

CRONOLOGICO DELLA PROVA 48 PC 48 - Val d'Orcia 1

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-------------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 1 | | ROESLER P. | CH | BIRNBAUM L. | D | O.M. 665 SS MM Superba | 1 | 1.70 | 48.00 | 10:23'59.94 | 10:24'46.25 | 46.31 | 1.69a | 169 | 31 | 53 |
| 2 | | MOZZI G. | I | BIACCA S. | I | O.M. 665 SPORT SUPERBA 2000 | 1 | 1.70 | 48.00 | 10:22'54.96 | 10:23'42.94 | 47.98 | 0.02a | 2 | 370 | 629 |
| 3 | | FENDT J.G. | D | FENDT C.B. | D | O.M. 665 S MM SUPERBA 2000 | 1 | 1.70 | 48.00 | 10:23'16.35 | 10:24'04.24 | 47.89 | 0.11a | 11 | 217 | 369 |
| 4 | | PERLETTI E. | I | PERLETTI R. | I | O.M. 665 SS MM | 1 | 1.70 | 48.00 | 10:23'41.61 | 10:24'29.61 | 48.00 | 0.00 | 0 | 420 | 714 |
| 5 | | OPENGEYM M. | RUS | PANKOVSKIY P. | RUS | O.M. 665 SS MM SUPERBA 2200 | 1 | 1.70 | 48.00 | 10:24'20.67 | 10:25'08.65 | 47.98 | 0.02a | 2 | 370 | 629 |
| 6 | | FUCHS R. | D | FUCHS L. | D | O.M. 665 SS MM SUPERBA 2200 | 1 | 1.70 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 7 | | TURK U. | D | OERTZ M. | D | O.M. 665 S3 SUPERBA | 1 | 1.70 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 8 | | HAENTJES J. | D | HAENTJES J. | D | O.M. 665 SS MM SUPERBA 2200 | 1 | 1.70 | 48.00 | 10:25'03.08 | 10:25'49.04 | 45.96 | 2.04a | 204 | 0 | 0 |
| 9 | | MARTIN D. | GB | THORLEY B. | GB | FIAT 501 S | 1 | 1.70 | 48.00 | 10:26'26.43 | 10:27'13.42 | 46.99 | 1.01a | 101 | 99 | 168 |
| 10 | | GIUSFREDI O. | I | MATTURRI M. | I | Bugatti T 23 | 1 | 1.70 | 48.00 | 10:25'22.15 | 10:26'10.36 | 48.21 | 0.21 r | 21 | 188 | 320 |
| 11 | | CARLINI L. | CH | JENNINGS R. | GB | Bugatti T 35A | 1 | 1.70 | 48.00 | 10:24'41.09 | 10:25'28.85 | 47.76 | 0.24a | 24 | 182 | 309 |
| 12 | | PANKOVSKIY A. | RUS | PANKOVSKAYA T. | RUS | Alfa Romeo RL SUPER SPORT TORPEDO | 1 | 1.70 | 48.00 | 10:48'56.48 | 10:49'44.32 | 47.84 | 0.16a | 16 | 198 | 337 |
| 14 | | BATTAGLIOLA D. | I | BATTAGLIOLA G. | I | Lancia LAMBDA SPIDER V SERIE | 1 | 1.70 | 48.00 | 10:26'48.84 | 10:27'36.88 | 48.04 | 0.04 r | 4 | 330 | 561 |
| 15 | | FELLONI G. | I | FELLONI R. | I | Bugatti T 35A | 1 | 1.70 | 48.00 | 10:25'41.27 | 10:26'29.07 | 47.80 | 0.20a | 20 | 190 | 323 |
| 16 | | SIELECKI C. | RA | HERVAS J. | RA | Bugatti T 35A | 1 | 1.70 | 48.00 | 10:26'08.05 | 10:26'56.02 | 47.97 | 0.03a | 3 | 350 | 595 |
| 18 | | KOUX P. | DK | GREISEN E. | DK | Bugatti T 37 GRAND PRIX | 1 | 1.70 | 48.00 | 10:27'36.93 | 10:28'29.80 | 52.87 | 4.87 r | 300 | 0 | 0 |
| 20 | | JOLLY M. | CH | OVI C.A. | I | Amilcar. CGSS SILURO CORSA | 1 | 1.55 | 48.00 | 10:54'34.44 | 10:55'22.63 | 48.19 | 0.19 r | 19 | 192 | 298 |
| 21 | | JOLDERSMA M. | NL | JOLDERSMA A. | NL | Bugatti T 37 | 1 | 1.70 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 22 | | FERRARI M. | I | FERRARI D. | I | Bugatti T 37 | 1 | 1.70 | 48.00 | 10:27'15.38 | 10:28'03.41 | 48.03 | 0.03 r | 3 | 350 | 595 |
| 23 | | GATTA M. | I | PICCINELLI E. | I | Amilcar CGSS SPIDER | 1 | 1.55 | 48.00 | 10:41'24.18 | 10:42'12.19 | 48.01 | 0.01 r | 1 | 395 | 612 |
| 24 | | MENEGHINI A. | I | GOBBI M. | I | Amilcar CGSS SILURO CORSA | 1 | 1.55 | 48.00 | 10:27'56.28 | 10:28'44.41 | 48.13 | 0.13 r | 13 | 207 | 321 |
| 25 | | MEIER O. | CH | BATOUSKOVA K. | CH | Bugatti T 37 A | 1 | 1.70 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 26 | | KLAUS HAAS H. | A | HAAS S. | A | Lancia LAMBDA TORPEDO VII SERIE | 1 | 1.70 | 48.00 | 10:28'13.52 | 10:29'02.27 | 48.75 | 0.75 r | 75 | 125 | 213 |
| 27 | | GROSSMANN J. | D | FUCHS M. | D | Bentley 6 1/2 LITRE | 1 | 1.00 | 48.00 | 10:30'06.24 | 10:30'54.02 | 47.78 | 0.22a | 22 | 186 | 186 |
| 28 | | FERRARI B. | I | FERRARI C. | I | Bugatti T 37C | 1 | 1.70 | 48.00 | 10:30'41.71 | 10:31'29.64 | 47.93 | 0.07a | 7 | 272 | 462 |
| 29 | | CRISTINA R. | I | BAROLI S. | I | Bugatti T 40 GRAN SPORT | 1 | 1.70 | 48.00 | 10:35'07.80 | 10:35'55.84 | 48.04 | 0.04 r | 4 | 330 | 561 |
| 30 | | ROMA B. | I | IDER P. | I | B.N.C. 527 GRAND SPORT | 1 | 1.55 | 48.00 | 10:31'04.59 | 10:31'52.48 | 47.89 | 0.11a | 11 | 217 | 336 |
| 31 | | MOCERI G. | I | GALLIANI L. | I | Chrysler 72 | 1 | 1.70 | 48.00 | 10:36'44.44 | 10:37'32.38 | 47.94 | 0.06a | 6 | 291 | 495 |
| 32 | | CANE' G. | I | REICHLE K.P. | D | Bugatti T 37 GRAND PRIX | 1 | 1.70 | 48.00 | 10:32'15.03 | 10:33'03.09 | 48.06 | 0.06 r | 6 | 291 | 495 |
| 33 | | TONCONOGY J. | RA | BERISSO G. | RA | Bugatti T 40 | 1 | 1.70 | 48.00 | 10:36'19.96 | 10:37'07.98 | 48.02 | 0.02 r | 2 | 370 | 629 |
| 34 | | MURRU G.L. | I | DESTRO CASTANIT | I | B.N.C. 527 Monza | 1 | 1.55 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 36 | | HARSTE U. | D | WITTENBERGER R. | D | Lancia LAMBDA TIPO 221 SPIDER CA.SA.RO | 1 | 1.70 | 48.00 | 10:32'40.62 | 10:33'30.09 | 49.47 | 1.47 r | 147 | 53 | 90 |
| 37 | | KIRKPATRICK F. | GB | KIRKPATRICK S. | GB | Bugatti T 37A Grand Prix | 1 | 1.70 | 48.00 | 10:33'43.79 | 10:34'31.69 | 47.90 | 0.10a | 10 | 226 | 384 |
| 38 | | RONZONI E. | I | RONZONI A. | I | Lancia LAMBDA TORPEDO | 1 | 1.70 | 48.00 | 10:37'07.93 | 10:37'55.95 | 48.02 | 0.02 r | 2 | 370 | 629 |
| 39 | | HERZOG F. | D | HAINZ C. | CH | Alvis FWD SUPERCHARGED | 1 | 1.00 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 40 | | SALVIATO E.M. | I | MOGLIA M.C. | I | Bugatti T 40 | 1 | 1.70 | 48.00 | 10:34'11.82 | 10:34'59.87 | 48.05 | 0.05 r | 5 | 310 | 527 |
| 41 | | TEMPERLI R. | CH | TEMPERLI C. | CH | Lancia LAMBDA TORPEDO | 1 | 1.70 | 48.00 | 10:38'13.29 | 10:38'55.88 | 42.59 | 5.41a | 300 | 0 | 0 |
| 42 | | SASSMANNSHAUSEN D | | KYVALOVA K. | D | Bentley 4,5 LITRE OPEN TOURER VDP | 1 | 1.00 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 43 | | MONTI L. | I | VIDA M. | I | Chrysler 72 | 1 | 1.70 | 48.00 | 10:52'08.75 | 10:52'56.67 | 47.92 | 0.08a | 8 | 254 | 432 |
| 44 | | GELLI L. | I | CIUCCI L. | I | Bugatti T 35B | 1 | 1.70 | 48.00 | 10:34'37.02 | 10:35'24.82 | 47.80 | 0.20a | 20 | 190 | 323 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|--------------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 45 | | GRASSELLI L. | I | SAVARIS S. | I | Lancia LAMBDA SPIDER CORSA MM | 1 | 1.70 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 46 | | AMENDUNI GRESEL | I | VICARI F. | I | Alfa Romeo 6C 1500 MM | 1 | 1.70 | 48.00 | 10:37'30.87 | 10:38'18.89 | 48.02 | 0.02 r | 2 | 370 | 629 |
| 47 | | ZINCK P. | DK | CROWN P.F. | DK | Bugatti T 40 | 1 | 1.70 | 48.00 | 10:37'44.46 | 10:38'32.01 | 47.55 | 0.45a | 45 | 155 | 264 |
| 48 | | WEBER T. | D | BOCH M. | D | Mercedes-B. 710 SSK | 1 | 1.65 | 48.00 | 10:35'35.72 | 10:36'14.88 | 39.16 | 8.84a | 300 | 0 | 0 |
| 49 | | LOUWMAN E. | NL | LOUWMAN Q. | GB | Mercedes-B. 710 SSK | 1 | 1.65 | 48.00 | 10:38'51.16 | 10:39'38.81 | 47.65 | 0.35a | 35 | 165 | 272 |
| 50 | | MASS J. | D | RIERI M. | F | Mercedes-B. 710 SS | 1 | 1.65 | 48.00 | 10:48'33.41 | 10:49'25.37 | 51.96 | 3.96 r | 300 | 0 | 0 |
| 51 | | VEEN E. | NL | GARACHEMANI A.R | I | Mercedes-B. 710 SS | 1 | 1.65 | 48.00 | 10:44'13.78 | 10:45'01.59 | 47.81 | 0.19a | 19 | 192 | 317 |
| 52 | F | DE TONI G. | I | PERUZZI S. | I | Lancia LAMBDA TIPO 221 SPIDER CA.SA.RO | 1 | 1.70 | 48.00 | 10:50'37.71 | 10:51'18.64 | 40.93 | 7.07a | 300 | 0 | 0 |
| 54 | | EICHENBAUM D. | USA | CRATER S. | USA | Chrysler 75 | 1 | 1.70 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 55 | | BREVINI G. | I | TAZZIOLI F. | I | Bugatti T 40 | 1 | 1.70 | 48.00 | 10:41'57.45 | 10:42'45.41 | 47.96 | 0.04a | 4 | 330 | 561 |
| 56 | | FIORENTINI G. | I | PASSERI M.G. | I | Rally ABC 1100 | 1 | 1.50 | 48.00 | 10:44'40.12 | 10:45'28.06 | 47.94 | 0.06a | 6 | 291 | 437 |
| 57 | | ROTHENBERGER H. D | D | KAPITZA R. | D | Mercedes-B. 710 SSK | 1 | 1.65 | 48.00 | 10:46'07.46 | 10:46'55.82 | 48.36 | 0.36 r | 36 | 164 | 271 |
| 58 | | SWARTZBAUGH J. USA | USA | DILLION G. | USA | Chrysler 75 Le Mans | 1 | 1.70 | 48.00 | 10:40'59.77 | 10:41'47.33 | 47.56 | 0.44a | 44 | 156 | 265 |
| 59 | | WERNER M.B. | D | VIESSMANN M. | D | Mercedes-B. 720 SSK | 1 | 1.65 | 48.00 | 10:39'40.46 | 10:40'27.44 | 46.98 | 1.02a | 102 | 98 | 162 |
| 60 | | VOGEL M. | D | HOTZ G. | I | Bentley 4,5 LITRE LE MANS | 1 | 1.00 | 48.00 | 10:33'20.55 | 10:34'07.12 | 46.57 | 1.43a | 143 | 57 | 57 |
| 61 | | STALMAN P. | USA | SANCHEZ ZINNY F | RA | Bugatti T 40 GRAN SPORT | 1 | 1.70 | 48.00 | 10:43'28.27 | 10:44'16.29 | 48.02 | 0.02 r | 2 | 370 | 629 |
| 62 | | LISMAN R. | USA | FINK C. | USA | Aston Martin Le Mans | 1 | 1.65 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 64 | | WETZ A. | L | COLLE' R. | L | Alfa Romeo 6C 1750 GS SPIDER ZAGATO | 1 | 1.65 | 48.00 | 10:45'05.20 | 10:45'53.33 | 48.13 | 0.13 r | 13 | 207 | 342 |
| 65 | | GIACOMELLO G. | I | GENNARO L. | I | Alfa Romeo 6C 1750 GT | 1 | 1.55 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 66 | | VESCO A. | I | GUERINI A. | I | FIAT Siata 514 MM | 1 | 1.65 | 48.00 | 10:42'31.90 | 10:43'19.90 | 48.00 | 0.00 | 0 | 420 | 693 |
| 67 | | FORD G. | GB | PIKE R. | GB | Bentley 4,5 LITRE SUPERCHARGED | 1 | 1.65 | 48.00 | 10:42'55.71 | 10:43'43.04 | 47.33 | 0.67a | 67 | 133 | 219 |
| 68 | | CHARLESWORTH R.GB | GB | GRUNDHOFF S. | D | Bentley 4,5 LITRE SUPERCHARGED | 1 | 1.65 | 48.00 | 10:45'45.20 | 10:46'34.72 | 49.52 | 1.52 r | 152 | 48 | 79 |
| 69 | | GOEDMAKERS R. | NL | GOEDMAKERS T. | NL | Maserati Tipo 26 M Sport | 1 | 1.65 | 48.00 | 10:52'30.96 | 10:53'05.25 | 34.29 | 13.71a | 300 | 0 | 0 |
| 70 | | SCHORN S. | I | BRUNNER M. | I | Alfa Romeo 6C 1750 GS | 1 | 1.65 | 48.00 | 10:46'25.38 | 10:47'13.74 | 48.36 | 0.36 r | 36 | 164 | 271 |
| 72 | | OXENFORD A.P. | RA | CELADA J.L. | RA | Alfa Romeo 6C 1750 GS SPIDER ZAGATO | 2 | 1.65 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 73 | | INCERTI C. | I | PELLICIARI M. | I | FIAT 514 CA spider sport | 2 | 1.55 | 48.00 | 10:45'25.48 | 10:46'13.77 | 48.29 | 0.29 r | 29 | 172 | 267 |
| 74 | | WERDER D. | CH | COPELAND S. | CH | Lagonda 2 LITRE | 2 | 1.00 | 48.00 | 10:46'42.83 | 10:47'31.40 | 48.57 | 0.57 r | 57 | 143 | 143 |
| 75 | | CAVAGNA G.P.T. | I | OLLI A. | I | FIAT 514 MM | 2 | 1.65 | 48.00 | 10:50'21.31 | 10:51'09.43 | 48.12 | 0.12 r | 12 | 212 | 350 |
| 76 | | AMBROSI G. | I | DI AMATO F. | I | Alfa Romeo 6C 1750 GS | 2 | 1.65 | 48.00 | 10:47'49.32 | 10:48'37.85 | 48.53 | 0.53 r | 53 | 147 | 243 |
| 78 | | PATRON L. | I | CASALE M. | I | FIAT 514 MM | 2 | 1.65 | 48.00 | 10:51'02.04 | 10:51'49.99 | 47.95 | 0.05a | 5 | 310 | 512 |
| 79 | | VILLA M. | I | ABELLO M.C. | CH | FORD A ROADSTER | 2 | 1.55 | 48.00 | 10:48'11.76 | 10:48'59.42 | 47.66 | 0.34a | 34 | 166 | 257 |
| 80 | | SEKIGUCHI T. | J | KOBAYASHI M. | J | Aston Martin International Le Mans | 2 | 1.65 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 81 | | KAUFMANN A. | D | BADER A. | D | Alfa Romeo 6C 1750 GT | 2 | 1.55 | 48.00 | 10:31'40.47 | 10:32'27.89 | 47.42 | 0.58a | 58 | 142 | 220 |
| 82 | | KOERNER U. | CH | FUEGLISTALER H. | CH | Invicta TIPO "S" LOW CHASSIS | 2 | 1.00 | 48.00 | 10:49'24.11 | 10:50'13.72 | 49.61 | 1.61 r | 161 | 39 | 39 |
| 83 | | PAWLUK J. | D | PAWLUK K. | D | Alfa Romeo 8C 2300 MONZA | 2 | 1.65 | 48.00 | 10:49'48.92 | 10:50'38.34 | 49.42 | 1.42 r | 142 | 58 | 96 |
| 84 | | GEOGHEGAN D. | GB | CHARCHRLOTTE V. | GB | Riley MPH PROTOTYPE | 2 | 1.00 | 48.00 | | 11:00'09.36 | | -- | 0 | 0 | -12000 |
| 85 | | POZZOLI D. | RA | PIASCO J.M. | RA | Aston Martin Le Mans | 2 | 1.65 | 48.00 | 10:51'48.76 | 10:52'36.75 | 47.99 | 0.01a | 1 | 395 | 652 |
| 86 | | EREJOMOVICH D.A | RA | LLANOS G. | RA | Aston Martin Le Mans | 2 | 1.65 | 48.00 | 10:52'53.72 | 10:53'41.74 | 48.02 | 0.02 r | 2 | 370 | 611 |
| 87 | | SCIO E. | I | SCIO F. | I | Aston Martin Le Mans | 2 | 1.65 | 48.00 | 10:53'16.99 | 10:54'04.92 | 47.93 | 0.07a | 7 | 272 | 449 |
| 88 | | HEYSE F. | B | VANDE VYVERE J. | B | Talbot AV 105 S | 2 | 1.65 | 48.00 | 10:53'43.59 | 10:54'25.47 | 41.88 | 6.12a | 300 | 0 | 0 |
| 89 | | GROSSI G. | I | PIZZI P. | I | Aston Martin Le Mans | 2 | 1.65 | 48.00 | 10:54'57.15 | 10:55'45.18 | 48.03 | 0.03 r | 3 | 350 | 578 |
| 90 | | FONTANELLA G. | I | COVELLI A. M. | I | FORD MODEL "B" | 2 | 1.55 | 48.00 | 10:54'13.39 | 10:55'01.43 | 48.04 | 0.04 r | 4 | 330 | 512 |
| 91 | | TEN CATE J. | NL | TEN CATE P. | NL | Aston Martin Le Mans | 2 | 1.65 | 48.00 | 10:55'20.61 | 10:56'08.91 | 48.30 | 0.30 r | 30 | 170 | 281 |
| 92 | | GRUSS M. | USA | BROGARD M. | USA | Alfa Romeo 6C 1750 GT CABRIOLET CASTAGNA | 2 | 1.55 | 48.00 | 10:56'23.50 | 10:57'20.50 | 57.00 | 9.00 r | 300 | 0 | 0 |
| 93 | | VILANOVA O. | E | TILL S. | USA | FORD B 8V SPIDER CARROZZERIA AMBROSI | 2 | 1.55 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 94 | | SMEETS P. | NL | HUENIKEN G. | D | FIAT 508 S MILLE MIGLIA "BALILLA SPO | 2 | 1.50 | 48.00 | 11:06'10.20 | 11:06'58.10 | 47.90 | 0.10a | 10 | 226 | 339 |
| 95 | | NAMIKI S. | J | TATAWAKI N. | J | Bugatti T 51 | 2 | 1.65 | 48.00 | 10:56'05.17 | 10:56'53.09 | 47.92 | 0.08a | 8 | 254 | 419 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 96 | | BINNIE W. | USA | BINNIE D. | USA | Alfa Romeo 8C 2300 MONZA | 2 | 1.65 | 48.00 | 10:51'25.69 | 10:52'07.83 | 42.14 | 5.86a | 300 | 0 | 0 |
| 97 | | ZEISS C. | D | ZEISS K. | D | Lagonda M 45 T 7 | 2 | 1.00 | 48.00 | 10:55'41.24 | 10:56'29.07 | 47.83 | 0.17a | 17 | 196 | 196 |
| 98 | | BARISELLI G. | I | MOLINARI M. | I | Lancia AUGUSTA BERLINA | 2 | 1.50 | 48.00 | 10:56'50.72 | 10:57'40.59 | 49.87 | 1.87 r | 187 | 13 | 20 |
| 100 | | LAQUEUR M. | NL | DE WILDE L. | CH | Lagonda M45 RAPIDE | 2 | 1.65 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 101 | | BONOMI M. | I | BONOMI M. | I | Aston Martin International | 2 | 1.00 | 48.00 | 10:58'22.59 | 10:59'11.91 | 49.32 | 1.32 r | 132 | 68 | 68 |
| 102 | | BETTINSOLI M. | I | PELI E. | I | FIAT 508 S COPPA D'ORO "BALILLA SPOR | 2 | 1.50 | 48.00 | 10:59'55.42 | 11:00'43.41 | 47.99 | 0.01a | 1 | 395 | 593 |
| 103 | | SCOTT M. | GB | SCOTT S.S.A. | GB | Maserati 4 CS 1500 | 2 | 1.65 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 105 | | PELI O. | I | PELI F. | I | FIAT 508 S COPPA D'ORO "BALILLA SPOR | 2 | 1.50 | 48.00 | 10:59'17.73 | 11:00'05.80 | 48.07 | 0.07 r | 7 | 272 | 408 |
| 106 | | HULSBERGEN A. | CH | HULSBERGEN H. | CH | Alvis SPEED 2.0 SB | 2 | 1.00 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 107 | | HAMPSON R. | GB | PHILLIPS M. | GB | MG K 3 Magnette | 2 | 1.50 | 48.00 | 11:00'20.54 | 11:01'08.54 | 48.00 | 0.00 | 0 | 420 | 630 |
| 109 | | CAVALLERI T. | I | ZACCHI V. | I | FIAT 508 S COPPA D'ORO "BALILLA SPOR | 2 | 1.50 | 48.00 | 11:00'48.48 | 11:01'36.25 | 47.77 | 0.23a | 23 | 184 | 276 |
| 110 | | REIDIE D. | AUS | COLBERT L. | AUS | FIAT 508 S COPPA D'ORO "BALILLA SPOR | 2 | 1.50 | 48.00 | 12:35'12.91 | 12:36'00.84 | 47.93 | 0.07a | 7 | 272 | 408 |
| 111 | | GIACOPPO A. | I | GRILLONE TECIOI | I | FIAT 508 S MILLE MIGLIA "BALILLA SPO | 2 | 1.50 | 48.00 | 11:03'18.45 | 11:04'06.34 | 47.89 | 0.11a | 11 | 217 | 326 |
| 112 | | NONAKA H. | J | STRADA A. | I | FIAT 508 S MILLE MIGLIA "BALILLA SPO | 2 | 1.50 | 48.00 | 11:01'09.18 | 11:01'57.25 | 48.07 | 0.07 r | 7 | 272 | 408 |
| 113 | | CARLINI P. | CH | MARTEGANI A. | CH | Alfa Romeo 6C 2300 PESCARA SPIDER | 2 | 1.50 | 48.00 | 11:04'10.49 | 11:04'58.94 | 48.45 | 0.45 r | 45 | 155 | 233 |
| 114 | | ROVERSI R. | I | MIGLIOLI S. | I | MG PB | 2 | 1.60 | 48.00 | 11:03'42.16 | 11:04'30.13 | 47.97 | 0.03a | 3 | 350 | 560 |
| 115 | | MAINETTI S. | I | NOBILI S. | I | Bentley 3,5 LITRE | 2 | 1.65 | 48.00 | 11:45'00.90 | 11:45'49.88 | 48.98 | 0.98 r | 98 | 102 | 168 |
| 116 | | KAZAMEK T. | USA | KAZAMEK D. | USA | Delahaye 135 SPORT | 2 | 1.60 | 48.00 | 11:02'02.09 | 11:02'50.53 | 48.44 | 0.44 r | 44 | 156 | 250 |
| 117 | | BERIBE' A. | I | BALDARELLI S. | I | FIAT 508 S BERLINETTA MILLE MIGLIA | 2 | 1.50 | 48.00 | 11:04'55.96 | 11:05'43.17 | 47.21 | 0.79a | 79 | 121 | 182 |
| 118 | | MARINI B. | I | MARINI A. | I | Riley Sprite TT | 2 | 1.60 | 48.00 | 11:04'35.28 | 11:05'23.09 | 47.81 | 0.19a | 19 | 192 | 307 |
| 119 | | VAN HAREN F. | NL | VAN BUTZELAAR A | NL | Alfa Romeo 8C 2900 A | 2 | 1.60 | 48.00 | 10:39'10.32 | 10:39'59.58 | 49.26 | 1.26 r | 126 | 74 | 118 |
| 120 | | THORNHILL I. | GB | JERVIS H. | GB | Aston Martin 2 Litre Speed Model | 2 | 1.60 | 48.00 | 11:54'45.69 | 11:55'34.92 | 49.23 | 1.23 r | 123 | 77 | 123 |
| 121 | | POHL A. | D | POHL N. | D | Lagonda LG45/S3 TEAM CAR | 2 | 1.00 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 123 | | VAN BINSBERGEN | NL | WIELAND W. | D | BMW 328 | 2 | 1.60 | 48.00 | 10:57'12.00 | 10:58'00.28 | 48.28 | 0.28 r | 28 | 174 | 278 |
| 124 | | CRUYT D. | B | BOSSAERT M. | B | Riley LYNX-SPRITE | 2 | 1.00 | 48.00 | 11:15'50.29 | 11:16'38.56 | 48.27 | 0.27 r | 27 | 176 | 176 |
| 125 | | SANNE U. | D | WEI W. | RC | BMW 328 | 2 | 1.60 | 48.00 | 11:01'35.46 | 11:02'23.59 | 48.13 | 0.13 r | 13 | 207 | 331 |
| 126 | | BECKER H. | D | BECKER I.M. | D | Car-Gem FIAT 508 C Sport | 2 | 1.60 | 48.00 | 11:05'43.20 | 11:06'31.84 | 48.64 | 0.64 r | 64 | 136 | 218 |
| 127 | | SCULLION M. | GB | KEATLEY J. | GB | Delage D6-70 | 2 | 1.00 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 128 | | ERMINI M. | I | TADDEI G. | I | BMW 328 | 2 | 1.60 | 48.00 | 11:02'27.72 | 11:03'15.96 | 48.24 | 0.24 r | 24 | 182 | 291 |
| 129 | | DECLERCK R. | B | HENDERICKX J.C. | B | FIAT 1100 (508 C) SPIDER | 2 | 1.45 | 48.00 | 11:13'43.61 | 11:14'32.00 | 48.39 | 0.39 r | 39 | 161 | 233 |
| 130 | | OWENS S. | GB | SCOTT-NELSON J. | GB | SS Jaguar 100 | 2 | 1.00 | 48.00 | 11:11'18.19 | 11:12'07.15 | 48.96 | 0.96 r | 96 | 104 | 104 |
| 131 | | NIJS W. | B | NIJS I. | B | Riley Sprite TT | 2 | 1.60 | 48.00 | 11:05'18.57 | 11:06'07.00 | 48.43 | 0.43 r | 43 | 157 | 251 |
| 132 | | SOLERO S. | I | LUPI M. | I | BMW 328 | 2 | 1.60 | 48.00 | 11:02'53.66 | 11:03'41.65 | 47.99 | 0.01a | 1 | 395 | 632 |
| 133 | | ROBERTSON I. | GB | HOLDER J. | GB | BMW 328 "BERLIN-ROM" | 2 | 1.60 | 48.00 | 11:06'40.14 | 11:07'27.98 | 47.84 | 0.16a | 16 | 198 | 317 |
| 135 | | MEIJER B. | NL | RAFALOWICZ A. | NL | Riley SPRITE RAC RALLY | 2 | 1.60 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 136 | | SUTER D. | CH | CASUTT C. | CH | Aston Martin 15/98 | 2 | 1.00 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 137 | | BOSCARINO G. | I | PIONA E. | I | FIAT 1100 508 CS COUPE' MM | 2 | 1.45 | 48.00 | 11:14'15.21 | 11:15'03.40 | 48.19 | 0.19 r | 19 | 192 | 278 |
| 138 | | BOLLEN N. | B | THIERFELDT S. | B | Riley Sprite TT | 2 | 1.60 | 48.00 | 11:11'44.09 | 11:12'32.40 | 48.31 | 0.31 r | 31 | 169 | 270 |
| 139 | | MELLINGER P. | CH | GELMINI T. | I | Alfa Romeo 6C 2300 B MM SPIDER TOURING | 2 | 1.60 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 140 | | SISTI S. | I | GUALANDI A. | I | MG TB | 2 | 1.60 | 48.00 | 11:14'42.47 | 11:15'30.43 | 47.96 | 0.04a | 4 | 330 | 528 |
| 141 | | GAMBERINI A. | I | SMUTNIAK K. | PL | Lancia ARDEA | 2 | 1.15 | 48.00 | 11:07'58.85 | 11:08'46.87 | 48.02 | 0.02 r | 2 | 370 | 426 |
| 142 | | KIMURA H. | J | KIMURA M. | J | S.I.A.T.A. PESCARA 500 | 2 | 1.40 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 143 | | ERMINI L. | I | BROTINI G. | I | MG TB | 2 | 1.60 | 48.00 | 11:10'10.25 | 11:10'58.55 | 48.30 | 0.30 r | 30 | 170 | 272 |
| 144 | | AALDERING N.E M | NL | AALDERING N. | NL | Aston Martin 2 Litre Speed Model | 2 | 1.60 | 48.00 | 11:18'38.91 | 11:19'25.89 | 46.98 | 1.02a | 102 | 98 | 157 |
| 145 | | HOSOBUCHI M. | J | KNOCHLEIN B. | D | BMW 328 | 2 | 1.60 | 48.00 | 11:08'18.24 | 11:09'07.36 | 49.12 | 1.12 r | 112 | 88 | 141 |
| 146 | | BILGERI A. | D | HUGHES S. | USA | BMW 328 "MILLE MIGLIA" | 2 | 1.60 | 48.00 | 11:10'27.68 | 11:11'15.69 | 48.01 | 0.01 r | 1 | 395 | 632 |
| 147 | | PIERRE A. | B | DUQUENNE E. | B | D.B.-Citroen SPIDER | 2 | 1.50 | 48.00 | 11:12'04.21 | 11:12'54.01 | 49.80 | 1.80 r | 180 | 20 | 30 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 149 | | MAZZOLA G. | I | DE ANGELIS A. | I | HRG AERODYNAMIC W77 | 2 | 1.00 | 48.00 | 11:17'17.36 | 11:18'05.41 | 48.05 | 0.05 r | 5 | 310 | 310 |
| 150 | | VALENTINI A. | I | VINCI R. | I | Rovelli-Fiat TESTADORO 1100 SPIDER CASTA | 3 | 1.35 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 151 | | DUMOLIN C. | B | DUMOLIN N.M. | B | Maserati A6 GCS MONOFARO | 3 | 1.50 | 48.00 | 11:13'20.01 | 11:14'08.90 | 48.89 | 0.89 r | 89 | 111 | 167 |
| 152 | | DEMUYNCK G.J. | B | WOZNIAK D. | B | FIAT 500 SPORT ZANUSSI | 3 | 1.35 | 48.00 | 11:10'53.12 | 11:11'41.20 | 48.08 | 0.08 r | 8 | 254 | 343 |
| 153 | F | VAN DE VELDE L. | NL | VAN DE VELDE A. | NL | Talbot-Lago T 26 | 3 | 1.45 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 154 | | MASSAI M. | I | RAGONIERI L. | I | Cisitalia 202 SC BERLINETTA PININ FARINA | 3 | 1.20 | 48.00 | 11:15'01.71 | 11:15'49.80 | 48.09 | 0.09 r | 9 | 236 | 283 |
| 155 | | KAPPELER P. | CH | SUTTER R. | CH | FIAT 1100 MM BERLINETTA | 3 | 1.35 | 48.00 | 11:16'11.22 | 11:16'59.12 | 47.90 | 0.10a | 10 | 226 | 305 |
| 156 | | HALL R.R. | GB | HALL R.A. | GB | Cisitalia 202 S MM Spider | 3 | 1.35 | 48.00 | 11:15'24.79 | 11:16'14.74 | 49.95 | 1.95 r | 195 | 5 | 7 |
| 157 | F | GOETHALS S. | B | DE MEULENEERE S | B | Cisitalia 202 S MM Spider | 3 | 1.35 | 48.00 | 12:06'34.39 | 12:07'07.57 | 33.18 | 14.82a | 300 | 0 | 0 |
| 158 | | SMITH T. | USA | POLAK D. | USA | Healey 2400 ELLIOTT | 3 | 1.30 | 48.00 | 11:16'33.81 | 11:17'21.89 | 48.08 | 0.08 r | 8 | 254 | 330 |
| 159 | | KENNEDY W. | GB | KENNEDY M.W. | THA | Healey Duncan Drone | 3 | 1.50 | 48.00 | 11:16'54.10 | 11:17'44.00 | 49.90 | 1.90 r | 190 | 10 | 15 |
| 161 | | FABBRI L. | I | MORRO G. | I | FIAT 1100 S | 3 | 1.35 | 48.00 | 11:23'02.37 | 11:23'50.28 | 47.91 | 0.09a | 9 | 236 | 319 |
| 162 | | VON MOZER A. | NL | STAPS M. | B | Stanguellini 1100 berlinetta Bertone | 3 | 1.35 | 48.00 | 11:19'05.78 | 11:19'53.87 | 48.09 | 0.09 r | 9 | 236 | 319 |
| 163 | | MINUSSI C. | I | RIZZO G. | I | FIAT 750 SPORT ZANUSSI FONTEBASSO | 3 | 1.35 | 48.00 | 11:17'56.28 | 11:18'44.38 | 48.10 | 0.10 r | 10 | 226 | 305 |
| 164 | | LONG D. | GB | WONG S. | GB | Healey 2400 Westland | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 165 | | MASUDA H. | J | MASUDA Y. | J | Cisitalia Colombo Barchetta | 3 | 1.35 | 48.00 | 11:17'34.56 | 11:18'22.80 | 48.24 | 0.24 r | 24 | 182 | 246 |
| 166 | | ALBUQUERQUE J. | P | COSTA SIMOES J. | P | Frazer-Nash FAST TOURER | 3 | 1.50 | 48.00 | 11:18'14.33 | 11:19'02.08 | 47.75 | 0.25a | 25 | 180 | 270 |
| 167 | F | MALAVASI L.R. | I | PEVIANI V. | I | FIAT 1100 S BERLINETTA "GOBBONE" | 3 | 1.35 | 48.00 | 11:52'13.10 | 11:53'01.70 | 48.60 | 0.60 r | 60 | 140 | 189 |
| 168 | | VOS R.L. | CZ | FOKKEMA C. | CZ | Alfa Romeo 6C 2500 SS | 3 | 1.50 | 48.00 | 11:49'07.35 | 11:49'54.61 | 47.26 | 0.74a | 74 | 126 | 189 |
| 169 | | COOPER M. | GB | DE TURRIS P. | GB | Cisitalia 202 S MM Spider | 3 | 1.20 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 170 | | CIBALDI M. | I | COSTA A. | I | GilcoMariani FIAT 1100 SILURO | 3 | 1.35 | 48.00 | 11:19'59.97 | 11:20'47.90 | 47.93 | 0.07a | 7 | 272 | 367 |
| 171 | | IMSHOOT E. | B | DE CLERCQ P. | B | FIAT 1100 S BERLINETTA "GOBBONE" | 3 | 1.35 | 48.00 | 11:19'33.75 | 11:20'23.47 | 49.72 | 1.72 r | 172 | 28 | 38 |
| 172 | | UHLIR P. | CZ | ZVELEBIL J. | CZ | Cisitalia 202 S MM Spider | 3 | 1.35 | 48.00 | 12:34'49.62 | 12:35'39.09 | 49.47 | 1.47 r | 147 | 53 | 72 |
| 173 | | GREADER P. | AUS | LAMBERT-SMITH J | AUS | Healey 2400 ELLIOTT | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 174 | | FRASER S. | GB | LECLERCQ B.L.G. | GB | Giannini 750 SPORT | 3 | 1.30 | 48.00 | 12:06'52.73 | 12:07'44.19 | 51.46 | 3.46 r | 300 | 0 | 0 |
| 175 | | GALLONI U. | I | LONATI D. | I | Alfa Romeo 6C 2500 Freccia Oro | 3 | 1.30 | 48.00 | 11:21'18.04 | 11:22'07.11 | 49.07 | 1.07 r | 107 | 93 | 121 |
| 176 | | LUENGEN E. | D | LOHRE W. | D | Healey Duncan Drone | 3 | 1.50 | 48.00 | 11:22'37.67 | 11:23'26.24 | 48.57 | 0.57 r | 57 | 143 | 215 |
| 178 | | BERRY A. | GB | GOODMAN H. | GB | Bristol 400 CABRIOLET PININ FARINA | 3 | 1.30 | 48.00 | 11:21'46.47 | 11:22'34.73 | 48.26 | 0.26 r | 26 | 178 | 231 |
| 179 | | PODINI A. | I | PODINI M. | I | Cisitalia 202 SC BERLINETTA PININ FARINA | 3 | 1.20 | 48.00 | 11:20'23.58 | 11:21'12.23 | 48.65 | 0.65 r | 65 | 135 | 162 |
| 180 | | ALFONSI C. | I | ALFONSI T. | I | Maserati A6 1500 BERLINETTA | 3 | 1.50 | 48.00 | 11:34'30.54 | 11:35'21.22 | 50.68 | 2.68 r | 268 | 0 | 0 |
| 181 | | KELLER E. | CH | KELLER M. | CH | Alfa Romeo 6C 2500 SS | 3 | 1.50 | 48.00 | 11:24'40.38 | 11:25'28.44 | 48.06 | 0.06 r | 6 | 291 | 437 |
| 182 | | PIPILIS I. | GR | PIPILIS A. | GR | Jaguar XK 120 OTS LIGHTWEIGHT | 3 | 1.35 | 48.00 | 11:22'13.11 | 11:23'01.64 | 48.53 | 0.53 r | 53 | 147 | 198 |
| 183 | | BERG J. | USA | LEANDER K.J.L. | S | Jaguar XK 120 OTS LIGHTWEIGHT | 3 | 1.35 | 48.00 | 11:20'48.19 | 11:21'38.41 | 50.22 | 2.22 r | 222 | 0 | 0 |
| 184 | | LONT J. | NL | LONT-KRUIER A. | NL | Alfa Romeo 6C 2500 SS CABRIOLET PININ FA | 3 | 1.50 | 48.00 | 11:24'11.51 | 11:24'58.14 | 46.63 | 1.37a | 137 | 63 | 95 |
| 185 | | BERT J. | B | RICHARDS J.T. | GB | HW ALTA B1 PLACE | 3 | 1.50 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 186 | | BORTOLOTTI L. | I | BOMPANI M. | I | Maserati A6 1500 BERLINETTA | 3 | 1.50 | 48.00 | 11:23'49.09 | 11:24'37.50 | 48.41 | 0.41 r | 41 | 159 | 239 |
| 187 | | VERVISCH M. | B | ANCKAERT J. | B | Healey 2400 Silverstone | 3 | 1.45 | 48.00 | 11:23'25.19 | 11:24'13.65 | 48.46 | 0.46 r | 46 | 154 | 223 |
| 188 | | PRESSIANI M. | I | GAMBARDELLA U. | I | Lancia APRILIA 1500 BERLINA | 3 | 1.30 | 48.00 | 11:25'33.01 | 11:26'19.52 | 46.51 | 1.49a | 149 | 51 | 66 |
| 189 | | QUERCIOLO P. | I | MONDUCCI M. | I | FIAT 1100 SPORT SILURO | 3 | 1.35 | 48.00 | 11:27'31.80 | 11:28'17.48 | 45.68 | 2.32a | 232 | 0 | 0 |
| 190 | | DE BOER R. | NL | VAN DEN BERG T. | NL | Alfa Romeo 6C 2500 SS COUPE' TOURING | 3 | 1.50 | 48.00 | 11:25'52.75 | 11:26'44.07 | 51.32 | 3.32 r | 300 | 0 | 0 |
| 191 | | MENHOFER K. | A | HEGENBART G. | A | Healey 2400 Silverstone | 3 | 1.45 | 48.00 | 11:26'18.43 | 11:27'07.75 | 49.32 | 1.32 r | 132 | 68 | 99 |
| 193 | | VYNCKIER D. | B | MATTHIJS M. | B | Ermini 1100 berlinetta Motto | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 194 | | BELL G. | ZA | BELL S. | ZA | Jaguar XK 120 OTS SPORTS | 3 | 1.35 | 48.00 | 11:25'13.09 | 11:26'01.65 | 48.56 | 0.56 r | 56 | 144 | 194 |
| 195 | | DE ANGELIS G. | I | GIRARDI R. | I | Giaur 750 S | 3 | 1.20 | 48.00 | 11:30'37.02 | 11:31'24.22 | 47.20 | 0.80a | 80 | 120 | 144 |
| 196 | | GNUTTI R. | I | GNUTTI B. | I | Ferrari 195 INTER BERLINETTA VIGNALE | 3 | 1.32 | 48.00 | 11:26'44.44 | 11:27'32.60 | 48.16 | 0.16 r | 16 | 198 | 261 |
| 197 | | SABBE I. | B | SABBE L. | B | FIAT 1100 E BERLINETTA ZAGATO | 3 | 1.25 | 48.00 | 11:28'18.77 | 11:29'04.33 | 45.56 | 2.44a | 244 | 0 | 0 |
| 198 | | HOUTKAMP J. | NL | HOUTKAMP R. | NL | Healey 2400 Silverstone | 3 | 1.45 | 48.00 | 11:28'51.94 | 11:29'39.93 | 47.99 | 0.01a | 1 | 395 | 573 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 199 | | DECLERCQ L. | B | BECU S. | B | Giaur 750 S | 3 | 1.30 | 48.00 | 11:27'55.89 | 11:28'44.82 | 48.93 | 0.93 r | 93 | 107 | 139 |
| 200 | | PASCOLINI L. | I | BASTIANICH J. | I | Healey 2400 Silverstone | 3 | 1.45 | 48.00 | 11:29'16.88 | 11:30'04.64 | 47.76 | 0.24a | 24 | 182 | 264 |
| 201 | | S. HUTHER M. | D | SOUARD D. | D | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:29'36.65 | 11:30'24.71 | 48.06 | 0.06 r | 6 | 291 | 393 |
| 202 | | ROKS M. | NL | ROKS-VAN DER PL | NL | Allard J2 CADILLAC 4400 CC | 3 | 1.45 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 203 | | DEFARES R. | NL | STRUYCKEN V.H.M | NL | Cisitalia 202 SC BERLINETTA PININ FARINA | 3 | 1.20 | 48.00 | 11:33'52.52 | 11:34'43.11 | 50.59 | 2.59 r | 259 | 0 | 0 |
| 204 | | KNAEPPEL M. | D | SCHMIDT H. | D | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 205 | | CASET P. | B | VANDEKERCKHOVE | B | Healey 2400 Silverstone | 3 | 1.45 | 48.00 | 11:29'59.98 | 11:30'48.67 | 48.69 | 0.69 r | 69 | 131 | 190 |
| 206 | | CHRISTIE M. | GB | HEILAND K.P. | D | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:27'10.81 | 11:28'00.55 | 49.74 | 1.74 r | 174 | 26 | 35 |
| 207 | | LENERT M. | L | WELBES P. | L | Lancia AURELIA B21 BERLINA | 3 | 1.20 | 48.00 | 11:31'00.59 | 11:31'49.43 | 48.84 | 0.84 r | 84 | 116 | 139 |
| 208 | | HARMAN G. | GB | LILLYWHITE D. | GB | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:32'06.67 | 11:32'54.34 | 47.67 | 0.33a | 33 | 167 | 225 |
| 209 | | HUG R.W. | CH | HUG H. | CH | Healey 2400 Westland | 3 | 1.30 | 48.00 | 11:34'08.50 | 11:34'56.63 | 48.13 | 0.13 r | 13 | 207 | 269 |
| 210 | | GODDARD R. | GB | SILINS C. | GB | Jaguar XK 120 OTS SPORTS | 3 | 1.35 | 48.00 | 11:30'19.27 | 11:31'07.67 | 48.40 | 0.40 r | 40 | 160 | 216 |
| 211 | | O'LEARY S. | GB | EELS R. | GB | Healey 2400 Silverstone | 3 | 1.45 | 48.00 | 11:31'42.29 | 11:32'30.59 | 48.30 | 0.30 r | 30 | 170 | 247 |
| 212 | | DESPIEGELAERE Y | B | DEDEYNE S. | B | GilcoFontana FIAT1100 BARCHETTA | 3 | 1.30 | 48.00 | 11:32'52.02 | 11:33'41.48 | 49.46 | 1.46 r | 146 | 54 | 70 |
| 213 | | MARTINI F. | I | MARZARI L. | I | Cisitalia 202 B BERLINETTA PININ FARINA | 3 | 1.20 | 48.00 | 11:35'08.10 | 11:35'54.96 | 46.86 | 1.14a | 114 | 86 | 103 |
| 214 | | VAN DIJK E. | NL | MAJOOR H. | NL | Talbot-Lago T26 GS | 3 | 1.45 | 48.00 | 11:32'35.23 | 11:33'23.63 | 48.40 | 0.40 r | 40 | 160 | 232 |
| 215 | | STAUZEBACH G. | D | KAUT G. | D | Maserati A6 1500 BERLINETTA PININ FARINA | 3 | 1.35 | 48.00 | 11:40'35.07 | 11:41'26.63 | 51.56 | 3.56 r | 300 | 0 | 0 |
| 217 | | FIORIO C. | I | SECONDINO M. | I | Lancia AURELIA B20 GT 2000 BERLINETTA | 3 | 1.35 | 48.00 | 11:33'28.04 | 11:34'03.53 | 35.49 | 12.51a | 300 | 0 | 0 |
| 218 | | FITZGERALD B. | IRL | QUINN K. | GB | Nash-healey SPORTS 3850 CC SPIDER | 3 | 1.35 | 48.00 | 11:36'32.67 | 11:37'15.81 | 43.14 | 4.86a | 300 | 0 | 0 |
| 219 | | HOOD D. | GB | RIEDLING S. | GB | Jaguar MARK VII | 3 | 1.22 | 48.00 | 11:38'36.56 | 11:39'25.51 | 48.95 | 0.95 r | 95 | 105 | 128 |
| 220 | | TABONA J.Z. | M | TABONA J.Z. | M | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:36'13.96 | 11:37'03.13 | 49.17 | 1.17 r | 117 | 83 | 112 |
| 221 | | ROLLINGER M. | L | HENGESCH M. | L | Ferrari 340 AMERICA BERLINETTA VIGNALE | 3 | 1.45 | 48.00 | 11:35'45.41 | 11:36'35.04 | 49.63 | 1.63 r | 163 | 37 | 54 |
| 222 | | BERT N. | B | GHEKIERE P. | B | HW ALTA JAGUAR | 3 | 1.45 | 48.00 | 11:35'26.41 | 11:36'09.31 | 42.90 | 5.10a | 300 | 0 | 0 |
| 223 | | BIONDETTI P. | I | VARIA S. | I | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:38'23.90 | 11:39'12.26 | 48.36 | 0.36 r | 36 | 164 | 221 |
| 224 | | RUEBENS R. | B | DEKIEN S. | B | FIAT COLLI 1100 SPORT | 3 | 1.30 | 48.00 | 11:37'56.43 | 11:38'44.60 | 48.17 | 0.17 r | 17 | 196 | 255 |
| 225 | | CROUL S. | USA | RAWLINS R. | USA | Lancia AURELIA B20 GT 2000 BERLINETTA | 3 | 1.35 | 48.00 | 11:37'25.56 | 11:38'13.96 | 48.40 | 0.40 r | 40 | 160 | 216 |
| 226 | | WARD S. | GB | WARD J. | GB | Jaguar XK 120 OTS ROADSTER ECURIE ECOS | 3 | 1.35 | 48.00 | 11:37'42.99 | 11:38'33.65 | 50.66 | 2.66 r | 266 | 0 | 0 |
| 227 | F | OBERTI S. | USA | | | S.I.A.T.A. 300 BC | 3 | 1.22 | 48.00 | 11:36'54.94 | 11:37'44.05 | 49.11 | 1.11 r | 111 | 89 | 109 |
| 228 | | NEL ENGELHORN V | ZA | NEL JOHANNES H. | ZA | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:34'48.73 | 11:35'26.41 | 37.68 | 10.32a | 300 | 0 | 0 |
| 230 | | DONATI A. | I | TREZZI M. | I | S.I.A.T.A. DAINA GRAN SPORT STABILIMENTI | 3 | 1.35 | 48.00 | 11:39'42.82 | 11:40'31.00 | 48.18 | 0.18 r | 18 | 194 | 262 |
| 231 | | STREMINSKI A. | D | FURTK W. | D | Ferrari 212/225 EXPORT BERLINETTA TUBOS | 3 | 1.45 | 48.00 | 11:38'54.38 | 11:39'41.78 | 47.40 | 0.60a | 60 | 140 | 203 |
| 232 | | GNUTTI A. | I | GNUTTI G. | I | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:40'17.04 | 11:41'05.21 | 48.17 | 0.17 r | 17 | 196 | 265 |
| 233 | | BOWDEN A. | GB | SOONG W.C.S. | MAL | S.I.A.T.A. DAINA GRAN SPORT STABILIMENTI | 3 | 1.35 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 234 | | CUSSONS B. | GB | GOY A. | GB | Jaguar C-Type | 3 | 1.45 | 48.00 | 11:39'18.10 | 11:40'06.42 | 48.32 | 0.32 r | 32 | 168 | 244 |
| 235 | | CAPOLUPO B. | I | SAOTTINI B. | I | Porsche 356 1500 SUPER COUPE' | 3 | 1.35 | 48.00 | 11:40'01.51 | 11:40'49.62 | 48.11 | 0.11 r | 11 | 217 | 293 |
| 236 | | WARD C. | GB | ELCOMBE A. | GB | Jaguar C-Type | 3 | 1.45 | 48.00 | 11:40'57.71 | 11:41'45.31 | 47.60 | 0.40a | 40 | 160 | 232 |
| 237 | | GHYSELINCK D. | B | VERSCHOORIS V. | B | FIAT 1100 E BERLINETTA ZAGATO | 3 | 1.25 | 48.00 | 11:43'49.45 | 11:44'37.79 | 48.34 | 0.34 r | 34 | 166 | 208 |
| 238 | | GANDOLFI F. | I | SAVOLDI G. | I | S.I.A.T.A. DAINA GRAN SPORT STABILIMENTI | 3 | 1.35 | 48.00 | 11:41'55.93 | 11:42'43.95 | 48.02 | 0.02 r | 2 | 370 | 500 |
| 239 | | GROENEWEGEN F. | GNL | MEEWIS A. | B | Cisitalia 202 D 2800 CC | 3 | 1.45 | 48.00 | 11:52'27.52 | 11:53'16.25 | 48.73 | 0.73 r | 73 | 127 | 184 |
| 240 | | WOODARD G. | USA | PERETTI W. | USA | S.I.A.T.A. DAINA GRAN SPORT STABILIMENTI | 3 | 1.35 | 48.00 | 11:42'11.25 | 11:43'00.56 | 49.31 | 1.31 r | 131 | 69 | 93 |
| 241 | | RICCIARDO G. | AUS | BELL P. | AUS | Alfa Romeo 1900 C GARA | 3 | 1.35 | 48.00 | 11:42'52.40 | 11:43'34.56 | 42.16 | 5.84a | 300 | 0 | 0 |
| 242 | | CONSTABLE J. | GB | PERETTI C. | CH | Ermini GILCO 1100 MOTTO | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 243 | | VEENING J.G. | NL | DEKKER A.G. | NL | Porsche 356 1500 COUPÉ | 3 | 1.35 | 48.00 | 11:41'37.93 | 11:42'26.53 | 48.60 | 0.60 r | 60 | 140 | 189 |
| 244 | | SCHIGIEL L. | USA | SCHIGIEL E. | USA | Cisitalia 202 cabriolet | 3 | 1.20 | 48.00 | 11:50'39.63 | 11:51'27.40 | 47.77 | 0.23a | 23 | 184 | 221 |
| 245 | | TINZL L. | I | TINZL G. | I | S.I.A.T.A. DAINA GRAN SPORT STABILIMENTI | 3 | 1.35 | 48.00 | 11:51'22.36 | 11:52'13.31 | 50.95 | 2.95 r | 295 | 0 | 0 |
| 246 | | COTLER M. | IRL | BRIEN S.J. | GB | Jaguar C-Type | 3 | 1.45 | 48.00 | 11:41'21.33 | 11:42'10.88 | 49.55 | 1.55 r | 155 | 45 | 65 |
| 247 | | STEHLE M. | GR | RYBCZYNSKI S. | D | Ferrari 225 S SPIDER VIGNALE | 3 | 1.45 | 48.00 | 11:57'05.41 | 11:57'52.81 | 47.40 | 0.60a | 60 | 140 | 203 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|---------|---------|-----|-----|--------|
| 248 | | DUBERTI P. | I | DOMINONI L. | I | Lancia AURELIA B20 GT 2000 BERLINETTA | 3 | 1.35 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 249 | | WOOD J. | GB | KOOYMAN R. | NL | Aston Martin DB 3 S | 3 | 1.42 | 48.00 | 11:43'14.48 | 11:44'02.64 | 48.16 | 0.16 r | 16 | 198 | 281 |
| 250 | | MEIER R. | CH | RAUSEO L. | CH | Ferrari 225 SPORT BERLINETTA VIGNALE | 3 | 1.45 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 252 | | CLARKE R. | GB | YOUNG K. | GB | Cooper T25 BRISTOL | 3 | 1.42 | 48.00 | 12:31'12.18 | 12:32'06.78 | 54.60 | 6.60 r | 300 | 0 | 0 |
| 253 | | VEEN S. | NL | DE BRUIN J. | NL | Mercedes-B. 300 SL W 194 | 3 | 1.45 | 48.00 | 11:42'36.65 | 11:43'26.38 | 49.73 | 1.73 r | 173 | 27 | 39 |
| 254 | | VERHAREN T. | NL | VERHAREN M. | NL | Aston Martin DB 2 | 3 | 1.35 | 48.00 | 11:47'11.27 | 11:47'59.65 | 48.38 | 0.38 r | 38 | 162 | 219 |
| 255 | | OTTEVANGER T. | NL | DE JONG F. | NL | FIAT 1100 E BERLINETTA ZAGATO | 3 | 1.25 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 256 | | BEST T. | GB | THOMAS M.J. | GB | Ferrari 212 INTER COUPE' VIGNALE | 3 | 1.45 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 257 | | BROMBERGER R. | A | ZEINLER C. | A | FIAT TOPOLINO 500 C BELVEDERE | 3 | 1.05 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 258 | | DE CLERCK D. | B | SANTENS V. | B | S.I.A.T.A. DAINA GRAN SPORT | 3 | 1.35 | 48.00 | 11:45'45.20 | 11:46'34.55 | 49.35 | 1.35 r | 135 | 65 | 88 |
| 259 | | LINDEMANN A. | USA | BELL D. | USA | Jaguar C-Type | 3 | 1.45 | 48.00 | 11:44'11.97 | 11:45'00.93 | 48.96 | 0.96 r | 96 | 104 | 151 |
| 260 | | GADIOLI A. | I | FERRI G. | I | FIAT 8V BERLINETTA ZAGATO | 3 | 1.32 | 48.00 | 11:46'06.46 | 11:46'54.56 | 48.10 | 0.10 r | 10 | 226 | 298 |
| 261 | | ENGELHORN K. | CH | COSTA D. | CH | Ferrari 250 MM SPIDER VIGNALE | 3 | 1.42 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 262 | | ENGELHORN A. | E | NUENER E.B. | LIE | Jaguar XK 120 COUPE' | 3 | 1.32 | 48.00 | 10:57'54.17 | 10:58'46.87 | 52.70 | 4.70 r | 300 | 0 | 0 |
| 263 | | COVINDASSAMY A. | F | PASQUINI G. | F | O.S.C.A. MT4 1500 2AD | 3 | 1.42 | 48.00 | 11:44'34.77 | 11:45'21.88 | 47.11 | 0.89a | 89 | 111 | 158 |
| 264 | | DOLCINI C. | I | PATERLINI M. | I | Lancia AURELIA B22 BERLINA | 3 | 1.20 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 265 | | SCHLATTER D. | CH | OLIVIERI P. | I | AustinHealey 100 S | 3 | 1.42 | 48.00 | 11:45'21.88 | 11:46'18.24 | 56.36 | 8.36 r | 300 | 0 | 0 |
| 266 | | CECCELE D. | AUS | BEAM C.A. | USA | FIAT 1100/103 BERLINA | 3 | 1.07 | 48.00 | 11:46'29.76 | 11:47'18.65 | 48.89 | 0.89 r | 89 | 111 | 119 |
| 267 | | MORASSUTTI D. | I | VIOLA F. | I | Lancia AURELIA B20 GT 2500 BERLINETTA | 3 | 1.32 | 48.00 | 11:46'45.92 | 11:47'34.06 | 48.14 | 0.14 r | 14 | 203 | 268 |
| 268 | F | MARINI S. | I | STOECKELMANN S. | D | Porsche 356 1500 COUPE' | 3 | 1.32 | 48.00 | 12:00'59.17 | 12:01'47.00 | 47.83 | 0.17a | 17 | 196 | 259 |
| 269 | | LOOSVELDT D. | B | DEDEYNE G. | B | Lancia AURELIA B20 GT 2000 BERLINETTA | 3 | 1.35 | 48.00 | 11:48'01.82 | 11:48'50.25 | 48.43 | 0.43 r | 43 | 157 | 212 |
| 270 | | VILLA ALLEGRI G | I | | | Kieft SPORT CORSA | 3 | 1.40 | 48.00 | 11:49'26.63 | 11:50'14.94 | 48.31 | 0.31 r | 31 | 169 | 237 |
| 271 | | COCHRANE J. | GB | STOKES T. | GB | Aston Martin DB 2/4 | 3 | 1.32 | 48.00 | 11:56'25.08 | 11:57'12.85 | 47.77 | 0.23a | 23 | 184 | 243 |
| 272 | | TAYLOR J. | USA | SCHWAGER C. | USA | Jaguar C-Type | 3 | 1.45 | 48.00 | 12:15'51.25 | 12:16'39.48 | 48.23 | 0.23 r | 23 | 184 | 267 |
| 273 | | DE REU J. | B | VERSLUYS B. | B | Maserati A6 GCS/53 FANTUZZI | 3 | 1.42 | 48.00 | 11:47'31.42 | 11:48'13.78 | 42.36 | 5.64a | 300 | 0 | 0 |
| 274 | | URBINA J. | USA | RECCA J. | USA | Alfa Romeo 1900 C SPRINT PININ FARINA | 3 | 1.32 | 48.00 | 11:49'44.48 | 11:50'32.00 | 47.52 | 0.48a | 48 | 152 | 201 |
| 275 | | SOEDERSTROEM J. | S | SOEDERSTROEM L. | S | Frazer-Nash 1000 MIGLIA | 3 | 1.50 | 48.00 | 11:48'48.27 | 11:49'37.26 | 48.99 | 0.99 r | 99 | 101 | 152 |
| 276 | | STEVENS J. | F | GAUTRIN N.H. | F | D.B. PANHARD HBR | 3 | 1.22 | 48.00 | 11:51'45.55 | 11:52'32.00 | 46.45 | 1.55a | 155 | 45 | 55 |
| 277 | | CROSS M. | GB | HARVEY M. | GB | Jaguar C-Type | 3 | 1.45 | 48.00 | 11:48'30.52 | 11:49'18.35 | 47.83 | 0.17a | 17 | 196 | 284 |
| 278 | | LARSEN C.A. | DK | WITTING J. | DK | Aston Martin DB 2 Vantage | 3 | 1.35 | 48.00 | 11:50'21.43 | 11:51'09.74 | 48.31 | 0.31 r | 31 | 169 | 228 |
| 279 | | SMITH J. | GB | LEAPINGWELL J. | GB | Alfa Romeo 1900 C PININFARINA | 3 | 1.32 | 48.00 | 11:50'06.29 | 11:50'54.73 | 48.44 | 0.44 r | 44 | 156 | 206 |
| 280 | | SPETH R. | GB | O'KEEFFE T.M. | GB | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 281 | | ZAMPATTI C. | AUS | ZAMPATTI R. | AUS | Alfa Romeo 1900 M "MATTA" | 3 | 1.25 | 48.00 | 12:29'30.11 | 12:30'32.65 | 1'02.54 | 14.54 r | 300 | 0 | 0 |
| 282 | | SCHOUWENBURG S. | NL | SCHOUWENBURG J. | NL | FIAT 1100/103 TV COUPE' ZAGATO | 3 | 1.25 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 283 | | JEDELOO L. | NL | GABRIELS P. | NL | Chrysler 75 | 3 | 1.22 | 48.00 | 11:52'50.12 | 11:53'38.74 | 48.62 | 0.62 r | 62 | 138 | 168 |
| 284 | | MUELLER M. | D | POSCHARDT U.O. | D | Porsche 550 SPYDER -1500 RS | 3 | 1.40 | 48.00 | 11:53'30.43 | 11:54'18.92 | 48.49 | 0.49 r | 49 | 151 | 211 |
| 285 | | BASILICO P. | I | MAKULA G. | I | Alfa Romeo 1900 SUPER TI BERLINA | 3 | 1.22 | 48.00 | 11:53'50.80 | 11:54'38.70 | 47.90 | 0.10a | 10 | 226 | 276 |
| 286 | | KIDD J. | GB | GANDY D. | GB | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:51'03.96 | 11:51'52.15 | 48.19 | 0.19 r | 19 | 192 | 259 |
| 287 | | BELOTTI M. | I | CEREA L.V. | I | Porsche 356 1500 SUPER COUPE' | 3 | 1.32 | 48.00 | 11:55'06.57 | 11:55'54.52 | 47.95 | 0.05a | 5 | 310 | 409 |
| 288 | | BRENDOLAN S. | I | SCARTAPATTI A. | I | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:54'11.57 | 11:54'59.20 | 47.63 | 0.37a | 37 | 163 | 220 |
| 289 | | BECCHETTI R. | I | BECCHETTI F. | I | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 11:53'13.86 | 11:54'01.96 | 48.10 | 0.10 r | 10 | 226 | 305 |
| 290 | | GNUTTI E. | I | MATTIOLI D. | I | Porsche 356 1500 COUPE' | 3 | 1.32 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 291 | | CASALI G. | I | MOROSINI J. | I | Alfa Romeo 1900 SPRINT CABRIOLET | 3 | 1.00 | 48.00 | 11:56'05.36 | 11:56'53.71 | 48.35 | 0.35 r | 35 | 165 | 165 |
| 292 | | MARZOTTO S. | I | PERUZZI M. | I | Lancia AURELIA B20 GT 2500 BERLINETTA | 3 | 1.32 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 293 | | DU TOIT M. | ZA | LAMI F. | ZA | Lancia AURELIA B20 GT | 3 | 1.32 | 48.00 | 11:55'23.63 | 11:56'13.23 | 49.60 | 1.60 r | 160 | 40 | 53 |
| 294 | | BONOMI A. | I | BONOMI T. | I | Lancia AURELIA B24 SPIDER "AMERICA" PI | 3 | 1.30 | 48.00 | 11:55'24.09 | 11:56'28.44 | 1'04.35 | 16.35 r | 300 | 0 | 0 |
| 295 | | ZAGLIO A. | I | ZAGLIO S.M. | I | Triumph TR 2 Sports | 3 | 1.32 | 48.00 | 11:54'30.02 | 11:55'18.06 | 48.04 | 0.04 r | 4 | 330 | 436 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-------------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 296 | | NICOLETTO E. | I | MARZOTTO S. | I | FIAT 8V BERLINETTA | 3 | 1.35 | 48.00 | 11:57'22.27 | 11:58'05.80 | 43.53 | 4.47a | 300 | 0 | 0 |
| 297 | | CURCI F. | I | LANATI P. | I | Alfa Romeo 1900 SPORT SPIDER | 3 | 1.00 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 298 | | BOGLIOLI M. | I | PEZZIA E. | I | Maserati A6 GCS/53 FANTUZZI | 3 | 1.42 | 48.00 | 11:58'47.12 | 11:59'35.64 | 48.52 | 0.52 r | 52 | 148 | 210 |
| 299 | | ASTALLER A. | D | GAILLINGER D. | D | Arnolt BRISTOL | 3 | 1.42 | 48.00 | 11:56'43.67 | 11:57'31.69 | 48.02 | 0.02 r | 2 | 370 | 525 |
| 300 | | KAINER A. | A | LEHNER R. | A | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 301 | | BUXTON A.R. | AUS | BUXTON G.A. | AUS | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 11:59'18.94 | 12:00'07.97 | 49.03 | 1.03 r | 103 | 97 | 128 |
| 302 | | SCHENK A. | CH | STRASSER M. | D | FIAT 1100/103 COUPE' ZAGATO | 3 | 1.25 | 48.00 | 11:58'03.66 | 11:58'51.78 | 48.12 | 0.12 r | 12 | 212 | 265 |
| 303 | | TANK B. | USA | COMER C.E. | USA | Lancia AURELIA B20 GT 2500 BERLINETTA | 3 | 1.32 | 48.00 | 11:59'04.62 | 11:59'53.38 | 48.76 | 0.76 r | 76 | 124 | 164 |
| 304 | | BANHAM P. | GB | BANHAM B.A. | GB | Aston Martin DB 2/4 | 3 | 1.32 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 305 | | LIBEERT D. | B | TACK C. | B | FIAT 8V BERLINETTA | 3 | 1.35 | 48.00 | 11:58'25.21 | 11:59'13.79 | 48.58 | 0.58 r | 58 | 142 | 192 |
| 306 | | BRICCHETTI V. | I | BRICCHETTI M. | I | AustinHealey 100/4 | 3 | 1.32 | 48.00 | 11:59'53.15 | 12:00'41.10 | 47.95 | 0.05a | 5 | 310 | 409 |
| 307 | | SALARI F. | I | TIBERTI R. | I | Triumph TR 2 Sports | 3 | 1.32 | 48.00 | 12:00'12.72 | 12:01'00.83 | 48.11 | 0.11 r | 11 | 217 | 286 |
| 308 | | CASAMASSIMA F. | I | GUZZINI M. | I | FIAT 1900 A BERLINA | 3 | 1.22 | 48.00 | 12:01'15.80 | 12:02'04.34 | 48.54 | 0.54 r | 54 | 146 | 178 |
| 309 | | MASON R.A. | GB | LOVERIDGE G.J.C | GB | Jaguar MARK VII | 3 | 1.22 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 310 | | BAS G. | NL | BAS L. | NL | Arnolt Bristol Bolide | 3 | 1.42 | 48.00 | 12:00'32.24 | 12:01'20.59 | 48.35 | 0.35 r | 35 | 165 | 234 |
| 311 | | ROSSETTI G.P. | CH | KUMMER W. | CH | Maserati A6 GCS/53 FANTUZZI | 3 | 1.42 | 48.00 | 12:12'35.29 | 12:13'23.25 | 47.96 | 0.04a | 4 | 330 | 469 |
| 312 | | PALMIERI G. | I | FERRARI U. | I | Lancia Appia | 3 | 1.07 | 48.00 | 12:03'01.41 | 12:03'49.40 | 47.99 | 0.01a | 1 | 395 | 423 |
| 313 | | OLIVINI G. | I | BETTONI G. | I | Arnolt Bristol Bolide | 3 | 1.42 | 48.00 | 12:05'30.00 | 12:06'18.30 | 48.30 | 0.30 r | 30 | 170 | 241 |
| 314 | | LAQUEUR M.J. | NL | DE MUNTER D. | B | FIAT TOPOLINO 500 C BELVEDERE | 3 | 1.05 | 48.00 | 12:07'15.27 | 12:08'04.45 | 49.18 | 1.18 r | 118 | 82 | 86 |
| 315 | | THIEME M. | NL | VAN OOIJEN A.J. | NL | Autobleu Type Mille Miglia | 3 | 1.22 | 48.00 | 12:01'35.41 | 12:02'15.17 | 39.76 | 8.24a | 300 | 0 | 0 |
| 316 | | WELLS D. | GB | WALECKI M. | GB | Alfa Romeo 1900 C SPRINT | 3 | 1.32 | 48.00 | 12:03'41.63 | 12:04'29.80 | 48.17 | 0.17 r | 17 | 196 | 259 |
| 317 | | LOTMAN J. | USA | GROZIER B. | USA | Lincoln CAPRI SPORT COUPE' | 3 | 1.42 | 48.00 | 12:02'16.88 | 12:03'02.49 | 45.61 | 2.39a | 239 | 0 | 0 |
| 318 | | MCCOLLOUGH K. | USA | MCCOLLOUGH M. | USA | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 12:02'34.27 | 12:03'24.20 | 49.93 | 1.93 r | 193 | 7 | 9 |
| 319 | | GIANOTTI L. | CH | CAPIAGHI M. | CH | Porsche 356 1500 COUPE' | 3 | 1.32 | 48.00 | 12:03'24.31 | 12:04'12.70 | 48.39 | 0.39 r | 39 | 161 | 213 |
| 320 | | MION L. | I | DAL BOSCO R. | I | Jaguar XK 120 OTS ROADSTER | 3 | 1.35 | 48.00 | 12:06'12.09 | 12:07'01.03 | 48.94 | 0.94 r | 94 | 106 | 143 |
| 321 | | VANOLI M. | CH | VANOLI C. | CH | Lancia AURELIA B20 GT 2500 BERLINETTA | 3 | 1.32 | 48.00 | 12:03'59.63 | 12:04'46.93 | 47.30 | 0.70a | 70 | 130 | 172 |
| 322 | | MOLGORA A. | I | RIZZINI L. | I | Triumph TR 2 Sports | 3 | 1.32 | 48.00 | 12:05'05.83 | 12:05'53.73 | 47.90 | 0.10a | 10 | 226 | 298 |
| 323 | | RONZONI M. | I | ACERBIS E. | I | FIAT 1100/103 TV COUPE' PININFARINA | 3 | 1.17 | 48.00 | 12:04'39.75 | 12:05'27.48 | 47.73 | 0.27a | 27 | 176 | 206 |
| 324 | | BONCZKOWITZ M. | D | HOFFMANN R. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:05'51.40 | 12:06'39.74 | 48.34 | 0.34 r | 34 | 166 | 219 |
| 325 | | MONTEVECCHI N. | I | FORTI M. | I | FIAT 8V BERLINETTA | 3 | 1.35 | 48.00 | 12:08'27.62 | 12:09'15.80 | 48.18 | 0.18 r | 18 | 194 | 262 |
| 326 | | SCHOEMANN O. | D | SCHOEMANN S. | D | Mercedes-B. 220 A | 3 | 1.20 | 48.00 | 12:04'17.61 | 12:05'06.18 | 48.57 | 0.57 r | 57 | 143 | 172 |
| 327 | | CHERSEVANI P.M. | I | LANFRANCHI M. | I | Arnolt Bristol Bolide | 3 | 1.42 | 48.00 | 12:07'38.64 | 12:08'28.86 | 50.22 | 2.22 r | 222 | 0 | 0 |
| 328 | | BEAN T. | USA | BEAN A.C. | USA | Ferrari 500 MONDIAL SPIDER PININFARINA | 3 | 1.40 | 48.00 | 12:41'18.59 | 12:42'02.31 | 43.72 | 4.28a | 300 | 0 | 0 |
| 329 | | GRIECO N. | I | CATTANEO L. | I | Lancia AURELIA B20 GT 2500 BERLINETTA | 3 | 1.32 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 330 | | SIXT E. | D | SCHOLER J.E. | D | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | 12:13'01.58 | 12:13'49.78 | 48.20 | 0.20 r | 20 | 190 | 251 |
| 331 | | NEWMAN D. | GB | BREITSCHWERDT M D | | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:09'55.19 | 12:10'46.61 | 51.42 | 3.42 r | 300 | 0 | 0 |
| 332 | | SUOSS M. | D | SPRINGER K. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:08'50.34 | 12:09'38.57 | 48.23 | 0.23 r | 23 | 184 | 243 |
| 333 | F | SIKORSKI-GROSSM | D | HARDIECK E. D. | D | Lancia AURELIA B24 SPIDER "AMERICA" PI | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 334 | | GROSSMANN A.M. | D | VON GRUBEN G. | D | Alfa Romeo 1900 C SS TOURING | 3 | 1.32 | 48.00 | 12:09'15.43 | 12:10'03.67 | 48.24 | 0.24 r | 24 | 182 | 240 |
| 335 | | WAGNER A. | L | BREMM W. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:11'02.14 | 12:11'52.18 | 50.04 | 2.04 r | 204 | 0 | 0 |
| 336 | | KOEGEL K.H. | D | HOWE J. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:14'49.57 | 12:15'37.07 | 47.50 | 0.50a | 50 | 150 | 198 |
| 337 | | WENDLINGER K. | A | CONFALONIERI L. | I | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:11'26.12 | 12:12'13.80 | 47.68 | 0.32a | 32 | 168 | 222 |
| 338 | | WAGENER G. | D | BOLZ K. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:09'34.84 | 12:10'23.64 | 48.80 | 0.80 r | 80 | 120 | 158 |
| 339 | | FRANKEL A. | GB | FOSTER E. | GB | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:11'45.63 | 12:12'34.12 | 48.49 | 0.49 r | 49 | 151 | 199 |
| 341 | | BUSSINK R. | NL | VON WALLFELD A. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:12'09.55 | 12:12'58.10 | 48.55 | 0.55 r | 55 | 145 | 191 |
| 342 | | MAYLANDER B. | D | MCCAW B. | USA | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 11:43'32.67 | 11:44'21.50 | 48.83 | 0.83 r | 83 | 117 | 154 |
| 343 | | BOGLIOLI P. | I | CAPELLI G. | I | Ermini TIPO 357 SPORT 1500 SCAGLIETTI | 3 | 1.42 | 48.00 | 12:14'22.62 | 12:15'08.65 | 46.03 | 1.97a | 197 | 3 | 4 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-------------------|-----|-------------------|-----|--|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 344 | | CARRERAS A. | E | PASCUAL FORCADA E | E | Mercedes-B. 300 SL | 3 | 1.32 | 48.00 | 12:13'52.92 | 12:14'40.95 | 48.03 | 0.03 r | 3 | 350 | 462 |
| 345 | | MARX A. | CH | DI TARANTO P. | I | Alfa Romeo 1900 C SS ZAGATO | 3 | 1.32 | 48.00 | 12:17'14.44 | 12:18'02.01 | 47.57 | 0.43a | 43 | 157 | 207 |
| 346 | | SCHEIBER A. | A | SCHEIBER J. | A | Lancia B24 SPIDER AMERICA | 3 | 1.30 | 48.00 | 12:15'09.71 | 12:15'59.36 | 49.65 | 1.65 r | 165 | 35 | 46 |
| 347 | | RUGGERI A. | I | GNUTTI Q. | I | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | 12:15'33.00 | 12:16'21.16 | 48.16 | 0.16 r | 16 | 198 | 261 |
| 348 | | SEIDL F. | D | GEISSLER H. | A | Jaguar D-Type | 3 | 1.40 | 48.00 | 11:33'06.78 | 11:33'45.06 | 38.28 | 9.72a | 300 | 0 | 0 |
| 349 | | MENICETTI F. | I | BAIARDI M. | I | Alfa Romeo 1900 SUPER BERLINA | 3 | 1.22 | 48.00 | 12:18'03.51 | 12:18'44.86 | 41.35 | 6.65a | 300 | 0 | 0 |
| 350 | | FELFER G. | A | SCHOEGGL P. | A | Porsche 356 A 1500 SPEEDSTER | 3 | 1.32 | 48.00 | 12:16'15.67 | 12:17'03.52 | 47.85 | 0.15a | 15 | 200 | 264 |
| 351 | | BONOMI G. | I | PANDINI M. | I | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | 12:18'28.50 | 12:19'16.39 | 47.89 | 0.11a | 11 | 217 | 286 |
| 352 | | SARGIANI G. | I | SARGIANI M. | I | Alfa Romeo 1900 C SS TOURING | 3 | 1.32 | 48.00 | 12:17'39.96 | 12:18'28.64 | 48.68 | 0.68 r | 68 | 132 | 174 |
| 353 | | DE SANCTIS G. | I | DE SANCTIS A. | I | Mercedes-B. 300 SL | 3 | 1.32 | 48.00 | 12:19'38.47 | 12:20'26.22 | 47.75 | 0.25a | 25 | 180 | 238 |
| 354 | | HOLLEIS H.J. | A | HOLLEIS G. | A | Jaguar D-Type | 3 | 1.40 | 48.00 | 12:18'50.20 | 12:19'38.79 | 48.59 | 0.59 r | 59 | 141 | 197 |
| 355 | | THIERBACH H. | D | TOSSE F. | D | Mercedes-B. 220 A | 3 | 1.20 | 48.00 | 12:25'29.86 | 12:26'20.04 | 50.18 | 2.18 r | 218 | 0 | 0 |
| 356 | | PORSCH W. | D | PORSCH F. | D | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | 12:19'14.67 | 12:19'53.85 | 39.18 | 8.82a | 300 | 0 | 0 |
| 357 | F | BAS VAN OIJEN J | NL | BAS VAN DEN BRO | NL | Triumph TR 2 Sports | 3 | 1.32 | 48.00 | 12:20'22.47 | 12:21'10.67 | 48.20 | 0.20 r | 20 | 190 | 251 |
| 358 | | CHALHOUB J.C. | CDN | STABIUMI M. | CH | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | 12:22'02.52 | 12:22'49.68 | 47.16 | 0.84a | 84 | 116 | 153 |
| 359 | | CLAUSSEN J. | D | MAY M. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:19'57.71 | 12:20'46.16 | 48.45 | 0.45 r | 45 | 155 | 205 |
| 360 | | KARUBIAN J. | USA | KARUBIAN S. | USA | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | | 11:46'03.39 | | -- | 0 | 0 | -12000 |
| 361 | | GLEAVE E. | GB | GLEAVE M. | GB | Jaguar XK 140 SE DHC | 3 | 1.32 | 48.00 | 12:21'41.26 | 12:22'29.80 | 48.54 | 0.54 r | 54 | 146 | 193 |
| 362 | | SAVAGE J. | USA | SAVAGE J. | USA | MG MG A "WORKS" | 3 | 1.30 | 48.00 | 12:16'34.20 | 12:17'21.87 | 47.67 | 0.33a | 33 | 167 | 217 |
| 363 | | DIXON S. | GB | PALMER G. | GB | MG MG A | 3 | 1.30 | 48.00 | 12:21'18.27 | 12:22'07.23 | 48.96 | 0.96 r | 96 | 104 | 135 |
| 364 | | ROATH K. | USA | STORY W. | USA | Ferrari 250 GT Europa | 3 | 1.35 | 48.00 | 12:22'27.63 | 12:23'15.50 | 47.87 | 0.13a | 13 | 207 | 279 |
| 365 | | BEGHETTO L. | I | PULLER M. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:20'57.59 | 12:21'45.78 | 48.19 | 0.19 r | 19 | 192 | 253 |
| 366 | | VITALI L. | I | VITALI M. | I | Porsche 356 1500 Speedster | 3 | 1.40 | 48.00 | 12:22'54.37 | 12:23'44.47 | 50.10 | 2.10 r | 210 | 0 | 0 |
| 367 | | BEHAEGEL M. | B | ROSENBLUM L. | USA | FIAT 8V BERLINETTA ZAGATO | 3 | 1.32 | 48.00 | 12:25'08.48 | 12:25'56.52 | 48.04 | 0.04 r | 4 | 330 | 436 |
| 368 | | BELOTTI A. | I | PRADELLA M. | I | Jaguar XK 140 DHC | 3 | 1.32 | 48.00 | 12:24'11.89 | 12:25'00.05 | 48.16 | 0.16 r | 16 | 198 | 261 |
| 369 | | BERISONZI M. | I | BARBIERI L. | I | FIAT 600 | 3 | 1.02 | 48.00 | 12:20'42.73 | 12:21'30.69 | 47.96 | 0.04a | 4 | 330 | 337 |
| 370 | | ROEDER M. | D | ROEDER D. | D | Ferrari 500 MONDIAL SPIDER SCAGLIETTI | 3 | 1.40 | 48.00 | 12:23'18.97 | 12:24'07.14 | 48.17 | 0.17 r | 17 | 196 | 274 |
| 371 | | BRAYSHAW N. | GB | BOND W. | USA | AustinHealey 100 S | 3 | 1.42 | 48.00 | 12:23'40.68 | 12:24'33.14 | 52.46 | 4.46 r | 300 | 0 | 0 |
| 372 | | ALGHANIM O. | KWT | ALHAMAD F. | KWT | Aston Martin DB 3 S | 3 | 1.42 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 373 | | CARTABBIA P. | I | D'ORTO S. | I | FIAT 1100/103 TV COUPE' PININFARINA | 3 | 1.17 | 48.00 | 12:24'31.99 | 12:25'19.82 | 47.83 | 0.17a | 17 | 196 | 229 |
| 374 | | MARTIN P. | D | GOEBEL P. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:25'52.82 | 12:26'40.66 | 47.84 | 0.16a | 16 | 198 | 261 |
| 375 | | DODI A. | I | ARTIOLI A. | I | Lancia AURELIA B24 SPIDER "AMERICA" PI | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 376 | | SIXT R. | D | PONITKA P.K. | D | Mercedes-B. 300 SL COUPE' W 189 I | 3 | 1.32 | 48.00 | 12:13'29.82 | 12:14'14.16 | 44.34 | 3.66a | 300 | 0 | 0 |
| 377 | F | BOSSINI R. | I | BECCHETTI E. | I | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | 12:26'31.34 | 12:27'19.65 | 48.31 | 0.31 r | 31 | 169 | 223 |
| 378 | | MEYS R. | B | VANDERVEKEN M. | B | Oldsmobile 88 5300 cc | 3 | 1.22 | 48.00 | 12:24'50.08 | 12:25'28.00 | 37.92 | 10.08a | 300 | 0 | 0 |
| 379 | | MIATTO R. | I | MIATTO E. | I | Porsche 356 A 1600 SUPER COUPE' | 3 | 1.32 | 48.00 | 12:27'11.70 | 12:27'59.70 | 48.00 | 0.00 | 0 | 420 | 554 |
| 380 | | PRETI A.A. | I | PRETI A. | I | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | 12:26'50.21 | 12:27'38.25 | 48.04 | 0.04 r | 4 | 330 | 436 |
| 381 | | KIDSTON S. | CH | BARLOW J.G. | GB | Jaguar D-Type | 3 | 1.40 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 382 | | HAMACHER S. | D | REUGELS B. | D | A.C. Ace | 3 | 1.30 | 48.00 | 12:29'06.73 | 12:29'54.46 | 47.73 | 0.27a | 27 | 176 | 229 |
| 383 | | JOEBSTL S. | CH | FORENBACHER M. | A | Lancia AURELIA B20 GT 2500 BERLINETTA | 3 | 1.32 | 48.00 | 12:27'32.79 | 12:28'21.37 | 48.58 | 0.58 r | 58 | 142 | 187 |
| 384 | | VOEHRINGER J. | D | SCHULER K.H. | D | AustinHealey 100/4 | 3 | 1.32 | 48.00 | 12:31'31.64 | 12:32'17.94 | 46.30 | 1.70a | 170 | 30 | 40 |
| 385 | | OCHIAI K. | J | HIRAI S. | J | Ferrari 750 MONZA SPIDER SCAGLIETTI | 3 | 1.40 | 48.00 | 12:27'54.64 | 12:28'42.18 | 47.54 | 0.46a | 46 | 154 | 216 |
| 386 | | TOURNEUR V. | F | FIAT L. | F | Porsche 356 1500 Speedster | 3 | 1.32 | 48.00 | 12:33'29.25 | 12:34'17.91 | 48.66 | 0.66 r | 66 | 134 | 177 |
| 387 | | CECCATO G. | I | PATELLA C. | I | Alfa Romeo 1900 SUPER SPRINT | 3 | 1.32 | 48.00 | 12:28'40.10 | 12:29'30.25 | 50.15 | 2.15 r | 215 | 0 | 0 |
| 388 | | VAN GIEDERDEGOM B | B | VAN GIEDERDEGOM B | B | Porsche 550 SPYDER -1500 RS | 3 | 1.40 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 389 | | COOPER L. | GB | MORRISON A. | GB | Aston Martin DB 2/4 | 3 | 1.32 | 48.00 | 11:59'36.42 | 12:00'25.07 | 48.65 | 0.65 r | 65 | 135 | 178 |
| 390 | | WOLF R. | D | FISCHER T. | D | Porsche 550 SPYDER -1500 RS | 3 | 1.40 | 48.00 | | | | -- | 0 | 0 | -12000 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|--------------------|-----|--|---|-------|--------|-------------|-------------|---------|-----------|-----|-----|--------|
| 391 | | KLOSS D. | D | VOGT H. | LIE | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:29'58.51 | 12:30'46.10 | 47.59 | 0.41a | 41 | 159 | 210 |
| 392 | | SUTTER B. | CH | HOFER T. | CH | Peugeot 203 | 3 | 1.22 | 48.00 | 12:33'09.77 | 12:33'58.28 | 48.51 | 0.51 r | 51 | 149 | 182 |
| 393 | | HARTOGS B. | BR | MUELLER H. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:30'25.97 | 12:31'13.97 | 48.00 | 0.00 | 0 | 420 | 554 |
| 394 | | ORTH M. | D | STOEPEL H. | D | Alfa Romeo 750 COMPETIZIONE | 3 | 1.00 | 48.00 | 12:31'55.95 | 12:32'31.59 | 35.64 | 12.36a | 300 | 0 | 0 |
| 395 | | FREDERIKSEN B. | DK | LUNDE P. | DK | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:34'13.58 | 12:35'04.79 | 51.21 | 3.21 r | 300 | 0 | 0 |
| 396 | | ROLLINGER D. | L | FLESCH P. | L | O.S.C.A. MT4 1100 2AD | 3 | 1.30 | 48.00 | 12:30'51.93 | 12:31'41.28 | 49.35 | 1.35 r | 135 | 65 | 85 |
| 397 | | PIGHI G. | I | CALLEGARI L. | I | Aston Martin DB 2/4 | 3 | 1.32 | 48.00 | 12:32'44.23 | 12:33'32.24 | 48.01 | 0.01 r | 1 | 395 | 521 |
| 398 | | DI BENEDETTO P. | I | BIANDRINO P. | I | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:33'54.60 | 12:34'42.23 | 47.63 | 0.37a | 37 | 163 | 215 |
| 399 | | THEIMER J. | D | DUNKEL A. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:34'31.70 | 12:35'19.78 | 48.08 | 0.08 r | 8 | 254 | 335 |
| 400 | | BORK W. | D | SCHMIDT A. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:26'09.85 | 12:26'57.78 | 47.93 | 0.07a | 7 | 272 | 359 |
| 401 | | KOHLER J. | D | LEHMANN M. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:32'22.85 | 12:33'11.23 | 48.38 | 0.38 r | 38 | 162 | 214 |
| 402 | | SCHEUFELE K.F. | CH | SCHEUFELE C. | CH | Porsche 550 SPYDER -1500 RS | 3 | 1.40 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 403 | | CAVALLI A. | I | PEZZOTTI P. | I | Lotus Eleven Climax | 3 | 1.25 | 48.00 | 12:37'37.69 | 12:38'25.76 | 48.07 | 0.07 r | 7 | 272 | 340 |
| 404 | | ZAGATO A. | I | RIVOLTA M. | I | Alfa Romeo 1900 C SS ZAGATO | 3 | 1.32 | 48.00 | 12:35'33.77 | 12:36'23.07 | 49.30 | 1.30 r | 130 | 70 | 92 |
| 405 | | WARNER W.B. | USA | CAMPANALE F. | USA | Studebaker GOLDEN HAWK | 3 | 1.40 | 48.00 | 12:35'50.77 | 12:36'41.99 | 51.22 | 3.22 r | 300 | 0 | 0 |
| 406 | | SCHLAEWICKE A. | D | SCHMIDT B. | D | Ferrari 500 TR SPIDER SCAGLIETTI | 3 | 1.40 | 48.00 | 12:38'19.24 | 12:39'07.53 | 48.29 | 0.29 r | 29 | 172 | 241 |
| 407 | | VAN BALLART B. | B | DEBUSSERE' P. | B | Abarth FIAT 750 BERLINETTA ZAGATO | 3 | 1.10 | 48.00 | 12:36'09.78 | 12:36'59.35 | 49.57 | 1.57 r | 157 | 43 | 47 |
| 408 | | HOEHNER C. | NL | SCHEPEN A. | NL | Alfa Romeo 1900 C SS TOURING | 3 | 1.32 | 48.00 | 12:40'38.87 | 12:41'26.69 | 47.82 | 0.18a | 18 | 194 | 256 |
| 409 | | BRUSE C. | D | MAINO W. | I | Triumph TR 3 Sports | 3 | 1.30 | 48.00 | 12:36'36.80 | 12:37'25.62 | 48.82 | 0.82 r | 82 | 118 | 153 |
| 410 | | JAEGER C. | D | GIL BRETON C. | MEX | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:36'56.80 | 12:37'44.62 | 47.82 | 0.18a | 18 | 194 | 256 |
| 411 | | CALLUM I. | GB | BEECHAM C. | GB | Jaguar D-Type | 3 | 1.40 | 48.00 | 12:01'58.39 | 12:02'45.37 | 46.98 | 1.02a | 102 | 98 | 137 |
| 412 | | WORD D. | USA | OSBORNE D.W. | USA | Alfa Romeo Giulietta Sprint Bertone | 3 | 1.32 | 48.00 | 12:39'00.69 | 12:39'53.21 | 52.52 | 4.52 r | 300 | 0 | 0 |
| 413 | | HINDRICH S.D.U. | D | HINDRICH S. | D | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:37'17.26 | 12:38'05.23 | 47.97 | 0.03a | 3 | 350 | 462 |
| 414 | | VANHEE F. | B | VAN OSTA E. | B | O.S.C.A. S 187 | 3 | 1.20 | 48.00 | 12:37'56.09 | 12:38'42.66 | 46.57 | 1.43a | 143 | 57 | 68 |
| 416 | | POHL J. | D | PEIL R. | D | Ferrari 250 GT COUPE' | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 418 | | MARTIN J. | GB | BOORMAN C. | GB | Jaguar D-Type | 3 | 1.40 | 48.00 | 12:28'15.85 | 12:29'05.58 | 49.73 | 1.73 r | 173 | 27 | 38 |
| 419 | | KLEEMEYER J. | D | GERDES KLEEMEYER D | D | FIAT 1100/103 TV BOANO COUPE' | 3 | 1.15 | 48.00 | 12:39'57.16 | 12:40'45.43 | 48.27 | 0.27 r | 27 | 176 | 202 |
| 420 | | DEVINE J. | USA | PIETZ C.W. | USA | Ferrari 500 MONDIAL SPIDER SCAGLIETTI | 3 | 1.40 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 422 | | KRUEGER J. | D | BAHTO J. | D | BMW 507 | 3 | 1.30 | 48.00 | 12:40'20.35 | 12:41'09.22 | 48.87 | 0.87 r | 87 | 113 | 147 |
| 423 | | JOERG M. | CH | ASCHWANDEN F. | CH | Lotus Eleven Climax | 3 | 1.00 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 424 | | PRAGA M. | I | CERATO S. | I | FIAT 1100/103 TV BERLINA | 3 | 1.07 | 48.00 | 12:42'19.27 | 12:43'07.22 | 47.95 | 0.05a | 5 | 310 | 332 |
| 425 | | KWEE M. | HK | KWEE M.A. | HK | Mercedes-B. 300 SL COUPE' W 198 | 3 | 1.32 | 48.00 | 12:08'06.10 | 12:08'58.72 | 52.62 | 4.62 r | 300 | 0 | 0 |
| 427 | | ZANARDI P. | I | CARRARO E. | I | Alfa Romeo GIULIETTA SEBRING | 3 | 1.40 | 48.00 | 12:39'17.86 | 12:40'07.76 | 49.90 | 1.90 r | 190 | 10 | 14 |
| 428 | | FREDERICK BACON | GB | BOTTONI M. | I | AustinHealey 100 M | 3 | 1.32 | 48.00 | 12:39'35.19 | 12:40'10.52 | 35.33 | 12.67a | 300 | 0 | 0 |
| 429 | | FIorentini R. | I | ALIMONTI F. | I | Triumph TR 3 Sports | 3 | 1.30 | 48.00 | 12:43'50.60 | 12:44'41.54 | 50.94 | 2.94 r | 294 | 0 | 0 |
| 430 | | WESOLOWSKI T. | PL | STROINSKI K. | PL | Jaguar XK 140 OTS ROADSTER | 3 | 1.32 | 48.00 | 12:43'10.73 | 12:43'58.35 | 47.62 | 0.38a | 38 | 162 | 214 |
| 431 | | MAINETTI V. | I | MAINETTI P. | I | Ferrari 250 GT COUPE' BOANO | 3 | 1.30 | 48.00 | 12:54'17.90 | 12:55'11.21 | 53.31 | 5.31 r | 300 | 0 | 0 |
| 432 | | MAESTRUTTI L. | I | STAUFF I.G. | I | AustinHealey 100/4 | 3 | 1.32 | 48.00 | 12:38'40.49 | 12:39'28.89 | 48.40 | 0.40 r | 40 | 160 | 211 |
| 433 | | EDIG T. | D | KATEMANN J. | D | Porsche 356 A 1600 SUPER COUPE' | 3 | 1.30 | 48.00 | 12:40'57.95 | 12:41'45.62 | 47.67 | 0.33a | 33 | 167 | 217 |
| 435 | | STIGSON A. | S | CARLSTROEM B. | S | Triumph TR 3 Sports | 3 | 1.30 | 48.00 | 12:44'12.88 | 12:45'01.06 | 48.18 | 0.18 r | 18 | 194 | 252 |
| 436 | | DORA E. | I | VACCARI P. | I | Lancia Appia | 3 | 1.07 | 48.00 | 12:44'36.16 | 12:45'24.17 | 48.01 | 0.01 r | 1 | 395 | 423 |
| 437 | | SATO Y. | J | KAKIYA M. | J | Bandini 750 SPORT | 3 | 1.22 | 48.00 | 12:45'19.69 | 12:46'07.41 | 47.72 | 0.28a | 28 | 174 | 212 |
| 438 | | SATZGER B. | D | SATZGER S. | D | AustinHealey 100/6 BN4 | 3 | 1.30 | 48.00 | 12:44'55.96 | 12:45'40.35 | 44.39 | 3.61a | 300 | 0 | 0 |
| 439 | | MAGNUSSON C.G. | CDN | CROSS J.L. | USA | Abarth FIAT 750 BERLINETTA ZAGATO | 3 | 1.10 | 48.00 | 12:49'58.38 | 12:52'20.43 | 2'22.05 | 1'34.05 r | 300 | 0 | 0 |
| 440 | | PERFETTI D. | CH | KESSEL R. | CH | Ferrari 250 TR | 3 | 1.00 | 48.00 | 12:41'41.19 | 12:42'28.60 | 47.41 | 0.59a | 59 | 141 | 141 |
| 441 | | VISCONTI S. | I | DALDOSSI S. | I | Lancia AURELIA B24 SPIDER "AMERICA" PI | 3 | 1.00 | 48.00 | 12:42'40.62 | 12:43'36.88 | 56.26 | 8.26 r | 300 | 0 | 0 |
| 442 | | AGRESTA D. | I | BALDUZZI P. | I | Renault 4 CV | 3 | 1.05 | 48.00 | 12:48'25.26 | 12:49'13.14 | 47.88 | 0.12a | 12 | 212 | 223 |

| NUM | S | 1°CONDUTTORE | NAZ | 2°CONDUTTORE | NAZ | VEETTURA | R | COEF. | T.IMP. | ENTRATA | USCITA | T.EFF. | SCARTO | PEN | TAB | PUNTI |
|-----|---|-----------------|-----|-----------------|-----|-------------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 443 | | GEYER G. | A | STEINBACHER F. | A | Lancia APPIA GTZ | 3 | 1.15 | 48.00 | 12:47'24.44 | 12:48'12.19 | 47.75 | 0.25a | 25 | 180 | 207 |
| 444 | | FELDHAUS M. | D | VILLIS H.P. | D | BMW 507 | 3 | 1.30 | 48.00 | 12:46'09.01 | 12:46'57.69 | 48.68 | 0.68 r | 68 | 132 | 172 |
| 445 | | GEESSINK M. | NL | MAARSINGH F. | NL | Alpine R. A 106 MILLE MIGLIA | 3 | 1.10 | 48.00 | 12:48'45.71 | 12:49'33.36 | 47.65 | 0.35a | 35 | 165 | 182 |
| 446 | | SENNA M. | I | BELLANI S. | I | Alfa Romeo Giulietta Sprint Bertone | 3 | 1.32 | 48.00 | 12:49'57.84 | 12:50'45.83 | 47.99 | 0.01a | 1 | 395 | 521 |
| 447 | | SCHMITZ-KOEP N. | D | SCHMITZ-KOEP T. | D | Ferrari 250 GT COUPE' BOANO | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 448 | | FODOR P. | USA | EJABAT M. | USA | Alfa Romeo 1900 C SS TOURING | 3 | 1.32 | 48.00 | 12:43'28.71 | 12:44'04.21 | 35.50 | 12.50a | 300 | 0 | 0 |
| 449 | | CRACCO P. | B | GITSELS P. | B | Bandini 750 SPORT | 3 | 1.22 | 48.00 | 12:47'48.93 | 12:48'37.82 | 48.89 | 0.89 r | 89 | 111 | 135 |
| 450 | | VAN DE WERD P. | NL | FLEUREN M. | NL | Borgward Isabella TS | 3 | 1.22 | 48.00 | 12:49'06.77 | 12:50'01.24 | 54.47 | 6.47 r | 300 | 0 | 0 |
| 451 | | BLANKVOORT T. | NL | NOTEBOOM I. | NL | AustinHealey 100/4 | 3 | 1.32 | 48.00 | 12:46'32.99 | 12:47'21.14 | 48.15 | 0.15 r | 15 | 200 | 264 |
| 452 | | SCHOENMAKERS A. | NL | KORT A. | NL | A.C. Ace | 3 | 1.30 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 453 | | COMPTOW P. | GB | RANDALL J. | GB | Triumph TR 2 | 3 | 1.32 | 48.00 | 12:46'53.12 | 12:47'43.03 | 49.91 | 1.91 r | 191 | 9 | 12 |
| 454 | | KOENIG S. | D | PIRLET E.A. | D | A.C. ACECA BRISTOL COUPE' | 3 | 1.30 | 48.00 | 12:49'34.01 | 12:50'22.65 | 48.64 | 0.64 r | 64 | 136 | 177 |
| 455 | | BOND S. | GB | BOND M. | GB | Maserati 200 SI | 3 | 1.40 | 48.00 | 12:45'41.31 | 12:46'29.59 | 48.28 | 0.28 r | 28 | 174 | 244 |
| 456 | | DIJKSTRA S. | NL | DIJKSTRA R. | NL | Citroen DS 19 | 3 | 1.35 | 48.00 | | | | -- | 0 | 0 | -12000 |
| 701 | | RIGHELE M. | I | MAGGI G. | I | Alfa Romeo AR 51 MATTA | M | 1.00 | 48.00 | 10:11'29.24 | 10:12'17.66 | 48.42 | 0.42 r | 42 | 158 | 158 |
| 702 | | ZANIN M. | I | FRISO M. | I | FIAT CAMPAGNOLA TORPEDO MILITARE | M | 1.00 | 48.00 | 10:10'34.14 | 10:11'22.80 | 48.66 | 0.66 r | 66 | 134 | 134 |
| 703 | | BELLIN M. | I | RINALDI V. | I | FIAT CAMPAGNOLA TORPEDO MILITARE | M | 1.00 | 48.00 | 10:10'50.49 | 10:11'37.81 | 47.32 | 0.68a | 68 | 132 | 132 |
| 704 | | ATTURRI G. | I | MAIERINI M. | I | Alfa Romeo AR 51 MATTA | M | 1.00 | 48.00 | 10:12'01.54 | 10:12'49.66 | 48.12 | 0.12 r | 12 | 212 | 212 |
| 705 | | BERSELLI M. | I | VENANZI P. | I | Alfa Romeo AR 51 MATTA | M | 1.00 | 48.00 | 10:13'08.27 | 10:13'55.62 | 47.35 | 0.65a | 65 | 135 | 135 |
| 706 | | ABBENANTE D. | I | LODOVISI M. | I | FIAT 500 C TOPOLINO | M | 1.00 | 48.00 | 10:16'47.42 | 10:17'34.89 | 47.47 | 0.53a | 53 | 147 | 147 |
| 707 | | BURACCINI S. | I | ZAMPERONI O. | I | FIAT 1100/103 TV COUPE' VIGNALE | M | 1.00 | 48.00 | 10:16'21.25 | 10:17'09.01 | 47.76 | 0.24a | 24 | 182 | 182 |
| 708 | | SPEROTTO G. | I | FRANZONI S. | I | MG TB | M | 1.00 | 48.00 | 10:43'52.55 | 10:44'41.07 | 48.52 | 0.52 r | 52 | 148 | 148 |