

## CRONOLOGICO DELLA PROVA 52 PC 52 - Gola del Furlo 4

| NUM | S | 1°CONDUTTORE   | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                     | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|---|----------------|-----|-----------------|-----|------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 1   |   | CANE' G.       | I   | GALLIANI L.     | I   | O.M. 665 S SUPERBA 2000 CM3  | 1 | 1.80  | 31.00  | 14:49'52.00 | 14:50'23.02 | 31.02  | 0.02 r | 2   | 370 | 666    |
| 2   |   | WETZ A.        | L   | COLLE' R.       | L   | ALFA ROMEO 6C 1750 GS ZAGATO | 1 | 1.80  | 31.00  | 14:49'02.48 | 14:49'33.16 | 30.68  | 0.32a  | 32  | 168 | 302    |
| 3   |   | HULSBERGEN M.  | CH  | HULSBERGEN H.   | CH  | BENTLEY 3 LITRE              | 1 | 1.00  | 31.00  | 14:53'43.76 | 14:54'16.57 | 32.81  | 1.81 r | 181 | 19  | 19     |
| 4   |   | TURELLI L.     | I   | TURELLI M.      | I   | O.M. 665 TT                  | 1 | 1.80  | 31.00  | 15:02'03.67 | 15:02'34.51 | 30.84  | 0.16a  | 16  | 198 | 356    |
| 5   |   | PATRON L.      | I   | CASALE M.       | I   | O.M. 665 S SUPERBA 2000      | 1 | 1.80  | 31.00  | 14:51'36.25 | 14:52'07.21 | 30.96  | 0.04a  | 4   | 330 | 594    |
| 6   |   | SCAPOLO A.     | I   | MIATTO R.       | I   | O.M. 665 SS MM               | 1 | 1.80  | 31.00  | 14:52'07.30 | 14:52'38.15 | 30.85  | 0.15a  | 15  | 200 | 360    |
| 7   |   | RIBOLDI A.     | I   | SABBADINI P.    | I   | O.M. 665 S                   | 1 | 1.80  | 31.00  | 14:52'41.35 | 14:53'12.24 | 30.89  | 0.11a  | 11  | 217 | 391    |
| 8   |   | OPENGEYM M.    | RUS | YEVSTAFYEV K.   | RUS | O.M. 665 SS MM               | 1 | 1.80  | 31.00  | 14:50'24.36 | 14:50'55.10 | 30.74  | 0.26a  | 26  | 178 | 320    |
| 9   |   | BAZHENINA N.   | RUS | BAZHENIN B.     | RUS | O.M. 665 S SUPERBA           | 1 | 1.80  | 31.00  | 14:54'07.93 | 14:54'38.70 | 30.77  | 0.23a  | 23  | 184 | 331    |
| 10  |   | HANNING M.     | D   | HANNING M.      | D   | O.M. 665 SUPERBA TORPEDO     | 1 | 1.80  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 11  |   | FENDT C.       | D   | FENDT J.G.      | D   | O.M. 665 SUPERBA             | 1 | 1.80  | 31.00  | 14:51'00.31 | 14:51'29.98 | 29.67  | 1.33a  | 133 | 67  | 121    |
| 12  |   | HAENTJES J.    | D   | HAENTJES J.     | D   | O.M. 665 SS MM               | 1 | 1.80  | 31.00  | 14:53'08.45 | 14:53'38.29 | 29.84  | 1.16a  | 116 | 84  | 151    |
| 14  |   | MORANDI G.     | I   | CALOSI S.       | I   | O.M. 665 S SUPERBA 2000      | 1 | 1.80  | 31.00  | 14:54'12.99 | 14:54'46.83 | 33.84  | 2.84 r | 284 | 0   | 0      |
| 15  |   | PLANGGER C.    | D   | SAAL R.         | D   | O.M. 665 SUPERBA S           | 2 | 1.80  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 16  |   | PEUKERT R.     | D   | PEUKERT J.      | D   | O.M. 665 SUPERBA             | 1 | 1.80  | 31.00  | 14:55'02.24 | 14:55'35.07 | 32.83  | 1.83 r | 183 | 17  | 31     |
| 18  |   | HOOGSTRA R.    | NL  | NIJMEIJERS J.P. | NL  | ALVIS SPEED 20 SB            | 2 | 1.00  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 19  | F | MARINI S.      | I   | STOECKELMANN S. | D   | BUGATTI Type 23              | 1 | 1.70  | 31.00  | 15:16'41.57 | 15:17'12.41 | 30.84  | 0.16a  | 16  | 198 | 337    |
| 20  |   | SIELECKI M.    | RA  | DUBOIS J.L.     | RA  | BUGATTI Type 23 BRESCIA      | 1 | 1.70  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 21  |   | LANTSOV V.     | B   | LAQUEUR E.      | NL  | BUGATTI Type 23              | 1 | 1.70  | 31.00  | 15:04'54.82 | 15:05'29.69 | 34.87  | 3.87 r | 300 | 0   | 0      |
| 22  |   | FERRARI A.     | I   | FERRARI G.      | I   | LANCIA LAMBDA V SERIE        | 1 | 1.75  | 31.00  | 15:00'06.26 | 15:00'37.66 | 31.40  | 0.40 r | 40  | 160 | 280    |
| 23  |   | FOGLIA G.      | CH  | FOGLIA M.V.     | CH  | BUGATTI Type 35 GP           | 1 | 1.75  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 24  |   | FELLONI G.     | I   | FELLONI R.      | I   | BUGATTI Type 35 A            | 1 | 1.75  | 31.00  | 14:55'30.56 | 14:56'01.32 | 30.76  | 0.24a  | 24  | 182 | 319    |
| 25  |   | CARLINI L.     | CH  | JENNINGS R.     | GB  | BUGATTI Type 35 A            | 1 | 1.75  | 31.00  | 14:55'56.84 | 14:56'28.01 | 31.17  | 0.17 r | 17  | 196 | 343    |
| 26  |   | DEGENAAR E.    | NL  | MULLER V.       | NL  | LANCIA LAMBDA VI SERIE       | 1 | 1.75  | 31.00  | 15:26'13.76 | 15:26'46.28 | 32.52  | 1.52 r | 152 | 48  | 84     |
| 28  |   | TURRISI D.     | I   | GIRARDO M.      | CH  | BUGATTI Type 37              | 1 | 1.75  | 31.00  | 14:56'23.14 | 14:56'54.13 | 30.99  | 0.01a  | 1   | 395 | 691    |
| 29  |   | SIELECKI C.    | RA  | HERVAS J.       | RA  | BUGATTI Type 35 A            | 1 | 1.75  | 31.00  | 15:00'32.87 | 15:01'03.80 | 30.93  | 0.07a  | 7   | 272 | 476    |
| 30  |   | BATTAGLIOLA D. | I   | PIONA E.        | I   | FIAT 509 S                   | 1 | 1.70  | 31.00  | 15:07'08.62 | 15:07'39.59 | 30.97  | 0.03a  | 3   | 350 | 595    |
| 31  |   | GATTA M.       | I   | PICCINELLI E.   | I   | AMILCAR GCSS                 | 1 | 1.70  | 31.00  | 14:57'17.28 | 14:57'48.23 | 30.95  | 0.05a  | 5   | 310 | 527    |
| 32  |   | FERRARI B.     | I   | FERRARI C.      | I   | BUGATTI Type 37              | 1 | 1.75  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 33  |   | TONCONOGY J.   | RA  | BERISSO G.      | RA  | BUGATTI Type 40              | 1 | 1.75  | 31.00  | 15:01'05.05 | 15:01'36.02 | 30.97  | 0.03a  | 3   | 350 | 613    |
| 34  |   | PASSANANTE M.  | I   | DE ALESSANDRINI | I   | CHRYSLER 72 SPORT            | 1 | 1.70  | 31.00  | 14:57'46.58 | 14:58'17.52 | 30.94  | 0.06a  | 6   | 291 | 495    |
| 35  |   | CRISTINA R.    | I   | BAROLI S.       | I   | BUGATTI Type 40              | 1 | 1.75  | 31.00  | 15:18'03.82 | 15:18'34.79 | 30.97  | 0.03a  | 3   | 350 | 613    |
| 36  |   | CAVALLI A.     | I   | PEZZOTTI P.     | I   | LANCIA LAMBDA TIPO 221       | 1 | 1.80  | 31.00  | 14:58'16.81 | 14:58'48.34 | 31.53  | 0.53 r | 53  | 147 | 265    |
| 37  |   | MURRU G.L.     | I   | DESTRO CASTANIT | I   | B.N.C. 527 MONZA             | 1 | 1.70  | 31.00  | 14:59'40.56 | 15:00'11.52 | 30.96  | 0.04a  | 4   | 330 | 561    |

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|-----|---|-------------------|-----|------------------|-----|-------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 38  |   | MENEHINI A.       | I   | GOBBI M.         | I   | AMILCAR GCSS                  | 1 | 1.70  | 31.00  | 14:58'45.35 | 14:59'16.21 | 30.86  | 0.14a  | 14  | 203 | 345    |
| 39  |   | CURRIDOR V.       | L   | MEYERS L.        | L   | BUGATTI Type 38 GRAND SPORT   | 1 | 1.70  | 31.00  | 15:03'03.14 | 15:03'36.64 | 33.50  | 2.50 r | 250 | 0   | 0      |
| 40  |   | LUSSANA A.        | I   | LO PORTO A.      | I   | SALMSON AL1100 GS             | 1 | 1.70  | 31.00  | 15:13'26.29 | 15:13'57.23 | 30.94  | 0.06a  | 6   | 291 | 495    |
| 42  |   | PORTH W.          | D   | ASCH R.          | D   | MERCEDES 710 SSK              | 1 | 1.75  | 31.00  | 15:02'34.31 | 15:03'04.02 | 29.71  | 1.29a  | 129 | 71  | 124    |
| 43  |   | RONZONI E.        | I   | RONZONI A.       | I   | LANCIA LAMBDA VIII SERIE      | 1 | 1.75  | 31.00  | 15:01'33.79 | 15:02'04.56 | 30.77  | 0.23a  | 23  | 184 | 322    |
| 44  |   | AMENDUNI GRESEL I | I   | VICARI F.        | I   | ALFA ROMEO 6C 1500 MM         | 1 | 1.80  | 31.00  | 15:25'02.81 | 15:25'33.72 | 30.91  | 0.09a  | 9   | 236 | 425    |
| 45  |   | NESSI F.          | CH  | NESSI C.         | CH  | RILEY BROOKLANDS 9HP          | 1 | 1.00  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 46  |   | VON MOZER A.      | NL  | GEERATZ M.       | NL  | LANCIA LAMBDA VIII SERIE      | 1 | 1.75  | 31.00  | 15:23'09.55 | 15:23'40.90 | 31.35  | 0.35 r | 35  | 165 | 289    |
| 47  |   | OVI C.A.          | I   | JOLLY M.         | CH  | AMILCAR CGSS                  | 1 | 1.70  | 31.00  | 15:03'31.69 | 15:04'02.49 | 30.80  | 0.20a  | 20  | 190 | 323    |
| 48  |   | ECKERT C.         | D   | DE SELANCY P.A.  | F   | ALFA ROMEO 6C 1500 S          | 1 | 1.70  | 31.00  | 15:09'04.77 | 15:09'36.61 | 31.84  | 0.84 r | 84  | 116 | 197    |
| 49  |   | KIRKPATRICK F.    | GB  | KIRKPATRICK S.   | GB  | BUGATTI Type 37 A             | 1 | 1.75  | 31.00  | 15:04'27.63 | 15:04'58.56 | 30.93  | 0.07a  | 7   | 272 | 476    |
| 50  |   | UEMURA H.         | J   | NISHIKAWA J.     | J   | BUGATTI Type 40               | 1 | 1.75  | 31.00  | 15:09'53.86 | 15:10'23.88 | 30.02  | 0.98a  | 98  | 102 | 179    |
| 51  |   | KYVALOVA K.       | SK  | SASSMANSHAUSEN D | D   | BENTLEY 4,5 LITRE VANDEN PLAS | 1 | 1.00  | 31.00  | 14:58'49.45 | 14:59'18.92 | 29.47  | 1.53a  | 153 | 47  | 47     |
| 52  |   | TAKEMOTO K.       | J   | TAKEMOTO J.      | J   | BUGATTI Type 40               | 1 | 1.75  | 31.00  | 15:03'59.72 | 15:04'30.49 | 30.77  | 0.23a  | 23  | 184 | 322    |
| 53  |   | LOUWMAN E.        | NL  | LOUWMAN Q.       | NL  | MERCEDES 710 SSK              | 1 | 1.75  | 31.00  | 15:22'37.10 | 15:23'07.06 | 29.96  | 1.04a  | 104 | 96  | 168    |
| 54  |   | MARZOTTO A.       | I   | MARZOTTO S.      | I   | LANCIA LAMBDA TIPO 221        | 1 | 1.80  | 31.00  | 15:40'28.93 | 15:41'00.72 | 31.79  | 0.79 r | 79  | 121 | 218    |
| 55  |   | EREJOMOVICH D.A   | RA  | LLANOS G.        | RA  | BUGATTI Type 40               | 1 | 1.75  | 31.00  | 15:17'35.15 | 15:18'06.10 | 30.95  | 0.05a  | 5   | 310 | 543    |
| 56  |   | LOPEZ A.          | RA  | GOUROVICH G.     | RA  | ALFA ROMEO 6C 1750 SS         | 1 | 1.80  | 31.00  | 15:25'35.29 | 15:26'06.15 | 30.86  | 0.14a  | 14  | 203 | 365    |
| 57  |   | BELOMETTI A.      | I   | PELI E.          | I   | LANCIA LAMBDA TIPO 221        | 1 | 1.80  | 31.00  | 15:05'27.40 | 15:05'58.31 | 30.91  | 0.09a  | 9   | 236 | 425    |
| 58  |   | ALIVERTI A.       | I   | POLINI F.        | I   | LANCIA LAMBDA TIPO 223        | 1 | 1.75  | 31.00  | 15:06'07.43 | 15:06'38.37 | 30.94  | 0.06a  | 6   | 291 | 509    |
| 59  |   | SISTI S.          | I   | GUALANDI A.      | I   | LANCIA LAMBDA TIPO 221        | 1 | 1.80  | 31.00  | 15:06'40.62 | 15:07'11.53 | 30.91  | 0.09a  | 9   | 236 | 425    |
| 60  |   | MARINI B.         | I   | FRATUS G.        | I   | BUGATTI Type 40               | 1 | 1.75  | 31.00  | 15:15'50.20 | 15:16'21.08 | 30.88  | 0.12a  | 12  | 212 | 371    |
| 61  |   | ROTHENBERGER H. D | D   | WOITRIN G.       | B   | MERCEDES 710 SSK              | 1 | 1.75  | 31.00  | 15:16'17.28 | 15:16'47.83 | 30.55  | 0.45a  | 45  | 155 | 271    |
| 62  |   | CIPPITELLI L.     | I   | TROIA P.         | I   | ALFA ROMEO 6C 1750 SS         | 1 | 1.80  | 31.00  | 17:09'36.29 | 17:10'09.39 | 33.10  | 2.10 r | 210 | 0   | 0      |
| 63  |   | FERRARI M.        | I   | FERRARI A.       | I   | BUGATTI Type 40               | 1 | 1.75  | 31.00  | 15:09'30.15 | 15:10'01.06 | 30.91  | 0.09a  | 9   | 236 | 413    |
| 64  |   | VILANOVA O.       | E   | TILL S.          | USA | CHRYSLER 75                   | 1 | 1.70  | 31.00  | 15:23'38.10 | 15:24'09.27 | 31.17  | 0.17 r | 17  | 196 | 333    |
| 65  |   | SANCHEZ ZINNY F   | RA  |                  |     | BUGATTI Type 40 GRAN SPORT    | 1 | 1.75  | 31.00  | 15:26'05.76 | 15:26'36.71 | 30.95  | 0.05a  | 5   | 310 | 543    |
| 66  |   | GOVAERTS R.       | ANT | LONT J.          | NL  | ASTON MARTIN INT. LE MANS     | 1 | 1.00  | 31.00  | 15:21'56.73 | 15:22'34.87 | 38.14  | 7.14 r | 300 | 0   | 0      |
| 67  |   | CONSTABLE J.      | GB  | CONSTABLE S.     | GB  | ALFA ROMEO 6C 1500 SS ZAGATO  | 1 | 1.75  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 68  |   | VITALI L.         | I   | VITALI M.        | I   | S.I.A.T.A. FIAT 514 MM        | 1 | 1.65  | 31.00  | 15:08'20.35 | 15:08'50.40 | 30.05  | 0.95a  | 95  | 105 | 173    |
| 69  |   | MEIER O.          | CH  | BATOUSKOVA K.    | I   | BUGATTI TYPE 43 GRAN SPORT    | 1 | 1.70  | 31.00  | 15:07'40.84 | 15:08'11.48 | 30.64  | 0.36a  | 36  | 164 | 279    |
| 70  |   | GOEDMAKERS R.     | B   | GOEDMAKERS K.    | B   | MASERATI TIPO 26M             | 1 | 1.70  | 31.00  | 16:25'20.66 | 16:25'52.42 | 31.76  | 0.76 r | 76  | 124 | 211    |
| 71  |   | VAN GERWEN A.     | NL  | VAN GERWEN A.J.  | NL  | ALFA ROMEO 6C 1750 GT ZAGATO  | 2 | 1.60  | 31.00  | 15:10'15.01 | 15:10'47.79 | 32.78  | 1.78 r | 178 | 22  | 35     |
| 73  |   | CAVAGNA G.P.T.    | I   | OLLI A.          | I   | FIAT 514 MM                   | 2 | 1.70  | 31.00  | 15:12'58.21 | 15:13'29.43 | 31.22  | 0.22 r | 22  | 186 | 316    |
| 74  |   | VESCO A.          | I   | GUERINI A.       | I   | ALFA ROMEO 6C 1750 GS         | 2 | 1.80  | 31.00  | 15:13'58.16 | 15:14'29.09 | 30.93  | 0.07a  | 7   | 272 | 490    |
| 75  |   | INCERTI C.        | I   | PELLICCIARI M.   | I   | FIAT 514 Coppa delle Alpi     | 2 | 1.60  | 31.00  | 15:20'07.98 | 15:20'38.49 | 30.51  | 0.49a  | 49  | 151 | 242    |
| 76  |   | OXENFORD A.P.     | RA  | CELADA J.L.      | RA  | ALFA ROMEO 6C 1750 GS         | 2 | 1.75  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 77  |   | LOUWMAN-VAN DORN  | NL  | VEHMEYER M.      | NL  | ALFA ROMEO 6C 1750 GS         | 2 | 1.80  | 31.00  | 16:14'04.90 | 16:14'35.95 | 31.05  | 0.05 r | 5   | 310 | 558    |
| 78  |   | SEKIGUCHI T.      | J   | SUGANUMA A.      | J   | ASTON MARTIN INT. LE MANS     | 2 | 1.00  | 31.00  | 15:11'50.42 | 15:12'21.35 | 30.93  | 0.07a  | 7   | 272 | 272    |
| 79  |   | GOULD P.          | USA | WARNER W.        | USA | ALFA ROMEO 6C 1750 GS ZAGATO  | 2 | 1.75  | 31.00  | 15:27'03.03 | 15:27'37.03 | 34.00  | 3.00 r | 300 | 0   | 0      |
| 80  |   | MARX A.           | CH  | DI TARANTO P.    | I   | ALFA ROMEO 6C 1750 GS BRIANZA | 2 | 1.75  | 31.00  | 15:15'18.84 | 15:15'49.61 | 30.77  | 0.23a  | 23  | 184 | 322    |
| 81  |   | FORD R.           | GB  | LEAKE R.         | GB  | MG C TYPE MIDGET SUPERCHARGED | 2 | 1.65  | 31.00  | 15:10'55.43 | 15:11'25.92 | 30.49  | 0.51a  | 51  | 149 | 246    |

| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE      | NAZ | VEETTURA                          | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|-------------------|-----|-----------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 82  |   | KOERNER U.      | CH  | FUEGLISTALER H.   | CH  | INVICTA S 4,5 LITRE               | 2 | 1.00  | 31.00  | 15:14'27.86 | 15:15'00.01 | 32.15  | 1.15 r | 115 | 85  | 85     |
| 83  |   | TWYMAN N.       | GB  | TWYMAN J.         | GB  | ALFA ROMEO 8C 2600 MULETTO        | 2 | 1.70  | 31.00  | 15:29'53.35 | 15:30'25.89 | 32.54  | 1.54 r | 154 | 46  | 78     |
| 84  |   | BERTOLERO S.    | I   | BERTONE E.        | I   | LANCIA LAMBDA VII SERIE           | 1 | 1.80  | 31.00  | 15:12'21.01 | 15:12'51.70 | 30.69  | 0.31a  | 31  | 169 | 304    |
| 85  |   | BECCERICA M.    | I   | BECCERICA S.      | I   | LANCIA LAMBDA VII SERIE           | 1 | 1.75  | 31.00  | 15:18'32.24 | 15:19'03.37 | 31.13  | 0.13 r | 13  | 207 | 362    |
| 86  |   | BRICCHETTI G.   | I   | CICCHIELLO T.     | AUS | FIAT 525 SS                       | 1 | 1.70  | 31.00  | 15:28'16.34 | 15:28'51.66 | 35.32  | 4.32 r | 300 | 0   | 0      |
| 87  |   | MOCERI G.       | I   | BONETTI D.        | I   | ALFA ROMEO 6C 1750 GS             | 1 | 1.75  | 31.00  | 15:43'49.01 | 15:44'19.97 | 30.96  | 0.04a  | 4   | 330 | 578    |
| 88  |   | MERZARIO A.     | I   | JARIER J.P.       | F   | ALFA ROMEO 6C 2300 MM             | 2 | 1.65  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 89  |   | ROBERTO G.      | I   | DAVID G.          | I   | LANCIA APRILIA 1350               | 2 | 1.55  | 31.00  | 15:34'55.19 | 15:35'26.36 | 31.17  | 0.17 r | 17  | 196 | 304    |
| 90  |   | LUZZAGO C.      | I   | RONCHI F.         | I   | FIAT 508 CS MM BERLINETTA         | 2 | 1.55  | 31.00  | 15:24'34.63 | 15:25'05.49 | 30.86  | 0.14a  | 14  | 203 | 315    |
| 91  |   | SPATARO D.      | I   | DI STEFANO E.     | I   | FIAT 1500 CABRIOLET VIOTTI        | 2 | 1.50  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 92  |   | CAPORALI L.     | I   | LIMPIDO D.        | I   | ALFA ROMEO 6C 2500 SS             | 2 | 1.60  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 94  |   | MOZZI G.        | I   | BIACCA S.         | I   | ALFA ROMEO 6C 1500 GS ZAGATO      | 2 | 1.80  | 31.00  | 15:19'12.49 | 15:19'43.44 | 30.95  | 0.05a  | 5   | 310 | 558    |
| 95  |   | BINNIE W.H      | USA | BINNIE A.S        | USA | ALFA ROMEO 8C 2300 MONZA          | 2 | 1.80  | 31.00  | 15:20'13.35 | 15:20'42.42 | 29.07  | 1.93a  | 193 | 7   | 13     |
| 96  |   | RUIZ THIERY J.  | E   | RODRIGUEZ ZUAZO E | E   | ASTON MARTIN LE MANS              | 2 | 1.65  | 31.00  | 15:29'12.52 | 15:29'45.91 | 33.39  | 2.39 r | 239 | 0   | 0      |
| 97  |   | ABEL N.         | A   | STEINBECHER F.    | A   | S.I.A.T.A. FIAT 508 BALILLA SPORT | 2 | 1.55  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 98  |   | TEN CATE K.     | NL  | TEN CATE P.       | NL  | ASTON MARTIN LE MANS              | 2 | 1.70  | 31.00  | 15:22'08.59 | 15:22'39.27 | 30.68  | 0.32a  | 32  | 168 | 286    |
| 99  |   | GRUSS M.        | USA | BROGARD M.        | USA | ALFA ROMEO 6C 1750 GRAN SPORT     | 2 | 1.75  | 31.00  | 15:27'48.83 | 15:28'20.31 | 31.48  | 0.48 r | 48  | 152 | 266    |
| 100 |   | SMEETS P.       | NL  | DASSEN R.         | NL  | FIAT 508 BALILLA SPORT MM         | 2 | 1.60  | 31.00  | 15:30'20.33 | 15:30'52.12 | 31.79  | 0.79 r | 79  | 121 | 194    |
| 101 |   | BRAUN R.        | F   | PLOWIECKI N.      | F   | ASTON MARTIN LE MANS              | 2 | 1.65  | 31.00  | 16:03'27.55 | 16:04'00.29 | 32.74  | 1.74 r | 174 | 26  | 43     |
| 102 |   | JACK R.         | GB  | JACK E.           | GB  | ALFA ROMEO 8C 2300 MONZA          | 2 | 1.75  | 31.00  | 15:17'08.94 | 15:17'40.38 | 31.44  | 0.44 r | 44  | 156 | 273    |
| 103 |   | SMITH C.        | GB  | SMITH B.          | GB  | MG K3 MAGNETTE                    | 2 | 1.70  | 31.00  | 15:24'05.96 | 15:24'36.60 | 30.64  | 0.36a  | 36  | 164 | 279    |
| 104 |   | MAHMOUD T.      | GB  | AUDI G.           | F   | ASTON MARTIN LE MANS              | 2 | 1.65  | 31.00  | 15:32'28.32 | 15:33'03.43 | 35.11  | 4.11 r | 300 | 0   | 0      |
| 106 |   | PELI O.         | I   | PELI F.           | I   | FIAT 508 S BALILLA COPPA ORO      | 2 | 1.60  | 31.00  | 15:19'42.27 | 15:20'13.20 | 30.93  | 0.07a  | 7   | 272 | 435    |
| 107 |   | BARISELLI G.M.  | I   | MARCOCCIO I.M.    | I   | LANCIA AUGUSTA                    | 2 | 1.55  | 31.00  | 15:32'57.82 | 15:33'28.56 | 30.74  | 0.26a  | 26  | 178 | 276    |
| 108 |   | HOUTKAMP J.     | NL  | HOUTKAMP R.       | NL  | LAGONDA M45 RAPIDE                | 2 | 1.70  | 31.00  | 15:28'59.03 | 15:29'29.93 | 30.90  | 0.10a  | 10  | 226 | 384    |
| 109 |   | DI STEFANO G.   | I   | GIUFFRIDA L.      | I   | LANCIA ASTURA BERLINA             | 2 | 1.45  | 31.00  | 15:33'03.97 | 15:33'34.43 | 30.46  | 0.54a  | 54  | 146 | 212    |
| 110 |   | BETTINSOLI M.   | I   | PELI D.           | I   | FIAT 508 S BALILLA COPPA ORO      | 2 | 1.60  | 31.00  | 15:27'56.85 | 15:28'27.61 | 30.76  | 0.24a  | 24  | 182 | 291    |
| 111 |   | KRIEF J.M.      | F   | LAMOURE M.        | F   | ASTON MARTIN ULSTER               | 2 | 1.70  | 31.00  | 15:57'02.28 | 15:57'26.57 | 24.29  | 6.71a  | 300 | 0   | 0      |
| 112 |   | LENERT M.       | L   | WELBES P.         | L   | FIAT 508 CS BALLILA SS            | 2 | 1.65  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 113 |   | NEWSON M.       | AUS | NEWSON C.         | GB  | BUGATTI Type 59                   | 2 | 1.00  | 31.00  | 15:36'34.80 | 15:37'07.14 | 32.34  | 1.34 r | 134 | 66  | 66     |
| 114 |   | GAGGIOLI M.     | I   | BECCHETTI G.      | I   | FIAT 508 S BALILLA COPPA ORO      | 2 | 1.60  | 31.00  | 15:30'43.56 | 15:31'14.45 | 30.89  | 0.11a  | 11  | 217 | 347    |
| 115 |   | ROOS N.         | D   | ROOS M.           | D   | BENTLEY 3,5 LITRE VANDEN PLAS     | 2 | 1.65  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 116 |   | CRUYT D.        | B   | CRUYT J.          | B   | LANCIA AUGUSTA CABRIOLET          | 2 | 1.55  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 117 |   | DI AMATO F.     | I   | BRACHETTI PERET   | I   | FIAT 508 S BALILLA COPPA ORO      | 2 | 1.60  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 118 |   | PETERS W.       | B   | PETERS N.         | NL  | LANCIA AUGUSTA CABRIOLET          | 2 | 1.60  | 31.00  | 15:37'22.94 | 15:37'58.76 | 35.82  | 4.82 r | 300 | 0   | 0      |
| 119 |   | DANNENMAIER B.  | D   | DANNENMAIER C.    | D   | RILEY SPRITE PROTOTYPE            | 2 | 1.60  | 31.00  | 15:31'09.06 | 15:31'39.85 | 30.79  | 0.21a  | 21  | 188 | 301    |
| 120 |   | REIDIE D.       | AUS | COLBERT L.        | AUS | FIAT 508 S BALILLA COPPA ORO      | 2 | 1.60  | 31.00  | 15:35'58.82 | 15:36'29.70 | 30.88  | 0.12a  | 12  | 212 | 339    |
| 121 |   | VAN DE VELDE G. | NL  | PAULUS N.         | NL  | LAGONDA M45 RAPIDE                | 2 | 1.65  | 31.00  | 15:41'45.58 | 15:42'15.38 | 29.80  | 1.20a  | 120 | 80  | 132    |
| 122 |   | KENNEDY J.      | GB  | LONG D.           | GB  | ASTON MARTIN ULSTER               | 2 | 1.70  | 31.00  | 15:34'34.95 | 15:35'05.25 | 30.30  | 0.70a  | 70  | 130 | 221    |
| 123 |   | GIACOPPO A.     | I   | GRILLONE TECIOI   | I   | FIAT 508 S BALILLA COPPA ORO      | 2 | 1.60  | 31.00  | 15:31'39.15 | 15:32'10.02 | 30.87  | 0.13a  | 13  | 207 | 331    |
| 124 |   | LISMAN R.       | USA | FINK C.           | USA | LAGONDA M45 RAPIDE                | 2 | 1.65  | 31.00  | 15:45'00.30 | 15:45'31.02 | 30.72  | 0.28a  | 28  | 174 | 287    |
| 125 |   | CREMERS W.      | B   | CLAES R.          | B   | MG PB                             | 2 | 1.55  | 31.00  | 15:47'26.49 | 15:48'01.95 | 35.46  | 4.46 r | 300 | 0   | 0      |

| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                           | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|-----------------|-----|------------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 126 |   | FREEMAN D.      | GB  | BUSST R.        | GB  | ASTON MARTIN 2 LITRE SPEED MODEL   | 2 | 1.65  | 31.00  | 16:40'30.77 | 16:41'01.87 | 31.10  | 0.10 r | 10  | 226 | 373    |
| 127 |   | VAN HAREN F.    | B   | HENDRIKS L.     | B   | ALFA ROMEO 8C 2900 BOTTICELLA      | 2 | 1.75  | 31.00  | 15:11'19.82 | 15:11'53.75 | 33.93  | 2.93 r | 293 | 0   | 0      |
| 128 |   | LAQUEUR M.      | NL  | BROUWER R.      | NL  | LAGONDA LG 45                      | 2 | 1.65  | 31.00  | 15:35'20.88 | 15:35'51.22 | 30.34  | 0.66a  | 66  | 134 | 221    |
| 129 |   | BLAKEMORE R.    | CND | WOOD G.M.       | GB  | ASTON MARTIN 2 LITRE SPEED MODEL   | 2 | 1.60  | 31.00  | 15:38'35.86 | 15:39'08.84 | 32.98  | 1.98 r | 198 | 2   | 3      |
| 130 |   | VALLAEYS S.     | B   | MOREELS E.      | B   | FIAT 500 A TOPOLINO                | 2 | 1.35  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 131 |   | STOCH M.        | PL  | BALICKI B.      | PL  | ASTON MARTIN 15/98 SHORT CHASSIS   | 2 | 1.00  | 31.00  | 15:39'26.91 | 15:39'58.89 | 31.98  | 0.98 r | 98  | 102 | 102    |
| 132 |   | DE GROEN D.     | NL  | DE GROEN A.     | USA | BMW 328                            | 2 | 1.60  | 31.00  | 15:40'33.58 | 15:41'04.47 | 30.89  | 0.11a  | 11  | 217 | 347    |
| 133 |   | WINKLER H.      | A   | STROHMAYER J.   | A   | ASTON MARTIN INTERNATIONAL         | 2 | 1.00  | 31.00  | 15:38'12.08 | 15:38'42.17 | 30.09  | 0.91a  | 91  | 109 | 109    |
| 134 |   | GIGLIO D.       | I   | GIGLIO F.       | I   | LANCIA APRILIA 1350                | 2 | 1.55  | 31.00  | 15:41'11.67 | 15:41'42.21 | 30.54  | 0.46a  | 46  | 154 | 239    |
| 135 |   | BONOMI T.       | I   | BONOMI S.       | I   | BMW 328                            | 2 | 1.60  | 31.00  | 15:39'00.95 | 15:39'31.98 | 31.03  | 0.03 r | 3   | 350 | 560    |
| 136 |   | ROBERTSON I.    | GB  | KIDD J.         | GB  | BMW 328 "BERLIN-ROM"               | 2 | 1.65  | 31.00  | 15:36'52.04 | 15:37'22.44 | 30.40  | 0.60a  | 60  | 140 | 231    |
| 137 |   | FELIPE GARCIA J | D   | IVANHOE M.      | USA | BMW 328                            | 2 | 1.60  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 138 |   | AMODEO U.       | I   | MARGARITELLI D. | I   | JAGUAR 100 SS                      | 2 | 1.00  | 31.00  | 15:43'30.88 | 15:44'02.55 | 31.67  | 0.67 r | 67  | 133 | 133    |
| 139 |   | FROEHLICH K.    | D   | SCHROEDER M.    | D   | BMW 328                            | 2 | 1.60  | 31.00  | 15:37'45.79 | 15:38'17.15 | 31.36  | 0.36 r | 36  | 164 | 262    |
| 140 |   | ERMINI M.       | I   | ERMINI L.       | I   | BMW 328 COUPE'                     | 2 | 1.60  | 31.00  | 15:46'27.86 | 15:46'59.05 | 31.19  | 0.19 r | 19  | 192 | 307    |
| 141 |   | BELOTTI M.      | I   | MONELLA E.      | I   | LANCIA APRILIA                     | 2 | 1.55  | 31.00  | 15:44'30.32 | 15:45'01.22 | 30.90  | 0.10a  | 10  | 226 | 350    |
| 142 |   | OBERMAIER W.    | D   | SELLMEIJER J.   | D   | BMW 328                            | 2 | 1.60  | 31.00  | 15:39'47.78 | 15:40'16.93 | 29.15  | 1.85a  | 185 | 15  | 24     |
| 144 |   | BOSCARINO G.    | I   | RENALDINI E.    | I   | FIAT 1100 MM BERLINETTA            | 2 | 1.60  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 145 |   | BAURDOUX R.     | NL  | VAN STRAATEN E. | NL  | MG SA                              | 2 | 1.55  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 146 |   | SOLERO S.       | I   | BOTRE' F.       | I   | BMW 328                            | 2 | 1.60  | 31.00  | 15:40'17.54 | 15:40'49.10 | 31.56  | 0.56 r | 56  | 144 | 230    |
| 147 |   | SCIO E.         | I   | SCIO M.         | I   | MG TB                              | 2 | 1.60  | 31.00  | 16:12'36.90 | 16:13'07.75 | 30.85  | 0.15a  | 15  | 200 | 320    |
| 148 |   | DE VOS L.       | B   | MARIENS B.      | B   | DELAGE D6 75 SPORT                 | 2 | 1.65  | 31.00  | 15:45'26.18 | 15:45'59.59 | 33.41  | 2.41 r | 241 | 0   | 0      |
| 149 |   | KOCH P.         | D   | HUBER M.        | A   | BMW 328                            | 2 | 1.60  | 31.00  | 15:50'49.27 | 15:51'22.85 | 33.58  | 2.58 r | 258 | 0   | 0      |
| 150 |   | VAN ANDRIGHEN P | NL  | H. BERKEL C.    | NL  | ZANUSSI FIAT 500 SPORT             | 2 | 1.55  | 31.00  | 16:18'03.86 | 16:18'38.59 | 34.73  | 3.73 r | 300 | 0   | 0      |
| 151 |   | BECCHETTI R.    | I   | BECCHETTI F.    | I   | MG TB                              | 2 | 1.60  | 31.00  | 15:43'03.21 | 15:43'34.09 | 30.88  | 0.12a  | 12  | 212 | 339    |
| 152 |   | SCHRAUWEN S.    | B   | VAN ROMPAEY L.  | B   | BMW 328                            | 2 | 1.60  | 31.00  | 15:41'40.98 | 15:42'11.57 | 30.59  | 0.41a  | 41  | 159 | 254    |
| 153 |   | VON KUENHEIM H. | D   | JANCKE C.C.     | D   | BMW 328 SPIDER MM                  | 2 | 1.70  | 31.00  | 15:46'54.22 | 15:47'25.05 | 30.83  | 0.17a  | 17  | 196 | 333    |
| 154 |   | BELOTTI A.      | I   | GAMBARDELLA U.  | I   | LANCIA APRILIA CABRIOLET           | 2 | 1.55  | 31.00  | 15:45'55.31 | 15:46'26.01 | 30.70  | 0.30a  | 30  | 170 | 264    |
| 155 |   | VEENING J.      | NL  | DEKKER A.       | NL  | D.B. CITROEN SPIDER                | 2 | 1.55  | 31.00  | 16:02'33.63 | 16:03'04.75 | 31.12  | 0.12 r | 12  | 212 | 329    |
| 157 |   | GEZA LAQUEUR J  | B   | LAQUEUR-NEKRASO | CUS | HRG LE MANS LIGHTWEIGHT            | 2 | 1.00  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 158 |   | PACCHIANA G.P.  | I   | JUN D.          | CN  | STANGUPELLINI 1100 SPORT           | 3 | 1.65  | 31.00  | 15:48'53.51 | 15:49'24.85 | 31.34  | 0.34 r | 34  | 166 | 274    |
| 159 |   | VALENTINI A.    | I   | VALENTINI C.    | I   | ROVELLI TESTADORO 1100 SPIDER      | 3 | 1.70  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 160 |   | DANIELI P.      | I   | BAILO R.        | I   | CISITALIA 202 S MM SPIDER          | 3 | 1.70  | 31.00  | 16:01'35.08 | 16:02'06.05 | 30.97  | 0.03a  | 3   | 350 | 595    |
| 161 |   | BEHRENS D.      | USA | BEHRENS M.      | USA | CISITALIA 202 S MM SPIDER          | 3 | 1.75  | 31.00  | 15:57'27.26 | 15:58'01.20 | 33.94  | 2.94 r | 294 | 0   | 0      |
| 162 |   | VAN EERDEWIJK D | NL  | CARBALLO C.F.   | RA  | DELAHAYE 135 MS                    | 3 | 1.65  | 31.00  | 15:49'27.23 | 15:49'59.84 | 32.61  | 1.61 r | 161 | 39  | 64     |
| 163 |   | MAZZOLA G.      | I   | DE ANGELIS A.   | I   | FIAT 1100 S BARCHETTA ALA D'ORO    | 3 | 1.65  | 31.00  | 15:47'52.87 | 15:48'23.83 | 30.96  | 0.04a  | 4   | 330 | 545    |
| 164 |   | OCKERS P.       | NL  | LENARDUZZI L.   | NL  | FIAT 508 C BERLINETTA ALA D'ORO    | 3 | 1.55  | 31.00  | 15:43'41.53 | 15:44'13.11 | 31.58  | 0.58 r | 58  | 142 | 220    |
| 165 |   | DE BOER K.      | NL  | KOOLEN T.       | NL  | TALBOT LAGO T26 RECORD             | 3 | 1.65  | 31.00  | 15:51'50.39 | 15:52'21.68 | 31.29  | 0.29 r | 29  | 172 | 284    |
| 166 |   | RYBCZYNSKI S.   | D   | NEBENFUEHR S.   | D   | ALFA ROMEO 6C 2500 SS SPIDER COLLI | 3 | 1.65  | 31.00  | 15:48'22.94 | 15:48'54.88 | 31.94  | 0.94 r | 94  | 106 | 175    |
| 167 |   | SNAUWAERT S.    | B   | VUYLSTEKE G.    | B   | HEALEY DUNCAN DRONE                | 3 | 1.60  | 31.00  | 15:49'54.79 | 15:50'28.64 | 33.85  | 2.85 r | 285 | 0   | 0      |
| 168 |   | DEHAECK T.      | B   | MATTHIJS M.     | B   | CISITALIA 202 S MM SPIDER          | 3 | 1.70  | 31.00  | 15:50'22.00 | 15:50'54.66 | 32.66  | 1.66 r | 166 | 34  | 58     |
| 169 |   | FERRARI L.      | I   | RONCARI A.      | I   | FIAT 1100 S BERLINETTA             | 3 | 1.55  | 31.00  | 15:55'35.51 | 15:56'09.15 | 33.64  | 2.64 r | 264 | 0   | 0      |

| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                               | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO  | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|-----------------|-----|--|---|-------|--------|-------------|-------------|--------|---------|-----|-----|--------|
| 170 |   | OTTEVANGER T.   | NL  | OTTEVANGER-LITT | NL  | CISITALIA 202 S MM SPIDER              | 3 | 1.75  | 31.00  | 15:50'56.69 | 15:51'30.51 | 33.82  | 2.82 r  | 282 | 0   | 0      |
| 171 |   | MASUDA H.       | J   | MASUDA Y.       | J   | CISITALIA C. 1100 SPORT                | 3 | 1.65  | 31.00  | 15:51'39.33 | 15:52'10.42 | 31.09  | 0.09 r  | 9   | 236 | 389    |
| 172 |   | KURIHARA M.     | J   | MATSUDO O.      | J   | MASERATI A6 GCS MONOFARO               | 3 | 1.70  | 31.00  | 15:53'07.63 | 15:53'38.67 | 31.04  | 0.04 r  | 4   | 330 | 561    |
| 173 |   | DOMBROWSKY R.   | D   | KUBITZ Y.       | D   | MOTOR RG RG 1 1100 SPORT               | 3 | 1.60  | 31.00  | 17:05'02.66 | 17:05'38.69 | 36.03  | 5.03 r  | 300 | 0   | 0      |
| 174 |   | STORY J.        | B   | SELS M.         | B   | FIAT 1100 S BERLINETTA                 | 3 | 1.55  | 31.00  | 15:55'06.25 | 15:55'38.02 | 31.77  | 0.77 r  | 77  | 123 | 191    |
| 175 |   | COLOSIO L.      | I   | COLOSIO F.      | I   | FIAT SIATA 750 SPORT                   | 3 | 1.45  | 31.00  | 16:06'35.66 | 16:07'11.23 | 35.57  | 4.57 r  | 300 | 0   | 0      |
| 176 |   | CIBALDI M.      | I   | COSTA A.        | I   | GILCO MARIAN FIAT 1100 SPORT           | 3 | 1.70  | 31.00  | 15:52'38.04 | 15:53'08.98 | 30.94  | 0.06a   | 6   | 291 | 495    |
| 177 |   | COOPER M.       | GB  | GANDON A.       | GB  | CISITALIA 202 S MM SPIDER              | 3 | 1.70  | 31.00  | 15:55'50.52 | 15:56'22.89 | 32.37  | 1.37 r  | 137 | 63  | 107    |
| 178 |   | FRASER S.       | GB  | LECLERCQ B.     | B   | GIANNINI FIAT 750 SPORT                | 3 | 1.60  | 31.00  | 16:25'51.86 | 16:26'26.77 | 34.91  | 3.91 r  | 300 | 0   | 0      |
| 179 |   | BETTENS S.      | B   | ROLLS C.T.      | GB  | FIAT 1100 S BERLINETTA MOTTO           | 3 | 1.60  | 31.00  | 16:52'52.69 | 16:53'25.29 | 32.60  | 1.60 r  | 160 | 40  | 64     |
| 180 |   | VAN DEN BERG T. | NL  | DE HAAN N.      | NL  | CISITALIA 202 SC BERLINETTA            | 3 | 1.45  | 31.00  | 15:58'02.86 | 15:58'35.10 | 32.24  | 1.24 r  | 124 | 76  | 110    |
| 181 |   | VANDEKERCKHOVE  | B   | DE VOS R.       | B   | FIAT 1100 S BERLINETTA                 | 3 | 1.55  | 31.00  | 15:58'40.61 | 15:59'12.15 | 31.54  | 0.54 r  | 54  | 146 | 226    |
| 182 |   | DEENIK R.       | NL  | DEENIK W.       | NL  | FIAT 500 B TOPOLINO                    | 3 | 1.30  | 31.00  | 16:26'52.90 | 16:27'29.29 | 36.39  | 5.39 r  | 300 | 0   | 0      |
| 184 |   | BRANDERHORST A. | NL  | BRANDERHORST J. | NL  | ALFA ROMEO 6C 2500 S CABRIOLET TOURING | 2 | 1.60  | 31.00  | 15:53'33.88 | 15:54'15.22 | 41.34  | 10.34 r | 300 | 0   | 0      |
| 185 |   | RAJKI F.        | CH  | SIEBENMANN M.   | CH  | ALFA ROMEO 6C 2500 SS                  | 3 | 1.55  | 31.00  | 16:02'03.35 | 16:02'37.25 | 33.90  | 2.90 r  | 290 | 0   | 0      |
| 186 |   | HEINRICH M.     | NL  | VAN NIEUWENHUIJ | B   | BENTLEY MK VII SPECIAL                 | 3 | 1.00  | 31.00  | 15:59'06.28 | 15:59'38.18 | 31.90  | 0.90 r  | 90  | 110 | 110    |
| 187 |   | VAN DER LEY D.  | NL  | JANSSEN F.      | NL  | PORSCHE 356 A 1500                     | 3 | 1.35  | 31.00  | 15:56'31.62 | 15:57'19.50 | 47.88  | 16.88 r | 300 | 0   | 0      |
| 188 |   | ROETGERING M.   | NL  | ROETGERING G.   | NL  | PORSCHE 356 1500 SUPER                 | 3 | 1.40  | 31.00  | 16:02'47.17 | 16:03'20.42 | 33.25  | 2.25 r  | 225 | 0   | 0      |
| 189 |   | VAN MERKSTEIJN  | NL  | MUNSTERHUIS F.B | NL  | PORSCHE 356 A 1600                     | 3 | 1.35  | 31.00  | 15:42'04.18 | 15:42'32.14 | 27.96  | 3.04a   | 300 | 0   | 0      |
| 190 |   | JANS A.L.       | NL  | JANS L.A.       | NL  | VERITAS RS                             | 3 | 1.60  | 31.00  | 16:00'29.53 | 16:01'00.33 | 30.80  | 0.20a   | 20  | 190 | 304    |
| 191 |   | BERRY A.        | GB  | GOODMAN H.      | GB  | BRISTOL 400 FARINA                     | 3 | 1.45  | 31.00  | 16:00'01.44 | 16:00'30.91 | 29.47  | 1.53a   | 153 | 47  | 68     |
| 192 |   | ROSSI G.        | I   | BERTOCCHI M.    | I   | LANCIA APRILIA 1500                    | 3 | 1.40  | 31.00  | 16:03'57.19 | 16:04'28.09 | 30.90  | 0.10a   | 10  | 226 | 316    |
| 193 |   | PIPILIS I.      | GR  | SINANOGLOU A.   | GR  | JAGUAR XK 120 OTS LIGHTWEIGHT          | 3 | 1.50  | 31.00  | 16:01'00.68 | 16:01'33.27 | 32.59  | 1.59 r  | 159 | 41  | 62     |
| 194 |   | VAN BREEVOORT J | NL  | VAN BREEVOORT C | NL  | FIAT 1100 B CABRIOLET FARINA           | 3 | 1.40  | 31.00  | 16:08'09.42 | 16:08'43.60 | 34.18  | 3.18 r  | 300 | 0   | 0      |
| 195 |   | BRANDTS L.      | NL  | KOOLS R.        | NL  | DAGRADA FIAT 750 SILURO                | 3 | 1.55  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 196 |   | DE BOER R.      | NL  | DE BOER J.      | D   | ALFA ROMEO 6C 2500 SS COUPE' TOURING   | 3 | 1.55  | 31.00  | 16:04'26.52 | 16:04'58.03 | 31.51  | 0.51 r  | 51  | 149 | 231    |
| 197 |   | BROUWER R.      | NL  | GOSELINK J.     | NL  | FIAT MOR&SCA 500 SPORT                 | 3 | 1.45  | 31.00  | 17:45'00.26 | 17:45'34.29 | 34.03  | 3.03 r  | 300 | 0   | 0      |
| 198 |   | KOSHIKAWA S.    | J   | KOSHIKAWA Y.    | J   | HEALEY 2400 SILVERSTONE D-TYPE         | 3 | 1.55  | 31.00  | 16:05'42.48 | 16:06'13.34 | 30.86  | 0.14a   | 14  | 203 | 315    |
| 199 |   | YAMASHITA Y.    | J   | YAMAASHITA A.   | J   | STANGUellini 1100 SPORT                | 3 | 1.65  | 31.00  | 16:13'31.59 | 16:14'02.56 | 30.97  | 0.03a   | 3   | 350 | 578    |
| 200 |   | RIPAMONTI A.    | I   | MORONI N.       | I   | JAGUAR XK 120 OTS ROADSTER             | 3 | 1.40  | 31.00  | 16:07'35.82 | 16:08'07.35 | 31.53  | 0.53 r  | 53  | 147 | 206    |
| 202 |   | VER SPEELT F.   | B   | HOUTSAEGER A.   | B   | FIAT 500 C TOPOLINO                    | 3 | 1.25  | 31.00  | 16:25'59.91 | 16:26'34.00 | 34.09  | 3.09 r  | 300 | 0   | 0      |
| 203 |   | POHL A.         | D   | POHL N.         | D   | FERRARI 275/340 AMERICA SCAGLIETTI     | 3 | 1.70  | 31.00  | 15:20'16.31 | 15:20'46.07 | 29.76  | 1.24a   | 124 | 76  | 129    |
| 204 |   | VAN DIJK E.     | NL  | MAJOOR H.       | NL  | TALBOT LAGO T26 GS BERLINETTE          | 3 | 1.65  | 31.00  | 16:06'07.85 | 16:06'37.31 | 29.46  | 1.54a   | 154 | 46  | 76     |
| 205 |   | DECHAMPS F.     | B   | THOMAS J.       | B   | FIAT 500 C TOPOLINO                    | 3 | 1.25  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 206 |   | DE ANGELIS G.   | I   | MARINI MARINI V | I   | GIAUR 750                              | 3 | 1.55  | 31.00  | 15:56'37.61 | 15:57'22.47 | 44.86  | 13.86 r | 300 | 0   | 0      |
| 207 |   | KATO H.         | J   | KATO Y.         | J   | CISITALIA 202 CABRIOLET                | 3 | 1.35  | 31.00  | 17:02'57.82 | 17:03'28.78 | 30.96  | 0.04a   | 4   | 330 | 446    |
| 208 |   | SABBE I.        | B   | SABBE L.        | B   | ZAGATO FIAT 1100 E BERLINETTA          | 3 | 1.45  | 31.00  | 16:04'52.38 | 16:05'26.62 | 34.24  | 3.24 r  | 300 | 0   | 0      |
| 209 |   | HAEGELI J.J.    | CH  | HAEGELI L.      | CH  | TALBOT-LAGO T26 GS                     | 3 | 1.65  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 210 |   | TROELSFELDT J.  | DK  | MURMANN P.      | DK  | BUGATTI 101 C                          | 3 | 1.00  | 31.00  | 17:37'37.19 | 17:38'19.10 | 41.91  | 10.91 r | 300 | 0   | 0      |
| 211 |   | MORITA N.       | J   | MORITA M.       | J   | CISITALIA 202 SC BERLINETTA            | 3 | 1.45  | 31.00  | 17:05'55.39 | 17:06'26.36 | 30.97  | 0.03a   | 3   | 350 | 508    |
| 212 |   | OLTHOF P.       | NL  | OLTHOF L.       | NL  | GIANNINI FIAT 750 SPORT                | 3 | 1.55  | 31.00  | 16:48'22.75 | 16:48'53.73 | 30.98  | 0.02a   | 2   | 370 | 574    |
| 213 |   | PEIL R.         | D   | PEIL I.         | D   | MASERATI A6 1500 BERLINETTA PININ FAR  | 3 | 1.55  | 31.00  | 15:21'17.35 | 15:21'47.32 | 29.97  | 1.03a   | 103 | 97  | 150    |

| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE      | NAZ | VEETTURA                                | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|-------------------|-----|---|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 214 |   | VAN ZYL R.      | ZA  | VAN ZYL P.        | ZA  | FERRARI 166 MM BARCHETTA TOURING        | 3 | 1.70  | 31.00  | 16:52'05.96 | 16:52'38.91 | 32.95  | 1.95 r | 195 | 5   | 9      |
| 215 |   | HUG R.W.        | CH  | WOODHOUSE M.      | GB  | HEALEY 2400 WESTLAND                    | 3 | 1.55  | 31.00  | 16:13'02.80 | 16:13'35.56 | 32.76  | 1.76 r | 176 | 24  | 37     |
| 216 |   | BRAUER S.       | USA | BRAUER C.         | USA | JAGUAR XK 120 OTS ROADSTER              | 3 | 1.40  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 217 |   | O'LEARY S.      | GB  | EELS R.           | GB  | HEALEY 2400 SILVERSTONE E-TYPE          | 3 | 1.50  | 31.00  | 17:17'57.71 | 17:18'29.20 | 31.49  | 0.49 r | 49  | 151 | 227    |
| 218 |   | INVERNIZZI V.C. | I   | PODINI S.         | I   | ALFA ROMEO 6C 2500 SS CABRIOLET PININ F | 3 | 1.55  | 31.00  | 16:15'57.83 | 16:16'28.91 | 31.08  | 0.08 r | 8   | 254 | 394    |
| 219 |   | RIBBINK G.A.    | NL  | DOEKSEN V.G.      | NL  | CISITALIA 202 SC BERLINETTA             | 3 | 1.40  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 220 |   | KENNEDY W.      | GB  | LOVERIDGE G.J.    | GB  | NASH HEALEY SPORTS 3850 cc              | 3 | 1.45  | 31.00  | 16:08'51.34 | 16:09'25.15 | 33.81  | 2.81 r | 281 | 0   | 0      |
| 221 |   | BIEDERMANN W.   | D   | STEINKE T.        | D   | ABARTH-CISIT 204 BERLINETTA VIGNALE     | 3 | 1.65  | 31.00  | 16:15'29.79 | 16:16'02.96 | 33.17  | 2.17 r | 217 | 0   | 0      |
| 223 |   | KLIM-WIREN A.   | D   | WIREN C.M.        | S   | NASH HEALEY SPORTS 3850 cc              | 3 | 1.45  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 224 |   | MARCHIORI A.    | I   | CORTELLA T.       | I   | ASTON MARTIN DB2 VANTAGE                | 3 | 1.45  | 31.00  | 16:10'14.25 | 16:10'44.96 | 30.71  | 0.29a  | 29  | 172 | 249    |
| 225 |   | GRAUS D.        | USA | RICHTER S.        | USA | FRAZER NASH TARGA FLORIO                | 3 | 1.00  | 31.00  | 17:52'01.10 | 17:52'33.65 | 32.55  | 1.55 r | 155 | 45  | 45     |
| 226 |   | ABBENANTE D.    | I   | LODOVISI M.       | I   | FIAT 500 C TOPOLINO                     | 3 | 1.20  | 31.00  | 16:17'48.88 | 16:18'19.99 | 31.11  | 0.11 r | 11  | 217 | 260    |
| 227 |   | TANFOGLIO F.    | I   | COLPANI M.        | I   | PAGANELLI LANCIA 2000 SPORT             | 3 | 1.65  | 31.00  | 16:05'21.82 | 16:05'52.60 | 30.78  | 0.22a  | 22  | 186 | 307    |
| 229 |   | BERT J.         | B   | VAN QUICKENBORN B | B   | HW ALTA JAGUAR                          | 3 | 1.60  | 31.00  | 16:21'11.11 | 16:21'43.09 | 31.98  | 0.98 r | 98  | 102 | 163    |
| 230 |   | NAKANO K.       | J   | NAKANO Y.         | J   | GIAUR TARASCHI 750 SPORT                | 3 | 1.55  | 31.00  | 16:20'08.42 | 16:20'39.36 | 30.94  | 0.06a  | 6   | 291 | 451    |
| 231 |   | ROLLINGER M.    | L   | NIESEN R.         | L   | FERRARI 340 AMERICA BER. VIGNALE        | 3 | 1.65  | 31.00  | 16:07'05.24 | 16:07'36.07 | 30.83  | 0.17a  | 17  | 196 | 323    |
| 232 |   | BASILICO P.     | I   | MAKULA G.         | I   | ALFA ROMEO 6C 2500 SS VILLA D'ESTE      | 3 | 1.55  | 31.00  | 16:28'34.56 | 16:29'05.70 | 31.14  | 0.14 r | 14  | 203 | 315    |
| 233 |   | PETERS R.       | NL  | PETERS T.         | NL  | S.I.A.T.A. AMICA 50                     | 3 | 1.30  | 31.00  | 16:16'24.37 | 16:16'59.18 | 34.81  | 3.81 r | 300 | 0   | 0      |
| 234 |   | PRANDINI E.     | I   | MAIOLINI E.       | I   | ALLARD K1                               | 3 | 1.00  | 31.00  | 16:11'31.83 | 16:12'04.26 | 32.43  | 1.43 r | 143 | 57  | 57     |
| 235 |   | PASCOLINI L.    | I   | BASTIANICH J.     | USA | HEALEY 2400 SILVERSTONE E-TYPE          | 3 | 1.50  | 31.00  | 16:40'59.99 | 16:41'31.00 | 31.01  | 0.01 r | 1   | 395 | 593    |
| 236 |   | BUSSOLATI BONER | I   | BENZONI W.        | I   | MERCEDES 300 SL COUPE' W198             | 3 | 1.40  | 31.00  | 15:54'03.77 | 15:54'35.31 | 31.54  | 0.54 r | 54  | 146 | 204    |
| 237 |   | RADICI P.       | I   | GREGIS M.         | I   | PORSCHE 356 1600                        | 3 | 1.35  | 31.00  | 16:11'11.23 | 16:11'42.46 | 31.23  | 0.23 r | 23  | 184 | 248    |
| 238 |   | SCHUEFLE K.F.   | CH  | DUMAS R.          | F   | PORSCHE 550A SPYDER RS                  | 3 | 1.65  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 239 |   | SCHIGIEL L.     | USA | SCHIGIEL E.       | USA | CISITALIA 202 SC CABRIOLET              | 3 | 1.35  | 31.00  | 16:10'43.40 | 16:11'13.87 | 30.47  | 0.53a  | 53  | 147 | 198    |
| 240 |   | HOUGHTALING J.  | USA | VALOBRA F.        | USA | JAGUAR XK 120 OTS LIGHTWEIGHT           | 3 | 1.50  | 31.00  | 16:12'09.59 | 16:12'41.20 | 31.61  | 0.61 r | 61  | 139 | 209    |
| 242 |   | DONATI A.       | I   | VERZELETTI P.     | I   | S.I.A.T.A. DAINA GS FARINA              | 3 | 1.45  | 31.00  | 16:14'35.37 | 16:15'05.99 | 30.62  | 0.38a  | 38  | 162 | 235    |
| 243 |   | GNUTTI A.       | I   | GNUTTI G.         | I   | JAGUAR XK 120 OTS ROADSTER              | 3 | 1.40  | 31.00  | 16:47'51.13 | 16:48'22.18 | 31.05  | 0.05 r | 5   | 310 | 434    |
| 244 |   | GEITNER A.      | D   | BIELLA S.         | I   | LANCIA AURELIA B21                      | 3 | 1.35  | 31.00  | 16:16'54.06 | 16:17'25.26 | 31.20  | 0.20 r | 20  | 190 | 257    |
| 245 |   | SCHEFFLER W.    | USA | SCHEFFLER E.      | USA | S.I.A.T.A. DAINA GS FARINA              | 3 | 1.45  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 246 |   | GANDOLFI F.     | I   | SAVOLDI G.        | I   | S.I.A.T.A. DAINA GS FARINA              | 3 | 1.45  | 31.00  | 16:17'21.56 | 16:17'52.35 | 30.79  | 0.21a  | 21  | 188 | 273    |
| 247 |   | PALMIERI C.     | I   | PALMIERI A.       | I   | FIAT 1100 E                             | 3 | 1.30  | 31.00  | 16:18'55.33 | 16:19'26.43 | 31.10  | 0.10 r | 10  | 226 | 294    |
| 248 |   | HEUMANN C.      | D   | DREVE V.          | D   | ASTON MARTIN DB2 VANTAGE                | 3 | 1.45  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 249 |   | WELLS D.        | USA | WALECKI M.        | GB  | S.I.A.T.A. 300 BC                       | 3 | 1.30  | 31.00  | 16:22'44.25 | 16:23'15.60 | 31.35  | 0.35 r | 35  | 165 | 215    |
| 250 |   | KINZER D.       | A   | KINZER G.         | A   | ALFA ROMEO 1900 C SPRINT TOURING        | 3 | 1.40  | 31.00  | 16:34'15.84 | 16:34'47.92 | 32.08  | 1.08 r | 108 | 92  | 129    |
| 251 |   | GROENEWEGEN F.  | NL  | GROENEWEGEN F.    | D   | CISITALIA 202 D 2800 CC                 | 3 | 1.70  | 31.00  | 16:23'09.00 | 16:23'39.05 | 30.05  | 0.95a  | 95  | 105 | 179    |
| 252 |   | SCHNEEBERGER H. | CH  | SCHNEEBERGER S.   | CH  | JAGUAR C-TYPE                           | 3 | 1.65  | 31.00  | 16:15'00.96 | 16:15'32.43 | 31.47  | 0.47 r | 47  | 153 | 252    |
| 253 |   | BERG J.         | S   | LEANDER BERG K.   | S   | JAGUAR C-TYPE                           | 3 | 1.70  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 254 |   | BODEN J.        | A   | WERNER M.         | D   | FERRARI 225 S SPIDER VIGNALE            | 3 | 1.65  | 31.00  | 17:05'38.61 | 17:05'59.80 | 21.19  | 9.81a  | 300 | 0   | 0      |
| 255 |   | ROBERTS K.      | GB  | MILNE R.          | GB  | ALFA ROMEO 1900 C SPRINT GARA TOURING   | 3 | 1.45  | 31.00  | 17:06'53.04 | 17:07'25.87 | 32.83  | 1.83 r | 183 | 17  | 25     |
| 256 |   | GANDELLI L.     | I   | SAVARESI L.       | I   | LANCIA ARDEA BERLINA                    | 3 | 1.35  | 31.00  | 16:33'43.66 | 16:34'16.13 | 32.47  | 1.47 r | 147 | 53  | 72     |
| 257 |   | MONTEVECCHI N.  | I   | FORTI M.          | I   | S.I.A.T.A. DAINA GS FARINA              | 3 | 1.45  | 31.00  | 16:22'13.11 | 16:22'44.04 | 30.93  | 0.07a  | 7   | 272 | 394    |
| 258 |   | NOLLI P.        | I   | ORIOLO A.         | I   | FIAT LAUREAT 1100 PROTOTIPO SPORT       | 3 | 1.65  | 31.00  | 16:21'43.14 | 16:22'13.80 | 30.66  | 0.34a  | 34  | 166 | 274    |

| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                             | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO  | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|-----------------|-----|--------------------------------------|---|-------|--------|-------------|-------------|--------|---------|-----|-----|--------|
| 259 |   | LEE P.          | GB  | LEE D.          | GB  | PARISOTTO 750 PASQUALIN BARCHETTA    | 3 | 1.55  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 260 |   | DE BOER P.      | NL  | DE BOER C.      | NL  | PORSCHE 356 1500 SUPER               | 3 | 1.45  | 31.00  | 16:28'03.59 | 16:28'34.36 | 30.77  | 0.23a   | 23  | 184 | 267    |
| 261 |   | RAEVEN R.       | NL  | ANDRIEN J.J.    | NL  | PANHARD ET L DYNA X86                | 3 | 1.15  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 262 |   | CERE' R.        | I   | DAMIJANIDIS A.  | HR  | ERMINI FIAT 1100/103                 | 3 | 1.65  | 31.00  | 16:48'38.26 | 16:49'08.35 | 30.09  | 0.91a   | 91  | 109 | 180    |
| 263 |   | MITA T.         | J   | MIYAGAWA S.     | J   | STANGUELLINI 750 S                   | 3 | 1.60  | 31.00  | 16:29'42.22 | 16:30'19.70 | 37.48  | 6.48 r  | 300 | 0   | 0      |
| 264 |   | CAPOLUPO B.     | I   | SAOTTINI B.     | I   | PORSCHE 356 1500 SUPER               | 3 | 1.40  | 31.00  | 16:23'48.54 | 16:24'19.53 | 30.99  | 0.01a   | 1   | 395 | 553    |
| 266 |   | JOHNSTON G.     | GB  | JOHNSTON K.     | GB  | JAGUAR XK 120 OTS                    | 3 | 1.40  | 31.00  | 16:27'08.15 | 16:27'44.03 | 35.88  | 4.88 r  | 300 | 0   | 0      |
| 267 |   | RAMAMOORTHY B.  | USA | RAMAMOORTHY A.  | USA | PORSCHE 356 1500                     | 3 | 1.35  | 31.00  | 16:35'16.33 | 16:35'51.76 | 35.43  | 4.43 r  | 300 | 0   | 0      |
| 268 |   | BONNET H.       | B   | DE PAUW C.      | B   | JAGUAR XK 120 OTS ROADSTER           | 3 | 1.40  | 31.00  | 16:26'27.56 | 16:26'50.97 | 23.41  | 7.59a   | 300 | 0   | 0      |
| 269 |   | HOOD D.         | GB  | RIEDLING S.     | GB  | JAGUAR MARK VII                      | 3 | 1.30  | 31.00  | 16:19'36.30 | 16:20'08.19 | 31.89  | 0.89 r  | 89  | 111 | 144    |
| 270 |   | WARD S.         | GB  | WARD J.         | GB  | JAGUAR XK 140 SE OTS ROADSTER        | 3 | 1.40  | 31.00  | 16:20'38.25 | 16:21'10.57 | 32.32  | 1.32 r  | 132 | 68  | 95     |
| 271 |   | LEE R.          | GB  | LEMPRIERE N.    | GB  | A.C. ACE                             | 3 | 1.40  | 31.00  | 17:07'14.49 | 17:07'47.78 | 33.29  | 2.29 r  | 229 | 0   | 0      |
| 272 |   | GARZA R.        | MEX | BAREL DI SANT'A | I   | JAGUAR XK 120 OTS ROADSTER           | 3 | 1.40  | 31.00  | 16:29'08.15 | 16:29'51.98 | 43.83  | 12.83 r | 300 | 0   | 0      |
| 273 |   | LOTMAN J.       | USA | LEVIT S.F.      | GB  | LINCOLN CAPRI                        | 3 | 1.45  | 31.00  | 16:30'38.61 | 16:31'09.90 | 31.29  | 0.29 r  | 29  | 172 | 249    |
| 274 |   | MARLOW T.       | USA | THIRLEY K.      | GB  | JAGUAR XK 140 SE DROP HEAD COUPE'    | 3 | 1.40  | 31.00  | 16:47'01.94 | 16:47'33.73 | 31.79  | 0.79 r  | 79  | 121 | 169    |
| 275 |   | NICHOLLS M.W.   | GB  | HENWOOD-WHITE   | AUS | AUSTIN HEAL. 100 M                   | 3 | 1.35  | 31.00  | 16:49'15.01 | 16:49'49.70 | 34.69  | 3.69 r  | 300 | 0   | 0      |
| 276 |   | JOEBSTL S.      | A   | JOEBSTL H.      | A   | JAGUAR C-TYPE                        | 3 | 1.70  | 31.00  | 16:31'16.86 | 16:31'48.06 | 31.20  | 0.20 r  | 20  | 190 | 323    |
| 278 |   | LIMBERGER T.    | D   | SCHIMANKO R.    | D   | MERCEDES 300 SL COUPE' W198          | 3 | 1.40  | 31.00  | 16:31'47.66 | 16:32'19.20 | 31.54  | 0.54 r  | 54  | 146 | 204    |
| 279 |   | KNAEPPEL M.     | D   | STOTZ S.        | D   | JAGUAR XK 120 OTS ROADSTER           | 3 | 1.40  | 31.00  | 16:29'30.52 | 16:30'01.26 | 30.74  | 0.26a   | 26  | 178 | 249    |
| 280 |   | REICHENBERGER J | D   | REICHENBERGER J | D   | AUSTIN HEAL. 100/6                   | 3 | 1.35  | 31.00  | 16:32'18.57 | 16:32'52.39 | 33.82  | 2.82 r  | 282 | 0   | 0      |
| 282 | F | CATTAZZO I.     | I   | BIGNOTTI S.     | I   | FIAT 500 C TOPOLINO                  | 3 | 1.20  | 31.00  | 17:21'06.68 | 17:21'41.06 | 34.38  | 3.38 r  | 300 | 0   | 0      |
| 283 |   | YUKAWA A.       | J   | YUKAWA Y.       | J   | JAGUAR XK 120 DROP HEAD COUPE'       | 3 | 1.40  | 31.00  | 16:41'31.30 | 16:42'02.26 | 30.96  | 0.04a   | 4   | 330 | 462    |
| 284 |   | COVINDASSAMY A. | F   | COVINDASSAMY R. | USA | OSCA MT4 1450 2AD                    | 3 | 1.65  | 31.00  | 16:50'32.87 | 16:51'03.59 | 30.72  | 0.28a   | 28  | 174 | 287    |
| 285 |   | MEIER A.        | CH  | DIETHELM M.U.   | CH  | FERRARI 250 MM BERLINETTA PININFARIN | 3 | 1.60  | 31.00  | 16:32'22.21 | 16:32'55.62 | 33.41  | 2.41 r  | 241 | 0   | 0      |
| 286 |   | JOICE C.        | GB  | MITCHELL M.     | IRL | FRAZER NASH LE MANS COUPE            | 3 | 1.45  | 31.00  | 16:36'14.00 | 16:36'45.59 | 31.59  | 0.59 r  | 59  | 141 | 204    |
| 287 |   | SCHLATTER D.    | CH  | NEKMOUCHE J.    | MA  | AUSTIN HEAL. 100 S                   | 3 | 1.50  | 31.00  | 16:32'33.60 | 16:33'08.74 | 35.14  | 4.14 r  | 300 | 0   | 0      |
| 288 |   | MURRAY D.       | USA | ZIDE S.         | USA | ZAGATO SIATA 1400 SPORT              | 3 | 1.40  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 289 |   | MORONI E.       | I   | MORONI F.       | I   | ALFA ROMEO 1900 C SS PININFARINA     | 3 | 1.35  | 31.00  | 16:40'00.12 | 16:40'31.08 | 30.96  | 0.04a   | 4   | 330 | 446    |
| 290 |   | INDACO F.       | I   | MASSARELLI S.   | I   | LANCIA AURELIA B20 GT 2500           | 3 | 1.40  | 31.00  | 16:34'49.11 | 16:35'19.97 | 30.86  | 0.14a   | 14  | 203 | 284    |
| 291 |   | HEIJSTEE F.     | NL  | BEZEMER A.      | NL  | ALFA ROMEO 1900 C SPRINT TOURING     | 3 | 1.45  | 31.00  | 16:38'28.24 | 16:39'05.44 | 37.20  | 6.20 r  | 300 | 0   | 0      |
| 292 |   | KIMURA H.       | J   | KUROSAWA T.     | J   | OSCA MT4 1500 2AD                    | 3 | 1.65  | 31.00  | 16:52'35.26 | 16:53'07.32 | 32.06  | 1.06 r  | 106 | 94  | 155    |
| 293 |   | VEENING J.      | NL  | DEELSTRA P.     | NL  | LANCIA AURELIA B22                   | 3 | 1.25  | 31.00  | 16:38'58.32 | 16:39'31.91 | 33.59  | 2.59 r  | 259 | 0   | 0      |
| 294 |   | ZIESER J.       | A   | LINDNER G.      | A   | S.I.A.T.A. DAINA GS FARINA           | 3 | 1.45  | 31.00  | 16:35'48.16 | 16:36'21.87 | 33.71  | 2.71 r  | 271 | 0   | 0      |
| 295 |   | BARRETT J.H.    | USA | BARRETT L.C.    | USA | FIAT 1100/103 BERLINA                | 3 | 1.30  | 31.00  | 16:36'54.32 | 16:37'25.10 | 30.78  | 0.22a   | 22  | 186 | 242    |
| 296 |   | GRAY L.         | GB  | WATSON J.       | GB  | PORSCHE 356 PRE A                    | 3 | 1.35  | 31.00  | 17:29'21.47 | 17:29'51.94 | 30.47  | 0.53a   | 53  | 147 | 198    |
| 297 |   | GAVIO M.        | I   | PISSAVINI P.    | I   | FERRARI 250 MM SPIDER VIGNALE        | 3 | 1.65  | 31.00  | 16:39'23.33 | 16:39'53.91 | 30.58  | 0.42a   | 42  | 158 | 261    |
| 298 |   | COLLINGS M.     | GB  | LARGE D.        | GB  | HWM CADILLAC                         | 3 | 1.00  | 31.00  | 16:47'56.14 | 16:48'28.39 | 32.25  | 1.25 r  | 125 | 75  | 75     |
| 299 |   | CANTILLON M.    | GB  | SELF J.         | GB  | NASH HEALEY SPORTS 4138 Cc           | 3 | 1.45  | 31.00  | 16:37'05.90 | 16:37'33.58 | 27.68  | 3.32a   | 300 | 0   | 0      |
| 300 |   | STEHLE M.       | GR  | LUKAS M.        | D   | FERRARI 375 MM SPIDER PININ FARINA   | 3 | 1.60  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 301 |   | BORUM N.        | DK  | DALUISO C.      | DK  | OLDSMOBILE 88                        | 3 | 1.25  | 31.00  | 16:48'59.19 | 16:49'30.18 | 30.99  | 0.01a   | 1   | 395 | 494    |
| 302 |   | GOETHALS S.     | B   | DE MEULENEERE S | B   | FIAT 8V                              | 3 | 1.50  | 31.00  | 17:18'16.83 | 17:18'50.33 | 33.50  | 2.50 r  | 250 | 0   | 0      |
| 303 |   | CROUL S.        | USA | CROUL N.        | USA | ZAGATO FIAT 8V                       | 3 | 1.50  | 31.00  | 16:24'48.11 | 16:25'21.69 | 33.58  | 2.58 r  | 258 | 0   | 0      |

| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE      | NAZ | VEETTURA                            | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO  | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|-------------------|-----|-------------------------------------|---|-------|--------|-------------|-------------|--------|---------|-----|-----|--------|
| 304 |   | BRENDOLAN S.    | I   | CORBETTA M.       | I   | JAGUAR XK 120OTS ROADSTER           | 3 | 1.40  | 31.00  | 16:38'01.19 | 16:38'31.58 | 30.39  | 0.61a   | 61  | 139 | 195    |
| 305 |   | VAN DYCK W.     | B   | DAEMS P.          | B   | SIMCA ARONDE                        | 3 | 1.30  | 31.00  | 17:03'58.31 | 17:04'35.92 | 37.61  | 6.61 r  | 300 | 0   | 0      |
| 307 |   | ROSSI A.        | CH  | BRIANI R.         | I   | FIAT 8V                             | 3 | 1.45  | 31.00  | 16:54'18.17 | 16:54'48.07 | 29.90  | 1.10a   | 110 | 90  | 131    |
| 308 |   | CARRISI A.      | I   | PIOTTO M.         | I   | ALFA ROMEO 1900 C SS TOURING        | 3 | 1.35  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 309 |   | DUCCI C.        | I   | ASCARI H.         | USA | LANCIA AURELIA B24 SPIDER           | 3 | 1.35  | 31.00  | 16:51'18.14 | 16:51'51.28 | 33.14  | 2.14 r  | 214 | 0   | 0      |
| 310 |   | CURCI F.        | I   | MIAN V.           | I   | ALFA ROMEO 1900 C SS TOURING        | 3 | 1.35  | 31.00  | 16:45'56.06 | 16:46'26.64 | 30.58  | 0.42a   | 42  | 158 | 213    |
| 311 |   | HAMER H.        | D   | NIEMANN H.        | D   | ALFA ROMEO 1900 C SS TOURING        | 3 | 1.35  | 31.00  | 16:24'18.10 | 16:24'47.78 | 29.68  | 1.32a   | 132 | 68  | 92     |
| 312 |   | SALLIN F.       | CH  | CAROSELLA L.      | I   | ALFA ROMEO GIULIETTA SPRINT         | 3 | 1.35  | 31.00  | 16:42'27.01 | 16:43'05.07 | 38.06  | 7.06 r  | 300 | 0   | 0      |
| 313 |   | PAPAUX J.L.     | CH  | MULLER P.         | CH  | ALFA ROMEO GIULIETTA SEBRING        | 3 | 1.45  | 31.00  | 16:42'54.36 | 16:43'25.88 | 31.52  | 0.52 r  | 52  | 148 | 215    |
| 314 |   | VAN BOCHOVE A.  | NL  | HEIMAN M.         | NL  | JAGUAR XK 120 OTS LIGHTWEIGHT       | 3 | 1.40  | 31.00  | 16:42'00.68 | 16:42'31.45 | 30.77  | 0.23a   | 23  | 184 | 258    |
| 315 |   | GEESINK M.      | NL  | LAMMERTINK E.     | NL  | ABARTH FIAT 1400 BERLINETTA TOURING | 3 | 1.45  | 31.00  | 16:42'56.87 | 16:43'29.34 | 32.47  | 1.47 r  | 147 | 53  | 77     |
| 316 |   | BAKKER M.       | NL  | WALCH J.          | NL  | LANCIA AURELIA B20 GT 2500          | 3 | 1.40  | 31.00  | 16:08'22.87 | 16:08'56.56 | 33.69  | 2.69 r  | 269 | 0   | 0      |
| 317 |   | MASS J.         | D   | GORI F.           | I   | MERCEDES 300 SL COUPE' W198         | 3 | 1.40  | 31.00  | 16:09'45.97 | 16:10'15.85 | 29.88  | 1.12a   | 112 | 88  | 123    |
| 318 |   | VAN PUTTEN H.   | NL  | ALESSANDRONI D.   | I   | ROVER 75                            | 3 | 1.25  | 31.00  | 17:23'18.19 | 17:23'59.48 | 41.29  | 10.29 r | 300 | 0   | 0      |
| 319 |   | BUDDING W.      | NL  | OORTMAN GERLINGNL |     | SAAB 93                             | 3 | 1.15  | 31.00  | 16:57'19.20 | 16:57'50.39 | 31.19  | 0.19 r  | 19  | 192 | 221    |
| 320 |   | BEAN T.J.       | USA | BEAN A.           | USA | FERRARI 500 MONDIAL                 | 3 | 1.70  | 31.00  | 16:46'29.27 | 16:47'01.70 | 32.43  | 1.43 r  | 143 | 57  | 97     |
| 321 |   | BELTRAME S.     | I   | CECCON E.         | I   | LANCIA APRILIA 1500                 | 3 | 1.40  | 31.00  | 17:08'03.97 | 17:08'34.87 | 30.90  | 0.10a   | 10  | 226 | 316    |
| 322 |   | CARLIN A.       | I   | CARRARA L.        | I   | TRIUMPH TR 3 SPORTS                 | 3 | 1.35  | 31.00  | 16:43'50.71 | 16:44'22.09 | 31.38  | 0.38 r  | 38  | 162 | 219    |
| 323 |   | CHIARVA U.      | I   | CUSSINO M.        | I   | LANCIA AURELIA B24 SPIDER           | 3 | 1.35  | 31.00  | 16:47'27.26 | 16:48'01.14 | 33.88  | 2.88 r  | 288 | 0   | 0      |
| 324 |   | PAPADIMITRIOU A | GR  | DA ROCHA R.A.     | I   | PORSCHE 356 1500 SPEEDSTER          | 3 | 1.40  | 31.00  | 16:44'25.35 | 16:45'01.03 | 35.68  | 4.68 r  | 300 | 0   | 0      |
| 326 |   | BOGLIOLI M.     | I   | PEZZIA E.         | I   | MASERATI A6 GCS/53 FANTUZZI         | 3 | 1.65  | 31.00  | 16:44'54.84 | 16:45'25.62 | 30.78  | 0.22a   | 22  | 186 | 307    |
| 327 |   | AU C.           | HK  | AU D.             | SGP | OSCA MT4 1100 2AD                   | 3 | 1.70  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 328 |   | ROSSETTI G.P.   | CH  | KUMMER W.         | CH  | MASERATI A6 GCS/53 FANTUZZI         | 3 | 1.65  | 31.00  | 16:45'23.41 | 16:45'54.27 | 30.86  | 0.14a   | 14  | 203 | 335    |
| 329 |   | CASALI G.       | I   | MOROSINI J.       | I   | ALFA ROMEO 1900 C SPRINT CABRIOLET  | 3 | 1.00  | 31.00  | 16:49'36.51 | 16:50'07.19 | 30.68  | 0.32a   | 32  | 168 | 168    |
| 330 |   | ARAKI K.        | J   | MIZUMOTO N.       | J   | JAGUAR XK 120 OTS ROADSTER          | 3 | 1.40  | 31.00  | 16:49'58.98 | 16:50'29.64 | 30.66  | 0.34a   | 34  | 166 | 232    |
| 331 |   | WOOD K.         | NZ  | SABATIÉ-GARAT A   | F   | MASERATI A6GCS FIANDRI              | 3 | 1.65  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 332 |   | GIANOTTI L.     | CH  | CAPIAGHI M.       | CH  | PORSCHE 356 1500                    | 3 | 1.35  | 31.00  | 16:50'17.07 | 16:50'47.93 | 30.86  | 0.14a   | 14  | 203 | 274    |
| 333 |   | BEGNI L.M.A.    | I   | RONZONI M.        | I   | FIAT 1100/103 TV COUPE PININ FARI   | 3 | 1.40  | 31.00  | 16:56'00.52 | 16:56'31.44 | 30.92  | 0.08a   | 8   | 254 | 356    |
| 334 |   | ZAMPAGLIONE L.  | I   | FILIPPINI C.      | I   | PORSCHE 356 1500 SPEEDSTER          | 3 | 1.40  | 31.00  | 16:56'19.32 | 16:56'49.71 | 30.39  | 0.61a   | 61  | 139 | 195    |
| 335 |   | BETOCCHI M.     | I   | MOROSINI G.       | I   | PORSCHE 356 PRE A                   | 3 | 1.35  | 31.00  | 16:55'43.20 | 16:56'14.96 | 31.76  | 0.76 r  | 76  | 124 | 167    |
| 336 |   | VOS R.L.        | CZ  | JUNG R.H.         | CZ  | FERRARI 250 GT EUROPA               | 3 | 1.40  | 31.00  | 16:50'53.06 | 16:51'24.07 | 31.01  | 0.01 r  | 1   | 395 | 553    |
| 337 |   | THIEME M.       | NL  | VAN OOIJEN T.     | NL  | AUTOBLEU 750                        | 3 | 1.35  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 338 |   | ZANNI M.        | MC  | STEFANINI L.      | I   | ALFA ROMEO 1900 C SS TOURING        | 3 | 1.35  | 31.00  | 16:51'13.34 | 16:51'44.53 | 31.19  | 0.19 r  | 19  | 192 | 259    |
| 339 |   | DOLEGA R.       | D   | SCHAAF DOLEGA B   | D   | BIANCHI PANH ITALFRANCE 750 S COLLI | 3 | 1.50  | 31.00  | 16:55'23.69 | 16:55'54.73 | 31.04  | 0.04 r  | 4   | 330 | 495    |
| 340 |   | DEFARES R.      | NL  | STRUYCKEN V.      | NL  | FERRARI 750 MONZA SPIDER SCAGLIETTI | 3 | 1.60  | 31.00  | 17:00'24.32 | 17:00'54.27 | 29.95  | 1.05a   | 105 | 95  | 152    |
| 341 |   | VAN KEILEGOM R. | B   | VAN MECHELEN G.   | B   | JAGUAR XK 120 SE OTS ROADSTER       | 3 | 1.40  | 31.00  | 16:56'38.33 | 16:57'10.29 | 31.96  | 0.96 r  | 96  | 104 | 146    |
| 342 |   | KOZIOL T.       | PL  | SIKORA M.         | PL  | MERCEDES 300 SL COUPE' W198         | 3 | 1.40  | 31.00  | 16:56'57.03 | 16:57'29.95 | 32.92  | 1.92 r  | 192 | 8   | 11     |
| 343 |   | MION L.         | I   | AURICCHIO A.      | I   | JAGUAR XK 120 OTS ROADSTER          | 3 | 1.40  | 31.00  | 16:55'02.14 | 16:55'33.12 | 30.98  | 0.02a   | 2   | 370 | 518    |
| 345 |   | WOLFF T.        | A   | COSTA A.          | I   | MERCEDES-BEN 300 SL PROTOTYPE       | 3 | 1.70  | 31.00  | 16:51'52.39 | 16:52'23.05 | 30.66  | 0.34a   | 34  | 166 | 282    |
| 346 |   | BREITSCHWERDT M | D   | WILLIAMS D.       | GB  | MERCEDES 300 SL COUPE' W198         | 3 | 1.40  | 31.00  | 17:02'03.10 | 17:02'35.58 | 32.48  | 1.48 r  | 148 | 52  | 73     |
| 347 |   | DUVENBECK T.    | D   | BUCHNER S.        | D   | MERCEDES 300 SL COUPE' W198         | 3 | 1.40  | 31.00  | 16:57'56.42 | 16:58'27.71 | 31.29  | 0.29 r  | 29  | 172 | 241    |
| 348 |   | MAYLANDER B.    | D   | CHINCHERO R.      | I   | MERCEDES-BEN 300 SL                 | 3 | 1.30  | 31.00  | 17:11'00.49 | 17:11'33.04 | 32.55  | 1.55 r  | 155 | 45  | 59     |



| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                          | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|-----------------|-----|-----------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 349 |   | AMMANN T.       | D   | WAGENER G.      | D   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 16:53'58.02 | 16:54'29.01 | 30.99  | 0.01a  | 1   | 395 | 553    |
| 350 |   | HUPERTZ C.      | D   | THIEMER J.      | D   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 16:53'19.28 | 16:53'51.13 | 31.85  | 0.85 r | 85  | 115 | 161    |
| 351 |   | MALMEDIE M.     | D   | WEBER T.        | D   | MERCEDES 190 SL                   | 3 | 1.35  | 31.00  | 16:53'38.43 | 16:54'09.36 | 30.93  | 0.07a  | 7   | 272 | 367    |
| 352 |   | SCHULZ G.       | D   | NAWROTZY J.     | D   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 16:59'06.96 | 16:59'38.28 | 31.32  | 0.32 r | 32  | 168 | 235    |
| 353 |   | FRIEDMANN T.    | D   | BERGANDER C.    | D   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 16:59'25.47 | 16:59'55.67 | 30.20  | 0.80a  | 80  | 120 | 168    |
| 354 |   | KIMURA Y.       | J   | LOHR E.         | D   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 16:57'39.86 | 16:58'10.38 | 30.52  | 0.48a  | 48  | 152 | 213    |
| 355 |   | WEKA K.         | PL  | WEKA D.         | PL  | ASTON MARTIN DB 2/4               | 3 | 1.35  | 31.00  | 17:06'15.80 | 17:06'46.30 | 30.50  | 0.50a  | 50  | 150 | 203    |
| 356 |   | STRASSER J.     | D   | STRASSER A.     | D   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 16:58'21.19 | 16:58'52.10 | 30.91  | 0.09a  | 9   | 236 | 330    |
| 357 |   | DOERFLER M.     | D   | NIEDERER        | D   | MASERATI A6G 54 BERLINETTA ZAGATO | 3 | 1.45  | 31.00  | 16:58'39.44 | 16:59'12.31 | 32.87  | 1.87 r | 187 | 13  | 19     |
| 358 |   | KLOSS D.        | D   | SCHMIDT M.      | D   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 16:59'41.07 | 17:00'11.97 | 30.90  | 0.10a  | 10  | 226 | 316    |
| 359 |   | SUTIL A.        | D   | UTBERG M.       | D   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 17:00'41.61 | 17:01'12.72 | 31.11  | 0.11 r | 11  | 217 | 304    |
| 360 |   | WILLGERODT V.   | D   | BODENSTEIN T.   | D   | MERCEDES 220 A                    | 3 | 1.30  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 361 |   | OLIVINI G.      | I   | SANTANGELO G.   | I   | ARNOLT BRISTOL BOLIDE             | 3 | 1.45  | 31.00  | 17:02'22.05 | 17:02'52.74 | 30.69  | 0.31a  | 31  | 169 | 245    |
| 362 |   | PICCININI B.    | I   | MAZZONI M.      | I   | MARIANI-COLO LANCIA ARDEA 750 S   | 3 | 1.45  | 31.00  | 17:12'13.77 | 17:12'45.98 | 32.21  | 1.21 r | 121 | 79  | 115    |
| 363 |   | BERGSM R.       | NL  | PASQUALIN L.    | I   | LANCIA AURELIA B20 GT 2500        | 3 | 1.40  | 31.00  | 17:11'58.31 | 17:12'29.44 | 31.13  | 0.13 r | 13  | 207 | 290    |
| 364 |   | VISSER J.       | NL  | AUKEMA M.S.     | NL  | AUSTIN HEAL. 100 S                | 3 | 1.50  | 31.00  | 17:01'03.77 | 17:01'34.47 | 30.70  | 0.30a  | 30  | 170 | 255    |
| 365 |   | BOGLIOLI P.     | I   | CAPELLI G.      | I   | ERMINI 357 SPORT                  | 3 | 1.65  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 366 |   | FRANZI A.       | I   | BIASIA A.       | I   | A.C. ACE                          | 3 | 1.40  | 31.00  | 17:28'26.60 | 17:28'58.36 | 31.76  | 0.76 r | 76  | 124 | 174    |
| 367 |   | BONETTI A.      | I   | ZOBBO C.        | I   | ALFA ROMEO GIULIETTA SPRINT       | 3 | 1.35  | 31.00  | 17:03'27.56 | 17:03'58.62 | 31.06  | 0.06 r | 6   | 291 | 393    |
| 368 |   | COOPMANS B.     | NL  | FLUTTERT R.     | NL  | MG MAGNETTE ZA                    | 3 | 1.25  | 31.00  | 17:08'23.60 | 17:08'55.12 | 31.52  | 0.52 r | 52  | 148 | 185    |
| 369 |   | ROLLINGER D.    | L   | FLESCHE P.      | L   | OSCA MT4 1100 2AD                 | 3 | 1.70  | 31.00  | 17:11'37.74 | 17:12'08.97 | 31.23  | 0.23 r | 23  | 184 | 313    |
| 370 |   | PARMEGIANI D.   | I   | BONZI PARMEGIAN | I   | ALFA ROMEO 1900 C SS ZAGATO       | 3 | 1.40  | 31.00  | 17:02'25.15 | 17:02'54.72 | 29.57  | 1.43a  | 143 | 57  | 80     |
| 371 |   | TABACCHI E.     | I   | TOSTI M.        | I   | PORSCHE 550 SPYDER RS             | 3 | 1.65  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 372 |   | DE CLERCK D.    | B   | SANTES V.       | B   | MASERATI 150 S                    | 3 | 1.60  | 31.00  | 17:01'47.53 | 17:02'22.63 | 35.10  | 4.10 r | 300 | 0   | 0      |
| 373 |   | GNUTTI E.       | I   | RUSSO A.        | I   | ALFA ROMEO 1900 C SS TOURING      | 3 | 1.35  | 31.00  | 17:11'20.49 | 17:11'51.85 | 31.36  | 0.36 r | 36  | 164 | 221    |
| 374 |   | CIOCCA F.       | I   | LEVORATO A.     | I   | PORSCHE 356 1500 SPEEDSTER        | 3 | 1.40  | 31.00  | 17:31'10.66 | 17:31'41.72 | 31.06  | 0.06 r | 6   | 291 | 407    |
| 375 |   | BEZEMER-BAATEN  | NL  | HAGE B.         | NL  | PEUGEOT 203                       | 3 | 1.30  | 31.00  | 17:04'23.17 | 17:04'54.75 | 31.58  | 0.58 r | 58  | 142 | 185    |
| 376 |   | GATTIKER A.     | CH  | SELLNICK O.     | D   | MERCEDES-BEN 300 SL COUPE' LB     | 3 | 1.45  | 31.00  | 17:01'23.82 | 17:01'54.96 | 31.14  | 0.14 r | 14  | 203 | 294    |
| 377 |   | BAS G.          | NL  | GOEMAN L.       | B   | ARNOLT BRISTOL BOLIDE             | 3 | 1.45  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 378 |   | MCMANUS G.      | IRL | MCMANUS M.      | IRL | PORSCHE 550 SPYDER RS             | 3 | 1.65  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 379 |   | GNUTTI G.       | I   | GNUTTI S.       | I   | TRIUMPH TR 3 SPORTS               | 3 | 1.35  | 31.00  | 17:19'45.82 | 17:20'15.31 | 29.49  | 1.51a  | 151 | 49  | 66     |
| 380 |   | DE SANCTIS G.   | I   | DE SANCTIS A.   | I   | LANCIA AURELIA B24 SPIDER         | 3 | 1.35  | 31.00  | 17:05'00.72 | 17:05'31.48 | 30.76  | 0.24a  | 24  | 182 | 246    |
| 381 |   | CAVACIUTI G.    | I   | GOTO K.         | J   | FERRARI 250 GT EUROPA             | 3 | 1.40  | 31.00  | 17:12'41.60 | 17:13'14.98 | 33.38  | 2.38 r | 238 | 0   | 0      |
| 382 |   | FISKEN G.       | GB  | FELLOWES R.     | GB  | ASTON MARTIN DB3S                 | 3 | 1.60  | 31.00  | 17:03'38.39 | 17:04'14.29 | 35.90  | 4.90 r | 300 | 0   | 0      |
| 383 |   | COCHRANE J.     | GB  | STOKES T.       | GB  | HWM JAGUAR 3400 CC                | 3 | 1.70  | 31.00  | 17:04'43.52 | 17:05'13.99 | 30.47  | 0.53a  | 53  | 147 | 250    |
| 384 |   | TEN CATE J.     | NL  | PALSROK B.      | NL  | ASTON MARTIN DB 2/4               | 3 | 1.35  | 31.00  | 17:07'31.43 | 17:08'01.49 | 30.06  | 0.94a  | 94  | 106 | 143    |
| 385 | F | BAS VAN OIJEN J | NL  | OTTEN C.        | NL  | TRIUMPH TR 2 SPORTS               | 3 | 1.45  | 31.00  | 17:10'05.80 | 17:10'37.37 | 31.57  | 0.57 r | 57  | 143 | 207    |
| 386 |   | HOLLEIS J.      | A   | BAUER R.        | A   | JAGUAR XK 140 OTS ROADSTER        | 3 | 1.45  | 31.00  | 17:10'38.85 | 17:11'10.24 | 31.39  | 0.39 r | 39  | 161 | 233    |
| 387 |   | BARBOUR J.      | GB  | COMBER D.       | GB  | A.C. ACE                          | 3 | 1.40  | 31.00  | 17:13'47.30 | 17:14'19.64 | 32.34  | 1.34 r | 134 | 66  | 92     |
| 388 |   | ESCHER J.       | D   | BALDINGER H.P.  | D   | FIAT 1100/103 TV TRASFORMABILE    | 3 | 1.35  | 31.00  | 17:07'41.24 | 17:08'13.69 | 32.45  | 1.45 r | 145 | 55  | 74     |
| 389 |   | SHANLEY K.      | USA | BARRETO E.      | C   | ALFA ROMEO 1900 SUPER             | 3 | 1.30  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 390 |   | BIZZI N.A.      | I   | BIZZI D.        | I   | LANCIA AURELIA B24 SPIDER         | 3 | 1.35  | 31.00  | 17:09'12.30 | 17:09'47.12 | 34.82  | 3.82 r | 300 | 0   | 0      |

| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE    | NAZ | VEETTURA                           | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO  | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|-----------------|-----|------------------------------------|---|-------|--------|-------------|-------------|--------|---------|-----|-----|--------|
| 391 |   | GNUTTI Q.       | I   | BAJETTI C.      | I   | PORSCHE 356 1500 SPEEDSTER         | 3 | 1.40  | 31.00  | 17:00'01.22 | 17:00'32.19 | 30.97  | 0.03a   | 3   | 350 | 490    |
| 392 |   | TAINO L.        | I   | FRATINI S.      | I   | MERCEDES 300 SL COUPE' W198        | 3 | 1.40  | 31.00  | 17:12'20.43 | 17:12'49.22 | 28.79  | 2.21a   | 221 | 0   | 0      |
| 393 |   | BEHAEGEL M.     | B   | ROSENBLUM L.    | USA | ZAGATO FIAT 8V                     | 3 | 1.50  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 394 |   | ALDRIDGE M.     | GB  | ALDRIDGE N.     | GB  | A.C. ACE                           | 3 | 1.45  | 31.00  | 17:08'41.47 | 17:09'13.46 | 31.99  | 0.99 r  | 99  | 101 | 146    |
| 395 |   | WEGH M.         | NL  | WEGH C.         | NL  | PORSCHE 550 SPYDER RS              | 3 | 1.70  | 31.00  | 17:22'16.26 | 17:23'04.68 | 48.42  | 17.42 r | 300 | 0   | 0      |
| 396 |   | FOERSTER M.     | CH  | MULLER M.       | CH  | FIAT 600                           | 3 | 1.15  | 31.00  | 17:28'11.58 | 17:28'47.28 | 35.70  | 4.70 r  | 300 | 0   | 0      |
| 397 |   | PEETERS N.      | B   | PEETERS L.      | B   | MARINO FIAT 1100 SPIDER            | 3 | 1.60  | 31.00  | 17:23'52.34 | 17:24'27.81 | 35.47  | 4.47 r  | 300 | 0   | 0      |
| 398 |   | BERTON P.       | I   | CACCARO L.      | I   | MASERATI 150 S                     | 3 | 1.65  | 31.00  | 17:13'06.29 | 17:13'40.65 | 34.36  | 3.36 r  | 300 | 0   | 0      |
| 399 |   | SCHOUWENBURG P. | NL  | SCHOUWENBURG O. | NL  | FERRARI 250 GT EUROPA              | 3 | 1.40  | 31.00  | 17:13'18.86 | 17:13'56.57 | 37.71  | 6.71 r  | 300 | 0   | 0      |
| 400 |   | CRACCO P.       | B   | GITSELS P.      | B   | PORSCHE 550 SPYDER RS              | 3 | 1.70  | 31.00  | 17:05'36.31 | 17:06'06.10 | 29.79  | 1.21a   | 121 | 79  | 134    |
| 401 |   | BEGHETTO L.     | I   | GIACOMELLO G.   | I   | MERCEDES 300 SL COUPE' W198        | 3 | 1.40  | 31.00  | 17:10'20.62 | 17:10'51.09 | 30.47  | 0.53a   | 53  | 147 | 206    |
| 402 |   | RUEBENS R.      | B   | DEKIEN S.       | B   | OSCA MT4 1450 2AD                  | 3 | 1.70  | 31.00  | 17:29'27.69 | 17:30'00.58 | 32.89  | 1.89 r  | 189 | 11  | 19     |
| 403 |   | PINCHBECK R.    | GB  | PINCHBECK P.    | GB  | LANCIA AURELIA B20 GT 2500         | 3 | 1.40  | 31.00  | 17:28'08.47 | 17:28'46.06 | 37.59  | 6.59 r  | 300 | 0   | 0      |
| 404 |   | DIXON S.        | GBM | GAUTREY J.      | CND | MG A                               | 3 | 1.40  | 31.00  | 17:14'54.72 | 17:15'24.66 | 29.94  | 1.06a   | 106 | 94  | 132    |
| 405 |   | OWENS S.        | GB  | SCOTT-NELSON J. | GB  | AUSTIN HEAL. 100 S                 | 3 | 1.50  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 406 |   | ZETTL T.        | CH  | MUELLER S.      | CH  | TRIUMPH TR 2 SPORTS                | 3 | 1.45  | 31.00  | 17:14'39.86 | 17:15'10.84 | 30.98  | 0.02a   | 2   | 370 | 537    |
| 407 |   | VAN GIERDEGOM W | B   | DEGRES T.       | B   | PORSCHE 550 SPYDER RS              | 3 | 1.65  | 31.00  | 17:14'24.24 | 17:14'53.55 | 29.31  | 1.69a   | 169 | 31  | 51     |
| 408 |   | BAUMANN W.D.    | A   | J. GALLMANN G.  | D   | MASERATI 200 SI                    | 3 | 1.65  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 409 |   | BUCCHI P.       | I   | SNELLI M.A.     | I   | AUSTIN HEAL. 100/4                 | 3 | 1.35  | 31.00  | 17:17'37.59 | 17:18'08.37 | 30.78  | 0.22a   | 22  | 186 | 251    |
| 410 |   | CARRERAS A.     | E   | FORCADA J.P.    | E   | MERCEDES 300 SL COUPE' W198        | 3 | 1.40  | 31.00  | 17:14'01.51 | 17:14'32.47 | 30.96  | 0.04a   | 4   | 330 | 462    |
| 411 |   | HU C.           | HK  | HAN H.          | CN  | ALFA ROMEO 1900 C SS               | 3 | 1.35  | 31.00  | 17:32'09.33 | 17:32'46.03 | 36.70  | 5.70 r  | 300 | 0   | 0      |
| 412 |   | RODDARO C.      | MC  | VANANTY M.C.    | CH  | PORSCHE 550 SPYDER RS              | 3 | 1.65  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 413 |   | DE SANCTIS D.   | I   | D'ORAZI A.      | I   | LANCIA AURELIA B20 GT 2500         | 3 | 1.40  | 31.00  | 17:18'51.73 | 17:19'22.87 | 31.14  | 0.14 r  | 14  | 203 | 284    |
| 414 | F | GABURRI M.      | I   | TONOLINI L.     | I   | ABARTH FIAT 750 GT ZAGATO          | 3 | 1.30  | 31.00  | 17:23'36.76 | 17:24'07.58 | 30.82  | 0.18a   | 18  | 194 | 252    |
| 415 |   | HOEHNER C.      | NL  | SCHOPEN A.      | NL  | ALFA ROMEO 1900 C SS TOURING       | 3 | 1.35  | 31.00  | 17:16'33.19 | 17:17'03.86 | 30.67  | 0.33a   | 33  | 167 | 225    |
| 416 |   | GABKA C.        | D   | GABKA S.        | D   | FERRARI 250 GT COUPE'              | 3 | 1.40  | 31.00  | 17:16'17.71 | 17:16'48.61 | 30.90  | 0.10a   | 10  | 226 | 316    |
| 417 |   | BEECHAM C.      | GB  | SMALL L.        | GB  | JAGUAR D-TYPE                      | 3 | 1.60  | 31.00  | 17:01'06.92 | 17:01'37.37 | 30.45  | 0.55a   | 55  | 145 | 232    |
| 418 |   | ATCHERLEY D.    | USA | POOLE R.        | GB  | ALFA ROMEO GIULIETTA SPRINT VELOCE | 3 | 1.45  | 31.00  | 17:15'36.74 | 17:16'10.27 | 33.53  | 2.53 r  | 253 | 0   | 0      |
| 419 |   | GUSSAGO F.      | I   | GUSSAGO M.      | I   | MERCEDES 190 SL                    | 3 | 1.35  | 31.00  | 17:17'15.92 | 17:17'46.63 | 30.71  | 0.29a   | 29  | 172 | 232    |
| 420 |   | POHL J.         | D   | FISCHER T.      | D   | FERRARI 250 GT BOANO               | 3 | 1.45  | 31.00  | 15:54'01.14 | 15:54'32.88 | 31.74  | 0.74 r  | 74  | 126 | 183    |
| 421 |   | BERNT J.        | NL  | BERNT T.        | NL  | STUDEBAKER GOLDEN HAWK             | 3 | 1.45  | 31.00  | 17:31'28.10 | 17:31'59.97 | 31.87  | 0.87 r  | 87  | 113 | 164    |
| 422 |   | DEVINE J.       | USA | MATTHEWS A.     | GB  | FERRARI 500 TR SPIDER SCAGLIETTI   | 3 | 1.60  | 31.00  | 17:15'20.57 | 17:15'51.99 | 31.42  | 0.42 r  | 42  | 158 | 253    |
| 423 |   | PYLE J.         | GB  | PYLE D.         | C   | SUNBEAM RAPIER MK 1                | 3 | 1.30  | 31.00  | 17:52'19.87 | 17:52'51.54 | 31.67  | 0.67 r  | 67  | 133 | 173    |
| 424 |   | KRUEGER J.      | D   | KRUEGER J.      | D   | BMW 507 TOURING SPORT              | 3 | 1.35  | 31.00  | 17:19'30.54 | 17:20'01.63 | 31.09  | 0.09 r  | 9   | 236 | 319    |
| 425 |   | PLAGEMANN C.    | D   | CLAUS T.        | D   | MERCEDES 180 D                     | 3 | 1.35  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 426 |   | JEDELOO L.      | NL  | MOLLEMA H.      | NL  | RENAULT DAUPHINE                   | 3 | 1.15  | 31.00  | 17:20'08.56 | 17:20'43.09 | 34.53  | 3.53 r  | 300 | 0   | 0      |
| 427 |   | OZGORKEY S.     | TR  | OZGORKEY S.     | TR  | FORD THUNDERBIRD                   | 3 | 1.35  | 31.00  | 17:21'30.86 | 17:22'04.77 | 33.91  | 2.91 r  | 291 | 0   | 0      |
| 428 |   | TOMASONI M.     | I   | MORANDI A.      | I   | COOPER JAGUAR SPORT                | 3 | 1.60  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |
| 429 |   | REYNOLDS M.     | GB  | REYNOLDS J.     | GB  | VOLKSWAGEN 1200 MAGGIOLINO         | 3 | 1.25  | 31.00  | 17:31'47.84 | 17:32'22.74 | 34.90  | 3.90 r  | 300 | 0   | 0      |
| 430 |   | JOERG M.        | CH  | SCHWANDEN F.    | CH  | LOTUS ELEVEN CLIMAX                | 3 | 1.55  | 31.00  | 17:19'08.71 | 17:19'39.41 | 30.70  | 0.30a   | 30  | 170 | 264    |
| 431 |   | SOREGAROLI M.   | I   | SOREGAROLI M.   | I   | MERCEDES 190 SL                    | 3 | 1.35  | 31.00  | 17:18'31.55 | 17:19'02.77 | 31.22  | 0.22 r  | 22  | 186 | 251    |
| 432 |   | KWEE M.         | HK  | CHIA P.         | SGP | MERCEDES 300 SL COUPE' W198        | 3 | 1.40  | 31.00  |             |             |        | --      | 0   | 0   | -12000 |

| NUM | S | 1°CONDUTTORE    | NAZ | 2°CONDUTTORE  | NAZ | VEETTURA                          | R | COEF. | T.IMP. | ENTRATA     | USCITA      | T.EFF. | SCARTO | PEN | TAB | PUNTI  |
|-----|---|-----------------|-----|---------------|-----|-----------------------------------|---|-------|--------|-------------|-------------|--------|--------|-----|-----|--------|
| 433 |   | TOM POSNER D.   | CH  | BECKER A.     | D   | JAGUAR XK 140 OTS ROADSTER        | 3 | 1.40  | 31.00  | 17:26'45.71 | 17:27'16.31 | 30.60  | 0.40a  | 40  | 160 | 224    |
| 434 |   | MANDOTTI P.     | I   | PILENGA F.    | I   | AUSTIN HEAL. 100/4                | 3 | 1.35  | 31.00  | 17:16'55.96 | 17:17'28.01 | 32.05  | 1.05 r | 105 | 95  | 128    |
| 435 |   | MELLINGER P.    | CH  | GELMINI T.    | I   | MERCEDES 300 SL COUPE' W198       | 3 | 1.45  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 436 |   | VOS R.          | NL  | DE VOOGD E.   | NL  | SALMSON 2300 SPORT                | 3 | 1.35  | 31.00  | 17:27'27.83 | 17:27'59.01 | 31.18  | 0.18 r | 18  | 194 | 262    |
| 437 |   | GNUTTI R.       | I   | GNUTTI B.     | I   | PORSCHE 356 A 1500 GS CARRERA     | 3 | 1.45  | 31.00  | 17:16'01.90 | 17:16'32.78 | 30.88  | 0.12a  | 12  | 212 | 307    |
| 438 |   | JONES S.P.      | GB  | BURDON M.A.   | GB  | A.C. ACECA                        | 3 | 1.35  | 31.00  | 17:24'12.57 | 17:24'47.51 | 34.94  | 3.94 r | 300 | 0   | 0      |
| 439 |   | DI BENEDETTO P. | I   | BIANDRINO P.  | I   | MERCEDES 300 SL COUPE' W198       | 3 | 1.40  | 31.00  | 17:22'00.55 | 17:22'31.14 | 30.59  | 0.41a  | 41  | 159 | 223    |
| 440 |   | BRICCHETTI V.   | I   | BRICCHETTI L. | I   | STANGA 750 S                      | 3 | 1.50  | 31.00  | 17:22'40.90 | 17:23'11.83 | 30.93  | 0.07a  | 7   | 272 | 408    |
| 441 |   | BRUNO S.        | USA | BRUNO K.      | USA | FERRARI 250 GT BOANO              | 3 | 1.40  | 31.00  | 17:20'29.09 | 17:21'00.36 | 31.27  | 0.27 r | 27  | 176 | 246    |
| 442 |   | MAFFEIS M.      | I   | DONG Z.       | CN  | LANCIA AURELIA B20 GT 2500        | 3 | 1.40  | 31.00  | 17:24'23.03 | 17:24'51.05 | 28.02  | 2.98a  | 298 | 0   | 0      |
| 443 |   | BEAN T.         | USA | BEAN P.       | USA | KURTIS CHRYS 500X "CABALLO II"    | 3 | 1.65  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 444 |   | SARGEANT T.     | USA | BROOKS S.     | USA | LANCIA APPIA GTZ                  | 3 | 1.35  | 31.00  | 17:30'48.07 | 17:31'19.87 | 31.80  | 0.80 r | 80  | 120 | 162    |
| 445 |   | SATO Y.         | J   | SATO M.       | J   | BANDINI 750 SPORT INT.            | 3 | 1.45  | 31.00  | 17:25'03.67 | 17:25'34.95 | 31.28  | 0.28 r | 28  | 174 | 252    |
| 446 |   | WITTING J.      | DK  | LARSEN C.A.   | DK  | RENAULT 4CV                       | 3 | 1.20  | 31.00  | 17:23'21.86 | 17:24'00.88 | 39.02  | 8.02 r | 300 | 0   | 0      |
| 447 |   | TABACCHI E.     | I   | LA RUSSA A.G  | I   | PORSCHE 356 A 1500 SPEEDSTER      | 3 | 1.45  | 31.00  | 17:24'49.02 | 17:25'20.98 | 31.96  | 0.96 r | 96  | 104 | 151    |
| 448 |   | SCHWEIZER E.    | CH  | BAUMANN R.    | CH  | FORD TAUNUS 15M                   | 3 | 1.30  | 31.00  | 17:30'27.60 | 17:31'00.00 | 32.40  | 1.40 r | 140 | 60  | 78     |
| 449 |   | FROJO F.        | I   | ROMANELLI D.  | I   | ABARTH FIAT 750 GT ZAGATO         | 3 | 1.25  | 31.00  | 17:20'44.54 | 17:21'17.62 | 33.08  | 2.08 r | 208 | 0   | 0      |
| 450 |   | VAN DE WERD P.  | NL  | KOENEKOOP P.  | NL  | BORGWARD ISABELLA TS              | 3 | 1.25  | 31.00  | 17:30'08.88 | 17:30'41.59 | 32.71  | 1.71 r | 171 | 29  | 36     |
| 451 |   | ALBORGHETTI G.  | I   | GAMBARI C.    | I   | ALFA ROMEO GIULIETTA BERLINA      | 3 | 1.30  | 31.00  | 17:29'05.23 | 17:29'41.24 | 36.01  | 5.01 r | 300 | 0   | 0      |
| 452 |   | GERVAIS G.      | CND | GRENIER L.    | CND | CITROEN DS 19                     | 3 | 1.25  | 31.00  | 17:26'05.39 | 17:26'44.23 | 38.84  | 7.84 r | 300 | 0   | 0      |
| 453 |   | WATANABE T.     | J   | NAKANE M.     | J   | BANDINI 750 SPORT INT.            | 3 | 1.45  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 454 |   | KEMPENAAR R.    | NL  | KEMPENAAR C.  | NL  | ALPINE A 106 MILLE MIGLIA         | 3 | 1.30  | 31.00  | 17:26'21.21 | 17:26'58.17 | 36.96  | 5.96 r | 300 | 0   | 0      |
| 455 |   | BUEHLER P.A.    | CH  | MISCHLER E.   | CH  | TRIUMPH TR 3 SPORTS               | 3 | 1.35  | 31.00  | 17:32'31.50 | 17:33'03.01 | 31.51  | 0.51 r | 51  | 149 | 201    |
| 456 |   | KOBAYASHI Y.    | J   | KOBAYASHI J.  | J   | A.C. ACE                          | 3 | 1.40  | 31.00  | 17:27'13.13 | 17:27'44.04 | 30.91  | 0.09a  | 9   | 236 | 330    |
| 457 |   | DE POLI S.M.    | I   | DE POLI G.    | I   | AUSTIN HEAL. 100/6                | 3 | 1.35  | 31.00  | 17:29'11.49 | 17:29'42.94 | 31.45  | 0.45 r | 45  | 155 | 209    |
| 458 |   | LARKAMP K.H.    | D   | LARKAMP B.    | D   | MERCEDES 190 SL                   | 3 | 1.35  | 31.00  | 18:12'27.27 | 18:12'55.66 | 28.39  | 2.61a  | 261 | 0   | 0      |
| 459 |   | GALLONI C.      | I   | PONZI R.      | I   | LANCIA AURELIA B24 S CONVERTIBILE | 3 | 1.00  | 31.00  |             |             |        | --     | 0   | 0   | -12000 |
| 460 |   | ANGELINO R.     | I   | ANGELINO E.   | I   | AUSTIN HEAL. 100/6                | 3 | 1.35  | 31.00  | 17:25'42.08 | 17:26'13.00 | 30.92  | 0.08a  | 8   | 254 | 343    |
| 801 |   | RIGHELE M.      | I   | REGGIANI R.   | I   | ALFA ROMEO 1900 AR 51 MATTA       | M | 1.35  | 31.00  | 14:41'59.69 | 14:42'30.58 | 30.89  | 0.11a  | 11  | 217 | 293    |
| 802 |   | ZANIN M.        | I   | FRISO M.      | I   | FIAT AR 51 CAMPAGNOLA             | M | 1.30  | 31.00  | 14:42'34.75 | 14:43'07.40 | 32.65  | 1.65 r | 165 | 35  | 46     |
| 803 |   | BELLIN M.       | I   | ALBERTINI R.  | I   | FIAT AR 51 CAMPAGNOLA             | M | 1.30  | 31.00  | 14:43'03.41 | 14:43'34.27 | 30.86  | 0.14a  | 14  | 203 | 264    |
| 804 |   | BURACCINI S.    | I   | CONVERTINI C. | I   | ALFA ROMEO 1900 AR 51 MATTA       | M | 1.35  | 31.00  | 16:54'39.36 | 16:55'15.50 | 36.14  | 5.14 r | 300 | 0   | 0      |
| 805 |   | DE ANGELIS E.   | I   | AVALLONE A.   | I   | FIAT 520 TORPEDO                  | M | 1.65  | 31.00  | 14:46'21.85 | 14:46'52.66 | 30.81  | 0.19a  | 19  | 192 | 317    |
| 806 |   | ZANUTEL A.      | I   | COLELLA D.    | I   | FIAT 508 C NUOVA BALILLA          | M | 1.55  | 31.00  | 14:43'57.22 | 14:44'28.17 | 30.95  | 0.05a  | 5   | 310 | 481    |
| 807 |   | SPEROTTO G.     | I   | PIEPOLI G.    | I   | MG TB                             | M | 1.60  | 31.00  | 14:45'12.91 | 14:45'43.10 | 30.19  | 0.81a  | 81  | 119 | 190    |
| 808 |   | SPATAFORA F.    | I   | ROSELLI F.    | I   | FIAT 1100 B                       | M | 1.30  | 31.00  | 14:44'54.20 | 14:45'28.99 | 34.79  | 3.79 r | 300 | 0   | 0      |
| 809 |   | FRANZONI S.     | I   | MAGGI G.      | I   | MG A                              | M | 1.35  | 31.00  | 14:45'52.36 | 14:46'24.25 | 31.89  | 0.89 r | 89  | 111 | 150    |
| 810 |   | LA PENNA F.     | I   | ONORI G.      | I   | ALFA ROMEO GIULIETTA SPRINT       | M | 1.35  | 31.00  | 14:44'15.90 | 14:44'47.22 | 31.32  | 0.32 r | 32  | 168 | 227    |