Classement SR Officiel
SR11-Saint Nazaire le Désert - La Motte Chalancon
Page: 1


## 23e Rallye Monte-Carlo Historique

29 janvier au 5 février
Classement SR Officiel
HISTORIC REGULARITY RALLY
Date: 04.02.2020
Heure: 15:04:00
Page: 1

| Pos | Nr | Avg | Pilots Vehicles | Nat | $\begin{aligned} & \text { Grp } \\ & \text { Cla } \end{aligned}$ |  | A12-1 | A12-2 | A12-3 | A12-4 | A12-5 | A12-6 | A12-7 | A12-8 | Points ZR Diff. first |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 25 | H | FERNANDEZ COSIN Rafael/MARTINEZ-HUARTE Julen | ESP | III | 1 | 0 | 0 | + 10 | 0 | 0 | + 10 | 0 | 0 | 20 |
|  |  |  | Lancia Fulvia HF 1.6 (1970) | ESP |  |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 2 | 59 | H | , ZIEGLER Barbara / MOHR Franziska | DEU | III | 2 | 0 | +10 | + 10 | 0 | 0 | 0 | 0 | 0 | 30 |
|  | FF |  | Ford Escort Mkl (1968) | DEU |  |  | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | +10 |
| 3 | 233 | 1 | POSTAWKA Stanislaw / POSTAWKA Andrzej | POL | IV | 1 | 0 | + 10 | 0 | 0 | 0 | +10 | 0 | 0 | 30+10 |
|  |  |  | Zastava 1100 (1979) | POL |  |  | +10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
| 4 | 245 | 1 | HOFMANN Rudolf / WEINAND Axel | DEU | 11 | 1 | 0 | +10 | 0 | -10 | 0 | +10 | 0 | 0 | 40 |
|  |  |  | Alfa Romeo Giulia Super (1965) | DEU |  |  | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | +20 |
| 5 | 12 | H | COPPOLA Jean-Pierre/BOULANGER Chrisfian | FRA | III | 3 | 0 | + 10 | +10 | 0 | 0 | + 10 | 0 | 0 | 40+20 |
|  |  |  | Alpine Renault A110 1600 S (1970) | FRA |  |  | 0 | 0 | 0 | +10 | 0 | 0 | 0 | 0 |  |
| 6 | 62 | H | ANCELLIN Damien/ ANCELLIN Marguerite | FRA | IV | 2 | 0 | + 10 | + 10 | 0 | 0 | + 10 | 0 | 0 | 40 |
|  | FM |  | Citroën DS 23 (1972) | FRA |  |  | 0 | 0 | 0 | +10 | 0 | 0 | 0 | 0 | +20 |
| 7 | 77 | H | BOUR Firmin / CARRION Laurent | $\begin{aligned} & \text { FRA } \\ & \text { FRA } \end{aligned}$ | IV | 3 | 0 | 0 | + 10 | 0 | 0 | + 10 | -10 | 0 | 40+20 |
|  |  |  | Alpine Renault A310 (1974) |  |  |  | 0 | 0 | 0 | +10 | 0 | 0 | 0 | 0 |  |
| 8 | 37 | H | BREZUN Régis / CLARYSSE Joêlle | $\begin{aligned} & \text { FRA } \\ & \text { FRA } \end{aligned}$ | IV | 4 | 0 | 0 | - | -10 | 0 | 0 | -10 | -10 | 40+20 |
|  | FM |  | Upel Kadett GIE (1976) |  |  |  | 0 | 0 | 0 | +10 | 0 | 0 | 0 | 0 |  |
| 9 | 44 | H | LARROQUE Dominique / MONASSIER Patick | $\begin{aligned} & \text { FRA } \\ & \text { FRA } \end{aligned}$ | IV | 5 | 0 | 0 | + 10 | -10 | 0 | + 10 | 0 | 0 | 40+20 |
|  |  |  | Ford Escort 2000 Mkll (1978) |  |  |  | 0 | 0 | 0 | 0 | -10 | 0 | 0 | 0 |  |
| 10 | 39 | H | PERROUD Pascal / ALLAIS Guillaume | $\begin{aligned} & \text { FRA } \\ & \text { FRA } \end{aligned}$ | IV | 6 | 0 | 0 | + 10 | -10 | 0 | +10 | 0 | 0 | 40 |
|  |  |  | Volkswagen Golf GTI (1979) |  |  |  | $\begin{array}{c\|c\|} 0 & +10 \\ \hline 0 & 0 \end{array}$ |  | -10 | 0 | 0 | 0 | , | 0 | +20 |
| 11 | 304 | B | MIKELSONS Karlis /VUGULS Normunds | $\begin{aligned} & \text { LVA } \\ & \text { LVA } \end{aligned}$ |  | 1 |  |  | $0$ | $\begin{array}{r} -10 \\ 0 \end{array}$ | $\begin{array}{r} 0 \\ +10 \end{array}$ | 0 |  | $\begin{array}{r} 0 \\ +10 \end{array}$ | ( $\begin{array}{r}50 \\ +30\end{array}$ |
|  |  |  | Jaguar XK 140 coupe (1956) |  |  |  |  |  | +10 |  |  |  |  |  |
| 12 | 301 | B | RAISYS Karolis /ZAKMANS lya |  | $1 \quad 2$ |  | 0 | +10 |  | 0 | -10 | 0 | +10 | 0 | 0 | 50 |
|  |  |  |  |  |  |  | +10 | 0 | O | 0 | 0 | 0 | -10 | 0 | +30 |

## Classement SR Officiel

| Pos | N | Avg | Pilots <br> Vehicles | Nat | $\mathrm{Clp}_{\mathrm{Cla}}$ |  | $\left\|\begin{array}{c} \text { A13-1 } \\ \text { A13-18 } \end{array}\right\|$ | A13-2 | A13-3 | A13-4 | A13-5 | A13-6 | A13-7 | A13-8 | A13-9 | A13-10 | A13-11 | A13-12 | A13-13 | A13-14 | A13-15 | A13-16 | A13-17 | Points ZR <br> Diff. first |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 32 | H | LYseldo Yury/PGUYMKCN Widar BMN 3201 (1979) | $\begin{aligned} & \hline \text { LVA } \\ & \text { LVA } \end{aligned}$ |  |  | $\begin{array}{r} 0 \\ +18 \end{array}$ | 0 | 0 | -10 | 0 | 0 | 0 | 0 | 0 | - 10 | 6 | 6 | 0 | 0 | 0 | -10 | $0^{6}$ | 40 |
| 2 | 256 | 1 | WASLLEV Alexey/DHILTSON Korstuntin Volga M21 (1961) | $\begin{aligned} & \text { RUS } \\ & \text { RUS } \end{aligned}$ |  | $\begin{aligned} & 1 \\ & 0 \end{aligned}$ | $\begin{array}{r} +12 \\ 0 \end{array}$ | 0 | 0 | Q | 0 | - 10 | 0 | - 14 | .16 | 0 | 0 | +11 | 0 | - | - 10 | 0 | 0 |  |
| 3 | 44 | H | LNAGOOUE Daminique/ MCNASSIERP:arick Ford Escort 2000 Mkll (1978) | $\begin{aligned} & \text { FRA } \\ & \text { FRA } \end{aligned}$ |  |  | $\left.\begin{array}{\|c\|} +x \\ +15 \end{array} \right\rvert\,$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - 10 | 0 | + 12 | 0 | $\square$ | . 10 | 0 | + 12 |  |
| 4 | 236 | 1 | BADOSMMithd /REDL Magens Renaut 8 (1969) | $\begin{aligned} & \text { FRA } \\ & \text { DNK } \end{aligned}$ |  | $\begin{aligned} & 1 \\ & 0 \end{aligned}$ | $+\frac{0}{2}$ | 0 | 0 | 0 | 0 | 0 | 0 | + $\square^{\text {P }}$ | +16 | 0 | 0 | +18 | , 10 | - | -16 | 9 | + 8 |  |
| 5 | 85 | H | ZORRLLAHERRO LIn Caria/ GUTERREZOCMNGUCZ Murons Volkswagen Goif GT1 (1978) | $\begin{aligned} & \text { ESP } \\ & \text { ESP } \end{aligned}$ |  |  | $\left.\begin{array}{\|c\|} +10 \\ +8 \end{array} \right\rvert\,$ | 0 | +10 | 0 | 0 | - 12 | + n | +10 | 0 | . 10 | 0 | 0 | 0 | 0 | +16 | 0 | 0 | 80 +40 |
| 6 | 106 | H | ZORUNIIgr /OSTNP OLETSNinlay BMNN 3201(1979) | $\begin{aligned} & \text { LVA } \\ & \text { LVA } \end{aligned}$ |  |  | $0$ | 0 | 0 | -10 | 0 | 0 | +10 | 0 | -10 | -10 | 0 | -12 | -10 | 0 | -10 | -10 | 0 | 80 <br>  <br>  <br> 00 |
| 7 | 12 | H | COPPCLA JannPiere /BOULNGER Ovistian Alpine Renaut A 1101600 S(1970) | $\begin{aligned} & \text { FRA } \\ & \text { FRA } \end{aligned}$ |  |  | $\begin{array}{r} +12 \\ 8 \end{array}$ | 0 | 0 | +10 | 0 | + 10 | 0 | - 8 | 0 | -10 | 0 | - 2 | 0 | . 10 | -10 | 0 | + 18 | 90 40 |
| 8 | 306 $=M$ | B | BCNNET Cirisian/ SOLCOM Tinu Elera Alfa Romeo Giviefla TI (1961) | $\begin{aligned} & \text { CHE } \\ & \text { RUS } \end{aligned}$ |  |  | $+22 \mid$ | 0 | 6 | 0 | -10 | 0 | 0 | 0 | . 10 | - 10 | 0 | 9 | - $x$ | -10 | +10 | -10 | 0 | $\begin{aligned} & 100 \\ & +60 \end{aligned}$ |
| 9 | 55 $M C$ | H | G.ENGadan / Ge: David Opel Kadet GTE (1978) | $\begin{aligned} & \text { GBR } \\ & \text { GBR } \end{aligned}$ |  |  | $\begin{array}{r} +12 \\ 4 \end{array}$ | 0 | 0 | -10 | 0 | 0 | 0 | +20 | +20 | -10 | -10 | 9 | 0 | -10 | 0 | -10 | 0 | $\begin{gathered} 100 \\ +400 \end{gathered}$ |
| 10 | 88 | H | LOPEZ NWOSLLin / NOEZCRESPO Enniqu Volkswagen Golf GT1 (1979) | $\begin{aligned} & \text { ESP } \\ & \text { ESP } \end{aligned}$ |  |  | $+22$ | +3 | 4 | 0 | 0 | 0 | 0 | *v | -10 | - 10 | 0 | 0 | - 0 | .10 | 0 | -10 | - 81 | $\begin{gathered} 100 \\ +10 \end{gathered}$ |
| 11 | 138 | H | PICCRENU Flinia/ PCOREN Lies Alfa Romeo 2000 GTV ( 1971 ) | $\begin{aligned} & \text { FRA } \\ & \text { FRA } \end{aligned}$ |  |  | $+\frac{18}{9}$ | 0 | 0 | -10 | 0 | 0 | 2 | 0 | -16 | -20 | -20 | 0 | - 12 | +19. | -10. | $-10$. | - | $\begin{gathered} 110 \\ +\pi \end{gathered}$ |
| 12 | 6 | H | VCUILLON Stiphare /SIEURDwif Porsche 911 \$22(1971) | $\begin{aligned} & \text { FRA } \\ & \text { FRA } \end{aligned}$ |  |  | $+\frac{0}{4}$ | 0 | - 5 ) | -10 | -10 | - 10 | 0 | ${ }_{0}$ | 0 | . 20. | -10 | 0 | - 2 | -10 | -10 | 0 | 0 |  |
| 13 | 28 | H | LAPEPPE Jose / DMNO Lievat Opel Ascona 2000 (1975) | $\begin{aligned} & \mathrm{BEL} \\ & \mathrm{BEL} \end{aligned}$ |  |  |  | 0 | 0 | -10 | -10 | 0 | 0 | * 2 | -10 | 0 | +10 | +21 | -30 | +10 | 0 | 0 | 0 |  |
| 14 | 103 | H | ELUER Floian IZAJONC Siegna Alfa Roneo Aletra GTV (1976) | $\begin{aligned} & \text { DEU } \\ & \text { DEU } \end{aligned}$ |  |  | $\left.\begin{aligned} & +8 \\ & +8 \end{aligned} \right\rvert\,$ | 0 | 0 | -10 | -10 | 0 | 0 | + 2 | 0 | .20 | -10 | 0 | 0 | +10 | +16. | 0 | + 12 |  |
| 15 | 301 | B | RNSYS Kardis IZNKMUNS lya Jaguar XKK 150 coupé (1950) | $\begin{aligned} & \text { LTU } \\ & \text { LVA } \end{aligned}$ |  |  |  | +17 | +3) | +10 | ${ }^{0}$ | 0 | + 7 | 0 | 0 | - 10 | $\square^{0}$ | +21 | $\square$ | -10 | . 10 | -10 | 0 | $\begin{gathered} 120 \\ +\infty \end{gathered}$ |

