

TIMESBEST
BEST

| COMP. NO. | NAME | CAR | CC | RUN 1 | | | RUN 2 | | | RUN 3 | | | RUN 4 | | | RUN 5 | | | RUN 6 | | | BEST TIMED 64' | BEST TIMED FULL |
|-----------|-------------------|--------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----------------------|-----------------------|
| | | | | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL | Speed | | |
| 1 | Richard Bourton | BMW M3 Coupe | 2990 | 3.48 | 43.11 | | 2.80 | 39.70 | 85 | 2.85 | 39.83 | 83 | 2.77 | 38.60 | 85 | 2.71 | 38.68 | 85 | 2.74 | 38.83 | 85 | 2.71 | 38.60 |
| 101 | Warwick Bourton | BMW M3 Coupe | 2990 | 3.56 | 42.88 | | 2.95 | 39.62 | 84 | 2.72 | 38.54 | 84 | 2.79 | 38.63 | 85 | 2.69 | 38.15 | 83 | 2.73 | 37.99 | 85 | 2.69 | 37.99 |
| 2 | James Cooksey | BMW E30 M3 | 2302 | 3.04 | 40.82 | | 2.87 | 39.79 | 78 | 2.73 | 38.65 | 78 | 2.70 | 38.74 | 78 | 2.70 | 38.72 | 79 | 2.60 | 38.05 | 78 | 2.60 | 38.05 |
| 3 | Mandy Smith | Rover Metro GTi | 1398 | 4.03 | 47.69 | | 3.55 | 46.05 | 69 | 3.35 | 43.74 | 72 | 3.26 | 44.01 | 72 | 3.34 | 43.92 | 72 | 3.24 | 43.98 | 73 | 3.24 | 43.74 |
| 4 | Ray Bignell | Porsche 968CS | 3000 | 4.27 | 44.85 | | 3.30 | 41.49 | 84 | 3.39 | 41.73 | 85 | 3.59 | NTR | | 3.53 | 42.06 | 84 | 3.44 | 51.43 | 64 | 3.30 | 41.49 |
| 5 | Ken Christopher | Mazda MX5 | 1840 | 4.05 | 49.17 | | 3.24 | 46.47 | 69 | 3.19 | 45.43 | 71 | 3.14 | 44.67 | 70 | 3.59 | 45.19 | 64 | | | | 3.14 | 44.67 |
| 6 | Robert Smith | Nissan Sunny Gti-R | 2000 | 3.04 | 42.21 | | 2.44 | 39.49 | 78 | 2.43 | 61.85 | 52 | 2.41 | 38.71 | 85 | 2.41 | 40.36 | 77 | 2.58 | 39.37 | 84 | 2.41 | 38.71 |
| 7 | Mark Williams | BMW M3 | 3200 | 3.06 | 42.59 | | 2.81 | 39.85 | 87 | 2.60 | 38.72 | 87 | 2.74 | 38.65 | 87 | 2.68 | 38.33 | 87 | 2.56 | 37.59 | 88 | 2.56 | 37.59 |
| 8 | Andrew Chesterton | Vauxhall Nova | 1380 | 2.97 | 43.18 | | 2.70 | 39.79 | 80 | 2.75 | 39.56 | 79 | 2.77 | 37.99 | 80 | 2.64 | 37.94 | 79 | 2.66 | 38.00 | 80 | 2.64 | 37.94 |
| 9 | Mike Hutchinson | BMW M3 | 3999 | 3.65 | 42.07 | | 3.60 | 41.23 | 92 | 3.59 | 39.68 | 92 | 3.32 | 38.82 | 93 | 3.11 | 38.22 | 93 | 3.31 | 38.80 | 91 | 3.11 | 38.22 |
| 109 | Simon Hutchinson | BMW M3 | 3999 | 3.43 | 48.01 | | 3.13 | 42.80 | 90 | 3.13 | 42.08 | 89 | 2.96 | 40.19 | 93 | 2.87 | 40.64 | 94 | 2.78 | 39.86 | 94 | 2.78 | 39.86 |
| 10 | Kevin Nugent | Vauxhall Astra SR1 | 2200 | 3.49 | 45.45 | | 3.05 | 42.73 | 76 | 3.00 | 42.15 | 76 | 2.99 | 41.64 | 76 | 2.97 | 41.46 | 76 | 2.92 | 41.80 | 76 | 2.92 | 41.46 |
| 11 | David Paisley | BMW 325i (E30) | 2490 | 3.28 | 43.46 | | 3.06 | 40.83 | 78 | 2.79 | 39.74 | 77 | 3.02 | 39.85 | 77 | 2.99 | 40.10 | 78 | 2.99 | 40.02 | 78 | 2.79 | 39.74 |
| 12 | John Broome | Toyota Starlet | 1331 | 3.23 | 45.79 | | 3.23 | 43.14 | 80 | 3.06 | 41.44 | 81 | 3.08 | 47.50 | 35 | 3.06 | 40.43 | 81 | 3.06 | 40.02 | 81 | 3.06 | 40.02 |
| 14 | George Cole | Alfa Romeo Sud T1 | 1350 | 3.28 | 62.00 | | 3.30 | 47.10 | 64 | 3.19 | 45.49 | 67 | 3.34 | 45.07 | 68 | 3.07 | 44.15 | 68 | 2.84 | 42.59 | 68 | 2.84 | 42.59 |
| 114 | Edward Cole | Alfa Romeo Sud Ti | 1350 | 3.45 | 52.95 | | 3.19 | 47.51 | 64 | 2.77 | 44.39 | 67 | 2.78 | 43.58 | 68 | 2.68 | 42.55 | 68 | 2.72 | 42.95 | 68 | 2.68 | 42.55 |
| 15 | Nathan Rogers | Rover 200VI | 1796 | 3.27 | 42.20 | | 2.97 | 40.35 | 74 | 2.96 | 40.36 | 75 | 2.85 | 40.19 | 74 | 2.94 | 40.36 | 75 | 2.96 | 45.61 | 59 | 2.85 | 40.19 |
| 16 | Glyn Thomas | Peugeot 106 XSi | 1360 | 2.98 | 41.77 | | 2.84 | 41.35 | 74 | 2.79 | 40.94 | 74 | 2.77 | NTR | | 2.77 | 40.52 | 73 | 2.79 | 41.07 | 73 | 2.77 | 40.52 |
| 17 | Chris Denyer | Nissan Almera | 1600 | 3.67 | 46.86 | | 3.19 | 43.92 | 67 | 3.27 | 44.51 | 68 | 3.12 | 44.13 | 67 | 2.96 | 43.22 | 68 | 3.10 | 44.73 | 67 | 2.96 | 43.22 |
| 18 | Derek Hutchings | TVR Grantura Mk2 | 1598 | 3.00 | 44.84 | | 2.82 | 42.97 | 72 | 2.81 | 43.16 | 72 | 2.89 | 42.92 | 72 | 2.73 | 42.52 | 72 | 2.74 | 42.86 | 72 | 2.73 | 42.52 |
| 19 | Peter Noble | Toyota MR2 | 1587 | 2.82 | 46.53 | | 2.77 | 45.24 | 67 | 2.77 | 44.67 | 68 | 2.69 | 44.76 | 63 | 2.77 | 45.08 | 68 | 2.76 | 46.16 | 67 | 2.69 | 44.67 |
| 20 | Alan Herbert | Ford Escort Mk2 | 1330 | 3.68 | 49.04 | | 3.20 | 45.39 | 63 | 2.96 | 44.14 | 64 | 2.96 | 44.15 | 64 | 3.04 | 44.51 | 64 | 3.08 | 44.55 | 65 | 2.96 | 44.14 |
| 120 | Alex Herbert | Ford Escort Mk2 | 1330 | 3.26 | 48.08 | | 3.16 | 46.21 | 64 | 2.90 | 44.10 | 65 | 2.92 | 44.30 | 64 | 3.04 | 44.36 | 65 | 2.99 | 44.87 | 64 | 2.90 | 44.10 |
| 21 | Geoff Poole | Fiat Stilo Abarth | 2400 | 2.95 | 44.74 | | 2.93 | 43.16 | 72 | 2.90 | 42.77 | 76 | 2.93 | 42.70 | 75 | 2.80 | 42.80 | 75 | 2.81 | 42.05 | 76 | 2.80 | 42.05 |
| 22 | Don Mitchell | MG TC | 1250 | 3.48 | 54.35 | 51 | 3.38 | 55.55 | 50 | 3.26 | 53.75 | 49 | 3.32 | 52.16 | 52 | 3.22 | 51.14 | 51 | 3.11 | 51.64 | 53 | 3.11 | 51.14 |
| 23 | Roger Grimes | Vauxhall Corsa | 1597 | 3.25 | 41.55 | | 3.06 | 51.99 | 83 | 3.16 | 38.78 | 89 | 2.97 | 38.75 | 87 | 3.03 | 49.06 | 83 | 3.02 | 38.59 | 87 | 2.97 | 38.59 |

TIMES

| COMP. NO. | NAME | CAR | CC | RUN 1 | | | RUN 2 | | | RUN 3 | | | RUN 4 | | | RUN 5 | | | RUN 6 | | | BEST | BEST |
|-----------|--------------------|-----------------------|------|-------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|
| | | | | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL | Speed | 64' | FULL |
| 24 | Daniel Smith | Ford Fiesta XR2i | 1600 | 3.21 | 43.92 | | 3.12 | 42.70 | 72 | 3.06 | 42.66 | 72 | 3.13 | 42.68 | 72 | 2.97 | 41.92 | 72 | 3.04 | 42.46 | 72 | 2.97 | 41.92 |
| 124 | Michael Smith | Ford Fiesta XR2i | 1600 | 3.17 | 43.98 | | 3.06 | 44.09 | 70 | 3.10 | 43.40 | 70 | 3.15 | 42.91 | 71 | 3.14 | 43.12 | 70 | 3.12 | 43.42 | 69 | 3.06 | 42.91 |
| 30 | Timothy Heron | Lotus Elise S2 | 1796 | 2.44 | 38.81 | | 2.52 | 37.49 | 81 | 2.36 | 36.70 | 82 | 2.37 | 36.53 | 82 | 2.32 | 36.35 | 82 | 2.32 | 36.17 | 82 | 2.32 | 36.17 |
| 31 | Sarah Bosworth | Lotus Elise | 1900 | 2.87 | 41.10 | | 2.79 | 37.25 | 91 | 2.59 | 36.28 | 92 | 2.62 | 36.10 | 91 | 2.44 | 35.57 | 92 | 2.47 | 36.29 | 91 | 2.44 | 35.57 |
| 32 | Christopher Mather | Caterham 7 R400 | 1999 | Non starter | | | | | | | | | | | | | | | | | | 0.00 | 0.00 |
| 33 | Tim Ayres | Morgan Plus 8 | 3990 | 2.77 | 38.77 | 88 | 2.79 | 37.55 | 86 | 2.53 | 36.77 | 88 | 2.50 | 36.21 | 89 | 2.37 | 35.94 | 90 | 2.50 | 35.87 | 90 | 2.37 | 35.87 |
| 34 | Nikki Cottrill | Lotus 61 | 1600 | 3.01 | 45.97 | 77 | 2.75 | 42.13 | 77 | 2.63 | 40.50 | 75 | 2.65 | 40.31 | 82 | 2.53 | 39.04 | 80 | | | | 2.53 | 39.04 |
| 35 | Steve Lewis | Westfield Speed Sport | 2000 | 2.83 | 40.61 | 84 | 2.62 | 39.58 | 82 | 2.55 | 38.50 | 87 | 2.79 | 38.07 | 87 | 2.60 | 37.75 | 88 | 2.66 | 38.11 | 87 | 2.55 | 37.75 |
| 135 | Jonathan Sheldon | Westfield Speed Sport | 2000 | 3.73 | 44.37 | 75 | 2.89 | 42.78 | 81 | 2.67 | 41.20 | 85 | 2.67 | 39.69 | 85 | 2.56 | 39.83 | 84 | 2.52 | 39.16 | 87 | 2.52 | 39.16 |
| 36 | David Simpson | Morgan Plus 8 | 3999 | Non starter | | | | | | | | | | | | | | | | | | 0.00 | 0.00 |
| 37 | John Walford | Farley Mk2 | 1140 | 4.54 | 45.49 | 70 | 2.75 | 38.17 | 90 | 2.39 | 34.10 | 109 | 2.46 | 33.74 | 110 | 2.25 | 32.52 | 109 | 2.20 | 33.12 | 111 | 2.20 | 32.52 |
| 38 | Michael Todd | Westfield SE | 1690 | 3.21 | 42.57 | 76 | 3.01 | 51.20 | 64 | 2.82 | 41.83 | 75 | 2.99 | 41.28 | 74 | 2.74 | 40.81 | 76 | 2.82 | 41.05 | 77 | 2.74 | 40.81 |
| 39 | Ken Lewis | Lotus 61 | 1558 | 2.79 | 37.74 | 85 | 2.64 | 37.76 | 52 | 2.63 | 36.81 | 89 | 2.42 | 40.49 | 89 | 2.45 | 34.81 | 91 | 2.32 | 34.99 | 91 | 2.32 | 34.81 |
| 40 | Steve Marsh | Caterham 7 CSR | 2300 | 2.85 | 41.13 | 89 | 2.81 | 38.48 | 92 | 2.75 | 37.67 | 93 | 2.81 | 37.53 | 94 | 2.83 | 37.91 | 94 | 3.25 | 38.11 | 95 | 2.75 | 37.53 |
| 50 | Rob Turnbull | Gould GR55 HB | 3500 | 2.66 | 34.30 | 99 | 2.47 | 29.90 | 116 | 2.26 | 28.68 | 135 | 2.30 | 29.00 | 139 | 2.24 | 28.57 | 136 | | | | 2.24 | 28.57 |
| 51 | John Bradburn | Gould GR55 | 2500 | 2.56 | 36.97 | 101 | 2.32 | 33.33 | 112 | 2.46 | 34.66 | 97 | 2.17 | 31.25 | 118 | 2.23 | 31.13 | 113 | 2.29 | 31.44 | 110 | 2.17 | 31.13 |
| 52 | Richard Keen | Reynard 923 | 1995 | 2.55 | 40.42 | 82 | 2.29 | 32.28 | 106 | 2.34 | 32.05 | 106 | 2.08 | 33.28 | 107 | 2.12 | 31.91 | 107 | 2.16 | 32.06 | 107 | 2.08 | 31.91 |
| 152 | Simon Keen | Reynard 923 | 1950 | 2.42 | 30.97 | 111 | 2.29 | 31.31 | 108 | 2.43 | 31.51 | 109 | 2.29 | 30.28 | 110 | 2.19 | 29.83 | 112 | 2.16 | 29.72 | 112 | 2.16 | 29.72 |
| 53 | Dave Robson | SDAR/83 | 1108 | 2.84 | 39.11 | 76 | 2.59 | 37.11 | 77 | 2.63 | 36.17 | 79 | 2.60 | 36.29 | 78 | 2.43 | 35.63 | 79 | 2.51 | 35.85 | 79 | 2.43 | 35.63 |
| 54 | Jeremy Wilson | Force PT Hayabusa | 1500 | 2.61 | 33.15 | 110 | 2.39 | 31.21 | 110 | 2.36 | 30.87 | 109 | 2.27 | 30.41 | 110 | 2.33 | 30.53 | 110 | 2.33 | 31.20 | 88 | 2.27 | 30.41 |
| 55 | Keith Green | OMS 2000M | 1137 | 2.61 | 36.02 | 93 | 2.45 | 32.31 | 102 | 2.29 | 30.48 | 103 | 2.20 | 30.54 | 103 | 2.30 | 30.56 | 101 | 2.31 | 30.89 | 103 | 2.20 | 30.48 |
| 56 | Jim Morris | Van Diemen RF05 | 1600 | 2.89 | 36.57 | 87 | 2.81 | 35.45 | 87 | 2.66 | 35.43 | 88 | 2.59 | 34.81 | 89 | | | | | | | 2.59 | 34.81 |
| 156 | Phil Morris | Van Diemen RF05 | 1600 | 2.82 | 41.83 | 82 | 2.72 | 38.05 | 86 | 2.73 | 38.16 | 87 | 2.61 | 37.20 | 86 | | | | | | | 2.61 | 37.20 |
| 57 | Michael Shilvock | Van Diemen RF92 F/F | 1600 | 2.99 | 38.50 | 81 | | | | | | | | | | | | | 2.99 | 39.91 | 77 | 2.99 | 38.50 |
| 157 | Matthew Shilvock | Van Diemen RF92 F/F | 1600 | 3.44 | 46.27 | 59 | 2.89 | 81.33 | 62 | 4.90 | 44.42 | 47 | 2.79 | 39.61 | 84 | 2.76 | 39.93 | 84 | 2.87 | 38.98 | 86 | 2.76 | 38.98 |
| 58 | Keith Cox | Van Diemen F2000 | 1998 | 2.60 | 36.93 | 88 | 2.35 | 36.49 | 87 | 2.33 | 36.06 | 88 | 2.32 | 35.74 | 87 | 2.30 | 35.36 | 86 | 2.24 | 34.92 | 88 | 2.24 | 34.92 |
| 59 | David Owen | OMS 2000M | 998 | 2.96 | 40.28 | 93 | 2.34 | 33.20 | 102 | 2.47 | 31.82 | 102 | 2.43 | 31.18 | 102 | 2.19 | 30.66 | 101 | 2.25 | 30.78 | 100 | 2.19 | 30.66 |