

Class	Entry	Driver	Club	Champs	Car	Capacity	Test A	Test B	Test C	Total	Class	Overall
A	1	John Fox	BTRDA	BT	Austin Mini	1293	(73.9) (72.4) (72.5) =144.9	(73.7) (74.4) (NR) =148.1	(63.5) (62.7) (63.1) =125.8	418.8	1	6
A	46	Bob Milligan	BTRDA		Austin Mini	1380	(73.9) (73.5) (73.2) =146.7	(74.9) (74.4) (73.0) =147.4	(62.9) (62.8) (62.7) =125.5	419.6	2	7
A	26	Alan Wakeman	Bath	CM/SW/BT/CS	Nissan Micra	1275	(73.2) (72.4) (73.2) =145.6	(77.0) (76.2) (76.0) =152.2	(65.2) (64.5) (64.9) =129.4	427.2	3	10
A	22	Chris Kent	Oxford	CM/SW/CS	Nissan Micra	1348	(74.7) (74.6) (73.9) =148.5	(77.3) (75.6) (76.1) =151.7	(65.1) (65.0) (64.0) =129	429.2	4	13
A	36	Simon Clemow	Bristol	CM	Austin Mini	1330	(75.7) (74.6) (74.4) =149	(77.2+1Cone) (76.4) (75.9) =152.3	(67.9) (65.6) (65.2) =130.8	432.1	5	16
A	11	Ian Kent	Oxford	CM/SW/CS	Nissan Micra	1348	(78.4) (75.8) (76.2) =152	(77.8) (77.1) (76.3) =153.3	(66.9) (68.8) (65.4) =132.3	437.6	6	19
A	42	Andy Thompson	Bristol	CM/SW	Nissan Micra	1275	(77.1) (75.7) (75.5) =151.2	(79.4) (78.1) (76.4) =154.5	(67.5) (66.8) (66.7) =133.5	439.2	7	22
A	20	Maciej Czechowicz	Cannock		Fiat 126	652	(82.3) (81.2) (92.1) =163.5	(83.5+1Cone) (81.6) (82.0) =163.6	(67.6) (68.6) (66.8) =134.3	461.4	8	32
A	9	Joe Clemow	Bristol	CM	Austin Mini	1330	(91.7) (87.1) (87.2) =174.3	(88.3) (83.8) (81.5) =165.3	(80.3) (76.4) (73.2) =149.6	489.2	9	37
A	34	Harry Thompson	Bristol	CM/SW	Nissan Micra	1275	(90.3) (86.9) (83.9) =170.8	(88.6) (88.0) (86.9) =174.9	(76.2) (74.1) (74.7) =148.8	494.5	10	38
B	31	David Fooks	Bath	CM/SW	Ford Puma	1600	(74.1) (73.4) (73.9) =147.3	(76.1) (76.1+1Cone) (76.6) =152.7	(64.6) (64.3) (62.9) =127.2	427.2	1	11
B	10	Philip Turner	Bristol Pegasus	SW	Ford Puma	1700	(75.2) (74.4) (74.7) =149.1	(75.8) (76.6) (76.1) =151.8	(65.2) (65.7) (65.5+1Cone) =130.9	431.8	2	15
B	43	Mark Nicoll	Dolphin		Renault Clio	1998	(74.8) (74.9) (74.4) =149.2	(78.1:WT) (77.0) (77.8) =154.8	(66.9) (67.2) (66.8) =133.7	437.7	3	20
B	16	Jolyon Shapley	Bath	CM/SW	Ford Sportka SE	1599	(78.7) (75.7) (75.7) =151.4	(76.9) (76.9) (76.7) =153.6	(68.0) (66.4) (73.3) =134.4	439.4	4	23
B	25	Haydn Marks	Oxford	CM	Volvo V50	1798	(78.0) (76.2) (77.2) =153.4	(76.6) (78.0) (76.9) =153.5	(66.4+1Cone) (66.6) (74.6) =138	444.9	5	25
B	37	Mark Snelling	Oxford	CM/CS	Renault Twingo Rs133	1600	(80.5) (77.3) (77.1) =154.3	(79.3) (79.2) (79.9) =158.5	(68.9) (68.2) (67.5) =135.7	448.5	6	26
B	17	Vic Craven	Oxford	CM/CS	Renault Twingo	1600	(76.5) (75.6) (74.4) =150	(76.1) (76.4) (75.5) =151.6	(66.2) (64.4:WT) (63.8:WT) =159.1	460.7	7	31
B	39	Jack Low	Bath		Volkswagen Golf Gtd	2000	(97.1:WT) (86.3) (87.6:WT) =186.1	(91.3) (87.5) (89.9:WT) =178.8	(81.3) (76.7) (79.7:WT) =158	522.9	8	40
B	5	Jamie Yapp	BTRDA	CM/SW/BT/CS	Renault Clio 172 Cup	1998	(70.6) (69.8) (69.8)					
B	24	John Paul Boardman	Witney	CM	Ford Puma	1700						
C	12	Kieran Belcher	Oxford	CM/SW/BT	Renault Megane R26	1998	(74.3) (72.1) (72.2) =144.3	(73.4) (72.4) (72.1) =144.5	(63.9) (62.5) (61.9) =124.4	413.2	1	5
C	47	Luke Benson	Ross DMC		Hyundai I20	1600	(80.3) (75.6) (74.9) =150.5	(77.1) (76.2) (75.9) =152.1	(68.5) (66.4) (66.5) =132.9	435.5	2	18
C	50	Richard Knott	WSM		BMW 325Ti	2500	(79.4) (79.8) (77.5) =156.9	(80.0) (79.0) (79.6) =158.6	(69.2) (67.3) (67.6) =134.8	450.3	3	28
C	44	Harry Rivett	Bath		Ford Fiesta ST	1600	(88.4) (79.8) (78.1+1Cone) =162.8	(88.0) (82.1) (84.9) =167	(75.6) (71.4) (69.4:WT) =147	476.8	4	34
D	33	Dave Greenslade	Bristol		Mazda MX5	2000	(72.0:WT) (70.5) (70.0) =140.5	(73.5) (73.2) (72.2) =145.4	(61.7) (61.4) (60.4) =121.8	407.7	1	1
D	30	Gary Ridgway	CMSGCC	CM/BT	Mazda MX5	2000	(70.3) (71.4) (71.0) =141.3	(74.0) (73.2) (73.0) =146.2	(69.2) (61.4) (61.1) =122.5	410	2	2
D	41	Eddie Martin	Rugby/Oxford	CM/SW/BT	Mazda MX5	1800	(72.7) (71.4) (71.0) =142.4	(73.8) (74.5) (72.7) =146.5	(61.1) (60.6) (61.0) =121.6	410.5	3	3
D	13	Steve Conner	Bath	CM/SW/BT/CS	Mazda MX5	1840	(73.0) (72.1) (71.4) =143.5	(72.5) (71.6) (71.6) =143.2	(63.7) (62.1) (61.8) =123.9	410.6	4	4
D	38	Liam Rollings	BTRDA	CM/BT	Mazda MX-5	1800	(72.8) (72.5) (72.7) =145.2	(74.9:WT) (74.7) (73.3) =148	(64.1) (63.0) (63.8) =126.8	420	5	8
D	19	Kevin Lee	Bristol	CM	Mazda MX5	1600	(74.7) (73.3) (73.7) =147	(76.4) (75.7) (76.4) =152.1	(65.0) (63.4) (63.9) =127.3	426.4	6	9
D	28	Ben Marshall	Bath	CM	Mazda MX5	1999	(74.5) (74.0) (74.5) =148.5	(76.4) (76.7) (76.5) =152.9	(63.6) (63.0) (63.3) =126.3	427.7	7	12
D	48	Adam Rock	FDMC	CS	Mazda MX5	1840	(75.6) (74.4) (73.8) =148.2	(77.3) (75.3) (75.6) =150.8	(65.2) (65.1) (66.0) =130.3	429.3	8	14
D	40	Paul Sunshine	Bristol		Mazda MX5	1999	(74.6) (75.7) (75.5) =150.1	(75.8) (78.6) (78.2) =154	(66.7) (65.6) (64.3) =129.8	433.9	9	17
D	8	Geoff Bromfield	Bristol	CM/SW	Mazda MX5	1840	(78.4) (76.8) (76.6) =153.3	(77.5) (76.7) (76.0) =152.7	(67.5) (66.1) (66.0) =132.1	438.1	10	21
D	27	Chris Foxley	Devizes	CM	Mazda MX5	1840	(82.2) (77.7) (76.7) =154.4	(79.6) (78.9) (77.6) =156.5	(68.5) (65.4) (67.5) =132.9	443.8	11	24
D	32	David Paul Jones	Bath		Mazda MX5	1800	(82.8) (78.6) (76.0) =154.6	(80.9) (79.2) (78.9) =158.1	(71.1) (68.2) (67.9) =136.1	448.8	12	27
D	7	Alan Foster	Bristol	MX5	Mazda MX5	1800	(84.3) (79.6) (78.1) =157.7	(82.9) (78.5) (77.8) =156.3	(79.3) (68.2) (69.1) =137.3	451.3	13	29
D	35	Peter Cox	Dolphin	CM/BT/CS	Honda S2000	2000	(80.3) (77.9) (77.6) =155.5	(82.7) (81.4) (80.7) =162.1	(70.8) (69.0) (68.9) =137.9	455.5	14	30
D	21	Stephen Roscoe	Cirencester		Toyota MR2 Mark 1	1600	(85.1) (81.4) (79.5) =160.9	(83.2) (81.4) (80.9) =162.3	(70.7) (70.3) (70.0) =140.3	463.5	15	33
D	29	Rich Welsh	Stroud DMC	CM/SW	Mazda MX5	1835	(75.7) (73.1) (73.8) =146.8	(76.6) (76.3) (76.9) =152.8	(NR) (NR) (NR) =181	480.6	16	35
D	23	Rich Yapp	BTRDA	CM/SW/BT	Mazda Mk5 Mk1	1840	(76.7) (75.1) (74.5) =149.6	(76.8) (76.0) (76.8) =152.8	(NR) (NR) (NR) =181	483.4	17	36
D	45	Ade Welsh	EMCOS	CM/SW	Mazda MX5	1835	(75.6) (73.6) (73.8) =147.3	(77.3) (269.5:MAX) (NR) =178.8	(NR) (NR) (NR) =181	507.1	18	39
D	49	James Moore	Bristol		Mazda MX5	1600	(98.7) (92.6:WT) (90.1) =188.8	(96.8) (90.1) (NR) =186.8	(78.7) (76.0) (73.5) =149.5	525.1	19	41
Interclub	6	Aaron Sharp	Bristol	MX5	Mazda MX5	2000	(73.0) (71.0) (70.7) =141.7	(71.3) (71.3) (71.1) =142.3	(63.8) (62.2) (63.1) =125.3	409.3	20	1
	2	Phil Oliver	Bristol	CM/MX5	Mazda MX5	1840	(71.6) (72.2) (71.5) =143.1	(72.7) (72.7) (73.4) =145.4	(65.8) (65.1) (63.6) =128.7	417.2	21	2
	18	Mike Lear	BMC	CM/SW/MX5	Mazda MX5	1840	(73.1) (73.1) (72.4) =145.5	(75.7) (74.7) (74.5) =149.2	(62.9:WT) (61.4:WT) (62.9) =155.1	449.8	22	3