

Class	Entry	Driver	Club	Champs	Car	Capacity	Test A	Test B	Test C	Total	Class	Overall	Award
AutoSOLO													
A	3	Luke Benson	Ross & DMC	CSMG	Fiat Panda	1400	(69.8)+1C (69.7) (69.5)=139.2	(68.7) (67.6)+1C (68.1)+1C=141.3	(70.7)+1C (70.2) (69.4)=139.6	420.1	1	19	1st in Class
B	11	Philip Turner	Bristol Pegasus MC	CSMG & ASWMC	Ford Puma	1700	(67.3) (67.2) (67.0)=134.2	(71.5) (67.8) (65.9)=133.7	(65.5) (65.1) (65.4)=130.5	398.4	1	11	1st in Class (Award)
B	27	Andrew Warren	Ross & DMC	CSMG	Ford Fiesta	1600	(76.3) (73.1) (72.9)=146.0	(71.1) (71.2) (69.8)=140.9	(69.6) (70.8) (70.1)=139.7	426.6	2	20	
B	24	Liam Meek	Ross & DMC		Citreon C2 VTS	1600	(83.1) (72.8) (71.7)=144.5	(72.4) (70.8) (71.5)=142.3	(73.5) (70.2) (WT)=143.7	430.5	3	22	
B	6	Dale Goodwin	Cheltenham MC		Suzuki Swift Sport	1600	(81.4) (78.6) (75.8)=154.4	(75.7) (WT) (72.4)=148.1	(73.4) (72.8) (71.5)=144.3	446.8	4	27	
C	21	Peter Dickenson	Bristol MC	CSMG	Subaru Impreza	1994	(84.6) (WT) (71.3)=155.9	(68.5) (70.1)+1C (70.6)=139.1	(71.7) (68.9) (68.2)=137.1	432.1	1	24	1st in Class
C	20	Mark Benstock	Bristol MC	CSMG	Subaru Impreza	1994	(WT) (WT) (78.9)=183.5	(83.6) (80.1) (76.0)=156.1	(80.1) (75.6) (74.1)=149.7	489.3	2	31	
D	12	Steve Conner	Bath MC	CSMG & ASWMC	Mazda MX5	1840	(WT) (63.2) (63.6)=126.8	(63.2) (62.1) (61.9)=124.0	(63.4) (61.9) (61.9)=123.8	374.6	1	1	Fastest Time of the Day (Award)
D	5	Gary Ridgway	Sixty&Worcs MC	60&WMC-OR & CSMG	Mazda MX5	1840	(64.2) (63.3) (62.5)=125.8	(63.9) (64.0) (62.7)=126.6	(62.6) (62.9) (63.0)=125.5	377.9	2	2	1st in Class (Award)
D	2	Phil Oliver	Bristol MC	CSMG	Mazda MX5	1840	(66.1) (64.8) (63.5)+1C=130.9	(62.7) (62.7) (63.7)=125.4	(WT) (64.4) (61.8)=126.2	382.5	3	3	2nd in Class (Award)
D	1	Jim Bryant	Sixty&Worcs MC	60&WMC-OR & CSMG	Mazda MX5	1840	(66.8) (64.7) (64.2)=128.9	(64.5) (63.5) (63.2)=126.7	(65.2) (64.0) (63.9)=127.9	383.5	4	4	
D	37	Tom Johnson	Sixty&Worcs MC	60&WMC-OR	Mazda MX5	1600	(68.2) (66.2) (66.2)=132.4	(65.9) (64.2) (63.7)=127.9	(64.8) (64.3) (63.2)=127.5	387.8	5	5	
D	13	Andy Thompson	Bristol MC	CSMG	Mazda MX5	1840	(67.4) (65.4) (65.4)=130.8	(65.7) (WT) (63.4)=129.1	(WT) (64.9) (63.1)=128.0	387.9	6	6	
D	4	Ollie Jenkins	Ross & DMC	CSMG	Mazda MX5	2000	(66.6) (64.6) (70.8)+1C=131.2	(66.7) (65.2) (64.5)+1C=131.9	(65.3) (63.8) (63.6)=127.4	390.5	7	8	
D	22	Ade Welsh	Bristol Pegasus MC	CSMG & ASWMC	Mazda MX5	1600	(66.3) (66.5) (66.6)=132.8	(64.9) (65.5) (64.3)=129.2	(65.4) (65.8) (64.5)=129.9	391.9	8	9	
D	19	David Fooks	Bath MC	CSMG & ASWMC	Mazda MX5	1840	(67.7) (67.1) (66.5)=133.6	(68.0) (64.6) (66.1)=130.7	(66.0) (64.6) (65.6)=130.2	394.5	9	10	
D	29	Thomas Alderton	Southsea MC	ASWMC	Mazda MX5	1800	(WT) (68.3) (66.5)=134.8	(WT) (65.4) (66.4)+1C=136.8	(65.2) (62.9) (63.0)+2C=128.1	399.7	10	12	
D	30	Mike Lear	Bristol MC		Mazda MX5	1840	(69.9) (66.6)+1C (67.2)=137.1	(66.0) (64.6) (66.6)=130.6	(67.4) (67.7)+1C (65.8)=133.2	400.9	11	13	
D	31	Graham Spencer	Ross & DMC		Mazda MX5	1840	(68.7) (66.9) (67.3)+1C=135.6	(68.4) (67.7) (67.7)=135.4	(67.6) (66.4) (68.7)=134.0	405	12	14	
D	35	Dan Box	Sixty&Worcs MC	60&WMC-OR	Mazda MX5	1600	(69.5) (69.1)+1C (66.7)=136.2	(66.8) (66.4)+1C (66.5)+1C=138.2	(67.8) (66.6) (65.4)=132.0	406.4	13	15	
D	7	Kevin Lee	Bristol MC		Mazda MX5	1600	(73.5)+1C (71.7) (69.8)=141.5	(69.4) (67.7) (WT)=137.1	(67.6) (66.2) (65.5)=131.7	410.3	14	16	
D	23	Rich Welsh	Stroud & DMC	CSMG & ASWMC	Mazda MX5	1600	(66.4) (66.8) (65.9)+1C=133.2	(WT) (66.8) (WT)=148.7	(65.0) (65.5) (64.8)=129.8	411.7	15	17	
D	14	Dave Cross	Sixty&Worcs MC	60&WMC-OR	Toyota MR2	1800	(MAX) (69.2) (WT)=151.7	(71.2) (68.2) (67.0)=135.2	(79.2) (66.1) (66.2)=132.3	419.2	16	18	
D	36	Huw Bowen	Bristol MC		Mazda MX5	2000	(78.1) (72.7) (71.5)=144.2	(73.9) (74.0) (70.5)=144.4	(72.5) (69.1) (69.4)=138.5	427.1	17	21	
D	38	Kevin Sharpe	Stroud & DMC		Toyota MR2	1794	(75.3) (WT) (WT)=157.8	(72.4) (70.8) (69.1)=139.9	(71.5) (WT) (65.5)=137.0	434.7	18	25	
D	39	Greg Jad	Sixty&Worcs MC	60&WMC-OR	Toyota MR2	1800	(WT) (MAX) (77.7)=160.9	(79.2) (WT) (78.4)=157.6	(WT) (76.6) (74.6)=151.2	469.7	19	28	
D	16	Philip Bridgewater	Ross & DMC	CSMG	Mazda MX5	1600	(81.1) (WT) (MAX)=163.6	(78.9) (MAX) (81.4)=160.3	(73.8) (77.4) (78.9)=151.2	475.1	20	29	
D	10	Tony Woodcock	Sixty&Worcs MC	60&WMC-OR	Mazda MX5	1600	(MAX) (WT) (WT)=165.7	(80.6) (MAX) (74.2)=154.8	(WT) (MAX) (MAX)=163.7	484.2	21	30	
E	15	Matt Pearce	Sixty&Worcs MC	60&WMC-OR	Caterham 7	1800	(68.0) (66.6) (65.8)=132.4	(66.3) (64.0) (64.1)=128.1	(65.4) (64.3) (63.8)=128.1	388.6	1	7	1st in Class
E	25	Dave Hall	Redditch & DMC		Vauxhall Chevette	1800	(74.2) (71.9) (73.8)=145.7	(WT) (73.7) (72.0)=145.7	(72.4) (69.7) (70.5)=140.2	431.6	2	23	
E	26	George King	Sixty&Worcs MC	60&WMC-OR	Tiger CAT E1	1993	(WT) (73.7) (67.4)=141.1	(69.9) (68.4) (66.6)=135.0	(NR) (NR) (NR)=168.1	444.2	3	26	
PCA													
F	34	Matt Speed	Sixty&Worcs MC	60&WMC-OR	Peugoet 107	998	(68.0) (66.5) (67.4)+1C=134.5	(67.0) (66.6) (66.6)=133.2	(WT) (67.7) (67.1)=134.8	402.5	1	DNQ	
F	17	Barry Bridgewater	Ross & DMC	CSMG	Mazda MX5	1600	(72.4)+1C (72.2) (70.9)=143.1	(71.6) (72.2) (69.8)=141.4	(69.8) (68.3) (68.0)=136.3	420.8	2	1	1st in Class (Award)
F	33	Max Speed	Sixty&Worcs MC	60&WMC-OR	Peugoet 107	998	(69.7)+1C (67.2)+3C (69.8)=144.5	(70.6)+1C (70.5) (72.3)=142.8	(WT) (69.9) (68.1)=138.0	425.3	3	DNQ	
F	9	Haydn Tindal	Sixty&Worcs MC	60&WMC-OR	VW Polo	1400	(75.5) (76.2) (72.3)=147.8	(74.7) (73.6) (72.6)=146.2	(73.7)+1C (71.2) (70.0)=141.2	435.2	4	2	
F	8	Will Tindal	Sixty&Worcs MC	60&WMC-OR	VW Polo	1400	(75.6) (74.2)+1C (73.1)=148.7	(74.3) (74.8) (72.0)=146.3	(81.0) (74.9) (73.5)=148.4	443.4	5	3	
F	32	Nick Feltham	Ross & DMC		Westfield Sei	2000	(MAX) (78.4)+1C (77.8)=161.2	(WT) (78.5) (75.5)=154.0	(78.2)+1C (72.9) (69.7)=142.6	457.8	6	4	
F	28	Kevin Warren	Ross & DMC	CSMG	Citreon C2	1400	(MAX) (86.2) (WT)=173.6	(75.8) (74.5) (72.8)=147.3	(78.7) (75.2) (NR)=153.9	474.8	7	5	
F	18	Andrew Bridgewater	Ross & DMC	CSMG	VW Polo GTi	1600	(72.8)+1C (74.5)+1C (75.7)=153.5	(78.0) (71.2)+1C (NR)=154.2	(NR) (NR) (NR)=174.8	482.5	8	6	