



1000 MIGLIA 2013



CLASSIFICA DELLA PROVA DI PRECISIONE 31 PC 31 - Umbertide 6

| 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 | 26 | | Foglia G. | CH | Barbiano di Bel | I | BUGATTI T 35 | 1 | 1.70 | 46.00 | 15:34'53.31 | 15:35'39.31 | 46.00 | 0.00 | 0 | 420 | 714 |
| 2 | 1 | 70 | | Erejomovich D.A | AR | Gallo G. | AR | ASTON MARTIN Le Mans | 2 | 1.65 | 46.00 | 15:50'10.65 | 15:50'56.65 | 46.00 | 0.00 | 0 | 420 | 693 |
| 3 | 2 | 49 | | Tonconogy J. | AR | Berisso G. F. | AR | BUGATTI T 40 | 1 | 1.70 | 46.00 | 15:38'28.07 | 15:39'14.06 | 45.99 | 0.01a | 1 | 395 | 672 |
| 4 | 2 | 83 | | Mocerì G. | I | Cavalleri T. | I | ASTON MARTIN Le Mans | 2 | 1.65 | 46.00 | 15:35'19.51 | 15:36'05.52 | 46.01 | 0.01 r | 1 | 395 | 652 |
| 5 | 3 | 62 | | Belometti A. | I | Putelli E. | I | FIAT 508 S SIATA Spider | 2 | 1.60 | 46.00 | 15:22'23.62 | 15:23'09.63 | 46.01 | 0.01 r | 1 | 395 | 632 |
| 6 | 4 | 86 | | Peli O. | I | Baiguera P. | I | FIAT 508 S sport | 2 | 1.50 | 46.00 | 15:32'41.20 | 15:33'27.20 | 46.00 | 0.00 | 0 | 420 | 630 |
| 7 | 5 | 130 | | Riboldi A. | I | Sabbadini P. | I | FIAT FLORIDA 1100 Sport Internazionale | 2 | 1.55 | 46.00 | 15:53'03.74 | 15:53'49.75 | 46.01 | 0.01 r | 1 | 395 | 612 |
| | 1 | 193 | | Keil H. | D | Perbellini G. | I | JAGUAR BIOND Biondetti Sport | 3 | 1.55 | 46.00 | 16:12'23.73 | 16:13'09.72 | 45.99 | 0.01a | 1 | 395 | 612 |
| 9 | 2 | 383 | | Meneghini A. | I | Gobbi M. | I | ERMINI 357 SPORT | 3 | 1.52 | 46.00 | 17:38'39.55 | 17:39'25.56 | 46.01 | 0.01 r | 1 | 395 | 600 |
| 10 | 3 | 149 | | Bartolotti L. | I | Bortolotti A. | I | MASERATI A 6 1500 | 3 | 1.50 | 46.00 | 16:12'41.27 | 16:13'27.28 | 46.01 | 0.01 r | 1 | 395 | 593 |
| | 3 | 338 | | Baumann W.D. | AT | Malagoli A. | I | MASERATI 200 SI | 3 | 1.50 | 46.00 | 17:13'27.40 | 17:14'13.39 | 45.99 | 0.01a | 1 | 395 | 593 |
| 12 | 6 | 138 | | Wieden P. | D | Baier-Wieden J. | D | FIAT SIMCA 508 C barchetta Grolleau-Deho | 2 | 1.60 | 46.00 | 16:10'26.35 | 16:11'12.37 | 46.02 | 0.02 r | 2 | 370 | 592 |
| 13 | 7 | 101 | | Nobis G. | I | Nobis F. | I | FIAT 1500 6C | 2 | 1.40 | 46.00 | 15:48'51.30 | 15:49'37.30 | 46.00 | 0.00 | 0 | 420 | 588 |
| 14 | 5 | 298 | | Weber T. | D | Geissinger J. | D | MERCEDES-BEN 300 SL W194 "Carrera" | 3 | 1.55 | 46.00 | 16:53'01.47 | 16:53'47.49 | 46.02 | 0.02 r | 2 | 370 | 574 |
| 15 | 3 | 7 | | Brozzetti S. | I | Brozzetti F. | I | O.M. 665 SS MM | 1 | 1.70 | 46.00 | 15:15'49.13 | 15:16'35.17 | 46.04 | 0.04 r | 4 | 330 | 561 |
| 16 | 6 | 400 | | Kupfel M. | I | Russo E. | I | TRIUMPH TR 2 | 3 | 1.32 | 46.00 | 17:26'29.24 | 17:27'15.24 | 46.00 | 0.00 | 0 | 420 | 554 |
| 17 | 8 | 72 | | Fontanella G. | I | Covelli A.M. | I | FORD B | 2 | 1.55 | 46.00 | 15:35'48.14 | 15:36'34.17 | 46.03 | 0.03 r | 3 | 350 | 543 |
| | 8 | 73 | | Mozzi G. | I | Gessler M. | I | ALFA ROMEO 6C 1500 Gran Sport | 2 | 1.75 | 46.00 | 15:53'39.02 | 15:54'25.07 | 46.05 | 0.05 r | 5 | 310 | 543 |
| 19 | 4 | 25 | | Fiorentini G. | I | Passeri M.G. | I | RALLY ABC | 1 | 1.50 | 46.00 | 15:05'10.57 | 15:05'56.54 | 45.97 | 0.03a | 3 | 350 | 525 |
| | 10 | 90 | | Spagnoli F. | I | Menoni A. | I | FIAT GHIA 508 S | 2 | 1.50 | 46.00 | 15:29'05.58 | 15:29'51.55 | 45.97 | 0.03a | 3 | 350 | 525 |
| 21 | 7 | 223 | | Bode H.G. | D | Stuck H.J. | AT | PORSCHE 356 1500 | 3 | 1.32 | 46.00 | 16:51'23.93 | 16:52'09.94 | 46.01 | 0.01 r | 1 | 395 | 521 |
| 22 | 8 | 191 | | Astaller A. | CH | Gailling D. | CH | HEALEY Westland roadster | 3 | 1.30 | 46.00 | 16:41'04.33 | 16:41'50.32 | 45.99 | 0.01a | 1 | 395 | 514 |
| 23 | 9 | 164 | | Minussi C. | I | Senini B. | I | FIAT ZANUSSI Sport MM | 3 | 1.45 | 46.00 | 16:36'23.10 | 16:37'09.13 | 46.03 | 0.03 r | 3 | 350 | 508 |
| | 9 | 266 | | Newson M.A. | GB | Arici Oglu M. | F | FERRARI 225 S Export vagnale spider | 3 | 1.45 | 46.00 | 16:53'43.92 | 16:54'29.89 | 45.97 | 0.03a | 3 | 350 | 508 |
| 25 | 11 | 370 | | Houtkamp J. | NL | Houtkamp R. | NL | JAGUAR XK 140 OTS Works | 3 | 1.52 | 46.00 | 17:11'22.37 | 17:12'08.33 | 45.96 | 0.04a | 4 | 330 | 502 |
| 26 | 12 | 202 | | Sotgiu M. | I | Mibelli S. | I | ASTON MARTIN DB 2 Vantage | 3 | 1.35 | 46.00 | 16:29'03.06 | 16:29'49.04 | 45.98 | 0.02a | 2 | 370 | 500 |
| | 12 | 214 | | Tosi E. | I | Ballini G. | I | S.I.A.T.A. DAINA GRAN SPORT spider | 3 | 1.35 | 46.00 | 16:42'11.99 | 16:42'57.97 | 45.98 | 0.02a | 2 | 370 | 500 |
| | 12 | 278 | | Reggiani R. | I | Reggiani A. | I | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | 17:10'15.41 | 17:11'01.43 | 46.02 | 0.02 r | 2 | 370 | 500 |
| 29 | 15 | 158 | | Kurihara M. | JP | Kurihara A. | JP | MASERATI A6 GCS | 3 | 1.50 | 46.00 | 15:49'34.71 | 15:50'20.75 | 46.04 | 0.04 r | 4 | 330 | 495 |
| | 5 | 23 | | Ferrari B. | I | Ferrari C. | I | BUGATTI T 37 | 1 | 1.70 | 46.00 | 15:09'44.85 | 15:10'30.79 | 45.94 | 0.06a | 6 | 291 | 495 |
| 31 | 16 | 207 | | Von Mozer A. | NL | Staps M. | BE | ALFA ROMEO 1900 SPRINT TOURING | 3 | 1.32 | 46.00 | 16:56'25.70 | 16:57'11.72 | 46.02 | 0.02 r | 2 | 370 | 488 |
| | 16 | 244 | | Capolupo B. | I | Saottini B. | I | PORSCHE 356 1500 Super | 3 | 1.32 | 46.00 | 16:46'21.20 | 16:47'07.18 | 45.98 | 0.02a | 2 | 370 | 488 |
| 33 | 18 | 270 | | Kuhnt B. | GB | Herzsprung H. | GB | JAGUAR C-TYPE | 3 | 1.55 | 46.00 | 16:34'10.37 | 16:34'56.42 | 46.05 | 0.05 r | 5 | 310 | 481 |
| 34 | 19 | 167 | | Van Gherdegom WBE | | De Gres T. | BE | PORSCHE 550 Spider | 3 | 1.45 | 46.00 | 16:48'13.00 | 16:48'59.04 | 46.04 | 0.04 r | 4 | 330 | 479 |
| 35 | 20 | 282 | | Ronzoni E. | I | Rebecchi P. | I | FIAT PININFA 1100 TV GT Pininfarina | 3 | 1.27 | 46.00 | 17:03'58.92 | 17:04'44.94 | 46.02 | 0.02 r | 2 | 370 | 470 |
| 36 | 11 | 100 | | Gehrmann U.H. | CH | Gehrmann M. | D | DELAHAYE 135 S | 2 | 1.60 | 46.00 | 15:29'24.03 | 15:30'10.09 | 46.06 | 0.06 r | 6 | 291 | 466 |
| 37 | 21 | 299 | | Koegel K. | D | Howe J. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:03'43.47 | 17:04'29.50 | 46.03 | 0.03 r | 3 | 350 | 462 |

| ASS | RAG | NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 21 | 311 | | | Strasser J. | D | Strasser A. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:29'05.85 | 17:29'51.88 | 46.03 | 0.03 r | 3 | 350 | 462 |
| 21 | 196 | | | Morcombe D.J. | CH | Montalbetti C. | I | ERMINI 1100 Sport Siluro | 3 | 1.40 | 46.00 | 16:16'55.84 | 16:17'41.80 | 45.96 | 0.04a | 4 | 330 | 462 |
| 6 | 33 | | | Giacomello G. | I | Gennaro L. | I | BUGATTI T 37 | 1 | 1.70 | 46.00 | 15:03'28.44 | 15:04'14.51 | 46.07 | 0.07 r | 7 | 272 | 462 |
| 6 | 4 | | | Bazhenin N. | RU | Soloviev D. | RU | O.M. 665 S Superba | 1 | 1.70 | 46.00 | 15:22'44.16 | 15:23'30.23 | 46.07 | 0.07 r | 7 | 272 | 462 |
| 12 | 118 | | | Wirth H.W. | D | Geistdorfer C. | D | BMW 328 Coupe' Touring | 2 | 1.70 | 46.00 | 15:38'45.51 | 15:39'31.58 | 46.07 | 0.07 r | 7 | 272 | 462 |
| 43 | 24 | 411 | | Tourneur V. | F | Fiat L.C. | F | PORSCHE 356 SPEEDSTER | 3 | 1.30 | 46.00 | 17:20'23.04 | 17:21'09.01 | 45.97 | 0.03a | 3 | 350 | 455 |
| 24 | 361 | | | Fukuda H. | JP | Hara Y. | JP | PORSCHE 356 A 1500 GS Carrera | 3 | 1.30 | 46.00 | 17:26'34.81 | 17:27'20.84 | 46.03 | 0.03 r | 3 | 350 | 455 |
| 24 | 406 | | | Kalow M. | D | Ilic C. | F | FERRARI 250 GT Boano | 3 | 1.30 | 46.00 | 17:59'38.59 | 18:00'24.62 | 46.03 | 0.03 r | 3 | 350 | 455 |
| 46 | 27 | 183 | | Becchetti M. | I | Becchetti E. | I | HEALEY Silverstone | 3 | 1.45 | 46.00 | 16:45'43.85 | 16:46'29.90 | 46.05 | 0.05 r | 5 | 310 | 450 |
| 47 | 28 | 170 | | Risato K. | I | Beltrami C. | I | FIAT ROSELLI COLLI 1100 SPORT | 3 | 1.35 | 46.00 | 16:46'01.95 | 16:46'47.99 | 46.04 | 0.04 r | 4 | 330 | 446 |
| 48 | 29 | 219 | | Von Baumbach E. | D | Von Baumbach E. | DE | PORSCHE 550 Spyder 1500 RS | 3 | 1.52 | 46.00 | 17:00'39.32 | 17:01'25.38 | 46.06 | 0.06 r | 6 | 291 | 442 |
| 49 | 30 | 157 | | Jans A.L. | NL | Deventer R. | NL | VERITAS RS 2000 | 3 | 1.42 | 46.00 | 16:21'19.06 | 16:22'05.01 | 45.95 | 0.05a | 5 | 310 | 440 |
| 50 | 31 | 166 | | Nardiello G. | I | Pampuri F. | I | STANGUPELLINI Berlinetta Bertone | 3 | 1.25 | 46.00 | 16:54'56.15 | 16:55'42.12 | 45.97 | 0.03a | 3 | 350 | 438 |
| 51 | 32 | 236 | | Monti L. | I | Ballerio R. | I | TRIUMPH TR 2 | 3 | 1.32 | 46.00 | 16:33'47.18 | 16:34'33.14 | 45.96 | 0.04a | 4 | 330 | 436 |
| 32 | 216 | | | Grumelli P.G. | I | Bona C. | I | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 46.00 | 16:49'53.62 | 16:50'39.66 | 46.04 | 0.04 r | 4 | 330 | 436 |
| 53 | 34 | 229 | | Bonomi A. | I | Bonomi T. | I | LANCIA Aurelia B24 spider | 3 | 1.30 | 46.00 | 16:54'01.12 | 16:54'47.16 | 46.04 | 0.04 r | 4 | 330 | 429 |
| 34 | 401 | | | Ruggeri A. | I | Gnutti Q. | I | PORSCHE 356 SPEEDSTER 1500 | 3 | 1.30 | 46.00 | 17:18'29.63 | 17:19'15.59 | 45.96 | 0.04a | 4 | 330 | 429 |
| 55 | 36 | 168 | | Palazzani A. | I | Franchini A. | I | FIAT STANGUPELLINI 1100 SPORT | 3 | 1.35 | 46.00 | 16:51'09.89 | 16:51'55.94 | 46.05 | 0.05 r | 5 | 310 | 419 |
| 13 | 71 | | | Pozzoli D. | AR | Conticello J. | AR | ASTON MARTIN Le Mans Special | 2 | 1.65 | 46.00 | 16:15'55.86 | 16:16'41.78 | 45.92 | 0.08a | 8 | 254 | 419 |
| 57 | 37 | 280 | | Ricci S. | I | Scarpelli F. | I | LANCIA Aurelia B20 GT 2500 III serie | 3 | 1.32 | 46.00 | 16:43'06.65 | 16:43'52.70 | 46.05 | 0.05 r | 5 | 310 | 409 |
| 37 | 268 | | | Di Benedetto P. | I | Biandrino P. | I | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 16:24'47.12 | 16:25'33.17 | 46.05 | 0.05 r | 5 | 310 | 409 |
| 59 | 14 | 98 | | Watts G. | GB | Watts P. | GB | MG C-Type | 2 | 1.50 | 46.00 | 15:41'11.32 | 15:41'57.39 | 46.07 | 0.07 r | 7 | 272 | 408 |
| 60 | 15 | 67 | | Martegani A. | CH | Maccacaro A. | I | ALFA ROMEO 6C 2300 Pescara Sport Spider | 2 | 1.60 | 46.00 | 15:40'42.78 | 15:41'28.86 | 46.08 | 0.08 r | 8 | 254 | 406 |
| 61 | 39 | 346 | | Cerrato D. | I | Dogliotti A.M. | I | ROVER 75 P4 | 3 | 1.22 | 46.00 | 17:09'46.60 | 17:10'32.56 | 45.96 | 0.04a | 4 | 330 | 403 |
| 39 | 344 | F | | Andrimont C. | MC | Andrimont A. | BE | LANCIA Aurelia B24 spider | 3 | 1.30 | 46.00 | 17:02'12.71 | 17:02'58.66 | 45.95 | 0.05a | 5 | 310 | 403 |
| 63 | 8 | 34 | | Goedmakers R.G. | BE | Bulens K.L. | BE | MASERATI Tipo 26M Sport | 1 | 1.70 | 46.00 | 16:26'42.98 | 16:27'28.89 | 45.91 | 0.09a | 9 | 236 | 401 |
| 64 | 16 | 68 | | Cavagna G.P.T. | I | Olli A. | I | FIAT 514 MM | 2 | 1.55 | 46.00 | 15:47'30.90 | 15:48'16.82 | 45.92 | 0.08a | 8 | 254 | 394 |
| 41 | 162 | | | Mazzola G. | I | Poggi C. | I | HEALEY Silverstone | 3 | 1.55 | 46.00 | 16:01'07.77 | 16:01'53.69 | 45.92 | 0.08a | 8 | 254 | 394 |
| 66 | 9 | 12 | | Carlini L. | CH | Jennings R. | GB | BUGATTI T 35 A | 1 | 1.70 | 46.00 | 16:01'28.40 | 16:02'14.50 | 46.10 | 0.10 r | 10 | 226 | 384 |
| 67 | 17 | 134 | | Scotto E. | I | Beraldo L. | I | LANCIA Aprilia 1350 Lusso | 2 | 1.50 | 46.00 | 15:52'13.32 | 15:52'59.40 | 46.08 | 0.08 r | 8 | 254 | 381 |
| 68 | 18 | 122 | | Marini B. | I | Marini A. | I | RILEY 12/4 Sprite | 2 | 1.60 | 46.00 | 15:41'38.12 | 15:42'24.21 | 46.09 | 0.09 r | 9 | 236 | 378 |
| 69 | 10 | 57 | | Murru G.L. | I | Destro Castanit | I | BNC 527 MONZA | 1 | 1.00 | 46.00 | 15:57'45.32 | 15:58'31.34 | 46.02 | 0.02 r | 2 | 370 | 370 |
| 42 | 189 | | | Passanante M. | I | Mirko A. | I | LANCIA Aurelia B 20 GT 2500 IV serie | 3 | 1.00 | 46.00 | 16:18'38.60 | 16:19'24.58 | 45.98 | 0.02a | 2 | 370 | 370 |
| 71 | 11 | 13 | | Cane' G. | I | Reichle K.P. | QA | BUGATTI T 37 Grand Prix | 1 | 1.70 | 46.00 | 15:02'55.72 | 15:03'41.83 | 46.11 | 0.11 r | 11 | 217 | 369 |
| 72 | 19 | 85 | | Patron L. | I | Becchetti F. | I | FIAT 514 MM | 2 | 1.55 | 46.00 | 15:31'29.06 | 15:32'14.97 | 45.91 | 0.09a | 9 | 236 | 366 |
| 73 | 43 | 286 | | Sardini S. | I | Italiani L. | I | PANHARD Dyna Junior 750 S Berlinetta | 3 | 1.32 | 46.00 | 17:06'50.81 | 17:07'36.88 | 46.07 | 0.07 r | 7 | 272 | 359 |
| 43 | 246 | | | Donghi A. | I | Pascali M. | I | PEUGEOT 203 a | 3 | 1.32 | 46.00 | 16:55'32.72 | 16:56'18.79 | 46.07 | 0.07 r | 7 | 272 | 359 |
| 43 | 414 | | | Cefis P. | I | Cefis M. | I | MERCEDES-BEN 300 SL | 3 | 1.32 | 46.00 | 17:19'33.86 | 17:20'19.93 | 46.07 | 0.07 r | 7 | 272 | 359 |
| 43 | 218 | | | Zanni M. | MC | Stefanini L. | I | ALFA ROMEO 1900 SUPER SPRINT | 3 | 1.32 | 46.00 | 16:36'38.22 | 16:37'24.15 | 45.93 | 0.07a | 7 | 272 | 359 |
| 77 | 47 | 366 | | Gnutti R. | I | Cristina R. | I | PORSCHE 356 A 1500 GS Carrera | 3 | 1.30 | 46.00 | 17:00'58.17 | 17:01'44.10 | 45.93 | 0.07a | 7 | 272 | 354 |
| 78 | 12 | 41 | | Nessi F. | CH | Nessi C. | CH | RILEY 9 brooklands speed | 1 | 1.00 | 46.00 | 15:14'20.51 | 15:15'06.48 | 45.97 | 0.03a | 3 | 350 | 350 |
| 79 | 13 | 8 | | Amenduni Gresel | I | Vicari F. | I | ALFA ROMEO 6C 1500 MMS | 1 | 1.80 | 46.00 | 14:59'54.07 | 15:00'40.25 | 46.18 | 0.18 r | 18 | 194 | 349 |
| 80 | 20 | 115 | | Emmerling R. | F | Emmerling Korst | F | RILEY Sprite | 2 | 1.60 | 46.00 | 15:59'08.93 | 15:59'54.82 | 45.89 | 0.11a | 11 | 217 | 347 |
| 81 | 14 | 21 | | Felloni G. | I | Felloni R. | I | BUGATTI T 35 A | 1 | 1.70 | 46.00 | 15:22'01.04 | 15:22'47.18 | 46.14 | 0.14 r | 14 | 203 | 345 |
| 82 | 48 | 276 | | Quinn B. | AU | Strauss P. | AU | ASTON MARTIN DB 2 Vantage | 3 | 1.35 | 46.00 | 16:59'41.79 | 17:00'27.71 | 45.92 | 0.08a | 8 | 254 | 343 |

| ASS | RAG | NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 83 | 49 | 413 | | De Sanctis G. | CH | De Sanctis A. | I | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:21'49.98 | 17:22'35.90 | 45.92 | 0.08a | 8 | 254 | 335 |
| | 49 | 393 | | Pighi G. | I | Malvisi F. | I | ASTON MARTIN DB 2/4 | 3 | 1.32 | 46.00 | 17:16'20.35 | 17:17'06.43 | 46.08 | 0.08 r | 8 | 254 | 335 |
| 85 | 51 | 173 | | Van Den Berg T. | NL | De Boer R.P. | NL | CISITALIA 202 SC | 3 | 1.30 | 46.00 | 16:32'53.84 | 16:33'39.76 | 45.92 | 0.08a | 8 | 254 | 330 |
| 86 | 52 | 194 | | Kersten E. | NL | Veen E.S. | NL | TALBOT LAGO T26 Grand Sport Coupe' | 3 | 1.45 | 46.00 | 17:01'17.55 | 17:02'03.65 | 46.10 | 0.10 r | 10 | 226 | 328 |
| 87 | 53 | 353 | | Caggiati C. | I | Sassi E. | I | FERRARI 500 TRC | 3 | 1.42 | 46.00 | 17:06'56.11 | 17:07'42.21 | 46.10 | 0.10 r | 10 | 226 | 321 |
| 88 | 54 | 281 | | Righele M. | I | Maggi G. | I | ALFA ROMEO AR51 "Matta" 1900 M | 3 | 1.25 | 46.00 | 17:13'17.14 | 17:14'03.22 | 46.08 | 0.08 r | 8 | 254 | 318 |
| 89 | 55 | 384 | | Menschke L. | D | Loewisch R. | D | PORSCHE 550 A Spyder 1500 RS | 3 | 1.40 | 46.00 | 17:44'41.85 | 17:45'27.75 | 45.90 | 0.10a | 10 | 226 | 316 |
| 90 | 21 | 128 | | Meyer F.B. | D | Muller M. | D | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:50'40.14 | 15:51'25.97 | 45.83 | 0.17a | 17 | 196 | 314 |
| | 15 | 54 | | Louwman E. | NL | Westermann P. | NL | MERCEDES-BEN SSK | 1 | 1.65 | 46.00 | 15:37'29.07 | 15:38'14.87 | 45.80 | 0.20a | 20 | 190 | 314 |
| 92 | 22 | 116 | | Feurer R. | D | Koerfgen R. | D | BMW 328 Mille Miglia Roadster | 2 | 1.70 | 46.00 | 16:35'24.45 | 16:36'10.68 | 46.23 | 0.23 r | 23 | 184 | 313 |
| 93 | 56 | 317 | | Livio D. | I | Panzeri G. | I | JAGUAR XK 140 OTS | 3 | 1.32 | 46.00 | 17:10'59.07 | 17:11'44.98 | 45.91 | 0.09a | 9 | 236 | 312 |
| | 56 | 354 | F | De Alessandrini | I | Fanti L. | I | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 46.00 | 17:03'04.94 | 17:03'51.03 | 46.09 | 0.09 r | 9 | 236 | 312 |
| 95 | 23 | 59 | | Bettinsoli M. | I | Arici S. | I | FIAT 508 S COPPA ORO | 2 | 1.50 | 46.00 | 15:17'36.29 | 15:18'22.16 | 45.87 | 0.13a | 13 | 207 | 311 |
| 96 | 24 | 120 | | Grieb S. | D | Eckl H. | D | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:39'36.91 | 15:40'23.09 | 46.18 | 0.18 r | 18 | 194 | 310 |
| | 24 | 108 | | Braunsperger M. | D | Braunsperger O. | D | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:46'09.80 | 15:46'55.62 | 45.82 | 0.18a | 18 | 194 | 310 |
| 98 | 16 | 11 | | Brevini G. | I | Tazzioli F. | I | BUGATTI T 35 A | 1 | 1.70 | 46.00 | 15:33'51.88 | 15:34'38.13 | 46.25 | 0.25 r | 25 | 180 | 306 |
| 99 | 58 | 204 | | Tiraboschi M. | I | Bombassei C. | I | LANCIA Aurelia B20 GT | 3 | 1.35 | 46.00 | 16:37'24.85 | 16:38'10.95 | 46.10 | 0.10 r | 10 | 226 | 305 |
| 100 | 59 | 255 | | Khan N. | US | Braslow J. | US | FERRARI 225 S | 3 | 1.55 | 46.00 | 17:24'49.58 | 17:25'35.41 | 45.83 | 0.17a | 17 | 196 | 304 |
| 101 | 17 | 37 | | Kirkpatrick F. | GB | Kirkpatrick S. | GB | BUGATTI T 37 A | 1 | 1.70 | 46.00 | 15:15'35.34 | 15:16'21.60 | 46.26 | 0.26 r | 26 | 178 | 303 |
| 102 | 60 | 177 | | Ciocca F. | I | Shuhei Y. | JP | VERITAS RS 2000 | 3 | 1.42 | 46.00 | 16:24'23.77 | 16:25'09.89 | 46.12 | 0.12 r | 12 | 212 | 301 |
| 103 | 61 | 254 | | Iacovelli W. | I | Bertoletti T. | I | PORSCHE 356 1500 | 3 | 1.32 | 46.00 | 16:55'54.18 | 16:56'40.08 | 45.90 | 0.10a | 10 | 226 | 298 |
| 104 | 62 | 329 | | Sekiguchi T. | JP | Oomura M. | JP | FIAT 1101 TV GT Pininfarina | 3 | 1.17 | 46.00 | 16:59'38.92 | 17:00'24.84 | 45.92 | 0.08a | 8 | 254 | 297 |
| | 62 | 144 | | Balli L.G. | I | Balli L. | I | MASERATI A6 1500 Pininfarina | 3 | 1.50 | 46.00 | 15:46'42.29 | 15:47'28.45 | 46.16 | 0.16 r | 16 | 198 | 297 |
| 106 | 18 | 18 | | Eichenbaum D. | US | Elliott J. | US | CHRYSLER 75 | 1 | 1.70 | 46.00 | 15:21'30.36 | 15:22'16.64 | 46.28 | 0.28 r | 28 | 174 | 296 |
| 107 | 26 | 137 | | Von Eschenbach | D | Bate O. | D | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:47'08.30 | 15:47'54.07 | 45.77 | 0.23a | 23 | 184 | 294 |
| 108 | 19 | 1 | | Brennecke M. | D | Schmiegel W. | D | O.M. 665 SS | 1 | 1.80 | 46.00 | 15:15'02.83 | 15:15'48.46 | 45.63 | 0.37a | 37 | 163 | 293 |
| 109 | 64 | 174 | | Vos R.L. | CZ | Fokkema C. | CZ | ALFA ROMEO 6C 2500 Super Sport Cabriolet | 3 | 1.50 | 46.00 | 16:54'20.46 | 16:55'06.28 | 45.82 | 0.18a | 18 | 194 | 291 |
| | 27 | 111 | F | Dauphin A. | D | Simon U. | D | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 16:05'04.26 | 16:05'50.02 | 45.76 | 0.24a | 24 | 182 | 291 |
| | 27 | 125 | | Nick A.G. | CH | Marchetti M. | I | FIAT CAR-GEM 508 C barchetta | 2 | 1.60 | 46.00 | 15:37'43.31 | 15:38'29.07 | 45.76 | 0.24a | 24 | 182 | 291 |
| | 27 | 135 | | Sisti S. | I | Sisti E. | I | MG TB | 2 | 1.60 | 46.00 | 15:40'09.68 | 15:40'55.92 | 46.24 | 0.24 r | 24 | 182 | 291 |
| 113 | 65 | 148 | | Borla S. | I | Borla E. | I | FIAT 1100 S "Gobbone" | 3 | 1.45 | 46.00 | 16:09'45.51 | 16:10'31.68 | 46.17 | 0.17 r | 17 | 196 | 284 |
| 114 | 20 | 43 | | Piardi E. | I | Piardi M. | I | ALFA ROMEO 6C 1750 GT CABRIOLET | 1 | 1.55 | 46.00 | 15:30'27.94 | 15:31'13.70 | 45.76 | 0.24a | 24 | 182 | 282 |
| | 20 | 9 | | Battagliola D. | I | Battagliola G. | I | LANCIA Lambda serie VII | 1 | 1.70 | 46.00 | 15:12'12.45 | 15:12'58.79 | 46.34 | 0.34 r | 34 | 166 | 282 |
| 116 | 66 | 221 | | Bas G. | BE | Bas L. | NL | ARNOLT Bristol Bolide Deluxe | 3 | 1.42 | 46.00 | 17:00'07.18 | 17:00'53.01 | 45.83 | 0.17a | 17 | 196 | 278 |
| | 66 | 208 | | Watts P. | GB | Watts P. | GB | ALLARD J2 | 3 | 1.45 | 46.00 | 17:18'57.72 | 17:19'43.91 | 46.19 | 0.19 r | 19 | 192 | 278 |
| | 66 | 269 | | Buncombe A.J. | GB | Harris C. | GB | JAGUAR C-TYPE | 3 | 1.45 | 46.00 | 16:20'59.93 | 16:21'45.74 | 45.81 | 0.19a | 19 | 192 | 278 |
| 119 | 22 | 56 | | Rothenberger H. | D | Rothenberger S. | AT | MERCEDES-BEN SSK | 1 | 1.65 | 46.00 | 15:39'06.94 | 15:39'52.62 | 45.68 | 0.32a | 32 | 168 | 277 |
| 120 | 69 | 382 | F | Marini S. | I | Indelicato S. | I | AC Ace | 3 | 1.30 | 46.00 | 17:22'35.37 | 17:23'21.25 | 45.88 | 0.12a | 12 | 212 | 276 |
| | 30 | 109 | | Bromberger R. | AT | Bernhofer R. | AT | FIAT 508 C Mille Miglia berlinetta | 2 | 1.45 | 46.00 | 16:38'26.85 | 16:39'13.05 | 46.20 | 0.20 r | 20 | 190 | 276 |
| | 30 | 123 | | Marzotto M. | I | Specchia S. | I | FIAT 1500 6C Sport | 2 | 1.50 | 46.00 | 16:35'55.88 | 16:36'41.65 | 45.77 | 0.23a | 23 | 184 | 276 |
| 123 | 32 | 74 | | Grossi G. | I | Cavazzana A. | I | ASTON MARTIN Le Mans | 2 | 1.65 | 46.00 | 15:56'11.24 | 15:56'57.60 | 46.36 | 0.36 r | 36 | 164 | 271 |
| 124 | 70 | 165 | | Munemasa J. | JP | Nishio Y. | JP | PAGANI LANCI PS 147 SPORT | 3 | 1.45 | 46.00 | 16:34'30.12 | 16:35'15.90 | 45.78 | 0.22a | 22 | 186 | 270 |
| | 70 | 245 | | Carpelli E. | I | Molinari G. | I | S.I.A.T.A. DAINA SPORT berlinetta | 3 | 1.45 | 46.00 | 17:08'09.82 | 17:08'55.60 | 45.78 | 0.22a | 22 | 186 | 270 |
| | 70 | 198 | | Panis J. | AT | Pauer-Ruel F. | AT | FERRARI 340 America | 3 | 1.55 | 46.00 | 16:22'33.93 | 16:23'20.21 | 46.28 | 0.28 r | 28 | 174 | 270 |
| | 23 | 44 | | Feltes G. | L | Feltes F. | L | BUGATTI T 35 | 1 | 1.70 | 46.00 | 16:05'21.67 | 16:06'08.08 | 46.41 | 0.41 r | 41 | 159 | 270 |

| ASS | RAG | NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 128 | 33 | 99 | | Zeiss C. | CH | Korten K. | CH | LAGONDA M 4.5 T 7 Tourer | 2 | 1.65 | 46.00 | 16:18'53.46 | 16:19'39.09 | 45.63 | 0.37a | 37 | 163 | 269 |
| 129 | 24 | 30 | | Charlesworth R. | GB | English A. | GB | BENTLEY 4 1/2 Litre Supercharged | 1 | 1.65 | 46.00 | 15:27'34.98 | 15:28'21.37 | 46.39 | 0.39 r | 39 | 161 | 266 |
| 130 | 34 | 102 | | Abbott T. | D | Montgomerie C. | D | BMW 328 "Berlin-Rom" Touring Road. | 2 | 1.70 | 46.00 | 16:25'57.29 | 16:26'43.73 | 46.44 | 0.44 r | 44 | 156 | 265 |
| 131 | 73 | 171 | | Rossi F. | I | Teti F. | I | CISITALIA 202 SC | 3 | 1.30 | 46.00 | 16:39'57.76 | 16:40'43.62 | 45.86 | 0.14a | 14 | 203 | 264 |
| | 73 | 283 | | Reversi R. | I | Miglioli S. | I | LANCIA Aurelia B20 GT 2500 | 3 | 1.32 | 46.00 | 16:57'17.85 | 16:58'03.70 | 45.85 | 0.15a | 15 | 200 | 264 |
| 133 | 35 | 126 | | Peter N. | D | Grizot P. | D | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:36'42.87 | 15:37'28.50 | 45.63 | 0.37a | 37 | 163 | 261 |
| | 75 | 249 | | Hood D. | GB | Riedling S. | GB | COOPER JAGUA T33 | 3 | 1.60 | 46.00 | 17:14'10.26 | 17:14'56.63 | 46.37 | 0.37 r | 37 | 163 | 261 |
| | 35 | 93 | | Ten Cate J. | NL | Pors R. | BE | ASTON MARTIN Le Mans | 2 | 1.75 | 46.00 | 16:23'19.47 | 16:24'05.98 | 46.51 | 0.51 r | 51 | 149 | 261 |
| | 25 | 5 | | Lisman R. | US | Doyle C. | US | O.M. 665 SS MM | 1 | 1.80 | 46.00 | 15:28'36.07 | 15:29'21.52 | 45.45 | 0.55a | 55 | 145 | 261 |
| 137 | 76 | 365 | | Girardi A. | I | Mastellini S. | I | PORSCHE 356 1500 | 3 | 1.30 | 46.00 | 17:06'34.54 | 17:07'20.39 | 45.85 | 0.15a | 15 | 200 | 260 |
| | 76 | 380 | | Magliana M. | I | Platter I. | CH | LANCIA Aurelia B24 spider | 3 | 1.30 | 46.00 | 17:29'57.87 | 17:30'43.72 | 45.85 | 0.15a | 15 | 200 | 260 |
| 139 | 37 | 96 | | Villa M. | I | Abello M.C. | US | FORD A ROADSTER DELUXE | 2 | 1.55 | 46.00 | 16:11'44.03 | 16:12'30.36 | 46.33 | 0.33 r | 33 | 167 | 259 |
| | 37 | 88 | | Schmitz-Koep N. | GB | Schmitz-Koep T. | GB | MG K3 Magnette | 2 | 1.55 | 46.00 | 16:31'05.37 | 16:31'51.04 | 45.67 | 0.33a | 33 | 167 | 259 |
| 141 | 78 | 215 | | Boglioli M. | I | Pezzia E. | I | A6 GCS/53 S2 A6 GCS/53 SERIES 2 | 3 | 1.42 | 46.00 | 16:28'44.28 | 16:29'30.04 | 45.76 | 0.24a | 24 | 182 | 258 |
| | 39 | 136 | | Van Staveren N. | NL | Stet G. | NL | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 16:26'28.68 | 16:27'14.29 | 45.61 | 0.39a | 39 | 161 | 258 |
| 143 | 79 | 187 | | Cristina F. | I | Baroli S. | I | FERRARI 195 Inter Vignale Berlinetta | 3 | 1.35 | 46.00 | 16:17'52.79 | 16:18'38.99 | 46.20 | 0.20 r | 20 | 190 | 257 |
| | 79 | 285 | | Santa-Cruz R. | E | Barandica J.L. | E | JAGUAR XK 120 OTS LE MANS | 3 | 1.35 | 46.00 | 17:21'34.56 | 17:22'20.76 | 46.20 | 0.20 r | 20 | 190 | 257 |
| | 40 | 94 | | Van Der Kroft A | BE | Van Der Kroft J | BE | TALBOT 105 team car | 2 | 1.75 | 46.00 | 16:01'44.73 | 16:02'30.20 | 45.47 | 0.53a | 53 | 147 | 257 |
| 146 | 26 | 6 | | Haentjes M. | D | Jakob H. | D | O.M. 665 SS MM | 1 | 1.80 | 46.00 | 15:59'28.65 | 16:00'14.07 | 45.42 | 0.58a | 58 | 142 | 256 |
| 147 | 27 | 48 | | Takemoto K. | JP | Takemoto J. | JP | BUGATTI T 35 A | 1 | 1.70 | 46.00 | 15:37'10.30 | 15:37'56.82 | 46.52 | 0.52 r | 52 | 148 | 252 |
| 148 | 81 | 385 | | Shraga E. | IL | Schwartz-Shraga | IL | OSCA MT4 - TN 1500 | 3 | 1.50 | 46.00 | 17:40'24.18 | 17:41'09.85 | 45.67 | 0.33a | 33 | 167 | 251 |
| | 81 | 201 | | Schneeberger H. | CH | Schneeberger A. | CH | JAGUAR XK 120 OTS Alloy Competition | 3 | 1.55 | 46.00 | 16:21'37.97 | 16:22'24.35 | 46.38 | 0.38 r | 38 | 162 | 251 |
| 150 | 41 | 132 | | Sala E. | I | Bonomi P. | I | FIAT 500 A Sport | 2 | 1.40 | 46.00 | 15:48'17.28 | 15:49'03.54 | 46.26 | 0.26 r | 26 | 178 | 249 |
| 151 | 83 | 163 | | Martini F. | I | Marzari L. | I | CISITALIA 202B | 3 | 1.20 | 46.00 | 16:22'15.87 | 16:23'02.00 | 46.13 | 0.13 r | 13 | 207 | 248 |
| | 83 | 284 | | Salari E. | I | Tiberti R. | I | TRIUMPH TR 2 | 3 | 1.32 | 46.00 | 17:25'43.95 | 17:26'29.74 | 45.79 | 0.21a | 21 | 188 | 248 |
| 153 | 42 | 107 | | Beribe' A. | I | Baldarelli S. | I | FIAT 508 S CS berlinetta | 2 | 1.45 | 46.00 | 16:08'12.40 | 16:08'58.10 | 45.70 | 0.30a | 30 | 170 | 247 |
| 154 | 85 | 234 | | Finco M. | I | Krouse R. | US | LANCIA Aurelia B 20 GT 2500 V serie | 3 | 1.32 | 46.00 | 17:05'07.33 | 17:05'53.11 | 45.78 | 0.22a | 22 | 186 | 246 |
| | 85 | 190 | | Grasselli L. | I | Savaris S. | I | MASERATI A6 GCS | 3 | 1.60 | 46.00 | 16:36'51.14 | 16:37'36.68 | 45.54 | 0.46a | 46 | 154 | 246 |
| 156 | 43 | 104 | | Boscarino G. | I | Boscarino M.L. | I | FIAT 508 CS MM berlinetta | 2 | 1.45 | 46.00 | 15:54'37.29 | 15:55'22.98 | 45.69 | 0.31a | 31 | 169 | 245 |
| 157 | 44 | 87 | | Ricci N. | I | Ricci F. | I | ASTON MARTIN Le Mans | 2 | 1.65 | 46.00 | 15:49'07.98 | 15:49'53.46 | 45.48 | 0.52a | 52 | 148 | 244 |
| 158 | 87 | 237 | | Martini A. | I | Bruni Conter G. | I | TRIUMPH TR 2 | 3 | 1.32 | 46.00 | 17:00'22.86 | 17:01'09.09 | 46.23 | 0.23 r | 23 | 184 | 243 |
| | 87 | 334 | | Cefis A. | I | Ronchi F.B. | I | ALFA ROMEO 1900 SUPER SPRINT TOURING | 3 | 1.32 | 46.00 | 16:53'26.13 | 16:54'12.36 | 46.23 | 0.23 r | 23 | 184 | 243 |
| 160 | 89 | 296 | | Weihermuller S. | D | Tenzler T. | D | FERRARI 250 Europa GT | 3 | 1.32 | 46.00 | 17:23'22.35 | 17:24'08.59 | 46.24 | 0.24 r | 24 | 182 | 240 |
| 161 | 90 | 176 | | Zwienenberg D.W | NL | Zwienenberg W.G | NL | Bristol 400 | 3 | 1.30 | 46.00 | 16:21'59.11 | 16:22'44.88 | 45.77 | 0.23a | 23 | 184 | 239 |
| | 90 | 192 | | Hug R.W. | CH | Hug H. | CH | Nash Healey Sports | 3 | 1.51 | 46.00 | 16:32'27.71 | 16:33'14.13 | 46.42 | 0.42 r | 42 | 158 | 239 |
| 163 | 92 | 409 | | Vanoli M. | I | Kummer V. | | LANCIA Aurelia B20 GT | 3 | 1.32 | 46.00 | 17:20'05.99 | 17:20'51.74 | 45.75 | 0.25a | 25 | 180 | 238 |
| | 92 | 321 | | Keller E. | CH | Keller M. | CH | ALFA ROMEO 1900 SS2 | 3 | 1.32 | 46.00 | 17:01'37.75 | 17:02'23.50 | 45.75 | 0.25a | 25 | 180 | 238 |
| 165 | 94 | 265 | | Roberts K. | GB | Pinchbeck R. | GB | AUSTIN HEALE 100 S | 3 | 1.42 | 46.00 | 16:20'10.00 | 16:20'56.33 | 46.33 | 0.33 r | 33 | 167 | 237 |
| | 45 | 69 | | Cruyt W. D. | BE | Quercioli P. | I | LANCIA Augusta Belna cabriolet | 2 | 1.60 | 46.00 | 16:06'09.24 | 16:06'55.76 | 46.52 | 0.52 r | 52 | 148 | 237 |
| 167 | 95 | 287 | | Smith T. | US | Polak D.J. | US | S.I.A.T.A. 1100 TV Coupe' Vignale | 3 | 1.27 | 46.00 | 17:17'12.46 | 17:17'58.69 | 46.23 | 0.23 r | 23 | 184 | 234 |
| | 95 | 388 | | Ochiai K. | JP | Hirai S. | JP | FERRARI 750 Monza | 3 | 1.42 | 46.00 | 17:17'36.73 | 17:18'22.38 | 45.65 | 0.35a | 35 | 165 | 234 |
| | 95 | 421 | | Visser J. | NL | Visser Nel P. | NL | AUSTIN HEALE 100 S | 3 | 1.42 | 46.00 | 17:29'41.34 | 17:30'26.99 | 45.65 | 0.35a | 35 | 165 | 234 |
| 170 | 98 | 141 | F | Stauzebach G. | D | Kaut G. | D | MASERATI A6 1500 Pininfarina | 3 | 1.50 | 46.00 | 16:19'04.08 | 16:19'49.63 | 45.55 | 0.45a | 45 | 155 | 233 |
| 171 | 46 | 113 | | Deys W.G | NL | Peters G.J. | NL | ALFA ROMEO 6C 2500 Super Sport Cabriole | 2 | 1.50 | 46.00 | 16:18'11.27 | 16:18'57.73 | 46.46 | 0.46 r | 46 | 154 | 231 |
| 172 | 99 | 332 | | Schigiel L. | US | Schigiel E. | US | Studebaker Golden Hawk | 3 | 1.40 | 46.00 | 17:04'16.17 | 17:05'01.81 | 45.64 | 0.36a | 36 | 164 | 230 |

| ASS | RAG | NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|-------------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 173 | 100 | 228 | | Sikorski - Gros | D | Esswein - Hardi | D | LANCIA Aurelia B24 spider | 3 | 1.30 | 46.00 | 16:31'22.08 | 16:32'07.81 | 45.73 | 0.27a | 27 | 176 | 229 |
| 174 | 47 | 61 | | Ambrosi G. | I | Cantoni L. | I | ALFA ROMEO 6C 1750 GRAN SPORT | 2 | 1.75 | 46.00 | 15:30'43.34 | 15:31'28.64 | 45.30 | 0.70a | 70 | 130 | 228 |
| 175 | 101 | 362 | | Fusari E. | I | Toscani D. | I | LANCIA Aurelia B20 GT 2500 IV serie | 3 | 1.32 | 46.00 | 17:51'02.59 | 17:51'48.30 | 45.71 | 0.29a | 29 | 172 | 227 |
| | 101 | 368 | | Hinrichsen T. | AR | Mayo S. | AR | OSCA 372 FS | 3 | 1.40 | 46.00 | 17:36'13.76 | 17:37'00.14 | 46.38 | 0.38 r | 38 | 162 | 227 |
| 177 | 103 | 178 | | Fallon R.S | US | Hoefner J. | US | LANCIA Aprilia 1500 | 3 | 1.30 | 46.00 | 16:10'03.60 | 16:10'49.88 | 46.28 | 0.28 r | 28 | 174 | 226 |
| 178 | 104 | 203 | | Hamacher S. | D | Reugels B. | D | JAGUAR XK 120 | 3 | 1.35 | 46.00 | 16:54'38.72 | 16:55'24.39 | 45.67 | 0.33a | 33 | 167 | 225 |
| 179 | 105 | 379 | | Kojima T. | JP | Matsukawa T. | JP | TRIUMPH TR 2 | 3 | 1.32 | 46.00 | 17:17'26.15 | 17:18'12.45 | 46.30 | 0.30 r | 30 | 170 | 224 |
| | 105 | 412 | | Bitzi A. | CH | Trevisan M. | CH | AUSTIN HEALE 100 S | 3 | 1.42 | 46.00 | 17:20'49.58 | 17:21'36.00 | 46.42 | 0.42 r | 42 | 158 | 224 |
| 181 | 107 | 373 | | Maestrutti L. | I | Camozzi E. | I | FIAT ABARTH 750 ZAGATO | 3 | 1.10 | 46.00 | 17:09'06.13 | 17:09'52.27 | 46.14 | 0.14 r | 14 | 203 | 223 |
| | 107 | 160 | | Massai M. | I | Ragionieri L. | I | CISITALIA 202 | 3 | 1.20 | 46.00 | 16:25'09.18 | 16:25'55.40 | 46.22 | 0.22 r | 22 | 186 | 223 |
| | 107 | 145 | | Behaegel M. | BE | Vandecasteele S | BE | FIAT GIANNIN 750 Sport | 3 | 1.25 | 46.00 | 16:50'51.12 | 16:51'37.38 | 46.26 | 0.26 r | 26 | 178 | 223 |
| 184 | 110 | 213 | | Barozzi E. | I | Fragni M. | I | TRIUMPH TR 2 | 3 | 1.32 | 46.00 | 16:46'41.10 | 16:47'27.42 | 46.32 | 0.32 r | 32 | 168 | 222 |
| | 28 | 42 | | Olivieri L. | I | Olivieri A. | I | ALFA ROMEO 6C 1750 SPORT | 1 | 1.60 | 46.00 | 15:11'04.04 | 15:11'49.43 | 45.39 | 0.61a | 61 | 139 | 222 |
| 186 | 29 | 14 | | Schreiber W. | F | Ostmann B.R. | D | BUGATTI T 35 T | 1 | 1.70 | 46.00 | 15:14'49.55 | 15:15'34.85 | 45.30 | 0.70a | 70 | 130 | 221 |
| 187 | 111 | 262 | | Lindgens K. | D | Stierle G. | D | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 46.00 | 16:21'13.87 | 16:22'00.21 | 46.34 | 0.34 r | 34 | 166 | 219 |
| | 111 | 290 | | Reidie D. | AU | Colbert L. | AU | FIAT 8V ZAGATO | 3 | 1.45 | 46.00 | 16:40'19.87 | 16:41'06.36 | 46.49 | 0.49 r | 49 | 151 | 219 |
| 189 | 113 | 154 | | Geyer G. | AT | Steinbacher F. | AT | CISITALIA 202 SC | 3 | 1.20 | 46.00 | 15:50'58.67 | 15:51'44.43 | 45.76 | 0.24a | 24 | 182 | 218 |
| | 113 | 347 | | Bruse C.R. | D | Maino W. | I | TRIUMPH TR 3 | 3 | 1.30 | 46.00 | 17:10'33.11 | 17:11'18.79 | 45.68 | 0.32a | 32 | 168 | 218 |
| | 113 | 306 | | Maylander B. | D | Kristiansen E. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:03'23.63 | 17:04'09.98 | 46.35 | 0.35 r | 35 | 165 | 218 |
| 192 | 116 | 151 | | Diaz Luna D. | AR | Brielli L. | I | CISITALIA 202 | 3 | 1.00 | 46.00 | 16:30'46.70 | 16:31'32.81 | 46.11 | 0.11 r | 11 | 217 | 217 |
| | 116 | 238 | | Ciocca M. | I | Zonin F. | I | PORSCHE 356 SPEEDSTER 1500 | 3 | 1.30 | 46.00 | 16:57'43.25 | 16:58'28.92 | 45.67 | 0.33a | 33 | 167 | 217 |
| 194 | 118 | 257 | | Koziol T. | PL | Kolodziej J. | PL | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:23'10.88 | 17:23'57.24 | 46.36 | 0.36 r | 36 | 164 | 216 |
| | 118 | 335 | F | Tagliaferri C. | I | Panzeri E. | I | JAGUAR XK 140 OTS | 3 | 1.32 | 46.00 | 17:07'50.57 | 17:08'36.21 | 45.64 | 0.36a | 36 | 164 | 216 |
| | 118 | 357 | | Gerhardt J. | D | Lyons J. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:23'28.43 | 17:24'14.79 | 46.36 | 0.36 r | 36 | 164 | 216 |
| | 118 | 340 | | Berton P. | I | Sonda L. | I | MASERATI 150 S | 3 | 1.50 | 46.00 | 17:28'37.37 | 17:29'22.81 | 45.44 | 0.56a | 56 | 144 | 216 |
| | 48 | 133 | | Englert M. | D | Hamer H. | D | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:57'25.92 | 15:58'12.57 | 46.65 | 0.65 r | 65 | 135 | 216 |
| | 30 | 40 | | Meier O. | CH | Batouskova K. | CH | BUGATTI T 37 A | 1 | 1.70 | 46.00 | 16:10'07.12 | 16:10'52.39 | 45.27 | 0.73a | 73 | 127 | 216 |
| 200 | 122 | 377 | | Klingelberg J. | D | Wolle J. | CH | PORSCHE 356 1500 GS Carrera | 3 | 1.30 | 46.00 | 17:15'33.06 | 17:16'19.43 | 46.37 | 0.37 r | 37 | 163 | 212 |
| | 122 | 235 | | Becchetti R. | I | Becchetti F. | I | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | 16:13'52.79 | 16:14'38.36 | 45.57 | 0.43a | 43 | 157 | 212 |
| 202 | 124 | 212 | | Donati A. | I | Verzeletti P. | I | S.I.A.T.A. DAINA GRAN SPORT spider | 3 | 1.35 | 46.00 | 16:45'27.39 | 16:46'13.85 | 46.46 | 0.46 r | 46 | 154 | 208 |
| 203 | 125 | 355 | | Dietz W. | D | Dietz S. | D | LANCIA Aurelia B24 spider | 3 | 1.30 | 46.00 | 17:19'46.96 | 17:20'32.55 | 45.59 | 0.41a | 41 | 159 | 207 |
| | 125 | 389 | | Ong S.G. | SG | Cottingham J. | GB | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:21'18.87 | 17:22'04.44 | 45.57 | 0.43a | 43 | 157 | 207 |
| 205 | 127 | 181 | | Abbenante D. | I | Lodovisi M. | I | FIAT 500 C Topolino | 3 | 1.05 | 46.00 | 16:08'43.27 | 16:09'29.10 | 45.83 | 0.17a | 17 | 196 | 206 |
| 206 | 128 | 341 | | Karagozian A. | I | Maino S. | I | ALFA ROMEO Giulietta Sprint veloce | 3 | 1.30 | 46.00 | 17:08'33.16 | 17:09'19.58 | 46.42 | 0.42 r | 42 | 158 | 205 |
| | 128 | 407 | | Sixt A. | D | Eiller O. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:04'54.92 | 17:05'40.47 | 45.55 | 0.45a | 45 | 155 | 205 |
| | 128 | 308 | | Seifert H. | D | Witzel T. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:22'50.34 | 17:23'36.79 | 46.45 | 0.45 r | 45 | 155 | 205 |
| 209 | 131 | 343 | | D'Agostino L.R. | I | Stabile O. | I | FIAT 1100 TV | 3 | 1.07 | 46.00 | 17:32'03.18 | 17:32'49.38 | 46.20 | 0.20 r | 20 | 190 | 203 |
| 210 | 132 | 217 | | Facchinetti A. | I | Galbusera A. | I | JAGUAR XK 140 OTS | 3 | 1.32 | 46.00 | 16:35'05.71 | 16:35'51.23 | 45.52 | 0.48a | 48 | 152 | 201 |
| | 132 | 291 | | Van De Velde G. | NL | Van De Velde K. | NL | ASTON MARTIN DB 2 Saloon | 3 | 1.35 | 46.00 | 17:48'29.70 | 17:49'16.21 | 46.51 | 0.51 r | 51 | 149 | 201 |
| 212 | 134 | 351 | | Croul S. | US | Rofles T. | US | FIAT 8V ZAGATO | 3 | 1.45 | 46.00 | 17:28'29.16 | 17:29'15.79 | 46.63 | 0.63 r | 63 | 137 | 199 |
| 213 | 135 | 378 | | Mueller H. | D | Singh Sehra R. | IN | TRIUMPH TR 3 | 3 | 1.30 | 46.00 | 17:11'46.21 | 17:12'32.69 | 46.48 | 0.48 r | 48 | 152 | 198 |
| | 135 | 387 | | Shikiba R. | JP | Sugawara T. | JP | ALFA ROMEO Giulietta Sport 750G | 3 | 1.30 | 46.00 | 17:27'56.85 | 17:28'43.33 | 46.48 | 0.48 r | 48 | 152 | 198 |
| | 31 | 45 | | Roma B. | I | Ilder P. | I | BNC 527 Gran Sport Monza | 1 | 1.55 | 46.00 | 15:41'50.33 | 15:42'35.61 | 45.28 | 0.72a | 72 | 128 | 198 |
| 216 | 49 | 79 | | Marx A. | CH | Perucchini R. | I | ALFA ROMEO 6C 1750 GRAN SPORT | 2 | 1.65 | 46.00 | 16:10'42.67 | 16:11'27.86 | 45.19 | 0.81a | 81 | 119 | 196 |
| 217 | 137 | 349 | | Cavalli A. | I | Pezzotti P. | I | LOTUS ELEVEN LE MANS | 3 | 1.25 | 46.00 | 18:00'46.69 | 18:01'32.22 | 45.53 | 0.47a | 47 | 153 | 191 |

| ASS | RAG | NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|----------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| | 137 | 322 | | Streparava P. | I | Streparava M. | I | PORSCHE 356 A 1600 S | 3 | 1.30 | 46.00 | 16:52'07.37 | 16:52'53.90 | 46.53 | 0.53 r | 53 | 147 | 191 |
| | 137 | 402 | F | Priemer B. | D | Scholten P. | D | PORSCHE 356 A - 1600 S Coupe' | 3 | 1.30 | 46.00 | 17:28'14.84 | 17:29'01.37 | 46.53 | 0.53 r | 53 | 147 | 191 |
| 220 | 140 | 363 | | Gervais G. | CA | Grenier L. | CA | CITROEN DS 19 | 3 | 1.20 | 46.00 | 17:15'09.35 | 17:15'55.77 | 46.42 | 0.42 r | 42 | 158 | 190 |
| | 140 | 319 | | Strang I. | GB | Hudson K. | GB | AC Ace | 3 | 1.30 | 46.00 | 16:48'35.75 | 16:49'21.21 | 45.46 | 0.54a | 54 | 146 | 190 |
| | 140 | 240 | | Wiele A. | GB | Staby C. | GB | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | 17:24'14.57 | 17:24'59.98 | 45.41 | 0.59a | 59 | 141 | 190 |
| 223 | 32 | 29 | | Frech R. | GB | Zolter J. | D | BENTLEY 4 1/2 Litre Supercharged | 1 | 1.70 | 46.00 | 15:19'00.03 | 15:19'45.14 | 45.11 | 0.89a | 89 | 111 | 189 |
| 224 | 143 | 140 | | Chersevani P.M. | I | Zanatta F. | I | BANDINI 1100 S | 3 | 1.32 | 46.00 | 16:20'35.98 | 16:21'22.57 | 46.59 | 0.59 r | 59 | 141 | 186 |
| 225 | 33 | 10 | | Bock J. | D | Bock S. | D | BENTLEY 4 1/2 Litre | 1 | 1.00 | 46.00 | 15:16'06.66 | 15:16'52.43 | 45.77 | 0.23a | 23 | 184 | 184 |
| 226 | 144 | 331 | | Knapple M. | D | Kerler G. | D | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 46.00 | 17:28'01.89 | 17:28'47.28 | 45.39 | 0.61a | 61 | 139 | 183 |
| 227 | 145 | 230 | | Casali G. | I | Morosini J. | I | ALFA ROMEO 1900 SPRINT CABRIOLET PININ. | 3 | 1.00 | 46.00 | 16:56'41.68 | 16:57'27.44 | 45.76 | 0.24a | 24 | 182 | 182 |
| | 145 | 304 | | Wagerle R. | D | Reichert K. | D | MERCEDES-BEN 220 A | 3 | 1.22 | 46.00 | 17:44'07.91 | 17:44'54.42 | 46.51 | 0.51 r | 51 | 149 | 182 |
| | 145 | 367 | | Gruehsem S. | D | Heinze T. | D | PORSCHE 356 SPEEDSTER 1500 | 3 | 1.30 | 46.00 | 16:14'33.33 | 16:15'19.93 | 46.60 | 0.60 r | 60 | 140 | 182 |
| | 145 | 233 | | Gandolfi F. | I | Brunori G. | I | S.I.A.T.A. DAINA GRAN SPORT spider | 3 | 1.35 | 46.00 | 17:27'07.45 | 17:27'52.80 | 45.35 | 0.65a | 65 | 135 | 182 |
| 231 | 149 | 227 | | Cajani M. | I | Somaschini L. | I | ALFA ROMEO 1900 C GARA | 3 | 1.32 | 46.00 | 17:11'58.68 | 17:12'45.31 | 46.63 | 0.63 r | 63 | 137 | 181 |
| 232 | 150 | 288 | | Spagnoli A. | I | Ippolito G. | I | FIAT 1100/103 TV | 3 | 1.07 | 46.00 | 17:05'58.71 | 17:06'44.33 | 45.62 | 0.38a | 38 | 162 | 173 |
| 233 | 151 | 320 | | Keiner A. | D | Stumpp N. | I | PORSCHE 356 SPEEDSTER | 3 | 1.32 | 46.00 | 16:49'37.45 | 16:50'24.15 | 46.70 | 0.70 r | 70 | 130 | 172 |
| | 151 | 408 | | Steinhauer C. | D | Sixt R. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:16'09.72 | 17:16'56.42 | 46.70 | 0.70 r | 70 | 130 | 172 |
| 235 | 50 | 117 | | Fuchs R. | D | Bittner D.H. | D | LANCIA Aprilia Spider | 2 | 1.60 | 46.00 | 16:34'59.52 | 16:35'46.45 | 46.93 | 0.93 r | 93 | 107 | 171 |
| 236 | 153 | 273 | | Gnutti A. | I | Gnutti G. | I | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | 16:39'38.86 | 16:40'25.61 | 46.75 | 0.75 r | 75 | 125 | 169 |
| 237 | 154 | 225 | | Brown A.B. | GB | Halsey D. | GB | JAGUAR MK VII | 3 | 1.22 | 46.00 | 16:32'45.65 | 16:33'31.02 | 45.37 | 0.63a | 63 | 137 | 167 |
| 238 | 155 | 348 | | Battistella M. | I | Battistella A. | I | WELDAGRIND PARSON MASERATI | 3 | 1.00 | 46.00 | 17:26'03.36 | 17:26'49.01 | 45.65 | 0.35a | 35 | 165 | 165 |
| | 155 | 152 | | Dalgligh I. | GB | Dal Bello D.P. | CA | CISITALIA 202 MM Spyder Nuvolari | 3 | 1.35 | 46.00 | 17:14'55.21 | 17:15'41.99 | 46.78 | 0.78 r | 78 | 122 | 165 |
| 240 | 51 | 66 | | Cantele G. | MC | De Vogue' M. | MC | ALVIS 20 SA Tourer Van den Plas | 2 | 1.00 | 46.00 | 16:10'32.55 | 16:11'18.18 | 45.63 | 0.37a | 37 | 163 | 163 |
| 241 | 157 | 309 | | Jelinek R. | D | Fossati M. | I | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 18:04'37.72 | 18:05'24.49 | 46.77 | 0.77 r | 77 | 123 | 162 |
| 242 | 158 | 220 | | Barrett J.H. | US | Beam C.A. | US | FIAT 1100/103 | 3 | 1.17 | 46.00 | 16:48'57.61 | 16:49'44.23 | 46.62 | 0.62 r | 62 | 138 | 161 |
| 243 | 159 | 243 | | Pon B. | NL | Perridon M. | NL | PORSCHE 550 Spyder 1500 RS | 3 | 1.42 | 46.00 | 16:20'16.27 | 16:21'01.36 | 45.09 | 0.91a | 91 | 109 | 155 |
| 244 | 160 | 258 | | Lotman J. | US | Grozier B. | US | LINCOLN CAPRI | 3 | 1.42 | 46.00 | 16:47'36.45 | 16:48'21.50 | 45.05 | 0.95a | 95 | 105 | 149 |
| 245 | 52 | 77 | | Lange F.K. | D | Merz F. | D | MERCEDES-BEN 500 K | 2 | 1.00 | 46.00 | 16:13'11.92 | 16:13'58.44 | 46.52 | 0.52 r | 52 | 148 | 148 |
| | 161 | 369 | | Hindrichs D. | D | Hindrichs S. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:46'59.75 | 17:47'46.63 | 46.88 | 0.88 r | 88 | 112 | 148 |
| 247 | 162 | 251 | | Horton R. | D | Gerngross H. | DE | GOLIATH GP700 | 3 | 1.02 | 46.00 | 17:18'42.73 | 17:19'28.17 | 45.44 | 0.56a | 56 | 144 | 147 |
| 248 | 53 | 129 | | Babette A. | D | Zimmermann F. | D | BMW 328 MM | 2 | 1.00 | 46.00 | 15:45'16.88 | 15:46'02.33 | 45.45 | 0.55a | 55 | 145 | 145 |
| | 34 | 20 | | Ernst R. | D | Westphal C. | D | LORRAINE D. B3-6 Le Mans | 1 | 1.70 | 46.00 | 17:19'12.86 | 17:19'57.71 | 44.85 | 1.15a | 115 | 85 | 145 |
| 250 | 163 | 345 | | Bond S. | GB | Bond V. | AU | MASERATI 200S/250 | 3 | 1.50 | 46.00 | 17:28'53.40 | 17:29'38.35 | 44.95 | 1.05a | 105 | 95 | 143 |
| 251 | 54 | 105 | | Bender H.J. | D | Mulder P. | D | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:37'57.73 | 15:38'44.84 | 47.11 | 1.11 r | 111 | 89 | 142 |
| 252 | 35 | 50 | | Briegmann F. | D | Secker J. | D | BENTLEY 6 1/2 Litre | 1 | 1.00 | 46.00 | 15:33'14.29 | 15:34'00.88 | 46.59 | 0.59 r | 59 | 141 | 141 |
| 253 | 164 | 350 | | Cooper L. | GB | Morrison A. | GB | ASTON MARTIN DB 2/4 DROPHEAD COUPE' | 3 | 1.00 | 46.00 | 17:04'35.57 | 17:05'22.17 | 46.60 | 0.60 r | 60 | 140 | 140 |
| | 164 | 289 | | Tarcher P. | CH | Chies F. | CH | CITROEN Traction 15 6H | 3 | 1.30 | 46.00 | 17:07'03.98 | 17:07'50.90 | 46.92 | 0.92 r | 92 | 108 | 140 |
| 255 | 166 | 359 | | Fluttert R. | NL | Van De Loo M. | NL | PEUGEOT 403 | 3 | 1.20 | 46.00 | 17:42'07.13 | 17:42'52.26 | 45.13 | 0.87a | 87 | 113 | 136 |
| 256 | 167 | 150 | | Bruni G. | I | Verzera A. | I | LANCIA Aprilia 1500 Sport barchetta | 3 | 1.45 | 46.00 | 17:49'26.97 | 17:50'11.90 | 44.93 | 1.07a | 107 | 93 | 135 |
| 257 | 36 | 35 | | Grossman J. | D | Groenemeyer H. | D | BENTLEY 6 1/2 Litre all weather | 1 | 1.00 | 46.00 | 15:06'08.95 | 15:06'54.29 | 45.34 | 0.66a | 66 | 134 | 134 |
| | 168 | 390 | | Pearce C. | GB | Noble J. | GB | AC Aceca Bristol | 3 | 1.30 | 46.00 | 17:26'56.46 | 17:27'41.49 | 45.03 | 0.97a | 97 | 103 | 134 |
| 259 | 169 | 210 | | Palmieri G. | I | Palmieri C. | I | FIAT 1100 E | 3 | 1.10 | 46.00 | 16:32'11.07 | 16:32'57.86 | 46.79 | 0.79 r | 79 | 121 | 133 |
| 260 | 170 | 307 | | Wittman J. | D | Smith C. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:41'16.39 | 17:42'01.39 | 45.00 | 1.00a | 100 | 100 | 132 |
| 261 | 171 | 146 | | Berg J. | SE | Leander K. | SE | JAGUAR XK 120 OTS Alloy | 3 | 1.45 | 46.00 | 18:28'57.12 | 18:29'44.28 | 47.16 | 1.16 r | 116 | 84 | 122 |
| 262 | 172 | 279 | | Terentyev A.Jr | RU | Terentyev A.Jr | RU | AUSTIN HEALE 100/4 BN1 | 3 | 1.32 | 46.00 | 17:14'40.48 | 17:15'25.40 | 44.92 | 1.08a | 108 | 92 | 121 |

| ASS | RAG | NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|-------|
| 263 | 37 | 36 | | Haas H.K. | AT | Haas S. | AT | LANCIA Lambda | 1 | 1.70 | 46.00 | 15:21'20.69 | 15:22'07.99 | 47.30 | 1.30 r | 130 | 70 | 119 |
| 264 | 55 | 92 | | Hampson D. | GB | Hampson J. | US | MG K3 Magnette | 2 | 1.60 | 46.00 | 15:54'12.02 | 15:54'59.31 | 47.29 | 1.29 r | 129 | 71 | 114 |
| 265 | 173 | 274 | | Grossmann Q. | D | Hardieck M. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:02'01.84 | 17:02'48.99 | 47.15 | 1.15 r | 115 | 85 | 112 |
| 266 | 174 | 159 | | Long D. | GB | Wong S. | GB | HEALEY Westland roadster | 3 | 1.40 | 46.00 | 16:15'00.13 | 16:15'44.90 | 44.77 | 1.23a | 123 | 77 | 108 |
| | 174 | 241 | | Covindassamy A. | US | Pasquini G.F. | US | OSCA MT4-2AD 1450 | 3 | 1.42 | 46.00 | 16:29'40.25 | 16:30'25.01 | 44.76 | 1.24a | 124 | 76 | 108 |
| 268 | 56 | 76 | | Kaufmann A. | AT | Hohla L. | AT | ALFA ROMEO 6C 1750 GTC | 2 | 1.55 | 46.00 | 16:14'06.50 | 16:14'51.18 | 44.68 | 1.32a | 132 | 68 | 105 |
| 269 | 38 | 19 | | Erber W. | AT | Jabinger M.M. | AT | LANCIA Lambda serie VII | 1 | 1.70 | 46.00 | 15:55'16.26 | 15:56'03.65 | 47.39 | 1.39 r | 139 | 61 | 104 |
| 270 | 176 | 205 | | Van De Velde L. | NL | Lieste M. | NL | HEALEY Silverstone | 3 | 1.45 | 46.00 | 17:48'55.84 | 17:49'40.55 | 44.71 | 1.29a | 129 | 71 | 103 |
| 271 | 177 | 250 | | Horn S. | US | Horn J. | US | ALFA ROMEO 1900 | 3 | 1.25 | 46.00 | 17:02'40.90 | 17:03'25.71 | 44.81 | 1.19a | 119 | 81 | 101 |
| | 177 | 398 | | Rollinger M. | L | Schandeler L. | L | OSCA MT4-2AD 1100 | 3 | 1.37 | 46.00 | 17:45'51.49 | 17:46'38.75 | 47.26 | 1.26 r | 126 | 74 | 101 |
| 273 | 57 | 119 | | Gerani S. | I | Radavelli L. | I | LANCIA Astura Sport | 2 | 1.00 | 46.00 | 16:13'04.80 | 16:13'49.74 | 44.94 | 1.06a | 106 | 94 | 94 |
| 274 | 179 | 143 | | Bert J. | BE | Bert J. | BE | HW MOTORS ALTA B1 PLACE | 3 | 1.45 | 46.00 | 16:04'33.96 | 16:05'21.36 | 47.40 | 1.40 r | 140 | 60 | 87 |
| 275 | 180 | 386 | | Mercorelli M. | US | Schoendorf C. | US | FORD Thunderbird | 3 | 1.32 | 46.00 | 17:50'00.62 | 17:50'45.26 | 44.64 | 1.36a | 136 | 64 | 84 |
| 276 | 181 | 397 | | Ribadeneira D. | US | Lundgren B. | US | ALFA ROMEO Giulietta Sprint veloce | 3 | 1.30 | 46.00 | 17:50'36.41 | 17:51'21.05 | 44.64 | 1.36a | 136 | 64 | 83 |
| | 58 | 112 | | Declerck R. | BE | Henderickx C. | BE | LANCIA Aprilia 1350 Sport barchetta | 2 | 1.60 | 46.00 | 17:16'30.41 | 17:17'17.89 | 47.48 | 1.48 r | 148 | 52 | 83 |
| 278 | 59 | 81 | | Meyer J.C. | CH | Sturges S. | CH | BENTLEY Derby 3.5 Litre | 2 | 1.00 | 46.00 | 16:26'03.62 | 16:26'48.42 | 44.80 | 1.20a | 120 | 80 | 80 |
| 279 | 182 | 259 | F | Louwman Q.V. | NL | Wood J.R. | NL | ASTON MARTIN DB 3/S | 3 | 1.52 | 46.00 | 16:57'58.73 | 16:58'43.25 | 44.52 | 1.48a | 148 | 52 | 79 |
| 280 | 183 | 328 | | Van Lochem R.J. | NL | Van Lochem H.W. | NL | SAAB 93 deluxe | 3 | 1.00 | 46.00 | 17:22'07.89 | 17:22'52.66 | 44.77 | 1.23a | 123 | 77 | 77 |
| 281 | 184 | 374 | | Von Braunmuhl M | D | Ermer M. | D | PORSCHE 356 A | 3 | 1.30 | 46.00 | 16:29'12.80 | 16:29'57.36 | 44.56 | 1.44a | 144 | 56 | 73 |
| 282 | 185 | 153 | | Dombrowsky R. | D | Dombrowsky S. | D | FIAT MOTOR RG 1 | 3 | 1.35 | 46.00 | 16:45'01.14 | 16:45'48.64 | 47.50 | 1.50 r | 150 | 50 | 68 |
| | 60 | 60 | | Adler S. | US | Greisen J. | DK | ALFA ROMEO 6C 1750 GRAN SPORT | 2 | 1.65 | 46.00 | 16:31'28.09 | 16:32'12.50 | 44.41 | 1.59a | 159 | 41 | 68 |
| 284 | 186 | 416 | | De Ghellinck N. | BE | Gerard F. | | JAGUAR XK 120 | 3 | 1.00 | 46.00 | 17:28'22.73 | 17:29'07.38 | 44.65 | 1.35a | 135 | 65 | 65 |
| | 186 | 199 | | Gandy D. | | Le Bon J. | | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | 17:13'57.22 | 17:14'44.74 | 47.52 | 1.52 r | 152 | 48 | 65 |
| 286 | 188 | 267 | | Olivini G. | I | Santangelo G. | I | ARNOLT Bristol Bolide roadster | 3 | 1.42 | 46.00 | 17:12'10.38 | 17:12'54.81 | 44.43 | 1.57a | 157 | 43 | 61 |
| 287 | 189 | 293 | | Tribe A. | AU | Davis C. | US | MASERATI A6 GCS/53 | 3 | 1.42 | 46.00 | 17:21'06.69 | 17:21'54.27 | 47.58 | 1.58 r | 158 | 42 | 60 |
| 288 | 61 | 124 | | Mellinger P. | I | Gelmini T. | I | ALFA ROMEO 6C 2300 B MM spider Touring | 2 | 1.60 | 46.00 | 16:02'58.94 | 16:03'43.31 | 44.37 | 1.63a | 163 | 37 | 59 |
| 289 | 62 | 80 | | Meomartini A. | I | Campaner P. | I | ASTON MARTIN KG 521 S | 2 | 1.00 | 46.00 | 17:40'07.45 | 17:40'51.97 | 44.52 | 1.48a | 148 | 52 | 52 |
| 290 | 39 | 15 | | De Boer J. | NL | Koolen T. | NL | BENTLEY SpeedSix | 1 | 1.00 | 46.00 | 16:02'58.16 | 16:03'42.65 | 44.49 | 1.51a | 151 | 49 | 49 |
| | 190 | 323 | | Strojer Hansen | DK | Murmann P. | DK | LANCIA Aurelia B20 GT 2500 Pichon Par | 3 | 1.32 | 46.00 | 17:48'36.84 | 17:49'21.21 | 44.37 | 1.63a | 163 | 37 | 49 |
| 292 | 191 | 272 | | Perini E. | I | Hagenburger P. | EG | TRIUMPH TR 2 | 3 | 1.32 | 46.00 | 17:12'28.08 | 17:13'15.76 | 47.68 | 1.68 r | 168 | 32 | 42 |
| | 191 | 305 | | Schmidt J. | D | Koerd E. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:08'49.09 | 17:09'33.41 | 44.32 | 1.68a | 168 | 32 | 42 |
| 294 | 193 | 312 | | Taylor M. | AU | Kable G. | AU | ALFA ROMEO 2000 SPORTIVA | 3 | 1.00 | 46.00 | 17:25'01.02 | 17:25'48.62 | 47.60 | 1.60 r | 160 | 40 | 40 |
| 295 | 194 | 275 | | Lagenbach K.G. | D | Jennissen J.J. | D | ALFA ROMEO 1900 BERLINA | 3 | 1.22 | 46.00 | 17:11'34.20 | 17:12'18.50 | 44.30 | 1.70a | 170 | 30 | 37 |
| 296 | 195 | 200 | | Wallace A. | GB | Hoy C. | GB | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | 16:02'51.90 | 16:03'39.64 | 47.74 | 1.74 r | 174 | 26 | 35 |
| 297 | 196 | 232 | | Carboni D. | I | Badeghieri R. | I | TRIUMPH TR 3 | 3 | 1.30 | 46.00 | 17:15'16.54 | 17:16'00.78 | 44.24 | 1.76a | 176 | 24 | 31 |
| 298 | 197 | 226 | | Buraccini S. | I | Zanin M. | I | FIAT AR-51 "Campagnola" | 3 | 1.35 | 46.00 | 17:13'54.37 | 17:14'42.16 | 47.79 | 1.79 r | 179 | 21 | 28 |
| 299 | 198 | 297 | | Veen S. | NL | Veen N. | NL | MERCEDES-BEN 300 SL W194 | 3 | 1.00 | 46.00 | 17:15'50.50 | 17:16'38.39 | 47.89 | 1.89 r | 189 | 11 | 11 |
| 300 | 40 | 16 | | Kuck K.H. | D | Schemme K. | D | LANCIA Lambda 221S Series VIII Spider | 1 | 1.70 | 46.00 | 15:03'53.81 | 15:04'41.75 | 47.94 | 1.94 r | 194 | 6 | 10 |
| 301 | 199 | 396 | | Wittner F. | AT | Miller T.J. | US | ASTON MARTIN DB 2/4 | 3 | 1.32 | 46.00 | 18:01'52.32 | 18:02'40.31 | 47.99 | 1.99 r | 199 | 1 | 1 |
| 302 | 200 | 339 | | Reto G. | CH | Gemperle D. | CH | FIAT ABARTH 750 ZAGATO | 3 | 1.10 | 46.00 | 18:03'46.51 | 18:04'30.48 | 43.97 | 2.03a | 203 | 0 | 0 |
| | 200 | 179 | | Aaldering N. | NL | Aaldering N. | NL | TALBOT LAGO T26 Grand Sport Spider | 3 | 1.45 | 46.00 | 16:52'14.58 | 16:52'58.54 | 43.96 | 2.04a | 204 | 0 | 0 |
| | 200 | 418 | | Halford P. | NZ | Tolich N. | NZ | FERRARI 250 Europa GT | 3 | 1.32 | 46.00 | 17:24'26.29 | 17:25'14.43 | 48.14 | 2.14 r | 214 | 0 | 0 |
| | 200 | 371 | | Howard R. | GB | Needs J. | GB | MG MGA "WORKS" | 3 | 1.30 | 46.00 | 17:44'59.30 | 17:45'47.50 | 48.20 | 2.20 r | 220 | 0 | 0 |
| | 200 | 197 | | Quinn M. | GB | Ferragamo S. | I | JAGUAR C-TYPE | 3 | 1.45 | 46.00 | 15:56'59.25 | 15:57'47.48 | 48.23 | 2.23 r | 223 | 0 | 0 |
| | 200 | 364 | | Gierat S. | PL | Gierat M. | PL | JAGUAR XK 140 Fixed Head Coupe' | 3 | 1.32 | 46.00 | 17:44'56.38 | 17:45'44.67 | 48.29 | 2.29 r | 229 | 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 |
|-----|-----|-----|---|------------------|-----|------------------|-----|--------------------------------------|---|-------|--------|-------------|-------------|---------|-----------|-----|-----|-------|
| 200 | 206 | | | Vanhee F. | BE | Van Osta E. | BE | LANCIA Aurelia B21 | 3 | 1.25 | 46.00 | 17:38'41.71 | 17:39'30.03 | 48.32 | 2.32 r | 232 | 0 | 0 |
| 41 | 3 | | | Fendt J.G. | D | Fendt C.B. | D | O.M. 665 Superba MM | 1 | 1.70 | 46.00 | 15:23'52.86 | 15:24'36.53 | 43.67 | 2.33a | 233 | 0 | 0 |
| 200 | 417 | | | Gruss M. | US | Bragard M. | US | FERRARI 250 GT LWB TdF | 3 | 1.30 | 46.00 | 17:44'30.98 | 17:45'14.65 | 43.67 | 2.33a | 233 | 0 | 0 |
| 200 | 394 | | | Sixt E. | D | Sixt K. | D | PORSCHE 356 SPEEDSTER 1500 | 3 | 1.30 | 46.00 | 17:23'33.24 | 17:24'16.85 | 43.61 | 2.39a | 239 | 0 | 0 |
| 200 | 277 | | | Reber P.U. | CH | Fahrni B. | CH | ASTON MARTIN DB 2 | 3 | 1.35 | 46.00 | 16:59'20.33 | 17:00'08.82 | 48.49 | 2.49 r | 249 | 0 | 0 |
| 200 | 147 | | | Berry A. | GB | Goodman H. | GB | Bristol 400 Farina | 3 | 1.30 | 46.00 | 16:08'57.81 | 16:09'41.25 | 43.44 | 2.56a | 256 | 0 | 0 |
| 200 | 188 | | | De Clerck D. | BE | Sabbe I. | BE | FIAT 1100 E Zagato Coupe' | 3 | 1.45 | 46.00 | 17:23'35.83 | 17:24'19.23 | 43.40 | 2.60a | 260 | 0 | 0 |
| 200 | 295 | | | Stehle M. | D | Stehle M. | D | FERRARI 340 America | 3 | 1.55 | 46.00 | 17:10'04.08 | 17:10'52.74 | 48.66 | 2.66 r | 266 | 0 | 0 |
| 200 | 381 | | | Maier B. | D | Webster R.L.W. | US | PORSCHE 550 Spyder 1500 RS | 3 | 1.42 | 46.00 | 18:23'12.00 | 18:24'00.82 | 48.82 | 2.82 r | 282 | 0 | 0 |
| 63 | 121 | | | Jung F. | D | D'Avanzo A. | I | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:36'14.25 | 15:37'03.15 | 48.90 | 2.90 r | 290 | 0 | 0 |
| 63 | 131 | | | Rosen I. | AT | Bar G. | AT | SS Jaguar 100 | 2 | 1.00 | 46.00 | 16:38'19.23 | 16:39'08.20 | 48.97 | 2.97 r | 297 | 0 | 0 |
| 41 | 47 | | | Stone W. | GB | Miles D. | GB | BENTLEY Van Den Plas Sports | 1 | 1.00 | 46.00 | 16:19'10.57 | 16:20'23.04 | 1'12.47 | 26.47 r | 300 | 0 | 0 |
| 41 | 52 | | | Vonow A. | CH | Vonow A. | CH | ALFA ROMEO 6C 1500 Sport | 1 | 1.70 | 46.00 | 16:05'28.35 | 16:06'22.13 | 53.78 | 7.78 r | 300 | 0 | 0 |
| 41 | 53 | | | Tiemann M. | D | Bock M. | NL | MERCEDES-BEN SSK | 1 | 1.65 | 46.00 | 16:18'16.74 | 16:18'43.01 | 26.27 | 19.73a | 300 | 0 | 0 |
| 41 | 31 | | | Gaensler M. | D | Davies N. | GB | BENTLEY Speed Six | 1 | 1.00 | 46.00 | 15:29'43.44 | 15:30'35.72 | 52.28 | 6.28 r | 300 | 0 | 0 |
| 41 | 55 | | | Wendlinger K. | AT | Mass J. | D | MERCEDES-BEN 710 SS | 1 | 1.65 | 46.00 | 16:51'41.72 | 16:52'30.92 | 49.20 | 3.20 r | 300 | 0 | 0 |
| 63 | 89 | | | Snauwaert S. | BE | Delanote F. | BE | ASTON MARTIN International Le Mans | 2 | 1.00 | 46.00 | 16:03'52.47 | 16:04'31.94 | 39.47 | 6.53a | 300 | 0 | 0 |
| 63 | 95 | | | Van Haren F. | NL | Van Os R. | NL | ALFA ROMEO 8C 2300 LE MANS | 2 | 1.65 | 46.00 | 16:22'38.94 | 16:23'20.57 | 41.63 | 4.37a | 300 | 0 | 0 |
| 63 | 64 | | | Brandts L. | NL | Brandts C. | NL | RILEY MPH "Works Prototype" | 2 | 1.00 | 46.00 | 15:23'04.26 | 15:23'45.90 | 41.64 | 4.36a | 300 | 0 | 0 |
| 63 | 78 | | | Laqueur M. | BE | Arentsen H. | BE | LAGONDA M 4.5 RAPIDE | 2 | 1.65 | 46.00 | 15:22'56.32 | 15:26'42.21 | 3'45.89 | 2'59.89 r | 300 | 0 | 0 |
| 63 | 97 | | | Von Der Heyden D | D | Von Der Heyden D | D | ASTON MARTIN Mk II 2/4 Seater | 2 | 1.00 | 46.00 | 15:58'28.79 | 15:59'03.14 | 34.35 | 11.65a | 300 | 0 | 0 |
| 63 | 82 | | | Ermini M. | I | Ermini L. | I | BMW 328 Coupe' | 2 | 1.60 | 46.00 | 15:45'39.68 | 15:46'17.89 | 38.21 | 7.79a | 300 | 0 | 0 |
| 63 | 139 | | | Turner C. | GB | Turner P. | GB | ALFA ROMEO 6C 2300 MILLE MIGLIA | 2 | 1.50 | 46.00 | 16:33'09.60 | 16:33'50.04 | 40.44 | 5.56a | 300 | 0 | 0 |
| 63 | 110 | | | Callanan T. | IE | O'Donoghue B. | IE | SS Jaguar 100 | 2 | 1.00 | 46.00 | 16:56'52.84 | 16:57'33.74 | 40.90 | 5.10a | 300 | 0 | 0 |
| 200 | 156 | | | Greader P. | GB | Lambert-Smith J | AU | HEALEY Elliott | 3 | 1.40 | 46.00 | 16:03'57.26 | 16:04'35.67 | 38.41 | 7.59a | 300 | 0 | 0 |
| 200 | 155 | F | | Goethals S. | BE | Schouwenburg L. | NL | DAGRADA 750 SPORT Barchetta | 3 | 1.35 | 46.00 | 16:50'11.13 | 16:51'01.25 | 50.12 | 4.12 r | 300 | 0 | 0 |
| 200 | 180 | | | Abaci A. | D | Walmann P. | GB | JAGUAR XK 120 OTS Alloy | 3 | 1.45 | 46.00 | 16:17'09.97 | 16:17'59.02 | 49.05 | 3.05 r | 300 | 0 | 0 |
| 200 | 186 | | | Carlino P. | US | Kauffman R. | US | FERRARI 166 Touring Coupe' | 3 | 1.50 | 46.00 | 15:46'10.08 | 15:46'27.49 | 17.41 | 28.59a | 300 | 0 | 0 |
| 200 | 185 | | | Adyns P. | BE | Bert N. | BE | HW MOTORS ALTA - JAGUAR | 3 | 1.45 | 46.00 | 16:04'03.67 | 16:04'44.97 | 41.30 | 4.70a | 300 | 0 | 0 |
| 200 | 195 | | | Dubbini F. | I | Morassutti D. | I | FERRARI 212 export | 3 | 1.45 | 46.00 | 17:16'31.90 | 17:17'11.93 | 40.03 | 5.97a | 300 | 0 | 0 |
| 200 | 209 | | | Wissing H. | NL | Collette J. | NL | VERITAS Dyna | 3 | 1.25 | 46.00 | 16:50'03.17 | 16:50'52.75 | 49.58 | 3.58 r | 300 | 0 | 0 |
| 200 | 247 | | | Gordon A. | US | Oneal K. | US | ERMINI 1100 Sport | 3 | 1.30 | 46.00 | 17:24'59.51 | 17:25'40.32 | 40.81 | 5.19a | 300 | 0 | 0 |
| 200 | 256 | | | Kobayashi Y. | JP | Kobayashi S. | JP | ERMINI 1500 S | 3 | 1.52 | 46.00 | 17:06'16.61 | 17:07'06.81 | 50.20 | 4.20 r | 300 | 0 | 0 |
| 200 | 260 | | | Mathieu J.C. | F | Ghibellini R. | F | PANHARD X87 | 3 | 1.05 | 46.00 | 16:43'38.32 | 16:44'07.89 | 29.57 | 16.43a | 300 | 0 | 0 |
| 200 | 261 | | | Meier W. | CH | Luthi A. | CH | FERRARI 250 MM | 3 | 1.42 | 46.00 | 16:37'38.10 | 16:38'27.77 | 49.67 | 3.67 r | 300 | 0 | 0 |
| 200 | 271 | | | Gianopolus J. | GB | Day-Lewis D.M. | GB | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | 17:12'52.87 | 17:13'25.61 | 32.74 | 13.26a | 300 | 0 | 0 |
| 200 | 294 | | | Cavallari G. | I | Cavallari A. | I | TOJEIRO SPORT TAD | 3 | 1.00 | 46.00 | 17:20'30.42 | 17:21'20.66 | 50.24 | 4.24 r | 300 | 0 | 0 |
| 200 | 392 | | | Van der Goot S. | NL | De Vries J.E. | NL | AUSTIN HEALE 100 Le manS (prototype) | 3 | 1.32 | 46.00 | 17:40'36.60 | 17:41'29.49 | 52.89 | 6.89 r | 300 | 0 | 0 |
| 200 | 239 | | | Cerasoli M. | US | Mclaughlin L. | US | AUSTIN HEALE 100 M BN1 | 3 | 1.30 | 46.00 | 16:47'12.30 | 16:48'08.58 | 56.28 | 10.28 r | 300 | 0 | 0 |
| 200 | 242 | | | Covini C. | I | Brambilla L. | I | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | 16:49'16.19 | 16:52'12.68 | 2'56.49 | 2'10.49 r | 300 | 0 | 0 |
| 200 | 313 | | | Yardeni E. | TH | Baholyodhin O. | TH | FRAZER NASH TARGA FLORIO | 3 | 1.00 | 46.00 | 18:11'32.79 | 18:12'01.77 | 28.98 | 17.02a | 300 | 0 | 0 |
| 200 | 301 | | | Gehl W. | D | Schuff H. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:05'42.20 | 17:06'31.40 | 49.20 | 3.20 r | 300 | 0 | 0 |
| 200 | 302 | | | Alterman E. | US | Day G.H. | GB | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 17:17'58.17 | 17:18'34.56 | 36.39 | 9.61a | 300 | 0 | 0 |
| 200 | 324 | | | Swallow R. | GB | Swallow F. | GB | MG MGA | 3 | 1.30 | 46.00 | 16:58'16.58 | 16:58'47.22 | 30.64 | 15.36a | 300 | 0 | 0 |
| 200 | 326 | | | Van De Loo A. | I | Van De Loo L. | I | MG Magnette ZA | 3 | 1.20 | 46.00 | 17:25'34.17 | 17:26'12.41 | 38.24 | 7.76a | 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 |
|-----|-----|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| | 200 | 336 | | Anichini G. | I | Anichini A. | I | LANCIA Aurelia B 20 GT 2500 IV serie | 3 | 1.32 | 46.00 | 17:14'15.73 | 17:15'08.20 | 52.47 | 6.47 r | 300 | 0 | 0 |
| | 200 | 403 | | Scott-Nelson J. | GB | Owens S. | GB | AUSTIN HEALE 100 S | 3 | 1.42 | 46.00 | 17:50'11.55 | 17:51'02.00 | 50.45 | 4.45 r | 300 | 0 | 0 |
| | 200 | 404 | | Hildenbrandt E. | D | Hildenbrandt F. | D | ASTON MARTIN DB 2/4 | 3 | 1.32 | 46.00 | 17:48'06.54 | 17:48'43.85 | 37.31 | 8.69a | 300 | 0 | 0 |
| | 200 | 310 | | Penske R. | US | Illien M. | CH | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | 16:47'01.15 | 16:47'53.13 | 51.98 | 5.98 r | 300 | 0 | 0 |
| | 200 | 330 | | Thomas Mark R. | GB | Janet V. | GB | HEALEY 100/6 BN4 | 3 | 1.05 | 46.00 | 17:29'17.95 | 17:29'59.26 | 41.31 | 4.69a | 300 | 0 | 0 |
| | 200 | 327 | | Van De Werd P. | NL | Sontrop M. | NL | BORGWARD Isabella TS | 3 | 1.22 | 46.00 | 17:58'06.14 | 17:58'36.30 | 30.16 | 15.84a | 300 | 0 | 0 |
| | 200 | 372 | | Jodl A. | AT | Jodl C. | AT | AC Aceca Bristol | 3 | 1.30 | 46.00 | 17:40'53.89 | 17:41'44.12 | 50.23 | 4.23 r | 300 | 0 | 0 |
| | 200 | 376 | | Klingelberg D. | CH | Harter H.G. | D | BMW 507 | 3 | 1.30 | 46.00 | 17:09'31.95 | 17:10'09.55 | 37.60 | 8.40a | 300 | 0 | 0 |
| | 200 | 395 | | Krause S. | D | Campelli F. | I | AC Ace Bristol | 3 | 1.30 | 46.00 | 17:09'21.62 | 17:10'02.29 | 40.67 | 5.33a | 300 | 0 | 0 |
| | 200 | 399 | | Rose D. | US | Cristian Ariel | AR | ASTON MARTIN DB 2/4 | 3 | 1.32 | 46.00 | 17:17'50.16 | 17:18'27.31 | 37.15 | 8.85a | 300 | 0 | 0 |
| 363 | 47 | 39 | | Masselli P.A. | I | Confaloni S. | I | BUGATTI T 13 Brescia | 1 | 1.00 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 47 | 22 | | Kurth W. | D | Branse J. K. | D | BUGATTI T 35 A | 1 | 1.00 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 47 | 51 | | Vogel M.H. | D | Hotz G. | I | BENTLEY 4 1/2 Litre | 1 | 1.00 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 47 | 27 | | Ford G. | GB | Ford R. | GB | BENTLEY 4 1/2 Litre Supercharged | 1 | 1.65 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 47 | 28 | | Frasconi I. | I | Teneggi L. | I | BUGATTI T 40 A | 1 | 1.70 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 73 | 75 | | Houlihan S. | IE | Ratajova Z. | IE | ALFA ROMEO 8C 2300 | 2 | 1.65 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 73 | 65 | | Briggs P. | AU | Briggs R. | AU | MG K3 Magnette | 2 | 1.55 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 73 | 91 | | Stabiumi G. | I | Offer L. | I | ASTON MARTIN ULSTER | 2 | 1.30 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 73 | 114 | | Dutton-Forshaw | GB | Bradfield P. | GB | LAGONDA LG45 | 2 | 1.00 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 73 | 103 | | Trierenberg C. | AT | Trierenberg N. | AT | SS Jaguar 100 | 2 | 1.00 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 73 | 106 | | Baccanelli M. | AR | Gache A. | AR | BMW 328 Coupe' | 2 | 1.60 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 73 | 127 | | Praga M. | I | Cerato S. | D | FIAT 508 C Balilla berlina | 2 | 1.35 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 172 | | Valentini A. | I | Valentini G. | I | FIAT ROVELLI SPIDER CON HARD-TOP | 3 | 1.45 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 161 | | Masuda H. | JP | Masuda Y. | JP | FIAT CISITAL COLOMBO BARCHETTA | 3 | 1.35 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 169 | | Quintano J. | E | Quintano L. | E | FERRARI 166 MM | 3 | 1.60 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 175 | | Fodor P. | US | Wiesner P. | AT | MASERATI A6 1500 Pininfarina | 3 | 1.50 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 182 | | Attardo Parrine | I | Ercoli P. | I | PATRIARCA 750 Sport | 3 | 1.32 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 184 | | Beecham C. | GB | Vlahos C. | GR | FERRARI 166 MM | 3 | 1.50 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 224 | | Bonnet H. | BE | Martens J.J. | CH | CISITALIA 202 | 3 | 1.20 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 292 | | Streminski A. | D | Kramer C. | D | FERRARI 212/225 S Export Vignale Berl. | 3 | 1.55 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 211 | | De France W. | NZ | De France V. | NZ | FERRARI 166 MM/53 | 3 | 1.50 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 248 | | Harrison M. | GB | Harrison L. | GB | COOPER BRIST T25 | 3 | 1.50 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 252 | | Huther M.S. | D | Graf Beissel Vo | DE | FIAT 8V | 3 | 1.35 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 263 | | Germann M. | D | Grossmann E.U. | D | MERCEDES-BEN 300 S | 3 | 1.00 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 264 | | Seybold W. | D | Seybold F. | D | VOLKSWAGEN KAEFER 1/11 | 3 | 1.22 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 222 | | Au C. | SG | Tay D. | SG | JAGUAR XK 120 OTS | 3 | 1.35 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 300 | | Coulthard D. | D | Rommerskirchen | D | MERCEDES-BEN 300 SLR | 3 | 1.52 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 303 | | Jennings J. | D | Cannon S. | US | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 315 | | Scheufele K. | CH | Carreras A. | CH | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 316 | | Kohler J. | D | Stein A. | D | MERCEDES-BEN 300 SL W 198 | 3 | 1.32 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 318 | | Scheufele K.F. | CH | Scheufele C. | CH | FERRARI 750 Monza | 3 | 1.42 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 337 | F | Bas J.T. | BE | Petronella A.M. | NL | TRIUMPH TR2 SPORTS | 3 | 1.32 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 375 | | Klemm C. | CH | Hesse H. | AT | AUSTIN HEALE 100/4 BN2 | 3 | 1.30 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 405 | | Pohl A. | D | Wolf R. | D | PORSCHE 550 Spyder 1500 RS | 3 | 1.52 | 46.00 | | | | -- | 0 | 0 | -12000 |
| | 245 | 410 | | Roeder M. | D | Goetzelmann S. | D | FERRARI 500 Mondial | 3 | 1.52 | 46.00 | 17:23'26.12 | | | -- | 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 |
|-----|-----|-----|---|---------------|-----|--------------|-----|--------------------------------------|---|-------|--------|---------|--------|--------|--------|-----|-----|--------|
| 245 | 420 | F | | Roschmann J. | D | Buerger G. | D | FERRARI 250 GT Europa Competizione | 3 | 1.32 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 253 | F | | Grossman A.M. | D | Grossman J. | D | ALFA ROMEO 1900 SUPER SPRINT TOURING | 3 | 1.32 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 314 | | | Girelli A. | I | Cassina C. | I | PORSCHE 550 A Spyder 1500 RS | 3 | 1.40 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 352 | | | Busch K. | D | Nunerth B. | D | MASERATI A6 G 54 2000 Zagato | 3 | 1.30 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 358 | | | Price L. | GB | Barff R. | GB | MORETTI 750 Sport Bialbero | 3 | 1.25 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 391 | | | Lindsay V. | | Cayford P. | | JAGUAR Type | 3 | 1.40 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 415 | | | Peli R. | D | Schlatter D. | CH | FERRARI 250 GT Boano | 3 | 1.40 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 419 | | | Thomas J.E. | US | Oetting D.P. | US | FERRARI 250 GT Boano | 3 | 1.30 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 422 | | | Kidston S. | CH | Collo E. | I | MERCEDES-BEN 300 SL W 198 | 3 | 1.00 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 325 | | | Zagato A. | I | Rivolta M. | I | ALFA ROMEO 1900 SSZ ZAGATO | 3 | 1.32 | 46.00 | | | | -- | 0 | 0 | -12000 |
| 245 | 356 | | | Alghaim O. | KWT | Al-Hamad F. | KWT | PORSCHE 356 A 1500 GS Carrera | 3 | 1.30 | 46.00 | | | | -- | 0 | 0 | -12000 |