



# 1000 MIGLIA 2013



## CLASSIFICA DELLA PROVA DI PRECISIONE 22 PC 22 - Pieve S.Stefano 2

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                               | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 1   | 1   | 73  |   | Mozzi G.        | I   | Gessler M.      | I   | ALFA ROMEO 6C 1500 Gran Sport          | 2 | 1.75  | 45.00  | 13:04'01.52 | 13:04'46.52 | 45.00  | 0.00   | 0   | 420 | 735   |
| 2   | 1   | 33  |   | Giacomello G.   | I   | Gennaro L.      | I   | BUGATTI T 37                           | 1 | 1.70  | 45.00  | 12:40'59.26 | 12:41'44.25 | 44.99  | 0.01a  | 1   | 395 | 672   |
|     | 1   | 48  |   | Takemoto K.     | JP  | Takemoto J.     | JP  | BUGATTI T 35 A                         | 1 | 1.70  | 45.00  | 12:48'03.51 | 12:48'48.50 | 44.99  | 0.01a  | 1   | 395 | 672   |
|     | 1   | 7   |   | Brozzetti S.    | I   | Brozzetti F.    | I   | O.M. 665 SS MM                         | 1 | 1.70  | 45.00  | 12:54'58.43 | 12:55'43.42 | 44.99  | 0.01a  | 1   | 395 | 672   |
|     | 2   | 118 |   | Wirth H.W.      | D   | Geistdorfer C.  | D   | BMW 328 Coupe' Touring                 | 2 | 1.70  | 45.00  | 13:12'36.57 | 13:13'21.58 | 45.01  | 0.01 r | 1   | 395 | 672   |
| 6   | 3   | 83  |   | Mocerì G.       | I   | Cavalleri T.    | I   | ASTON MARTIN Le Mans                   | 2 | 1.65  | 45.00  | 13:20'06.71 | 13:20'51.70 | 44.99  | 0.01a  | 1   | 395 | 652   |
| 7   | 4   | 72  |   | Fontanella G.   | I   | Covelli A.M.    | I   | FORD B                                 | 2 | 1.55  | 45.00  | 12:56'10.85 | 12:56'55.85 | 45.00  | 0.00   | 0   | 420 | 651   |
| 8   | 5   | 135 |   | Sisti S.        | I   | Sisti E.        | I   | MG TB                                  | 2 | 1.60  | 45.00  | 13:30'25.56 | 13:31'10.57 | 45.01  | 0.01 r | 1   | 395 | 632   |
| 9   | 4   | 13  |   | Cane' G.        | I   | Reichle K.P.    | QA  | BUGATTI T 37 Grand Prix                | 1 | 1.70  | 45.00  | 12:44'25.95 | 12:45'10.93 | 44.98  | 0.02a  | 2   | 370 | 629   |
|     | 4   | 49  |   | Tonconogy J.    | AR  | Berisso G. F.   | AR  | BUGATTI T 40                           | 1 | 1.70  | 45.00  | 12:50'01.27 | 12:50'46.25 | 44.98  | 0.02a  | 2   | 370 | 629   |
|     | 6   | 116 |   | Feurer R.       | D   | Koerfgen R.     | D   | BMW 328 Mille Miglia Roadster          | 2 | 1.70  | 45.00  | 13:54'53.15 | 13:55'38.13 | 44.98  | 0.02a  | 2   | 370 | 629   |
| 12  | 6   | 45  |   | Roma B.         | I   | Ilder P.        | I   | BNC 527 Gran Sport Monza               | 1 | 1.55  | 45.00  | 13:10'28.27 | 13:11'13.28 | 45.01  | 0.01 r | 1   | 395 | 612   |
| 13  | 7   | 25  |   | Fiorentini G.   | I   | Passeri M.G.    | I   | RALLY ABC                              | 1 | 1.50  | 45.00  | 12:40'17.99 | 12:41'03.00 | 45.01  | 0.01 r | 1   | 395 | 593   |
| 14  | 7   | 62  |   | Belometti A.    | I   | Putelli E.      | I   | FIAT 508 S SIATA Spider                | 2 | 1.60  | 45.00  | 12:52'35.64 | 12:53'20.62 | 44.98  | 0.02a  | 2   | 370 | 592   |
| 15  | 8   | 70  |   | Erejomovich D.A | AR  | Gallo G.        | AR  | ASTON MARTIN Le Mans                   | 2 | 1.65  | 45.00  | 13:03'32.45 | 13:04'17.42 | 44.97  | 0.03a  | 3   | 350 | 578   |
| 16  | 1   | 370 |   | Houtkamp J.     | NL  | Houtkamp R.     | NL  | JAGUAR XK 140 OTS Works                | 3 | 1.52  | 45.00  | 15:00'09.18 | 15:00'54.16 | 44.98  | 0.02a  | 2   | 370 | 562   |
| 17  | 9   | 86  |   | Peli O.         | I   | Baiguera P.     | I   | FIAT 508 S sport                       | 2 | 1.50  | 45.00  | 13:15'54.96 | 13:16'39.94 | 44.98  | 0.02a  | 2   | 370 | 555   |
| 18  | 10  | 122 |   | Marini B.       | I   | Marini A.       | I   | RILEY 12/4 Sprite                      | 2 | 1.60  | 45.00  | 13:35'53.18 | 13:36'38.22 | 45.04  | 0.04 r | 4   | 330 | 528   |
|     | 10  | 115 |   | Emmerling R.    | F   | Emmerling Korst | F   | RILEY Sprite                           | 2 | 1.60  | 45.00  | 13:31'03.04 | 13:31'48.00 | 44.96  | 0.04a  | 4   | 330 | 528   |
| 20  | 2   | 166 |   | Nardiello G.    | I   | Pampuri F.      | I   | STANGUELLINI Berlinetta Bertone        | 3 | 1.25  | 45.00  | 14:05'11.62 | 14:05'56.62 | 45.00  | 0.00   | 0   | 420 | 525   |
|     | 12  | 98  |   | Watts G.        | GB  | Watts P.        | GB  | MG C-Type                              | 2 | 1.50  | 45.00  | 13:08'21.01 | 13:09'06.04 | 45.03  | 0.03 r | 3   | 350 | 525   |
| 22  | 3   | 268 |   | Di Benedetto P. | I   | Biandrino P.    | I   | MERCEDES-BEN 300 SL W 198              | 3 | 1.32  | 45.00  | 14:20'48.66 | 14:21'33.67 | 45.01  | 0.01 r | 1   | 395 | 521   |
| 23  | 13  | 68  |   | Cavagna G.P.T.  | I   | Olli A.         | I   | FIAT 514 MM                            | 2 | 1.55  | 45.00  | 13:43'24.34 | 13:44'09.38 | 45.04  | 0.04 r | 4   | 330 | 512   |
|     | 13  | 96  |   | Villa M.        | I   | Abello M.C.     | US  | FORD A ROADSTER DELUXE                 | 2 | 1.55  | 45.00  | 13:16'34.09 | 13:17'19.13 | 45.04  | 0.04 r | 4   | 330 | 512   |
|     | 13  | 130 |   | Riboldi A.      | I   | Sabbadini P.    | I   | FIAT FLORIDA 1100 Sport Internazionale | 2 | 1.55  | 45.00  | 13:30'43.45 | 13:31'28.41 | 44.96  | 0.04a  | 4   | 330 | 512   |
| 26  | 4   | 164 |   | Minussi C.      | I   | Senini B.       | I   | FIAT ZANUSSI Sport MM                  | 3 | 1.45  | 45.00  | 13:50'00.84 | 13:50'45.87 | 45.03  | 0.03 r | 3   | 350 | 508   |
| 27  | 16  | 90  |   | Spagnoli F.     | I   | Menoni A.       | I   | FIAT GHIA 508 S                        | 2 | 1.50  | 45.00  | 13:07'55.23 | 13:08'40.27 | 45.04  | 0.04 r | 4   | 330 | 495   |
| 28  | 5   | 369 |   | Hindrichs D.    | D   | Hindrichs S.    | D   | MERCEDES-BEN 300 SL W 198              | 3 | 1.32  | 45.00  | 15:00'33.58 | 15:01'18.56 | 44.98  | 0.02a  | 2   | 370 | 488   |
| 29  | 6   | 191 |   | Astaller A.     | CH  | Gaillingier D.  | CH  | HEALEY Westland roadster               | 3 | 1.30  | 45.00  | 13:37'43.11 | 13:38'28.09 | 44.98  | 0.02a  | 2   | 370 | 481   |
|     | 6   | 366 |   | Gnutti R.       | I   | Cristina R.     | I   | PORSCHE 356 A 1500 GS Carrera          | 3 | 1.30  | 45.00  | 14:15'05.58 | 14:15'50.56 | 44.98  | 0.02a  | 2   | 370 | 481   |
|     | 6   | 382 | F | Marini S.       | I   | Indelicato S.   | I   | AC Ace                                 | 3 | 1.30  | 45.00  | 15:11'27.67 | 15:12'12.69 | 45.02  | 0.02 r | 2   | 370 | 481   |
|     | 17  | 85  |   | Patron L.       | I   | Becchetti F.    | I   | FIAT 514 MM                            | 2 | 1.55  | 45.00  | 13:14'01.96 | 13:14'46.91 | 44.95  | 0.05a  | 5   | 310 | 481   |
| 33  | 18  | 134 |   | Scotto E.       | I   | Beraldo L.      | I   | LANCIA Aprilia 1350 Lusso              | 2 | 1.50  | 45.00  | 13:40'42.64 | 13:41'27.59 | 44.95  | 0.05a  | 5   | 310 | 465   |
| 34  | 9   | 216 |   | Grumelli P.G.   | I   | Bona C.         | I   | AUSTIN HEALE 100/4 BN1                 | 3 | 1.32  | 45.00  | 13:54'36.49 | 13:55'21.52 | 45.03  | 0.03 r | 3   | 350 | 462   |
|     | 9   | 400 |   | Kupfel M.       | I   | Russo E.        | I   | TRIUMPH TR 2                           | 3 | 1.32  | 45.00  | 15:08'06.60 | 15:08'51.63 | 45.03  | 0.03 r | 3   | 350 | 462   |
|     | 8   | 21  |   | Felloni G.      | I   | Felloni R.      | I   | BUGATTI T 35 A                         | 1 | 1.70  | 45.00  | 12:39'08.79 | 12:39'53.86 | 45.07  | 0.07 r | 7   | 272 | 462   |
| 37  | 11  | 193 |   | Keil H.         | D   | Perbellini G.   | I   | JAGUAR BIOND Biondetti Sport           | 3 | 1.55  | 45.00  | 13:56'03.37 | 13:56'48.43 | 45.06  | 0.06 r | 6   | 291 | 451   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                             | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|--------------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 38  | 19  | 87  |   | Ricci N.        | I   | Ricci F.        | I   | ASTON MARTIN Le Mans                 | 2 | 1.65  | 45.00  | 13:11'51.07 | 13:12'36.00 | 44.93  | 0.07a  | 7   | 272 | 449   |
| 39  | 12  | 202 |   | Sotgiu M.       | I   | Mibelli S.      | I   | ASTON MARTIN DB 2 Vantage            | 3 | 1.35  | 45.00  | 13:30'00.96 | 13:30'46.00 | 45.04  | 0.04 r | 4   | 330 | 446   |
| 40  | 20  | 59  |   | Bettinsoli M.   | I   | Arici S.        | I   | FIAT 508 S COPPA ORO                 | 2 | 1.50  | 45.00  | 12:41'52.59 | 12:42'37.65 | 45.06  | 0.06 r | 6   | 291 | 437   |
| 41  | 13  | 320 |   | Keiner A.       | D   | Stumpp N.       | I   | PORSCHE 356 SPEEDSTER                | 3 | 1.32  | 45.00  | 13:58'03.32 | 13:58'48.28 | 44.96  | 0.04a  | 4   | 330 | 436   |
|     | 13  | 379 |   | Kojima T.       | JP  | Matsukawa T.    | JP  | TRIUMPH TR 2                         | 3 | 1.32  | 45.00  | 14:46'55.91 | 14:47'40.95 | 45.04  | 0.04 r | 4   | 330 | 436   |
| 43  | 15  | 343 |   | D'Agostino L.R. | I   | Stabile O.      | I   | FIAT 1100 TV                         | 3 | 1.07  | 45.00  | 14:56'23.05 | 14:57'08.04 | 44.99  | 0.01a  | 1   | 395 | 423   |
| 44  | 16  | 359 |   | Fluttert R.     | NL  | Van De Loo M.   | NL  | PEUGEOT 403                          | 3 | 1.20  | 45.00  | 15:18'50.98 | 15:19'35.95 | 44.97  | 0.03a  | 3   | 350 | 420   |
| 45  | 17  | 177 |   | Ciocca F.       | I   | Shuhei Y.       | JP  | VERITAS RS 2000                      | 3 | 1.42  | 45.00  | 13:38'25.23 | 13:39'10.29 | 45.06  | 0.06 r | 6   | 291 | 413   |
| 46  | 18  | 246 |   | Donghi A.       | I   | Pascali M.      | I   | PEUGEOT 203 a                        | 3 | 1.32  | 45.00  | 14:10'39.92 | 14:11'24.87 | 44.95  | 0.05a  | 5   | 310 | 409   |
|     | 18  | 386 |   | Mercorelli M.   | US  | Schoendorf C.   | US  | FORD Thunderbird                     | 3 | 1.32  | 45.00  | 15:21'45.23 | 15:22'30.18 | 44.95  | 0.05a  | 5   | 310 | 409   |
| 48  | 21  | 101 |   | Nobis G.        | I   | Nobis F.        | I   | FIAT 1500 6C                         | 2 | 1.40  | 45.00  | 13:28'59.52 | 13:29'44.58 | 45.06  | 0.06 r | 6   | 291 | 407   |
| 49  | 9   | 9   |   | Battagliola D.  | I   | Battagliola G.  | I   | LANCIA Lambda serie VII              | 1 | 1.70  | 45.00  | 12:46'52.34 | 12:47'37.43 | 45.09  | 0.09 r | 9   | 236 | 401   |
| 50  | 10  | 51  |   | Vogel M.H.      | D   | Hotz G.         | I   | BENTLEY 4 1/2 Litre                  | 1 | 1.00  | 45.00  | 13:13'01.73 | 13:13'46.74 | 45.01  | 0.01 r | 1   | 395 | 395   |
|     | 20  | 189 |   | Passanante M.   | I   | Mirko A.        | I   | LANCIA Aurelia B 20 GT 2500 IV serie | 3 | 1.00  | 45.00  | 14:13'29.40 | 14:14'14.41 | 45.01  | 0.01 r | 1   | 395 | 395   |
| 52  | 22  | 109 |   | Bromberger R.   | AT  | Bernhofer R.    | AT  | FIAT 508 C Mille Miglia berlinetta   | 2 | 1.45  | 45.00  | 13:11'25.77 | 13:12'10.84 | 45.07  | 0.07 r | 7   | 272 | 394   |
| 53  | 11  | 26  |   | Foglia G.       | CH  | Barbiano di Bel | I   | BUGATTI T 35                         | 1 | 1.70  | 45.00  | 12:35'02.28 | 12:35'47.18 | 44.90  | 0.10a  | 10  | 226 | 384   |
| 54  | 21  | 196 |   | Morcombe D.J.   | CH  | Montalbetti C.  | I   | ERMINI 1100 Sport Siluro             | 3 | 1.40  | 45.00  | 13:51'40.14 | 13:52'25.21 | 45.07  | 0.07 r | 7   | 272 | 381   |
| 55  | 22  | 378 |   | Mueller H.      | D   | Singh Sehra R.  | IN  | TRIUMPH TR 3                         | 3 | 1.30  | 45.00  | 14:55'30.09 | 14:56'15.15 | 45.06  | 0.06 r | 6   | 291 | 378   |
| 56  | 23  | 71  |   | Pozzoli D.      | AR  | Conticello J.   | AR  | ASTON MARTIN Le Mans Special         | 2 | 1.65  | 45.00  | 13:15'28.96 | 13:16'13.86 | 44.90  | 0.10a  | 10  | 226 | 373   |
| 57  | 12  | 4   |   | Bazhenin N.     | RU  | Soloviev D.     | RU  | O.M. 665 S Superba                   | 1 | 1.70  | 45.00  | 12:38'02.67 | 12:38'47.78 | 45.11  | 0.11 r | 11  | 217 | 369   |
| 58  | 13  | 44  |   | Feltes G.       | L   | Feltes F.       | L   | BUGATTI T 35                         | 1 | 1.70  | 45.00  | 13:05'51.94 | 13:06'37.06 | 45.12  | 0.12 r | 12  | 212 | 360   |
| 59  | 23  | 280 |   | Ricci S.        | I   | Scarpelli F.    | I   | LANCIA Aurelia B20 GT 2500 III serie | 3 | 1.32  | 45.00  | 14:36'11.75 | 14:36'56.68 | 44.93  | 0.07a  | 7   | 272 | 359   |
| 60  | 14  | 8   |   | Amenduni Gresel | I   | Vicari F.       | I   | ALFA ROMEO 6C 1500 MMS               | 1 | 1.80  | 45.00  | 12:36'21.33 | 12:37'06.50 | 45.17  | 0.17 r | 17  | 196 | 353   |
| 61  | 24  | 78  |   | Laqueur M.      | BE  | Arentsen H.     | BE  | LAGONDA M 4.5 RAPIDE                 | 2 | 1.65  | 45.00  | 13:12'56.44 | 13:13'41.32 | 44.88  | 0.12a  | 12  | 212 | 350   |
| 62  | 24  | 214 |   | Tosi E.         | I   | Ballini G.      | I   | S.I.A.T.A. DAINA GRAN SPORT spider   | 3 | 1.35  | 45.00  | 14:06'48.29 | 14:07'33.37 | 45.08  | 0.08 r | 8   | 254 | 343   |
| 63  | 25  | 74  |   | Grossi G.       | I   | Cavazzana A.    | I   | ASTON MARTIN Le Mans                 | 2 | 1.65  | 45.00  | 13:10'46.89 | 13:11'31.76 | 44.87  | 0.13a  | 13  | 207 | 342   |
| 64  | 25  | 237 |   | Martini A.      | I   | Bruni Conter G. | I   | TRIUMPH TR 2                         | 3 | 1.32  | 45.00  | 14:16'09.13 | 14:16'54.21 | 45.08  | 0.08 r | 8   | 254 | 335   |
| 65  | 26  | 61  |   | Ambrosi G.      | I   | Cantoni L.      | I   | ALFA ROMEO 6C 1750 GRAN SPORT        | 2 | 1.75  | 45.00  | 13:17'23.28 | 13:18'08.48 | 45.20  | 0.20 r | 20  | 190 | 333   |
| 66  | 26  | 346 |   | Cerrato D.      | I   | Dogliotti A.M.  | I   | ROVER 75 P4                          | 3 | 1.22  | 45.00  | 15:04'04.32 | 15:04'49.39 | 45.07  | 0.07 r | 7   | 272 | 332   |
| 67  | 27  | 82  |   | Ermini M.       | I   | Ermini L.       | I   | BMW 328 Coupe'                       | 2 | 1.60  | 45.00  | 12:55'19.64 | 12:56'04.51 | 44.87  | 0.13a  | 13  | 207 | 331   |
|     | 27  | 105 |   | Bender H.J.     | D   | Mulder P.       | D   | BMW 328 Coupe'                       | 2 | 1.60  | 45.00  | 13:19'36.81 | 13:20'21.94 | 45.13  | 0.13 r | 13  | 207 | 331   |
| 69  | 27  | 297 |   | Veen S.         | NL  | Veen N.         | NL  | MERCEDES-BEN 300 SL W194             | 3 | 1.00  | 45.00  | 14:27'45.49 | 14:28'30.45 | 44.96  | 0.04a  | 4   | 330 | 330   |
|     | 15  | 3   |   | Fendt J.G.      | D   | Fendt C.B.      | D   | O.M. 665 Superba MM                  | 1 | 1.70  | 45.00  | 12:37'35.28 | 12:38'20.10 | 44.82  | 0.18a  | 18  | 194 | 330   |
|     | 15  | 23  |   | Ferrari B.      | I   | Ferrari C.      | I   | BUGATTI T 37                         | 1 | 1.70  | 45.00  | 12:39'49.90 | 12:40'34.72 | 44.82  | 0.18a  | 18  | 194 | 330   |
| 72  | 28  | 162 |   | Mazzola G.      | I   | Poggi C.        | I   | HEALEY Silverstone                   | 3 | 1.55  | 45.00  | 13:46'01.21 | 13:46'46.09 | 44.88  | 0.12a  | 12  | 212 | 329   |
| 73  | 17  | 37  |   | Kirkpatrick F.  | GB  | Kirkpatrick S.  | GB  | BUGATTI T 37 A                       | 1 | 1.70  | 45.00  | 12:46'07.79 | 12:46'52.98 | 45.19  | 0.19 r | 19  | 192 | 326   |
| 74  | 29  | 383 |   | Meneghini A.    | I   | Gobbi M.        | I   | ERMINI 357 SPORT                     | 3 | 1.52  | 45.00  | 15:08'49.30 | 15:09'34.18 | 44.88  | 0.12a  | 12  | 212 | 322   |
|     | 29  | 94  |   | Van Der Kroft A | BE  | Van Der Kroft J | BE  | TALBOT 105 team car                  | 2 | 1.75  | 45.00  | 13:00'09.23 | 13:00'54.00 | 44.77  | 0.23a  | 23  | 184 | 322   |
| 76  | 30  | 201 |   | Schneeberger H. | CH  | Schneeberger A. | CH  | JAGUAR XK 120 OTS Alloy Competition  | 3 | 1.55  | 45.00  | 13:38'43.68 | 13:39'28.55 | 44.87  | 0.13a  | 13  | 207 | 321   |
| 77  | 30  | 137 |   | Von Eschenbach  | D   | Bate O.         | D   | BMW 328 Coupe'                       | 2 | 1.60  | 45.00  | 13:18'42.68 | 13:19'27.53 | 44.85  | 0.15a  | 15  | 200 | 320   |
|     | 18  | 56  |   | Rothenberger H. | D   | Rothenberger S. | AT  | MERCEDES-BEN SSK                     | 1 | 1.65  | 45.00  | 12:43'04.92 | 12:43'49.74 | 44.82  | 0.18a  | 18  | 194 | 320   |
| 79  | 31  | 168 |   | Palazzani A.    | I   | Franchini A.    | I   | FIAT STANGUELLINI 1100 SPORT         | 3 | 1.35  | 45.00  | 14:02'26.54 | 14:03'11.63 | 45.09  | 0.09 r | 9   | 236 | 319   |
|     | 31  | 187 |   | Cristina F.     | I   | Baroli S.       | I   | FERRARI 195 Inter Vignale Berlinetta | 3 | 1.35  | 45.00  | 13:52'44.06 | 13:53'29.15 | 45.09  | 0.09 r | 9   | 236 | 319   |
| 81  | 31  | 126 |   | Peter N.        | D   | Grizot P.       | D   | BMW 328 Coupe'                       | 2 | 1.60  | 45.00  | 13:43'51.70 | 13:44'36.86 | 45.16  | 0.16 r | 16  | 198 | 317   |
| 82  | 33  | 219 |   | Von Baumbach E. | D   | Von Baumbach E. | DE  | PORSCHE 550 Spyder 1500 RS           | 3 | 1.52  | 45.00  | 14:00'22.58 | 14:01'07.71 | 45.13  | 0.13 r | 13  | 207 | 315   |

| ASS | RAG | NUM   | S     | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                                 | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO  | PEN | TAB | PUNTI |
|-----|-----|-------|-------|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|---------|-----|-----|-------|
|     | 32  | 93    |       | Ten Cate J.     | NL  | Pors R.         | BE  | ASTON MARTIN Le Mans                     | 2 | 1.75  | 45.00  | 13:37'08.32 | 13:37'53.57 | 45.25  | 0.25 r  | 25  | 180 | 315   |
|     | 84  | 33    | 125   | Nick A.G.       | CH  | Marchetti M.    | I   | FIAT CAR-GEM 508 C barchetta             | 2 | 1.60  | 45.00  | 13:27'37.01 | 13:28'21.84 | 44.83  | 0.17a   | 17  | 196 | 314   |
|     | 85  | 34    | 317   | Livio D.        | I   | Panzeri G.      | I   | JAGUAR XK 140 OTS                        | 3 | 1.32  | 45.00  | 15:18'04.61 | 15:18'49.70 | 45.09  | 0.09 r  | 9   | 236 | 312   |
|     | 34  | 393   |       | Pighi G.        | I   | Malvisi F.      | I   | ASTON MARTIN DB 2/4                      | 3 | 1.32  | 45.00  | 15:03'18.40 | 15:04'03.49 | 45.09  | 0.09 r  | 9   | 236 | 312   |
|     | 87  | 36    | 345   | Bond S.         | GB  | Bond V.         | AU  | MASERATI 200S/250                        | 3 | 1.50  | 45.00  | 16:03'00.21 | 16:03'45.08 | 44.87  | 0.13a   | 13  | 207 | 311   |
|     | 88  | 37    | 298   | Weber T.        | D   | Geissinger J.   | D   | MERCEDES-BEN 300 SL W194 "Carrera"       | 3 | 1.55  | 45.00  | 14:24'50.16 | 14:25'35.31 | 45.15  | 0.15 r  | 15  | 200 | 310   |
|     | 34  | 99    |       | Zeiss C.        | CH  | Korten K.       | CH  | LAGONDA M 4.5 T 7 Tourer                 | 2 | 1.65  | 45.00  | 13:34'58.66 | 13:35'43.87 | 45.21  | 0.21 r  | 21  | 188 | 310   |
|     | 90  | 38    | 365   | Girardi A.      | I   | Mastellini S.   | I   | PORSCHE 356 1500                         | 3 | 1.30  | 45.00  | 14:50'47.57 | 14:51'32.48 | 44.91  | 0.09a   | 9   | 236 | 307   |
|     | 38  | 183   |       | Becchetti M.    | I   | Becchetti E.    | I   | HEALEY Silverstone                       | 3 | 1.45  | 45.00  | 13:53'44.41 | 13:54'29.53 | 45.12  | 0.12 r  | 12  | 212 | 307   |
|     | 92  | 19    | 11    | Brevini G.      | I   | Tazzioli F.     | I   | BUGATTI T 35 A                           | 1 | 1.70  | 45.00  | 12:47'41.10 | 12:48'25.85 | 44.75  | 0.25a   | 25  | 180 | 306   |
|     | 93  | 40    | 278   | Reggiani R.     | I   | Reggiani A.     | I   | JAGUAR XK 120 OTS                        | 3 | 1.35  | 45.00  | 14:26'47.27 | 14:27'32.37 | 45.10  | 0.10 r  | 10  | 226 | 305   |
|     | 94  | 35    | 132   | Sala E.         | I   | Bonomi P.       | I   | FIAT 500 A Sport                         | 2 | 1.40  | 45.00  | 13:54'19.97 | 13:55'05.08 | 45.11  | 0.11 r  | 11  | 217 | 304   |
|     | 35  | 120   |       | Grieb S.        | D   | Eckl H.         | D   | BMW 328 Coupe'                           | 2 | 1.60  | 45.00  | 13:32'46.75 | 13:33'31.95 | 45.20  | 0.20 r  | 20  | 190 | 304   |
|     | 96  | 41    | 282   | Ronzoni E.      | I   | Rebecchi P.     | I   | FIAT PININFA 1100 TV GT Pininfarina      | 3 | 1.27  | 45.00  | 14:15'13.65 | 14:16'09.17 | 55.52  | 10.52 r | 9   | 236 | 300   |
|     | 37  | 123   |       | Marzotto M.     | I   | Specchia S.     | I   | FIAT 1500 6C Sport                       | 2 | 1.50  | 45.00  | 13:42'41.74 | 13:43'26.59 | 44.85  | 0.15a   | 15  | 200 | 300   |
|     | 41  | 158   |       | Kurihara M.     | JP  | Kurihara A.     | JP  | MASERATI A6 GCS                          | 3 | 1.50  | 45.00  | 13:29'42.93 | 13:30'28.08 | 45.15  | 0.15 r  | 15  | 200 | 300   |
|     | 99  | 43    | 213   | Barozzi E.      | I   | Fragni M.       | I   | TRIUMPH TR 2                             | 3 | 1.32  | 45.00  | 13:53'27.72 | 13:54'12.62 | 44.90  | 0.10a   | 10  | 226 | 298   |
|     | 43  | 254   |       | Iacovelli W.    | I   | Bertoletti T.   | I   | PORSCHE 356 1500                         | 3 | 1.32  | 45.00  | 14:21'58.44 | 14:22'43.54 | 45.10  | 0.10 r  | 10  | 226 | 298   |
|     | 101 | 45    | 403   | Scott-Nelson J. | GB  | Owens S.        | GB  | AUSTIN HEALE 100 S                       | 3 | 1.42  | 45.00  | 15:23'02.66 | 15:23'47.79 | 45.13  | 0.13 r  | 13  | 207 | 294   |
|     | 38  | 112   |       | Declerck R.     | BE  | Henderickx C.   | BE  | LANCIA Aprilia 1350 Sport barchetta      | 2 | 1.60  | 45.00  | 15:32'04.34 | 15:32'49.57 | 45.23  | 0.23 r  | 23  | 184 | 294   |
|     | 103 | 46    | 204   | Tiraboschi M.   | I   | Bombassei C.    | I   | LANCIA Aurelia B20 GT                    | 3 | 1.35  | 45.00  | 13:45'38.12 | 13:46'23.01 | 44.89  | 0.11a   | 11  | 217 | 293   |
|     | 46  | 291   |       | Van De Velde G. | NL  | Van De Velde K. | NL  | ASTON MARTIN DB 2 Saloon                 | 3 | 1.35  | 45.00  | 14:54'01.68 | 14:54'46.57 | 44.89  | 0.11a   | 11  | 217 | 293   |
|     | 46  | 277   |       | Reber P.U.      | CH  | Fahrni B.       | CH  | ASTON MARTIN DB 2                        | 3 | 1.35  | 45.00  | 14:52'09.87 | 14:52'54.76 | 44.89  | 0.11a   | 11  | 217 | 293   |
|     | 106 | 39    | 138   | Wieden P.       | D   | Baier-Wieden J. | D   | FIAT SIMCA 508 C barchetta Grolleau-Deho | 2 | 1.60  | 45.00  | 13:12'15.52 | 13:13'00.28 | 44.76  | 0.24a   | 24  | 182 | 291   |
|     | 107 | 40    | 128   | Meyer F.B.      | D   | Muller M.       | D   | BMW 328 Coupe'                           | 2 | 1.60  | 45.00  | 13:55'07.90 | 13:55'53.15 | 45.25  | 0.25 r  | 25  | 180 | 288   |
|     | 108 | 20    | 12    | Carlini L.      | CH  | Jennings R.     | GB  | BUGATTI T 35 A                           | 1 | 1.70  | 45.00  | 13:35'30.31 | 13:36'15.00 | 44.69  | 0.31a   | 31  | 169 | 287   |
|     | 109 | 49    | 354 F | De Alessandrini | I   | Fanti L.        | I   | AUSTIN HEALE 100/4 BN1                   | 3 | 1.32  | 45.00  | 14:56'44.28 | 14:57'29.39 | 45.11  | 0.11 r  | 11  | 217 | 286   |
|     | 110 | 41    | 67    | Martegani A.    | CH  | Maccacaro A.    | I   | ALFA ROMEO 6C 2300 Pescara Sport Spider  | 2 | 1.60  | 45.00  | 13:22'50.04 | 13:23'34.78 | 44.74  | 0.26a   | 26  | 178 | 285   |
|     | 111 | 50    | 351   | Croul S.        | US  | Roffles T.      | US  | FIAT 8V ZAGATO                           | 3 | 1.45  | 45.00  | 15:27'01.66 | 15:27'46.49 | 44.83  | 0.17a   | 17  | 196 | 284   |
|     | 21  | 54    |       | Louwman E.      | NL  | Westermann P.   | NL  | MERCEDES-BEN SSK                         | 1 | 1.65  | 45.00  | 13:05'29.90 | 13:06'15.19 | 45.29  | 0.29 r  | 29  | 172 | 284   |
|     | 113 | 22    | 43    | Piardi E.       | I   | Piardi M.       | I   | ALFA ROMEO 6C 1750 GT CABRIOLET          | 1 | 1.55  | 45.00  | 12:45'36.23 | 12:46'21.47 | 45.24  | 0.24 r  | 24  | 182 | 282   |
|     | 42  | 136   |       | Van Staveren N. | NL  | Stet G.         | NL  | BMW 328 Coupe'                           | 2 | 1.60  | 45.00  | 13:44'16.84 | 13:45'01.57 | 44.73  | 0.27a   | 27  | 176 | 282   |
|     | 115 | 51    | 290   | Reidie D.       | AU  | Colbert L.      | AU  | FIAT 8V ZAGATO                           | 3 | 1.45  | 45.00  | 14:26'19.44 | 14:27'04.26 | 44.82  | 0.18a   | 18  | 194 | 281   |
|     | 116 | 52    | 274   | Grossmann Q.    | D   | Hardieck M.     | D   | MERCEDES-BEN 300 SL W 198                | 3 | 1.32  | 45.00  | 14:05'58.34 | 14:06'43.22 | 44.88  | 0.12a   | 12  | 212 | 280   |
|     | 117 | 53    | 210   | Palmieri G.     | I   | Palmieri C.     | I   | FIAT 1100 E                              | 3 | 1.10  | 45.00  | 14:08'14.39 | 14:08'59.47 | 45.08  | 0.08 r  | 8   | 254 | 279   |
|     | 53  | 385   |       | Shraga E.       | IL  | Schwartz-Shraga | IL  | OSCA MT4 - TN 1500                       | 3 | 1.50  | 45.00  | 15:01'06.39 | 15:01'51.17 | 44.78  | 0.22a   | 22  | 186 | 279   |
|     | 119 | 55    | 215   | Boglioli M.     | I   | Pezzia E.       | I   | A6 GCS/53 S2 A6 GCS/53 SERIES 2          | 3 | 1.42  | 45.00  | 13:57'42.46 | 13:58'27.29 | 44.83  | 0.17a   | 17  | 196 | 278   |
|     | 120 | 56    | 275   | Lagenbach K.G.  | D   | Jennissen J.J.  | D   | ALFA ROMEO 1900 BERLINA                  | 3 | 1.22  | 45.00  | 15:16'51.63 | 15:17'36.53 | 44.90  | 0.10a   | 10  | 226 | 276   |
|     | 56  | 239   |       | Cerasoli M.     | US  | Mclaughlin L.   | US  | AUSTIN HEALE 100 M BN1                   | 3 | 1.30  | 45.00  | 15:04'23.90 | 15:05'08.78 | 44.88  | 0.12a   | 12  | 212 | 276   |
|     | 122 | 23    | 5     | Lisman R.       | US  | Doyle C.        | US  | O.M. 665 SS MM                           | 1 | 1.80  | 45.00  | 12:35'50.74 | 12:36'35.27 | 44.53  | 0.47a   | 47  | 153 | 275   |
|     | 123 | 58    | 236   | Monti L.        | I   | Ballerio R.     | I   | TRIUMPH TR 2                             | 3 | 1.32  | 45.00  | 14:18'20.22 | 14:19'05.35 | 45.13  | 0.13 r  | 13  | 207 | 273   |
|     | 58  | 335 F |       | Tagliaferri C.  | I   | Panzeri E.      | I   | JAGUAR XK 140 OTS                        | 3 | 1.32  | 45.00  | 15:20'58.75 | 15:21'43.62 | 44.87  | 0.13a   | 13  | 207 | 273   |
|     | 125 | 24    | 22    | Kurth W.        | D   | Branse J. K.    | D   | BUGATTI T 35 A                           | 1 | 1.00  | 45.00  | 12:50'21.95 | 12:51'07.02 | 45.07  | 0.07 r  | 7   | 272 | 272   |
|     | 126 | 43    | 111 F | Dauphin A.      | D   | Simon U.        | D   | BMW 328 Coupe'                           | 2 | 1.60  | 45.00  | 13:46'46.04 | 13:47'30.73 | 44.69  | 0.31a   | 31  | 169 | 270   |
|     | 127 | 60    | 238   | Ciocca M.       | I   | Zonin F.        | I   | PORSCHE 356 SPEEDSTER 1500               | 3 | 1.30  | 45.00  | 14:24'01.43 | 14:24'46.56 | 45.13  | 0.13 r  | 13  | 207 | 269   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                                | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
|     | 44  | 100 |   | Gehrmann U.H.   | CH  | Gehrmann M.     | D   | DELAHAYE 135 S                          | 2 | 1.60  | 45.00  | 12:47'19.52 | 12:48'04.20 | 44.68  | 0.32a  | 32  | 168 | 269   |
| 129 | 61  | 421 |   | Visser J.       | NL  | Visser Nel P.   | NL  | AUSTIN HEALE 100 S                      | 3 | 1.42  | 45.00  | 15:10'55.20 | 15:11'39.99 | 44.79  | 0.21a  | 21  | 188 | 267   |
|     | 61  | 245 |   | Carpelli E.     | I   | Molinari G.     | I   | S.I.A.T.A. DAINA SPORT berlinetta       | 3 | 1.45  | 45.00  | 14:39'02.20 | 14:39'46.97 | 44.77  | 0.23a  | 23  | 184 | 267   |
|     | 61  | 149 |   | Bortolotti L.   | I   | Bortolotti A.   | I   | MASERATI A 6 1500                       | 3 | 1.50  | 45.00  | 13:55'31.76 | 13:56'16.50 | 44.74  | 0.26a  | 26  | 178 | 267   |
| 132 | 25  | 29  |   | Frech R.        | GB  | Zolter J.       | D   | BENTLEY 4 1/2 Litre Supercharged        | 1 | 1.70  | 45.00  | 12:34'14.87 | 12:35'00.33 | 45.46  | 0.46 r | 46  | 154 | 262   |
| 133 | 26  | 36  |   | Haas H.K.       | AT  | Haas S.         | AT  | LANCIA Lambda                           | 1 | 1.70  | 45.00  | 12:43'26.56 | 12:44'12.03 | 45.47  | 0.47 r | 47  | 153 | 260   |
| 134 | 64  | 218 |   | Zanni M.        | MC  | Stefanini L.    | I   | ALFA ROMEO 1900 SUPER SPRINT            | 3 | 1.32  | 45.00  | 13:48'49.27 | 13:49'34.10 | 44.83  | 0.17a  | 17  | 196 | 259   |
| 135 | 65  | 146 |   | Berg J.         | SE  | Leander K.      | SE  | JAGUAR XK 120 OTS Alloy                 | 3 | 1.45  | 45.00  | 13:34'39.96 | 13:35'24.70 | 44.74  | 0.26a  | 26  | 178 | 258   |
|     | 65  | 208 |   | Watts P.        | GB  | Watts P.        | GB  | ALLARD J2                               | 3 | 1.45  | 45.00  | 15:13'40.84 | 15:14'25.58 | 44.74  | 0.26a  | 26  | 178 | 258   |
|     | 27  | 16  |   | Kuck K.H.       | D   | Schemme K.      | D   | LANCIA Lambda 221S Series VIII Spider   | 1 | 1.70  | 45.00  | 13:09'07.93 | 13:09'52.45 | 44.52  | 0.48a  | 48  | 152 | 258   |
| 138 | 67  | 401 |   | Ruggeri A.      | I   | Gnutti Q.       | I   | PORSCHE 356 SPEEDSTER 1500              | 3 | 1.30  | 45.00  | 15:10'01.30 | 15:10'46.46 | 45.16  | 0.16 r | 16  | 198 | 257   |
| 139 | 68  | 255 |   | Khan N.         | US  | Braslow J.      | US  | FERRARI 225 S                           | 3 | 1.55  | 45.00  | 15:22'12.02 | 15:22'56.65 | 44.63  | 0.37a  | 37  | 163 | 253   |
| 140 | 69  | 299 |   | Koegel K.       | D   | Howe J.         | D   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 45.00  | 14:46'01.12 | 14:46'45.92 | 44.80  | 0.20a  | 20  | 190 | 251   |
|     | 69  | 170 |   | Risato K.       | I   | Beltrami C.     | I   | FIAT ROSELLI COLLI 1100 SPORT           | 3 | 1.35  | 45.00  | 13:56'21.62 | 13:57'06.84 | 45.22  | 0.22 r | 22  | 186 | 251   |
| 142 | 71  | 171 |   | Rossi F.        | I   | Teti F.         | I   | CISITALIA 202 SC                        | 3 | 1.30  | 45.00  | 13:49'18.05 | 13:50'02.85 | 44.80  | 0.20a  | 20  | 190 | 247   |
| 143 | 72  | 286 |   | Sardini S.      | I   | Italiani L.     | I   | PANHARD Dyna Junior 750 S Berlinetta    | 3 | 1.32  | 45.00  | 14:24'21.35 | 14:25'06.13 | 44.78  | 0.22a  | 22  | 186 | 246   |
|     | 72  | 340 |   | Berton P.       | I   | Sonda L.        | I   | MASERATI 150 S                          | 3 | 1.50  | 45.00  | 14:28'43.64 | 14:29'28.28 | 44.64  | 0.36a  | 36  | 164 | 246   |
| 145 | 74  | 363 |   | Gervais G.      | CA  | Grenier L.      | CA  | CITROEN DS 19                           | 3 | 1.20  | 45.00  | 14:59'00.09 | 14:59'45.23 | 45.14  | 0.14 r | 14  | 203 | 244   |
| 146 | 45  | 133 |   | Englert M.      | D   | Hamer H.        | D   | BMW 328 Coupe'                          | 2 | 1.60  | 45.00  | 13:21'51.56 | 13:22'36.08 | 44.52  | 0.48a  | 48  | 152 | 243   |
|     | 28  | 53  |   | Tiemann M.      | D   | Bock M.         | NL  | MERCEDES-BEN SSK                        | 1 | 1.65  | 45.00  | 12:42'36.07 | 12:43'20.54 | 44.47  | 0.53a  | 53  | 147 | 243   |
| 148 | 75  | 192 |   | Hug R.W.        | CH  | Hug H.          | CH  | Nash Healey Sports                      | 3 | 1.51  | 45.00  | 14:27'04.02 | 14:27'48.62 | 44.60  | 0.40a  | 40  | 160 | 242   |
| 149 | 76  | 148 |   | Borla S.        | I   | Borla E.        | I   | FIAT 1100 S "Gobbone"                   | 3 | 1.45  | 45.00  | 13:36'51.15 | 13:37'35.81 | 44.66  | 0.34a  | 34  | 166 | 241   |
| 150 | 77  | 376 |   | Klingelberg D.  | CH  | Harter H.G.     | D   | BMW 507                                 | 3 | 1.30  | 45.00  | 15:07'04.39 | 15:07'49.16 | 44.77  | 0.23a  | 23  | 184 | 239   |
| 151 | 78  | 368 |   | Hinrichsen T.   | AR  | Mayo S.         | AR  | OSCA 372 FS                             | 3 | 1.40  | 45.00  | 15:05'00.94 | 15:05'46.24 | 45.30  | 0.30 r | 30  | 170 | 238   |
|     | 46  | 121 |   | Jung F.         | D   | D'Avanzo A.     | I   | BMW 328 Coupe'                          | 2 | 1.60  | 45.00  | 13:29'19.79 | 13:30'05.30 | 45.51  | 0.51 r | 51  | 149 | 238   |
| 153 | 79  | 395 |   | Krause S.       | D   | Campelli F.     | I   | AC Ace Bristol                          | 3 | 1.30  | 45.00  | 14:25'27.01 | 14:26'12.25 | 45.24  | 0.24 r | 24  | 182 | 237   |
|     | 29  | 42  |   | Olivieri L.     | I   | Olivieri A.     | I   | ALFA ROMEO 6C 1750 SPORT                | 1 | 1.60  | 45.00  | 12:50'53.58 | 12:51'38.06 | 44.48  | 0.52a  | 52  | 148 | 237   |
| 155 | 80  | 205 |   | Van De Velde L. | NL  | Lieste M.       | NL  | HEALEY Silverstone                      | 3 | 1.45  | 45.00  | 14:55'09.96 | 14:55'54.55 | 44.59  | 0.41a  | 41  | 159 | 231   |
| 156 | 81  | 212 |   | Donati A.       | I   | Verzeletti P.   | I   | S.I.A.T.A. DAINA GRAN SPORT spider      | 3 | 1.35  | 45.00  | 14:40'43.23 | 14:41'28.54 | 45.31  | 0.31 r | 31  | 169 | 228   |
| 157 | 47  | 92  |   | Hampson D.      | GB  | Hampson J.      | US  | MG K3 Magnette                          | 2 | 1.60  | 45.00  | 13:21'07.43 | 13:21'51.85 | 44.42  | 0.58a  | 58  | 142 | 227   |
| 158 | 30  | 47  |   | Stone W.        | GB  | Miles D.        | GB  | BENTLEY Van Den Plas Sports             | 1 | 1.00  | 45.00  | 13:10'54.58 | 13:11'39.48 | 44.90  | 0.10a  | 10  | 226 | 226   |
|     | 82  | 402 | F | Priemer B.      | D   | Scholten P.     | D   | PORSCHE 356 A - 1600 S Coupe'           | 3 | 1.30  | 45.00  | 15:12'52.62 | 15:13'37.90 | 45.28  | 0.28 r | 28  | 174 | 226   |
| 160 | 83  | 332 |   | Schigiel L.     | US  | Schigiel E.     | US  | Studebaker Golden Hawk                  | 3 | 1.40  | 45.00  | 14:39'53.76 | 14:40'38.37 | 44.61  | 0.39a  | 39  | 161 | 225   |
|     | 48  | 104 |   | Boscarino G.    | I   | Boscarino M.L.  | I   | FIAT 508 CS MM berlinetta               | 2 | 1.45  | 45.00  | 13:38'05.92 | 13:38'51.37 | 45.45  | 0.45 r | 45  | 155 | 225   |
| 162 | 84  | 334 |   | Cefis A.        | I   | Ronchi F.B.     | I   | ALFA ROMEO 1900 SUPER SPRINT TOURING    | 3 | 1.32  | 45.00  | 14:31'11.22 | 14:31'56.53 | 45.31  | 0.31 r | 31  | 169 | 223   |
| 163 | 85  | 229 |   | Bonomi A.       | I   | Bonomi T.       | I   | LANCIA Aurelia B24 spider               | 3 | 1.30  | 45.00  | 14:01'33.23 | 14:02'17.93 | 44.70  | 0.30a  | 30  | 170 | 221   |
|     | 85  | 174 |   | Vos R.L.        | CZ  | Fokkema C.      | CZ  | ALFA ROMEO 6C 2500 Super Sport Cabriole | 3 | 1.50  | 45.00  | 13:28'13.76 | 13:28'59.29 | 45.53  | 0.53 r | 53  | 147 | 221   |
| 165 | 87  | 159 |   | Long D.         | GB  | Wong S.         | GB  | HEALEY Westland roadster                | 3 | 1.40  | 45.00  | 13:45'13.48 | 13:45'58.91 | 45.43  | 0.43 r | 43  | 157 | 220   |
| 166 | 88  | 396 |   | Wittner F.      | AT  | Miller T.J.     | US  | ASTON MARTIN DB 2/4                     | 3 | 1.32  | 45.00  | 15:14'20.64 | 15:15'05.30 | 44.66  | 0.34a  | 34  | 166 | 219   |
| 167 | 89  | 281 |   | Righele M.      | I   | Maggi G.        | I   | ALFA ROMEO AR51 "Matta" 1900 M          | 3 | 1.25  | 45.00  | 14:53'22.09 | 14:54'06.81 | 44.72  | 0.28a  | 28  | 174 | 218   |
| 168 | 90  | 380 |   | Magliana M.     | I   | Platter I.      | CH  | LANCIA Aurelia B24 spider               | 3 | 1.30  | 45.00  | 15:15'44.26 | 15:16'28.93 | 44.67  | 0.33a  | 33  | 167 | 217   |
| 169 | 91  | 176 |   | Zwienenberg D.W | NL  | Zwienenberg W.G | NL  | Bristol 400                             | 3 | 1.30  | 45.00  | 13:20'25.68 | 13:21'11.02 | 45.34  | 0.34 r | 34  | 166 | 216   |
|     | 91  | 244 |   | Capolupo B.     | I   | Saottini B.     | I   | PORSCHE 356 1500 Super                  | 3 | 1.32  | 45.00  | 14:00'54.20 | 14:01'38.84 | 44.64  | 0.36a  | 36  | 164 | 216   |
|     | 91  | 404 |   | Hildenbrandt E. | D   | Hildenbrandt F. | D   | ASTON MARTIN DB 2/4                     | 3 | 1.32  | 45.00  | 15:10'29.06 | 15:11'13.70 | 44.64  | 0.36a  | 36  | 164 | 216   |
|     | 91  | 407 |   | Sixt A.         | D   | Eiller O.       | D   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 45.00  | 13:59'55.92 | 14:00'41.28 | 45.36  | 0.36 r | 36  | 164 | 216   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE     | NAZ | VEETTURA                            | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|------------------|-----|-------------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
|     | 91  | 144 |   | Balli L.G.      | I   | Balli L.         | I   | MASERATI A6 1500 Pininfarina        | 3 | 1.50  | 45.00  | 13:42'13.00 | 13:42'58.56 | 45.56  | 0.56 r | 56  | 144 | 216   |
| 174 | 96  | 287 |   | Smith T.        | US  | Polak D.J.       | US  | S.I.A.T.A. 1100 TV Coupe' Vignale   | 3 | 1.27  | 45.00  | 14:17'03.62 | 14:17'48.93 | 45.31  | 0.31 r | 31  | 169 | 215   |
|     | 96  | 413 |   | De Sanctis G.   | CH  | De Sanctis A.    | I   | MERCEDES-BEN 300 SL W 198           | 3 | 1.32  | 45.00  | 15:06'41.20 | 15:07'25.83 | 44.63  | 0.37a  | 37  | 163 | 215   |
| 176 | 98  | 181 |   | Abbenante D.    | I   | Lodovisi M.      | I   | FIAT 500 C Topolino                 | 3 | 1.05  | 45.00  | 14:39'29.32 | 14:40'14.18 | 44.86  | 0.14a  | 14  | 203 | 213   |
|     | 98  | 349 |   | Cavalli A.      | I   | Pezzotti P.      | I   | LOTUS ELEVEN LE MANS                | 3 | 1.25  | 45.00  | 15:09'34.10 | 15:10'18.80 | 44.70  | 0.30a  | 30  | 170 | 213   |
|     | 98  | 296 |   | Weihermuller S. | D   | Tenzler T.       | D   | FERRARI 250 Europa GT               | 3 | 1.32  | 45.00  | 14:42'47.82 | 14:43'32.43 | 44.61  | 0.39a  | 39  | 161 | 213   |
| 179 | 31  | 35  |   | Grossman J.     | D   | Groenemeyer H.   | D   | BENTLEY 6 1/2 Litre all weather     | 1 | 1.00  | 45.00  | 12:42'08.96 | 12:42'54.08 | 45.12  | 0.12 r | 12  | 212 | 212   |
|     | 101 | 273 |   | Gnutti A.       | I   | Gnutti G.        | I   | JAGUAR XK 120 OTS                   | 3 | 1.35  | 45.00  | 14:23'20.18 | 14:24'05.61 | 45.43  | 0.43 r | 43  | 157 | 212   |
|     | 101 | 266 |   | Newson M.A.     | GB  | Arici Oglu M.    | F   | FERRARI 225 S Export vagnale spider | 3 | 1.45  | 45.00  | 14:11'47.37 | 14:12'32.91 | 45.54  | 0.54 r | 54  | 146 | 212   |
| 182 | 103 | 326 |   | Van De Loo A.   | I   | Van De Loo L.    | I   | MG Magnette ZA                      | 3 | 1.20  | 45.00  | 14:52'29.13 | 14:53'14.40 | 45.27  | 0.27 r | 27  | 176 | 211   |
|     | 103 | 362 |   | Fusari E.       | I   | Toscani D.       | I   | LANCIA Aurelia B20 GT 2500 IV serie | 3 | 1.32  | 45.00  | 15:17'37.92 | 15:18'22.52 | 44.60  | 0.40a  | 40  | 160 | 211   |
|     | 32  | 34  |   | Goedmakers R.G. | BE  | Bulens K.L.      | BE  | MASERATI Tipo 26M Sport             | 1 | 1.70  | 45.00  | 13:43'38.56 | 13:44'24.32 | 45.76  | 0.76 r | 76  | 124 | 211   |
| 185 | 105 | 154 |   | Geyer G.        | AT  | Steinbacher F.   | AT  | CISITALIA 202 SC                    | 3 | 1.20  | 45.00  | 13:46'17.40 | 13:47'02.12 | 44.72  | 0.28a  | 28  | 174 | 209   |
|     | 105 | 411 |   | Tourneur V.     | F   | Fiat L.C.        | F   | PORSCHE 356 SPEEDSTER               | 3 | 1.30  | 45.00  | 14:49'34.54 | 14:50'19.15 | 44.61  | 0.39a  | 39  | 161 | 209   |
|     | 105 | 331 |   | Knapple M.      | D   | Kerler G.        | D   | AUSTIN HEALE 100/4 BN1              | 3 | 1.32  | 45.00  | 14:58'07.73 | 14:58'53.15 | 45.42  | 0.42 r | 42  | 158 | 209   |
|     | 33  | 20  |   | Ernst R.        | D   | Westphal C.      | D   | LORRAINE D. B3-6 Le Mans            | 1 | 1.70  | 45.00  | 15:22'33.25 | 15:23'19.02 | 45.77  | 0.77 r | 77  | 123 | 209   |
| 189 | 108 | 329 |   | Sekiguchi T.    | JP  | Oomura M.        | JP  | FIAT 1101 TV GT Pininfarina         | 3 | 1.17  | 45.00  | 14:42'17.47 | 14:43'02.21 | 44.74  | 0.26a  | 26  | 178 | 208   |
|     | 108 | 289 |   | Tarcher P.      | CH  | Chies F.         | CH  | CITROEN Traction 15 6H              | 3 | 1.30  | 45.00  | 14:44'03.63 | 14:44'49.03 | 45.40  | 0.40 r | 40  | 160 | 208   |
| 191 | 49  | 129 |   | Babette A.      | D   | Zimmermann F.    | D   | BMW 328 MM                          | 2 | 1.00  | 45.00  | 13:57'04.14 | 13:57'49.01 | 44.87  | 0.13a  | 13  | 207 | 207   |
|     | 110 | 355 |   | Dietz W.        | D   | Dietz S.         | D   | LANCIA Aurelia B24 spider           | 3 | 1.30  | 45.00  | 15:07'29.86 | 15:08'14.45 | 44.59  | 0.41a  | 41  | 159 | 207   |
| 193 | 111 | 217 |   | Facchinetti A.  | I   | Galbusera A.     | I   | JAGUAR XK 140 OTS                   | 3 | 1.32  | 45.00  | 13:54'01.30 | 13:54'45.86 | 44.56  | 0.44a  | 44  | 156 | 206   |
|     | 111 | 321 |   | Keller E.       | CH  | Keller M.        | CH  | ALFA ROMEO 1900 SS2                 | 3 | 1.32  | 45.00  | 14:38'36.37 | 14:39'20.93 | 44.56  | 0.44a  | 44  | 156 | 206   |
|     | 111 | 165 |   | Munemasa J.     | JP  | Nishio Y.        | JP  | PAGANI LANCI PS 147 SPORT           | 3 | 1.45  | 45.00  | 14:03'07.44 | 14:03'51.86 | 44.42  | 0.58a  | 58  | 142 | 206   |
|     | 34  | 19  |   | Erber W.        | AT  | Jabinger M.M.    | AT  | LANCIA Lambda serie VII             | 1 | 1.70  | 45.00  | 12:43'38.71 | 12:44'22.92 | 44.21  | 0.79a  | 79  | 121 | 206   |
| 197 | 114 | 157 |   | Jans A.L.       | NL  | Deventer R.      | NL  | VERITAS RS 2000                     | 3 | 1.42  | 45.00  | 13:35'14.14 | 13:35'58.58 | 44.44  | 0.56a  | 56  | 144 | 204   |
| 198 | 115 | 272 |   | Perini E.       | I   | Hagenburger P.   | EG  | TRIUMPH TR 2                        | 3 | 1.32  | 45.00  | 14:58'33.89 | 14:59'18.43 | 44.54  | 0.46a  | 46  | 154 | 203   |
|     | 115 | 153 |   | Dombrowsky R.   | D   | Dombrowsky S.    | D   | FIAT MOTOR RG 1                     | 3 | 1.35  | 45.00  | 14:09'48.79 | 14:10'34.29 | 45.50  | 0.50 r | 50  | 150 | 203   |
| 200 | 117 | 251 |   | Horton R.       | D   | Gerngross H.     | DE  | GOLIATH GP700                       | 3 | 1.02  | 45.00  | 14:51'25.61 | 14:52'10.45 | 44.84  | 0.16a  | 16  | 198 | 202   |
|     | 117 | 300 |   | Coulthard D.    | D   | Rommerskirchen D | D   | MERCEDES-BEN 300 SLR                | 3 | 1.52  | 45.00  | 14:37'22.78 | 14:38'07.11 | 44.33  | 0.67a  | 67  | 133 | 202   |
| 202 | 35  | 10  |   | Bock J.         | D   | Bock S.          | D   | BENTLEY 4 1/2 Litre                 | 1 | 1.00  | 45.00  | 12:37'11.88 | 12:37'57.03 | 45.15  | 0.15 r | 15  | 200 | 200   |
|     | 119 | 348 |   | Battistella M.  | I   | Battistella A.   | I   | WELDRAGIND PARSON MASERATI          | 3 | 1.00  | 45.00  | 14:52'56.92 | 14:53'41.77 | 44.85  | 0.15a  | 15  | 200 | 200   |
| 204 | 120 | 372 |   | Jodl A.         | AT  | Jodl C.          | AT  | AC Aceca Bristol                    | 3 | 1.30  | 45.00  | 14:48'50.34 | 14:49'34.86 | 44.52  | 0.48a  | 48  | 152 | 198   |
| 205 | 121 | 235 |   | Becchetti R.    | I   | Becchetti F.     | I   | JAGUAR XK 120 OTS                   | 3 | 1.35  | 45.00  | 14:03'37.98 | 14:04'22.41 | 44.43  | 0.57a  | 57  | 143 | 193   |
|     | 121 | 252 |   | Huther M.S.     | D   | Graf Beissel Vo  | DE  | FIAT 8V                             | 3 | 1.35  | 45.00  | 14:38'07.62 | 14:38'53.19 | 45.57  | 0.57 r | 57  | 143 | 193   |
| 207 | 123 | 322 |   | Streparava P.   | I   | Streparava M.    | I   | PORSCHE 356 A 1600 S                | 3 | 1.30  | 45.00  | 14:35'16.63 | 14:36'02.17 | 45.54  | 0.54 r | 54  | 146 | 190   |
| 208 | 124 | 373 |   | Maestrutti L.   | I   | Camozzi E.       | I   | FIAT ABARTH 750 ZAGATO              | 3 | 1.10  | 45.00  | 15:02'08.82 | 15:02'54.11 | 45.29  | 0.29 r | 29  | 172 | 189   |
|     | 124 | 265 |   | Roberts K.      | GB  | Pinchbeck R.     | GB  | AUSTIN HEALE 100 S                  | 3 | 1.42  | 45.00  | 14:12'42.27 | 14:13'27.94 | 45.67  | 0.67 r | 67  | 133 | 189   |
| 210 | 126 | 225 |   | Brown A.B.      | GB  | Halsey D.        | GB  | JAGUAR MK VII                       | 3 | 1.22  | 45.00  | 14:11'23.30 | 14:12'07.84 | 44.54  | 0.46a  | 46  | 154 | 188   |
| 211 | 127 | 377 |   | Klingelberg J.  | D   | Wolle J.         | CH  | PORSCHE 356 1500 GS Carrera         | 3 | 1.30  | 45.00  | 14:47'15.12 | 14:47'59.54 | 44.42  | 0.58a  | 58  | 142 | 185   |
|     | 127 | 233 |   | Gandolfi F.     | I   | Brunori G.       | I   | S.I.A.T.A. DAINA GRAN SPORT spider  | 3 | 1.35  | 45.00  | 14:08'36.06 | 14:09'20.43 | 44.37  | 0.63a  | 63  | 137 | 185   |
| 213 | 129 | 203 |   | Hamacher S.     | D   | Reugels B.       | D   | JAGUAR XK 120                       | 3 | 1.35  | 45.00  | 14:01'14.91 | 14:01'59.26 | 44.35  | 0.65a  | 65  | 135 | 182   |
|     | 129 | 338 |   | Baumann W.D.    | AT  | Malagoli A.      | I   | MASERATI 200 SI                     | 3 | 1.50  | 45.00  | 15:37'18.72 | 15:38'04.51 | 45.79  | 0.79 r | 79  | 121 | 182   |
| 215 | 131 | 198 |   | Panis J.        | AT  | Pauer-Ruel F.    | AT  | FERRARI 340 America                 | 3 | 1.55  | 45.00  | 14:19'59.35 | 14:20'43.52 | 44.17  | 0.83a  | 83  | 117 | 181   |
| 216 | 132 | 367 |   | Gruehsem S.     | D   | Heinze T.        | D   | PORSCHE 356 SPEEDSTER 1500          | 3 | 1.30  | 45.00  | 15:06'16.61 | 15:07'02.24 | 45.63  | 0.63 r | 63  | 137 | 178   |
| 217 | 133 | 228 |   | Sikorski - Gros | D   | Esswein - Hardi  | D   | LANCIA Aurelia B24 spider           | 3 | 1.30  | 45.00  | 14:12'20.27 | 14:13'04.62 | 44.35  | 0.65a  | 65  | 135 | 176   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                                | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 133 | 283 |     |   | Roversi R.      | I   | Miglioli S.     | I   | LANCIA Aurelia B20 GT 2500              | 3 | 1.32  | 45.00  | 14:48'23.09 | 14:49'07.42 | 44.33  | 0.67a  | 67  | 133 | 176   |
| 219 | 135 | 279 |   | Terentyev A.Jr  | RU  | Terentyev A.Jr  | RU  | AUSTIN HEALE 100/4 BN1                  | 3 | 1.32  | 45.00  | 15:08'27.23 | 15:09'11.53 | 44.30  | 0.70a  | 70  | 130 | 172   |
| 220 | 36  | 40  |   | Meier O.        | CH  | Batouskova K.   | CH  | BUGATTI T 37 A                          | 1 | 1.70  | 45.00  | 12:41'25.52 | 12:42'09.52 | 44.00  | 1.00a  | 100 | 100 | 170   |
| 221 | 136 | 261 |   | Meier W.        | CH  | Luthi A.        | CH  | FERRARI 250 MM                          | 3 | 1.42  | 45.00  | 15:11'50.62 | 15:12'36.43 | 45.81  | 0.81 r | 81  | 119 | 169   |
| 222 | 137 | 328 |   | Van Lochem R.J. | NL  | Van Lochem H.W. | NL  | SAAB 93 deluxe                          | 3 | 1.00  | 45.00  | 14:40'16.80 | 14:41'02.13 | 45.33  | 0.33 r | 33  | 167 | 167   |
| 223 | 138 | 223 |   | Bode H.G.       | D   | Stuck H.J.      | AT  | PORSCHE 356 1500                        | 4 | 1.32  | 45.00  | 14:05'31.46 | 14:06'17.20 | 45.74  | 0.74 r | 74  | 126 | 166   |
| 224 | 37  | 41  |   | Nessi F.        | CH  | Nessi C.        | CH  | RILEY 9 brooklands speed                | 1 | 1.00  | 45.00  | 13:00'42.01 | 13:01'26.64 | 44.63  | 0.37a  | 37  | 163 | 163   |
| 50  | 102 |     |   | Abbott T.       | D   | Montgomerie C.  | D   | BMW 328 "Berlin-Rom" Touring Road.      | 2 | 1.70  | 45.00  | 13:18'20.02 | 13:19'03.98 | 43.96  | 1.04a  | 104 | 96  | 163   |
| 226 | 139 | 207 |   | Von Mozer A.    | NL  | Staps M.        | BE  | ALFA ROMEO 1900 SPRINT TOURING          | 3 | 1.32  | 45.00  | 14:27'27.35 | 14:28'11.58 | 44.23  | 0.77a  | 77  | 123 | 162   |
| 227 | 140 | 140 |   | Chersevani P.M. | I   | Zanatta F.      | I   | BANDINI 1100 S                          | 3 | 1.32  | 45.00  | 14:43'09.62 | 14:43'55.41 | 45.79  | 0.79 r | 79  | 121 | 160   |
| 140 | 308 |     |   | Seifert H.      | D   | Witzel T.       | D   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 45.00  | 14:25'52.83 | 14:26'37.04 | 44.21  | 0.79a  | 79  | 121 | 160   |
| 51  | 107 |     |   | Beribe' A.      | I   | Baldarelli S.   | I   | FIAT 508 S CS berlinetta                | 2 | 1.45  | 45.00  | 13:26'22.29 | 13:27'06.39 | 44.10  | 0.90a  | 90  | 110 | 160   |
| 230 | 142 | 357 |   | Gerhardt J.     | D   | Lyons J.        | D   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 45.00  | 13:59'35.91 | 14:00'21.71 | 45.80  | 0.80 r | 80  | 120 | 158   |
| 231 | 52  | 81  |   | Meyer J.C.      | CH  | Sturges S.      | CH  | BENTLEY Derby 3.5 Litre                 | 2 | 1.00  | 45.00  | 14:22'05.54 | 14:22'50.10 | 44.56  | 0.44a  | 44  | 156 | 156   |
| 143 | 409 |     |   | Vanoli M.       | I   | Kummer V.       | I   | LANCIA Aurelia B20 GT                   | 3 | 1.32  | 45.00  | 14:51'07.55 | 14:51'53.37 | 45.82  | 0.82 r | 82  | 118 | 156   |
| 233 | 144 | 412 |   | Bitzi A.        | CH  | Trevisan M.     | CH  | AUSTIN HEALE 100 S                      | 3 | 1.42  | 45.00  | 14:25'10.72 | 14:25'56.63 | 45.91  | 0.91 r | 91  | 109 | 155   |
| 234 | 145 | 145 |   | Behaegel M.     | BE  | Vandecasteele S | BE  | FIAT GIANNIN 750 Sport                  | 3 | 1.25  | 45.00  | 14:23'37.83 | 14:24'23.60 | 45.77  | 0.77 r | 77  | 123 | 154   |
| 145 | 257 |     |   | Koziol T.       | PL  | Kolodziej J.    | PL  | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 45.00  | 14:43'39.87 | 14:44'25.70 | 45.83  | 0.83 r | 83  | 117 | 154   |
| 236 | 53  | 97  |   | Von Der Heyden  | D   | Von Der Heyden  | D   | ASTON MARTIN Mk II 2/4 Seater           | 2 | 1.00  | 45.00  | 13:27'52.88 | 13:28'37.41 | 44.53  | 0.47a  | 47  | 153 | 153   |
| 237 | 147 | 221 |   | Bas G.          | BE  | Bas L.          | NL  | ARNOLT Bristol Bolide Deluxe            | 3 | 1.42  | 45.00  | 14:28'03.76 | 14:28'47.83 | 44.07  | 0.93a  | 93  | 107 | 152   |
| 147 | 185 |     |   | Adyns P.        | BE  | Bert N.         | BE  | HW MOTORS ALTA - JAGUAR                 | 3 | 1.45  | 45.00  | 13:50'43.07 | 13:51'29.02 | 45.95  | 0.95 r | 95  | 105 | 152   |
| 239 | 149 | 241 |   | Covindassamy A. | US  | Pasquini G.F.   | US  | OSCA MT4-2AD 1450                       | 3 | 1.42  | 45.00  | 14:04'02.97 | 14:04'47.03 | 44.06  | 0.94a  | 94  | 106 | 151   |
| 240 | 150 | 311 |   | Strasser J.     | D   | Strasser A.     | D   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 45.00  | 14:37'19.38 | 14:38'03.51 | 44.13  | 0.87a  | 87  | 113 | 149   |
| 150 | 389 |     |   | Ong S.G.        | SG  | Cottingham J.   | GB  | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 45.00  | 15:01'31.01 | 15:02'15.14 | 44.13  | 0.87a  | 87  | 113 | 149   |
| 54  | 124 |     |   | Mellinger P.    | I   | Gelmini T.      | I   | ALFA ROMEO 6C 2300 B MM spider Touring  | 2 | 1.60  | 45.00  | 13:28'18.60 | 13:29'04.67 | 46.07  | 1.07 r | 107 | 93  | 149   |
| 243 | 152 | 288 |   | Spagnoli A.     | I   | Ippolito G.     | I   | FIAT 1100/103 TV                        | 3 | 1.07  | 45.00  | 14:44'25.60 | 14:45'09.97 | 44.37  | 0.63a  | 63  | 137 | 147   |
| 152 | 319 |     |   | Strang I.       | GB  | Hudson K.       | GB  | AC Ace                                  | 3 | 1.30  | 45.00  | 14:34'54.64 | 14:35'38.77 | 44.13  | 0.87a  | 87  | 113 | 147   |
| 55  | 139 |     |   | Turner C.       | GB  | Turner P.       | GB  | ALFA ROMEO 6C 2300 MILLE MIGLIA         | 2 | 1.50  | 45.00  | 13:51'00.13 | 13:51'46.15 | 46.02  | 1.02 r | 102 | 98  | 147   |
| 246 | 154 | 150 |   | Bruni G.        | I   | Verzera A.      | I   | LANCIA Aprilia 1500 Sport barchetta     | 3 | 1.45  | 45.00  | 14:29'11.86 | 14:29'55.86 | 44.00  | 1.00a  | 100 | 100 | 145   |
| 247 | 56  | 119 |   | Gerani S.       | I   | Radavelli L.    | I   | LANCIA Astura Sport                     | 2 | 1.00  | 45.00  | 13:49'03.08 | 13:49'48.64 | 45.56  | 0.56 r | 56  | 144 | 144   |
| 155 | 230 |     |   | Casali G.       | I   | Morosini J.     | I   | ALFA ROMEO 1900 SPRINT CABRIOLET PININ. | 3 | 1.00  | 45.00  | 14:07'51.84 | 14:08'36.28 | 44.44  | 0.56a  | 56  | 144 | 144   |
| 155 | 160 |     |   | Massai M.       | I   | Ragionieri L.   | I   | CISITALIA 202                           | 3 | 1.20  | 45.00  | 13:51'18.55 | 13:52'04.35 | 45.80  | 0.80 r | 80  | 120 | 144   |
| 250 | 157 | 361 |   | Fukuda H.       | JP  | Hara Y.         | JP  | PORSCHE 356 A 1500 GS Carrera           | 3 | 1.30  | 45.00  | 14:57'18.53 | 14:58'02.62 | 44.09  | 0.91a  | 91  | 109 | 142   |
| 251 | 158 | 220 |   | Barrett J.H.    | US  | Beam C.A.       | US  | FIAT 1100/103                           | 3 | 1.17  | 45.00  | 13:44'35.83 | 13:45'21.63 | 45.80  | 0.80 r | 80  | 120 | 140   |
| 252 | 159 | 267 |   | Olivini G.      | I   | Santangelo G.   | I   | ARNOLT Bristol Bolide roadster          | 3 | 1.42  | 45.00  | 14:55'53.73 | 14:56'37.71 | 43.98  | 1.02a  | 102 | 98  | 139   |
| 253 | 160 | 199 |   | Gandy D.        |     | Le Bon J.       |     | JAGUAR XK 120 OTS                       | 3 | 1.35  | 45.00  | 15:26'43.45 | 15:27'29.43 | 45.98  | 0.98 r | 98  | 102 | 138   |
| 160 | 258 |     |   | Lotman J.       | US  | Grozier B.      | US  | LINCOLN CAPRI                           | 3 | 1.42  | 45.00  | 14:46'13.82 | 14:46'59.85 | 46.03  | 1.03 r | 103 | 97  | 138   |
| 255 | 57  | 103 |   | Trierenberg C.  | AT  | Trierenberg N.  | AT  | SS Jaguar 100                           | 2 | 1.00  | 45.00  | 15:23'38.06 | 15:24'23.72 | 45.66  | 0.66 r | 66  | 134 | 134   |
| 162 | 347 |     |   | Bruse C.R.      | D   | Maino W.        | I   | TRIUMPH TR 3                            | 3 | 1.30  | 45.00  | 14:17'56.71 | 14:18'40.74 | 44.03  | 0.97a  | 97  | 103 | 134   |
| 162 | 200 |     |   | Wallace A.      | GB  | Hoy C.          | GB  | JAGUAR XK 120 OTS                       | 3 | 1.35  | 45.00  | 13:36'13.17 | 13:36'59.18 | 46.01  | 1.01 r | 101 | 99  | 134   |
| 258 | 164 | 381 |   | Maier B.        | D   | Webster R.L.W.  | US  | PORSCHE 550 Spyder 1500 RS              | 3 | 1.42  | 45.00  | 15:21'22.62 | 15:22'08.70 | 46.08  | 1.08 r | 108 | 92  | 131   |
| 164 | 194 |     |   | Kersten E.      | NL  | Veen E.S.       | NL  | TALBOT LAGO T26 Grand Sport Coupe'      | 3 | 1.45  | 45.00  | 13:59'06.27 | 13:59'52.37 | 46.10  | 1.10 r | 110 | 90  | 131   |
| 260 | 166 | 344 | F | Andrimont C.    | MC  | Andrimont A.    | BE  | LANCIA Aurelia B24 spider               | 3 | 1.30  | 45.00  | 14:54'21.85 | 14:55'07.85 | 46.00  | 1.00 r | 100 | 100 | 130   |
| 261 | 167 | 414 |   | Cefis P.        | I   | Cefis M.        | I   | MERCEDES-BEN 300 SL                     | 3 | 1.32  | 45.00  | 14:31'36.02 | 14:32'19.98 | 43.96  | 1.04a  | 104 | 96  | 127   |
| 167 | 398 |     |   | Rollinger M.    | L   | Schandeler L.   | L   | OSCA MT4-2AD 1100                       | 3 | 1.37  | 45.00  | 15:16'02.68 | 15:16'48.75 | 46.07  | 1.07 r | 107 | 93  | 127   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                           | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|------------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 263 | 38  | 1   |   | Brennecke M.    | D   | Schmiegel W.    | D   | O.M. 665 SS                        | 1 | 1.80  | 45.00  | 13:04'23.04 | 13:05'09.34 | 46.30  | 1.30 r | 130 | 70  | 126   |
| 264 | 39  | 50  |   | Briegmann F.    | D   | Secker J.       | D   | BENTLEY 6 1/2 Litre                | 1 | 1.00  | 45.00  | 13:13'37.40 | 13:14'23.15 | 45.75  | 0.75 r | 75  | 125 | 125   |
|     | 169 | 390 |   | Pearce C.       | GB  | Noble J.        | GB  | AC Aceca Bristol                   | 3 | 1.30  | 45.00  | 15:05'27.10 | 15:06'11.06 | 43.96  | 1.04a  | 104 | 96  | 125   |
| 266 | 170 | 264 |   | Seybold W.      | D   | Seybold F.      | D   | VOLKSWAGEN KAEFER 1/11             | 3 | 1.22  | 45.00  | 15:03'27.97 | 15:04'11.98 | 44.01  | 0.99a  | 99  | 101 | 123   |
|     | 170 | 242 |   | Covini C.       | I   | Brambilla L.    | I   | JAGUAR XK 120 OTS                  | 3 | 1.35  | 45.00  | 14:09'25.91 | 14:10'09.82 | 43.91  | 1.09a  | 109 | 91  | 123   |
| 268 | 40  | 57  |   | Murru G.L.      | I   | Destro Castanit | I   | BNC 527 MONZA                      | 1 | 1.00  | 45.00  | 13:07'12.04 | 13:07'57.82 | 45.78  | 0.78 r | 78  | 122 | 122   |
|     | 172 | 384 |   | Menschke L.     | D   | Loewisch R.     | D   | PORSCHE 550 A Spyder 1500 RS       | 3 | 1.40  | 45.00  | 14:51'49.25 | 14:52'33.12 | 43.87  | 1.13a  | 113 | 87  | 122   |
| 270 | 58  | 110 |   | Callanan T.     | IE  | O'Donoghue B.   | IE  | SS Jaguar 100                      | 2 | 1.00  | 45.00  | 13:36'23.00 | 13:37'07.20 | 44.20  | 0.80a  | 80  | 120 | 120   |
| 271 | 173 | 284 |   | Salari E.       | I   | Tiberti R.      | I   | TRIUMPH TR 2                       | 3 | 1.32  | 45.00  | 14:36'35.01 | 14:37'18.91 | 43.90  | 1.10a  | 110 | 90  | 119   |
| 272 | 174 | 324 |   | Swallow R.      | GB  | Swallow F.      | GB  | MG MGA                             | 3 | 1.30  | 45.00  | 15:22'40.63 | 15:23'24.53 | 43.90  | 1.10a  | 110 | 90  | 117   |
| 273 | 175 | 304 |   | Wagerle R.      | D   | Reichert K.     | D   | MERCEDES-BEN 220 A                 | 3 | 1.22  | 45.00  | 14:47'59.25 | 14:48'45.30 | 46.05  | 1.05 r | 105 | 95  | 116   |
| 274 | 176 | 147 |   | Berry A.        | GB  | Goodman H.      | GB  | Bristol 400 Farina                 | 3 | 1.30  | 45.00  | 13:25'31.75 | 13:26'15.63 | 43.88  | 1.12a  | 112 | 88  | 114   |
| 275 | 177 | 310 |   | Penske R.       | US  | Illien M.       | CH  | MERCEDES-BEN 300 SL W 198          | 3 | 1.32  | 45.00  | 14:13'43.42 | 14:14'29.59 | 46.17  | 1.17 r | 117 | 83  | 110   |
| 276 | 178 | 406 |   | Kalow M.        | D   | Ilic C.         | F   | FERRARI 250 GT Boano               | 3 | 1.30  | 45.00  | 15:09'13.29 | 15:09'59.47 | 46.18  | 1.18 r | 118 | 82  | 107   |
|     | 178 | 226 |   | Buraccini S.    | I   | Zanin M.        | I   | FIAT AR-51 "Campagnola"            | 3 | 1.35  | 45.00  | 14:04'45.71 | 14:05'31.92 | 46.21  | 1.21 r | 121 | 79  | 107   |
| 278 | 180 | 309 |   | Jelinek R.      | D   | Fossati M.      | I   | MERCEDES-BEN 300 SL W 198          | 3 | 1.32  | 45.00  | 15:13'10.75 | 15:13'56.96 | 46.21  | 1.21 r | 121 | 79  | 104   |
| 279 | 181 | 197 |   | Quinn M.        | GB  | Ferragamo S.    | I   | JAGUAR C-TYPE                      | 3 | 1.45  | 45.00  | 14:10'59.98 | 14:11'46.27 | 46.29  | 1.29 r | 129 | 71  | 103   |
| 280 | 182 | 163 |   | Martini F.      | I   | Marzari L.      | I   | CISITALIA 202B                     | 3 | 1.20  | 45.00  | 13:47'24.63 | 13:48'08.40 | 43.77  | 1.23a  | 123 | 77  | 92    |
| 281 | 183 | 307 |   | Wittman J.      | D   | Smith C.        | D   | MERCEDES-BEN 300 SL W 198          | 3 | 1.32  | 45.00  | 15:02'30.13 | 15:03'13.78 | 43.65  | 1.35a  | 135 | 65  | 86    |
| 282 | 184 | 305 |   | Schmidt J.      | D   | Koerdt E.       | D   | MERCEDES-BEN 300 SL W 198          | 3 | 1.32  | 45.00  | 14:21'38.07 | 14:22'21.70 | 43.63  | 1.37a  | 137 | 63  | 83    |
| 283 | 185 | 240 |   | Wiele A.        | GB  | Staby C.        | GB  | JAGUAR XK 120 OTS                  | 3 | 1.35  | 45.00  | 14:13'01.35 | 14:13'44.95 | 43.60  | 1.40a  | 140 | 60  | 81    |
| 284 | 41  | 52  |   | Vonow A.        | CH  | Vonow A.        | CH  | ALFA ROMEO 6C 1500 Sport           | 1 | 1.70  | 45.00  | 12:48'18.15 | 12:49'04.69 | 46.54  | 1.54 r | 154 | 46  | 78    |
| 285 | 186 | 341 |   | Karagozian A.   | I   | Maino S.        | I   | ALFA ROMEO Giulietta Sprint veloce | 3 | 1.30  | 45.00  | 14:44'59.60 | 14:45'43.15 | 43.55  | 1.45a  | 145 | 55  | 72    |
| 286 | 187 | 408 |   | Steinhauer C.   | D   | Sixt R.         | D   | MERCEDES-BEN 300 SL W 198          | 3 | 1.32  | 45.00  | 14:34'20.90 | 14:35'07.48 | 46.58  | 1.58 r | 158 | 42  | 55    |
| 287 | 188 | 243 |   | Pon B.          | NL  | Perridon M.     | NL  | PORSCHE 550 Spyder 1500 RS         | 3 | 1.42  | 45.00  | 13:51'25.68 | 13:52'09.03 | 43.35  | 1.65a  | 165 | 35  | 50    |
| 288 | 189 | 270 |   | Kuhnt B.        | GB  | Herzsprung H.   | GB  | JAGUAR C-TYPE                      | 3 | 1.55  | 45.00  | 13:58'40.55 | 13:59'27.28 | 46.73  | 1.73 r | 173 | 27  | 42    |
| 289 | 59  | 66  |   | Cantele G.      | MC  | De Vogue' M.    | MC  | ALVIS 20 SA Tourer Van den Plas    | 2 | 1.00  | 45.00  | 13:17'33.32 | 13:18'19.91 | 46.59  | 1.59 r | 159 | 41  | 41    |
| 290 | 60  | 117 |   | Fuchs R.        | D   | Bittner D.H.    | D   | LANCIA Aprilia Spider              | 2 | 1.60  | 45.00  | 14:57'40.39 | 14:58'27.15 | 46.76  | 1.76 r | 176 | 24  | 38    |
| 291 | 190 | 151 |   | Diaz Luna D.    | AR  | Brielli L.      | I   | CISITALIA 202                      | 3 | 1.00  | 45.00  | 13:47'03.97 | 13:47'47.25 | 43.28  | 1.72a  | 172 | 28  | 28    |
| 292 | 191 | 356 |   | Alghaim O.      | KWT | Al-Hamad F.     | KWT | PORSCHE 356 A 1500 GS Carrera      | 3 | 1.30  | 45.00  | 15:20'14.59 | 15:21'01.38 | 46.79  | 1.79 r | 179 | 21  | 27    |
| 293 | 192 | 293 |   | Tribe A.        | AU  | Davis C.        | US  | MASERATI A6 GCS/53                 | 3 | 1.42  | 45.00  | 14:45'33.26 | 14:46'16.44 | 43.18  | 1.82a  | 182 | 18  | 26    |
| 294 | 193 | 306 |   | Maylander B.    | D   | Kristiansen E.  | D   | MERCEDES-BEN 300 SL W 198          | 3 | 1.32  | 45.00  | 14:49'55.30 | 14:50'42.11 | 46.81  | 1.81 r | 181 | 19  | 25    |
| 295 | 194 | 152 |   | DalGLISH I.     | GB  | Dal Bello D.P.  | CA  | CISITALIA 202 MM Spyder Nuvolari   | 3 | 1.35  | 45.00  | 13:42'56.03 | 13:43'39.19 | 43.16  | 1.84a  | 184 | 16  | 22    |
| 296 | 61  | 77  |   | Lange F.K.      | D   | Merz F.         | D   | MERCEDES-BEN 500 K                 | 2 | 1.00  | 45.00  | 14:16'33.21 | 14:17'16.31 | 43.10  | 1.90a  | 190 | 10  | 10    |
| 297 | 195 | 141 | F | Stauzebach G.   | D   | Kaut G.         | D   | MASERATI A6 1500 Pininfarina       | 3 | 1.50  | 45.00  | 13:44'43.83 | 13:45'26.88 | 43.05  | 1.95a  | 195 | 5   | 8     |
| 298 | 196 | 330 |   | Thomas Mark R.  | GB  | Janet V.        | GB  | HEALEY 100/6 BN4                   | 3 | 1.05  | 45.00  | 15:14'43.00 | 15:15'26.02 | 43.02  | 1.98a  | 198 | 2   | 2     |
| 299 | 197 | 259 | F | Louwman Q.V.    | NL  | Wood J.R.       | NL  | ASTON MARTIN DB 3/S                | 3 | 1.52  | 45.00  | 14:14'12.94 | 14:14'55.92 | 42.98  | 2.02a  | 202 | 0   | 0     |
|     | 197 | 364 |   | Gierat S.       | PL  | Gierat M.       | PL  | JAGUAR XK 140 Fixed Head Coupe'    | 3 | 1.32  | 45.00  | 15:02'55.22 | 15:03'38.19 | 42.97  | 2.03a  | 203 | 0   | 0     |
|     | 62  | 80  |   | Meomartini A.   | I   | Campaner P.     | I   | ASTON MARTIN KG 521 S              | 2 | 1.00  | 45.00  | 15:30'20.76 | 15:31'03.71 | 42.95  | 2.05a  | 205 | 0   | 0     |
|     | 197 | 206 |   | Vanhee F.       | BE  | Van Osta E.     | BE  | LANCIA Aurelia B21                 | 3 | 1.25  | 45.00  | 15:16'57.10 | 15:17'40.02 | 42.92  | 2.08a  | 208 | 0   | 0     |
|     | 42  | 14  |   | Schreiber W.    | F   | Ostmann B.R.    | D   | BUGATTI T 35 T                     | 1 | 1.70  | 45.00  | 12:38'24.80 | 12:39'11.92 | 47.12  | 2.12 r | 212 | 0   | 0     |
|     | 42  | 30  |   | Charlesworth R. | GB  | English A.      | GB  | BENTLEY 4 1/2 Litre Supercharged   | 1 | 1.65  | 45.00  | 12:52'09.90 | 12:52'57.05 | 47.15  | 2.15 r | 215 | 0   | 0     |
|     | 197 | 371 |   | Howard R.       | GB  | Needs J.        | GB  | MG MGA "WORKS"                     | 3 | 1.30  | 45.00  | 15:18'27.37 | 15:19'10.19 | 42.82  | 2.18a  | 218 | 0   | 0     |
|     | 197 | 180 |   | Abaci A.        | D   | Walmann P.      | GB  | JAGUAR XK 120 OTS Alloy            | 3 | 1.45  | 45.00  | 14:47'04.56 | 14:47'47.32 | 42.76  | 2.24a  | 224 | 0   | 0     |
|     | 197 | 249 |   | Hood D.         | GB  | Riedling S.     | GB  | COOPER JAGUA T33                   | 3 | 1.60  | 45.00  | 14:49'12.53 | 14:49'59.82 | 47.29  | 2.29 r | 229 | 0   | 0     |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                                | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO  | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|---|---|-------|--------|-------------|-------------|--------|---------|-----|-----|-------|
| 197 | 155 | F   |   | Goethals S.     | BE  | Schouwenburg L. | NL  | DAGRADA 750 SPORT Barchetta             | 3 | 1.35  | 45.00  | 13:52'48.79 | 13:53'36.11 | 47.32  | 2.32 r  | 232 | 0   | 0     |
| 197 | 312 |     |   | Taylor M.       | AU  | Kable G.        | AU  | ALFA ROMEO 2000 SPORTIVA                | 3 | 1.00  | 45.00  | 14:28'22.62 | 14:29'09.96 | 47.34  | 2.34 r  | 234 | 0   | 0     |
| 197 | 262 |     |   | Lindgens K.     | D   | Stierle G.      | D   | AUSTIN HEALE 100/4 BN1                  | 3 | 1.32  | 45.00  | 14:50'20.72 | 14:51'08.09 | 47.37  | 2.37 r  | 237 | 0   | 0     |
| 197 | 387 |     |   | Shikiba R.      | JP  | Sugawara T.     | JP  | ALFA ROMEO Giulietta Sport 750G         | 3 | 1.30  | 45.00  | 15:33'54.15 | 15:34'41.52 | 47.37  | 2.37 r  | 237 | 0   | 0     |
| 197 | 232 |     |   | Carboni D.      | I   | Badeghieri R.   | I   | TRIUMPH TR 3                            | 3 | 1.30  | 45.00  | 14:32'41.72 | 14:33'24.30 | 42.58  | 2.42a   | 242 | 0   | 0     |
| 197 | 269 |     |   | Buncombe A.J.   | GB  | Harris C.       | GB  | JAGUAR C-TYPE                           | 3 | 1.45  | 45.00  | 14:08'57.63 | 14:09'45.07 | 47.44  | 2.44 r  | 244 | 0   | 0     |
| 197 | 227 |     |   | Cajani M.       | I   | Somaschini L.   | I   | ALFA ROMEO 1900 C GARA                  | 3 | 1.32  | 45.00  | 14:14'37.10 | 14:15'24.63 | 47.53  | 2.53 r  | 253 | 0   | 0     |
| 197 | 295 |     |   | Stehle M.       | D   | Stehle M.       | D   | FERRARI 340 America                     | 3 | 1.55  | 45.00  | 14:33'02.13 | 14:33'44.53 | 42.40  | 2.60a   | 260 | 0   | 0     |
| 42  | 18  |     |   | Eichenbaum D.   | US  | Elliott J.      | US  | CHRYSLER 75                             | 1 | 1.70  | 45.00  | 12:48'43.27 | 12:49'30.96 | 47.69  | 2.69 r  | 269 | 0   | 0     |
| 197 | 352 |     |   | Busch K.        | D   | Nunerth B.      | D   | MASERATI A6 G 54 2000 Zagato            | 3 | 1.30  | 45.00  | 15:46'49.98 | 15:47'37.74 | 47.76  | 2.76 r  | 276 | 0   | 0     |
| 62  | 79  |     |   | Marx A.         | CH  | Perucchini R.   | I   | ALFA ROMEO 6C 1750 GRAN SPORT           | 2 | 1.65  | 45.00  | 13:14'19.98 | 13:15'02.20 | 42.22  | 2.78a   | 278 | 0   | 0     |
| 197 | 276 |     |   | Quinn B.        | AU  | Strauss P.      | AU  | ASTON MARTIN DB 2 Vantage               | 3 | 1.35  | 45.00  | 14:20'04.16 | 14:20'51.96 | 47.80  | 2.80 r  | 280 | 0   | 0     |
| 62  | 131 |     |   | Rosen I.        | AT  | Bar G.          | AT  | SS Jaguar 100                           | 2 | 1.00  | 45.00  | 13:37'13.05 | 13:38'00.86 | 47.81  | 2.81 r  | 281 | 0   | 0     |
| 197 | 167 |     |   | Van Gherdegom   | WBE | De Gres T.      | BE  | PORSCHE 550 Spider                      | 3 | 1.45  | 45.00  | 14:06'22.46 | 14:07'10.28 | 47.82  | 2.82 r  | 282 | 0   | 0     |
| 197 | 250 |     |   | Horn S.         | US  | Horn J.         | US  | ALFA ROMEO 1900                         | 3 | 1.25  | 45.00  | 14:35'42.95 | 14:36'30.79 | 47.84  | 2.84 r  | 284 | 0   | 0     |
| 197 | 294 |     |   | Cavallari G.    | I   | Cavallari A.    | I   | TOJEIRO SPORT TAD                       | 3 | 1.00  | 45.00  | 15:16'14.57 | 15:16'56.64 | 42.07  | 2.93a   | 293 | 0   | 0     |
| 197 | 339 |     |   | Reto G.         | CH  | Gemperle D.     | CH  | FIAT ABARTH 750 ZAGATO                  | 3 | 1.10  | 45.00  | 15:40'21.49 | 15:41'03.55 | 42.06  | 2.94a   | 294 | 0   | 0     |
| 62  | 60  |     |   | Adler S.        | US  | Greisen J.      | DK  | ALFA ROMEO 6C 1750 GRAN SPORT           | 2 | 1.65  | 45.00  | 14:02'33.04 | 14:03'15.09 | 42.05  | 2.95a   | 295 | 0   | 0     |
| 42  | 15  |     |   | De Boer J.      | NL  | Koolen T.       | NL  | BENTLEY SpeedSix                        | 1 | 1.00  | 45.00  | 13:16'43.65 | 13:17'24.26 | 40.61  | 4.39a   | 300 | 0   | 0     |
| 42  | 31  |     |   | Gaensler M.     | D   | Davies N.       | GB  | BENTLEY Speed Six                       | 1 | 1.00  | 45.00  | 12:36'36.16 | 12:37'25.29 | 49.13  | 4.13 r  | 300 | 0   | 0     |
| 42  | 6   |     |   | Haentjes M.     | D   | Jakob H.        | D   | O.M. 665 SS MM                          | 1 | 1.80  | 45.00  | 13:16'16.00 | 13:16'53.10 | 37.10  | 7.90a   | 300 | 0   | 0     |
| 42  | 55  |     |   | Wendlinger K.   | AT  | Mass J.         | D   | MERCEDES-BEN 710 SS                     | 1 | 1.65  | 45.00  | 13:08'48.47 | 13:09'27.28 | 38.81  | 6.19a   | 300 | 0   | 0     |
| 62  | 89  |     |   | Snauwaert S.    | BE  | Delanote F.     | BE  | ASTON MARTIN International Le Mans      | 2 | 1.00  | 45.00  | 13:27'19.17 | 13:28'07.51 | 48.34  | 3.34 r  | 300 | 0   | 0     |
| 62  | 75  |     |   | Houlihan S.     | IE  | Ratajova Z.     | IE  | ALFA ROMEO 8C 2300                      | 2 | 1.65  | 45.00  | 13:04'32.45 | 13:05'21.58 | 49.13  | 4.13 r  | 300 | 0   | 0     |
| 62  | 76  |     |   | Kaufmann A.     | AT  | Hohla L.        | AT  | ALFA ROMEO 6C 1750 GTC                  | 2 | 1.55  | 45.00  | 13:20'32.36 | 13:21'20.66 | 48.30  | 3.30 r  | 300 | 0   | 0     |
| 62  | 95  |     |   | Van Haren F.    | NL  | Van Os R.       | NL  | ALFA ROMEO 8C 2300 LE MANS              | 2 | 1.65  | 45.00  | 13:04'29.23 | 13:05'18.37 | 49.14  | 4.14 r  | 300 | 0   | 0     |
| 62  | 64  |     |   | Brandts L.      | NL  | Brandts C.      | NL  | RILEY MPH "Works Prototype"             | 2 | 1.00  | 45.00  | 12:51'08.07 | 12:51'46.07 | 38.00  | 7.00a   | 300 | 0   | 0     |
| 62  | 88  |     |   | Schmitz-Koep N. | GB  | Schmitz-Koep T. | GB  | MG K3 Magnette                          | 2 | 1.55  | 45.00  | 13:26'47.75 | 13:27'38.02 | 50.27  | 5.27 r  | 300 | 0   | 0     |
| 62  | 69  |     |   | Cruyt W. D.     | BE  | Quercioli P.    | I   | LANCIA Augusta Belna cabriolet          | 2 | 1.60  | 45.00  | 13:22'07.13 | 13:22'48.55 | 41.42  | 3.58a   | 300 | 0   | 0     |
| 62  | 108 |     |   | Braunsperger M. | D   | Braunsperger O. | D   | BMW 328 Coupe'                          | 2 | 1.60  | 45.00  | 13:32'24.97 | 13:32'58.16 | 33.19  | 11.81a  | 300 | 0   | 0     |
| 62  | 113 |     |   | Deys W.G        | NL  | Peters G.J.     | NL  | ALFA ROMEO 6C 2500 Super Sport Cabriole | 2 | 1.50  | 45.00  | 13:21'20.53 | 13:21'59.39 | 38.86  | 6.14a   | 300 | 0   | 0     |
| 197 | 156 |     |   | Greader P.      | GB  | Lambert-Smith J | AU  | HEALEY Elliott                          | 3 | 1.40  | 45.00  | 13:47'48.36 | 13:48'24.51 | 36.15  | 8.85a   | 300 | 0   | 0     |
| 197 | 173 |     |   | Van Den Berg T. | NL  | De Boer R.P.    | NL  | CISITALIA 202 SC                        | 3 | 1.30  | 45.00  | 14:36'41.32 | 14:37'23.29 | 41.97  | 3.03a   | 300 | 0   | 0     |
| 197 | 143 |     |   | Bert J.         | BE  | Bert J.         | BE  | HW MOTORS ALTA B1 PLACE                 | 3 | 1.45  | 45.00  | 13:58'23.61 | 13:59'12.53 | 48.92  | 3.92 r  | 300 | 0   | 0     |
| 197 | 178 |     |   | Fallon R.S      | US  | Hoeffner J.     | US  | LANCIA Aprilia 1500                     | 3 | 1.30  | 45.00  | 14:10'10.41 | 14:11'01.30 | 50.89  | 5.89 r  | 300 | 0   | 0     |
| 197 | 184 |     |   | Beecham C.      | GB  | Vlahos C.       | GR  | FERRARI 166 MM                          | 3 | 1.50  | 45.00  | 14:06'51.93 | 14:07'30.04 | 38.11  | 6.89a   | 300 | 0   | 0     |
| 197 | 188 |     |   | De Clerck D.    | BE  | Sabbe I.        | BE  | FIAT 1100 E Zagato Coupe'               | 3 | 1.45  | 45.00  | 15:46'55.83 | 15:47'29.18 | 33.35  | 11.65a  | 300 | 0   | 0     |
| 197 | 179 |     |   | Aaldering N.    | NL  | Aaldering N.    | NL  | TALBOT LAGO T26 Grand Sport Spider      | 3 | 1.45  | 45.00  | 14:18'46.93 | 14:19'24.66 | 37.73  | 7.27a   | 300 | 0   | 0     |
| 197 | 195 |     |   | Dubbini F.      | I   | Morassutti D.   | I   | FERRARI 212 export                      | 3 | 1.45  | 45.00  | 14:21'12.89 | 14:22'09.74 | 56.85  | 11.85 r | 300 | 0   | 0     |
| 197 | 209 |     |   | Wissing H.      | NL  | Collette J.     | NL  | VERITAS Dyna                            | 3 | 1.25  | 45.00  | 14:17'28.73 | 14:18'19.93 | 51.20  | 6.20 r  | 300 | 0   | 0     |
| 197 | 247 |     |   | Gordon A.       | US  | Oneal K.        | US  | ERMINI 1100 Sport                       | 3 | 1.30  | 45.00  | 14:31'57.10 | 14:32'26.52 | 29.42  | 15.58a  | 300 | 0   | 0     |
| 197 | 256 |     |   | Kobayashi Y.    | JP  | Kobayashi S.    | JP  | ERMINI 1500 S                           | 3 | 1.52  | 45.00  | 15:24'11.34 | 15:24'48.59 | 37.25  | 7.75a   | 300 | 0   | 0     |
| 197 | 260 |     |   | Mathieu J.C.    | F   | Ghibellini R.   | F   | PANHARD X87                             | 3 | 1.05  | 45.00  | 14:15'13.65 | 14:15'53.05 | 39.40  | 5.60a   | 300 | 0   | 0     |
| 197 | 190 |     |   | Grasselli L.    | I   | Savaris S.      | I   | MASERATI A6 GCS                         | 3 | 1.60  | 45.00  | 13:59'23.13 | 14:00'03.02 | 39.89  | 5.11a   | 300 | 0   | 0     |
| 197 | 271 |     |   | Gianopolus J.   | GB  | Day-Lewis D.M.  | GB  | JAGUAR XK 120 OTS                       | 3 | 1.35  | 45.00  | 15:35'00.68 | 15:35'41.99 | 41.31  | 3.69a   | 300 | 0   | 0     |



| ASS | RAG | NUM             | S               | 1°CONDUTTORE   | NAZ             | 2°CONDUTTORE                          | NAZ                                    | VEETTURA | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|-----|-----------------|-----------------|----------------|-----------------|---------------------------------------|--|----------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 197 | 285 | Santa-Cruz R.   | E               | Barandica J.L. | E               | JAGUAR XK 120 OTS LE MANS             |  |          | 3 | 1.35  | 45.00  | 14:54'38.16 | 14:55'27.33 | 49.17  | 4.17 r | 300 | 0   | 0      |
| 197 | 392 | Van der Goot S. | NL              | De Vries J.E.  | NL              | AUSTIN HEALE 100 Le manS (prototype)  |  |          | 3 | 1.32  | 45.00  | 16:09'51.75 | 16:10'19.54 | 27.79  | 17.21a | 300 | 0   | 0      |
| 197 | 416 | De Ghellinck N. | BE              | Gerard F.      |                 | JAGUAR XK 120                         |  |          | 3 | 1.00  | 45.00  | 15:25'54.30 | 15:26'42.30 | 48.00  | 3.00 r | 300 | 0   | 0      |
| 197 | 313 | Yardeni E.      | TH              | Baholyodhin O. | TH              | FRAZER NASH TARGA FLORIO              |  |          | 3 | 1.00  | 45.00  | 15:55'55.93 | 15:56'27.03 | 31.10  | 13.90a | 300 | 0   | 0      |
| 197 | 301 | Gehl W.         | D               | Schuff H.      | D               | MERCEDES-BEN 300 SL W 198             |  |          | 3 | 1.32  | 45.00  | 14:32'25.63 | 14:33'13.91 | 48.28  | 3.28 r | 300 | 0   | 0      |
| 197 | 302 | Alterman E.     | US              | Day G.H.       | GB              | MERCEDES-BEN 300 SL W 198             |  |          | 3 | 1.32  | 45.00  | 14:33'14.36 | 14:33'50.57 | 36.21  | 8.79a  | 300 | 0   | 0      |
| 197 | 336 | Anichini G.     | I               | Anichini A.    | I               | LANCIA Aurelia B 20 GT 2500 IV serie  |  |          | 3 | 1.32  | 45.00  | 14:59'26.31 | 15:00'03.59 | 37.28  | 7.72a  | 300 | 0   | 0      |
| 197 | 350 | Cooper L.       | GB              | Morrison A.    | GB              | ASTON MARTIN DB 2/4 DROPHEAD COUPE'   |  |          | 3 | 1.00  | 45.00  | 15:19'36.44 | 15:20'24.99 | 48.55  | 3.55 r | 300 | 0   | 0      |
| 197 | 374 | Von Braunmuhl M | D               | Ermer M.       | D               | PORSCHE 356 A                         |  |          | 3 | 1.30  | 45.00  | 14:18'57.03 | 14:19'33.65 | 36.62  | 8.38a  | 300 | 0   | 0      |
| 197 | 405 | Pohl A.         | D               | Wolf R.        | D               | PORSCHE 550 Spyder 1500 RS            |  |          | 3 | 1.52  | 45.00  | 14:22'05.93 | 14:22'45.28 | 39.35  | 5.65a  | 300 | 0   | 0      |
| 197 | 418 | Halford P.      | NZ              | Tolich N.      | NZ              | FERRARI 250 Europa GT                 |  |          | 3 | 1.32  | 45.00  | 15:15'01.98 | 15:15'42.83 | 40.85  | 4.15a  | 300 | 0   | 0      |
| 197 | 234 | Finco M.        | I               | Krouse R.      | US              | LANCIA Aurelia B 20 GT 2500 V serie   |  |          | 3 | 1.32  | 45.00  | 14:02'05.22 | 14:02'46.66 | 41.44  | 3.56a  | 300 | 0   | 0      |
| 197 | 323 | Strojer Hansen  | DK              | Murmann P.     | DK              | LANCIA Aurelia B20 GT 2500 Pichon Par |  |          | 3 | 1.32  | 45.00  | 15:19'04.27 | 15:19'44.62 | 40.35  | 4.65a  | 300 | 0   | 0      |
| 197 | 394 | Sixt E.         | D               | Sixt K.        | D               | PORSCHE 356 SPEEDSTER 1500            |  |          | 3 | 1.30  | 45.00  | 14:06'38.26 | 14:07'18.67 | 40.41  | 4.59a  | 300 | 0   | 0      |
| 197 | 415 | Peli R.         | D               | Schlatter D.   | CH              | FERRARI 250 GT Boano                  |  |          | 3 | 1.40  | 45.00  | 14:22'08.96 | 14:22'46.78 | 37.82  | 7.18a  | 300 | 0   | 0      |
| 197 | 417 | Gruss M.        | US              | Bragard M.     | US              | FERRARI 250 GT LWB TdF                |  |          | 3 | 1.30  | 45.00  | 15:19'56.88 | 15:20'47.90 | 51.02  | 6.02 r | 300 | 0   | 0      |
| 197 | 327 | Van De Werd P.  | NL              | Sontrop M.     | NL              | BORGWARD Isabella TS                  |  |          | 3 | 1.22  | 45.00  | 14:53'30.11 | 14:54'09.69 | 39.58  | 5.42a  | 300 | 0   | 0      |
| 197 | 397 | Ribadeneira D.  | US              | Lundgren B.    | US              | ALFA ROMEO Giulietta Sprint veloce    |  |          | 3 | 1.30  | 45.00  | 15:05'40.46 | 15:06'19.89 | 39.43  | 5.57a  | 300 | 0   | 0      |
| 197 | 399 | Rose D.         | US              | Cristian Ariel | AR              | ASTON MARTIN DB 2/4                   |  |          | 3 | 1.32  | 45.00  | 15:31'51.16 | 15:32'17.94 | 26.78  | 18.22a | 300 | 0   | 0      |
| 372 | 49  | 39              | Masselli P.A.   | I              | Confaloni S.    | I                                     | BUGATTI T 13 Brescia                   |          | 1 | 1.00  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 49  | 27              | Ford G.         | GB             | Ford R.         | GB                                    | BENTLEY 4 1/2 Litre Supercharged       |          | 1 | 1.65  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 49  | 28              | Frasconi I.     | I              | Teneggi L.      | I                                     | BUGATTI T 40 A                         |          | 1 | 1.70  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 75  | 65              | Briggs P.       | AU             | Briggs R.       | AU                                    | MG K3 Magnette                         |          | 2 | 1.55  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 75  | 91              | Stabiumi G.     | I              | Offer L.        | I                                     | ASTON MARTIN ULSTER                    |          | 2 | 1.30  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 75  | 114             | Dutton-Forshaw  | GB             | Bradfield P.    | GB                                    | LAGONDA LG45                           |          | 2 | 1.00  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 75  | 106             | Baccanelli M.   | AR             | Gache A.        | AR                                    | BMW 328 Coupe'                         |          | 2 | 1.60  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 75  | 127             | Praga M.        | I              | Cerato S.       | D                                     | FIAT 508 C Balilla berlina             |          | 2 | 1.35  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 172             | Valentini A.    | I              | Valentini G.    | I                                     | FIAT ROVELLI SPIDER CON HARD-TOP       |          | 3 | 1.45  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 161             | Masuda H.       | JP             | Masuda Y.       | JP                                    | FIAT CISITAL COLOMBO BARCHETTA         |          | 3 | 1.35  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 169             | Quintano J.     | E              | Quintano L.     | E                                     | FERRARI 166 MM                         |          | 3 | 1.60  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 175             | Fodor P.        | US             | Wiesner P.      | AT                                    | MASERATI A6 1500 Pininfarina           |          | 3 | 1.50  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 182             | Attardo Parrine | I              | Ercoli P.       | I                                     | PATRIARCA 750 Sport                    |          | 3 | 1.32  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 186             | Carlino P.      | US             | Kauffman R.     | US                                    | FERRARI 166 Touring Coupe'             |          | 3 | 1.50  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 224             | Bonnet H.       | BE             | Martens J.J.    | CH                                    | CISITALIA 202                          |          | 3 | 1.20  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 292             | Streminski A.   | D              | Kramer C.       | D                                     | FERRARI 212/225 S Export Vignale Berl. |          | 3 | 1.55  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 211             | De France W.    | NZ             | De France V.    | NZ                                    | FERRARI 166 MM/53                      |          | 3 | 1.50  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 248             | Harrison M.     | GB             | Harrison L.     | GB                                    | COOPER BRIST T25                       |          | 3 | 1.50  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 263             | Germann M.      | D              | Grossmann E.U.  | D                                     | MERCEDES-BEN 300 S                     |          | 3 | 1.00  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 222             | Au C.           | SG             | Tay D.          | SG                                    | JAGUAR XK 120 OTS                      |          | 3 | 1.35  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 303             | Jennings J.     | D              | Cannon S.       | US                                    | MERCEDES-BEN 300 SL W 198              |          | 3 | 1.32  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 315             | Scheufele K.    | CH             | Carreras A.     | CH                                    | MERCEDES-BEN 300 SL W 198              |          | 3 | 1.32  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 316             | Kohler J.       | D              | Stein A.        | D                                     | MERCEDES-BEN 300 SL W 198              |          | 3 | 1.32  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 318             | Scheufele K.F.  | CH             | Scheufele C.    | CH                                    | FERRARI 750 Monza                      |          | 3 | 1.42  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 337             | F Bas J.T.      | BE             | Petronella A.M. | NL                                    | TRIUMPH TR2 SPORTS                     |          | 3 | 1.32  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 250 | 375             | Klemm C.        | CH             | Hesse H.        | AT                                    | AUSTIN HEALE 100/4 BN2                 |          | 3 | 1.30  | 45.00  |             |             |        | --     | 0   | 0   | -12000 |

| ASS | RAG | NUM | S | 1°CONDUTTORE  | NAZ | 2°CONDUTTORE   | NAZ | VETTURA                              | R | COEF. | T.IMP. | ENTRATA     | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|-----|-----|---|---------------|-----|----------------|-----|--------------------------------------|---|-------|--------|-------------|--------|--------|--------|-----|-----|--------|
| 250 | 388 |     |   | Ochiai K.     | JP  | Hirai S.       | JP  | FERRARI 750 Monza                    | 3 | 1.42  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 410 |     |   | Roeder M.     | D   | Goetzelmann S. | D   | FERRARI 500 Mondial                  | 3 | 1.52  | 45.00  | 15:11'41.24 |        |        | --     | 0   | 0   | -12000 |
| 250 | 420 | F   |   | Roschmann J.  | D   | Buerger G.     | D   | FERRARI 250 GT Europa Competizione   | 3 | 1.32  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 253 | F   |   | Grossman A.M. | D   | Grossman J.    | D   | ALFA ROMEO 1900 SUPER SPRINT TOURING | 3 | 1.32  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 314 |     |   | Girelli A.    | I   | Cassina C.     | I   | PORSCHE 550 A Spyder 1500 RS         | 3 | 1.40  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 358 |     |   | Price L.      | GB  | Barff R.       | GB  | MORETTI 750 Sport Bialbero           | 3 | 1.25  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 391 |     |   | Lindsay V.    |     | Cayford P.     |     | JAGUAR Type                          | 3 | 1.40  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 419 |     |   | Thomas J.E.   | US  | Oetting D.P.   | US  | FERRARI 250 GT Boano                 | 3 | 1.30  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 422 |     |   | Kidston S.    | CH  | Collo E.       | I   | MERCEDES-BEN 300 SL W 198            | 3 | 1.00  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 325 |     |   | Zagato A.     | I   | Rivolta M.     | I   | ALFA ROMEO 1900 SSZ ZAGATO           | 3 | 1.32  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |
| 250 | 353 |     |   | Caggiati C.   | I   | Sassi E.       | I   | FERRARI 500 TRC                      | 3 | 1.42  | 45.00  |             |        |        | --     | 0   | 0   | -12000 |