

## CLASSEMENT FINAL EPREUVE

### SR15-Col de Braus - Lantosque (32.751 km)

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| Pos | N°  | M | Equipage/Voiture   | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |
|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|----|---|----|---|----|---|----|---|----|---|----|---|----|---|----|---|----|---|----|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |
| 1   | 28  | H | AIOLEFI Maurizio/MERENDA Carlo<br>Lancia Beta Coupe 1800 (1975)              | III 1      | 120    |                      | +      | 10     | -      | 10     | +      | 10     | -      | 10    | -     | 10     | =      | 0      | =      | 0      | =      | 0      | =      | 0  | = | 0  | - | 10 | = | 0  | = | 0  | = | 0  | - | 10 | = | 0  |   |    |   |    |
| 2   | 4   | H | CLIMENT ASENSIO Luis/BUADES CASTILLO Victor<br>BMW 323i (1981)               | IV 1       | 130    | +10                  | +      | 10     | =      | 0      | +      | 10     | =      | 0     | =     | 0      | =      | 0      | +      | 10     | =      | 0      | -      | 10 | = | 0  | = | 0  | + | 10 | + | 10 | + | 10 | + | 10 | = | 0  | + | 10 |   |    |
| 3   | 115 | H | SCHMIED Jan/KACEROVSKY Pavel<br>Skoda 130 RS (1976)                          | III 2      | 140    | +20                  | -      | 10     | =      | 0      | +      | 20     | =      | 0     | -     | 10     | +      | 10     | =      | 0      | =      | 0      | =      | 0  | = | 0  | - | 20 | - | 10 | = | 0  | = | 0  | + | 10 | = | 0  | = | 0  |   |    |
| 4   | 259 | B | DE JAEGER Geert/DE JAEGER Cédric<br>Sunbeam Tiger (1964)                     | I 1        | 150    | +30                  | =      | 0      | =      | 0      | =      | 0      | -      | 10    | -     | 10     | +      | 10     | =      | 0      | =      | 0      | -      | 10 | = | 0  | - | 20 | - | 10 | = | 0  | + | 10 | = | 0  | = | 0  | = | 0  |   |    |
| 5   | 79  | H | SAPET Jules/SAPET Clémence<br>Volkswagen Golf GTI (1978)<br>FM               | IV 2       | 160    | +40                  | -      | 10     | -      | 10     | +      | 10     | =      | 0     | =     | 0      | =      | 0      | +      | 10     | -      | 10     | -      | 10 | = | 0  | = | 0  | + | 10 | + | 10 | + | 10 | + | 10 | = | 0  | = | 0  |   |    |
| 6   | 242 | B | ENZ Claudio/SEEBERGER Cristina<br>Lancia Fulvia Coupe 1.3S (1970)<br>FM      | II 1       | 160    | +40                  | =      | 0      | =      | 0      | =      | 0      | =      | 0     | -     | 10     | =      | 0      | =      | 0      | =      | 0      | =      | 0  | = | 0  | + | 10 | + | 10 | + | 10 | + | 10 | + | 20 | + | 10 | + | 20 | + | 10 |
| 7   | 244 | B | LIBERATORE Francesco/CALABRESE Paolo<br>Alfa Romeo 1900 Super (1955)<br>ACM  | I 2        | 160    | +40                  | +      | 20     | +      | 10     | +      | 20     | +      | 10    | =     | 0      | =      | 0      | =      | 0      | =      | 0      | =      | 0  | - | 20 | + | 10 | = | 0  | - | 10 | + | 10 | = | 0  | - | 10 | = | 0  | = | 0  |
| 8   | 245 | B | FONTANELLA Gianmario/SCRIVANI Stefano<br>Fiat 128 Rally (1971)               | II 2       | 160    | +40                  | -      | 10     | =      | 0      | -      | 10     | -      | 10    | =     | 0      | -      | 10     | =      | 0      | -      | 10     | -      | 10 | - | 10 | - | 20 | = | 0  | - | 10 | = | 0  | = | 0  | = | 0  | = | 0  |   |    |
| 9   | 153 | H | JENSEN Soren/KNUDSEN Jakob<br>Porsche 911 SC (1979)                          | IV 3       | 170    | +50                  | +      | 20     | =      | 0      | +      | 10     | =      | 0     | =     | 0      | +      | 10     | +      | 10     | =      | 0      | -      | 10 | + | 10 | - | 10 | - | 10 | = | 0  | - | 20 | + | 10 | = | 0  | = | 0  |   |    |
| 10  | 168 | H | KALOGERAS Dimitrios/DIAMANTOPOULOS Christos<br>Renault 5 Alpine Turbo (1982) | IV 4       | 170    | +50                  | +      | 30     | -      | 10     | +      | 10     | -      | 10    | -     | 10     | =      | 0      | =      | 0      | -      | 10     | +      | 10 | + | 10 | - | 10 | = | 0  | - | 10 | + | 10 | = | 0  | = | 0  | = | 0  |   |    |
| 11  | 128 | H | HINDSGAUL Lars/PAGH Arne<br>Fiat 128 Coupe (1972)                            | III 3      | 180    | +60                  | +      | 20     | +      | 10     | +      | 20     | -      | 10    | -     | 10     | =      | 0      | +      | 10     | =      | 0      | =      | 0  | = | 0  | = | 0  | = | 0  | - | 10 | = | 0  | - | 10 | = | 0  | - | 10 | = | 0  |

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|-----|-----|---|---|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|---|----|---|----|---|----|---|----|---|----|---|----|---|----|---|----|---|----|---|----|---|----|
|     |     |   |   |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |   |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |   |    |
| 12  | 176 | H | GANS Michael/ASTORIAN James<br>Lancia Fulvia 1600 HF (1970)                             | II         | 3      | 180                  | +60    | +      | 20     | =      | 0      | +      | 20     | +     | 10    | =      | 0      | +      | 10     | =      | 0      | -      | 10     | - | 10 | + | 10 | = | 0  | = | 0  | + | 10 | + | 10 | = | 0  | = | 0  | = | 0  |   |    |   |    |
| 13  | 238 | B | RAISYS Karolis/MEILUNAS Ovidijus<br>Jaguar Mk2 3.8 (1961)                               | I          | 3      | 180                  | +60    | -      | 10     | =      | 0      | -      | 10     | -     | 10    | =      | 0      | =      | 0      | =      | 0      | =      | 0      | = | 0  | + | 10 | + | 10 | + | 20 | + | 20 | + | 10 | + | 10 | + | 10 | + | 10 |   |    |   |    |
| 14  | 262 | B | CASTELEIN Maxime/DEPLANCKE Filip<br>Sunbeam Tiger (1964)                                | I          | 4      | 180                  | +60    | =      | 0      | =      | 0      | =      | 0      | -     | 10    | +      | 10     | =      | 0      | =      | 0      | =      | 0      | - | 10 | + | 10 | + | 10 | + | 30 | + | 20 | + | 20 | + | 10 | + | 10 | + | 10 |   |    |   |    |
| 15  | 1   | H | CORNET DE WAYS RUART Philippe/CORNET DE WAYS RUART Antoine<br>Porsche 911 (1965)<br>ACM | I          | 5      | 190                  | +70    | =      | 0      | -      | 10     | +      | 20     | -     | 10    | =      | 0      | =      | 0      | =      | 0      | =      | 0      | - | 10 | - | 10 | = | 0  | + | 10 | + | 10 | + | 10 | + | 10 | + | 20 | + | 10 | = | 0  | + | 10 |
| 16  | 17  | H | KASHIN Ilya/KOSTYRKO Boris<br>Volkswagen Scirocco (1982)<br>ACM                         | ANA<br>IV  | 5      | 190                  | +70    | +      | 10     | =      | 0      | +      | 10     | -     | 10    | -      | 10     | =      | 0      | =      | 0      | =      | 0      | - | 10 | = | 0  | = | 0  | + | 10 | + | 10 | + | 10 | + | 10 | + | 10 | + | 10 | = | 0  | + | 10 |
| 17  | 38  | H | SABY Bruno/SERRE Pascal<br>Ford Capri 2300 S (1970)                                     | II         | 4      | 190                  | +70    | -      | 20     | -      | 20     | =      | 0      | -     | 10    | =      | 0      | =      | 0      | -      | 10     | -      | 10     | = | 0  | = | 0  | + | 10 | + | 10 | + | 10 | + | 10 | = | 0  | = | 0  | = | 0  | = | 0  |   |    |
| 18  | 97  | H | DE SANCTIS Giustino/DE SANCTIS Alessandro<br>Lancia Stratos (1976)                      | III        | 4      | 190                  | +70    | -      | 10     | -      | 20     | =      | 0      | =     | 0     | -      | 10     | +      | 10     | =      | 0      | =      | 0      | - | 10 | - | 10 | = | 0  | = | 0  | + | 10 | + | 20 | + | 10 | = | 0  | - | 20 | = | 0  |   |    |
| 19  | 125 | H | BAARDSETH Terje/BACKE Otto<br>Audi Quattro (1982)                                       | IV         | 6      | 190                  | +70    | =      | 0      | -      | 10     | +      | 10     | =     | 0     | -      | 10     | =      | 0      | =      | 0      | =      | 0      | - | 10 | + | 10 | + | 10 | + | 10 | + | 10 | + | 30 | + | 10 | + | 10 | = | 0  | + | 10 |   |    |
| 20  | 135 | H | KELLER Ermanno/RICCI Roberto<br>Audi Quattro (1981)                                     | IV         | 7      | 190                  | +70    | =      | 0      | -      | 10     | +      | 10     | =     | 0     | -      | 10     | +      | 10     | -      | 10     | -      | 10     | - | 10 | = | 0  | + | 10 | + | 20 | + | 20 | + | 10 | = | 0  | - | 10 | = | 0  |   |    |   |    |
| 21  | 235 | B | PFEIFFER Kurt/BRINKMEYER Katja<br>Mercedes-Benz 300 SE (1965)<br>FEM                    | I          | 6      | 190                  | +70    | =      | 0      | -      | 10     | +      | 10     | +     | 10    | =      | 0      | =      | 0      | =      | 0      | =      | 0      | - | 10 | + | 20 | = | 0  | = | 0  | + | 10 | = | 0  | + | 10 | + | 10 | + | 10 | + | 10 |   |    |
| 22  | 247 | B | MIKELSONS Karlis/VUGULS Normunds<br>Jaguar XK 140 coupe (1956)                          | I          | 7      | 190                  | +70    | =      | 0      | +      | 10     | =      | 0      | -     | 20    | -      | 10     | =      | 0      | =      | 0      | =      | 0      | - | 30 | - | 10 | + | 10 | - | 10 | + | 10 | = | 0  | - | 10 | - | 10 | = | 0  |   |    |   |    |

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|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |      |
| 23  | 173 | H | COMOY David/RENAUDIN Stéphane<br>Porsche 911 SC (1982)             | IV         | 8      | 200                  | +80    | = 0    | - 10   | + 10   | = 0    | - 10   | = 0    | = 0   | - 10  | - 10   | + 20   | + 20   | + 20   | + 20   | + 10   | + 10   | + 10   | = 0  |      |
|     |     |   |  |            |        |                      | +10    | + 10   | + 10   | = 0    | + 20   | = 0    | = 0    | = 0   |       |        |        |        |        |        |        |        |        |      |      |
| 24  | 9   | H | POSTAWKA Stanislaw/POSTAWKA Anna<br>Zastava 1100 (1979)            | IV         | 9      | 210                  | +90    | = 0    | = 0    | + 20   | = 0    | = 0    | = 0    | = 0   | - 10  | - 10   | + 30   | + 10   | + 10   | + 10   | + 10   | + 20   | = 0    | = 0  | + 10 |
|     |     |   |  |            |        |                      | +10    | + 20   | + 20   | + 10   | + 10   | = 0    | - 10   | - 10  |       |        |        |        |        |        |        |        |        |      |      |
| 25  | 14  | H | ABRIAL François/PERIN Michel<br>Peugeot 104 ZS (1980)              | IV         | 10     | 210                  | +90    | + 20   | = 0    | + 20   | = 0    | - 20   | = 0    | - 10  | - 10  | - 10   | + 10   | + 10   | + 10   | + 10   | + 10   | + 10   | + 10   | = 0  | = 0  |
|     |     |   |  |            |        |                      |        | + 10   | + 10   | = 0    | + 30   | = 0    | = 0    | - 10  |       |        |        |        |        |        |        |        |        |      |      |
| 26  | 102 | H | SAUSSERAU Emmanuel/POULLARD Stéphane<br>Fiat 124 Abarth (1973)     | III        | 5      | 210                  | +90    | = 0    | - 10   | + 10   | - 10   | - 10   | = 0    | = 0   | - 10  | = 0    | + 10   | = 0    | + 20   | + 10   | + 10   | + 10   | + 10   | + 10 | - 10 |
|     |     |   |  |            |        |                      |        | + 10   | + 20   | = 0    | + 10   | - 10   | - 10   | - 20  |       |        |        |        |        |        |        |        |        |      |      |
| 27  | 131 | H | TOSETTI Max/BERNARDELLI Marco<br>Porsche 911 S 2.4 (1972)          | III        | 6      | 210                  | +90    | = 0    | = 0    | + 10   | + 10   | = 0    | + 10   | = 0   | - 10  | = 0    | + 10   | + 10   | + 20   | + 30   | - 10   | + 10   | = 0    | + 10 |      |
|     |     |   |  |            |        |                      |        | + 10   | + 10   | + 10   | + 30   | + 10   | = 0    | = 0   |       |        |        |        |        |        |        |        |        |      |      |
| 28  | 155 | H | BRAZZOLI Enrico/TONOLI Ennio<br>Porsche 911 S (1975)               | III        | 7      | 210                  | +90    | - 10   | - 10   | + 10   | = 0    | = 0    | + 10   | = 0   | - 10  | = 0    | + 10   | + 10   | + 20   | + 20   | + 10   | + 10   | - 10   | + 10 |      |
|     |     |   |  |            |        |                      |        | + 20   | = 0    | = 0    | + 30   | = 0    | - 10   | = 0   |       |        |        |        |        |        |        |        |        |      |      |
| 29  | 197 | H | QUEYROIX Bernard/QUEYROIX Françoise<br>Morris Mini Cooper S (1966) | II         | 5      | 210                  | +90    | + 20   | + 10   | + 10   | - 10   | - 10   | = 0    | = 0   | - 10  | - 10   | = 0    | + 10   | + 10   | + 20   | + 10   | + 10   | = 0    | = 0  |      |
|     |     |   |  |            |        |                      |        | + 10   | + 20   | = 0    | + 10   | - 10   | + 10   | - 10  |       |        |        |        |        |        |        |        |        |      |      |
| 30  | 21  | H | LYSENKO Yury/POLYAKOV Victor<br>BMW 320i (1979)                    | IV         | 11     | 220                  | +100   | - 10   | - 10   | = 0    | - 10   | - 10   | - 10   | = 0   | - 10  | - 20   | = 0    | - 20   | - 20   | - 10   | - 20   | - 10   | - 20   | - 10 |      |
|     |     |   |  |            |        |                      | +10    | = 0    | + 10   | = 0    | + 20   | = 0    | = 0    | = 0   |       |        |        |        |        |        |        |        |        |      |      |
| 31  | 31  | H | LOENS Philippe/FORGEUX François-Paul<br>Opel Kadett GTE (1978)     | IV         | 12     | 220                  | +100   | = 0    | - 10   | + 10   | = 0    | = 0    | = 0    | = 0   | - 10  | - 10   | - 20   | - 30   | + 20   | + 30   | + 10   | + 20   | = 0    | + 10 |      |
|     |     |   |  |            |        |                      |        | = 0    | + 10   | = 0    | + 20   | = 0    | = 0    | - 10  |       |        |        |        |        |        |        |        |        |      |      |
| 32  | 48  | H | CAMPANA Olivier/CAMPANA Lydia<br>Volkswagen Golf GTI (1979)        | IV         | 13     | 220                  | +100   | = 0    | - 10   | + 10   | = 0    | - 10   | = 0    | - 10  | - 20  | = 0    | + 10   | + 20   | + 20   | + 20   | + 10   | + 20   | + 10   | + 10 |      |
|     |     |   |  |            |        |                      |        | = 0    | + 10   | + 10   | + 20   | - 10   | = 0    | = 0   |       |        |        |        |        |        |        |        |        |      |      |
| 33  | 85  | H | GOLDET Etienne/NEYMON Frédéric<br>Alpine Renault A310 V6 (1977)    | IV         | 14     | 220                  | +100   | = 0    | - 10   | + 10   | = 0    | = 0    | + 20   | = 0   | + 10  | + 10   | + 10   | + 20   | = 0    | + 20   | + 10   | + 20   | + 20   | + 10 |      |
|     |     |   |  |            |        |                      |        | = 0    | + 10   | + 10   | + 20   | = 0    | + 10   | = 0   |       |        |        |        |        |        |        |        |        |      |      |

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|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |
| 34  | 114 | H | SIMONSEN Kenneth/KRISTENSEN Otto<br>Lancia Fulvia HF 1.3 (1968)          | II         | 6      | 220                  | +100   | = 0    | - 10   | + 20   | - 10   | - 10   | = 0    | = 0   | - 10  | - 20   | - 20   | - 10   | - 10   | - 10   | - 10   | = 0    | - 20   | = 0  |
| 35  | 150 | H | BONAMINI Alberto/AMBROGI Marianna<br>Lancia Beta Coupe 1800 (1974)<br>FM | III        | 8      | 220                  | +100   | - 20   | = 0    | + 20   | = 0    | - 10   | = 0    | = 0   | - 10  | = 0    | + 20   | + 10   | + 20   | + 30   | + 10   | + 10   | = 0    | + 10 |
| 36  | 253 | B | CHIESA Giovanni/CHIESA Tiziana<br>Alfa Romeo Giulia Ti 1600 (1965)<br>FM | I          | 8      | 220                  | +100   | = 0    | - 10   | + 10   | - 10   | - 10   | + 20   | = 0   | - 10  | - 10   | = 0    | + 10   | + 20   | + 10   | + 10   | = 0    | + 10   | + 10 |
| 37  | 265 | B | CABELLA Emilio/MATTIUZZI Angelo<br>Triumph TR3A (1960)                   | I          | 9      | 220                  | +100   | + 10   | = 0    | + 10   | + 10   | + 10   | = 0    | = 0   | + 10  | - 10   | = 0    | - 10   | - 20   | = 0    | - 10   | - 20   | - 20   | = 0  |
| 38  | 2   | H | BJERREGAARD Henrik/SVEC Jaromir<br>Ford Escort RS2000 MkII (1979)<br>ACM | IV         | 15     | 230                  | +110   | + 10   | - 20   | = 0    | - 10   | - 10   | + 10   | + 10  | - 10  | - 20   | - 10   | = 0    | - 10   | - 10   | - 10   | - 10   | - 20   | - 10 |
| 39  | 37  | H | PERROUD Pascal/ALLAIS Guillaume<br>Porsche 911 T (1969)                  | II         | 7      | 230                  | +110   | = 0    | = 0    | + 10   | = 0    | - 10   | = 0    | = 0   | - 10  | = 0    | + 20   | + 20   | + 20   | + 20   | + 20   | + 10   | + 10   | + 10 |
| 40  | 42  | H | ROLLAN Alvaro/ROLLAN Juan<br>Porsche 911 T 2.2 (1970)                    | II         | 8      | 230                  | +110   | + 10   | - 30   | + 10   | = 0    | = 0    | + 10   | + 10  | = 0   | - 10   | + 20   | + 10   | + 10   | + 10   | + 10   | = 0    | + 10   | = 0  |
| 41  | 43  | H | SENO Gabriele/BRIANI Rudy<br>Opel Kadett GTE (1978)                      | IV         | 16     | 230                  | +110   | = 0    | - 10   | + 10   | = 0    | - 10   | = 0    | = 0   | - 10  | = 0    | + 10   | + 10   | + 10   | + 10   | + 20   | + 10   | = 0    | + 10 |
| 42  | 98  | H | SICCARDI Francesco/CALDEIRA Antonio<br>Lancia Stratos (1975)             | III        | 9      | 230                  | +110   | = 0    | = 0    | + 20   | = 0    | - 10   | = 0    | = 0   | - 10  | - 10   | + 20   | + 20   | + 10   | + 20   | + 20   | + 20   | = 0    | + 10 |
| 43  | 132 | H | VILSLEV Per/ANDERSEN Erik<br>Opel Kadett GTE (1978)                      | IV         | 17     | 230                  | +110   | = 0    | - 20   | + 10   | - 10   | - 10   | + 20   | = 0   | = 0   | - 20   | - 10   | - 20   | - 10   | - 10   | - 30   | - 20   | - 10   | = 0  |
| 44  | 147 | H | COLPANI Maurizio/PASTORE Lorenzo<br>Ferrari 308 GTB (1981)               | IV         | 18     | 230                  | +110   | + 20   | - 10   | + 10   | - 20   | - 10   | + 10   | = 0   | = 0   | - 10   | = 0    | - 10   | - 10   | + 20   | = 0    | = 0    | = 0    | = 0  |

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| Pos | N°  | M | Equipage/Voiture  | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |
|-----|-----|---|---|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
|     |     |   |   |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |
| 45  | 243 | B | BINCAZ Ludovic/DAVID Yves<br>Morris Mini Cooper S (1965)  | I 10       | 230    | +110                 | + 10   | = 0    | + 10   | = 0    | = 0    | + 20   | - 10   | + 10  | - 20  | = 0    | = 0    | = 0    | + 20   | - 10   | + 10   | + 20   | + 10   |
|     |     |   |   |            |        |                      | + 20   | + 10   | + 10   | + 20   | = 0    | + 20   | = 0    |       |       |        |        |        |        |        |        |        |        |
| 46  | 286 | B | GREWE Heinz-Jürgen/MADEY Christian<br>Lancia Fulvia Coupe 1.3S (1972)                               | III 10     | 230    | +110                 | + 10   | = 0    | + 30   | = 0    | - 10   | = 0    | = 0    | = 0   | = 0   | + 10   | + 30   | + 10   | + 20   | + 20   | + 10   | + 20   | = 0    |
|     |     |   |   |            |        |                      | + 10   | + 20   | = 0    | + 10   | - 10   | = 0    | - 10   |       |       |        |        |        |        |        |        |        |        |
| 47  | 57  | H | PECULIER Stéphane/LAURANT Jérôme<br>Porsche 914/6 (1970)  | II 9       | 240    | +120                 | + 20   | - 10   | + 20   | = 0    | - 10   | + 10   | = 0    | - 10  | - 10  | + 10   | + 10   | + 20   | + 40   | + 10   | + 10   | = 0    | = 0    |
|     |     |   |   |            |        |                      | +10    | = 0    | + 10   | = 0    | + 30   | - 10   | = 0    | = 0   |       |        |        |        |        |        |        |        |        |
| 48  | 65  | H | COMBIER Laurent/BERTHOIN Etienne<br>BMW 2002 Ti (1969)  | II 10      | 240    | +120                 | = 0    | = 0    | + 10   | = 0    | = 0    | + 10   | = 0    | - 10  | = 0   | + 30   | + 30   | + 20   | + 20   | + 10   | + 20   | = 0    | + 10   |
|     |     |   |   |            |        |                      | = 0    | + 20   | - 10   | + 30   | - 10   | = 0    | = 0    |       |       |        |        |        |        |        |        |        |        |
| 49  | 96  | H | OSTERGAARD-NIELSEN Jan/RYGGAARD Mette<br>Porsche 924 Turbo (1979)<br>FM                             | IV 19      | 240    | +120                 | + 30   | + 10   | + 10   | - 10   | = 0    | + 20   | + 20   | + 20  | - 10  | = 0    | = 0    | - 10   | + 10   | - 10   | = 0    | = 0    | + 10   |
|     |     |   |   |            |        |                      | + 10   | = 0    | + 10   | + 20   | = 0    | + 20   | + 10   |       |       |        |        |        |        |        |        |        |        |
| 50  | 16  | H | COPPOLA Jean-Pierre/BOULANGER Christian<br>Alpine Renault A110 1600 S (1970)                        | II 11      | 250    | +130                 | + 10   | = 0    | + 20   | = 0    | = 0    | + 10   | + 10   | - 10  | - 10  | + 10   | + 10   | + 10   | + 30   | + 20   | + 20   | + 10   | + 10   |
|     |     |   |   |            |        |                      | +10    | + 10   | = 0    | + 10   | + 30   | = 0    | + 10   | = 0   |       |        |        |        |        |        |        |        |        |
| 51  | 72  | H | OFFEL DE VILLAUCOURT Charles/MOREAU-LESPINARD Alexandre<br>Alpine Renault A110 1600 S (1971)<br>ACM | II 12      | 250    | +130                 | + 20   | - 10   | + 20   | = 0    | - 10   | + 10   | = 0    | - 10  | - 10  | + 10   | + 10   | + 20   | + 20   | + 10   | + 20   | + 10   | + 10   |
|     |     |   |   |            |        |                      | + 10   | + 20   | = 0    | + 20   | = 0    | = 0    | = 0    |       |       |        |        |        |        |        |        |        |        |
| 52  | 192 | H | WOLFE Andy/RUSSELL Simon<br>Ford Escort Twin Cam (1968)   | II 13      | 250    | +130                 | - 10   | - 10   | = 0    | = 0    | - 20   | = 0    | = 0    | - 20  | - 30  | - 10   | - 10   | - 20   | = 0    | = 0    | = 0    | - 20   | - 10   |
|     |     |   |   |            |        |                      | + 10   | - 20   | - 20   | + 20   | - 10   | - 10   | = 0    |       |       |        |        |        |        |        |        |        |        |
| 53  | 15  | H | DE LUCA Ludovic/MOINIER Fabien<br>Peugeot 104 ZS (1976)<br>ACM                                      | III 11     | 260    | +140                 | + 40   | = 0    | + 20   | = 0    | - 10   | + 10   | = 0    | = 0   | - 10  | + 30   | + 30   | + 20   | + 20   | = 0    | + 10   | = 0    | + 10   |
|     |     |   |   |            |        |                      | +10    | = 0    | = 0    | + 10   | + 40   | = 0    | = 0    | = 0   |       |        |        |        |        |        |        |        |        |
| 54  | 44  | H | ZAMPAGLIONE Luigi/SOFFRITTI Massimo<br>Lancia Stratos (1975)<br>ACM                                 | III 12     | 260    | +140                 | + 20   | = 0    | + 20   | = 0    | = 0    | - 30   | = 0    | - 10  | - 10  | + 10   | = 0    | - 10   | + 30   | + 20   | = 0    | = 0    | + 20   |
|     |     |   |   |            |        |                      | + 10   | + 10   | = 0    | + 40   | = 0    | + 10   | - 10   |       |       |        |        |        |        |        |        |        |        |
| 55  | 56  | H | SACCHET Fabrizio/DI COLANGELO Antonio<br>Renault 5 Alpine (1981)<br>MO                              | IV 20      | 260    | +140                 | + 10   | - 10   | + 10   | = 0    | - 10   | + 10   | = 0    | - 10  | = 0   | + 20   | + 30   | + 20   | + 30   | + 20   | + 10   | + 10   | + 10   |
|     |     |   |   |            |        |                      | + 20   | = 0    | = 0    | + 10   | - 10   | + 10   | = 0    |       |       |        |        |        |        |        |        |        |        |

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| Pos | N°  | M | Equipage/Voiture  | Grp Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |    |    |    |   |   |
|-----|-----|---|---|---------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|----|----|----|----|----|----|----|----|----|----|---|----|----|----|---|----|----|----|---|---|
|     |     |   |   |         |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |    |    |    |    |    |    |    |    |    |    |   |    |    |    |   |    |    |    |   |   |
| 56  | 120 | H | HUBER Johannes/HEGENBART Gerald<br>Porsche 911 Carrera 2.7 (1974)           | III     | 13     | 260                  | +140   | =      | 0      | -      | 20     | +      | 10     | -     | 10    | -      | 20     | =      | 0      | =      | 0      | -      | 10     | -  | 20 | +  | 20 | +  | 10 | +  | 20 | +  | 30 | + | 10 | +  | 10 | - | 10 | =  | 0  |   |   |
| 57  | 156 | H | DEUTSCHBAUER Christian/JANSEN Jens<br>Datsun 240Z (1973)                    | III     | 14     | 260                  | +140   | +      | 10     | -      | 10     | +      | 20     | =     | 0     | -      | 10     | -      | 10     | =      | 0      | =      | 0      | =  | 0  | +  | 30 | +  | 30 | +  | 20 | +  | 20 | + | 10 | +  | 10 | = | 0  | +  | 10 |   |   |
| 58  | 23  | H | VASILYEV Alexey/ZAKMANS Ilja<br>Volga M21 (1961)                            | ANA     | I      | 11                   | 270    | +150   | +      | 20     | -      | 10     | +      | 20    | -     | 10     | -      | 10     | =      | 0      | -      | 10     | -      | 10 | +  | 10 | +  | 20 | +  | 10 | +  | 30 | =  | 0 | +  | 10 | =  | 0 | +  | 10 |    |   |   |
| 59  | 49  | H | BRUNS Michael/MEIERER Gunter<br>Ford Falcon Sprint (1964)                   | I       | 12     | 270                  | +150   | +      | 20     | -      | 10     | +      | 20     | =     | 0     | -      | 10     | +      | 10     | =      | 0      | =      | 0      | =  | 0  | -  | 10 | +  | 20 | +  | 20 | +  | 20 | + | 30 | =  | 0  | + | 10 | -  | 10 | = | 0 |
| 60  | 117 | H | ENGAN Kjetil/LIE Bjorn<br>Volkswagen Golf GTI (1979)                        | IV      | 21     | 280                  | +160   | =      | 0      | -      | 10     | +      | 20     | =     | 0     | -      | 10     | =      | 0      | =      | 0      | -      | 10     | -  | 20 | =  | 0  | +  | 10 | -  | 20 | -  | 10 | - | 20 | -  | 30 | - | 30 | -  | 40 |   |   |
| 61  | 251 | B | BILLERUD Marius/GRONNERUD Stian<br>Volvo PV 544 (1961)                      | I       | 13     | 280                  | +160   | +      | 10     | =      | 0      | +      | 10     | =     | 0     | =      | 0      | +      | 10     | =      | 0      | +      | 30     | =  | 0  | +  | 10 | +  | 10 | -  | 10 | =  | 0  | - | 30 | -  | 20 | - | 20 | -  | 20 |   |   |
| 62  | 8   | H | DURAND Raymond/CHOL Sébastien<br>Opel Kadett GTE (1977)<br>ACM              | IV      | 22     | 290                  | +170   | +      | 10     | -      | 10     | +      | 20     | +     | 10    | =      | 0      | +      | 20     | +      | 10     | =      | 0      | =  | 0  | +  | 20 | +  | 20 | +  | 20 | +  | 20 | + | 20 | +  | 30 | + | 20 | +  | 10 |   |   |
| 63  | 12  | H | DE ANGELIS Alessio/ARENA Nicola<br>Fiat Ritmo 60 (1978)                     | IV      | 23     | 290                  | +170   | +      | 10     | =      | 0      | +      | 10     | +     | 10    | =      | 0      | +      | 10     | +      | 20     | =      | 0      | +  | 10 | +  | 30 | +  | 30 | +  | 20 | +  | 20 | + | 10 | +  | 20 | + | 10 | +  | 10 |   |   |
| 64  | 19  | H | JOHANNESSEN Tore/HALLRE Tine<br>Porsche 911 SC (1979)<br>FM                 | IV      | 24     | 290                  | +170   | +      | 10     | =      | 0      | +      | 30     | =     | 0     | =      | 0      | +      | 10     | =      | 0      | =      | 0      | -  | 20 | -  | 10 | -  | 20 | -  | 30 | -  | 10 | - | 20 | -  | 10 | - | 30 | -  | 20 |   |   |
| 65  | 91  | H | PLUESCHKE Thomas/PLUESCHKE Robert<br>BMW 2002 (1971)                        | II      | 14     | 290                  | +170   | +      | 40     | +      | 10     | +      | 30     | =     | 0     | -      | 10     | +      | 10     | -      | 10     | =      | 0      | -  | 10 | +  | 10 | +  | 10 | +  | 10 | +  | 20 | = | 0  | +  | 10 | = | 0  | +  | 10 |   |   |
| 66  | 11  | H | FERNANDEZ COSIN Rafael/MARTINEZ-HUARTE Julen<br>Lancia Fulvia HF 1.6 (1970) | II      | 15     | 300                  | +180   | +      | 20     | =      | 0      | +      | 30     | +     | 10    | -      | 10     | +      | 10     | =      | 0      | -      | 10     | =  | 0  | +  | 30 | +  | 30 | +  | 20 | +  | 20 | + | 20 | +  | 20 | = | 0  | +  | 10 |   |   |

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| Pos | N°  | M | Equipage/Voiture  | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |      |
|-----|-----|---|---|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|     |     |   |   |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |
| 67  | 46  | H | PICOREAU Florian/BAYER Karl<br>Porsche 911 SC (1977)                      | IV         | 25     | 300                  | +180   | = 0    | = 0    | + 10   | + 10   | = 0    | + 10   | + 10  | = 0   | = 0    | + 10   | + 10   | + 10   | + 40   | + 20   | + 30   | + 20   | + 20 |
| 68  | 124 | H | FICHET Philippe/DUPARD Jérôme<br>Porsche 911 Carrera 3.0 (1977)<br>ACM    | IV         | 26     | 300                  | +180   | + 20   | - 10   | + 20   | = 0    | - 10   | + 10   | = 0   | - 10  | = 0    | + 20   | + 10   | + 20   | + 30   | + 20   | + 20   | + 10   | + 10 |
| 69  | 184 | H | PIANTELLI Mario/CAMBIE Fabio<br>Porsche 911 SC (1980)                     | IV         | 27     | 300                  | +180   | + 10   | = 0    | + 10   | = 0    | = 0    | + 10   | + 10  | = 0   | = 0    | + 20   | + 20   | + 30   | + 30   | + 20   | + 20   | + 10   | + 20 |
| 70  | 22  | H | JENSEN Valter/PEDERSEN Erik<br>Porsche 911 SC (1978)                      | IV         | 28     | 310                  | +190   | + 10   | - 10   | + 10   | = 0    | - 10   | - 10   | - 10  | - 20  | - 10   | + 10   | + 10   | - 20   | = 0    | - 20   | - 10   | - 40   | - 30 |
| 71  | 51  | H | BERRUER Maxime/BERRUER Fabrice<br>Volkswagen Golf GTI (1981)              | IV         | 29     | 310                  | +190   | + 50   | + 40   | + 20   | = 0    | - 10   | + 10   | = 0   | = 0   | = 0    | + 20   | + 20   | + 20   | + 30   | + 20   | + 10   | = 0    | + 10 |
| 72  | 73  | H | RUSPELER Yves/RAYMOND Philippe<br>BMW 2002 Tii (1971)                     | II         | 16     | 310                  | +190   | = 0    | = 0    | + 30   | + 10   | = 0    | + 10   | + 10  | = 0   | = 0    | + 20   | + 30   | + 30   | + 30   | + 20   | + 10   | + 10   | + 10 |
| 73  | 129 | H | BERTOLINI Enrico/BERTOLINI Silvia<br>Lancia Beta Monte-Carlo (1976)<br>FM | III        | 15     | 310                  | +190   | + 40   | + 10   | + 20   | - 10   | - 10   | + 10   | = 0   | - 10  | = 0    | + 10   | + 20   | + 10   | + 30   | + 20   | + 10   | - 10   | = 0  |
| 74  | 246 | B | SCHIMITZEK Kurt/FLECK Stefan<br>Lancia Fulvia Coupe 1.3S (1969)           | II         | 17     | 310                  | +190   | + 10   | - 10   | + 10   | - 20   | - 30   | = 0    | = 0   | = 0   | - 10   | = 0    | = 0    | - 10   | - 10   | - 30   | - 30   | - 20   | - 10 |
| 75  | 34  | H | BJERKE Anders/HUSEBY Geir<br>Volkswagen Golf GTI (1982)                   | IV         | 30     | 320                  | +200   | + 20   | = 0    | + 30   | - 10   | - 20   | + 40   | + 30  | = 0   | = 0    | + 10   | + 20   | - 20   | = 0    | + 20   | - 10   | - 30   | - 20 |
| 76  | 39  | H | VERNEUIL Jean-Pierre/MARESCHAL Philippe<br>Renault 5 Alpine (1977)        | IV         | 31     | 320                  | +200   | + 50   | + 30   | + 20   | = 0    | - 10   | + 10   | - 10  | = 0   | - 30   | + 30   | + 30   | + 30   | + 20   | + 10   | + 10   | = 0    | = 0  |
| 77  | 106 | H | RAVEL Hubert/DENUZIERE Georges<br>Alfa Romeo Alfassud Ti (1979)           | IV         | 32     | 330                  | +210   | + 20   | = 0    | + 20   | = 0    | - 10   | = 0    | = 0   | - 10  | - 10   | + 50   | + 60   | + 20   | + 10   | + 10   | + 20   | = 0    | + 10 |

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|-----|-----|---|---|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|---|----|---|----|---|----|---|----|---|----|---|-----|---|----|---|----|---|----|---|----|---|----|--|--|--|--|--|--|--|--|--|
|     |     |   |   |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 78  | 141 | H | LANSIAUX Frédéric/BUHOT Nicolas<br>MG B (1966)                        | II         | 18     | 330                  | +210   | +      | 10     | -      | 10     | +      | 10     | +     | 10    | -      | 10     | +      | 10     | -      | 20     | =      | 0      | = | 0  | + | 30 | + | 40 | + | 20 | + | 30 | + | 20  | + | 10 | + | 10 | + | 10 | + | 10 |   |    |  |  |  |  |  |  |  |  |  |
| 79  | 80  | H | SAPET Christophe/SAPET Eugénie<br>Volkswagen Golf GTI (1979)<br>FM    | IV         | 33     | 340                  | +220   | +      | 40     | +      | 40     | +      | 20     | =     | 0     | =      | 0      | +      | 10     | =      | 0      | -      | 10     | - | 10 | + | 30 | + | 50 | + | 20 | + | 10 | + | 20  | + | 10 | = | 0  | = | 0  |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      | +10    | =      | 0      | +      | 10     | +      | 10     | +     | 40    | =      | 0      | =      | 0      | -      | 10     |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 80  | 179 | H | BAUDIN Elodie/PIRET Jean-Marc<br>Renault 5 Alpine Turbo (1982)<br>FM  | IV         | 34     | 340                  | +220   | +      | 50     | +      | 20     | +      | 20     | =     | 0     | -      | 10     | +      | 10     | =      | 0      | -      | 10     | = | 0  | + | 20 | + | 30 | + | 20 | + | 30 | + | 30  | + | 10 | + | 10 | + | 10 |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      |        | +      | 10     | +      | 30     | =      | 0      | +     | 20    | =      | 0      | =      | 0      | =      | 0      |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 81  | 70  | H | BRENIER Quentin/BRENIER Pierre-Eric<br>Porsche 911 Carrera 3.0 (1977) | IV         | 35     | 350                  | +230   | +      | 10     | =      | 0      | +      | 20     | +     | 10    | =      | 0      | +      | 20     | +      | 10     | =      | 0      | + | 10 | + | 30 | + | 20 | + | 20 | + | 40 | + | 20  | + | 20 | + | 10 | + | 10 |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      | +10    | +      | 10     | +      | 20     | +      | 10     | +     | 30    | +      | 10     | +      | 10     | =      | 0      |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 82  | 71  | H | ROBINET Fabrice/ROBINET-LOISEAU Paul<br>Porsche 911 SC (1981)         | IV         | 36     | 350                  | +230   | =      | 0      | -      | 10     | +      | 20     | -     | 10    | -      | 10     | +      | 10     | +      | 20     | -      | 30     | - | 10 | + | 20 | + | 20 | + | 20 | + | 20 | + | 20  | + | 20 | + | 10 | + | 10 |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      |        | +      | 30     | =      | 0      | -      | 10     | +     | 20    | -      | 10     | -      | 10     | -      | 10     |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 83  | 74  | H | CURIE Thomas/ACHARD Arnaud<br>Porsche 911 SC (1978)                   | IV         | 37     | 350                  | +230   | +      | 50     | +      | 10     | =      | 0      | -     | 50    | =      | 0      | =      | 0      | -      | 20     | -      | 10     | - | 20 | + | 10 | + | 10 | - | 20 | + | 10 | + | 10  | - | 10 | - | 10 | = | 0  |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      |        | +      | 10     | =      | 0      | =      | 0      | +     | 40    | +      | 30     | +      | 20     | -      | 10     |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 84  | 107 | H | FINOT Jean-Marc/PONTHEAUX Xavier<br>Alfa Romeo 2000 GTV (1973)        | III        | 16     | 350                  | +230   | +      | 50     | +      | 30     | +      | 20     | -     | 10    | -      | 20     | +      | 10     | -      | 10     | -      | 10     | = | 0  | + | 30 | + | 40 | = | 0  | + | 30 | + | 30  | = | 0  | = | 0  | = | 0  |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      |        | +      | 10     | =      | 0      | -      | 10     | +     | 30    | -      | 10     | =      | 0      | =      | 0      |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 85  | 237 | B | PENEL Vincent/GUILLONNEAU Hervé<br>Simca 1100 Ti (1976)               | III        | 17     | 350                  | +230   | =      | 0      | +      | 10     | +      | 10     | =     | 0     | =      | 0      | +      | 10     | -      | 10     | +      | 10     | - | 10 | + | 10 | + | 10 | + | 20 | + | 10 | + | 100 | + | 50 | + | 20 | + | 10 |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      |        | +      | 10     | =      | 0      | -      | 20     | +     | 10    | -      | 10     | =      | 0      | -      | 10     |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 86  | 142 | H | BELTER Florian/ZAJONC Siegmur<br>Alfa Romeo Alfetta GTV (1976)        | III        | 18     | 360                  | +240   | +      | 30     | +      | 10     | +      | 40     | +     | 10    | =      | 0      | +      | 10     | +      | 10     | =      | 0      | = | 0  | + | 20 | + | 20 | + | 20 | + | 40 | + | 30  | + | 10 | = | 0  | + | 20 |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      | +10    | +      | 10     | +      | 20     | +      | 10     | +     | 30    | +      | 10     | +      | 10     | =      | 0      |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 87  | 148 | H | BUGATTI Lucio/BUGATTI Nicola<br>Ford Escort Mexico (1974)             | III        | 19     | 360                  | +240   | +      | 40     | +      | 20     | +      | 30     | =     | 0     | -      | 10     | =      | 0      | -      | 10     | -      | 10     | - | 10 | + | 10 | + | 10 | = | 0  | + | 20 | - | 10  | - | 40 | - | 20 | + | 20 |   |    |   |    |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      |        | +      | 20     | +      | 10     | -      | 10     | +     | 30    | =      | 0      | +      | 20     | +      | 10     |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |
| 88  | 61  | H | CHABRAN Michel/CHABRAN Jules<br>BMW 323i (1979)<br>ACM                | IV         | 38     | 370                  | +250   | +      | 10     | -      | 10     | +      | 30     | +     | 10    | =      | 0      | +      | 10     | -      | 20     | =      | 0      | + | 10 | + | 20 | + | 30 | + | 30 | + | 20 | + | 30  | + | 20 | + | 30 | + | 20 | = | 0  | + | 20 |  |  |  |  |  |  |  |  |  |
|     |     |   |   |            |        |                      | +10    | +      | 10     | +      | 10     | +      | 20     | +     | 30    | +      | 10     | +      | 10     | +      | 10     |        |        |   |    |   |    |   |    |   |    |   |    |   |     |   |    |   |    |   |    |   |    |   |    |  |  |  |  |  |  |  |  |  |



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| Pos | N°  | M | Equipage/Voiture   | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |      |
|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |
| 89  | 93  | H | DREXEL Norbert/ROESSLER Christian<br>Volvo 242 (1975)                | III        | 20     | 370                  | +250   | + 70   | + 70   | + 40   | - 10   | - 10   | = 0    | + 10  | - 10  | - 20   | + 10   | + 20   | = 0    | = 0    | = 0    | = 0    | - 20   | + 10 |
| 90  | 260 | B | MYLLE Carlo/VYNCKE Steven<br>Sunbeam Tiger (1964)                    | I          | 14     | 370                  | +250   | - 20   | - 10   | - 10   | - 10   | - 20   | = 0    | - 20  | - 10  | - 40   | - 20   | - 20   | - 30   | - 10   | - 20   | - 10   | - 10   | - 10 |
| 91  | 54  | H | SCHURMANN Marc/WIEST Frank<br>Opel Ascona 1.9 (1973)                 | III        | 21     | 380                  | +260   | + 40   | + 20   | + 30   | = 0    | = 0    | + 10   | = 0   | = 0   | = 0    | + 50   | + 60   | + 20   | + 30   | + 20   | + 10   | + 10   | + 10 |
| 92  | 68  | H | CHABRAN Louis/ROLAND Lucas<br>BMW 1602 (1970)                        | II         | 19     | 380                  | +260   | = 0    | = 0    | + 20   | = 0    | = 0    | + 10   | - 50  | - 60  | - 30   | + 20   | + 20   | + 20   | + 20   | + 20   | + 20   | + 10   | + 20 |
| 93  | 83  | H | SAPET Paul/SAPET Alexandre<br>Volkswagen Golf GTI (1981)             | IV         | 39     | 380                  | +260   | + 40   | + 20   | + 10   | = 0    | = 0    | = 0    | + 10  | = 0   | = 0    | + 30   | + 80   | + 30   | + 20   | + 20   | + 20   | + 20   | + 10 |
| 94  | 149 | H | MORONI Enzo/MORONI Federico<br>Ferrari 308 GTB (1979)                | IV         | 40     | 380                  | +260   | + 50   | + 40   | + 20   | = 0    | = 0    | + 10   | + 10  | = 0   | = 0    | + 20   | + 30   | + 30   | + 30   | + 30   | + 20   | + 10   | + 10 |
| 95  | 256 | B | BESENIUS Paul/DELGTEN Nico<br>Morris Mini Cooper S (1970)            | II         | 20     | 380                  | +260   | + 20   | = 0    | + 20   | = 0    | = 0    | + 10   | + 10  | + 10  | = 0    | + 20   | + 30   | + 20   | + 30   | + 30   | + 20   | + 20   | + 20 |
| 96  | 47  | H | PICOREAU Jules/BEAL Camille<br>Alfa Romeo 2000 GTV (1971)            | II         | 21     | 390                  | +270   | + 10   | = 0    | + 20   | + 20   | + 10   | + 20   | + 20  | + 10  | = 0    | + 20   | + 20   | + 20   | + 30   | + 30   | + 50   | + 30   | + 20 |
| 97  | 89  | H | LUGINBUHL Hans/DANNER Fabienne<br>Lancia Fulvia HF 1.6 (1969)        | II         | 22     | 390                  | +270   | + 20   | = 0    | + 30   | + 10   | = 0    | + 10   | + 10  | = 0   | + 10   | + 30   | + 30   | + 30   | + 30   | + 20   | + 20   | + 10   | + 20 |
| 98  | 90  | H | AYRIS Lewis/AYRIS Simon<br>Volkswagen Golf GTI (1979)                | IV         | 41     | 400                  | +280   | + 10   | = 0    | + 20   | = 0    | = 0    | + 20   | + 10  | = 0   | + 10   | + 30   | + 20   | + 30   | + 50   | + 30   | + 30   | + 20   | + 20 |
| 99  | 232 | B | SCHOEFFLER Hartmut/SCHWALIE Andreas<br>Opel Kadett Rallye 1.1 (1967) | II         | 23     | 400                  | +280   | + 50   | + 50   | + 10   | - 10   | - 20   | - 10   | - 20  | - 10  | - 20   | + 30   | + 40   | = 0    | + 30   | + 20   | = 0    | = 0    | = 0  |

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| Pos | N°  | M | Equipage/Voiture  | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1   | A15-2                                  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |
|-----|-----|---|---|------------|--------|----------------------|---|--|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|
|     |     |   |   |            |        |                      | A15-18  | A15-19                                 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |
| 100 | 234 | B | VERINI Maurizio/MERENDA Enrico<br>Fiat X1/9 (1976)                | III 22     | 400    | +280                 | + 40 = 0 + 10 = 0 = 0 + 10 + 10 + 10 + 10 + 50 + 60 + 10 + 30 + 20 + 20 + 20 + 10             | + 10 + 30 + 10 + 20 = 0 + 20 = 0       |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 101 | 35  | H | INDAHL Bjorn Erik/ANDRESEN Ole<br>Porsche 911 Carrera 3.0 (1976)  | III 23     | 410    | +290                 | - 10 - 30 = 0 - 30 - 30 - 10 - 30 - 30 - 30 - 10 - 20 - 10 = 0 - 10 - 10 - 20 - 20            | +10 - 20 - 10 - 20 = 0 - 30 - 10 - 20  |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 102 | 33  | H | LIE Lars/JORSTAD Henning<br>Ford Escort RS 2000 MkII (1977)       | IV 42      | 420    | +300                 | + 10 = 0 + 20 + 10 + 10 + 10 - 10 - 10 = 0 + 100 + 90 - 20 = 0 - 20 - 20 - 30 - 30            | +10 - 10 - 10 - 10 = 0 = 0 = 0 = 0     |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 103 | 101 | H | LANGE Mauritz/BANY Piotr<br>Ford Escort RS 2000 MkII (1978)       | IV 43      | 420    | +300                 | + 40 = 0 + 60 + 10 + 10 + 40 - 10 = 0 - 20 = 0 + 10 - 10 - 40 + 60 + 20 - 30 = 0              | = 0 = 0 - 10 + 30 = 0 + 10 + 10        |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 104 | 257 | B | VILLAR Yannick/BOURDIL Vincent<br>Fiat 128 Coupe (1976)           | III 24     | 420    | +300                 | + 10 + 20 + 60 + 10 = 0 + 20 + 10 + 10 + 10 = 0 + 10 + 20 = 0 = 0 + 20 + 20 + 10 + 20         | - 20 - 30 - 70 - 20 + 10 + 30 = 0      |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 105 | 5   | H | KUSSMAUL Roland/LIVANOS Peter<br>Porsche 911 (1965)<br>ACM        | I 15       | 430    | +310                 | + 40 + 30 + 40 = 0 - 10 + 10 + 10 = 0 = 0 + 20 + 20 + 20 + 30 + 20 + 20 + 10 + 20             | +10 + 20 + 20 + 10 + 60 + 10 + 10 = 0  |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 106 | 69  | H | VALENTIN Gabriel/BERTAUT Laurent<br>Lancia Beta MonteCarlo (1977) | IV 44      | 440    | +320                 | + 50 + 20 + 20 + 10 = 0 + 10 + 10 + 10 + 10 + 10 + 10 + 30 + 40 + 20 + 40 + 10 + 20 + 20 + 20 | +10 + 20 + 20 + 10 + 20 = 0 + 20 - 10  |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 107 | 81  | H | WRIGHT Jason/TRAVERSO Stefano<br>Lancia Stratos (1976)<br>ACM     | III 25     | 460    | +340                 | + 50 + 30 + 20 + 10 = 0 + 20 = 0 = 0 = 0 + 20 + 30 + 20 + 60 + 20 + 10 = 0 + 20               | +20 + 30 + 20 + 10 + 50 + 20 + 10 + 10 |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 108 | 268 | B | CURZON Robert/ESCOFFIER Thierry<br>Austin Mini Cooper S (1970)    | II 24      | 460    | +340                 | + 10 = 0 + 10 = 0 - 10 + 10 = 0 + 10 - 10 + 10 + 20 + 20 + 30 + 20 + 20 + 20 + 10             | + 20 - 190 + 10 + 10 = 0 + 20 = 0      |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 109 | 24  | H | IAGOUTKINE Maxime/KHOROSHAVIN Aleksandr<br>Volga M21 (1962)       | ANA I 16   | 470    | +350                 | + 30 + 20 + 10 - 10 - 10 = 0 - 10 - 10 - 30 + 40 + 60 + 20 + 40 + 30 + 20 = 0 + 20            | +10 = 0 + 30 + 10 + 40 + 10 + 20 = 0   |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |
| 110 | 163 | H | GLEN Gordon/GLEN David<br>Opel Kadett GTE (1978)<br>ACM           | IV 45      | 470    | +350                 | + 60 + 70 + 40 = 0 - 10 = 0 + 10 - 10 = 0 + 20 + 30 + 20 + 40 + 40 + 20 + 10 + 20             | = 0 + 10 + 20 + 30 = 0 + 10 = 0        |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |

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| Pos | N°  | M | Equipage/Voiture   | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |      |
|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |
| 111 | 279 | B | BOCCIOLESI Franck/ALBERTINI Marie-Christine<br>Alpine Renault A110 1300 G (1967)<br>FM | II         | 25     | 470                  | +350   | = 0    | + 10   | + 10   | + 10   | + 10   | + 20   | + 20  | + 10  | = 0    | + 40   | + 30   | + 30   | + 30   | + 10   | + 20   | + 30   | + 10 |
|     |     |   |  |            |        |                      |        | = 0    | - 30   | - 90   | + 20   | = 0    | + 20   | - 20  |       |        |        |        |        |        |        |        |        |      |
| 112 | 50  | H | HINTIKKA Pentti-Juhani/KUOSMANEN Kari<br>Porsche 911 Carrera 3.0 (1977)<br>ACM         | IV         | 46     | 500                  | +380   | + 40   | + 50   | + 60   | - 20   | - 20   | = 0    | - 10  | - 20  | - 30   | + 20   | + 30   | - 20   | - 10   | + 30   | = 0    | - 30   | - 10 |
|     |     |   |  |            |        |                      |        | +30    | - 20   | = 0    | - 20   | + 50   | = 0    | = 0   | - 10  |        |        |        |        |        |        |        |        |      |
| 113 | 202 | H | BERGQVIST Peter/HOGEN Annika<br>Renault 8 Gordini (1965)<br>FM                         | I          | 17     | 500                  | +380   | + 40   | + 30   | + 20   | + 10   | + 10   | + 20   | - 20  | - 40  | - 20   | - 20   | - 20   | - 50   | + 40   | = 0    | - 20   | - 40   | - 20 |
|     |     |   |  |            |        |                      |        | - 10   | = 0    | - 30   | + 30   | = 0    | + 10   | = 0   |       |        |        |        |        |        |        |        |        |      |
| 114 | 29  | H | HOTVEDT Tom/NESET Leif Arne<br>Porsche 911 S 2.7 (1976)                                | III        | 26     | 510                  | +390   | + 50   | + 40   | + 40   | = 0    | - 20   | + 30   | = 0   | = 0   | - 30   | + 10   | + 20   | + 20   | + 50   | + 50   | + 20   | + 10   | + 10 |
|     |     |   |  |            |        |                      |        | +10    | + 30   | + 20   | + 20   | + 30   | + 10   | = 0   | = 0   |        |        |        |        |        |        |        |        |      |
| 115 | 30  | H | BANAS Andrzej/CHRONOWSKI Rafal<br>Lancia Beta MonteCarlo (1975)                        | III        | 27     | 510                  | +390   | + 60   | + 90   | + 120  | = 0    | = 0    | + 10   | = 0   | - 10  | = 0    | + 20   | + 10   | + 20   | + 30   | + 30   | + 10   | = 0    | + 10 |
|     |     |   |  |            |        |                      |        | + 20   | + 10   | + 10   | + 30   | + 10   | + 10   | = 0   |       |        |        |        |        |        |        |        |        |      |
| 116 | 270 | B | PEYRE DE FABREGUES Emmanuel/DESREUMAUX Xavier<br>Morris Mini Cooper S (1967)           | II         | 26     | 510                  | +390   | + 90   | + 100  | + 60   | = 0    | = 0    | + 10   | + 10  | = 0   | = 0    | + 40   | + 50   | + 30   | + 40   | + 20   | = 0    | = 0    | = 0  |
|     |     |   |  |            |        |                      |        | + 10   | + 10   | = 0    | + 20   | = 0    | + 10   | - 10  |       |        |        |        |        |        |        |        |        |      |
| 117 | 52  | H | ROSADO Thierry/ROSADO Nicolas<br>Renault 5 Alpine (1982)<br>ACM                        | IV         | 47     | 520                  | +400   | + 60   | + 50   | + 20   | = 0    | - 10   | = 0    | + 20  | = 0   | - 10   | + 40   | + 50   | + 10   | + 40   | + 40   | + 20   | + 10   | + 20 |
|     |     |   |  |            |        |                      |        | +10    | + 10   | + 30   | = 0    | + 40   | + 10   | + 20  | + 10  |        |        |        |        |        |        |        |        |      |
| 118 | 26  | H | PONOMAREV Andrei/YARULLIN Marat<br>Volkswagen Golf GTI (1978)                          | ANA<br>ANA | 48     | 560                  | +440   | + 30   | + 10   | + 40   | + 10   | + 20   | + 20   | + 30  | + 20  | + 10   | - 10   | - 10   | = 0    | + 10   | - 20   | - 20   | + 30   | + 30 |
|     |     |   |  |            |        |                      |        | +40    | + 20   | + 60   | + 10   | + 50   | + 30   | + 40  | + 30  |        |        |        |        |        |        |        |        |      |
| 119 | 53  | H | MOLGO Pawel/JANDROWICZ Janusz<br>Polski Fiat 125 P (1975)                              | III        | 28     | 560                  | +440   | + 60   | + 60   | + 50   | - 10   | + 10   | + 20   | + 10  | + 10  | - 10   | + 50   | + 70   | - 10   | - 10   | + 40   | - 10   | - 20   | - 20 |
|     |     |   |  |            |        |                      |        | - 10   | - 20   | - 10   | + 30   | = 0    | + 20   | = 0   |       |        |        |        |        |        |        |        |        |      |
| 120 | 250 | B | GOERKE Peter/NAUMANN Matthias<br>Lancia Fulvia HF 1.3 (1968)<br>ACM                    | II         | 27     | 560                  | +440   | + 80   | + 100  | + 30   | - 10   | - 10   | - 10   | + 30  | + 10  | - 20   | + 50   | + 70   | + 10   | + 10   | + 40   | - 10   | = 0    | = 0  |
|     |     |   |  |            |        |                      |        | = 0    | = 0    | = 0    | + 30   | + 10   | + 20   | + 10  |       |        |        |        |        |        |        |        |        |      |
| 121 | 99  | H | PAOLIN Jean-Paul/VIGNOT Sébastien<br>Fiat Ritmo Abarth (1982)                          | IV         | 49     | 570                  | +450   | + 60   | + 50   | + 30   | = 0    | = 0    | + 10   | + 10  | - 10  | + 10   | + 40   | + 50   | + 20   | + 30   | + 50   | + 20   | + 10   | + 10 |
|     |     |   |  |            |        |                      |        | +10    | + 30   | + 30   | + 10   | + 40   | + 20   | + 20  | + 10  |        |        |        |        |        |        |        |        |      |

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| Pos | N°  | M | Equipage/Voiture   | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |      |
|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |
| 122 | 87  | H | D'INDY Christophe/GUIREC Erwan<br>Audi Quattro (1982)                              | IV         | 50     | 620                  | +500   | - 10   | - 20   | = 0    | - 60   | = 0    | = 0    | - 50  | - 60  | - 50   | - 50   | - 50   | - 30   | + 20   | + 20   | + 40   | + 10   | + 10 |
|     |     |   |  |            |        |                      | +50    | + 20   | + 30   | = 0    | + 60   | = 0    | + 20   | - 10  |       |        |        |        |        |        |        |        |        |      |
| 123 | 55  | H | PEARSON Rick/PRINGLE Stuart<br>Alfa Romeo Giulia Sprint GTV (1967)                 | II         | 28     | 660                  | +540   | + 80   | + 100  | + 100  | - 30   | - 10   | = 0    | = 0   | + 10  | - 10   | + 40   | + 50   | - 10   | = 0    | + 10   | - 40   | - 30   | = 0  |
|     |     |   |  |            |        |                      | +40    | - 20   | - 20   | - 30   | + 40   | = 0    | + 20   | + 10  |       |        |        |        |        |        |        |        |        |      |
| 124 | 40  | H | CAMINITI Stefano/CAMINITI Pasquale<br>Alfa Romeo Alfetta GTV (1979)<br>ACM         | IV         | 51     | 690                  | +570   | + 100  | + 120  | + 120  | + 10   | = 0    | + 10   | + 10  | + 10  | - 10   | + 50   | + 70   | + 20   | + 30   | + 30   | + 10   | + 10   | + 20 |
|     |     |   |  |            |        |                      | +30    | + 10   | = 0    | = 0    | + 30   | = 0    | + 20   | = 0   |       |        |        |        |        |        |        |        |        |      |
| 125 | 254 | B | CARMINATI Vladimiro/SENECI Angelo<br>Lancia Fulvia Coupe 1.3S (1972)               | III        | 29     | 690                  | +570   | + 40   | + 70   | = 0    | = 0    | = 0    | + 10   | = 0   | = 0   | - 10   | + 80   | + 140  | + 220  | = 0    | + 10   | - 20   | + 10   | + 10 |
|     |     |   |  |            |        |                      |        | = 0    | + 10   | - 10   | + 30   | = 0    | + 10   | - 10  |       |        |        |        |        |        |        |        |        |      |
| 126 | 3   | H | ANTUNES TAVARES Carlos/SCHOOF Pauline<br>Peugeot 104 ZS (1979)<br>FM ACM           | IV         | 52     | 720                  | +600   | + 70   | + 70   | + 70   | + 10   | - 10   | + 10   | = 0   | - 10  | + 80   | + 90   | + 100  | + 30   | + 20   | + 30   | + 20   | = 0    | = 0  |
|     |     |   |  |            |        |                      | +30    | + 10   | + 20   | + 10   | + 30   | + 20   | + 10   | = 0   |       |        |        |        |        |        |        |        |        |      |
| 127 | 164 | H | GROCHOWSKI Jacek/BUSZKIEWICZ Henryk<br>Mercedes Benz 350SL (1975)                  | III        | 30     | 720                  | +600   | + 110  | + 110  | + 130  | + 10   | = 0    | + 20   | + 10  | + 10  | - 10   | + 30   | + 60   | - 10   | + 10   | + 10   | - 10   | - 30   | - 20 |
|     |     |   |  |            |        |                      |        | = 0    | - 20   | = 0    | + 20   | + 80   | = 0    | - 10  |       |        |        |        |        |        |        |        |        |      |
| 128 | 171 | H | CHRISTODOULOU Alexander/GEORGOSPOULOS Aristeidis<br>Mitsubishi Lancer Turbo (1981) | IV         | 53     | 720                  | +600   | + 10   | = 0    | + 20   | = 0    | - 10   | + 10   | + 10  | = 0   | - 10   | + 10   | - 10   | = 0    | = 0    | + 10   | = 0    | = 0    | + 40 |
|     |     |   |  |            |        |                      |        | + 80   | + 90   | + 70   | + 60   | + 20   | + 150  | + 110 |       |        |        |        |        |        |        |        |        |      |
| 129 | 236 | B | PIERER Gert/STRANZINGER Josef<br>Volvo 122 S (1965)<br>ACM                         | I          | 18     | 720                  | +600   | + 100  | + 100  | + 110  | - 80   | - 20   | + 10   | = 0   | = 0   | - 10   | + 20   | + 20   | + 20   | + 30   | + 20   | - 10   | + 20   | + 10 |
|     |     |   |  |            |        |                      |        | + 30   | + 10   | - 10   | + 40   | + 10   | + 30   | + 10  |       |        |        |        |        |        |        |        |        |      |
| 130 | 27  | H | GRANERUD Petter/GRANERUD Espen<br>Ford Escort RS 2000 MkII (1976)                  | III        | 31     | 740                  | +620   | + 110  | + 140  | + 170  | = 0    | = 0    | + 10   | + 10  | - 10  | - 20   | + 40   | + 50   | - 20   | - 10   | + 10   | - 20   | - 30   | - 30 |
|     |     |   |  |            |        |                      | +20    | - 20   | + 30   | = 0    | + 10   | = 0    | = 0    | = 0   |       |        |        |        |        |        |        |        |        |      |
| 131 | 59  | H | THIELE Samuel/THIELE Klaus<br>Porsche 911 SC (1982)<br>ACM                         | IV         | 54     | 740                  | +620   | + 10   | = 0    | + 20   | + 10   | = 0    | + 20   | + 10  | + 10  | + 10   | + 40   | + 40   | + 40   | + 50   | + 40   | + 30   | + 30   | + 40 |
|     |     |   |  |            |        |                      |        | + 50   | + 50   | + 40   | + 70   | + 30   | + 50   | + 50  |       |        |        |        |        |        |        |        |        |      |
| 132 | 76  | H | GAUBERT Ghislain/PIETRANTUONO Marc<br>Porsche 911 SC (1978)                        | IV         | 55     | 750                  | +630   | - 10   | - 50   | - 30   | - 30   | + 10   | + 20   | + 30  | + 30  | + 10   | + 40   | + 40   | + 30   | + 50   | + 30   | + 30   | + 10   | + 40 |
|     |     |   |  |            |        |                      | +10    | + 40   | + 30   | + 20   | + 60   | + 40   | + 50   | + 20  |       |        |        |        |        |        |        |        |        |      |

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| Pos | N°  | M | Equipage/Voiture   | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |      |      |
|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |      |
| 133 | 200 | H | SCHAGE Bjorn/FJERDINSTAD Knut<br>Volkswagen Golf GTI (1979)              | IV         | 56     | 750                  | +630   | + 70   | + 70   | + 70   | - 10   | - 10   | = 0    | + 10  | = 0   | = 0    | + 100  | + 120  | + 80   | - 10   | = 0    | - 50   | - 30   | - 20 |      |
|     |     |   |  |            |        |                      |        | - 20   | - 20   | - 30   | + 10   | - 10   | - 10   | = 0   |       |        |        |        |        |        |        |        |        |      |      |
| 134 | 63  | H | LACOMBE Jean-Paul/LACOMBE Adrien<br>BMW 2002 Ti (1971)                   | II         | 29     | 770                  | +650   | + 70   | + 60   | + 50   | - 10   | = 0    | + 10   | + 10  | = 0   | = 0    | + 70   | + 150  | + 110  | + 40   | + 30   | + 20   | + 10   | + 10 |      |
|     |     |   |  |            |        |                      |        | +20    | - 10   | + 20   | + 10   | + 50   | = 0    | + 30  | = 0   |        |        |        |        |        |        |        |        |      |      |
| 135 | 82  | H | BERNARD Xavier/ARTILLAN Lucien<br>Porsche 924 (1978)                     | IV         | 57     | 870                  | +750   | + 70   | + 60   | + 60   | = 0    | - 30   | - 20   | - 20  | - 20  | - 30   | + 40   | + 60   | + 40   | + 40   | + 90   | + 60   | + 30   | + 20 |      |
|     |     |   |  |            |        |                      |        | +100   | + 30   | + 40   | + 10   | + 40   | - 10   | - 20  | - 30  |        |        |        |        |        |        |        |        |      |      |
| 136 | 210 | H | PASINO Angelo/ITALIANO Patrizia<br>Opel Kadett GTE (1979)<br>FEM         | IV         | 58     | 950                  | +830   | + 90   | + 100  | + 110  | = 0    | = 0    | + 10   | + 20  | + 20  | = 0    | + 90   | + 110  | + 30   | + 30   | + 70   | + 30   | = 0    | + 20 |      |
|     |     |   |  |            |        |                      |        | +80    | + 30   | + 70   | = 0    | + 70   | + 10   | + 30  | - 10  |        |        |        |        |        |        |        |        |      |      |
| 137 | 278 | B | WEILAND Eric/FRATANGELI Olivier<br>Mercedes-Benz 230 SL (1965)           | I          | 19     | 950                  | +830   | + 90   | + 60   | - 10   | = 0    | + 10   | + 20   | + 10  | + 20  | - 10   | - 20   | - 30   | - 30   | - 10   | - 60   | - 60   | - 20   | + 20 |      |
|     |     |   |  |            |        |                      |        | + 10   | + 30   | - 10   | + 40   | = 0    | + 20   | - 360 |       |        |        |        |        |        |        |        |        |      |      |
| 138 | 212 | H | GUERNER Philippe/PAQUAY Alex<br>Alfa Romeo Alfetta GTV (1982)            | IV         | 59     | 980                  | +860   | - 10   | = 0    | + 90   | + 10   | - 20   | + 20   | - 40  | - 30  | - 10   | + 50   | + 50   | - 30   | + 40   | + 140  | + 100  | - 20   | + 40 |      |
|     |     |   |  |            |        |                      |        | +30    | + 30   | + 20   | - 20   | + 80   | + 60   | + 70  | = 0   |        |        |        |        |        |        |        |        |      |      |
| 139 | 6   | H | CANELLA Massimo/BERZERO Vittorio<br>Renault 12 Gordini (1972)<br>ACM     | III        | 32     | 990                  | +870   | - 10   | - 20   | - 10   | - 30   | - 30   | - 30   | - 20  | - 30  | - 50   | - 50   | - 60   | - 70   | - 70   | - 90   | - 90   | - 100  | + 40 |      |
|     |     |   |  |            |        |                      |        | +10    | + 10   | - 10   | - 20   | = 0    | - 30   | - 30  | - 90  |        |        |        |        |        |        |        |        |      |      |
| 140 | 58  | H | BRIE Dominique/MICHEL Marc<br>Alfa Romeo Giulia Super (1971)             | II         | 30     | 1000                 | +880   | + 70   | + 80   | + 70   | + 10   | - 10   | = 0    | + 20  | + 10  | - 10   | + 150  | + 180  | + 150  | + 30   | + 70   | + 30   | = 0    | + 10 |      |
|     |     |   |  |            |        |                      |        | +10    | + 20   | + 10   | - 10   | + 40   | = 0    | + 20  | = 0   |        |        |        |        |        |        |        |        |      |      |
| 141 | 123 | H | LUKASIEWICZ Enrique/LUKASIEWICZ Martin<br>Autobianchi A112 Abarth (1979) | IV         | 60     | 1040                 | +920   | - 150  | - 120  | = 0    | + 20   | + 10   | + 40   | - 110 | - 100 | - 90   | + 20   | + 40   | + 20   | + 20   | + 20   | + 30   | + 10   | + 30 |      |
|     |     |   |  |            |        |                      |        | +40    | + 40   | + 20   | + 40   | + 40   | + 20   | + 30  | + 20  |        |        |        |        |        |        |        |        |      |      |
| 142 | 284 | B | FAYMONVILLE Alain/HEYEN Anja<br>Aston Martin DB2 (1952)<br>FEM           | I          | 20     | 1090                 | +970   | + 70   | + 70   | + 70   | = 0    | = 0    | + 10   | = 0   | + 20  | = 0    | + 30   | + 30   | + 30   | + 30   | + 50   | + 220  | + 190  | + 70 | + 20 |
|     |     |   |  |            |        |                      |        | +50    | + 30   | + 30   | + 20   | + 40   | + 20   | + 60  | + 10  |        |        |        |        |        |        |        |        |      |      |
| 143 | 261 | B | HUG Rudolf/GERBER Peter<br>Volvo PV 544 Sport (1965)                     | I          | 21     | 1130                 | +1010  | + 100  | + 130  | + 120  | - 20   | - 20   | = 0    | - 10  | - 10  | - 20   | - 10   | - 10   | - 40   | - 20   | - 10   | - 60   | - 60   | - 60 |      |
|     |     |   |  |            |        |                      |        | +40    | - 60   | - 40   | - 80   | - 50   | - 80   | - 60  | - 60  |        |        |        |        |        |        |        |        |      |      |

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|-----|-----|---|---|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|     |     |   |   |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |
| 144 | 213 | H | BAZIN Emmanuel/BAZIN Corinne<br>Porsche 911 SC (1978)<br>EM                 | IV         | 61     | 1160                 | +1040  | + 80   | + 60   | + 60   | + 40   | + 30   | + 50   | + 40  | + 40  | + 30   | + 30   | + 20   | + 20   | + 60   | + 90   | + 60   | + 50   | + 60 |
|     |     |   |   |            |        |                      | +30    | + 50   | + 50   | + 40   | + 60   | + 30   | + 50   | + 60  |       |        |        |        |        |        |        |        |        |      |
| 145 | 240 | B | MOE Ivar Aage/KOREN Bjarne Storaas<br>Austin A40 Farina (1961)              | I          | 22     | 1190                 | +1070  | + 90   | + 130  | + 60   | - 20   | - 10   | + 10   | + 30  | + 20  | - 20   | + 160  | + 210  | + 170  | - 10   | + 50   | + 10   | + 10   | - 20 |
|     |     |   |   |            |        |                      | +30    | - 20   | = 0    | = 0    | + 40   | + 20   | + 60   | - 20  |       |        |        |        |        |        |        |        |        |      |
| 146 | 269 | B | PEYRAT Luc/PEYRAT Julien<br>Austin Mini Cooper S (1969)                     | II         | 31     | 1220                 | +1100  | + 130  | + 150  | + 160  | + 60   | - 90   | + 20   | + 20  | + 20  | = 0    | + 60   | + 70   | = 0    | + 50   | + 110  | + 60   | + 10   | + 10 |
|     |     |   |   |            |        |                      | +30    | + 40   | + 20   | - 10   | + 30   | + 10   | + 80   | - 10  |       |        |        |        |        |        |        |        |        |      |
| 147 | 78  | H | GRAHAM Stephen/GRAHAM Tony<br>Lancia Fulvia 1600 HF (1972)                  | III        | 33     | 1260                 | +1140  | + 120  | + 130  | + 100  | = 0    | = 0    | + 20   | + 10  | + 20  | = 0    | + 310  | + 130  | + 90   | + 40   | + 90   | + 50   | + 10   | + 10 |
|     |     |   |   |            |        |                      | +40    | + 10   | + 30   | = 0    | + 30   | + 10   | + 30   | + 20  |       |        |        |        |        |        |        |        |        |      |
| 148 | 66  | H | RENY Philippe/RENY Antoine<br>Volvo P1800 S (1964)                          | I          | 23     | 1320                 | +1200  | + 120  | + 130  | + 90   | - 60   | - 10   | + 10   | + 20  | = 0   | - 10   | + 110  | + 150  | + 90   | + 60   | + 90   | + 50   | - 90   | + 30 |
|     |     |   |   |            |        |                      | +60    | + 30   | + 40   | + 30   | + 60   | + 10   | + 30   | = 0   |       |        |        |        |        |        |        |        |        |      |
| 149 | 104 | H | BUREL Emmanuel/BUREL Carole<br>Alfa Romeo 2000 (1975)<br>EM ACM             | III        | 34     | 1380                 | +1260  | + 170  | + 180  | + 180  | + 20   | + 20   | + 30   | + 30  | + 10  | + 20   | + 110  | + 120  | + 50   | + 50   | + 60   | + 40   | + 30   | + 30 |
|     |     |   |   |            |        |                      | +60    | + 30   | + 30   | + 30   | + 70   | + 20   | + 30   | + 20  |       |        |        |        |        |        |        |        |        |      |
| 150 | 151 | H | ROSNER Jan/WEBER Patrick<br>Ford Escort RS2000 MkII (1976)                  | III        | 35     | 1380                 | +1260  | + 130  | + 160  | + 150  | = 0    | - 10   | + 10   | + 30  | + 10  | = 0    | + 190  | + 230  | + 170  | + 30   | + 70   | + 40   | + 10   | + 10 |
|     |     |   |   |            |        |                      |        | + 20   | + 40   | + 20   | + 30   | + 10   | + 10   | = 0   |       |        |        |        |        |        |        |        |        |      |
| 151 | 62  | H | APPERT Jean-Pierre/ROSTANG Michel<br>BMW 2002 Tii (1971)                    | II         | 32     | 1390                 | +1270  | + 140  | + 150  | + 200  | + 50   | = 0    | = 0    | = 0   | + 10  | = 0    | + 120  | + 150  | + 120  | + 50   | + 130  | + 100  | = 0    | + 20 |
|     |     |   |   |            |        |                      | +10    | + 30   | + 40   | + 10   | + 40   | = 0    | + 20   | + 10  |       |        |        |        |        |        |        |        |        |      |
| 152 | 191 | H | FIORENTINI Giuseppe/VANELLI Ernesto Filippo<br>Lancia Fulvia 1600 HF (1971) | II         | 33     | 1430                 | +1310  | + 140  | + 160  | + 200  | + 30   | - 40   | - 20   | - 10  | - 20  | - 40   | + 10   | + 30   | - 30   | - 40   | - 30   | - 80   | - 90   | - 80 |
|     |     |   |   |            |        |                      | +40    | - 100  | - 90   | - 100  | - 10   | - 50   | + 20   | + 10  |       |        |        |        |        |        |        |        |        |      |
| 153 | 75  | H | ARRAGON David/ARRAGON Elodie<br>BMW 320 (1979)<br>EM                        | IV         | 62     | 1460                 | +1340  | + 100  | + 100  | + 60   | + 60   | + 50   | + 60   | + 60  | + 50  | + 40   | + 70   | + 80   | + 50   | + 80   | + 60   | + 50   | + 60   | + 60 |
|     |     |   |   |            |        |                      | +30    | + 60   | + 50   | + 30   | + 80   | + 50   | + 60   | + 40  |       |        |        |        |        |        |        |        |        |      |
| 154 | 161 | H | PASZTOR Tamas/MAJOSHÁZI Peter<br>Renault 17 Gordini (1972)                  | III        | 36     | 1480                 | +1360  | + 100  | + 120  | + 140  | = 0    | - 10   | + 10   | + 20  | + 10  | - 10   | + 190  | + 250  | + 230  | + 40   | + 110  | + 70   | + 10   | + 20 |
|     |     |   |   |            |        |                      | +20    | + 20   | + 50   | = 0    | + 40   | + 10   | + 20   | = 0   |       |        |        |        |        |        |        |        |        |      |

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|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |       |
| 155 | 159 | H | BRUNORI Ruggero/FILIPPINI Claudio<br>Fiat 131 Abarth (1976)                        | III        | 37     | 1630                 | +1510  | + 170  | + 190  | + 230  | + 130  | - 130  | - 130  | + 10  | = 0   | = 0    | + 70   | + 80   | + 10   | - 100  | + 90   | + 60   | - 20   | + 20  |
|     |     |   |  |            |        |                      | +150   | + 40   | + 30   | - 20   | + 50   | - 40   | + 10   | = 0   |       |        |        |        |        |        |        |        |        |       |
| 156 | 183 | H | CAMPEDELLI Angelo/FARMAKAKIS Evangelos Andrea<br>Ford Escort RS2000 MkII (1975)    | III        | 38     | 1660                 | +1540  | + 50   | + 10   | + 40   | + 20   | = 0    | + 20   | + 20  | + 10  | = 0    | + 170  | + 180  | + 120  | + 50   | + 40   | + 30   | + 30   | + 270 |
|     |     |   |  |            |        |                      | +30    | + 160  | + 180  | + 130  | + 50   | + 30   | + 20   | + 30  |       |        |        |        |        |        |        |        |        |       |
| 157 | 264 | B | MUNDT Guido/LANGFERMANN Heinrich<br>Austin Mini Cooper S (1965)                    | I          | 24     | 1680                 | +1560  | + 240  | + 310  | + 330  | + 110  | + 30   | + 40   | + 30  | + 40  | + 20   | + 90   | + 120  | + 50   | + 30   | + 30   | = 0    | + 40   | + 20  |
|     |     |   |  |            |        |                      | +20    | + 20   | + 10   | + 10   | + 40   | + 20   | + 40   | + 10  |       |        |        |        |        |        |        |        |        |       |
| 158 | 181 | H | CORBETTA Marco/MORETTI Alessandro<br>Fiat 128 Coupé (1973)                         | III        | 39     | 1710                 | +1590  | + 30   | + 40   | + 90   | - 90   | - 160  | - 130  | - 170 | - 190 | - 210  | - 40   | - 20   | - 20   | + 10   | + 60   | + 30   | - 110  | + 10  |
|     |     |   |  |            |        |                      | +30    | + 60   | + 80   | + 30   | - 40   | - 70   | - 10   | - 10  |       |        |        |        |        |        |        |        |        |       |
| 159 | 113 | H | BAEZA Denis/GELIBERT Marc<br>Citroën Visa Trophée (1982)                           | IV         | 63     | 1790                 | +1670  | + 60   | + 80   | + 130  | + 60   | - 30   | - 30   | - 20  | - 30  | - 40   | + 180  | + 210  | + 180  | - 80   | = 0    | - 10   | - 10   | + 110 |
|     |     |   |  |            |        |                      | +80    | + 120  | + 120  | + 60   | + 60   | = 0    | + 80   | - 90  |       |        |        |        |        |        |        |        |        |       |
| 160 | 267 | B | BAUCHET Thomas/KERHARO Vincent<br>Austin Mini Cooper S (1966)                      | II         | 34     | 1790                 | +1670  | + 220  | + 260  | + 150  | + 10   | = 0    | + 10   | + 20  | + 20  | - 10   | + 240  | + 300  | + 310  | + 40   | = 0    | + 20   | + 10   | + 20  |
|     |     |   |  |            |        |                      |        | + 30   | + 30   | + 10   | + 30   | = 0    | + 40   | - 10  |       |        |        |        |        |        |        |        |        |       |
| 161 | 41  | H | SAGI MONTPLET Victor/SAGI BARRERA Victor Jr<br>Porsche 911 S 2.0 (1968)            | II         | 35     | 2020                 | +1900  | + 190  | + 220  | + 300  | + 160  | - 10   | + 20   | + 30  | + 30  | + 30   | + 120  | + 140  | + 90   | + 60   | + 150  | + 120  | - 10   | + 30  |
|     |     |   |  |            |        |                      | +230   | + 80   | + 100  | + 50   | + 50   | = 0    | + 20   | - 10  |       |        |        |        |        |        |        |        |        |       |
| 162 | 122 | H | VILLALBA Jose Antonio/JORGE Saiz<br>Mercedes-Benz 280 (1972)                       | III        | 40     | 2080                 | +1960  | + 60   | + 50   | + 40   | - 160  | - 130  | - 60   | + 30  | + 30  | + 70   | + 240  | + 250  | + 170  | - 110  | - 30   | - 70   | - 160  | - 30  |
|     |     |   |  |            |        |                      | +60    | + 70   | + 100  | + 60   | + 80   | + 20   | - 10   | + 50  |       |        |        |        |        |        |        |        |        |       |
| 163 | 84  | H | RECORDIER André/RECORDIER Dorone<br>Porsche 911 2.7 (1977)<br>FM ACM               | IV         | 64     | 2170                 | +2050  | + 190  | + 270  | + 340  | + 210  | = 0    | + 10   | + 30  | + 30  | + 20   | + 130  | + 160  | + 140  | + 40   | + 160  | + 130  | + 20   | + 10  |
|     |     |   |  |            |        |                      | +90    | + 60   | + 70   | + 20   | + 50   | - 20   | + 40   | - 20  |       |        |        |        |        |        |        |        |        |       |
| 164 | 217 | H | GAUDELET Didier/MATEOS Carmelle<br>Renault 5 Alpine Turbo (1982)<br>FM             | IV         | 65     | 2280                 | +2160  | + 200  | + 230  | + 290  | + 220  | - 60   | - 40   | - 30  | - 30  | - 50   | + 10   | = 0    | - 50   | - 40   | + 10   | - 10   | - 90   | - 110 |
|     |     |   |  |            |        |                      | +110   | - 60   | - 30   | - 80   | - 130  | - 170  | - 150  | - 190 |       |        |        |        |        |        |        |        |        |       |
| 165 | 20  | H | STICCHI DAMIANI Angelo/STICCHI DAMIANI Francesco Saverio<br>Fiat 124 Abarth (1975) | III        | 41     | 2310                 | +2190  | + 210  | + 280  | + 420  | + 340  | + 50   | - 10   | + 20  | + 20  | + 10   | + 180  | + 200  | + 190  | + 30   | + 110  | + 80   | + 10   | + 10  |
|     |     |   |  |            |        |                      | +30    | + 20   | + 10   | = 0    | + 50   | + 10   | + 40   | - 10  |       |        |        |        |        |        |        |        |        |       |

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| Pos | N°  | M | Equipage/Voiture  | Grp Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |       |
|-----|-----|---|---|---------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
|     |     |   |   |         |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |       |
| 166 | 60  | H | MALLEN Eric/METIFFIOT Franck<br>Volkswagen Golf GTI (1979)                  | IV      | 66     | 2330                 | +2210  | + 620  | + 600  | + 610  | + 290  | - 30   | = 0    | - 10  | - 20  | - 20   | = 0    | + 10   | = 0    | + 10   | - 20   | - 10   | - 20   | = 0   |
|     |     |   |   |         |        |                      | +20    | = 0    | = 0    | = 0    | + 30   | - 10   | - 10   | - 10  |       |        |        |        |        |        |        |        |        |       |
| 167 | 138 | H | MUNNE Esteban/FELIU Olga<br>Seat 124 Especial 2000 (1977)                   | IV      | 67     | 2460                 | +2340  | - 10   | - 30   | = 0    | - 30   | - 50   | - 60   | - 110 | - 120 | - 140  | - 140  | - 130  | - 200  | - 230  | - 230  | - 240  | - 260  | - 110 |
|     |     |   |   |         |        |                      | +130   | - 100  | - 80   | - 40   | - 10   | - 50   | - 40   | - 50  |       |        |        |        |        |        |        |        |        |       |
| 168 | 285 | B | FABRE Guillaume/FABRE Stéphanie<br>Simca 1000 Rallye 2 (1974)               | III     | 42     | 2540                 | +2420  | + 230  | + 260  | + 200  | + 50   | - 60   | - 40   | = 0   | - 10  | - 40   | - 20   | + 10   | - 20   | - 130  | - 60   | - 100  | - 140  | - 140 |
|     |     |   |   |         |        |                      | +80    | - 130  | - 130  | - 150  | - 140  | - 170  | - 160  | - 150 |       |        |        |        |        |        |        |        |        |       |
| 169 | 177 | H | PAPAZOGLU Limberis/BOUNAZOS Dimitrios<br>Alfa Romeo Alfasud (1977)          | IV      | 68     | 2560                 | +2440  | + 190  | + 220  | + 240  | + 110  | - 60   | - 50   | - 40  | - 40  | - 40   | + 150  | + 200  | + 170  | + 80   | + 140  | + 130  | + 70   | - 80  |
|     |     |   |   |         |        |                      | +20    | - 70   | - 50   | - 80   | - 120  | - 130  | - 100  | = 0   |       |        |        |        |        |        |        |        |        |       |
| 170 | 205 | H | HOEGSTROEM Mikael/BAECKWALL Karl-Erik<br>Volvo PV 544 112 Saloon (1963)     | I       | 25     | 2930                 | +2810  | + 290  | + 350  | + 450  | + 300  | + 10   | + 10   | + 90  | + 80  | + 70   | + 240  | + 280  | + 300  | + 30   | + 150  | + 120  | + 60   | = 0   |
|     |     |   |   |         |        |                      | +370   | = 0    | + 20   | - 30   | - 20   | + 10   | + 10   | - 10  |       |        |        |        |        |        |        |        |        |       |
| 171 | 140 | H | FASBERG Arne/FASBERG Bent<br>Hillman Avenger (1973)                         | III     | 43     | 2970                 | +2850  | + 190  | + 240  | + 330  | + 180  | - 70   | = 0    | + 50  | + 60  | + 70   | + 300  | + 340  | + 330  | + 130  | + 220  | + 180  | + 40   | = 0   |
|     |     |   |   |         |        |                      | +40    | + 40   | + 80   | + 10   | + 20   | + 10   | + 70   | - 10  |       |        |        |        |        |        |        |        |        |       |
| 172 | 216 | H | GABROWSKI Marcin/BOHSIEWICZ-GABROWSKA Agnieszka<br>Porsche 924 Turbo (1979) | IV      | 69     | 2980                 | +2860  | + 170  | + 200  | + 270  | + 100  | - 10   | + 10   | + 50  | + 60  | + 70   | + 300  | + 350  | + 320  | + 130  | + 250  | + 220  | + 110  | + 30  |
|     |     |   |   |         |        |                      | +10    | + 60   | + 110  | + 80   | + 30   | + 20   | + 30   | = 0   |       |        |        |        |        |        |        |        |        |       |
| 173 | 180 | H | RYENG Bengt Vidar/BEDNARCZYK Hans<br>Volvo 244 (1975)                       | III     | 44     | 3030                 | +2910  | + 190  | + 240  | + 260  | + 100  | - 170  | + 20   | + 50  | + 50  | + 70   | + 220  | + 250  | + 190  | - 30   | + 40   | = 0    | - 60   | - 20  |
|     |     |   |   |         |        |                      | +50    | + 110  | + 120  | + 80   | + 60   | + 220  | + 260  | + 220 |       |        |        |        |        |        |        |        |        |       |
| 174 | 227 | H | WOLF Sébastien/BLANCHET Xavier<br>Alfa Romeo Giulia Sprint GTV (1965)       | I       | 26     | 3050                 | +2930  | + 170  | + 200  | + 240  | + 70   | - 70   | + 20   | + 10  | + 10  | = 0    | + 160  | + 200  | + 170  | - 80   | - 10   | - 50   | - 130  | - 150 |
|     |     |   |   |         |        |                      | +20    | - 130  | - 100  | - 140  | - 300  | - 230  | - 190  | - 220 |       |        |        |        |        |        |        |        |        |       |
| 175 | 136 | H | ARDERIU FREIXA Antonio/GONGORA ZENON Luis<br>Autobianchi A112 Abarth (1979) | IV      | 70     | 3110                 | +2990  | + 180  | + 240  | + 360  | + 260  | = 0    | + 10   | + 70  | + 70  | + 80   | + 320  | + 380  | + 390  | + 140  | + 220  | + 200  | + 60   | + 10  |
|     |     |   |   |         |        |                      | +60    | + 20   | + 20   | - 20   | + 30   | = 0    | + 20   | - 10  |       |        |        |        |        |        |        |        |        |       |
| 176 | 189 | H | MARECHAL Philippe/BAUD Jean-François<br>Porsche 911 S 2.7 (1977)            | IV      | 71     | 3140                 | +3020  | + 190  | + 230  | + 310  | + 170  | - 50   | - 30   | - 20  | - 20  | - 40   | + 40   | + 70   | - 10   | - 200  | - 50   | - 70   | - 170  | - 180 |
|     |     |   |   |         |        |                      | +30    | - 140  | - 110  | - 120  | - 190  | - 230  | - 230  | - 270 |       |        |        |        |        |        |        |        |        |       |



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| Pos | N°  | M | Equipage/Voiture   | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |      |
|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |      |
| 177 | 233 | B | LASSALLE Philippe/MAIZA Samia<br>Volvo 122 S (1965)<br>FM ACM        | I          | 27     | 3320                 | +3200  | +120   | +150   | +120   | -30    | -40    | -50    | -50   | -70   | -80    | +10    | +40    | +10    | -120   | -110   | -150   | -160   | -210 |
|     |     |   |  |            |        |                      | +180   | -200   | -200   | -240   | -230   | -290   | -260   | -380  |       |        |        |        |        |        |        |        |        |      |
| 178 | 134 | H | BREZUN Régis/CLARYSSE Joëlle<br>Opel Kadett GTE (1976)<br>FM         | III        | 45     | 3650                 | +3530  | +80    | +80    | +40    | +20    | -200   | -230   | -230  | -220  | -220   | -120   | -110   | -120   | -160   | -110   | -150   | -230   | -230 |
|     |     |   |  |            |        |                      | +330   | -170   | -140   | -180   | -150   | -170   | -90    | -200  |       |        |        |        |        |        |        |        |        |      |
| 179 | 275 | B | LUSARDI Luciano/COWBURN Michael<br>Ford Falcon Sprint (1963)         | I          | 28     | 3670                 | +3550  | +270   | +320   | +330   | +150   | -20    | -20    | +80   | +90   | +100   | +310   | +350   | +310   | =0     | +250   | +200   | +30    | -90  |
|     |     |   |  |            |        |                      | +20    | -60    | -60    | -120   | -80    | -150   | -100   | -180  |       |        |        |        |        |        |        |        |        |      |
| 180 | 220 | H | BONNIER Denis/VASSAULT Jean-Michel<br>Triumph Dolomite Sprint (1978) | IV         | 72     | 3810                 | +3690  | +200   | +220   | +330   | +150   | -330   | -430   | -120  | +20   | +30    | +100   | +120   | +110   | +130   | +210   | +180   | +140   | +120 |
|     |     |   |  |            |        |                      | +140   | +100   | +100   | +110   | +150   | +170   | +230   | -10   |       |        |        |        |        |        |        |        |        |      |
| 181 | 288 | B | DE ROHAN WILLNER Jocelyn/RIOR Klas<br>Volvo 122 S (1962)             | I          | 29     | 3840                 | +3720  | +190   | +200   | +160   | -90    | -110   | -110   | -90   | -70   | -50    | +130   | +160   | +150   | -100   | -30    | -70    | -230   | -220 |
|     |     |   |  |            |        |                      | +30    | -140   | -130   | -180   | -270   | -300   | -310   | -350  |       |        |        |        |        |        |        |        |        |      |
| 182 | 208 | H | BOMBANDOROV Iurii/MEDVEDCHENKO Olexander<br>Lada 1500 S (1974)       | III        | 46     | 4050                 | +3930  | +190   | +220   | +320   | +180   | -140   | -20    | =0    | +10   | +10    | +250   | +300   | +280   | +40    | +100   | +60    | -80    | -240 |
|     |     |   |  |            |        |                      | +210   | -220   | -180   | -230   | -240   | -260   | -210   | -270  |       |        |        |        |        |        |        |        |        |      |
| 183 | 174 | H | POILVERT Jean/FORT Gilles<br>Fiat 124 Coupe (1973)<br>FM             | III        | 47     | 4420                 | +4300  | +170   | +180   | +190   | +100   | -180   | -220   | -250  | -180  | -100   | +120   | +150   | +140   | +180   | +280   | +270   | +200   | +80  |
|     |     |   |  |            |        |                      | +370   | +90    | +240   | +320   | +200   | +150   | +290   | +140  |       |        |        |        |        |        |        |        |        |      |
| 184 | 221 | H | WIEGERINCK Edwin/WIENK Hans<br>Volvo PV 544 (1962)                   | I          | 30     | 4800                 | +4680  | +160   | +200   | +220   | +110   | -70    | -50    | -10   | =0    | +40    | +260   | +290   | +270   | +240   | +420   | +420   | +350   | +310 |
|     |     |   |  |            |        |                      | +380   | +300   | +340   | +290   | +160   | +10    | -10    | -270  |       |        |        |        |        |        |        |        |        |      |
| 185 | 187 | H | KAPPELER Peter/GWERDER Edgar<br>Lancia Fulvia 1600 HF (1969)         | II         | 36     | 4920                 | +4800  | +290   | +380   | +500   | +400   | -10    | +10    | +100  | +100  | +140   | +410   | +460   | +460   | +250   | +380   | +340   | +210   | +60  |
|     |     |   |  |            |        |                      | +120   | +70    | +100   | +50    | -50    | -120   | -20    | -10   |       |        |        |        |        |        |        |        |        |      |
| 186 | 289 | B | DELEUZE Pascal/CASSINI Henri<br>Renault Dauphine 1093 (1963)         | I          | 31     | 4920                 | +4800  | +300   | +400   | +430   | +250   | -80    | +40    | +140  | +150  | +140   | +470   | +600   | +640   | +320   | +340   | +290   | +100   | +30  |
|     |     |   |  |            |        |                      |        | +30    | +40    | +20    | +40    | +20    | +50    | =0    |       |        |        |        |        |        |        |        |        |      |
| 187 | 178 | H | DEMARS Didier/AVOLIO Tony<br>Renault 5 Alpine (1976)                 | III        | 48     | 5100                 | +4980  | +300   | +350   | +430   | +340   | +100   | +90    | +80   | +80   | +90    | +330   | +380   | +380   | +220   | +320   | +300   | +230   | +190 |
|     |     |   |  |            |        |                      | +180   | +220   | +260   | +230   | +140   | =0     | =0     | -40   |       |        |        |        |        |        |        |        |        |      |

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| Pos | N°  | M | Equipage/Voiture   | Grp Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8 | A15-9 | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |       |
|-----|-----|---|--|---------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
|     |     |   |  |         |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |       |
| 188 | 224 | H | VINOGRAD Alain/LEMAIRE Antoine<br>Porsche 924 (1979)                             | IV      | 73     | 5140                 | +5020  | + 190  | + 220  | + 290  | + 170  | - 50   | + 10   | + 80  | + 80  | + 100  | + 310  | + 350  | + 330  | + 180  | + 320  | + 290  | + 180  | + 160 |
|     |     |   |  |         |        |                      | +40    | + 200  | + 230  | + 180  | + 240  | + 320  | + 350  | + 310 |       |        |        |        |        |        |        |        |        |       |
| 189 | 170 | H | VANNERUM Jean-Pierre/PLAS Nicolas<br>Audi 80 GLE (1979)                          | IV      | 74     | 5180                 | +5060  | + 160  | + 170  | + 280  | + 340  | + 440  | + 510  | + 590 | + 580 | + 540  | + 480  | + 470  | + 370  | + 30   | + 20   | + 20   | + 10   | + 20  |
|     |     |   |  |         |        |                      | +40    | + 30   | + 30   | + 10   | + 40   | + 10   | + 30   | = 0   |       |        |        |        |        |        |        |        |        |       |
| 190 | 137 | H | HERNANDEZ GARCIA Ernesto/ZAPATERO GARCIA Fernando<br>Renault 5 TS (1979)         | IV      | 75     | 5390                 | +5270  | + 250  | + 290  | + 390  | + 290  | - 20   | - 10   | + 60  | + 50  | + 60   | + 330  | + 380  | + 420  | + 270  | + 390  | + 370  | + 260  | + 210 |
|     |     |   |  |         |        |                      | +210   | + 290  | + 320  | + 300  | + 170  | = 0    | + 40   | - 220 |       |        |        |        |        |        |        |        |        |       |
| 191 | 112 | H | MICHAL Christian/CALLON Alain<br>Renault 12 Gordini (1971)                       | II      | 37     | 5480                 | +5360  | + 120  | + 150  | + 260  | + 130  | - 280  | - 290  | - 260 | - 260 | - 270  | - 40   | = 0    | - 10   | - 140  | - 40   | - 70   | - 200  | - 360 |
|     |     |   |  |         |        |                      | +90    | - 380  | - 300  | - 310  | - 390  | - 430  | - 370  | - 420 |       |        |        |        |        |        |        |        |        |       |
| 192 | 271 | B | PEYRE DE FABREGUES Mikael/BORDONADO Emmanuel<br>Austin Mini Cooper S (1967)      | II      | 38     | 5720                 | +5600  | + 60   | + 40   | + 50   | + 10   | + 70   | + 80   | + 120 | + 140 | + 100  | + 190  | + 210  | + 210  | + 280  | + 310  | + 310  | + 320  | + 340 |
|     |     |   |  |         |        |                      | +240   | + 400  | + 400  | + 380  | + 430  | + 410  | + 440  | + 420 |       |        |        |        |        |        |        |        |        |       |
| 193 | 18  | H | ANDRUET Jean-Claude/CLOSIER Valérie<br>Alpine Renault A110 1600 (1970)<br>FM ACM | II      | 39     | 5890                 | +5770  | + 350  | + 400  | + 480  | + 430  | + 250  | + 250  | + 250 | + 240 | + 240  | + 350  | + 360  | + 300  | + 230  | + 280  | + 250  | + 150  | + 90  |
|     |     |   |  |         |        |                      | +170   | + 140  | + 130  | + 70   | - 160  | - 200  | - 130  | - 160 |       |        |        |        |        |        |        |        |        |       |
| 194 | 280 | B | MARCHINA Luciano/ZANCHIGIANI Claudio<br>Alpine Renault A110 1300 (1969)          | II      | 40     | 6160                 | +6040  | + 160  | + 190  | + 210  | + 50   | - 290  | - 270  | - 230 | - 230 | - 280  | - 260  | - 260  | - 320  | - 630  | - 380  | - 370  | - 390  | - 150 |
|     |     |   |  |         |        |                      | +270   | + 110  | + 160  | + 190  | + 170  | + 150  | + 250  | + 460 |       |        |        |        |        |        |        |        |        |       |
| 195 | 111 | H | CAFFARDO Christian/ARNAUD Laurie<br>Volkswagen Golf GTI (1979)<br>FM             | IV      | 76     | 7290                 | +7170  | + 270  | + 290  | + 370  | + 300  | + 120  | + 190  | + 300 | + 300 | + 270  | + 330  | + 340  | + 290  | + 340  | + 440  | + 430  | + 340  | + 210 |
|     |     |   |  |         |        |                      | +1130  | + 330  | + 360  | + 330  | + 270  | + 270  | + 310  | + 290 |       |        |        |        |        |        |        |        |        |       |
| 196 | 169 | H | LILLEBY Morten William/LOMSDALEN Per Ove<br>Volvo 142 (1973)                     | III     | 49     | 7610                 | +7490  | + 250  | + 320  | + 440  | + 320  | + 10   | + 70   | + 210 | + 230 | + 290  | + 460  | + 470  | + 450  | + 230  | + 280  | + 250  | + 120  | + 250 |
|     |     |   |  |         |        |                      | +320   | + 380  | + 390  | + 340  | + 330  | + 490  | + 520  | + 510 |       |        |        |        |        |        |        |        |        |       |
| 197 | 105 | H | MERLO Jean/ROME Bernard<br>Lancia Fulvia 1600 HF (1971)                          | II      | 41     | 8000                 | +7880  | + 260  | + 300  | + 360  | + 330  | + 70   | + 20   | + 60  | + 80  | + 160  | + 600  | + 630  | + 680  | + 570  | + 690  | + 650  | + 560  | + 530 |
|     |     |   |  |         |        |                      | +390   | + 410  | + 450  | + 390  | + 90   | + 10   | + 90   | - 10  |       |        |        |        |        |        |        |        |        |       |
| 198 | 231 | B | KLEPPE Torgjer/KLEPP Morten<br>Renault 8 Gordini (1970)                          | II      | 42     | 8080                 | +7960  | - 20   | - 40   | - 150  | - 220  | - 120  | - 90   | - 50  | - 60  | - 90   | - 170  | - 190  | - 230  | - 280  | - 240  | - 290  | - 380  | - 470 |
|     |     |   |  |         |        |                      | +80    | - 560  | - 570  | - 600  | - 680  | - 800  | - 820  | - 960 |       |        |        |        |        |        |        |        |        |       |

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### SR15-Col de Braus - Lantosque (32.751 km)

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| Pos | N°  | M | Equipage/Voiture   | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8  | A15-9  | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |        |
|-----|-----|---|--|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|     |     |   |  |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |        |        |        |        |        |        |        |        |        |        |        |
| 199 | 201 | H | EKELI Wenche/MOLAND Oddvar<br>Opel Kadett 1300 S (1981)<br>FM      | IV         | 77     | 8450                 | +8330  | + 310  | + 380  | + 560  | + 480  | + 190  | + 150  | + 160  | + 170  | + 190  | + 560  | + 620  | + 640  | + 520  | + 640  | + 610  | + 520  | + 410  |
|     |     |   |  |            |        |                      | +370   | + 360  | + 390  | + 330  | + 180  | - 40   | + 30   | + 10   |        |        |        |        |        |        |        |        |        |        |
| 200 | 225 | H | VOSNIAC Pierre/VOSNIAC Alain<br>Innocenti Mini Cooper 1300 (1975)  | III        | 50     | 8700                 | +8580  | + 320  | + 400  | + 540  | + 450  | + 120  | + 70   | + 160  | + 170  | + 210  | + 450  | + 490  | + 500  | + 400  | + 510  | + 480  | + 380  | + 280  |
|     |     |   |  |            |        |                      | +250   | + 340  | + 380  | + 340  | + 370  | + 360  | + 480  | + 500  |        |        |        |        |        |        |        |        |        |        |
| 201 | 45  | H | ZAMPAGLIONE Carlo/ALMICI Pietro<br>BMW 2002 Turbo (1974)           | III        | 51     | 8760                 | +8640  | + 190  | + 220  | + 240  | + 130  | - 10   | + 20   | + 110  | + 130  | + 110  | + 250  | + 300  | + 350  | + 370  | + 530  | + 520  | + 460  | + 420  |
|     |     |   |  |            |        |                      | +60    | + 500  | + 560  | + 520  | + 710  | + 700  | + 790  | + 620  |        |        |        |        |        |        |        |        |        |        |
| 202 | 95  | H | MATHON Jean-Marie/CELLERIER Franck<br>Opel GT 1900 (1973)          | III        | 52     | 10000                | +9880  | + 30   | + 50   | + 50   | - 180  | - 650  | - 520  | - 500  | - 490  | - 510  | - 340  | - 310  | - 330  | - 490  | - 470  | - 510  | - 500  | - 500  |
|     |     |   |  |            |        |                      | +1240  | - 490  | - 470  | - 520  | - 570  | - 520  | - 470  | - 530  |        |        |        |        |        |        |        |        |        |        |
| 203 | 67  | H | ANDRE Pierre/MANSORD Frédéric<br>BMW 2002 Tii (1972)               | III        | 53     | 10720                | +10600 | - 110  | - 120  | + 680  | + 470  | - 80   | - 230  | - 280  | - 290  | - 320  | - 340  | - 330  | - 410  | - 580  | - 490  | - 530  | - 660  | - 680  |
|     |     |   |  |            |        |                      | +720   | - 610  | - 620  | - 660  | - 630  | - 530  | - 500  | - 570  |        |        |        |        |        |        |        |        |        |        |
| 204 | 110 | H | LAMOTTE Patrice/COSTECHAREYRE Eric<br>Renault 5 Alpine (1978)      | IV         | 78     | 11790                | +11670 | + 480  | + 530  | + 610  | + 480  | + 430  | + 440  | + 480  | + 490  | + 490  | + 610  | + 620  | + 590  | + 470  | + 490  | + 460  | + 450  | + 460  |
|     |     |   |  |            |        |                      | +1070  | + 500  | + 490  | + 430  | + 470  | + 450  | + 450  | + 420  |        |        |        |        |        |        |        |        |        |        |
| 205 | 287 | B | GOMIS Georges/CROUZET Roland<br>Citroën Dyane 6 (1976)             | III        | 54     | 12000                | +11880 | + 270  | + 370  | + 380  | + 260  | - 20   | - 10   | + 110  | + 130  | + 170  | + 700  | + 820  | + 900  | + 680  | + 850  | + 830  | + 720  | + 630  |
|     |     |   |  |            |        |                      | +210   | + 710  | + 750  | + 710  | + 520  | + 550  | + 600  | + 310  |        |        |        |        |        |        |        |        |        |        |
| 206 | 263 | B | CACHIA Maxime/CACHIA Laurent<br>Saab 96 (1961)                     | I          | 32     | 12900                | +12780 | + 230  | + 280  | + 360  | + 310  | + 320  | + 350  | + 380  | + 390  | + 370  | + 530  | + 580  | + 570  | + 650  | + 750  | + 740  | + 670  | + 710  |
|     |     |   |  |            |        |                      | +900   | + 750  | + 790  | + 760  | + 610  | + 590  | + 650  | + 560  |        |        |        |        |        |        |        |        |        |        |
| 207 | 162 | H | PECCENINI Dominique Michel/DARRE Philippe<br>Fiat 127 Sport (1978) | IV         | 79     | 17920                | +17800 | + 270  | + 360  | + 460  | + 360  | + 190  | + 240  | + 380  | + 380  | + 400  | + 820  | + 890  | + 960  | + 980  | + 1090 | + 1080 | + 1000 | + 1010 |
|     |     |   |  |            |        |                      | +5020  | + 1040 | + 1060 | + 1020 | + 990  | + 960  | + 1040 | + 940  |        |        |        |        |        |        |        |        |        |        |
| 208 | 100 | H | BIZZARILLI Alexis/BOTTASSO Patrick<br>Fiat X1/9 (1979)             | IV         | 80     | 20000                | +19880 | + 650  | + 810  | + 1150 | + 1240 | + 1150 | + 1200 | + 1420 | + 1450 | + 1550 | + 2230 | + 2340 | + 2480 | + 2500 | + 2800 | + 2810 | + 2840 | + 3120 |
|     |     |   |  |            |        |                      | +2080  | + 3440 | + 3550 | + 3580 | + 3750 | + 3890 | + 4050 | + 4650 |        |        |        |        |        |        |        |        |        |        |
| 209 | 108 | H | COGET Jean-François/CELERIER Pauline<br>Ford Mustang (1965)<br>FM  | I          | 33     | 20000                | +19880 | + 680  | + 760  | + 860  | + 960  | + 920  | + 970  | + 980  | + 1000 | + 1000 | + 1230 | + 1250 | + 1160 | + 1020 | + 1120 | + 1110 | + 970  | + 910  |
|     |     |   |  |            |        |                      |        | + 930  | + 920  | + 910  | + 930  | + 930  | + 920  | + 910  |        |        |        |        |        |        |        |        |        |        |

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| Pos | N°  | M | Equipage/Voiture  | Grp<br>Cla | Points | Ecart<br>1er<br>Préc | A15-1  | A15-2  | A15-3  | A15-4  | A15-5  | A15-6  | A15-7  | A15-8  | A15-9  | A15-10 | A15-11 | A15-12 | A15-13 | A15-14 | A15-15 | A15-16 | A15-17 |        |
|-----|-----|---|---|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
|     |     |   |   |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |        |        |        |        |        |        |        |        |        |        |        |
| 210 | 109 | H | ARNAUD Pascal/ARNAUD Valérie<br>BMW 320 (1978)<br>FM                              | IV         | 81     | 20000                | +19880 | + 310  | + 380  | + 510  | + 510  | + 380  | + 400  | + 360  | + 390  | + 470  | + 920  | + 960  | + 1000 | + 960  | + 1160 | + 1140 | + 1080 | + 1070 |
|     |     |   |   |            |        |                      |        | + 1200 | + 1280 | + 1260 | + 1260 | + 1160 | + 1180 | + 820  |        |        |        |        |        |        |        |        |        |        |
| 211 | 116 | H | MARGARITIS Paul/MARGARITIS Sybil<br>Citroën CX 2400 GTI (1977)<br>FM              | IV         | 82     | 20000                | +19880 | + 230  | + 320  | + 570  | + 590  | + 500  | + 510  | + 640  | + 670  | + 750  | + 1170 | + 1220 | + 1270 | + 1150 | + 1250 | + 1220 | + 1140 | + 1140 |
|     |     |   |   |            |        |                      |        | + 1040 | + 1060 | + 1010 | + 740  | + 630  | + 720  | + 620  |        |        |        |        |        |        |        |        |        |        |
| 212 | 127 | H | HOYAS Remi/HOYAS Charlie<br>Opel Manta GTE (1978)                                 | IV         | 83     | 20000                | +19880 | + 240  | + 300  | + 410  | + 340  | + 200  | + 280  | + 360  | + 380  | + 3310 | +13680 | +13780 | +13940 | +13910 | +14120 | +14110 | +14030 | +14100 |
|     |     |   |   |            |        |                      |        | + 4170 | + 4220 | + 4200 | + 4230 | + 4290 | + 4400 | + 4250 |        |        |        |        |        |        |        |        |        |        |
| 213 | 130 | H | RING David/RING Alison<br>Datsun 240Z (1972)<br>FM                                | III        | 55     | 20000                | +19880 | + 310  | + 410  | + 690  | + 650  | + 610  | + 650  | + 670  | + 680  | + 690  | + 920  | + 1000 | + 990  | + 890  | + 1080 | + 1070 | + 1000 | + 1070 |
|     |     |   |   |            |        |                      |        | + 1340 | + 1410 | + 1430 | + 1630 | + 2000 | + 2090 | + 2140 |        |        |        |        |        |        |        |        |        |        |
| 214 | 133 | H | WYNN John/HEGEL Karsten<br>MG B (1969)  | II         | 43     | 20000                | +19880 | + 430  | + 570  | + 790  | + 790  | + 580  | + 570  | + 650  | + 670  | + 730  | + 1100 | + 1140 | + 1150 | + 1020 | + 1150 | + 1120 | + 1020 | + 950  |
|     |     |   |   |            |        |                      |        | + 1000 | + 1030 | + 1010 | + 960  | + 930  | + 970  | + 910  |        |        |        |        |        |        |        |        |        |        |
| 215 | 143 | H | GARCIA CARCELES Roberto Camilo/GARCIA CARCELES Jorge Enrique<br>Saab 99 GL (1976) | III        | 56     | 20000                | +19880 | + 550  | + 710  | + 950  | + 1000 | + 830  | + 860  | + 1010 | + 1040 | + 1110 | + 1770 | + 1890 | + 1980 | + 1960 | + 2190 | + 2170 | + 2130 | + 2210 |
|     |     |   |   |            |        |                      |        | + 2480 | + 2630 | + 2620 | + 2680 | + 2760 | + 2870 | + 2800 |        |        |        |        |        |        |        |        |        |        |
| 216 | 198 | H | NEUBAUER Eric/JOURDAIN Jean-Loup<br>Audi Quattro (1981)<br>ACM                    | IV         | 84     | 20000                | +19880 | + 130  | + 130  | + 160  | - 10   | = 0    | + 20   | + 10   | + 10   | - 10   | + 30   | + 30   | - 20   | - 10   | + 120  | + 140  | +12900 | +14180 |
|     |     |   |   |            |        |                      |        | + 5350 | + 5610 | + 5720 | + 6540 | + 7220 | + 7620 | + 8470 |        |        |        |        |        |        |        |        |        |        |
| 217 | 209 | H | BERNARD Lionel/BERNARD Henri<br>Porsche 924 (1981)                                | IV         | 85     | 20000                | +19880 | + 500  | + 670  | + 1010 | + 1110 | + 940  | + 1030 | + 1260 | + 1300 | + 1400 | + 2220 | + 2350 | + 2530 | + 2690 | + 3020 | + 3020 | + 3030 | + 3300 |
|     |     |   |   |            |        |                      |        | + 3690 | + 3780 | + 3850 | + 4130 | + 4440 | + 4660 | + 4930 |        |        |        |        |        |        |        |        |        |        |
| 218 | 218 | H | CHARPENTIER Jean-Yves/NOEL Thierry<br>Renault 12 Gordini (1971)                   | II         | 44     | 20000                | +19880 | + 690  | + 840  | + 1020 | + 1040 | + 950  | + 1050 | + 1210 | + 1240 | + 1310 | + 1860 | + 1960 | + 2030 | + 2020 | + 2310 | + 2300 | + 2280 | + 2510 |
|     |     |   |   |            |        |                      |        | + 2730 | + 2810 | + 2790 | + 2890 | + 2910 | + 2990 | + 3070 |        |        |        |        |        |        |        |        |        |        |
| 219 | 226 | H | ROCLE Jean-Pierre/BARBE Olivier<br>Porsche 911 SC (1978)<br>ACM                   | IV         | 86     | 20000                | +19880 | + 530  | + 650  | + 960  | + 1100 | + 1070 | + 1170 | + 1350 | + 1390 | + 1500 | + 2070 | + 2150 | + 2210 | + 2400 | + 2800 | + 2810 | + 2860 | + 3210 |
|     |     |   |   |            |        |                      |        | + 3570 | + 3730 | + 3760 | + 4050 | + 4200 | + 4300 | + 4560 |        |        |        |        |        |        |        |        |        |        |
| 220 | 228 | H | DELFOSSÉ Vincent/DELFOSSÉ Lorraine<br>Triumph GT6 Mkl (1968)<br>FM                | II         | 45     | 20000                | +19880 | + 430  | + 530  | + 730  | + 770  | + 660  | + 680  | + 780  | + 810  | + 870  | + 1340 | + 1450 | + 1550 | + 1510 | + 1690 | + 1670 | + 1620 | + 1650 |
|     |     |   |   |            |        |                      |        | + 1820 | + 1870 | + 1860 | + 1850 | + 1840 | + 1950 | + 1890 |        |        |        |        |        |        |        |        |        |        |

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|-----|-----|---|---|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--|
|     |     |   |   |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |        |        |        |        |        |        |        |        |        |        |        |  |
| 221 | 230 | H | HORVATH Zoltan/BOROS Lajos<br>Alfa Romeo GT 1300 Junior (1970)                  | II         | 46     | 20000                | +19880 | + 430  | + 530  | + 790  | + 740  | + 560  | + 560  | + 640  | + 660  | + 750  | + 1360 | + 1460 | + 1580 | + 1570 | + 1940 | + 1940 | + 1920 | + 2060 |  |
|     |     |   |   |            |        |                      |        | + 2320 | + 2430 | + 2440 | + 2450 | + 2480 | + 2590 | + 2500 |        |        |        |        |        |        |        |        |        |        |  |
| 222 | 252 | B | HELLE Alf/CARLSEN Ingar<br>Triumph TR4 (1963)                                   | I          | 34     | 20000                | +19880 | + 410  | + 590  | + 800  | + 670  | + 300  | + 310  | + 380  | + 400  | + 510  | + 1240 | + 1330 | + 1450 | + 1530 | + 1700 | + 1680 | + 1540 | + 1540 |  |
|     |     |   |   |            |        |                      |        | + 1540 | + 1560 | + 1520 | + 1560 | + 1520 | + 1600 | + 1530 |        |        |        |        |        |        |        |        |        |        |  |
| 223 | 255 | B | LODEWYCKX Didier/LAMBERT Patricia<br>Fiat Moretti 850S (1968)<br>FM ACM         | II         | 47     | 20000                | +19880 | + 680  | + 870  | + 1130 | + 1170 | + 980  | + 1020 | + 1140 | + 1160 | + 1210 | + 1810 | + 1920 | + 2060 | + 1980 | + 2110 | + 2090 | + 2040 | + 2080 |  |
|     |     |   |   |            |        |                      |        | + 2160 | + 2220 | + 2200 | + 2110 | + 1980 | + 2060 | + 1730 |        |        |        |        |        |        |        |        |        |        |  |
| 224 | 266 | B | PETRINI Paolo/BOBBIO Roberto<br>Lancia Fulvia Coupe 1.3 (1967)                  | II         | 48     | 20000                | +19880 | + 470  | + 610  | + 820  | + 770  | + 480  | + 460  | + 490  | + 510  | + 610  | + 1330 | + 1420 | + 1490 | + 1310 | + 1460 | + 1430 | + 1390 | + 1410 |  |
|     |     |   |   |            |        |                      |        | + 1430 | + 1460 | + 1430 | + 1260 | + 1030 | + 1000 | + 450  |        |        |        |        |        |        |        |        |        |        |  |
| 225 | 273 | B | ARTAM Cengiz/KEYDAL Recep Ali<br>Ford Cortina (1965)                            | I          | 35     | 20000                | +19880 | + 500  | + 660  | + 850  | + 820  | + 610  | + 670  | + 830  | + 890  | + 980  | + 1610 | + 1690 | + 1830 | + 1680 | + 1880 | + 1860 | + 1800 | + 1840 |  |
|     |     |   |   |            |        |                      |        | + 1980 | + 2020 | + 2030 | + 1950 | + 2020 | + 2160 | + 2070 |        |        |        |        |        |        |        |        |        |        |  |
| 226 | 274 | B | SINCLAIR Ronald/SPRIGGS Chris<br>Ford Falcon Sprint (1963)                      | I          | 36     | 20000                | +19880 | + 600  | + 770  | + 1080 | + 1070 | + 880  | + 890  | + 960  | + 990  | + 1030 | + 1570 | + 1640 | + 1690 | + 1610 | + 1870 | + 1860 | + 1820 | + 1890 |  |
|     |     |   |   |            |        |                      |        | + 2040 | + 2170 | + 2170 | + 2200 | + 2150 | + 2190 | + 2100 |        |        |        |        |        |        |        |        |        |        |  |
| 227 | 276 | B | WIRTH Steffen/PRUSA Frantisek<br>Saab 93A (1957)                                | I          | 37     | 20000                | +19880 | + 690  | + 820  | + 1000 | + 950  | + 650  | + 670  | + 810  | + 870  | + 960  | + 1800 | + 1920 | + 2070 | + 1950 | + 2200 | + 2190 | + 2250 | + 2440 |  |
|     |     |   |   |            |        |                      |        | + 2630 | + 2710 | + 2720 | + 2810 | + 2950 | + 3100 | + 3210 |        |        |        |        |        |        |        |        |        |        |  |
| 228 | 281 | B | KOSMINSKI Pawel/TATARCZUK-KOSMINSKA Marlena<br>Mercedes Benz 190SL (1955)<br>FM | I          | 38     | 20000                | +19880 | + 660  | + 840  | + 1200 | + 1320 | + 1260 | + 1330 | + 1600 | + 1660 | + 1780 | + 2510 | + 2610 | + 2780 | + 2800 | + 3110 | + 3110 | + 3110 | + 3470 |  |
|     |     |   |   |            |        |                      |        | + 3710 | + 3790 | + 3790 | + 3780 | + 3820 | + 3960 | + 3870 |        |        |        |        |        |        |        |        |        |        |  |
| 229 | 282 | B | POUVREAU Bernard/POUVREAU Brice<br>Peugeot 304 S (1976)                         | III        | 57     | 20000                | +19880 | + 40   | + 30   | + 30   | - 10   | - 20   | = 0    | - 10   | - 10   | - 20   | + 320  | + 540  | + 1210 | +18850 | +18920 | +18870 | +18710 | +18540 |  |
|     |     |   |   |            |        |                      |        | +18420 | +18400 | +18330 | +17880 | +17400 | +17300 | +18690 |        |        |        |        |        |        |        |        |        |        |  |
| 230 | 167 | H | ALLVEN Dan/JOHANSSON Sven<br>Mercedes Benz 350 SL (1971)<br>ACM                 | II         | 49     | 30000                | +29880 |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |  |
|     |     |   |   |            |        |                      |        | +10000 |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |  |
| 231 | 193 | H | DE VARINE Paul/COLLINET Christine<br>Bond Equipe (1964)<br>FM                   | I          | 39     | 30000                | +29880 |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |  |


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|-----|-----|---|---|------------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--|
|     |     |   |   |            |        |                      | A15-18 | A15-19 | A15-20 | A15-21 | A15-22 | A15-23 | A15-24 |       |       |        |        |        |        |        |        |        |        |  |
| 232 | 194 | H | DE VARINE BOHAN Odilon/DOMANGE Benoît<br>Saab Sonett (1974)       | III        | 58     | 30000                | +29880 |        |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |  |
| 233 | 195 | H | DURIN François/DURIN Patricia<br>MG B GT (1972)<br>FM             | III        | 59     | 30000                | +29880 |        |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |  |
| 234 | 211 | H | DEMAY Vincent/ARMANETTI Norbert<br>Alfa Romeo Giulia Super (1975) | III        | 60     | 30000                | +29880 |        |        |        |        |        |        |       |       |        |        |        |        |        |        |        |        |  |

FF = Equipage Féminin FM = Equipage Mixte ACM = Membre de l'ACM MO = Nat. Monégasque

|  |   |
|--|---|
| <p>Le Directeur de Course,<br/>Christophe ALLGEYER (MCO)</p>  | <p>Affiché à:</p> <p>Le 01 février 2023 à 01:10</p> |
|--|---|