



# 1000 MIGLIA 2013



## CLASSIFICA DELLA PROVA DI PRECISIONE 11 PC 11 - Monte Berico 4

| 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   | 48  |   | Takemoto K.     | JP  | Takemoto J.    | JP  | BUGATTI T 35 A                       | 1 | 1.70  | 38.00  | 22:21'28.68 | 22:22'06.69 | 38.01  | 0.01 r | 1   | 395 | 672   |
| 2   | 2   | 54  |   | Louwman E.      | NL  | Westermann P.  | NL  | MERCEDES-BEN SSK                     | 1 | 1.65  | 38.00  | 22:33'55.51 | 22:34'33.52 | 38.01  | 0.01 r | 1   | 395 | 652   |
| 3   | 3   | 45  |   | Roma B.         | I   | Ider P.        | I   | BNC 527 Gran Sport Monza             | 1 | 1.55  | 38.00  | 22:29'00.60 | 22:29'38.60 | 38.00  | 0.00   | 0   | 420 | 651   |
|     | 1   | 255 |   | Khan N.         | US  | Braslow J.     | US  | FERRARI 225 S                        | 3 | 1.55  | 38.00  | 23:52'24.99 | 23:53'02.99 | 38.00  | 0.00   | 0   | 420 | 651   |
| 5   | 1   | 62  |   | Belometti A.    | I   | Putelli E.     | I   | FIAT 508 S SIATA Spider              | 2 | 1.60  | 38.00  | 22:22'09.12 | 22:22'47.11 | 37.99  | 0.01a  | 1   | 395 | 632   |
| 6   | 4   | 49  |   | Tonconogy J.    | AR  | Berisso G. F.  | AR  | BUGATTI T 40                         | 1 | 1.70  | 38.00  | 22:31'57.41 | 22:32'35.43 | 38.02  | 0.02 r | 2   | 370 | 629   |
|     | 2   | 118 |   | Wirth H.W.      | D   | Geistdorfer C. | D   | BMW 328 Coupe' Touring               | 2 | 1.70  | 38.00  | 22:37'45.14 | 22:38'23.16 | 38.02  | 0.02 r | 2   | 370 | 629   |
| 8   | 3   | 85  |   | Patron L.       | I   | Becchetti F.   | I   | FIAT 514 MM                          | 2 | 1.55  | 38.00  | 22:37'02.62 | 22:37'40.61 | 37.99  | 0.01a  | 1   | 395 | 612   |
| 9   | 5   | 44  |   | Feltes G.       | L   | Feltes F.      | L   | BUGATTI T 35                         | 1 | 1.70  | 38.00  | 22:31'33.32 | 22:32'11.35 | 38.03  | 0.03 r | 3   | 350 | 595   |
| 10  | 4   | 59  |   | Bettinsoli M.   | I   | Arici S.       | I   | FIAT 508 S COPPA ORO                 | 2 | 1.50  | 38.00  | 22:15'58.62 | 22:16'36.61 | 37.99  | 0.01a  | 1   | 395 | 593   |
|     | 2   | 149 |   | Bortolotti L.   | I   | Bortolotti A.  | I   | MASERATI A 6 1500                    | 3 | 1.50  | 38.00  | 23:38'42.30 | 23:39'20.29 | 37.99  | 0.01a  | 1   | 395 | 593   |
| 12  | 5   | 72  |   | Fontanella G.   | I   | Covelli A.M.   | I   | FORD B                               | 2 | 1.55  | 38.00  | 22:30'57.11 | 22:31'35.13 | 38.02  | 0.02 r | 2   | 370 | 574   |
| 13  | 3   | 265 |   | Roberts K.      | GB  | Pinchbeck R.   | GB  | AUSTIN HEALE 100 S                   | 3 | 1.42  | 38.00  | 16'09.56    | 16'47.57    | 38.01  | 0.01 r | 1   | 395 | 561   |
|     | 3   | 388 |   | Ochiai K.       | JP  | Hirai S.       | JP  | FERRARI 750 Monza                    | 3 | 1.42  | 38.00  | 52'00.27    | 52'38.28    | 38.01  | 0.01 r | 1   | 395 | 561   |
| 15  | 5   | 283 |   | Roversi R.      | I   | Miglioli S.    | I   | LANCIA Aurelia B20 GT 2500           | 3 | 1.32  | 38.00  | 25'07.37    | 25'45.37    | 38.00  | 0.00   | 0   | 420 | 554   |
|     | 5   | 364 |   | Gierat S.       | PL  | Gierat M.      | PL  | JAGUAR XK 140 Fixed Head Coupe'      | 3 | 1.32  | 38.00  | 50'37.71    | 51'15.71    | 38.00  | 0.00   | 0   | 420 | 554   |
| 17  | 7   | 368 |   | Hinrichsen T.   | AR  | Mayo S.        | AR  | OSCA 372 FS                          | 3 | 1.40  | 38.00  | 1:04'08.74  | 1:04'46.75  | 38.01  | 0.01 r | 1   | 395 | 553   |
| 18  | 6   | 83  |   | Mocerì G.       | I   | Cavalleri T.   | I   | ASTON MARTIN Le Mans                 | 2 | 1.65  | 38.00  | 22:39'10.88 | 22:39'48.84 | 37.96  | 0.04a  | 4   | 330 | 545   |
| 19  | 7   | 73  |   | Mozzi G.        | I   | Gessler M.     | I   | ALFA ROMEO 6C 1500 Gran Sport        | 2 | 1.75  | 38.00  | 22:35'48.04 | 22:36'26.09 | 38.05  | 0.05 r | 5   | 310 | 543   |
| 20  | 8   | 233 |   | Gandolfi F.     | I   | Brunori G.     | I   | S.I.A.T.A. DAINA GRAN SPORT spider   | 3 | 1.35  | 38.00  | 23:58'11.91 | 23:58'49.90 | 37.99  | 0.01a  | 1   | 395 | 533   |
| 21  | 9   | 166 |   | Nardiello G.    | I   | Pampuri F.     | I   | STANGUELLINI Berlinetta Bertone      | 3 | 1.25  | 38.00  | 23:21'00.20 | 23:21'38.20 | 38.00  | 0.00   | 0   | 420 | 525   |
| 22  | 8   | 70  |   | Erejomovich D.A | AR  | Gallo G.       | AR  | ASTON MARTIN Le Mans                 | 2 | 1.65  | 38.00  | 22:33'17.71 | 22:33'55.76 | 38.05  | 0.05 r | 5   | 310 | 512   |
| 23  | 10  | 187 |   | Cristina F.     | I   | Baroli S.      | I   | FERRARI 195 Inter Vignale Berlinetta | 3 | 1.35  | 38.00  | 14'37.09    | 15'15.11    | 38.02  | 0.02 r | 2   | 370 | 500   |
| 24  | 9   | 135 |   | Sisti S.        | I   | Sisti E.       | I   | MG TB                                | 2 | 1.60  | 38.00  | 22:55'01.01 | 22:55'39.06 | 38.05  | 0.05 r | 5   | 310 | 496   |
| 25  | 6   | 25  |   | Fiorentini G.   | I   | Passeri M.G.   | I   | RALLY ABC                            | 1 | 1.50  | 38.00  | 22:22'53.85 | 22:23'31.89 | 38.04  | 0.04 r | 4   | 330 | 495   |
|     | 10  | 86  |   | Peli O.         | I   | Baiguera P.    | I   | FIAT 508 S sport                     | 2 | 1.50  | 38.00  | 22:37'28.55 | 22:38'06.51 | 37.96  | 0.04a  | 4   | 330 | 495   |
|     | 6   | 13  |   | Cane' G.        | I   | Reichle K.P.   | QA  | BUGATTI T 37 Grand Prix              | 1 | 1.70  | 38.00  | 22:14'33.20 | 22:15'11.26 | 38.06  | 0.06 r | 6   | 291 | 495   |
|     | 6   | 23  |   | Ferrari B.      | I   | Ferrari C.     | I   | BUGATTI T 37                         | 1 | 1.70  | 38.00  | 22:15'08.74 | 22:15'46.80 | 38.06  | 0.06 r | 6   | 291 | 495   |
| 29  | 11  | 354 | F | De Alessandrini | I   | Fanti L.       | I   | AUSTIN HEALE 100/4 BN1               | 3 | 1.32  | 38.00  | 44'51.89    | 45'29.91    | 38.02  | 0.02 r | 2   | 370 | 488   |
|     | 11  | 393 |   | Pighi G.        | I   | Malvisi F.     | I   | ASTON MARTIN DB 2/4                  | 3 | 1.32  | 38.00  | 47'19.11    | 47'57.09    | 37.98  | 0.02a  | 2   | 370 | 488   |
| 31  | 13  | 229 |   | Bonomi A.       | I   | Bonomi T.      | I   | LANCIA Aurelia B24 spider            | 3 | 1.30  | 38.00  | 23:36'13.57 | 23:36'51.55 | 37.98  | 0.02a  | 2   | 370 | 481   |
| 32  | 11  | 137 |   | Von Eschenbach  | D   | Bate O.        | D   | BMW 328 Coupe'                       | 2 | 1.60  | 38.00  | 23:14'18.59 | 23:14'56.65 | 38.06  | 0.06 r | 6   | 291 | 466   |
| 33  | 12  | 101 |   | Nobis G.        | I   | Nobis F.       | I   | FIAT 1500 6C                         | 2 | 1.40  | 38.00  | 22:38'44.33 | 22:39'22.29 | 37.96  | 0.04a  | 4   | 330 | 462   |
| 34  | 14  | 180 |   | Abaci A.        | D   | Walmann P.     | GB  | JAGUAR XK 120 OTS Alloy              | 3 | 1.45  | 38.00  | 23:24'10.49 | 23:24'48.44 | 37.95  | 0.05a  | 5   | 310 | 450   |
|     | 14  | 351 |   | Croul S.        | US  | Rofles T.      | US  | FIAT 8V ZAGATO                       | 3 | 1.45  | 38.00  | 58'09.55    | 58'47.50    | 37.95  | 0.05a  | 5   | 310 | 450   |
| 36  | 16  | 286 |   | Sardini S.      | I   | Italiani L.    | I   | PANHARD Dyna Junior 750 S Berlinetta | 3 | 1.32  | 38.00  | 28'07.64    | 28'45.60    | 37.96  | 0.04a  | 4   | 330 | 436   |
|     | 16  | 400 |   | Kupfel M.       | I   | Russo E.       | I   | TRIUMPH TR 2                         | 3 | 1.32  | 38.00  | 49'06.43    | 49'44.47    | 38.04  | 0.04 r | 4   | 330 | 436   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                               | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 38  | 13  | 128 |   | Meyer F.B.      | D   | Muller M.       | D   | BMW 328 Coupe'                         | 2 | 1.60  | 38.00  | 23:11'20.35 | 23:11'58.42 | 38.07  | 0.07 r | 7   | 272 | 435   |
| 39  | 18  | 401 |   | Ruggeri A.      | I   | Gnutti Q.       | I   | PORSCHE 356 SPEEDSTER 1500             | 3 | 1.30  | 38.00  | 52'21.22    | 52'59.18    | 37.96  | 0.04a  | 4   | 330 | 429   |
| 40  | 19  | 165 |   | Munemasa J.     | JP  | Nishio Y.       | JP  | PAGANI LANCIP 147 SPORT                | 3 | 1.45  | 38.00  | 23:38'21.24 | 23:38'59.18 | 37.94  | 0.06a  | 6   | 291 | 422   |
|     | 19  | 205 |   | Van De Velde L. | NL  | Lieste M.       | NL  | HEALEY Silverstone                     | 3 | 1.45  | 38.00  | 23:59'02.94 | 23:59'40.88 | 37.94  | 0.06a  | 6   | 291 | 422   |
| 42  | 21  | 242 |   | Covini C.       | I   | Brambilla L.    | I   | JAGUAR XK 120 OTS                      | 3 | 1.35  | 38.00  | 23:49'45.51 | 23:50'23.46 | 37.95  | 0.05a  | 5   | 310 | 419   |
| 43  | 14  | 90  |   | Spagnoli F.     | I   | Menoni A.       | I   | FIAT GHIA 508 S                        | 2 | 1.50  | 38.00  | 22:36'14.33 | 22:36'52.26 | 37.93  | 0.07a  | 7   | 272 | 408   |
| 44  | 22  | 171 |   | Rossi F.        | I   | Teti F.         | I   | CISITALIA 202 SC                       | 3 | 1.30  | 38.00  | 23:22'10.69 | 23:22'48.64 | 37.95  | 0.05a  | 5   | 310 | 403   |
| 45  | 23  | 254 |   | Iacovelli W.    | I   | Bertoletti T.   | I   | PORSCHE 356 1500                       | 3 | 1.32  | 38.00  | 23:57'20.28 | 23:57'58.34 | 38.06  | 0.06 r | 6   | 291 | 384   |
|     | 9   | 9   |   | Battagliola D.  | I   | Battagliola G.  | I   | LANCIA Lambda serie VII                | 1 | 1.70  | 38.00  | 22:13'46.23 | 22:14'24.13 | 37.90  | 0.10a  | 10  | 226 | 384   |
|     | 9   | 7   |   | Brozzetti S.    | I   | Brozzetti F.    | I   | O.M. 665 SS MM                         | 1 | 1.70  | 38.00  | 22:12'32.23 | 22:13'10.33 | 38.10  | 0.10 r | 10  | 226 | 384   |
| 48  | 15  | 134 |   | Scotto E.       | I   | Beraldo L.      | I   | LANCIA Aprilia 1350 Lusso              | 2 | 1.50  | 38.00  | 22:52'53.00 | 22:53'31.08 | 38.08  | 0.08 r | 8   | 254 | 381   |
| 49  | 16  | 111 | F | Dauphin A.      | D   | Simon U.        | D   | BMW 328 Coupe'                         | 2 | 1.60  | 38.00  | 22:55'40.32 | 22:56'18.23 | 37.91  | 0.09a  | 9   | 236 | 378   |
|     | 16  | 120 |   | Grieb S.        | D   | Eckl H.         | D   | BMW 328 Coupe'                         | 2 | 1.60  | 38.00  | 22:46'29.68 | 22:47'07.77 | 38.09  | 0.09 r | 9   | 236 | 378   |
| 51  | 18  | 71  |   | Pozzoli D.      | AR  | Conticello J.   | AR  | ASTON MARTIN Le Mans Special           | 2 | 1.65  | 38.00  | 22:30'25.41 | 22:31'03.51 | 38.10  | 0.10 r | 10  | 226 | 373   |
| 52  | 11  | 14  |   | Schreiber W.    | F   | Ostmann B.R.    | D   | BUGATTI T 35 T                         | 1 | 1.70  | 38.00  | 22:21'06.63 | 22:21'44.74 | 38.11  | 0.11 r | 11  | 217 | 369   |
| 53  | 24  | 202 |   | Sotgiu M.       | I   | Mibelli S.      | I   | ASTON MARTIN DB 2 Vantage              | 3 | 1.35  | 38.00  | 23:18'12.97 | 23:18'51.04 | 38.07  | 0.07 r | 7   | 272 | 367   |
| 54  | 25  | 193 |   | Keil H.         | D   | Perbellini G.   | I   | JAGUAR BIOND Biondetti Sport           | 3 | 1.55  | 38.00  | 23:32'18.89 | 23:32'56.98 | 38.09  | 0.09 r | 9   | 236 | 366   |
| 55  | 19  | 108 |   | Braunsperger M. | D   | Braunsperger O. | D   | BMW 328 Coupe'                         | 2 | 1.60  | 38.00  | 22:50'13.95 | 22:50'52.05 | 38.10  | 0.10 r | 10  | 226 | 362   |
| 56  | 26  | 321 |   | Keller E.       | CH  | Keller M.       | CH  | ALFA ROMEO 1900 SS2                    | 3 | 1.32  | 38.00  | 21'56.18    | 22'34.25    | 38.07  | 0.07 r | 7   | 272 | 359   |
| 57  | 12  | 53  |   | Tiemann M.      | D   | Bock M.         | NL  | MERCEDES-BEN SSK                       | 1 | 1.65  | 38.00  | 22:42'11.27 | 22:42'49.38 | 38.11  | 0.11 r | 11  | 217 | 358   |
| 58  | 27  | 189 |   | Passanante M.   | I   | Mirko A.        | I   | LANCIA Aurelia B 20 GT 2500 IV serie   | 3 | 1.00  | 38.00  | 23:22'50.86 | 23:23'28.83 | 37.97  | 0.03a  | 3   | 350 | 350   |
|     | 20  | 130 |   | Riboldi A.      | I   | Sabbadini P.    | I   | FIAT FLORIDA 1100 Sport Internazionale | 2 | 1.55  | 38.00  | 22:59'48.18 | 23:00'26.28 | 38.10  | 0.10 r | 10  | 226 | 350   |
| 60  | 13  | 26  |   | Foglia G.       | CH  | Barbiano di Bel | I   | BUGATTI T 35                           | 1 | 1.70  | 38.00  | 22:12'49.59 | 22:13'27.73 | 38.14  | 0.14 r | 14  | 203 | 345   |
| 61  | 28  | 235 |   | Becchetti R.    | I   | Becchetti F.    | I   | JAGUAR XK 120 OTS                      | 3 | 1.35  | 38.00  | 23:45'34.09 | 23:46'12.17 | 38.08  | 0.08 r | 8   | 254 | 343   |
| 62  | 14  | 33  |   | Giacomello G.   | I   | Gennaro L.      | I   | BUGATTI T 37                           | 1 | 1.70  | 38.00  | 22:19'33.52 | 22:20'11.67 | 38.15  | 0.15 r | 15  | 200 | 340   |
| 63  | 21  | 74  |   | Grossi G.       | I   | Cavazzana A.    | I   | ASTON MARTIN Le Mans                   | 2 | 1.65  | 38.00  | 22:28'28.11 | 22:29'06.25 | 38.14  | 0.14 r | 14  | 203 | 335   |
| 64  | 22  | 132 |   | Sala E.         | I   | Bonomi P.       | I   | FIAT 500 A Sport                       | 2 | 1.40  | 38.00  | 23:13'30.10 | 23:14'08.01 | 37.91  | 0.09a  | 9   | 236 | 330   |
| 65  | 23  | 61  |   | Ambrosi G.      | I   | Cantoni L.      | I   | ALFA ROMEO 6C 1750 GRAN SPORT          | 2 | 1.75  | 38.00  | 22:23'12.35 | 22:23'50.56 | 38.21  | 0.21 r | 21  | 188 | 329   |
| 66  | 15  | 21  |   | Felloni G.      | I   | Felloni R.      | I   | BUGATTI T 35 A                         | 1 | 1.70  | 38.00  | 22:19'11.60 | 22:19'49.41 | 37.81  | 0.19a  | 19  | 192 | 326   |
|     | 15  | 37  |   | Kirkpatrick F.  | GB  | Kirkpatrick S.  | GB  | BUGATTI T 37 A                         | 1 | 1.70  | 38.00  | 22:21'09.13 | 22:21'47.32 | 38.19  | 0.19 r | 19  | 192 | 326   |
| 68  | 29  | 370 |   | Houtkamp J.     | NL  | Houtkamp R.     | NL  | JAGUAR XK 140 OTS Works                | 3 | 1.52  | 38.00  | 38'03.08    | 38'41.20    | 38.12  | 0.12 r | 12  | 212 | 322   |
| 69  | 17  | 8   |   | Amenduni Gresel | I   | Vicari F.       | I   | ALFA ROMEO 6C 1500 MMS                 | 1 | 1.80  | 38.00  | 22:14'54.16 | 22:15'31.90 | 37.74  | 0.26a  | 26  | 178 | 320   |
| 70  | 30  | 148 |   | Borla S.        | I   | Borla E.        | I   | FIAT 1100 S "Gobbone"                  | 3 | 1.45  | 38.00  | 23:09'51.98 | 23:10'30.09 | 38.11  | 0.11 r | 11  | 217 | 315   |
|     | 30  | 194 |   | Kersten E.      | NL  | Veen E.S.       | NL  | TALBOT LAGO T26 Grand Sport Coupe'     | 3 | 1.45  | 38.00  | 23:26'51.63 | 23:27'29.52 | 37.89  | 0.11a  | 11  | 217 | 315   |
|     | 24  | 68  |   | Cavagna G.P.T.  | I   | Olli A.         | I   | FIAT 514 MM                            | 2 | 1.55  | 38.00  | 22:29'47.84 | 22:30'25.98 | 38.14  | 0.14 r | 14  | 203 | 315   |
| 73  | 25  | 126 |   | Peter N.        | D   | Grizot P.       | D   | BMW 328 Coupe'                         | 2 | 1.60  | 38.00  | 23:04'40.08 | 23:05'17.91 | 37.83  | 0.17a  | 17  | 196 | 314   |
| 74  | 32  | 309 |   | Jelinek R.      | D   | Fossati M.      | I   | MERCEDES-BEN 300 SL W 198              | 3 | 1.32  | 38.00  | 33'32.72    | 34'10.63    | 37.91  | 0.09a  | 9   | 236 | 312   |
| 75  | 26  | 123 |   | Marzotto M.     | I   | Specchia S.     | I   | FIAT 1500 6C Sport                     | 2 | 1.50  | 38.00  | 13'04.94    | 13'43.07    | 38.13  | 0.13 r | 13  | 207 | 311   |
| 76  | 27  | 133 |   | Englert M.      | D   | Hamer H.        | D   | BMW 328 Coupe'                         | 2 | 1.60  | 38.00  | 22:54'21.90 | 22:54'59.72 | 37.82  | 0.18a  | 18  | 194 | 310   |
|     | 27  | 78  |   | Laqueur M.      | BE  | Arentsen H.     | BE  | LAGONDA M 4.5 RAPIDE                   | 2 | 1.65  | 38.00  | 22:30'33.87 | 22:31'11.66 | 37.79  | 0.21a  | 21  | 188 | 310   |
| 78  | 29  | 82  |   | Ermini M.       | I   | Ermini L.       | I   | BMW 328 Coupe'                         | 2 | 1.60  | 38.00  | 22:28'10.07 | 22:28'47.88 | 37.81  | 0.19a  | 19  | 192 | 307   |
| 79  | 33  | 383 |   | Meneghini A.    | I   | Gobbi M.        | I   | ERMINI 357 SPORT                       | 3 | 1.52  | 38.00  | 1:01'30.13  | 1:02'07.97  | 37.84  | 0.16a  | 16  | 198 | 301   |
|     | 30  | 122 |   | Marini B.       | I   | Marini A.       | I   | RILEY 12/4 Sprite                      | 2 | 1.60  | 38.00  | 22:54'06.81 | 22:54'45.02 | 38.21  | 0.21 r | 21  | 188 | 301   |
| 81  | 34  | 162 |   | Mazzola G.      | I   | Poggi C.        | I   | HEALEY Silverstone                     | 3 | 1.55  | 38.00  | 23:21'48.96 | 23:22'27.16 | 38.20  | 0.20 r | 20  | 190 | 295   |
| 82  | 35  | 365 |   | Girardi A.      | I   | Mastellini S.   | I   | PORSCHE 356 1500                       | 3 | 1.30  | 38.00  | 56'13.23    | 56'51.33    | 38.10  | 0.10 r | 10  | 226 | 294   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                                | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
|     | 35  | 366 |   | Gnutti R.       | I   | Cristina R.     | I   | PORSCHE 356 A 1500 GS Carrera           | 3 | 1.30  | 38.00  | 16'33.07    | 17'11.17    | 38.10  | 0.10 r | 10  | 226 | 294   |
|     | 31  | 121 |   | Jung F.         | D   | D'Avanzo A.     | I   | BMW 328 Coupe'                          | 2 | 1.60  | 38.00  | 22:27'00.68 | 22:27'38.91 | 38.23  | 0.23 r | 23  | 184 | 294   |
| 85  | 37  | 168 |   | Palazzani A.    | I   | Franchini A.    | I   | FIAT STANGUELLINI 1100 SPORT            | 3 | 1.35  | 38.00  | 23:20'25.46 | 23:21'03.57 | 38.11  | 0.11 r | 11  | 217 | 293   |
| 86  | 38  | 292 |   | Streminski A.   | D   | Kramer C.       | D   | FERRARI 212/225 S Export Vignale Berl.  | 3 | 1.55  | 38.00  | 8'10.69     | 8'48.90     | 38.21  | 0.21 r | 21  | 188 | 291   |
| 87  | 39  | 164 |   | Minussi C.      | I   | Senini B.       | I   | FIAT ZANUSSI Sport MM                   | 3 | 1.45  | 38.00  | 23:11'04.39 | 23:11'42.55 | 38.16  | 0.16 r | 16  | 198 | 287   |
| 88  | 40  | 219 |   | Von Baumbach E. | D   | Von Baumbach E. | DE  | PORSCHE 550 Spyder 1500 RS              | 3 | 1.52  | 38.00  | 23:34'31.10 | 23:35'09.31 | 38.21  | 0.21 r | 21  | 188 | 286   |
|     | 18  | 1   |   | Brennecke M.    | D   | Schmiegel W.    | D   | O.M. 665 SS                             | 1 | 1.80  | 38.00  | 22:18'03.84 | 22:18'42.25 | 38.41  | 0.41 r | 41  | 159 | 286   |
| 90  | 41  | 215 |   | Boglioli M.     | I   | Pezzia E.       | I   | A6 GCS/53 S2 A6 GCS/53 SERIES 2         | 3 | 1.42  | 38.00  | 23:23'20.52 | 23:23'58.37 | 37.85  | 0.15a  | 15  | 200 | 284   |
| 91  | 42  | 160 |   | Massai M.       | I   | Ragionieri L.   | I   | CISITALIA 202                           | 3 | 1.20  | 38.00  | 23:16'48.75 | 23:17'26.66 | 37.91  | 0.09a  | 9   | 236 | 283   |
| 92  | 32  | 104 |   | Boscarino G.    | I   | Boscarino M.L.  | I   | FIAT 508 CS MM berlinetta               | 2 | 1.45  | 38.00  | 22:48'31.17 | 22:49'09.35 | 38.18  | 0.18 r | 18  | 194 | 281   |
| 93  | 43  | 196 |   | Morcombe D.J.   | CH  | Montalbetti C.  | I   | ERMINI 1100 Sport Siluro                | 3 | 1.40  | 38.00  | 23:12'01.78 | 23:12'39.93 | 38.15  | 0.15 r | 15  | 200 | 280   |
| 94  | 33  | 127 |   | Praga M.        | I   | Cerato S.       | D   | FIAT 508 C Balilla berlina              | 2 | 1.35  | 38.00  | 23:29'02.48 | 23:29'40.61 | 38.13  | 0.13 r | 13  | 207 | 279   |
|     | 19  | 56  |   | Rothenberger H. | D   | Rothenberger S. | AT  | MERCEDES-BEN SSK                        | 1 | 1.65  | 38.00  | 22:32'32.78 | 22:33'10.47 | 37.69  | 0.31a  | 31  | 169 | 279   |
| 96  | 34  | 109 |   | Bromberger R.   | AT  | Bernhofer R.    | AT  | FIAT 508 C Mille Miglia berlinetta      | 2 | 1.45  | 38.00  | 22:55'18.90 | 22:55'56.71 | 37.81  | 0.19a  | 19  | 192 | 278   |
| 97  | 20  | 16  |   | Kuck K.H.       | D   | Schemme K.      | D   | LANCIA Lambda 221S Series VIII Spider   | 1 | 1.70  | 38.00  | 22:18'57.30 | 22:19'34.93 | 37.63  | 0.37a  | 37  | 163 | 277   |
| 98  | 44  | 282 |   | Ronzoni E.      | I   | Rebecchi P.     | I   | FIAT PININFA 1100 TV GT Pininfarina     | 3 | 1.27  | 38.00  | 5'25.59     | 6'03.70     | 38.11  | 0.11 r | 11  | 217 | 276   |
| 99  | 35  | 69  |   | Cruyt W. D.     | BE  | Quercioli P.    | I   | LANCIA Augusta Belna cabriolet          | 2 | 1.60  | 38.00  | 22:42'17.49 | 22:42'55.20 | 37.71  | 0.29a  | 29  | 172 | 275   |
|     | 21  | 29  |   | Frech R.        | GB  | Zolter J.       | D   | BENTLEY 4 1/2 Litre Supercharged        | 1 | 1.70  | 38.00  | 22:21'52.13 | 22:22'30.51 | 38.38  | 0.38 r | 38  | 162 | 275   |
|     | 21  | 5   |   | Lisman R.       | US  | Doyle C.        | US  | O.M. 665 SS MM                          | 1 | 1.80  | 38.00  | 22:24'49.99 | 22:25'28.46 | 38.47  | 0.47 r | 47  | 153 | 275   |
| 102 | 45  | 278 |   | Reggiani R.     | I   | Reggiani A.     | I   | JAGUAR XK 120 OTS                       | 3 | 1.35  | 38.00  | 25'26.10    | 26'03.96    | 37.86  | 0.14a  | 14  | 203 | 274   |
|     | 23  | 11  |   | Brevini G.      | I   | Tazzioli F.     | I   | BUGATTI T 35 A                          | 1 | 1.70  | 38.00  | 22:15'34.88 | 22:16'13.27 | 38.39  | 0.39 r | 39  | 161 | 274   |
| 104 | 46  | 421 |   | Visser J.       | NL  | Visser Nel P.   | NL  | AUSTIN HEALE 100 S                      | 3 | 1.42  | 38.00  | 55'29.23    | 56'07.42    | 38.19  | 0.19 r | 19  | 192 | 273   |
|     | 46  | 183 |   | Becchetti M.    | I   | Becchetti E.    | I   | HEALEY Silverstone                      | 3 | 1.45  | 38.00  | 23:24'04.75 | 23:24'42.96 | 38.21  | 0.21 r | 21  | 188 | 273   |
| 106 | 48  | 214 |   | Tosi E.         | I   | Ballini G.      | I   | S.I.A.T.A. DAINA GRAN SPORT spider      | 3 | 1.35  | 38.00  | 23:31'37.72 | 23:32'15.87 | 38.15  | 0.15 r | 15  | 200 | 270   |
|     | 36  | 115 |   | Emmerling R.    | F   | Emmerling Korst | F   | RILEY Sprite                            | 2 | 1.60  | 38.00  | 22:51'01.49 | 22:51'39.80 | 38.31  | 0.31 r | 31  | 169 | 270   |
| 108 | 49  | 238 |   | Ciocca M.       | I   | Zonin F.        | I   | PORSCHE 356 SPEEDSTER 1500              | 3 | 1.30  | 38.00  | 23:44'36.15 | 23:45'14.02 | 37.87  | 0.13a  | 13  | 207 | 269   |
| 109 | 50  | 236 |   | Monti L.        | I   | Ballerio R.     | I   | TRIUMPH TR 2                            | 3 | 1.32  | 38.00  | 23:47'40.59 | 23:48'18.45 | 37.86  | 0.14a  | 14  | 203 | 268   |
| 110 | 37  | 107 |   | Beribe' A.      | I   | Baldarelli S.   | I   | FIAT 508 S CS berlinetta                | 2 | 1.45  | 38.00  | 22:45'09.40 | 22:45'47.63 | 38.23  | 0.23 r | 23  | 184 | 267   |
| 111 | 51  | 191 |   | Astaller A.     | CH  | Gaillinger D.   | CH  | HEALEY Westland roadster                | 3 | 1.30  | 38.00  | 23:47'19.57 | 23:47'57.43 | 37.86  | 0.14a  | 14  | 203 | 264   |
|     | 51  | 367 |   | Gruehsem S.     | D   | Heinz T.        | D   | PORSCHE 356 SPEEDSTER 1500              | 3 | 1.30  | 38.00  | 42'18.24    | 42'56.10    | 37.86  | 0.14a  | 14  | 203 | 264   |
|     | 51  | 406 |   | Kalow M.        | D   | Ilic C.         | F   | FERRARI 250 GT Boano                    | 3 | 1.30  | 38.00  | 1:00'37.54  | 1:01'15.40  | 37.86  | 0.14a  | 14  | 203 | 264   |
|     | 51  | 218 |   | Zanni M.        | MC  | Stefanini L.    | I   | ALFA ROMEO 1900 SUPER SPRINT            | 3 | 1.32  | 38.00  | 23:35'07.64 | 23:35'45.79 | 38.15  | 0.15 r | 15  | 200 | 264   |
|     | 51  | 144 |   | Balli L.G.      | I   | Balli L.        | I   | MASERATI A6 1500 Pininfarina            | 3 | 1.50  | 38.00  | 23:10'39.57 | 23:11'17.84 | 38.27  | 0.27 r | 27  | 176 | 264   |
| 116 | 56  | 246 |   | Donghi A.       | I   | Pascali M.      | I   | PEUGEOT 203 a                           | 3 | 1.32  | 38.00  | 7'31.83     | 8'09.67     | 37.84  | 0.16a  | 16  | 198 | 261   |
|     | 56  | 379 |   | Kojima T.       | JP  | Matsukawa T.    | JP  | TRIUMPH TR 2                            | 3 | 1.32  | 38.00  | 45'46.69    | 46'24.85    | 38.16  | 0.16 r | 16  | 198 | 261   |
|     | 56  | 177 |   | Ciocca F.       | I   | Shuhei Y.       | JP  | VERITAS RS 2000                         | 3 | 1.42  | 38.00  | 23:18'33.79 | 23:19'11.56 | 37.77  | 0.23a  | 23  | 184 | 261   |
|     | 56  | 290 |   | Reidie D.       | AU  | Colbert L.      | AU  | FIAT 8V ZAGATO                          | 3 | 1.45  | 38.00  | 13'23.65    | 14'01.40    | 37.75  | 0.25a  | 25  | 180 | 261   |
|     | 38  | 87  |   | Ricci N.        | I   | Ricci F.        | I   | ASTON MARTIN Le Mans                    | 2 | 1.65  | 38.00  | 22:36'37.86 | 22:37'15.44 | 37.58  | 0.42a  | 42  | 158 | 261   |
| 121 | 60  | 237 |   | Martini A.      | I   | Bruni Conter G. | I   | TRIUMPH TR 2                            | 3 | 1.32  | 38.00  | 9'59.79     | 10'37.62    | 37.83  | 0.17a  | 17  | 196 | 259   |
| 122 | 61  | 355 |   | Dietz W.        | D   | Dietz S.        | D   | LANCIA Aurelia B24 spider               | 3 | 1.30  | 38.00  | 1:12'39.44  | 1:13'17.61  | 38.17  | 0.17 r | 17  | 196 | 255   |
|     | 39  | 113 |   | Deys W.G        | NL  | Peters G.J.     | NL  | ALFA ROMEO 6C 2500 Super Sport Cabriole | 2 | 1.50  | 38.00  | 22:55'45.32 | 22:56'23.62 | 38.30  | 0.30 r | 30  | 170 | 255   |
| 124 | 24  | 41  |   | Nessi F.        | CH  | Nessi C.        | CH  | RILEY 9 brooklands speed                | 1 | 1.00  | 38.00  | 22:28'47.89 | 22:29'25.81 | 37.92  | 0.08a  | 8   | 254 | 254   |
| 125 | 62  | 213 |   | Barozzi E.      | I   | Fragni M.       | I   | TRIUMPH TR 2                            | 3 | 1.32  | 38.00  | 23:41'18.22 | 23:41'56.41 | 38.19  | 0.19 r | 19  | 192 | 253   |
|     | 62  | 404 |   | Hildenbrandt E. | D   | Hildenbrandt F. | D   | ASTON MARTIN DB 2/4                     | 3 | 1.32  | 38.00  | 1:02'27.78  | 1:03'05.97  | 38.19  | 0.19 r | 19  | 192 | 253   |
| 127 | 64  | 158 |   | Kurihara M.     | JP  | Kurihara A.     | JP  | MASERATI A6 GCS                         | 3 | 1.50  | 38.00  | 23:13'54.97 | 23:14'32.65 | 37.68  | 0.32a  | 32  | 168 | 252   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                                 | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
|     | 40  | 93  |   | Ten Cate J.     | NL  | Pors R.         | BE  | ASTON MARTIN Le Mans                     | 2 | 1.75  | 38.00  | 22:45'42.77 | 22:46'21.33 | 38.56  | 0.56 r | 56  | 144 | 252   |
| 129 | 65  | 331 |   | Knapple M.      | D   | Kerler G.       | D   | AUSTIN HEALE 100/4 BN1                   | 3 | 1.32  | 38.00  | 35'29.03    | 36'07.23    | 38.20  | 0.20 r | 20  | 190 | 251   |
|     | 65  | 414 |   | Cefis P.        | I   | Cefis M.        | I   | MERCEDES-BEN 300 SL                      | 3 | 1.32  | 38.00  | 40'51.13    | 41'29.33    | 38.20  | 0.20 r | 20  | 190 | 251   |
| 131 | 67  | 382 | F | Marini S.       | I   | Indelicato S.   | I   | AC Ace                                   | 3 | 1.30  | 38.00  | 46'17.95    | 46'55.76    | 37.81  | 0.19a  | 19  | 192 | 250   |
|     | 25  | 40  |   | Meier O.        | CH  | Batouskova K.   | CH  | BUGATTI T 37 A                           | 1 | 1.70  | 38.00  | 22:45'27.69 | 22:46'06.22 | 38.53  | 0.53 r | 53  | 147 | 250   |
| 133 | 68  | 308 |   | Seifert H.      | D   | Witzel T.       | D   | MERCEDES-BEN 300 SL W 198                | 3 | 1.32  | 38.00  | 9'37.93     | 10'15.72    | 37.79  | 0.21a  | 21  | 188 | 248   |
|     | 68  | 170 |   | Risato K.       | I   | Beltrami C.     | I   | FIAT ROSELLI COLLI 1100 SPORT            | 3 | 1.35  | 38.00  | 23:21'18.22 | 23:21'55.99 | 37.77  | 0.23a  | 23  | 184 | 248   |
| 135 | 70  | 407 |   | Sixt A.         | D   | Eiller O.       | D   | MERCEDES-BEN 300 SL W 198                | 3 | 1.32  | 38.00  | 23:27'09.77 | 23:27'47.99 | 38.22  | 0.22 r | 22  | 186 | 246   |
|     | 70  | 418 |   | Halford P.      | NZ  | Tolich N.       | NZ  | FERRARI 250 Europa GT                    | 3 | 1.32  | 38.00  | 1:00'55.84  | 1:01'34.06  | 38.22  | 0.22 r | 22  | 186 | 246   |
| 137 | 72  | 346 |   | Cerrato D.      | I   | Dogliotti A.M.  | I   | ROVER 75 P4                              | 3 | 1.22  | 38.00  | 48'26.29    | 49'04.14    | 37.85  | 0.15a  | 15  | 200 | 244   |
|     | 72  | 221 |   | Bas G.          | BE  | Bas L.          | NL  | ARNOLT Bristol Bolide Deluxe             | 3 | 1.42  | 38.00  | 23:37'57.62 | 23:38'35.91 | 38.29  | 0.29 r | 29  | 172 | 244   |
| 139 | 74  | 216 |   | Grumelli P.G.   | I   | Bona C.         | I   | AUSTIN HEALE 100/4 BN1                   | 3 | 1.32  | 38.00  | 23:33'23.20 | 23:34'01.43 | 38.23  | 0.23 r | 23  | 184 | 243   |
| 140 | 75  | 329 |   | Sekiguchi T.    | JP  | Oomura M.       | JP  | FIAT 1101 TV GT Pininfarina              | 3 | 1.17  | 38.00  | 39'05.80    | 39'43.67    | 37.87  | 0.13a  | 13  | 207 | 242   |
| 141 | 76  | 156 |   | Greadar P.      | GB  | Lambert-Smith J | AU  | HEALEY Elliott                           | 3 | 1.40  | 38.00  | 23:08'56.61 | 23:09'34.32 | 37.71  | 0.29a  | 29  | 172 | 241   |
| 142 | 41  | 67  |   | Martegani A.    | CH  | Maccacaro A.    | I   | ALFA ROMEO 6C 2300 Pescara Sport Spider  | 2 | 1.60  | 38.00  | 22:26'21.24 | 22:26'59.74 | 38.50  | 0.50 r | 50  | 150 | 240   |
| 143 | 77  | 210 |   | Palmieri G.     | I   | Palmieri C.     | I   | FIAT 1100 E                              | 3 | 1.10  | 38.00  | 23:24'44.59 | 23:25'22.48 | 37.89  | 0.11a  | 11  | 217 | 239   |
|     | 77  | 298 |   | Weber T.        | D   | Geissinger J.   | D   | MERCEDES-BEN 300 SL W194 "Carrera"       | 3 | 1.55  | 38.00  | 8'38.26     | 9'15.80     | 37.54  | 0.46a  | 46  | 154 | 239   |
| 145 | 42  | 60  |   | Adler S.        | US  | Greisen J.      | DK  | ALFA ROMEO 6C 1750 GRAN SPORT            | 2 | 1.65  | 38.00  | 22:29'03.11 | 22:29'41.67 | 38.56  | 0.56 r | 56  | 144 | 238   |
|     | 26  | 12  |   | Carlini L.      | CH  | Jennings R.     | GB  | BUGATTI T 35 A                           | 1 | 1.70  | 38.00  | 22:58'41.44 | 22:59'20.04 | 38.60  | 0.60 r | 60  | 140 | 238   |
| 147 | 79  | 244 |   | Capolupo B.     | I   | Saotini B.      | I   | PORSCHE 356 1500 Super                   | 3 | 1.32  | 38.00  | 23:45'00.46 | 23:45'38.20 | 37.74  | 0.26a  | 26  | 178 | 235   |
| 148 | 80  | 304 |   | Wagerle R.      | D   | Reichert K.     | D   | MERCEDES-BEN 220 A                       | 3 | 1.22  | 38.00  | 27'49.81    | 28'27.62    | 37.81  | 0.19a  | 19  | 192 | 234   |
|     | 43  | 106 |   | Baccanelli M.   | AR  | Gache A.        | AR  | BMW 328 Coupe'                           | 2 | 1.60  | 38.00  | 22:33'38.57 | 22:34'17.11 | 38.54  | 0.54 r | 54  | 146 | 234   |
| 150 | 81  | 145 |   | Behaegel M.     | BE  | Vandecasteele S | BE  | FIAT GIANNIN 750 Sport                   | 3 | 1.25  | 38.00  | 24'42.97    | 25'20.75    | 37.78  | 0.22a  | 22  | 186 | 233   |
| 151 | 82  | 317 |   | Livio D.        | I   | Panzeri G.      | I   | JAGUAR XK 140 OTS                        | 3 | 1.32  | 38.00  | 32'49.66    | 33'27.39    | 37.73  | 0.27a  | 27  | 176 | 232   |
| 152 | 83  | 272 |   | Perini E.       | I   | Hagenburger P.  | EG  | TRIUMPH TR 2                             | 3 | 1.32  | 38.00  | 33'51.29    | 34'29.57    | 38.28  | 0.28 r | 28  | 174 | 230   |
| 153 | 84  | 172 |   | Valentini A.    | I   | Valentini G.    | I   | FIAT ROVELLI SPIDER CON HARD-TOP         | 3 | 1.45  | 38.00  | 23:34'27.12 | 23:35'04.70 | 37.58  | 0.42a  | 42  | 158 | 229   |
| 154 | 85  | 201 |   | Schneeberger H. | CH  | Schneeberger A. | CH  | JAGUAR XK 120 OTS Alloy Competition      | 3 | 1.55  | 38.00  | 23:09'24.24 | 23:10'02.77 | 38.53  | 0.53 r | 53  | 147 | 228   |
| 155 | 86  | 381 |   | Maier B.        | D   | Webster R.L.W.  | US  | PORSCHE 550 Spyder 1500 RS               | 3 | 1.42  | 38.00  | 1:02'42.17  | 1:03'20.58  | 38.41  | 0.41 r | 41  | 159 | 226   |
|     | 44  | 138 |   | Wieden P.       | D   | Baier-Wieden J. | D   | FIAT SIMCA 508 C barchetta Grolleau-Deho | 2 | 1.60  | 38.00  | 22:46'09.03 | 22:46'46.44 | 37.41  | 0.59a  | 59  | 141 | 226   |
|     | 44  | 116 |   | Feurer R.       | D   | Koerfgen R.     | D   | BMW 328 Mille Miglia Roadster            | 2 | 1.70  | 38.00  | 22:42'34.54 | 22:43'11.87 | 37.33  | 0.67a  | 67  | 133 | 226   |
| 158 | 87  | 332 |   | Schigiel L.     | US  | Schigiel E.     | US  | Studebaker Golden Hawk                   | 3 | 1.40  | 38.00  | 58'56.47    | 59'34.08    | 37.61  | 0.39a  | 39  | 161 | 225   |
|     | 87  | 192 |   | Hug R.W.        | CH  | Hug H.          | CH  | Nash Healey Sports                       | 3 | 1.51  | 38.00  | 45'21.62    | 46'00.13    | 38.51  | 0.51 r | 51  | 149 | 225   |
| 160 | 89  | 347 |   | Bruse C.R.      | D   | Maino W.        | I   | TRIUMPH TR 3                             | 3 | 1.30  | 38.00  | 16'48.83    | 17'27.12    | 38.29  | 0.29 r | 29  | 172 | 224   |
| 161 | 90  | 413 |   | De Sanctis G.   | CH  | De Sanctis A.   | I   | MERCEDES-BEN 300 SL W 198                | 3 | 1.32  | 38.00  | 1:06'57.09  | 1:07'35.40  | 38.31  | 0.31 r | 31  | 169 | 223   |
| 162 | 91  | 340 |   | Berton P.       | I   | Sonda L.        | I   | MASERATI 150 S                           | 3 | 1.50  | 38.00  | 8'56.51     | 9'33.99     | 37.48  | 0.52a  | 52  | 148 | 222   |
| 163 | 92  | 399 |   | Rose D.         | US  | Cristian Ariel  | AR  | ASTON MARTIN DB 2/4                      | 3 | 1.32  | 38.00  | 59'02.17    | 59'39.84    | 37.67  | 0.33a  | 33  | 167 | 220   |
| 164 | 93  | 269 |   | Buncombe A.J.   | GB  | Harris C.       | GB  | JAGUAR C-TYPE                            | 3 | 1.45  | 38.00  | 23:56'21.51 | 23:57'00.00 | 38.49  | 0.49 r | 49  | 151 | 219   |
|     | 27  | 55  |   | Wendlinger K.   | AT  | Mass J.         | D   | MERCEDES-BEN 710 SS                      | 1 | 1.65  | 38.00  | 23:46'45.21 | 23:47'22.54 | 37.33  | 0.67a  | 67  | 133 | 219   |
| 166 | 28  | 57  |   | Murru G.L.      | I   | Destro Castanit | I   | BNC 527 MONZA                            | 1 | 1.00  | 38.00  | 22:26'39.32 | 22:27'17.43 | 38.11  | 0.11 r | 11  | 217 | 217   |
|     | 94  | 200 |   | Wallace A.      | GB  | Hoy C.          | GB  | JAGUAR XK 120 OTS                        | 3 | 1.35  | 38.00  | 23:29'44.14 | 23:30'22.53 | 38.39  | 0.39 r | 39  | 161 | 217   |
| 168 | 95  | 372 |   | Jodl A.         | AT  | Jodl C.         | AT  | AC Aceca Bristol                         | 3 | 1.30  | 38.00  | 48'04.62    | 48'42.27    | 37.65  | 0.35a  | 35  | 165 | 215   |
|     | 95  | 204 |   | Tiraboschi M.   | I   | Bombassei C.    | I   | LANCIA Aurelia B20 GT                    | 3 | 1.35  | 38.00  | 23:25'47.92 | 23:26'25.51 | 37.59  | 0.41a  | 41  | 159 | 215   |
| 170 | 97  | 369 |   | Hindrichs D.    | D   | Hindrichs S.    | D   | MERCEDES-BEN 300 SL W 198                | 3 | 1.32  | 38.00  | 1:08'28.54  | 1:09'06.16  | 37.62  | 0.38a  | 38  | 162 | 214   |
|     | 97  | 249 |   | Hood D.         | GB  | Riedling S.     | GB  | COOPER JAGUA T33                         | 3 | 1.60  | 38.00  | 14'15.35    | 14'54.01    | 38.66  | 0.66 r | 66  | 134 | 214   |
| 172 | 99  | 380 |   | Magliana M.     | I   | Platter I.      | CH  | LANCIA Aurelia B24 spider                | 3 | 1.30  | 38.00  | 43'37.97    | 44'15.61    | 37.64  | 0.36a  | 36  | 164 | 213   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VETTURA                                 | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 99  | 296 |     |   | Weihermuller S. | D   | Tenzler T.      | D   | FERRARI 250 Europa GT                   | 3 | 1.32  | 38.00  | 26'10.24    | 26'48.63    | 38.39  | 0.39 r | 39  | 161 | 213   |
| 99  | 273 |     |   | Gnutti A.       | I   | Gnutti G.       | I   | JAGUAR XK 120 OTS                       | 3 | 1.35  | 38.00  | 6'23.19     | 7'01.61     | 38.42  | 0.42 r | 42  | 158 | 213   |
| 99  | 412 |     |   | Bitzi A.        | CH  | Trevisan M.     | CH  | AUSTIN HEALE 100 S                      | 3 | 1.42  | 38.00  | 54'46.15    | 55'24.65    | 38.50  | 0.50 r | 50  | 150 | 213   |
| 176 | 103 | 341 |   | Karagozian A.   | I   | Maino S.        | I   | ALFA ROMEO Giulietta Sprint veloce      | 3 | 1.30  | 38.00  | 36'22.88    | 37'01.25    | 38.37  | 0.37 r | 37  | 163 | 212   |
| 177 | 104 | 362 |   | Fusari E.       | I   | Toscani D.      | I   | LANCIA Aurelia B20 GT 2500 IV serie     | 3 | 1.32  | 38.00  | 48'47.54    | 49'25.94    | 38.40  | 0.40 r | 40  | 160 | 211   |
| 178 | 105 | 389 |   | Ong S.G.        | SG  | Cottingham J.   | GB  | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 38.00  | 34'13.52    | 34'51.94    | 38.42  | 0.42 r | 42  | 158 | 209   |
| 46  | 76  |     |   | Kaufmann A.     | AT  | Hohla L.        | AT  | ALFA ROMEO 6C 1750 GTC                  | 2 | 1.55  | 38.00  | 22:34'00.67 | 22:34'39.32 | 38.65  | 0.65 r | 65  | 135 | 209   |
| 180 | 106 | 284 |   | Salari E.       | I   | Tiberti R.      | I   | TRIUMPH TR 2                            | 3 | 1.32  | 38.00  | 30'29.77    | 31'08.20    | 38.43  | 0.43 r | 43  | 157 | 207   |
| 181 | 107 | 343 |   | D'Agostino L.R. | I   | Stabile O.      | I   | FIAT 1100 TV                            | 3 | 1.07  | 38.00  | 42'22.41    | 43'00.60    | 38.19  | 0.19 r | 19  | 192 | 205   |
| 107 | 334 |     |   | Cefis A.        | I   | Ronchi F.B.     | I   | ALFA ROMEO 1900 SUPER SPRINT TOURING    | 3 | 1.32  | 38.00  | 31'56.59    | 32'34.14    | 37.55  | 0.45a  | 45  | 155 | 205   |
| 183 | 109 | 147 |   | Berry A.        | GB  | Goodman H.      | GB  | Bristol 400 Farina                      | 3 | 1.30  | 38.00  | 23:08'03.68 | 23:08'42.12 | 38.44  | 0.44 r | 44  | 156 | 203   |
| 109 | 320 |     |   | Keiner A.       | D   | Stumpp N.       | I   | PORSCHE 356 SPEEDSTER                   | 3 | 1.32  | 38.00  | 23:42'14.03 | 23:42'52.49 | 38.46  | 0.46 r | 46  | 154 | 203   |
| 109 | 386 |     |   | Mercorelli M.   | US  | Schoendorf C.   | US  | FORD Thunderbird                        | 3 | 1.32  | 38.00  | 1:05'19.74  | 1:05'57.28  | 37.54  | 0.46a  | 46  | 154 | 203   |
| 109 | 212 |     |   | Donati A.       | I   | Verzeletti P.   | I   | S.I.A.T.A. DAINA GRAN SPORT spider      | 3 | 1.35  | 38.00  | 23:34'49.93 | 23:35'27.43 | 37.50  | 0.50a  | 50  | 150 | 203   |
| 109 | 271 |     |   | Gianopolus J.   | GB  | Day-Lewis D.M.  | GB  | JAGUAR XK 120 OTS                       | 3 | 1.35  | 38.00  | 24'14.93    | 24'53.43    | 38.50  | 0.50 r | 50  | 150 | 203   |
| 188 | 114 | 268 |   | Di Benedetto P. | I   | Biandrino P.    | I   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 38.00  | 3'26.77     | 4'04.30     | 37.53  | 0.47a  | 47  | 153 | 202   |
| 189 | 47  | 112 |   | Declerck R.     | BE  | Henderickx C.   | BE  | LANCIA Aprilia 1350 Sport barchetta     | 2 | 1.60  | 38.00  | 22:56'47.54 | 22:57'24.79 | 37.25  | 0.75a  | 75  | 125 | 200   |
| 190 | 115 | 176 |   | Zwienenberg D.W | NL  | Zwienenberg W.G | NL  | Bristol 400                             | 3 | 1.30  | 38.00  | 23:05'57.79 | 23:06'36.26 | 38.47  | 0.47 r | 47  | 153 | 199   |
| 115 | 280 |     |   | Ricci S.        | I   | Scarpelli F.    | I   | LANCIA Aurelia B20 GT 2500 III serie    | 3 | 1.32  | 38.00  | 23'31.12    | 24'09.61    | 38.49  | 0.49 r | 49  | 151 | 199   |
| 115 | 336 |     |   | Anichini G.     | I   | Anichini A.     | I   | LANCIA Aurelia B 20 GT 2500 IV serie    | 3 | 1.32  | 38.00  | 43'40.95    | 44'18.46    | 37.51  | 0.49a  | 49  | 151 | 199   |
| 193 | 118 | 375 |   | Klemm C.        | CH  | Hesse H.        | AT  | AUSTIN HEALE 100/4 BN2                  | 3 | 1.30  | 38.00  | 1:02'03.08  | 1:02'40.60  | 37.52  | 0.48a  | 48  | 152 | 198   |
| 194 | 119 | 230 |   | Casali G.       | I   | Morosini J.     | I   | ALFA ROMEO 1900 SPRINT CABRIOLET PININ. | 3 | 1.00  | 38.00  | 23:36'53.19 | 23:37'31.02 | 37.83  | 0.17a  | 17  | 196 | 196   |
| 195 | 120 | 198 |   | Panis J.        | AT  | Pauer-Ruel F.   | AT  | FERRARI 340 America                     | 3 | 1.55  | 38.00  | 23:47'03.90 | 23:47'41.16 | 37.26  | 0.74a  | 74  | 126 | 195   |
| 196 | 121 | 195 |   | Dubbini F.      | I   | Morassutti D.   | I   | FERRARI 212 export                      | 3 | 1.45  | 38.00  | 23:31'19.12 | 23:31'57.78 | 38.66  | 0.66 r | 66  | 134 | 194   |
| 29  | 43  |     |   | Piardi E.       | I   | Piardi M.       | I   | ALFA ROMEO 6C 1750 GT CABRIOLET         | 1 | 1.55  | 38.00  | 22:25'25.29 | 22:26'04.04 | 38.75  | 0.75 r | 75  | 125 | 194   |
| 198 | 122 | 405 |   | Pohl A.         | D   | Wolf R.         | D   | PORSCHE 550 Spyder 1500 RS              | 3 | 1.52  | 38.00  | 23:56'27.50 | 23:57'04.77 | 37.27  | 0.73a  | 73  | 127 | 193   |
| 199 | 48  | 103 |   | Trierenberg C.  | AT  | Trierenberg N.  | AT  | SS Jaguar 100                           | 2 | 1.00  | 38.00  | 22:54'38.84 | 22:55'17.03 | 38.19  | 0.19 r | 19  | 192 | 192   |
| 48  | 125 |     |   | Nick A.G.       | CH  | Marchetti M.    | I   | FIAT CAR-GEM 508 C barchetta            | 2 | 1.60  | 38.00  | 23:10'25.32 | 23:11'04.12 | 38.80  | 0.80 r | 80  | 120 | 192   |
| 201 | 123 | 335 | F | Tagliaferri C.  | I   | Panzeri E.      | I   | JAGUAR XK 140 OTS                       | 3 | 1.32  | 38.00  | 38'54.27    | 39'32.82    | 38.55  | 0.55 r | 55  | 145 | 191   |
| 202 | 124 | 274 |   | Grossmann Q.    | D   | Hardieck M.     | D   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 38.00  | 23:49'32.96 | 23:50'11.52 | 38.56  | 0.56 r | 56  | 144 | 190   |
| 124 | 398 |     |   | Rollinger M.    | L   | Schandeler L.   | L   | OSCA MT4-2AD 1100                       | 3 | 1.37  | 38.00  | 51'40.83    | 52'19.44    | 38.61  | 0.61 r | 61  | 139 | 190   |
| 204 | 126 | 223 |   | Bode H.G.       | D   | Stuck H.J.      | AT  | PORSCHE 356 1500                        | 3 | 1.32  | 38.00  | 23:32'35.68 | 23:33'13.11 | 37.43  | 0.57a  | 57  | 143 | 189   |
| 205 | 30  | 3   |   | Fendt J.G.      | D   | Fendt C.B.      | D   | O.M. 665 Superba MM                     | 1 | 1.70  | 38.00  | 22:11'28.64 | 22:12'07.54 | 38.90  | 0.90 r | 90  | 110 | 187   |
| 206 | 50  | 97  |   | Von Der Heyden  | D   | Von Der Heyden  | D   | ASTON MARTIN Mk II 2/4 Seater           | 2 | 1.00  | 38.00  | 22:27'48.24 | 22:28'26.46 | 38.22  | 0.22 r | 22  | 186 | 186   |
| 127 | 182 |     |   | Attardo Parrine | I   | Ercoli P.       | I   | PATRIARCA 750 Sport                     | 3 | 1.32  | 38.00  | 23:40'38.97 | 23:41'16.38 | 37.41  | 0.59a  | 59  | 141 | 186   |
| 208 | 128 | 363 |   | Gervais G.      | CA  | Grenier L.      | CA  | CITROEN DS 19                           | 3 | 1.20  | 38.00  | 36'41.97    | 37'20.43    | 38.46  | 0.46 r | 46  | 154 | 185   |
| 128 | 228 |     |   | Sikorski - Gros | D   | Esswein - Hardi | D   | LANCIA Aurelia B24 spider               | 3 | 1.30  | 38.00  | 23:30'02.46 | 23:30'39.88 | 37.42  | 0.58a  | 58  | 142 | 185   |
| 210 | 130 | 163 |   | Martini F.      | I   | Marzari L.      | I   | CISITALIA 202B                          | 3 | 1.20  | 38.00  | 23:20'05.34 | 23:20'43.81 | 38.47  | 0.47 r | 47  | 153 | 184   |
| 211 | 131 | 203 |   | Hamacher S.     | D   | Reugels B.      | D   | JAGUAR XK 120                           | 3 | 1.35  | 38.00  | 23:38'58.67 | 23:39'36.01 | 37.34  | 0.66a  | 66  | 134 | 181   |
| 212 | 31  | 51  |   | Vogel M.H.      | D   | Hotz G.         | I   | BENTLEY 4 1/2 Litre                     | 1 | 1.00  | 38.00  | 22:32'36.56 | 22:33'14.81 | 38.25  | 0.25 r | 25  | 180 | 180   |
| 213 | 132 | 353 |   | Caggiati C.     | I   | Sassi E.        | I   | FERRARI 500 TRC                         | 3 | 1.42  | 38.00  | 8'59.40     | 9'38.15     | 38.75  | 0.75 r | 75  | 125 | 178   |
| 51  | 105 |     |   | Bender H.J.     | D   | Mulder P.       | D   | BMW 328 Coupe'                          | 2 | 1.60  | 38.00  | 22:42'50.69 | 22:43'29.58 | 38.89  | 0.89 r | 89  | 111 | 178   |
| 215 | 52  | 79  |   | Marx A.         | CH  | Perucchini R.   | I   | ALFA ROMEO 6C 1750 GRAN SPORT           | 2 | 1.65  | 38.00  | 22:27'09.64 | 22:27'48.57 | 38.93  | 0.93 r | 93  | 107 | 177   |
| 216 | 133 | 225 |   | Brown A.B.      | GB  | Halsey D.       | GB  | JAGUAR MK VII                           | 3 | 1.22  | 38.00  | 23:51'27.00 | 23:52'04.44 | 37.44  | 0.56a  | 56  | 144 | 176   |
| 217 | 134 | 267 |   | Olivini G.      | I   | Santangelo G.   | I   | ARNOLT Bristol Bolide roadster          | 3 | 1.42  | 38.00  | 21'04.77    | 21'42.00    | 37.23  | 0.77a  | 77  | 123 | 175   |

| ASS | RAG | NUM | S | 1°CONDUTTORE      | NAZ | 2°CONDUTTORE    | NAZ | VETTURA                              | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-------------------|-----|-----------------|-----|--------------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 218 | 135 | 322 |   | Streparava P.     | I   | Streparava M.   | I   | PORSCHE 356 A 1600 S                 | 3 | 1.30  | 38.00  | 33'10.10    | 33'47.44    | 37.34  | 0.66a  | 66  | 134 | 174   |
| 219 | 136 | 349 |   | Cavalli A.        | I   | Pezzotti P.     | I   | LOTUS ELEVEN LE MANS                 | 3 | 1.25  | 38.00  | 46'58.17    | 47'35.53    | 37.36  | 0.64a  | 64  | 136 | 170   |
|     | 136 | 190 |   | Grasselli L.      | I   | Savaris S.      | I   | MASERATI A6 GCS                      | 3 | 1.60  | 38.00  | 23:32'47.94 | 23:33'25.00 | 37.06  | 0.94a  | 94  | 106 | 170   |
| 221 | 138 | 310 |   | Penske R.         | US  | Illien M.       | CH  | MERCEDES-BEN 300 SL W 198            | 3 | 1.32  | 38.00  | 23'49.61    | 24'28.34    | 38.73  | 0.73 r | 73  | 127 | 168   |
| 222 | 139 | 275 |   | Lagenbach K.G.    | D   | Jennissen J.J.  | D   | ALFA ROMEO 1900 BERLINA              | 3 | 1.22  | 38.00  | 20'37.29    | 21'15.92    | 38.63  | 0.63 r | 63  | 137 | 167   |
| 223 | 140 | 324 |   | Swallow R.        | GB  | Swallow F.      | GB  | MG MGA                               | 3 | 1.30  | 38.00  | 59'27.70    | 1:00'04.98  | 37.28  | 0.72a  | 72  | 128 | 166   |
|     | 140 | 311 |   | Strasser J.       | D   | Strasser A.     | D   | MERCEDES-BEN 300 SL W 198            | 3 | 1.32  | 38.00  | 53'47.59    | 54'26.33    | 38.74  | 0.74 r | 74  | 126 | 166   |
| 225 | 53  | 129 |   | Babette A.        | D   | Zimmermann F.   | D   | BMW 328 MM                           | 2 | 1.00  | 38.00  | 23:05'08.78 | 23:05'47.14 | 38.36  | 0.36 r | 36  | 164 | 164   |
|     | 142 | 181 |   | Abbenante D.      | I   | Lodovisi M.     | I   | FIAT 500 C Topolino                  | 3 | 1.05  | 38.00  | 1:03'50.03  | 1:04'28.47  | 38.44  | 0.44 r | 44  | 156 | 164   |
| 227 | 54  | 99  |   | Zeiss C.          | CH  | Korten K.       | CH  | LAGONDA M 4.5 T 7 Tourer             | 2 | 1.65  | 38.00  | 22:31'15.92 | 22:31'54.93 | 39.01  | 1.01 r | 101 | 99  | 163   |
| 228 | 143 | 299 |   | Koegel K.         | D   | Howe J.         | D   | MERCEDES-BEN 300 SL W 198            | 3 | 1.32  | 38.00  | 32'17.65    | 32'56.43    | 38.78  | 0.78 r | 78  | 122 | 161   |
|     | 143 | 305 |   | Schmidt J.        | D   | Koerdt E.       | D   | MERCEDES-BEN 300 SL W 198            | 3 | 1.32  | 38.00  | 37'25.11    | 38'03.89    | 38.78  | 0.78 r | 78  | 122 | 161   |
| 230 | 145 | 207 |   | Von Mozer A.      | NL  | Staps M.        | BE  | ALFA ROMEO 1900 SPRINT TOURING       | 3 | 1.32  | 38.00  | 23:29'28.30 | 23:30'05.51 | 37.21  | 0.79a  | 79  | 121 | 160   |
| 231 | 146 | 247 |   | Gordon A.         | US  | Oneal K.        | US  | ERMINI 1100 Sport                    | 3 | 1.30  | 38.00  | 5'28.76     | 6'07.54     | 38.78  | 0.78 r | 78  | 122 | 159   |
|     | 146 | 289 |   | Tarcher P.        | CH  | Chies F.        | CH  | CITROEN Traction 15 6H               | 3 | 1.30  | 38.00  | 11'44.76    | 12'23.54    | 38.78  | 0.78 r | 78  | 122 | 159   |
|     | 146 | 157 |   | Jans A.L.         | NL  | Deventer R.     | NL  | VERITAS RS 2000                      | 3 | 1.42  | 38.00  | 23:05'33.95 | 23:06'11.07 | 37.12  | 0.88a  | 88  | 112 | 159   |
| 234 | 149 | 300 |   | Coulthard D.      | D   | Rommerskirchen  | D   | MERCEDES-BEN 300 SLR                 | 3 | 1.52  | 38.00  | 26'13.88    | 26'52.85    | 38.97  | 0.97 r | 97  | 103 | 157   |
| 235 | 150 | 173 |   | Van Den Berg T.   | NL  | De Boer R.P.    | NL  | CISITALIA 202 SC                     | 3 | 1.30  | 38.00  | 23:36'18.22 | 23:36'57.03 | 38.81  | 0.81 r | 81  | 119 | 155   |
| 236 | 55  | 98  |   | Watts G.          | GB  | Watts P.        | GB  | MG C-Type                            | 2 | 1.50  | 38.00  | 23:03'44.35 | 23:04'21.35 | 37.00  | 1.00a  | 100 | 100 | 150   |
| 237 | 151 | 348 |   | Battistella M.    | I   | Battistella A.  | I   | WELDAGRIND PARSON MASERATI           | 3 | 1.00  | 38.00  | 1:03'43.31  | 1:04'21.83  | 38.52  | 0.52 r | 52  | 148 | 148   |
|     | 151 | 257 |   | Koziol T.         | PL  | Kolodziej J.    | PL  | MERCEDES-BEN 300 SL W 198            | 3 | 1.32  | 38.00  | 7'53.99     | 8'32.87     | 38.88  | 0.88 r | 88  | 112 | 148   |
| 239 | 153 | 297 |   | Veen S.           | NL  | Veen N.         | NL  | MERCEDES-BEN 300 SL W194             | 3 | 1.00  | 38.00  | 23'03.35    | 23'41.88    | 38.53  | 0.53 r | 53  | 147 | 147   |
|     | 153 | 376 |   | Klingenberg D.    | CH  | Harter H.G.     | D   | BMW 507                              | 3 | 1.30  | 38.00  | 31'38.36    | 32'17.23    | 38.87  | 0.87 r | 87  | 113 | 147   |
| 241 | 56  | 89  |   | Snauwaert S.      | BE  | Delanote F.     | BE  | ASTON MARTIN International Le Mans   | 2 | 1.00  | 38.00  | 22:43'08.22 | 22:43'45.64 | 37.42  | 0.58a  | 58  | 142 | 142   |
|     | 155 | 326 |   | Van De Loo A.     | I   | Van De Loo L.   | I   | MG Magnette ZA                       | 3 | 1.20  | 38.00  | 56'32.32    | 57'11.14    | 38.82  | 0.82 r | 82  | 118 | 142   |
| 243 | 57  | 136 |   | Van Staveren N.   | NL  | Stet G.         | NL  | BMW 328 Coupe'                       | 2 | 1.60  | 38.00  | 23:08'54.12 | 23:09'31.00 | 36.88  | 1.12a  | 112 | 88  | 141   |
|     | 57  | 102 |   | Abbott T.         | D   | Montgomerie C.  | D   | BMW 328 "Berlin-Rom" Touring Road.   | 2 | 1.70  | 38.00  | 22:18'06.98 | 22:18'43.81 | 36.83  | 1.17a  | 117 | 83  | 141   |
| 245 | 59  | 114 |   | Dutton-Forshaw    | GB  | Bradfield P.    | GB  | LAGONDA LG45                         | 2 | 1.00  | 38.00  | 23:17'11.54 | 23:17'50.16 | 38.62  | 0.62 r | 62  | 138 | 138   |
| 246 | 32  | 10  |   | Bock J.           | D   | Bock S.         | D   | BENTLEY 4 1/2 Litre                  | 1 | 1.00  | 38.00  | 22:20'10.17 | 22:20'47.53 | 37.36  | 0.64a  | 64  | 136 | 136   |
|     | 156 | 358 |   | Price L.          | GB  | Barff R.        | GB  | MORETTI 750 Sport Bialbero           | 3 | 1.25  | 38.00  | 56'19.42    | 56'56.51    | 37.09  | 0.91a  | 91  | 109 | 136   |
|     | 32  | 18  |   | Eichenbaum D.     | US  | Elliott J.      | US  | CHRYSLER 75                          | 1 | 1.70  | 38.00  | 22:25'08.01 | 22:25'44.81 | 36.80  | 1.20a  | 120 | 80  | 136   |
| 249 | 157 | 266 |   | Newson M.A.       | GB  | Arici Oglu M.   | F   | FERRARI 225 S Export vignale spider  | 3 | 1.45  | 38.00  | 23:58'34.15 | 23:59'13.25 | 39.10  | 1.10 r | 110 | 90  | 131   |
| 250 | 158 | 371 |   | Howard R.         | GB  | Needs J.        | GB  | MG MGA "WORKS"                       | 3 | 1.30  | 38.00  | 1:06'18.23  | 1:06'55.21  | 36.98  | 1.02a  | 102 | 98  | 127   |
| 251 | 34  | 42  |   | Olivieri L.       | I   | Olivieri A.     | I   | ALFA ROMEO 6C 1750 SPORT             | 1 | 1.60  | 38.00  | 22:25'44.12 | 22:26'20.90 | 36.78  | 1.22a  | 122 | 78  | 125   |
| 252 | 159 | 281 |   | Righele M.        | I   | Maggi G.        | I   | ALFA ROMEO AR51 "Matta" 1900 M       | 3 | 1.25  | 38.00  | 41'19.38    | 41'58.39    | 39.01  | 1.01 r | 101 | 99  | 124   |
|     | 159 | 222 |   | Au C.             | SG  | Tay D.          | SG  | JAGUAR XK 120 OTS                    | 3 | 1.35  | 38.00  | 5'01.98     | 5'38.90     | 36.92  | 1.08a  | 108 | 92  | 124   |
| 254 | 60  | 119 |   | Gerani S.         | I   | Radavelli L.    | I   | LANCIA Astura Sport                  | 2 | 1.00  | 38.00  | 22:51'29.96 | 22:52'08.77 | 38.81  | 0.81 r | 81  | 119 | 119   |
| 255 | 35  | 35  |   | Grossman J.       | D   | Groenemeyer H.  | D   | BENTLEY 6 1/2 Litre all weather      | 1 | 1.00  | 38.00  | 22:12'02.29 | 22:12'39.45 | 37.16  | 0.84a  | 84  | 116 | 116   |
| 256 | 161 | 373 |   | Maestretti L.     | I   | Camozzi E.      | I   | FIAT ABARTH 750 ZAGATO               | 3 | 1.10  | 38.00  | 47'40.22    | 48'17.26    | 37.04  | 0.96a  | 96  | 104 | 114   |
| 257 | 36  | 52  |   | Vonow A.          | CH  | Vonow A.        | CH  | ALFA ROMEO 6C 1500 Sport             | 1 | 1.70  | 38.00  | 22:23'25.40 | 22:24'04.74 | 39.34  | 1.34 r | 134 | 66  | 112   |
| 258 | 162 | 392 |   | Van der Goot S.   | NL  | De Vries J.E.   | NL  | AUSTIN HEALE 100 Le manS (prototype) | 3 | 1.32  | 38.00  | 49'18.88    | 49'58.05    | 39.17  | 1.17 r | 117 | 83  | 110   |
|     | 162 | 167 |   | Van Gherdegom WBE | BE  | De Gres T.      | BE  | PORSCHE 550 Spider                   | 3 | 1.45  | 38.00  | 23:11'46.98 | 23:12'23.74 | 36.76  | 1.24a  | 124 | 76  | 110   |
|     | 162 | 188 |   | De Clerck D.      | BE  | Sabbe I.        | BE  | FIAT 1100 E Zagato Coupe'            | 3 | 1.45  | 38.00  | 23:25'54.48 | 23:26'31.24 | 36.76  | 1.24a  | 124 | 76  | 110   |
|     | 61  | 88  |   | Schmitz-Koep N.   | GB  | Schmitz-Koep T. | GB  | MG K3 Magnette                       | 2 | 1.55  | 38.00  | 23:00'26.15 | 23:01'05.44 | 39.29  | 1.29 r | 129 | 71  | 110   |
| 262 | 165 | 360 |   | Foerster M.       | CH  | Mueller M.      | CH  | FIAT 600                             | 3 | 1.02  | 38.00  | 59'18.30    | 59'57.23    | 38.93  | 0.93 r | 93  | 107 | 109   |

| ASS | RAG | NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                                | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 263 | 166 | 344 | F | Andrimont C.    | MC  | Andrimont A.    | BE  | LANCIA Aurelia B24 spider               | 3 | 1.30  | 38.00  | 40'27.89    | 41'07.06    | 39.17  | 1.17 r | 117 | 83  | 108   |
| 264 | 37  | 34  |   | Goedmakers R.G. | BE  | Bulens K.L.     | BE  | MASERATI Tipo 26M Sport                 | 1 | 1.70  | 38.00  | 22:32'25.75 | 22:33'05.13 | 39.38  | 1.38 r | 138 | 62  | 105   |
| 265 | 167 | 264 |   | Seybold W.      | D   | Seybold F.      | D   | VOLKSWAGEN KAEFER 1/11                  | 3 | 1.22  | 38.00  | 11'49.60    | 12'28.75    | 39.15  | 1.15 r | 115 | 85  | 104   |
|     | 167 | 184 |   | Beecham C.      | GB  | Vlahos C.       | GR  | FERRARI 166 MM                          | 3 | 1.50  | 38.00  | 28'42.88    | 29'19.57    | 36.69  | 1.31a  | 131 | 69  | 104   |
| 267 | 169 | 312 |   | Taylor M.       | AU  | Kable G.        | AU  | ALFA ROMEO 2000 SPORTIVA                | 3 | 1.00  | 38.00  | 55'55.22    | 56'34.19    | 38.97  | 0.97 r | 97  | 103 | 103   |
| 268 | 170 | 288 |   | Spagnoli A.     | I   | Ippolito G.     | I   | FIAT 1100/103 TV                        | 3 | 1.07  | 38.00  | 20'52.17    | 21'31.22    | 39.05  | 1.05 r | 105 | 95  | 102   |
| 269 | 171 | 411 |   | Tourneur V.     | F   | Fiat L.C.       | F   | PORSCHE 356 SPEEDSTER                   | 3 | 1.30  | 38.00  | 54'26.38    | 55'05.61    | 39.23  | 1.23 r | 123 | 77  | 100   |
| 270 | 172 | 323 |   | Strojer Hansen  | DK  | Murmann P.      | DK  | LANCIA Aurelia B20 GT 2500 Pichon Par   | 3 | 1.32  | 38.00  | 1:02'47.72  | 1:03'26.97  | 39.25  | 1.25 r | 125 | 75  | 99    |
|     | 172 | 199 |   | Gandy D.        |     | Le Bon J.       |     | JAGUAR XK 120 OTS                       | 3 | 1.35  | 38.00  | 23:26'23.01 | 23:27'02.28 | 39.27  | 1.27 r | 127 | 73  | 99    |
| 272 | 174 | 328 |   | Van Lochem R.J. | NL  | Van Lochem H.W. | NL  | SAAB 93 deluxe                          | 3 | 1.00  | 38.00  | 38'22.98    | 39'02.00    | 39.02  | 1.02 r | 102 | 98  | 98    |
| 273 | 175 | 154 |   | Geyer G.        | AT  | Steinbacher F.  | AT  | CISITALIA 202 SC                        | 3 | 1.20  | 38.00  | 23:20'43.43 | 23:21'22.65 | 39.22  | 1.22 r | 122 | 78  | 94    |
| 274 | 176 | 306 |   | Maylander B.    | D   | Kristiansen E.  | D   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 38.00  | 27'03.66    | 27'40.32    | 36.66  | 1.34a  | 134 | 66  | 87    |
| 275 | 177 | 416 |   | De Ghellinck N. | BE  | Gerard F.       |     | JAGUAR XK 120                           | 3 | 1.00  | 38.00  | 55'16.09    | 55'52.91    | 36.82  | 1.18a  | 118 | 82  | 82    |
| 276 | 178 | 352 |   | Busch K.        | D   | Nunerth B.      | D   | MASERATI A6 G 54 2000 Zagato            | 3 | 1.30  | 38.00  | 58'18.96    | 58'58.35    | 39.39  | 1.39 r | 139 | 61  | 79    |
| 277 | 38  | 47  |   | Stone W.        | GB  | Miles D.        | GB  | BENTLEY Van Den Plas Sports             | 1 | 1.00  | 38.00  | 22:19'39.16 | 22:20'15.92 | 36.76  | 1.24a  | 124 | 76  | 76    |
| 278 | 62  | 66  |   | Cantele G.      | MC  | De Vogue' M.    | MC  | ALVIS 20 SA Tourer Van den Plas         | 2 | 1.00  | 38.00  | 22:40'29.35 | 22:41'06.09 | 36.74  | 1.26a  | 126 | 74  | 74    |
| 279 | 63  | 92  |   | Hampson D.      | GB  | Hampson J.      | US  | MG K3 Magnette                          | 2 | 1.60  | 38.00  | 22:34'32.66 | 22:35'12.22 | 39.56  | 1.56 r | 156 | 44  | 70    |
| 280 | 179 | 408 |   | Steinhauer C.   | D   | Sixt R.         | D   | MERCEDES-BEN 300 SL W 198               | 3 | 1.32  | 38.00  | 23:55'27.63 | 23:56'07.11 | 39.48  | 1.48 r | 148 | 52  | 69    |
| 281 | 64  | 100 |   | Gehrmann U.H.   | CH  | Gehrmann M.     | D   | DELAHAYE 135 S                          | 2 | 1.60  | 38.00  | 23:12'26.46 | 23:13'02.85 | 36.39  | 1.61a  | 161 | 39  | 62    |
| 282 | 180 | 251 |   | Horton R.       | D   | Gerngross H.    | DE  | GOLIATH GP700                           | 3 | 1.02  | 38.00  | 26'00.11    | 26'36.70    | 36.59  | 1.41a  | 141 | 59  | 60    |
| 283 | 181 | 250 |   | Horn S.         | US  | Horn J.         | US  | ALFA ROMEO 1900                         | 3 | 1.25  | 38.00  | 12'41.17    | 13'20.71    | 39.54  | 1.54 r | 154 | 46  | 58    |
| 284 | 182 | 150 |   | Bruni G.        | I   | Verzera A.      | I   | LANCIA Aprilia 1500 Sport barchetta     | 3 | 1.45  | 38.00  | 23:32'07.23 | 23:32'43.59 | 36.36  | 1.64a  | 164 | 36  | 52    |
| 285 | 183 | 151 |   | Diaz Luna D.    | AR  | Brielli L.      | I   | CISITALIA 202                           | 3 | 1.00  | 38.00  | 23:06'52.18 | 23:07'28.67 | 36.49  | 1.51a  | 151 | 49  | 49    |
| 286 | 184 | 285 |   | Santa-Cruz R.   | E   | Barandica J.L.  | E   | JAGUAR XK 120 OTS LE MANS               | 3 | 1.35  | 38.00  | 28'30.75    | 29'07.06    | 36.31  | 1.69a  | 169 | 31  | 42    |
| 287 | 185 | 155 | F | Goethals S.     | BE  | Schouwenburg L. | NL  | DAGRADA 750 SPORT Barchetta             | 3 | 1.35  | 38.00  | 23:30'24.47 | 23:31'04.19 | 39.72  | 1.72 r | 172 | 28  | 38    |
| 288 | 186 | 417 |   | Gruss M.        | US  | Bragard M.      | US  | FERRARI 250 GT LWB TdF                  | 3 | 1.30  | 38.00  | 1:01'39.40  | 1:02'15.67  | 36.27  | 1.73a  | 173 | 27  | 35    |
| 289 | 187 | 252 |   | Huther M.S.     | D   | Graf Beissel Vo | DE  | FIAT 8V                                 | 3 | 1.35  | 38.00  | 13'47.12    | 14'26.89    | 39.77  | 1.77 r | 177 | 23  | 31    |
| 290 | 188 | 220 |   | Barrett J.H.    | US  | Beam C.A.       | US  | FIAT 1100/103                           | 3 | 1.17  | 38.00  | 23:40'58.97 | 23:41'38.71 | 39.74  | 1.74 r | 174 | 26  | 30    |
|     | 188 | 153 |   | Dombrowsky R.   | D   | Dombrowsky S.   | D   | FIAT MOTOR RG 1                         | 3 | 1.35  | 38.00  | 23:17'30.77 | 23:18'06.99 | 36.22  | 1.78a  | 178 | 22  | 30    |
| 292 | 65  | 117 |   | Fuchs R.        | D   | Bittner D.H.    | D   | LANCIA Aprilia Spider                   | 2 | 1.60  | 38.00  | 23:02'18.44 | 23:02'54.62 | 36.18  | 1.82a  | 182 | 18  | 29    |
| 293 | 190 | 359 |   | Fluttert R.     | NL  | Van De Loo M.   | NL  | PEUGEOT 403                             | 3 | 1.20  | 38.00  | 53'57.64    | 54'33.86    | 36.22  | 1.78a  | 178 | 22  | 26    |
|     | 190 | 395 |   | Krause S.       | D   | Campelli F.     | I   | AC Ace Bristol                          | 3 | 1.30  | 38.00  | 19'50.40    | 20'26.60    | 36.20  | 1.80a  | 180 | 20  | 26    |
| 295 | 192 | 262 |   | Lindgens K.     | D   | Stierle G.      | D   | AUSTIN HEALE 100/4 BN1                  | 3 | 1.32  | 38.00  | 41'37.48    | 42'17.29    | 39.81  | 1.81 r | 181 | 19  | 25    |
| 296 | 193 | 277 |   | Reber P.U.      | CH  | Fahrni B.       | CH  | ASTON MARTIN DB 2                       | 3 | 1.35  | 38.00  | 20'00.35    | 20'40.21    | 39.86  | 1.86 r | 186 | 14  | 19    |
| 297 | 194 | 291 |   | Van De Velde G. | NL  | Van De Velde K. | NL  | ASTON MARTIN DB 2 Saloon                | 3 | 1.35  | 38.00  | 5'55.50     | 6'31.58     | 36.08  | 1.92a  | 192 | 8   | 11    |
| 298 | 195 | 390 |   | Pearce C.       | GB  | Noble J.        | GB  | AC Aceca Bristol                        | 3 | 1.30  | 38.00  | 59'25.31    | 1:00'01.37  | 36.06  | 1.94a  | 194 | 6   | 8     |
| 299 | 196 | 330 |   | Thomas Mark R.  | GB  | Janet V.        | GB  | HEALEY 100/6 BN4                        | 3 | 1.05  | 38.00  | 52'27.06    | 53'03.08    | 36.02  | 1.98a  | 198 | 2   | 2     |
| 300 | 197 | 174 |   | Vos R.L.        | CZ  | Fokkema C.      | CZ  | ALFA ROMEO 6C 2500 Super Sport Cabriole | 3 | 1.50  | 38.00  | 23:17'52.88 | 23:18'32.89 | 40.01  | 2.01 r | 201 | 0   | 0     |
|     | 197 | 240 |   | Wiele A.        | GB  | Staby C.        | GB  | JAGUAR XK 120 OTS                       | 3 | 1.35  | 38.00  | 9'17.68     | 9'57.69     | 40.01  | 2.01 r | 201 | 0   | 0     |
|     | 197 | 356 |   | Alghaim O.      | KWT | Al-Hamad F.     | KWT | PORSCHE 356 A 1500 GS Carrera           | 3 | 1.30  | 38.00  | 46'39.31    | 47'19.33    | 40.02  | 2.02 r | 202 | 0   | 0     |
|     | 66  | 81  |   | Meyer J.C.      | CH  | Sturges S.      | CH  | BENTLEY Derby 3.5 Litre                 | 2 | 1.00  | 38.00  | 23:15'42.24 | 23:16'18.21 | 35.97  | 2.03a  | 203 | 0   | 0     |
|     | 197 | 211 |   | De France W.    | NZ  | De France V.    | NZ  | FERRARI 166 MM/53                       | 3 | 1.50  | 38.00  | 23:33'25.48 | 23:34'05.51 | 40.03  | 2.03 r | 203 | 0   | 0     |
|     | 197 | 345 |   | Bond S.         | GB  | Bond V.         | AU  | MASERATI 200S/250                       | 3 | 1.50  | 38.00  | 1:01'04.31  | 1:01'40.27  | 35.96  | 2.04a  | 204 | 0   | 0     |
|     | 39  | 20  |   | Ernst R.        | D   | Westphal C.     | D   | LORRAINE D. B3-6 Le Mans                | 1 | 1.70  | 38.00  | 22:16'22.95 | 22:17'03.13 | 40.18  | 2.18 r | 218 | 0   | 0     |
|     | 197 | 159 |   | Long D.         | GB  | Wong S.         | GB  | HEALEY Westland roadster                | 3 | 1.40  | 38.00  | 23:08'23.94 | 23:09'04.14 | 40.20  | 2.20 r | 220 | 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 | 276 | Quinn B.        | AU | Strauss P.      | AU  | ASTON MARTIN DB 2 Vantage              |     |          | 3 | 1.35  | 38.00  | 13'31.80    | 14'12.01    | 40.21      | 2.21 r     | 221 | 0   | 0     |
| 197 | 279 | Terentyev A.Jr  | RU | Terentyev A.Jr  | RU  | AUSTIN HEALE 100/4 BN1                 |     |          | 3 | 1.32  | 38.00  | 21'29.73    | 22'05.49    | 35.76      | 2.24a      | 224 | 0   | 0     |
| 197 | 185 | Adyns P.        | BE | Bert N.         | BE  | HW MOTORS ALTA - JAGUAR                |     |          | 3 | 1.45  | 38.00  | 23:16'19.15 | 23:16'54.86 | 35.71      | 2.29a      | 229 | 0   | 0     |
| 197 | 143 | Bert J.         | BE | Bert J.         | BE  | HW MOTORS ALTA B1 PLACE                |     |          | 3 | 1.45  | 38.00  | 23:08'51.10 | 23:09'26.79 | 35.69      | 2.31a      | 231 | 0   | 0     |
| 197 | 361 | Fukuda H.       | JP | Hara Y.         | JP  | PORSCHE 356 A 1500 GS Carrera          |     |          | 3 | 1.30  | 38.00  | 57'22.46    | 57'58.15    | 35.69      | 2.31a      | 231 | 0   | 0     |
| 66  | 139 | Turner C.       | GB | Turner P.       | GB  | ALFA ROMEO 6C 2300 MILLE MIGLIA        |     |          | 2 | 1.50  | 38.00  | 23:10'10.07 | 23:10'50.48 | 40.41      | 2.41 r     | 241 | 0   | 0     |
| 39  | 19  | Erber W.        | AT | Jabinger M.M.   | AT  | LANCIA Lambda serie VII                |     |          | 1 | 1.70  | 38.00  | 22:13'04.91 | 22:13'40.48 | 35.57      | 2.43a      | 243 | 0   | 0     |
| 197 | 239 | Cerasoli M.     | US | Mclaughlin L.   | US  | AUSTIN HEALE 100 M BN1                 |     |          | 3 | 1.30  | 38.00  | 23:57'30.10 | 23:58'10.53 | 40.43      | 2.43 r     | 243 | 0   | 0     |
| 66  | 80  | Meomartini A.   | I  | Campaner P.     | I   | ASTON MARTIN KG 521 S                  |     |          | 2 | 1.00  | 38.00  | 23:25'32.75 | 23:26'08.31 | 35.56      | 2.44a      | 244 | 0   | 0     |
| 197 | 209 | Wissing H.      | NL | Collette J.     | NL  | VERITAS Dyna                           |     |          | 3 | 1.25  | 38.00  | 28'40.47    | 29'15.96    | 35.49      | 2.51a      | 251 | 0   | 0     |
| 197 | 350 | Cooper L.       | GB | Morrison A.     | GB  | ASTON MARTIN DB 2/4 DROPHEAD COUPE'    |     |          | 3 | 1.00  | 38.00  | 36'04.78    | 36'45.52    | 40.74      | 2.74 r     | 274 | 0   | 0     |
| 197 | 314 | Girelli A.      | I  | Cassina C.      | I   | PORSCHE 550 A Spyder 1500 RS           |     |          | 3 | 1.40  | 38.00  | 3'33.44     | 4'08.70     | 35.26      | 2.74a      | 274 | 0   | 0     |
| 197 | 377 | Klingelberg J.  | D  | Wolle J.        | CH  | PORSCHE 356 1500 GS Carrera            |     |          | 3 | 1.30  | 38.00  | 42'29.20    | 43'09.95    | 40.75      | 2.75 r     | 275 | 0   | 0     |
| 39  | 36  | Haas H.K.       | AT | Haas S.         | AT  | LANCIA Lambda                          |     |          | 1 | 1.70  | 38.00  | 22:18'35.59 | 22:19'16.38 | 40.79      | 2.79 r     | 279 | 0   | 0     |
| 197 | 396 | Witthner F.     | AT | Miller T.J.     | US  | ASTON MARTIN DB 2/4                    |     |          | 3 | 1.32  | 38.00  | 1:07'47.42  | 1:08'22.59  | 35.17      | 2.83a      | 283 | 0   | 0     |
| 197 | 152 | Dalglish I.     | GB | Dal Bello D.P.  | CA  | CISITALIA 202 MM Spyder Nuvolari       |     |          | 3 | 1.35  | 38.00  | 23:23'09.87 | 23:23'50.71 | 40.84      | 2.84 r     | 284 | 0   | 0     |
| 39  | 38  | Maes J.         | BE | Van Schoubroek  | BE  | FIAT 509 SM                            |     |          | 1 | 1.50  | 38.00  | 22:22'15.73 | 22:22'56.58 | 40.85      | 2.85 r     | 285 | 0   | 0     |
| 66  | 124 | Mellinger P.    | I  | Gelmini T.      | I   | ALFA ROMEO 6C 2300 B MM spider Touring |     |          | 2 | 1.60  | 38.00  | 22:53'06.01 | 22:53'41.11 | 35.10      | 2.90a      | 290 | 0   | 0     |
| 197 | 140 | Chersevani P.M. | I  | Zanatta F.      | I   | BANDINI 1100 S                         |     |          | 3 | 1.32  | 38.00  | 23:15'38.48 | 23:16'13.53 | 35.05      | 2.95a      | 295 | 0   | 0     |
| 197 | 178 | Fallon R.S      | US | Hoeffner J.     | US  | LANCIA Aprilia 1500                    |     |          | 3 | 1.30  | 38.00  | 23:50'30.31 | 23:51'11.26 | 40.95      | 2.95 r     | 295 | 0   | 0     |
| 39  | 50  | Briegmann F.    | D  | Secker J.       | D   | BENTLEY 6 1/2 Litre                    |     |          | 1 | 1.00  | 38.00  | 23:57'04.25 | 23:57'45.48 | 41.23      | 3.23 r     | 300 | 0   | 0     |
| 39  | 4   | Bazhenin N.     | RU | Soloviev D.     | RU  | O.M. 665 S Superba                     |     |          | 1 | 1.70  | 38.00  | 22:24'19.20 | 22:25'00.43 | 41.23      | 3.23 r     | 300 | 0   | 0     |
| 39  | 15  | De Boer J.      | NL | Koolen T.       | NL  | BENTLEY SpeedSix                       |     |          | 1 | 1.00  | 38.00  | 22:24'24.48 | 22:25'07.63 | 43.15      | 5.15 r     | 300 | 0   | 0     |
| 39  | 31  | Gaensler M.     | D  | Davies N.       | GB  | BENTLEY Speed Six                      |     |          | 1 | 1.00  | 38.00  | 22:11'36.24 | 22:12'19.36 | 43.12      | 5.12 r     | 300 | 0   | 0     |
| 39  | 6   | Haentjes M.     | D  | Jakob H.        | D   | O.M. 665 SS MM                         |     |          | 1 | 1.80  | 38.00  | 22:21'02.00 | 22:21'34.98 | 32.98      | 5.02a      | 300 | 0   | 0     |
| 39  | 27  | Ford G.         | GB | Ford R.         | GB  | BENTLEY 4 1/2 Litre Supercharged       |     |          | 1 | 1.65  | 38.00  | 22:16'54.16 | 22:17'36.85 | 42.69      | 4.69 r     | 300 | 0   | 0     |
| 39  | 30  | Charlesworth R. | GB | English A.      | GB  | BENTLEY 4 1/2 Litre Supercharged       |     |          | 1 | 1.65  | 38.00  | 53'21.75    | 53'56.25    | 34.50      | 3.50a      | 300 | 0   | 0     |
| 66  | 94  | Van Der Kroft A | BE | Van Der Kroft J | BE  | TALBOT 105 team car                    |     |          | 2 | 1.75  | 38.00  | 23:07'41.27 | 23:08'23.50 | 42.23      | 4.23 r     | 300 | 0   | 0     |
| 66  | 96  | Villa M.        | I  | Abello M.C.     | US  | FORD A ROADSTER DELUXE                 |     |          | 2 | 1.55  | 38.00  | 22:44'17.99 | 22:45'01.48 | 43.49      | 5.49 r     | 300 | 0   | 0     |
| 66  | 64  | Brandts L.      | NL | Brandts C.      | NL  | RILEY MPH "Works Prototype"            |     |          | 2 | 1.00  | 38.00  | 22:26'46.43 | 22:27'19.66 | 33.23      | 4.77a      | 300 | 0   | 0     |
| 66  | 65  | Briggs P.       | AU | Briggs R.       | AU  | MG K3 Magnette                         |     |          | 2 | 1.55  | 38.00  | 23:19'51.96 | 23:20'26.68 | 34.72      | 3.28a      | 300 | 0   | 0     |
| 66  | 77  | Lange F.K.      | D  | Merz F.         | D   | MERCEDES-BEN 500 K                     |     |          | 2 | 1.00  | 38.00  | 22:53'36.96 | 22:54'10.75 | 33.79      | 4.21a      | 300 | 0   | 0     |
| 66  | 131 | Rosen I.        | AT | Bar G.          | AT  | SS Jaguar 100                          |     |          | 2 | 1.00  | 38.00  | 23:13'02.93 | 23:13'45.78 | 42.85      | 4.85 r     | 300 | 0   | 0     |
| 66  | 110 | Callanan T.     | IE | O'Donoghue B.   | IE  | SS Jaguar 100                          |     |          | 2 | 1.00  | 38.00  | 22:44'32.68 | 22:45'17.47 | 44.79      | 6.79 r     | 300 | 0   | 0     |
| 197 | 169 | Quintano J.     | E  | Quintano L.     | E   | FERRARI 166 MM                         |     |          | 3 | 1.60  | 38.00  | 23:22'24.02 | 23:22'58.47 | 34.45      | 3.55a      | 300 | 0   | 0     |
| 197 | 175 | Fodor P.        | US | Wiesner P.      | AT  | MASERATI A6 1500 Pininfarina           |     |          | 3 | 1.50  | 38.00  | 23:37'18.18 | 23:37'49.46 | 31.28      | 6.72a      | 300 | 0   | 0     |
| 197 | 141 | F Stauzebach G. | D  | Kaut G.         | D   | MASERATI A6 1500 Pininfarina           |     |          | 3 | 1.50  | 38.00  | 23:07'13.94 | 23:07'45.24 | 31.30      | 6.70a      | 300 | 0   | 0     |
| 197 | 208 | Watts P.        | GB | Watts P.        | GB  | ALLARD J2                              |     |          | 3 | 1.45  | 38.00  | 23:46'02.81 | 1:02'53.09  | 1:16'50.28 | 16'12.28 r | 300 | 0   | 0     |
| 197 | 179 | Aaldering N.    | NL | Aaldering N.    | NL  | TALBOT LAGO T26 Grand Sport Spider     |     |          | 3 | 1.45  | 38.00  | 23:27'49.90 | 23:28'20.30 | 30.40      | 7.60a      | 300 | 0   | 0     |
| 197 | 206 | Vanhee F.       | BE | Van Osta E.     | BE  | LANCIA Aurelia B21                     |     |          | 3 | 1.25  | 38.00  | 23:39'58.82 | 23:40'44.03 | 45.21      | 7.21 r     | 300 | 0   | 0     |
| 197 | 197 | Quinn M.        | GB | Ferragamo S.    | I   | JAGUAR C-TYPE                          |     |          | 3 | 1.45  | 38.00  | 23:23'38.29 | 23:24'20.65 | 42.36      | 4.36 r     | 300 | 0   | 0     |
| 197 | 226 | Buraccini S.    | I  | Zanin M.        | I   | FIAT AR-51 "Campagnola"                |     |          | 3 | 1.35  | 38.00  | 23:52'15.16 | 23:52'57.62 | 42.46      | 4.46 r     | 300 | 0   | 0     |
| 197 | 227 | Cajani M.       | I  | Somaschini L.   | I   | ALFA ROMEO 1900 C GARA                 |     |          | 3 | 1.32  | 38.00  | 23:49'21.19 | 23:50'06.39 | 45.20      | 7.20 r     | 300 | 0   | 0     |
| 197 | 245 | Carpelli E.     | I  | Molinari G.     | I   | S.I.A.T.A. DAINA SPORT berlinetta      |     |          | 3 | 1.45  | 38.00  | 7'31.83     | 7'50.99     | 19.16      | 18.84a     | 300 | 0   | 0     |
| 197 | 295 | Stehle M.       | D  | Stehle M.       | D   | FERRARI 340 America                    |     |          | 3 | 1.55  | 38.00  | 12'10.74    | 12'41.50    | 30.76      | 7.24a      | 300 | 0   | 0     |



| ASS | RAG | NUM             | S             | 1°CONDUTTORE    | NAZ          | 2°CONDUTTORE                        | NAZ                        | VETTURA | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|-----|-----------------|---------------|-----------------|--------------|-------------------------------------|----------------------------|---------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 197 | 241 | Covindassamy A. | US            | Pasquini G.F.   | US           | OSCA MT4-2AD 1450                   |                            |         | 3 | 1.42  | 38.00  | 1'48.37     | 2'22.67     | 34.30  | 3.70a  | 300 | 0   | 0      |
| 197 | 270 | Kuhnt B.        | GB            | Herzsprung H.   | GB           | JAGUAR C-TYPE                       |                            |         | 3 | 1.55  | 38.00  | 23:39'52.20 | 23:40'38.26 | 46.06  | 8.06 r | 300 | 0   | 0      |
| 197 | 217 | Facchinetti A.  | I             | Galbusera A.    | I            | JAGUAR XK 140 OTS                   |                            |         | 3 | 1.32  | 38.00  | 23:39'55.88 | 23:40'40.17 | 44.29  | 6.29 r | 300 | 0   | 0      |
| 197 | 258 | Lotman J.       | US            | Grozier B.      | US           | LINCOLN CAPRI                       |                            |         | 3 | 1.42  | 38.00  | 42'55.95    | 43'39.55    | 43.60  | 5.60 r | 300 | 0   | 0      |
| 197 | 287 | Smith T.        | US            | Polak D.J.      | US           | S.I.A.T.A. 1100 TV Coupe' Vignale   |                            |         | 3 | 1.27  | 38.00  | 10'20.23    | 11'02.94    | 42.71  | 4.71 r | 300 | 0   | 0      |
| 197 | 293 | Tribe A.        | AU            | Davis C.        | US           | MASERATI A6 GCS/53                  |                            |         | 3 | 1.42  | 38.00  | 35'07.88    | 35'50.60    | 42.72  | 4.72 r | 300 | 0   | 0      |
| 197 | 313 | Yardeni E.      | TH            | Baholyodhin O.  | TH           | FRAZER NASH TARGA FLORIO            |                            |         | 3 | 1.00  | 38.00  | 1:20'27.12  | 1:21'01.43  | 34.31  | 3.69a  | 300 | 0   | 0      |
| 197 | 409 | Vanoli M.       | I             | Kummer V.       |              | LANCIA Aurelia B20 GT               |                            |         | 3 | 1.32  | 38.00  | 39'43.65    | 40'13.06    | 29.41  | 8.59a  | 300 | 0   | 0      |
| 197 | 301 | Gehl W.         | D             | Schuff H.       | D            | MERCEDES-BEN 300 SL W 198           |                            |         | 3 | 1.32  | 38.00  | 15'39.01    | 16'20.24    | 41.23  | 3.23 r | 300 | 0   | 0      |
| 197 | 319 | Strang I.       | GB            | Hudson K.       | GB           | AC Ace                              |                            |         | 3 | 1.30  | 38.00  | 27'19.59    | 27'53.53    | 33.94  | 4.06a  | 300 | 0   | 0      |
| 197 | 357 | Gerhardt J.     | D             | Lyons J.        | D            | MERCEDES-BEN 300 SL W 198           |                            |         | 3 | 1.32  | 38.00  | 23:39'11.50 | 23:39'46.35 | 34.85  | 3.15a  | 300 | 0   | 0      |
| 197 | 374 | Von Braunmuhl M | D             | Ermer M.        | D            | PORSCHE 356 A                       |                            |         | 3 | 1.30  | 38.00  | 39'51.30    | 40'18.50    | 27.20  | 10.80a | 300 | 0   | 0      |
| 197 | 385 | Shraga E.       | IL            | Schwartz-Shraga | IL           | OSCA MT4 - TN 1500                  |                            |         | 3 | 1.50  | 38.00  | 57'33.94    | 58'06.53    | 32.59  | 5.41a  | 300 | 0   | 0      |
| 197 | 403 | Scott-Nelson J. | GB            | Owens S.        | GB           | AUSTIN HEALE 100 S                  |                            |         | 3 | 1.42  | 38.00  | 51'05.14    | 51'39.83    | 34.69  | 3.31a  | 300 | 0   | 0      |
| 197 | 232 | Carboni D.      | I             | Badeghieri R.   | I            | TRIUMPH TR 3                        |                            |         | 3 | 1.30  | 38.00  | 6'34.63     | 7'09.52     | 34.89  | 3.11a  | 300 | 0   | 0      |
| 197 | 234 | Finco M.        | I             | Krouse R.       | US           | LANCIA Aurelia B 20 GT 2500 V serie |                            |         | 3 | 1.32  | 38.00  | 23:35'48.12 | 23:36'30.76 | 42.64  | 4.64 r | 300 | 0   | 0      |
| 197 | 307 | Wittman J.      | D             | Smith C.        | D            | MERCEDES-BEN 300 SL W 198           |                            |         | 3 | 1.32  | 38.00  | 29'24.67    | 30'07.18    | 42.51  | 4.51 r | 300 | 0   | 0      |
| 197 | 394 | Sixt E.         | D             | Sixt K.         | D            | PORSCHE 356 SPEEDSTER 1500          |                            |         | 3 | 1.30  | 38.00  | 23:55'40.05 | 23:56'21.51 | 41.46  | 3.46 r | 300 | 0   | 0      |
| 197 | 402 | F Priemer B.    | D             | Scholten P.     | D            | PORSCHE 356 A - 1600 S Coupe'       |                            |         | 3 | 1.30  | 38.00  | 1:06'18.23  | 1:06'18.41  | 0.18   | 37.82a | 300 | 0   | 0      |
| 197 | 415 | Peli R.         | D             | Schlatter D.    | CH           | FERRARI 250 GT Boano                |                            |         | 3 | 1.40  | 38.00  | 23:50'21.26 | 23:50'46.45 | 25.19  | 12.81a | 300 | 0   | 0      |
| 197 | 327 | Van De Werd P.  | NL            | Sontrop M.      | NL           | BORGWARD Isabella TS                |                            |         | 3 | 1.22  | 38.00  | 43'52.95    | 44'24.85    | 31.90  | 6.10a  | 300 | 0   | 0      |
| 197 | 338 | Baumann W.D.    | AT            | Malagoli A.     | I            | MASERATI 200 SI                     |                            |         | 3 | 1.50  | 38.00  | 53'23.10    | 54'06.48    | 43.38  | 5.38 r | 300 | 0   | 0      |
| 197 | 339 | Reto G.         | CH            | Gemperle D.     | CH           | FIAT ABARTH 750 ZAGATO              |                            |         | 3 | 1.10  | 38.00  | 49'40.10    | 50'14.67    | 34.57  | 3.43a  | 300 | 0   | 0      |
| 197 | 397 | Ribadeneira D.  | US            | Lundgren B.     | US           | ALFA ROMEO Giulietta Sprint veloce  |                            |         | 3 | 1.30  | 38.00  | 50'14.73    | 50'44.21    | 29.48  | 8.52a  | 300 | 0   | 0      |
| 377 | 50  | 39              | Masselli P.A. | I               | Confaloni S. | I                                   | BUGATTI T 13 Brescia       |         | 1 | 1.00  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 50  | 22              | Kurth W.      | D               | Branse J. K. | D                                   | BUGATTI T 35 A             |         | 1 | 1.00  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 50  | 28              | Frasconi I.   | I               | Teneggi L.   | I                                   | BUGATTI T 40 A             |         | 1 | 1.70  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 77  | 75              | Houlihan S.   | IE              | Ratajova Z.  | IE                                  | ALFA ROMEO 8C 2300         |         | 2 | 1.65  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 77  | 95              | Van Haren F.  | NL              | Van Os R.    | NL                                  | ALFA ROMEO 8C 2300 LE MANS |         | 2 | 1.65  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
|     | 77  | 91              | Stabiumi G.   | I               | Offer L.     | I                                   | ASTON MARTIN ULSTER        |         | 2 | 1.30  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 161 | Masuda H.       | JP            | Masuda Y.       | JP           | FIAT CISITAL COLOMBO BARCHETTA      |                            |         | 3 | 1.35  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 146 | Berg J.         | SE            | Leander K.      | SE           | JAGUAR XK 120 OTS Alloy             |                            |         | 3 | 1.45  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 186 | Carlino P.      | US            | Kauffman R.     | US           | FERRARI 166 Touring Coupe'          |                            |         | 3 | 1.50  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 224 | Bonnet H.       | BE            | Martens J.J.    | CH           | CISITALIA 202                       |                            |         | 3 | 1.20  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 256 | Kobayashi Y.    | JP            | Kobayashi S.    | JP           | ERMINI 1500 S                       |                            |         | 3 | 1.52  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 259 | F Louwman Q.V.  | NL            | Wood J.R.       | NL           | ASTON MARTIN DB 3/S                 |                            |         | 3 | 1.52  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 260 | Mathieu J.C.    | F             | Ghibellini R.   | F            | PANHARD X87                         |                            |         | 3 | 1.05  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 248 | Harrison M.     | GB            | Harrison L.     | GB           | COOPER BRIST T25                    |                            |         | 3 | 1.50  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 261 | Meier W.        | CH            | Luthi A.        | CH           | FERRARI 250 MM                      |                            |         | 3 | 1.42  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 263 | Germann M.      | D             | Grossmann E.U.  | D            | MERCEDES-BEN 300 S                  |                            |         | 3 | 1.00  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 294 | Cavallari G.    | I             | Cavallari A.    | I            | TOJEIRO SPORT TAD                   |                            |         | 3 | 1.00  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 231 | Dolcetta G.     | I             | Dolcetta S.     | I            | AUSTIN HEALE 100 M BN1              |                            |         | 3 | 1.30  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 243 | Pon B.          | NL            | Perridon M.     | NL           | PORSCHE 550 Spyder 1500 RS          |                            |         | 3 | 1.42  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 302 | Alterman E.     | US            | Day G.H.        | GB           | MERCEDES-BEN 300 SL W 198           |                            |         | 3 | 1.32  | 38.00  |             |             |        | --     | 0   | 0   | -12000 |
| 252 | 303 | Jennings J.     | D             | Cannon S.       | US           | MERCEDES-BEN 300 SL W 198           |                            |         | 3 | 1.32  | 38.00  |             |             |        | --     | 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  |
|-----|-----|-----|---|----------------|-----|-----------------|-----|--------------------------------------|---|-------|--------|---------|--------|--------|--------|-----|-----|--------|
| 252 | 315 |     |   | Scheufele K.   | CH  | Carreras A.     | CH  | MERCEDES-BEN 300 SL W 198            | 3 | 1.32  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 316 |     |   | Kohler J.      | D   | Stein A.        | D   | MERCEDES-BEN 300 SL W 198            | 3 | 1.32  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 318 |     |   | Scheufele K.F. | CH  | Scheufele C.    | CH  | FERRARI 750 Monza                    | 3 | 1.42  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 337 | F   |   | Bas J.T.       | BE  | Petronella A.M. | NL  | TRIUMPH TR2 SPORTS                   | 3 | 1.32  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 410 |     |   | Roeder M.      | D   | Goetzelmann S.  | D   | FERRARI 500 Mondial                  | 3 | 1.52  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 420 | F   |   | Roschmann J.   | D   | Buerger G.      | D   | FERRARI 250 GT Europa Competizione   | 3 | 1.32  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 253 | F   |   | Grossman A.M.  | D   | Grossman J.     | D   | ALFA ROMEO 1900 SUPER SPRINT TOURING | 3 | 1.32  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 378 |     |   | Mueller H.     | D   | Singh Sehra R.  | IN  | TRIUMPH TR 3                         | 3 | 1.30  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 384 |     |   | Menschke L.    | D   | Loewisch R.     | D   | PORSCHE 550 A Spyder 1500 RS         | 3 | 1.40  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 387 |     |   | Shikiba R.     | JP  | Sugawara T.     | JP  | ALFA ROMEO Giulietta Sport 750G      | 3 | 1.30  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 391 |     |   | Lindsay V.     |     | Cayford P.      |     | JAGUAR Type                          | 3 | 1.40  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 419 |     |   | Thomas J.E.    | US  | Oetting D.P.    | US  | FERRARI 250 GT Boano                 | 3 | 1.30  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 422 |     |   | Kidston S.     | CH  | Collo E.        | I   | MERCEDES-BEN 300 SL W 198            | 3 | 1.00  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |
| 252 | 325 |     |   | Zagato A.      | I   | Rivolta M.      | I   | ALFA ROMEO 1900 SSZ ZAGATO           | 3 | 1.32  | 38.00  |         |        |        | --     | 0   | 0   | -12000 |