 11:46'26.72 | 11:47'47.75 | 1'21.03 | 0.03 r | 3 | 350 | 543 |
| 86 | | Peli O. | I | Baiguera P. | I | FIAT 508 S sport | 2 | 1.50 | 1'21.00 | 11:43'22.58 | 11:44'43.55 | 1'20.97 | 0.03a | 3 | 350 | 525 |
| 87 | | Ricci N. | I | Ricci F. | I | ASTON MARTIN Le Mans | 2 | 1.65 | 1'21.00 | 11:39'53.15 | 11:41'13.86 | 1'20.71 | 0.29a | 29 | 172 | 284 |
| 88 | | Schmitz-Koep N. | GB | Schmitz-Koep T. | GB | MG K3 Magnette | 2 | 1.55 | 1'21.00 | 11:54'03.69 | 11:55'31.38 | 1'27.69 | 6.69 r | 300 | 0 | 0 |
| 89 | | Snauwaert S. | BE | Delanote F. | BE | ASTON MARTIN International Le Mans | 2 | 1.00 | 1'21.00 | 11:50'32.89 | 11:51'52.62 | 1'19.73 | 1.27a | 127 | 73 | 73 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|---|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 90 | | Spagnoli F. | I | Menoni A. | I | FIAT GHIA 508 S | 2 | 1.50 | 1'21.00 | 11:34'20.06 | 11:35'41.05 | 1'20.99 | 0.01a | 1 | 395 | 593 |
| 91 | | Stabiumi G. | I | Offer L. | I | ASTON MARTIN ULSTER | 2 | 1.30 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 92 | | Hampson D. | GB | Hampson J. | US | MG K3 Magnette | 2 | 1.60 | 1'21.00 | 11:48'33.93 | 11:49'55.30 | 1'21.37 | 0.37 r | 37 | 163 | 261 |
| 93 | | Ten Cate J. | NL | Pors R. | BE | ASTON MARTIN Le Mans | 2 | 1.75 | 1'21.00 | 12:01'19.18 | 12:02'41.64 | 1'22.46 | 1.46 r | 146 | 54 | 95 |
| 94 | | Van Der Kroft A | BE | Van Der Kroft J | BE | TALBOT 105 team car | 2 | 1.75 | 1'21.00 | 11:36'31.31 | 11:37'51.44 | 1'20.13 | 0.87a | 87 | 113 | 198 |
| 95 | | Van Haren F. | NL | Van Os R. | NL | ALFA ROMEO 8C 2300 LE MANS | 2 | 1.65 | 1'21.00 | 11:40'43.81 | 11:41'53.57 | 1'09.76 | 11.24a | 300 | 0 | 0 |
| 96 | | Villa M. | I | Abello M.C. | US | FORD A ROADSTER DELUXE | 2 | 1.55 | 1'21.00 | 11:48'11.37 | 11:49'36.00 | 1'24.63 | 3.63 r | 300 | 0 | 0 |
| 97 | | Von Der Heyden | D | Von Der Heyden | D | ASTON MARTIN Mk II 2/4 Seater | 2 | 1.00 | 1'21.00 | 11:53'21.18 | 11:54'42.54 | 1'21.36 | 0.36 r | 36 | 164 | 164 |
| 98 | | Watts G. | GB | Watts P. | GB | MG C-Type | 2 | 1.50 | 1'21.00 | 11:42'49.50 | 11:44'10.86 | 1'21.36 | 0.36 r | 36 | 164 | 246 |
| 99 | | Zeiss C. | CH | Korten K. | CH | LAGONDA M 4.5 T 7 Tourer | 2 | 1.65 | 1'21.00 | 11:43'40.27 | 11:45'01.75 | 1'21.48 | 0.48 r | 48 | 152 | 251 |
| 100 | | Gehrmann U.H. | CH | Gehrmann M. | D | DELAHAYE 135 S | 2 | 1.60 | 1'21.00 | 11:27'26.37 | 11:28'47.69 | 1'21.32 | 0.32 r | 32 | 168 | 269 |
| 101 | | Nobis G. | I | Nobis F. | I | FIAT 1500 6C | 2 | 1.40 | 1'21.00 | 11:47'02.88 | 11:48'24.00 | 1'21.12 | 0.12 r | 12 | 212 | 297 |
| 102 | | Abbott T. | D | Montgomerie C. | D | BMW 328 "Berlin-Rom" Touring Road. | 2 | 1.70 | 1'21.00 | 11:43'53.08 | 11:45'13.93 | 1'20.85 | 0.15a | 15 | 200 | 340 |
| 103 | | Trierenberg C. | AT | Trierenberg N. | AT | SS Jaguar 100 | 2 | 1.00 | 1'21.00 | 12:35'11.22 | 12:36'34.01 | 1'22.79 | 1.79 r | 179 | 21 | 21 |
| 104 | | Boscarino G. | I | Boscarino M.L. | I | FIAT 508 CS MM berlinetta | 2 | 1.45 | 1'21.00 | 11:59'11.64 | 12:00'32.78 | 1'21.14 | 0.14 r | 14 | 203 | 294 |
| 105 | | Bender H.J. | D | Mulder P. | D | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:50'02.51 | 11:51'24.48 | 1'21.97 | 0.97 r | 97 | 103 | 165 |
| 106 | | Baccanelli M. | AR | Gache A. | AR | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 107 | | Beribe' A. | I | Baldarelli S. | I | FIAT 508 S CS berlinetta | 2 | 1.45 | 1'21.00 | 11:53'37.24 | 11:54'57.91 | 1'20.67 | 0.33a | 33 | 167 | 242 |
| 108 | | Braunsperger M. | D | Braunsperger O. | D | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:56'03.64 | 11:57'24.62 | 1'20.98 | 0.02a | 2 | 370 | 592 |
| 109 | | Bromberger R. | AT | Bernhofer R. | AT | FIAT 508 C Mille Miglia berlinetta | 2 | 1.45 | 1'21.00 | 11:45'20.66 | 11:46'41.14 | 1'20.48 | 0.52a | 52 | 148 | 215 |
| 110 | | Callanan T. | IE | O'Donoghue B. | IE | SS Jaguar 100 | 2 | 1.00 | 1'21.00 | 12:04'33.49 | 12:05'57.20 | 1'23.71 | 2.71 r | 271 | 0 | 0 |
| 111 | F | Dauphin A. | D | Simon U. | D | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:55'31.53 | 11:56'52.54 | 1'21.01 | 0.01 r | 1 | 395 | 632 |
| 112 | | Declerck R. | BE | Henderickx C. | BE | LANCIA Aprilia 1350 Sport barchetta | 2 | 1.60 | 1'21.00 | 13:24'28.34 | 13:25'50.24 | 1'21.90 | 0.90 r | 90 | 110 | 176 |
| 113 | | Deys W.G | NL | Peters G.J. | NL | ALFA ROMEO 6C 2500 Super Sport Cabriole | 2 | 1.50 | 1'21.00 | 11:48'38.78 | 11:50'03.20 | 1'24.42 | 3.42 r | 300 | 0 | 0 |
| 114 | | Dutton-Forshaw | GB | Bradfield P. | GB | LAGONDA LG45 | 2 | 1.00 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 115 | | Emmerling R. | F | Emmerling Korst | F | RILEY Sprite | 2 | 1.60 | 1'21.00 | 11:58'09.57 | 11:59'30.45 | 1'20.88 | 0.12a | 12 | 212 | 339 |
| 116 | | Feurer R. | D | Koerfgen R. | D | BMW 328 Mille Miglia Roadster | 2 | 1.70 | 1'21.00 | 12:04'56.01 | 12:06'16.69 | 1'20.68 | 0.32a | 32 | 168 | 286 |
| 117 | | Fuchs R. | D | Bittner D.H. | D | LANCIA Aprilia Spider | 2 | 1.60 | 1'21.00 | 12:12'01.64 | 12:13'23.13 | 1'21.49 | 0.49 r | 49 | 151 | 242 |
| 118 | | Wirth H.W. | D | Geistdorfer C. | D | BMW 328 Coupe' Touring | 2 | 1.70 | 1'21.00 | 11:43'02.90 | 11:44'24.09 | 1'21.19 | 0.19 r | 19 | 192 | 326 |
| 119 | | Gerani S. | I | Radavelli L. | I | LANCIA Astura Sport | 2 | 1.00 | 1'21.00 | 12:08'32.84 | 12:09'53.77 | 1'20.93 | 0.07a | 7 | 272 | 272 |
| 120 | | Grieb S. | D | Eckl H. | D | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:59'55.86 | 12:01'17.00 | 1'21.14 | 0.14 r | 14 | 203 | 325 |
| 121 | | Jung F. | D | D'Avanzo A. | I | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:58'53.72 | 12:00'17.12 | 1'23.40 | 2.40 r | 240 | 0 | 0 |
| 122 | | Marini B. | I | Marini A. | I | RILEY 12/4 Sprite | 2 | 1.60 | 1'21.00 | 12:00'16.40 | 12:01'37.51 | 1'21.11 | 0.11 r | 11 | 217 | 347 |
| 123 | | Marzotto M. | I | Specchia S. | I | FIAT 1500 6C Sport | 2 | 1.50 | 1'21.00 | 12:05'17.57 | 12:06'37.61 | 1'20.04 | 0.96a | 96 | 104 | 156 |
| 124 | | Mellinger P. | I | Gelmini T. | I | ALFA ROMEO 6C 2300 B MM spider Touring | 2 | 1.60 | 1'21.00 | 11:57'43.30 | 11:59'00.16 | 1'16.86 | 4.14a | 300 | 0 | 0 |
| 125 | | Nick A.G. | CH | Marchetti M. | I | FIAT CAR-GEM 508 C barchetta | 2 | 1.60 | 1'21.00 | 11:54'55.01 | 11:56'17.20 | 1'22.19 | 1.19 r | 119 | 81 | 130 |
| 126 | | Peter N. | D | Grizot P. | D | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:56'58.24 | 11:58'19.84 | 1'21.60 | 0.60 r | 60 | 140 | 224 |
| 127 | | Praga M. | I | Cerato S. | D | FIAT 508 C Bailla berlina | 2 | 1.35 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 128 | | Meyer F.B. | D | Muller M. | D | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 12:00'58.78 | 12:02'19.91 | 1'21.13 | 0.13 r | 13 | 207 | 331 |
| 129 | | Babette A. | D | Zimmermann F. | D | BMW 328 MM | 2 | 1.00 | 1'21.00 | 11:54'06.23 | 11:55'34.06 | 1'27.83 | 6.83 r | 300 | 0 | 0 |
| 130 | | Riboldi A. | I | Sabbadini P. | I | FIAT FLORIDA 1100 Sport Internazionale | 2 | 1.55 | 1'21.00 | 11:57'19.19 | 11:58'40.31 | 1'21.12 | 0.12 r | 12 | 212 | 329 |
| 131 | | Rosen I. | AT | Bar G. | AT | SS Jaguar 100 | 2 | 1.00 | 1'21.00 | 12:06'22.97 | 12:07'47.14 | 1'24.17 | 3.17 r | 300 | 0 | 0 |
| 132 | | Sala E. | I | Bonomi P. | I | FIAT 500 A Sport | 2 | 1.40 | 1'21.00 | 11:52'56.26 | 11:54'17.30 | 1'21.04 | 0.04 r | 4 | 330 | 462 |
| 133 | | Englert M. | D | Hamer H. | D | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:56'24.29 | 11:57'45.16 | 1'20.87 | 0.13a | 13 | 207 | 331 |
| 134 | | Scotto E. | I | Beraldo L. | I | LANCIA Aprilia 1350 Lusso | 2 | 1.50 | 1'21.00 | 12:03'58.37 | 12:05'19.30 | 1'20.93 | 0.07a | 7 | 272 | 408 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|------------------|-----|-----------------|-----|--|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 135 | | Sisti S. | I | Sisti E. | I | MG TB | 2 | 1.60 | 1'21.00 | 12:03'34.63 | 12:04'55.78 | 1'21.15 | 0.15 r | 15 | 200 | 320 |
| 136 | | Van Staveren N. | NL | Stet G. | NL | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 12:03'11.85 | 12:04'34.13 | 1'22.28 | 1.28 r | 128 | 72 | 115 |
| 137 | | Von Eschenbach | D | Bate O. | D | BMW 328 Coupe' | 2 | 1.60 | 1'21.00 | 11:50'17.08 | 11:51'38.82 | 1'21.74 | 0.74 r | 74 | 126 | 202 |
| 138 | | Wieden P. | D | Baier-Wieden J. | D | FIAT SIMCA 508 C barchetta Grolleau-Deho | 2 | 1.60 | 1'21.00 | 11:47'17.45 | 11:48'38.07 | 1'20.62 | 0.38a | 38 | 162 | 259 |
| 139 | | Turner C. | GB | Turner P. | GB | ALFA ROMEO 6C 2300 MILLE MIGLIA | 2 | 1.50 | 1'21.00 | 12:10'13.39 | 12:11'34.48 | 1'21.09 | 0.09 r | 9 | 236 | 354 |
| 140 | | Cherseviani P.M. | I | Zanatta F. | I | BANDINI 1100 S | 3 | 1.32 | 1'21.00 | 12:21'57.77 | 12:23'23.26 | 1'25.49 | 4.49 r | 300 | 0 | 0 |
| 141 | F | Stauzebach G. | D | Kaut G. | D | MASERATI A6 1500 Pininfarina | 3 | 1.50 | 1'21.00 | 12:08'02.57 | 12:09'22.30 | 1'19.73 | 1.27a | 127 | 73 | 110 |
| 142 | | Cibaldi M. | I | Costa A. | I | FIAT GILCO M 1100 SPORT | 3 | 1.45 | | | | | -- | | | |
| 143 | | Bert J. | BE | Bert J. | BE | HW MOTORS ALTA B1 PLACE | 3 | 1.45 | 1'21.00 | 12:06'48.19 | 12:08'14.09 | 1'25.90 | 4.90 r | 300 | 0 | 0 |
| 144 | | Balli L.G. | I | Balli L. | I | MASERATI A6 1500 Pininfarina | 3 | 1.50 | 1'21.00 | 12:09'35.94 | 12:10'56.24 | 1'20.30 | 0.70a | 70 | 130 | 195 |
| 145 | | Behaegel M. | BE | Vandecasteele S | BE | FIAT GIANNIN 750 Sport | 3 | 1.25 | 1'21.00 | 12:17'14.56 | 12:18'39.24 | 1'24.68 | 3.68 r | 300 | 0 | 0 |
| 146 | | Berg J. | SE | Leander K. | SE | JAGUAR XK 120 OTS Alloy | 3 | 1.45 | 1'21.00 | 11:53'53.88 | 11:55'14.75 | 1'20.87 | 0.13a | 13 | 207 | 300 |
| 147 | | Berry A. | GB | Goodman H. | GB | Bristol 400 Farina | 3 | 1.30 | 1'21.00 | 11:56'42.91 | 11:58'03.27 | 1'20.36 | 0.64a | 64 | 136 | 177 |
| 148 | | Borla S. | I | Borla E. | I | FIAT 1100 S "Gobbone" | 3 | 1.45 | 1'21.00 | 12:06'00.38 | 12:07'21.12 | 1'20.74 | 0.26a | 26 | 178 | 258 |
| 149 | | Bortolotti L. | I | Bortolotti A. | I | MASERATI A 6 1500 | 3 | 1.50 | 1'21.00 | 12:19'50.53 | 12:21'11.35 | 1'20.82 | 0.18a | 18 | 194 | 291 |
| 150 | | Bruni G. | I | Verzera A. | I | LANCIA Aprilia 1500 Sport barchetta | 3 | 1.45 | 1'21.00 | 12:25'49.59 | 12:27'10.46 | 1'20.87 | 0.13a | 13 | 207 | 300 |
| 151 | | Diaz Luna D. | AR | Brielli L. | I | CISITALIA 202 | 3 | 1.00 | 1'21.00 | 12:04'29.75 | 12:05'51.20 | 1'21.45 | 0.45 r | 45 | 155 | 155 |
| 152 | | Dalglish I. | GB | Dal Bello D.P. | CA | CISITALIA 202 MM Spyder Nuvolari | 3 | 1.35 | 1'21.00 | 12:08'13.28 | 12:09'33.89 | 1'20.61 | 0.39a | 39 | 161 | 217 |
| 153 | | Dombrowsky R. | D | Dombrowsky S. | D | FIAT MOTOR RG 1 | 3 | 1.35 | 1'21.00 | 12:07'19.35 | 12:08'39.76 | 1'20.41 | 0.59a | 59 | 141 | 190 |
| 154 | | Geyer G. | AT | Steinbacher F. | AT | CISITALIA 202 SC | 3 | 1.20 | 1'21.00 | 12:09'06.25 | 12:10'27.19 | 1'20.94 | 0.06a | 6 | 291 | 349 |
| 155 | F | Goethals S. | BE | Schouwenburg L. | NL | DAGRADA 750 SPORT Barchetta | 3 | 1.35 | 1'21.00 | 12:16'17.12 | 12:17'41.65 | 1'24.53 | 3.53 r | 300 | 0 | 0 |
| 156 | | Greder P. | GB | Lambert-Smith J | AU | HEALEY Elliott | 3 | 1.40 | 1'21.00 | 12:14'58.88 | 12:16'20.26 | 1'21.38 | 0.38 r | 38 | 162 | 227 |
| 157 | | Jans A.L. | NL | Deventer R. | NL | VERITAS RS 2000 | 3 | 1.42 | 1'21.00 | 11:57'33.03 | 11:58'53.95 | 1'20.92 | 0.08a | 8 | 254 | 361 |
| 158 | | Kurihara M. | JP | Kurihara A. | JP | MASERATI A6 GCS | 3 | 1.50 | 1'21.00 | 11:58'31.52 | 11:59'52.50 | 1'20.98 | 0.02a | 2 | 370 | 555 |
| 159 | | Long D. | GB | Wong S. | GB | HEALEY Westland roadster | 3 | 1.40 | 1'21.00 | 12:13'50.10 | 12:15'11.41 | 1'21.31 | 0.31 r | 31 | 169 | 237 |
| 160 | | Massai M. | I | Ragionieri L. | I | CISITALIA 202 | 3 | 1.20 | 1'21.00 | 12:14'56.42 | 12:16'17.18 | 1'20.76 | 0.24a | 24 | 182 | 218 |
| 161 | | Masuda H. | JP | Masuda Y. | JP | FIAT CISITAL COLOMBO BARCHETTA | 3 | 1.35 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 162 | | Mazzola G. | I | Poggi C. | I | HEALEY Silverstone | 3 | 1.55 | 1'21.00 | 12:11'48.33 | 12:13'09.26 | 1'20.93 | 0.07a | 7 | 272 | 422 |
| 163 | | Martini F. | I | Marzari L. | I | CISITALIA 202B | 3 | 1.20 | 1'21.00 | 12:09'53.77 | 12:11'14.87 | 1'21.10 | 0.10 r | 10 | 226 | 271 |
| 164 | | Minussi C. | I | Senini B. | I | FIAT ZANUSSI Sport MM | 3 | 1.45 | 1'21.00 | 12:05'41.74 | 12:07'02.60 | 1'20.86 | 0.14a | 14 | 203 | 294 |
| 165 | | Munemasa J. | JP | Nishio Y. | JP | PAGANI LANCIS PS 147 SPORT | 3 | 1.45 | 1'21.00 | 12:06'16.89 | 12:07'37.66 | 1'20.77 | 0.23a | 23 | 184 | 267 |
| 166 | | Nardiello G. | I | Pampuri F. | I | STANGUELLINI Berlinetta Bertone | 3 | 1.25 | 1'21.00 | 12:26'42.64 | 12:28'03.71 | 1'21.07 | 0.07 r | 7 | 272 | 340 |
| 167 | | Van Gherdegom W | BE | De Gres T. | BE | PORSCHE 550 Spider | 3 | 1.45 | 1'21.00 | 12:07'38.41 | 12:08'59.91 | 1'21.50 | 0.50 r | 50 | 150 | 218 |
| 168 | | Palazzani A. | I | Franchini A. | I | FIAT STANGUELLINI 1100 SPORT | 3 | 1.35 | 1'21.00 | 12:21'47.00 | 12:23'08.23 | 1'21.23 | 0.23 r | 23 | 184 | 248 |
| 169 | | Quintano J. | E | Quintano L. | E | FERRARI 166 MM | 3 | 1.60 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 170 | | Risato K. | I | Beltrami C. | I | FIAT ROSELLI COLLI 1100 SPORT | 3 | 1.35 | 1'21.00 | 12:14'09.01 | 12:15'29.86 | 1'20.85 | 0.15a | 15 | 200 | 270 |
| 171 | | Rossi F. | I | Teti F. | I | CISITALIA 202 SC | 3 | 1.30 | 1'21.00 | 12:14'26.55 | 12:15'47.17 | 1'20.62 | 0.38a | 38 | 162 | 211 |
| 172 | | Valentini A. | I | Valentini G. | I | FIAT ROVELLI SPIDER CON HARD-TOP | 3 | 1.45 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 173 | | Van Den Berg T. | NL | De Boer R.P. | NL | CISITALIA 202 SC | 3 | 1.30 | 1'21.00 | 12:29'35.69 | 12:30'58.76 | 1'23.07 | 2.07 r | 207 | 0 | 0 |
| 174 | | Vos R.L. | CZ | Fokkema C. | CZ | ALFA ROMEO 6C 2500 Super Sport Cabriole | 3 | 1.50 | 1'21.00 | 12:00'34.18 | 12:01'57.52 | 1'23.34 | 2.34 r | 234 | 0 | 0 |
| 175 | | Fodor P. | US | Wiesner P. | AT | MASERATI A6 1500 Pininfarina | 3 | 1.50 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 176 | | Zwienenberg D.W | NL | Zwienenberg W.G | NL | Bristol 400 | 3 | 1.30 | 1'21.00 | 11:52'15.58 | 11:53'38.08 | 1'22.50 | 1.50 r | 150 | 50 | 65 |
| 177 | | Ciocca F. | I | Shuhei Y. | JP | VERITAS RS 2000 | 3 | 1.42 | 1'21.00 | 12:07'05.60 | 12:08'26.56 | 1'20.96 | 0.04a | 4 | 330 | 469 |
| 178 | | Fallon R.S | US | Hoefner J. | US | LANCIA Aprilia 1500 | 3 | 1.30 | 1'21.00 | 12:16'12.47 | 12:17'34.90 | 1'22.43 | 1.43 r | 143 | 57 | 74 |
| 179 | | Aaldering N. | NL | Aaldering N. | NL | TALBOT LAGO T26 Grand Sport Spider | 3 | 1.45 | 1'21.00 | 12:16'35.26 | 12:17'53.98 | 1'18.72 | 2.28a | 228 | 0 | 0 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|--------------------------------------|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 180 | | Abaci A. | D | Walmann P. | GB | JAGUAR XK 120 OTS Alloy | 3 | 1.45 | 1'21.00 | 12:41'08.45 | 12:42'27.54 | 1'19.09 | 1.91a | 191 | 9 | 13 |
| 181 | | Abbenante D. | I | Lodovisi M. | I | FIAT 500 C Topolino | 3 | 1.05 | 1'21.00 | 12:29'53.34 | 12:31'04.01 | 1'10.67 | 10.33a | 300 | 0 | 0 |
| 182 | | Attardo Parrine | I | Ercoli P. | I | PATRIARCA 750 Sport | 3 | 1.32 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 183 | | Becchetti M. | I | Becchetti E. | I | HEALEY Silverstone | 3 | 1.45 | 1'21.00 | 12:18'53.14 | 12:20'14.00 | 1'20.86 | 0.14a | 14 | 203 | 294 |
| 184 | | Beecham C. | GB | Vlahos C. | GR | FERRARI 166 MM | 3 | 1.50 | 1'21.00 | 12:35'56.63 | 12:36'47.31 | 50.68 | 30.32a | 300 | 0 | 0 |
| 185 | | Adyns P. | BE | Bert N. | BE | HW MOTORS ALTA - JAGUAR | 3 | 1.45 | 1'21.00 | 12:14'53.43 | 12:16'14.45 | 1'21.02 | 0.02 r | 2 | 370 | 537 |
| 186 | | Carlino P. | US | Kauffman R. | US | FERRARI 166 Touring Coupe' | 3 | 1.50 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 187 | | Cristina F. | I | Baroli S. | I | FERRARI 195 Inter Vignale Berlinetta | 3 | 1.35 | 1'21.00 | 12:19'13.97 | 12:20'34.91 | 1'20.94 | 0.06a | 6 | 291 | 393 |
| 188 | | De Clerck D. | BE | Sabbe I. | BE | FIAT 1100 E Zagato Coupe' | 3 | 1.45 | 1'21.00 | 12:11'54.40 | 12:13'15.88 | 1'21.48 | 0.48 r | 48 | 152 | 220 |
| 189 | | Passanante M. | I | Mirko A. | I | LANCIA Aurelia B 20 GT 2500 IV serie | 3 | 1.00 | 1'21.00 | 12:36'56.27 | 12:38'17.36 | 1'21.09 | 0.09 r | 9 | 236 | 236 |
| 190 | | Grasselli L. | I | Savaris S. | I | MASERATI A6 GCS | 3 | 1.60 | 1'21.00 | 12:24'12.80 | 12:25'34.17 | 1'21.37 | 0.37 r | 37 | 163 | 261 |
| 191 | | Astaller A. | CH | Gaillinger D. | CH | HEALEY Westland roadster | 3 | 1.30 | 1'21.00 | 12:10'48.52 | 12:12'09.57 | 1'21.05 | 0.05 r | 5 | 310 | 403 |
| 192 | | Hug R.W. | CH | Hug H. | CH | Nash Healey Sports | 3 | 1.51 | 1'21.00 | 12:33'37.38 | 12:34'59.93 | 1'22.55 | 1.55 r | 155 | 45 | 68 |
| 193 | | Keil H. | D | Perbellini G. | I | JAGUAR BIOND Biondetti Sport | 3 | 1.55 | 1'21.00 | 12:23'56.72 | 12:25'17.71 | 1'20.99 | 0.01a | 1 | 395 | 612 |
| 194 | | Kersten E. | NL | Veen E.S. | NL | TALBOT LAGO T26 Grand Sport Coupe' | 3 | 1.45 | 1'21.00 | 12:10'31.36 | 12:12'01.03 | 1'29.67 | 8.67 r | 300 | 0 | 0 |
| 195 | | Dubbini F. | I | Morassutti D. | I | FERRARI 212 export | 3 | 1.45 | 1'21.00 | 12:24'31.23 | 12:25'57.21 | 1'25.98 | 4.98 r | 300 | 0 | 0 |
| 196 | | Morcombe D.J. | CH | Montalbetti C. | I | ERMINI 1100 Sport Siluro | 3 | 1.40 | 1'21.00 | 12:16'01.21 | 12:17'22.16 | 1'20.95 | 0.05a | 5 | 310 | 434 |
| 197 | | Quinn M. | GB | Ferragamo S. | I | JAGUAR C-TYPE | 3 | 1.45 | 1'21.00 | 12:04'16.98 | 12:05'38.99 | 1'22.01 | 1.01 r | 101 | 99 | 144 |
| 198 | | Panis J. | AT | Pauer-Ruel F. | AT | FERRARI 340 America | 3 | 1.55 | 1'21.00 | 12:32'19.19 | 12:33'40.44 | 1'21.25 | 0.25 r | 25 | 180 | 279 |
| 199 | | Gandy D. | | Le Bon J. | | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | 13:33'34.86 | 13:34'56.86 | 1'22.00 | 1.00 r | 100 | 100 | 135 |
| 200 | | Wallace A. | GB | Hoy C. | GB | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | 12:02'38.64 | 12:03'59.87 | 1'21.23 | 0.23 r | 23 | 184 | 248 |
| 201 | | Schneeberger H. | CH | Schneeberger A. | CH | JAGUAR XK 120 OTS Alloy Competition | 3 | 1.55 | 1'21.00 | 12:11'28.66 | 12:12'50.29 | 1'21.63 | 0.63 r | 63 | 137 | 212 |
| 202 | | Sotgiu M. | I | Mibelli S. | I | ASTON MARTIN DB 2 Vantage | 3 | 1.35 | 1'21.00 | 12:02'33.80 | 12:03'54.22 | 1'20.42 | 0.58a | 58 | 142 | 192 |
| 203 | | Hamacher S. | D | Reugels B. | D | JAGUAR XK 120 | 3 | 1.35 | 1'21.00 | 12:20'19.19 | 12:21'39.31 | 1'20.12 | 0.88a | 88 | 112 | 151 |
| 204 | | Tiraboschi M. | I | Bombassei C. | I | LANCIA Aurelia B20 GT | 3 | 1.35 | 1'21.00 | 12:08'52.62 | 12:10'13.21 | 1'20.59 | 0.41a | 41 | 159 | 215 |
| 205 | | Van De Velde L. | NL | Lieste M. | NL | HEALEY Silverstone | 3 | 1.45 | 1'21.00 | 12:58'10.00 | 12:59'30.46 | 1'20.46 | 0.54a | 54 | 146 | 212 |
| 206 | | Vanhee F. | BE | Van Osta E. | BE | LANCIA Aurelia B21 | 3 | 1.25 | 1'21.00 | 12:49'17.69 | 12:50'25.61 | 1'07.92 | 13.08a | 300 | 0 | 0 |
| 207 | | Von Mozer A. | NL | Staps M. | BE | ALFA ROMEO 1900 SPRINT TOURING | 3 | 1.32 | 1'21.00 | 12:22'57.01 | 12:24'17.92 | 1'20.91 | 0.09a | 9 | 236 | 312 |
| 208 | | Watts P. | GB | Watts P. | GB | ALLARD J2 | 3 | 1.45 | 1'21.00 | 12:35'39.30 | 12:37'00.31 | 1'21.01 | 0.01 r | 1 | 395 | 573 |
| 209 | | Wissing H. | NL | Collette J. | NL | VERITAS Dyna | 3 | 1.25 | 1'21.00 | 12:37'56.03 | 12:39'19.89 | 1'23.86 | 2.86 r | 286 | 0 | 0 |
| 210 | | Palmieri G. | I | Palmieri C. | I | FIAT 1100 E | 3 | 1.10 | 1'21.00 | 12:28'37.15 | 12:29'59.16 | 1'22.01 | 1.01 r | 101 | 99 | 109 |
| 211 | | De France W. | NZ | De France V. | NZ | FERRARI 166 MM/53 | 3 | 1.50 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 212 | | Donati A. | I | Verzeletti P. | I | S.I.A.T.A. DAINA GRAN SPORT spider | 3 | 1.35 | 1'21.00 | 12:37'18.21 | 12:38'39.22 | 1'21.01 | 0.01 r | 1 | 395 | 533 |
| 213 | | Barozzi E. | I | Fragni M. | I | TRIUMPH TR 2 | 3 | 1.32 | 1'21.00 | 12:18'29.95 | 12:19'50.85 | 1'20.90 | 0.10a | 10 | 226 | 298 |
| 214 | | Tosi E. | I | Ballini G. | I | S.I.A.T.A. DAINA GRAN SPORT spider | 3 | 1.35 | 1'21.00 | 12:29'15.02 | 12:30'36.11 | 1'21.09 | 0.09 r | 9 | 236 | 319 |
| 215 | | Boglioli M. | I | Pezzia E. | I | A6 GCS/53 S2 A6 GCS/53 SERIES 2 | 3 | 1.42 | 1'21.00 | 12:13'09.00 | 12:14'29.64 | 1'20.64 | 0.36a | 36 | 164 | 233 |
| 216 | | Grumelli P.G. | I | Bona C. | I | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 1'21.00 | 12:14'44.48 | 12:16'05.46 | 1'20.98 | 0.02a | 2 | 370 | 488 |
| 217 | | Facchinetti A. | I | Galbusera A. | I | JAGUAR XK 140 OTS | 3 | 1.32 | 1'21.00 | 12:23'35.53 | 12:24'55.66 | 1'20.13 | 0.87a | 87 | 113 | 149 |
| 218 | | Zanni M. | MC | Stefanini L. | I | ALFA ROMEO 1900 SUPER SPRINT | 3 | 1.32 | 1'21.00 | 12:13'30.43 | 12:14'51.52 | 1'21.09 | 0.09 r | 9 | 236 | 312 |
| 219 | | Von Baumbach E. | D | Von Baumbach E. | DE | PORSCHE 550 Spyder 1500 RS | 3 | 1.52 | 1'21.00 | 12:25'30.91 | 12:26'52.05 | 1'21.14 | 0.14 r | 14 | 203 | 309 |
| 220 | | Barrett J.H. | US | Beam C.A. | US | FIAT 1100/103 | 3 | 1.17 | 1'21.00 | 12:11'08.25 | 12:12'30.66 | 1'22.41 | 1.41 r | 141 | 59 | 69 |
| 221 | | Bas G. | BE | Bas L. | NL | ARNOLT Bristol Bolide Deluxe | 3 | 1.42 | 1'21.00 | 12:40'25.39 | 12:41'45.35 | 1'19.96 | 1.04a | 104 | 96 | 136 |
| 222 | | Au C. | SG | Tay D. | SG | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 223 | | Bode H.G. | D | Stuck H.J. | AT | PORSCHE 356 1500 | 3 | 1.32 | 1'21.00 | 12:27'18.81 | 12:28'40.20 | 1'21.39 | 0.39 r | 39 | 161 | 213 |
| 224 | | Bonnet H. | BE | Martens J.J. | CH | CISITALIA 202 | 3 | 1.20 | 1'21.00 | | | | -- | 0 | 0 | -12000 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|---|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 225 | | Brown A.B. | GB | Halsey D. | GB | JAGUAR MK VII | 3 | 1.22 | 1'21.00 | 12:32'37.44 | 12:33'56.67 | 1'19.23 | 1.77a | 177 | 23 | 28 |
| 226 | | Buraccini S. | I | Zanin M. | I | FIAT AR-51 "Campagnola" | 3 | 1.35 | 1'21.00 | 12:31'52.30 | 12:33'18.42 | 1'26.12 | 5.12 r | 300 | 0 | 0 |
| 227 | | Cajani M. | I | Somaschini L. | I | ALFA ROMEO 1900 C GARA | 3 | 1.32 | 1'21.00 | 12:24'41.54 | 12:26'05.19 | 1'23.65 | 2.65 r | 265 | 0 | 0 |
| 228 | | Sikorski - Gros | D | Esswein - Hardi | D | LANCIA Aurelia B24 spider | 3 | 1.30 | 1'21.00 | 12:38'56.43 | 12:40'17.75 | 1'21.32 | 0.32 r | 32 | 168 | 218 |
| 229 | | Bonomi A. | I | Bonomi T. | I | LANCIA Aurelia B24 spider | 3 | 1.30 | 1'21.00 | 12:26'06.83 | 12:27'27.92 | 1'21.09 | 0.09 r | 9 | 236 | 307 |
| 230 | | Casali G. | I | Morosini J. | I | ALFA ROMEO 1900 SPRINT CABRIOLET PININ. | 3 | 1.00 | 1'21.00 | 12:31'37.49 | 12:32'58.21 | 1'20.72 | 0.28a | 28 | 174 | 174 |
| 231 | | Dolcetta G. | I | Dolcetta S. | I | AUSTIN HEALE 100 M BN1 | 3 | 1.30 | | | | | -- | | | |
| 232 | | Carboni D. | I | Badeghieri R. | I | TRIUMPH TR 3 | 3 | 1.30 | 1'21.00 | 12:33'14.48 | 12:34'35.15 | 1'20.67 | 0.33a | 33 | 167 | 217 |
| 233 | | Gandolfi F. | I | Brunori G. | I | S.I.A.T.A. DAINA GRAN SPORT spider | 3 | 1.35 | 1'21.00 | 12:31'15.97 | 12:32'36.84 | 1'20.87 | 0.13a | 13 | 207 | 279 |
| 234 | | Finco M. | I | Krouse R. | US | LANCIA Aurelia B 20 GT 2500 V serie | 3 | 1.32 | 1'21.00 | 12:22'40.34 | 12:24'01.21 | 1'20.87 | 0.13a | 13 | 207 | 273 |
| 235 | | Becchetti R. | I | Becchetti F. | I | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | 12:27'03.53 | 12:28'24.99 | 1'21.46 | 0.46 r | 46 | 154 | 208 |
| 236 | | Monti L. | I | Ballerio R. | I | TRIUMPH TR 2 | 3 | 1.32 | 1'21.00 | 12:25'11.24 | 12:26'32.53 | 1'21.29 | 0.29 r | 29 | 172 | 227 |
| 237 | | Martini A. | I | Bruni Conter G. | I | TRIUMPH TR 2 | 3 | 1.32 | 1'21.00 | 12:38'33.81 | 12:39'54.20 | 1'20.39 | 0.61a | 61 | 139 | 183 |
| 238 | | Ciocca M. | I | Zonin F. | I | PORSCHE 356 SPEEDSTER 1500 | 3 | 1.30 | 1'21.00 | 12:28'13.85 | 12:29'34.81 | 1'20.96 | 0.04a | 4 | 330 | 429 |
| 239 | | Cerasoli M. | US | Mclaughlin L. | US | AUSTIN HEALE 100 M BN1 | 3 | 1.30 | 1'21.00 | 13:02'37.65 | 13:03'56.56 | 1'18.91 | 2.09a | 209 | 0 | 0 |
| 240 | | Wiele A. | GB | Staby C. | GB | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | 12:30'05.48 | 12:31'26.06 | 1'20.58 | 0.42a | 42 | 158 | 213 |
| 241 | | Covindassamy A. | US | Pasquini G.F. | US | OSCA MT4-2AD 1450 | 3 | 1.42 | 1'21.00 | 12:30'56.25 | 12:32'16.18 | 1'19.93 | 1.07a | 107 | 93 | 132 |
| 242 | | Covini C. | I | Brambilla L. | I | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | 12:28'54.17 | 12:30'14.63 | 1'20.46 | 0.54a | 54 | 146 | 197 |
| 243 | | Pon B. | NL | Perridon M. | NL | PORSCHE 550 Spyder 1500 RS | 3 | 1.42 | 1'21.00 | 12:22'07.61 | 12:23'30.63 | 1'23.02 | 2.02 r | 202 | 0 | 0 |
| 244 | | Capolupo B. | I | Saottini B. | I | PORSCHE 356 1500 Super | 3 | 1.32 | 1'21.00 | 12:23'16.41 | 12:24'37.42 | 1'21.01 | 0.01 r | 1 | 395 | 521 |
| 245 | | Carpelli E. | I | Molinari G. | I | S.I.A.T.A. DAINA SPORT berlinetta | 3 | 1.45 | 1'21.00 | 12:45'28.18 | 12:46'49.15 | 1'20.97 | 0.03a | 3 | 350 | 508 |
| 246 | | Donghi A. | I | Pascali M. | I | PEUGEOT 203 a | 3 | 1.32 | 1'21.00 | 12:29'31.19 | 12:30'52.27 | 1'21.08 | 0.08 r | 8 | 254 | 335 |
| 247 | | Gordon A. | US | Oneal K. | US | ERMINI 1100 Sport | 3 | 1.30 | 1'21.00 | 12:40'59.33 | 12:42'14.22 | 1'14.89 | 6.11a | 300 | 0 | 0 |
| 248 | | Harrison M. | GB | Harrison L. | GB | COOPER BRIST T25 | 3 | 1.50 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 249 | | Hood D. | GB | Riedling S. | GB | COOPER JAGUA T33 | 3 | 1.60 | 1'21.00 | 13:01'01.52 | 13:02'23.55 | 1'22.03 | 1.03 r | 103 | 97 | 155 |
| 250 | | Horn S. | US | Horn J. | US | ALFA ROMEO 1900 | 3 | 1.25 | 1'21.00 | 12:50'17.75 | 12:51'38.68 | 1'20.93 | 0.07a | 7 | 272 | 340 |
| 251 | | Horton R. | D | Gerngross H. | DE | GOLIATH GP700 | 3 | 1.02 | 1'21.00 | 12:44'32.23 | 12:45'53.41 | 1'21.18 | 0.18 r | 18 | 194 | 198 |
| 252 | | Huther M.S. | D | Graf Beissel Vo | DE | FIAT 8V | 3 | 1.35 | 1'21.00 | 12:44'46.64 | 12:46'07.73 | 1'21.09 | 0.09 r | 9 | 236 | 319 |
| 253 | F | Grossman A.M. | D | Grossman J. | D | ALFA ROMEO 1900 SUPER SPRINT TOURING | 3 | 1.32 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 254 | | Iacovelli W. | I | Bertoletti T. | I | PORSCHE 356 1500 | 3 | 1.32 | 1'21.00 | 12:40'07.91 | 12:41'28.75 | 1'20.84 | 0.16a | 16 | 198 | 261 |
| 255 | | Khan N. | US | Braslow J. | US | FERRARI 225 S | 3 | 1.55 | 1'21.00 | 13:41'22.63 | 13:42'50.86 | 1'28.23 | 7.23 r | 300 | 0 | 0 |
| 256 | | Kobayashi Y. | JP | Kobayashi S. | JP | ERMINI 1500 S | 3 | 1.52 | 1'21.00 | 13:20'06.61 | 13:21'26.72 | 1'20.11 | 0.89a | 89 | 111 | 169 |
| 257 | | Koziol T. | PL | Kolodziej J. | PL | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 13:01'16.27 | 13:02'38.33 | 1'22.06 | 1.06 r | 106 | 94 | 124 |
| 258 | | Lotman J. | US | Grozier B. | US | LINCOLN CAPRI | 3 | 1.42 | 1'21.00 | 12:56'53.02 | 12:58'13.11 | 1'20.09 | 0.91a | 91 | 109 | 155 |
| 259 | F | Louwman Q.V. | NL | Wood J.R. | NL | ASTON MARTIN DB 3/S | 3 | 1.52 | 1'21.00 | 12:43'07.02 | 12:44'27.70 | 1'20.68 | 0.32a | 32 | 168 | 255 |
| 260 | | Mathieu J.C. | F | Ghibellini R. | F | PANHARD X87 | 3 | 1.05 | 1'21.00 | 12:34'27.81 | 12:35'48.15 | 1'20.34 | 0.66a | 66 | 134 | 141 |
| 261 | | Meier W. | CH | Luthi A. | CH | FERRARI 250 MM | 3 | 1.42 | 1'21.00 | 12:43'24.17 | 12:44'49.30 | 1'25.13 | 4.13 r | 300 | 0 | 0 |
| 262 | | Lindgens K. | D | Stierle G. | D | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 1'21.00 | 13:02'11.26 | 13:03'29.77 | 1'18.51 | 2.49a | 249 | 0 | 0 |
| 263 | | Germann M. | D | Grossmann E.U. | D | MERCEDES-BEN 300 S | 3 | 1.00 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 264 | | Seybold W. | D | Seybold F. | D | VOLKSWAGEN KAEFER 1/11 | 3 | 1.22 | 1'21.00 | 12:54'39.93 | 12:56'02.13 | 1'22.20 | 1.20 r | 120 | 80 | 98 |
| 265 | | Roberts K. | GB | Pinchbeck R. | GB | AUSTIN HEALE 100 S | 3 | 1.42 | 1'21.00 | 12:40'45.98 | 12:42'10.44 | 1'24.46 | 3.46 r | 300 | 0 | 0 |
| 266 | | Newson M.A. | GB | Arici Oglu M. | F | FERRARI 225 S Export vignale spider | 3 | 1.45 | 1'21.00 | 12:26'13.78 | 12:27'35.53 | 1'21.75 | 0.75 r | 75 | 125 | 181 |
| 267 | | Olivini G. | I | Santangelo G. | I | ARNOLT Bristol Bolide roadster | 3 | 1.42 | 1'21.00 | 12:55'23.47 | 12:56'43.34 | 1'19.87 | 1.13a | 113 | 87 | 124 |
| 268 | | Di Benedetto P. | I | Biandrino P. | I | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:36'06.23 | 12:37'26.50 | 1'20.27 | 0.73a | 73 | 127 | 168 |
| 269 | | Buncombe A.J. | GB | Harris C. | GB | JAGUAR C-TYPE | 3 | 1.45 | 1'21.00 | 12:27'39.36 | 12:28'59.69 | 1'20.33 | 0.67a | 67 | 133 | 193 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|--|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 270 | | Kuhnt B. | GB | Herzsprung H. | GB | JAGUAR C-TYPE | 3 | 1.55 | 1'21.00 | 12:27'49.08 | 12:29'02.33 | 1'13.25 | 7.75a | 300 | 0 | 0 |
| 271 | | Gianopolus J. | GB | Day-Lewis D.M. | GB | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | 13:03'33.26 | 13:04'56.79 | 1'23.53 | 2.53 r | 253 | 0 | 0 |
| 272 | | Perini E. | I | Hagenburger P. | EG | TRIUMPH TR 2 | 3 | 1.32 | 1'21.00 | 13:10'59.83 | 13:12'18.56 | 1'18.73 | 2.27a | 227 | 0 | 0 |
| 273 | | Gnutti A. | I | Gnutti G. | I | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | 12:39'46.93 | 12:41'08.44 | 1'21.51 | 0.51 r | 51 | 149 | 201 |
| 274 | | Grossmann Q. | D | Hardieck M. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:33'01.66 | 12:34'23.67 | 1'22.01 | 1.01 r | 101 | 99 | 131 |
| 275 | | Lagenbach K.G. | D | Jennissen J.J. | D | ALFA ROMEO 1900 BERLINA | 3 | 1.22 | 1'21.00 | 13:36'42.23 | 13:38'03.92 | 1'21.69 | 0.69 r | 69 | 131 | 160 |
| 276 | | Quinn B. | AU | Strauss P. | AU | ASTON MARTIN DB 2 Vantage | 3 | 1.35 | 1'21.00 | 12:42'28.00 | 12:43'48.50 | 1'20.50 | 0.50a | 50 | 150 | 203 |
| 277 | | Reber P.U. | CH | Fahrni B. | CH | ASTON MARTIN DB 2 | 3 | 1.35 | 1'21.00 | 12:55'42.64 | 12:57'08.38 | 1'25.74 | 4.74 r | 300 | 0 | 0 |
| 278 | | Reggiani R. | I | Reggiani A. | I | JAGUAR XK 120 OTS | 3 | 1.35 | 1'21.00 | 12:48'18.01 | 12:49'39.09 | 1'21.08 | 0.08 r | 8 | 254 | 343 |
| 279 | | Terentyev A.Jr | RU | Terentyev A.Jr | RU | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 1'21.00 | 13:25'56.67 | 13:27'20.07 | 1'23.40 | 2.40 r | 240 | 0 | 0 |
| 280 | | Ricci S. | I | Scarpelli F. | I | LANCIA Aurelia B20 GT 2500 III serie | 3 | 1.32 | 1'21.00 | 12:38'18.44 | 12:39'39.31 | 1'20.87 | 0.13a | 13 | 207 | 273 |
| 281 | | Righele M. | I | Maggi G. | I | ALFA ROMEO AR51 "Matta" 1900 M | 3 | 1.25 | 1'21.00 | 13:07'59.29 | 13:09'20.35 | 1'21.06 | 0.06 r | 6 | 291 | 364 |
| 282 | | Ronzoni E. | I | Rebecchi P. | I | FIAT PININFA 1100 TV GT Pininfarina | 3 | 1.27 | 1'21.00 | 12:41'50.26 | 12:43'11.26 | 1'21.00 | 0.00 | 0 | 420 | 533 |
| 283 | | Roversi R. | I | Miglioli S. | I | LANCIA Aurelia B20 GT 2500 | 3 | 1.32 | 1'21.00 | 13:02'28.02 | 13:03'46.83 | 1'18.81 | 2.19a | 219 | 0 | 0 |
| 284 | | Salari E. | I | Tiberti R. | I | TRIUMPH TR 2 | 3 | 1.32 | 1'21.00 | 12:44'13.90 | 12:45'34.90 | 1'21.00 | 0.00 | 0 | 420 | 554 |
| 285 | | Santa-Cruz R. | E | Barandica J.L. | E | JAGUAR XK 120 OTS LE MANS | 3 | 1.35 | 1'21.00 | 12:48'40.15 | 12:50'01.38 | 1'21.23 | 0.23 r | 23 | 184 | 248 |
| 286 | | Sardini S. | I | Italiani L. | I | PANHARD Dyna Junior 750 S Berlinetta | 3 | 1.32 | 1'21.00 | 12:48'59.52 | 12:50'20.43 | 1'20.91 | 0.09a | 9 | 236 | 312 |
| 287 | | Smith T. | US | Polak D.J. | US | S.I.A.T.A. 1100 TV Coupe' Vignale | 3 | 1.27 | 1'21.00 | 12:41'35.34 | 12:42'56.01 | 1'20.67 | 0.33a | 33 | 167 | 212 |
| 288 | | Spagnoli A. | I | Ippolito G. | I | FIAT 1100/103 TV | 3 | 1.07 | 1'21.00 | 12:50'01.46 | 12:51'23.31 | 1'21.85 | 0.85 r | 85 | 115 | 123 |
| 289 | | Tarcher P. | CH | Chies F. | CH | CITROEN Traction 15 6H | 3 | 1.30 | 1'21.00 | 13:07'17.00 | 13:08'38.74 | 1'21.74 | 0.74 r | 74 | 126 | 164 |
| 290 | | Reidie D. | AU | Colbert L. | AU | FIAT 8V ZAGATO | 3 | 1.45 | 1'21.00 | 12:43'58.61 | 12:45'20.27 | 1'21.66 | 0.66 r | 66 | 134 | 194 |
| 291 | | Van De Velde G. | NL | Van De Velde K. | NL | ASTON MARTIN DB 2 Saloon | 3 | 1.35 | 1'21.00 | 12:59'13.31 | 13:00'42.05 | 1'28.74 | 7.74 r | 300 | 0 | 0 |
| 292 | | Streminski A. | D | Kramer C. | D | FERRARI 212/225 S Export Vignale Berl. | 3 | 1.55 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 293 | | Tribe A. | AU | Davis C. | US | MASERATI A6 GCS/53 | 3 | 1.42 | 1'21.00 | 13:06'17.67 | 13:07'37.22 | 1'19.55 | 1.45a | 145 | 55 | 78 |
| 294 | | Cavallari G. | I | Cavallari A. | I | TOJEIRO SPORT TAD | 3 | 1.00 | 1'21.00 | 12:57'02.59 | 12:58'26.32 | 1'23.73 | 2.73 r | 273 | 0 | 0 |
| 295 | | Stehle M. | D | Stehle M. | D | FERRARI 340 America | 3 | 1.55 | 1'21.00 | 12:34'25.74 | 12:35'43.63 | 1'17.89 | 3.11a | 300 | 0 | 0 |
| 296 | | Weihermuller S. | D | Tenzler T. | D | FERRARI 250 Europa GT | 3 | 1.32 | 1'21.00 | 12:55'06.38 | 12:56'27.39 | 1'21.01 | 0.01 r | 1 | 395 | 521 |
| 297 | | Veen S. | NL | Veen N. | NL | MERCEDES-BEN 300 SL W194 | 3 | 1.00 | 1'21.00 | 12:52'27.32 | 12:53'41.50 | 1'14.18 | 6.82a | 300 | 0 | 0 |
| 298 | | Weber T. | D | Geissinger J. | D | MERCEDES-BEN 300 SL W194 "Carrera" | 3 | 1.55 | 1'21.00 | 12:37'40.00 | 12:39'00.90 | 1'20.90 | 0.10a | 10 | 226 | 350 |
| 299 | | Koegel K. | D | Howe J. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 13:06'38.88 | 13:08'00.30 | 1'21.42 | 0.42 r | 42 | 158 | 209 |
| 300 | | Coulthard D. | D | Rommerskirchen | D | MERCEDES-BEN 300 SLR | 3 | 1.52 | 1'21.00 | 13:01'20.06 | 13:02'42.66 | 1'22.60 | 1.60 r | 160 | 40 | 61 |
| 301 | | Gehl W. | D | Schuff H. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:54'34.11 | 12:55'57.85 | 1'23.74 | 2.74 r | 274 | 0 | 0 |
| 302 | | Alterman E. | US | Day G.H. | GB | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:57'08.65 | 12:58'35.54 | 1'26.89 | 5.89 r | 300 | 0 | 0 |
| 303 | | Jennings J. | D | Cannon S. | US | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 304 | | Wagerle R. | D | Reichert K. | D | MERCEDES-BEN 220 A | 3 | 1.22 | 1'21.00 | 13:07'35.69 | 13:08'56.05 | 1'20.36 | 0.64a | 64 | 136 | 166 |
| 305 | | Schmidt J. | D | Koerdt E. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:45'51.88 | 12:47'12.41 | 1'20.53 | 0.47a | 47 | 153 | 202 |
| 306 | | Maylander B. | D | Kristiansen E. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 13:05'42.90 | 13:07'05.90 | 1'23.00 | 2.00 r | 200 | 0 | 0 |
| 307 | | Wittman J. | D | Smith C. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 13:13'39.31 | 13:14'59.55 | 1'20.24 | 0.76a | 76 | 124 | 164 |
| 308 | | Seifert H. | D | Witzel T. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:51'28.07 | 12:52'49.88 | 1'21.81 | 0.81 r | 81 | 119 | 157 |
| 309 | | Jelinek R. | D | Fossati M. | I | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 13:27'30.99 | 13:28'51.63 | 1'20.64 | 0.36a | 36 | 164 | 216 |
| 310 | | Penske R. | US | Illien M. | CH | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:39'25.88 | 12:40'49.41 | 1'23.53 | 2.53 r | 253 | 0 | 0 |
| 311 | | Strasser J. | D | Strasser A. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:56'22.41 | 12:57'43.40 | 1'20.99 | 0.01a | 1 | 395 | 521 |
| 312 | | Taylor M. | AU | Kable G. | AU | ALFA ROMEO 2000 SPORTIVA | 3 | 1.00 | 1'21.00 | 12:42'04.12 | 12:43'25.66 | 1'21.54 | 0.54 r | 54 | 146 | 146 |
| 313 | | Yardeni E. | TH | Baholyodhin O. | TH | FRAZER NASH TARGA FLORIO | 3 | 1.00 | 1'21.00 | 13:34'57.40 | 13:35'51.52 | 54.12 | 26.88a | 300 | 0 | 0 |
| 314 | | Girelli A. | I | Cassina C. | I | PORSCHE 550 A Spyder 1500 RS | 3 | 1.40 | 1'21.00 | | | | -- | 0 | 0 | -12000 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|---------------------------------------|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 315 | | Scheufele K. | CH | Carreras A. | CH | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 316 | | Kohler J. | D | Stein A. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 317 | | Livio D. | I | Panzeri G. | I | JAGUAR XK 140 OTS | 3 | 1.32 | 1'21.00 | 13:00'43.38 | 13:02'04.10 | 1'20.72 | 0.28a | 28 | 174 | 230 |
| 318 | | Scheufele K.F. | CH | Scheufele C. | CH | FERRARI 750 Monza | 3 | 1.42 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 319 | | Strang I. | GB | Hudson K. | GB | AC Ace | 3 | 1.30 | 1'21.00 | 12:49'14.01 | 12:50'34.73 | 1'20.72 | 0.28a | 28 | 174 | 226 |
| 320 | | Keiner A. | D | Stumpp N. | I | PORSCHE 356 SPEEDSTER | 3 | 1.32 | 1'21.00 | 12:34'14.73 | 12:35'35.51 | 1'20.78 | 0.22a | 22 | 186 | 246 |
| 321 | | Keller E. | CH | Keller M. | CH | ALFA ROMEO 1900 SS2 | 3 | 1.32 | 1'21.00 | 12:58'46.23 | 13:00'06.70 | 1'20.47 | 0.53a | 53 | 147 | 194 |
| 322 | | Streparava P. | I | Streparava M. | I | PORSCHE 356 A 1600 S | 3 | 1.30 | 1'21.00 | 13:00'14.53 | 13:01'36.01 | 1'21.48 | 0.48 r | 48 | 152 | 198 |
| 323 | | Strojer Hansen | DK | Murmann P. | DK | LANCIA Aurelia B20 GT 2500 Pichon Par | 3 | 1.32 | 1'21.00 | 13:49'17.53 | 13:50'16.05 | 58.52 | 22.48a | 300 | 0 | 0 |
| 324 | | Swallow R. | GB | Swallow F. | GB | MG MGA | 3 | 1.30 | 1'21.00 | 13:18'20.41 | 13:19'41.99 | 1'21.58 | 0.58 r | 58 | 142 | 185 |
| 325 | | Zagato A. | I | Rivolta M. | I | ALFA ROMEO 1900 SSZ ZAGATO | 3 | 1.32 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 326 | | Van De Loo A. | I | Van De Loo L. | I | MG Magnette ZA | 3 | 1.20 | 1'21.00 | 13:09'17.56 | 13:10'39.45 | 1'21.89 | 0.89 r | 89 | 111 | 133 |
| 327 | | Van De Werd P. | NL | Sontrop M. | NL | BORGWARD Isabella TS | 3 | 1.22 | 1'21.00 | 13:10'25.98 | 13:11'47.24 | 1'21.26 | 0.26 r | 26 | 178 | 217 |
| 328 | | Van Lochem R.J. | NL | Van Lochem H.W. | NL | SAAB 93 deluxe | 3 | 1.00 | 1'21.00 | 13:04'13.16 | 13:05'33.37 | 1'20.21 | 0.79a | 79 | 121 | 121 |
| 329 | | Sekiguchi T. | JP | Oomura M. | JP | FIAT 1101 TV GT Pininfarina | 3 | 1.17 | 1'21.00 | 12:56'04.59 | 12:57'25.53 | 1'20.94 | 0.06a | 6 | 291 | 340 |
| 330 | | Thomas Mark R. | GB | Janet V. | GB | HEALEY 100/6 BN4 | 3 | 1.05 | 1'21.00 | 13:20'31.73 | 13:21'54.28 | 1'22.55 | 1.55 r | 155 | 45 | 47 |
| 331 | | Knapple M. | D | Kerler G. | D | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 1'21.00 | 13:04'28.89 | 13:05'51.43 | 1'22.54 | 1.54 r | 154 | 46 | 61 |
| 332 | | Schigiel L. | US | Schigiel E. | US | Studebaker Golden Hawk | 3 | 1.40 | 1'21.00 | 13:03'59.73 | 13:05'20.40 | 1'20.67 | 0.33a | 33 | 167 | 234 |
| 333 | | Golomb W. | US | Golomb A.T. | US | FERRARI 375 MM Berlinetta Pininfarina | 3 | 1.42 | | | | | -- | | | |
| 334 | | Cefis A. | I | Ronchi F.B. | I | ALFA ROMEO 1900 SUPER SPRINT TOURING | 3 | 1.32 | 1'21.00 | 12:53'57.91 | 12:55'19.61 | 1'21.70 | 0.70 r | 70 | 130 | 172 |
| 335 | F | Tagliaferri C. | I | Panzeri E. | I | JAGUAR XK 140 OTS | 3 | 1.32 | 1'21.00 | 13:09'50.97 | 13:11'12.13 | 1'21.16 | 0.16 r | 16 | 198 | 261 |
| 336 | | Anichini G. | I | Anichini A. | I | LANCIA Aurelia B 20 GT 2500 IV serie | 3 | 1.32 | 1'21.00 | 13:10'10.29 | 13:11'33.20 | 1'22.91 | 1.91 r | 191 | 9 | 12 |
| 337 | F | Bas J.T. | BE | Petronella A.M. | NL | TRIUMPH TR2 SPORTS | 3 | 1.32 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 338 | | Baumann W.D. | AT | Malagoli A. | I | MASERATI 200 SI | 3 | 1.50 | 1'21.00 | 13:12'47.60 | 13:14'08.94 | 1'21.34 | 0.34 r | 34 | 166 | 249 |
| 339 | | Reto G. | CH | Gemperle D. | CH | FIAT ABARTH 750 ZAGATO | 3 | 1.10 | 1'21.00 | 14:13'54.77 | 14:14'53.58 | 58.81 | 22.19a | 300 | 0 | 0 |
| 340 | | Berton P. | I | Sonda L. | I | MASERATI 150 S | 3 | 1.50 | 1'21.00 | 12:56'41.83 | 12:58'02.90 | 1'21.07 | 0.07 r | 7 | 272 | 408 |
| 341 | | Karagozian A. | I | Maino S. | I | ALFA ROMEO Giulietta Sprint veloce | 3 | 1.30 | 1'21.00 | 13:03'24.62 | 13:04'45.40 | 1'20.78 | 0.22a | 22 | 186 | 242 |
| 342 | | Boni R. | I | Ferdenzi A. | I | MASERATI 150 S | 3 | 1.40 | | | | | -- | | | |
| 343 | | D'Agostino L.R. | I | Stabile O. | I | FIAT 1100 TV | 3 | 1.07 | 1'21.00 | 13:12'06.89 | 13:13'28.19 | 1'21.30 | 0.30 r | 30 | 170 | 182 |
| 344 | F | Andrimont C. | MC | Andrimont A. | BE | LANCIA Aurelia B24 spider | 3 | 1.30 | 1'21.00 | 13:09'13.55 | 13:10'35.20 | 1'21.65 | 0.65 r | 65 | 135 | 176 |
| 345 | | Bond S. | GB | Bond V. | AU | MASERATI 200S/250 | 3 | 1.50 | 1'21.00 | 13:16'27.82 | 13:17'52.54 | 1'24.72 | 3.72 r | 300 | 0 | 0 |
| 346 | | Cerrato D. | I | Dogliotti A.M. | I | ROVER 75 P4 | 3 | 1.22 | 1'21.00 | 13:17'57.00 | 13:19'17.87 | 1'20.87 | 0.13a | 13 | 207 | 253 |
| 347 | | Bruse C.R. | D | Maino W. | I | TRIUMPH TR 3 | 3 | 1.30 | 1'21.00 | 12:42'22.56 | 12:43'43.89 | 1'21.33 | 0.33 r | 33 | 167 | 217 |
| 348 | | Battistella M. | I | Battistella A. | I | WELDAGRIND PARSON MASERATI | 3 | 1.00 | 1'21.00 | 13:01'37.38 | 13:02'58.31 | 1'20.93 | 0.07a | 7 | 272 | 272 |
| 349 | | Cavalli A. | I | Pezzotti P. | I | LOTUS ELEVEN LE MANS | 3 | 1.25 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 350 | | Cooper L. | GB | Morrison A. | GB | ASTON MARTIN DB 2/4 DROPHEAD COUPE' | 3 | 1.00 | 1'21.00 | 13:27'58.77 | 13:29'21.50 | 1'22.73 | 1.73 r | 173 | 27 | 27 |
| 351 | | Croul S. | US | Rofles T. | US | FIAT 8V ZAGATO | 3 | 1.45 | 1'21.00 | 13:05'11.81 | 13:06'32.55 | 1'20.74 | 0.26a | 26 | 178 | 258 |
| 352 | | Busch K. | D | Nunerth B. | D | MASERATI A6 G 54 2000 Zagato | 3 | 1.30 | 1'21.00 | 13:24'55.14 | 13:26'16.25 | 1'21.11 | 0.11 r | 11 | 217 | 282 |
| 353 | | Caggiati C. | I | Sassi E. | I | FERRARI 500 TRC | 3 | 1.42 | 1'21.00 | 13:41'28.36 | 13:42'56.16 | 1'27.80 | 6.80 r | 300 | 0 | 0 |
| 354 | F | De Alessandrini | I | Fanti L. | I | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 1'21.00 | 13:19'57.99 | 13:21'19.15 | 1'21.16 | 0.16 r | 16 | 198 | 261 |
| 355 | | Dietz W. | D | Dietz S. | D | LANCIA Aurelia B24 spider | 3 | 1.30 | 1'21.00 | 13:22'43.81 | 13:24'05.12 | 1'21.31 | 0.31 r | 31 | 169 | 220 |
| 356 | | Alghaim O. | KWT | Al-Hamad F. | KWT | PORSCHE 356 A 1500 GS Carrera | 3 | 1.30 | 1'21.00 | 14:12'20.68 | 14:13'41.68 | 1'21.00 | 0.00 | 0 | 420 | 546 |
| 357 | | Gerhardt J. | D | Lyons J. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:30'40.11 | 12:32'02.47 | 1'22.36 | 1.36 r | 136 | 64 | 84 |
| 358 | | Price L. | GB | Barff R. | GB | MORETTI 750 Sport Bialbero | 3 | 1.25 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 359 | | Fluttert R. | NL | Van De Loo M. | NL | PEUGEOT 403 | 3 | 1.20 | 1'21.00 | 13:28'38.09 | 13:29'59.19 | 1'21.10 | 0.10 r | 10 | 226 | 271 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|--------------------------------------|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 360 | | Foerster M. | CH | Mueller M. | CH | FIAT 600 | 3 | 1.02 | | | | | -- | | | |
| 361 | | Fukuda H. | JP | Hara Y. | JP | PORSCHE 356 A 1500 GS Carrera | 3 | 1.30 | 1'21.00 | 13:11'44.16 | 13:13'04.52 | 1'20.36 | 0.64a | 64 | 136 | 177 |
| 362 | | Fusari E. | I | Toscani D. | I | LANCIA Aurelia B20 GT 2500 IV serie | 3 | 1.32 | 1'21.00 | 13:23'20.96 | 13:24'42.35 | 1'21.39 | 0.39 r | 39 | 161 | 213 |
| 363 | | Gervais G. | CA | Grenier L. | CA | CITROEN DS 19 | 3 | 1.20 | 1'21.00 | 13:15'17.45 | 13:16'40.37 | 1'22.92 | 1.92 r | 192 | 8 | 10 |
| 364 | | Gierat S. | PL | Gierat M. | PL | JAGUAR XK 140 Fixed Head Coupe' | 3 | 1.32 | 1'21.00 | 13:12'27.39 | 13:13'50.08 | 1'22.69 | 1.69 r | 169 | 31 | 41 |
| 365 | | Girardi A. | I | Mastellini S. | I | PORSCHE 356 A 1500 | 3 | 1.30 | 1'21.00 | 13:06'00.02 | 13:07'20.97 | 1'20.95 | 0.05a | 5 | 310 | 403 |
| 366 | | Gnutti R. | I | Cristina R. | I | PORSCHE 356 A 1500 GS Carrera | 3 | 1.30 | 1'21.00 | 12:42'53.94 | 12:44'14.97 | 1'21.03 | 0.03 r | 3 | 350 | 455 |
| 367 | | Gruehsem S. | D | Heinze T. | D | PORSCHE 356 SPEEDSTER 1500 | 3 | 1.30 | 1'21.00 | 13:06'57.11 | 13:08'18.38 | 1'21.27 | 0.27 r | 27 | 176 | 229 |
| 368 | | Hinrichsen T. | AR | Mayo S. | AR | OSCA 372 FS | 3 | 1.40 | 1'21.00 | 13:23'05.19 | 13:24'26.10 | 1'20.91 | 0.09a | 9 | 236 | 330 |
| 369 | | Hindrichs D. | D | Hindrichs S. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 13:15'43.01 | 13:17'04.98 | 1'21.97 | 0.97 r | 97 | 103 | 136 |
| 370 | | Houtkamp J. | NL | Houtkamp R. | NL | JAGUAR XK 140 OTS Works | 3 | 1.52 | 1'21.00 | 13:14'41.06 | 13:16'01.99 | 1'20.93 | 0.07a | 7 | 272 | 413 |
| 371 | | Howard R. | GB | Needs J. | GB | MG MGA "WORKS" | 3 | 1.30 | 1'21.00 | 13:41'48.68 | 13:43'08.85 | 1'20.17 | 0.83a | 83 | 117 | 152 |
| 372 | | Jodl A. | AT | Jodl C. | AT | AC Aceca Bristol | 3 | 1.30 | 1'21.00 | 13:04'51.63 | 13:06'12.50 | 1'20.87 | 0.13a | 13 | 207 | 269 |
| 373 | | Maestrutti L. | I | Camozzi E. | I | FIAT ABARTH 750 ZAGATO | 3 | 1.10 | 1'21.00 | 13:15'03.19 | 13:16'24.26 | 1'21.07 | 0.07 r | 7 | 272 | 299 |
| 374 | | Von Braunmuhl M | D | Ermer M. | D | PORSCHE 356 A | 3 | 1.30 | 1'21.00 | 12:46'04.46 | 12:47'25.01 | 1'20.55 | 0.45a | 45 | 155 | 202 |
| 375 | | Klemm C. | CH | Hesse H. | AT | AUSTIN HEALE 100/4 BN2 | 3 | 1.30 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 376 | | Klingelberg D. | CH | Harter H.G. | D | BMW 507 | 3 | 1.30 | 1'21.00 | 13:15'55.69 | 13:17'16.22 | 1'20.53 | 0.47a | 47 | 153 | 199 |
| 377 | | Klingelberg J. | D | Wolle J. | CH | PORSCHE 356 1500 GS Carrera | 3 | 1.30 | 1'21.00 | 12:59'33.32 | 13:00'53.66 | 1'20.34 | 0.66a | 66 | 134 | 174 |
| 378 | | Mueller H. | D | Singh Sehra R. | IN | TRIUMPH TR 3 | 3 | 1.30 | 1'21.00 | 13:05'27.13 | 13:06'49.60 | 1'22.47 | 1.47 r | 147 | 53 | 69 |
| 379 | | Kojima T. | JP | Matsukawa T. | JP | TRIUMPH TR 2 | 3 | 1.32 | 1'21.00 | 13:08'36.39 | 13:09'57.27 | 1'20.88 | 0.12a | 12 | 212 | 280 |
| 380 | | Magliana M. | I | Platter I. | CH | LANCIA Aurelia B24 spider | 3 | 1.30 | 1'21.00 | 13:25'11.29 | 13:26'31.96 | 1'20.67 | 0.33a | 33 | 167 | 217 |
| 381 | | Maier B. | D | Webster R.L.W. | US | PORSCHE 550 Spyder 1500 RS | 3 | 1.42 | 1'21.00 | 13:20'29.29 | 13:21'51.05 | 1'21.76 | 0.76 r | 76 | 124 | 176 |
| 382 | F | Marini S. | I | Indelicato S. | I | AC Ace | 3 | 1.30 | 1'21.00 | 13:28'24.15 | 13:29'45.09 | 1'20.94 | 0.06a | 6 | 291 | 378 |
| 383 | | Meneghini A. | I | Gobbi M. | I | ERMINI 357 SPORT | 3 | 1.52 | 1'21.00 | 13:43'27.55 | 13:44'48.46 | 1'20.91 | 0.09a | 9 | 236 | 359 |
| 384 | | Menschke L. | D | Loewisch R. | D | PORSCHE 550 A Spyder 1500 RS | 3 | 1.40 | 1'21.00 | 13:08'44.92 | 13:10'00.15 | 1'15.23 | 5.77a | 300 | 0 | 0 |
| 385 | | Shraga E. | IL | Schwartz-Shraga | IL | OSCA MT4 - TN 1500 | 3 | 1.50 | 1'21.00 | 13:18'11.37 | 13:19'32.09 | 1'20.72 | 0.28a | 28 | 174 | 261 |
| 386 | | Mercorelli M. | US | Schoendorf C. | US | FORD Thunderbird | 3 | 1.32 | 1'21.00 | 13:49'05.75 | 13:50'05.83 | 1'00.08 | 20.92a | 300 | 0 | 0 |
| 387 | | Shikiba R. | JP | Sugawara T. | JP | ALFA ROMEO Giulietta Sport 750G | 3 | 1.30 | 1'21.00 | 13:39'21.76 | 13:40'50.35 | 1'28.59 | 7.59 r | 300 | 0 | 0 |
| 388 | | Ochiai K. | JP | Hirai S. | JP | FERRARI 750 Monza | 3 | 1.42 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 389 | | Ong S.G. | SG | Cottingham J. | GB | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 13:13'25.59 | 13:14'46.85 | 1'21.26 | 0.26 r | 26 | 178 | 235 |
| 390 | | Pearce C. | GB | Noble J. | GB | AC Aceca Bristol | 3 | 1.30 | 1'21.00 | 13:26'51.43 | 13:28'13.73 | 1'22.30 | 1.30 r | 130 | 70 | 91 |
| 391 | | Lindsay V. | | Cayford P. | | JAGUAR Type | 3 | 1.40 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 392 | | Van der Goot S. | NL | De Vries J.E. | NL | AUSTIN HEALE 100 Le manS (prototype) | 3 | 1.32 | 1'21.00 | 13:14'19.54 | 13:15'35.70 | 1'16.16 | 4.84a | 300 | 0 | 0 |
| 393 | | Pighi G. | I | Malvisi F. | I | ASTON MARTIN DB 2/4 | 3 | 1.32 | 1'21.00 | 13:26'36.85 | 13:27'57.91 | 1'21.06 | 0.06 r | 6 | 291 | 384 |
| 394 | | Sixt E. | D | Sixt K. | D | PORSCHE 356 SPEEDSTER 1500 | 3 | 1.30 | 1'21.00 | 12:33'53.69 | 12:35'02.59 | 1'08.90 | 12.10a | 300 | 0 | 0 |
| 395 | | Krause S. | D | Campelli F. | I | AC Ace Bristol | 3 | 1.30 | 1'21.00 | 12:39'08.14 | 12:40'29.62 | 1'21.48 | 0.48 r | 48 | 152 | 198 |
| 396 | | Wittner F. | AT | Miller T.J. | US | ASTON MARTIN DB 2/4 | 3 | 1.32 | 1'21.00 | 13:13'08.43 | 13:14'27.40 | 1'18.97 | 2.03a | 203 | 0 | 0 |
| 397 | | Ribadeneira D. | US | Lundgren B. | US | ALFA ROMEO Giulietta Sprint veloce | 3 | 1.30 | 1'21.00 | 13:25'15.20 | 13:26'38.75 | 1'23.55 | 2.55 r | 255 | 0 | 0 |
| 398 | | Rollinger M. | L | Schandeler L. | L | OSCA MT4-2AD 1100 | 3 | 1.37 | 1'21.00 | 13:21'10.40 | 13:22'30.52 | 1'20.12 | 0.88a | 88 | 112 | 153 |
| 399 | | Rose D. | US | Cristian Ariel | AR | ASTON MARTIN DB 2/4 | 3 | 1.32 | 1'21.00 | 13:27'35.67 | 13:29'03.13 | 1'27.46 | 6.46 r | 300 | 0 | 0 |
| 400 | | Kupfel M. | I | Russo E. | I | TRIUMPH TR 2 | 3 | 1.32 | 1'21.00 | 13:21'32.31 | 13:22'53.31 | 1'21.00 | 0.00 | 0 | 420 | 554 |
| 401 | | Ruggeri A. | I | Gnutti Q. | I | PORSCHE 356 SPEEDSTER 1500 | 3 | 1.30 | 1'21.00 | 13:22'06.18 | 13:23'26.99 | 1'20.81 | 0.19a | 19 | 192 | 250 |
| 402 | F | Priemer B. | D | Scholten P. | D | PORSCHE 356 A - 1600 S Coupe' | 3 | 1.30 | 1'21.00 | 13:21'49.11 | 13:23'09.59 | 1'20.48 | 0.52a | 52 | 148 | 192 |
| 403 | | Scott-Nelson J. | GB | Owens S. | GB | AUSTIN HEALE 100 S | 3 | 1.42 | 1'21.00 | 13:28'46.79 | 13:30'06.85 | 1'20.06 | 0.94a | 94 | 106 | 151 |
| 404 | | Hildenbrandt E. | D | Hildenbrandt F. | D | ASTON MARTIN DB 2/4 | 3 | 1.32 | 1'21.00 | 13:29'26.75 | 13:30'47.30 | 1'20.55 | 0.45a | 45 | 155 | 205 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|----------------|-----|------------------------------------|---|-------|---------|-------------|-------------|---------|--------|-----|-----|--------|
| 405 | | Pohl A. | D | Wolf R. | D | PORSCHE 550 Spyder 1500 RS | 3 | 1.52 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 406 | | Kalow M. | D | Ilic C. | F | FERRARI 250 GT Boano | 3 | 1.30 | 1'21.00 | 13:22'29.63 | 13:23'51.84 | 1'22.21 | 1.21 r | 121 | 79 | 103 |
| 407 | | Sixt A. | D | Eiller O. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:35'32.12 | 12:36'52.77 | 1'20.65 | 0.35a | 35 | 165 | 218 |
| 408 | | Steinhauer C. | D | Sixt R. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 12:54'19.84 | 12:55'41.78 | 1'21.94 | 0.94 r | 94 | 106 | 140 |
| 409 | | Vanoli M. | I | Kummer V. | | LANCIA Aurelia B20 GT | 3 | 1.32 | 1'21.00 | 13:08'12.63 | 13:09'34.82 | 1'22.19 | 1.19 r | 119 | 81 | 107 |
| 410 | | Roeder M. | D | Goetzelmann S. | D | FERRARI 500 Mondial | 3 | 1.52 | 1'21.00 | 13:47'48.44 | 13:48'31.67 | 43.23 | 37.77a | 300 | 0 | 0 |
| 411 | | Tourneur V. | F | Fiat L.C. | F | PORSCHE 356 SPEEDSTER | 3 | 1.30 | 1'21.00 | 13:10'21.78 | 13:11'43.51 | 1'21.73 | 0.73 r | 73 | 127 | 165 |
| 412 | | Bitzi A. | CH | Trevisan M. | CH | AUSTIN HEALE 100 S | 3 | 1.42 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 413 | | De Sanctis G. | CH | De Sanctis A. | I | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 1'21.00 | 13:24'12.51 | 13:25'33.58 | 1'21.07 | 0.07 r | 7 | 272 | 359 |
| 414 | | Cefis P. | I | Cefis M. | I | MERCEDES-BEN 300 SL | 3 | 1.32 | 1'21.00 | 13:03'03.29 | 13:04'24.12 | 1'20.83 | 0.17a | 17 | 196 | 259 |
| 415 | | Peli R. | D | Schlatter D. | CH | FERRARI 250 GT Boano | 3 | 1.40 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 416 | | De Ghellinck N. | BE | Gerard F. | | JAGUAR XK 120 | 3 | 1.00 | 1'21.00 | 13:26'05.22 | 13:27'29.85 | 1'24.63 | 3.63 r | 300 | 0 | 0 |
| 417 | | Gruss M. | US | Bragard M. | US | FERRARI 250 GT LWB TdF | 3 | 1.30 | 1'21.00 | 13:49'12.34 | 13:50'12.49 | 1'00.15 | 20.85a | 300 | 0 | 0 |
| 418 | | Halford P. | NZ | Tolich N. | NZ | FERRARI 250 Europa GT | 3 | 1.32 | 1'21.00 | 13:27'05.09 | 13:28'27.31 | 1'22.22 | 1.22 r | 122 | 78 | 103 |
| 419 | | Thomas J.E. | US | Oetting D.P. | US | FERRARI 250 GT Boano | 3 | 1.30 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 420 | F | Roschmann J. | D | Buerger G. | D | FERRARI 250 GT Europa Competizione | 3 | 1.32 | 1'21.00 | | | | -- | 0 | 0 | -12000 |
| 421 | | Visser J. | NL | Visser Nel P. | NL | AUSTIN HEALE 100 S | 3 | 1.42 | 1'21.00 | 13:14'00.36 | 13:15'20.88 | 1'20.52 | 0.48a | 48 | 152 | 216 |
| 422 | | Kidston S. | CH | Collo E. | I | MERCEDES-BEN 300 SL W 198 | 3 | 1.00 | 1'21.00 | | | | -- | 0 | 0 | -12000 |