## st August 2021 MMKMC Summer Slalom Auto » Detailed Live Event

| Class | Entry | Driver | Skill | Club | Champs | Car | Capacity | Test A | Test B | Test C | Test D | Test E | Test F | Test G | Test H | Test I | Test J | Test K | Test L | Total | Class | vera |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Autotest |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Class A | 04 | Grahame Standen | Standard | Blackpalfrey | ASEMC | Ford KA | 1700 | $\begin{gathered} (82.2: \mathrm{WT}) \\ (74.6)=74.6 \end{gathered}$ | $\begin{aligned} & (52.1) \\ & (52.9) \\ & =52.1 \end{aligned}$ | $\begin{aligned} & (70.1) \\ & (74.0) \\ & =70.1 \end{aligned}$ | $\begin{aligned} & (39.3) \\ & (39.5) \\ & =39.3 \end{aligned}$ | $\begin{aligned} & (58.6) \\ & (53.2) \\ & =53.2 \end{aligned}$ | $\begin{gathered} (71.8)(72.9) \\ =71.8 \end{gathered}$ | $\begin{gathered} (57.3)(64.7) \\ =57.3 \end{gathered}$ | $\begin{gathered} (59.8)(68.5) \\ =59.8 \end{gathered}$ | $\begin{aligned} & (61.7) \\ & (61.0) \\ & =61.0 \end{aligned}$ | $\begin{gathered} (39.0) \\ (39.6+1 \mathrm{C}) \\ =39.0 \end{gathered}$ | $\begin{gathered} (74.4)(73.2) \\ =73.2 \end{gathered}$ | $\begin{gathered} (81.9)(80.9) \\ =80.9 \end{gathered}$ | 732.3 | 1 | 2 |
| Class A | 01 | Alan Scott | Standard | MMKMC |  | Suzuki Ignis | 1300 | $\begin{gathered} (72.0: \mathrm{WT}) \\ (72.8)=72.8 \end{gathered}$ | $\begin{aligned} & (55.9: \mathrm{WT}) \\ & (51.0) \\ & =51.0 \end{aligned}$ | $\begin{aligned} & (70.2) \\ & (71.2) \\ & =70.2 \end{aligned}$ | $\begin{aligned} & (38.9) \\ & (38.4) \\ & =38.4 \end{aligned}$ | $\begin{aligned} & (56.8) \\ & (58.1) \\ & =56.8 \end{aligned}$ | $\begin{gathered} (73.3)(71.8) \\ =71.8 \end{gathered}$ | $\begin{gathered} (59.4)(63.4) \\ =59.4 \end{gathered}$ | $\begin{gathered} (60.9)(66.7) \\ =60.9 \end{gathered}$ | $\begin{aligned} & (58.6) \\ & (60.1) \\ & -5.58 \end{aligned}$ | $\begin{gathered} (38.6) \\ (38.4+1 \mathrm{C}) \\ =38.6 \end{gathered}$ | $\begin{gathered} (87.0)(73.8) \\ =73.8 \end{gathered}$ | $\begin{gathered} (90.8)(80.2) \\ =80.2 \end{gathered}$ | 732.5 | 2 | 3 |
| Class A | 03 | Bridge Carey | Standard | MMKMC |  | Morris Mini | 997 | (72.5) (NR) $=72.5$ | $\begin{gathered} (53.9) \\ (N R)=53.9 \end{gathered}$ | $\begin{gathered} (69.5) \\ \text { (NR) } \\ =69.5 \end{gathered}$ | $\begin{gathered} (\mathrm{NR})(\mathrm{NR}) \\ =68.4 \end{gathered}$ | $\begin{gathered} (69.9: W T) \\ (N R)=83.2 \end{gathered}$ | $\begin{gathered} (67.5)(65.8) \\ =65.8 \end{gathered}$ | $\begin{aligned} & \text { (NR) (NR) } \\ & =87.3 \end{aligned}$ | $\begin{gathered} (61.3)(\mathrm{NR}) \\ =61.3 \end{gathered}$ | $\begin{gathered} (N R)(N R) \\ =88.6 \end{gathered}$ | $\begin{gathered} (N R)(N R) \\ =68.6 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =103.2 \end{gathered}$ | $\begin{gathered} \text { (81.6) (NR) } \\ =81.6 \end{gathered}$ | 903.9 | 3 | 34 |
| Class A | 05 | Anthony Hoskins | Standard | MMKMC |  | Suzuki Ignis | 1490 | $\begin{gathered} (105.3: \text { WT }) \\ (84.6)=84.6 \end{gathered}$ | $\begin{gathered} (69.3) \\ (61.2: \mathrm{WT}) \\ =69.3 \end{gathered}$ | $\begin{aligned} & (87.5) \\ & (91.3) \\ & =87.5 \end{aligned}$ | $\begin{gathered} (51.3: \mathrm{WT}) \\ (42.7: \mathrm{WT}) \\ =68.4 \end{gathered}$ | $\begin{gathered} (63.6) \\ (87.6: \mathrm{MAX}) \\ =63.6 \end{gathered}$ | $\begin{gathered} (82.4) \\ (90.5: \mathrm{MAX}) \\ =82.4 \end{gathered}$ | $\begin{gathered} (71.6: W T) \\ (76.6)=76.6 \end{gathered}$ | $\begin{gathered} (77.0)(76.9) \\ =76.9 \end{gathered}$ | $\begin{gathered} (82.5) \\ (51.3: \mathrm{WT}) \\ =82.5 \end{gathered}$ | $\begin{aligned} & (46.0) \\ & (40.4) \\ & =404 \end{aligned}$ | $\begin{gathered} (87.2+1 \mathrm{C}) \\ (\mathrm{NR})=97.2 \end{gathered}$ | $\begin{aligned} & (102.6: M A X) \\ & (92.0)=92.0 \end{aligned}$ | 921.4 | 4 | 36 |
| Class A | 02 | Royston Carey | Standard | MMKMC |  | Morris Mini | 997 | $\begin{gathered} (72.2: \mathrm{WT}) \\ (\mathrm{NR})=102.5 \end{gathered}$ | $\begin{aligned} & (62.2: \mathrm{MAX}) \\ & (\mathrm{NR})=81.0 \end{aligned}$ | $\begin{gathered} (77.8: W T) \\ (N R) \\ =99.5 \end{gathered}$ | $\begin{gathered} (\mathrm{NR})(\mathrm{NR}) \\ =68.4 \end{gathered}$ | $\begin{aligned} & (62.8: W T) \\ & (N R)=83.2 \end{aligned}$ | $\begin{gathered} (67.0)(64.8) \\ =64.8 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =87.3 \end{gathered}$ | $\begin{aligned} & (83.8: W T) \\ & (N R)=89.8 \end{aligned}$ | $\begin{gathered} (N R)(N R) \\ =88.6 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =68.6 \end{gathered}$ | $\begin{gathered} (N R)(N R) \\ =103.2 \end{gathered}$ | $\begin{gathered} (70.9)(\mathrm{NR}) \\ =70.9 \end{gathered}$ | 1007.8 | 5 | 39 |
| Class B | 10 | Brian Sharpe | Standard | MMKMC | ASEMC | Nissan Micra | 1275 | $\begin{gathered} (65.8) \\ (67.4 \mathrm{WT}) \\ =65.8 \end{gathered}$ | $\begin{aligned} & (50.1) \\ & (49.0) \\ & =49.0 \end{aligned}$ | $\begin{aligned} & (62.9) \\ & (65.2) \\ & =62.9 \end{aligned}$ | $\begin{aligned} & (47.3) \\ & (37.4) \\ & =37.4 \end{aligned}$ | $\begin{aligned} & (66.6) \\ & (51.5) \\ & =51.5 \end{aligned}$ | $\begin{gathered} (71.2)(69.7) \\ =69.7 \end{gathered}$ | $\begin{gathered} (59.4)(62.8) \\ =59.4 \end{gathered}$ | $\begin{gathered} (54.5: \mathrm{WT}) \\ (57.0)=57.0 \end{gathered}$ | $\begin{aligned} & (46.1) \\ & (53.8) \\ & =46.1 \end{aligned}$ | $\begin{aligned} & (37.7) \\ & (36.5) \\ & =36.5 \end{aligned}$ | $\begin{gathered} (70.1)(69.0) \\ =69.0 \end{gathered}$ | $\begin{gathered} (83.5)(78.0) \\ =78.0 \end{gathered}$ | 682.3 | 1 | 1 |
| Class B | 08 | Steve Groves | Standard | MMKMC |  | Renault Clio | 1989 | (78.1) $=78.1$ | $\begin{aligned} & (54.8) \\ & (67.8) \\ & =54.8 \end{aligned}$ | $\begin{aligned} & (72.2) \\ & (68.7) \\ & =68.7 \end{aligned}$ | $\begin{aligned} & (37.1) \\ & (36.3) \\ & =36.3 \end{aligned}$ | $\begin{aligned} & (55.0) \\ & (56.0) \\ & =55.0 \end{aligned}$ | (75.6) $=74.4$ | $\begin{gathered} (75.4: \mathrm{WT}) \\ (73.2)=73.2 \end{gathered}$ | (63.0) (65.7) $=63.0$ | $\begin{gathered} (62.3: \mathrm{WT}) \\ (60.4) \\ =60.4 \end{gathered}$ | $\begin{aligned} & (46.5) \\ & (37.9) \\ & =37.9 \end{aligned}$ | $\begin{gathered} (68.8)(\mathrm{NR}) \\ =68.8 \end{gathered}$ | $\begin{gathered} (89.2)(80.3) \\ =80.3 \end{gathered}$ | 750.9 | 2 | 4 |
| Class B | 20 | Richard Olsen | Standard | MMKMC | ASEMC | MG ZR | 1800 | $\begin{gathered} (80.5: \mathrm{WT}) \\ (79.2)=79.2 \end{gathered}$ | $\begin{aligned} & (60.2) \\ & (53.4) \\ & =53.4 \end{aligned}$ | $\begin{aligned} & (73.2) \\ & (70.3) \\ & =70.3 \end{aligned}$ | $\begin{aligned} & (43.5) \\ & (40.7) \\ & =40.7 \end{aligned}$ | $\begin{aligned} & (58.8) \\ & (55.2) \\ & =55.2 \end{aligned}$ | (77.6) $=76.0$ | $\begin{gathered} (62.3)(72.6) \\ =62.3 \end{gathered}$ | $\begin{gathered} (65.4)(59.4) \\ =59.4 \end{gathered}$ | $\begin{aligned} & (63.6) \\ & (55.6) \\ & =55.6 \end{aligned}$ | $\begin{aligned} & (37.5) \\ & (50.8) \\ & =37.5 \end{aligned}$ | $\begin{gathered} (78.4) \\ (77.9+1 \mathrm{C}) \\ =78.4 \end{gathered}$ | $\begin{aligned} & (99.0: M A X) \\ & (86.3)=86.3 \end{aligned}$ | 754.3 | 3 | 5 |
| Class B | 19 | Peter Gorham | Standard | MMKMC |  | $\begin{aligned} & \text { Citroen } \\ & \text { Saxo } \end{aligned}$ | 1100 | (75.9) $=75.9$ | $\begin{aligned} & (56.7) \\ & (63.2) \\ & =56.7 \end{aligned}$ | $\begin{gathered} (68.4) \\ (70.0) \\ =68.4 \end{gathered}$ | $\begin{aligned} & (39.6+1 \mathrm{C}) \\ & (38.3) \\ & =38.3 \end{aligned}$ | $\begin{aligned} & (57.9) \\ & (71.5) \\ & =57.9 \end{aligned}$ | (73.3) (73.7) $=73.3$ | $\begin{gathered} (68.7: \mathrm{WT}) \\ (71.1)=71.1 \end{gathered}$ | $\begin{gathered} (66.2)(64.0) \\ =64.0 \end{gathered}$ | $\begin{aligned} & (62.9) \\ & (60.8) \\ & =60.8 \end{aligned}$ | $\begin{aligned} & (38.9) \\ & (37.7) \\ & =37.7 \end{aligned}$ | $\begin{gathered} (81.5)(76.9) \\ =76.9 \end{gathered}$ | $\begin{gathered} (73.5)(84.3) \\ =73.5 \end{gathered}$ | 754.5 | 4 | 6 |
| Class B | 15 | Liam Carfrae | Standard | MMKMC |  | Ford Fiesta | 1598 | (73.3) $=72.0$ | $\begin{aligned} & (53.4) \\ & (51.0) \\ & =51.0 \end{aligned}$ | $\begin{aligned} & (66.4) \\ & (67.6) \\ & =66.4 \end{aligned}$ | $\begin{aligned} & (37.7) \\ & (37.6) \\ & =37.6 \end{aligned}$ | $\begin{aligned} & (57.4) \\ & (51.1) \\ & =51.1 \end{aligned}$ | (72.4) $=72.4$ | $\begin{gathered} \text { (70.3:WT) } \\ (71.7 \mathrm{WT}) \\ =89.4 \end{gathered}$ | $\begin{gathered} (43.1: \mathrm{WT}) \\ (60.8)=60.8 \end{gathered}$ | $\begin{aligned} & (46.3) \\ & (60.0) \\ & =46.3 \end{aligned}$ | $\begin{aligned} & (38.4) \\ & (37.6) \\ & =37.6 \end{aligned}$ | $\begin{gathered} \text { (75.3) (NR) } \\ =75.3 \end{gathered}$ | $\begin{gathered} \text { (95.2) (NR) } \\ =95.2 \end{gathered}$ | 755.1 | 5 | 7 |
| Class B | 16 | $\begin{gathered} \text { Lee } \\ \text { Robinson } \end{gathered}$ | Standard | FDMC |  | Ford <br> Fiesta ST | 1999 | (79.1) (83.9) $=79.1$ | $\begin{aligned} & (60.3) \\ & (61.4) \\ & =60.3 \end{aligned}$ | $\begin{aligned} & (73.8) \\ & (82.3) \\ & =7.3) \end{aligned}$ | $\begin{aligned} & (41.3) \\ & (40.0) \\ & =40.0 \end{aligned}$ | $\begin{aligned} & (57.8) \\ & (52.9) \\ & =52.9 \end{aligned}$ | $\begin{gathered} (71.3) \\ (73.6+1 \mathrm{~L}) \\ =71.3 \end{gathered}$ | (76.3) (67.9) $=67.9$ | $\begin{gathered} (59.6)(56.8) \\ =56.8 \end{gathered}$ | $\begin{aligned} & (81.8: \mathrm{MAX}) \\ & (55.2) \\ & =55.2 \end{aligned}$ | $\begin{gathered} (40.5) \\ (38.7+1 \mathrm{C}) \\ =40.5 \end{gathered}$ | $\begin{gathered} (75.3)(79.4) \\ =75.3 \end{gathered}$ | $\begin{gathered} \text { (98.3) (94.0) } \\ =94.0 \end{gathered}$ | 767.1 | 6 | 11 |
| Class B | 09 | Toby Groves | Standard | MMKMC | ASEMC | Renault Clio | 1998 | (79.7) $=75.9$ | $\begin{gathered} (67.9: \mathrm{WT}) \\ (56.5) \\ =56.5 \end{gathered}$ | $\begin{aligned} & (75.9) \\ & (73.7) \\ & =73.7 \end{aligned}$ | $\begin{aligned} & (37.4) \\ & (37.2) \\ & =37.2 \end{aligned}$ | $\begin{aligned} & (58.5) \\ & (54.8) \\ & =54.8 \end{aligned}$ | $\begin{gathered} (76.9+2 \mathrm{C}) \\ (75.2+1 \mathrm{C}) \\ =85.2 \end{gathered}$ | $\begin{gathered} (73.7) \\ (72.5: \mathrm{WT}) \\ =73.7 \end{gathered}$ | $\begin{gathered} (66.6: \mathrm{WT}) \\ (67.2)=67.2 \end{gathered}$ | $\begin{aligned} & (51.0) \\ & (65.1) \\ & =51.0 \end{aligned}$ | $\begin{gathered} (37.8) \\ (N R)=37.8 \end{gathered}$ | $\begin{gathered} \text { (81.5) (NR) } \\ =81.5 \end{gathered}$ | $\begin{aligned} & (106.2: \mathrm{MAX}) \\ & (91.7)=91.7 \end{aligned}$ | 786.2 | 7 | 15 |
| Class B | 14 | Jon Bray | Standard | Chelmsford |  | MG ZR | 1800 | $\begin{gathered} (82.5) \\ (78.7+1 \mathrm{C}) \\ =82.5 \end{gathered}$ | $\begin{gathered} (52.5: \mathrm{WT}) \\ (66.5) \\ =66.5 \end{gathered}$ | $\begin{aligned} & (78.5) \\ & (72.7) \\ & =72.7 \end{aligned}$ | $\begin{gathered} (39.5: \mathrm{WT}) \\ (37.3+1 \mathrm{C}) \\ =47.3 \end{gathered}$ | $\begin{aligned} & (54.9) \\ & (54.9) \\ & =54.9 \end{aligned}$ | $\begin{gathered} (85.0)(76.1) \\ =76.1 \end{gathered}$ | $\begin{gathered} (71.4: \mathrm{WT}) \\ (75.4)=75.4 \end{gathered}$ | $\begin{gathered} (70.9: \mathrm{WT}) \\ (65.8)=65.8 \end{gathered}$ | $\begin{aligned} & (73.9) \\ & (67.7) \\ & =67.7 \end{aligned}$ | $\begin{gathered} (45.9: \mathrm{WT}) \\ (47.9) \\ =47.9 \end{gathered}$ | $\begin{gathered} \text { (81.8) (NR) } \\ =81.8 \end{gathered}$ | $\begin{aligned} & \left(\begin{array}{l} (03.2) \\ (101.3) \\ =1013 \end{array}\right. \end{aligned}$ | 839.9 | 8 | 19 |
| Class B | 06 | Peter Byles | Standard | MMKMC |  | $\begin{aligned} & \text { Citroen } \\ & \text { C2 } \end{aligned}$ | 1598 | $\begin{gathered} (83.1)(86.6) \\ =83.1 \end{gathered}$ | $\begin{aligned} & (53.4: \mathrm{WT}) \\ & (67.2) \\ & =67.2 \end{aligned}$ | $\begin{aligned} & (82.5) \\ & (75.3) \\ & =75.3 \end{aligned}$ | $\begin{aligned} & (45.8) \\ & (45.1) \\ & =4.5 \end{aligned}$ | $\begin{aligned} & (63.7: \mathrm{WT}) \\ & (58.4) \\ & =58.4 \end{aligned}$ | $\begin{gathered} (82.9)(86.3) \\ =82.9 \end{gathered}$ | $\underset{=71.4}{(84.0)}$ | $\begin{gathered} (71.0: W T) \\ (70.6)=70.6 \end{gathered}$ | $\begin{aligned} & (51.9: \mathrm{WT}) \\ & (74.6) \\ & =74.6 \end{aligned}$ | $\begin{aligned} & (43.0: \mathrm{WT}) \\ & (44.2) \\ & =44.2 \end{aligned}$ | $\begin{gathered} (87.0)(85.1) \\ =85.1 \end{gathered}$ | $\begin{aligned} & (103.5: M A X) \\ & (93.5)=93.5 \end{aligned}$ | 851.4 | 9 | 24 |
| Class B | 18 | Nigel Craig | Standard | SDMC |  | MG ZR | 1796 | $\begin{gathered} (82.4: \mathrm{WT}) \\ (84.6)=84.6 \end{gathered}$ | $\begin{aligned} & (56.8) \\ & (61.9) \\ & =56.8 \end{aligned}$ | $\begin{aligned} & (74.6) \\ & (81.7) \\ & =74.6 \end{aligned}$ | $\begin{gathered} (49.3: \mathrm{WT}) \\ (51.3: \mathrm{WT}) \\ =66.3 \end{gathered}$ | $\begin{gathered} (52.1: \mathrm{WT}) \\ (56.0+1 \mathrm{C}) \\ =66.0 \end{gathered}$ | $\begin{gathered} (77.6)(78.2) \\ =77.6 \end{gathered}$ | $\begin{aligned} & \text { (70.7:WT) } \\ & \text { (61.2:WT) } \end{aligned}$ $=89.4$ | $\begin{gathered} (69.4) \\ (19.8: \mathrm{WT}) \\ =69.4 \end{gathered}$ | $\begin{aligned} & (64.4) \\ & (59.8) \\ & =59.8 \end{aligned}$ | $\begin{gathered} (45.0) \\ (44.4: W T) \\ =45.0 \end{gathered}$ | $\begin{gathered} (76.2)(77.0) \\ =76.2 \end{gathered}$ | $\begin{aligned} & (104.1: \mathrm{MAX}) \\ & (90.5)=90.5 \end{aligned}$ | 856.2 | 10 | 25 |
| Class B | 11 | Dick Athow | Standard | Blackpalfrey |  | MG ZR | 1796 | $\begin{gathered} (84.5)(87.3) \\ =84.5 \end{gathered}$ | $\begin{aligned} & (64.6: \mathrm{WT}) \\ & (67.3) \\ & =67.3 \end{aligned}$ | $\begin{aligned} & (84.8) \\ & (84.3) \\ & =84.3 \end{aligned}$ | $\begin{aligned} & (59.8: \mathrm{MAX}) \\ & (47.6) \\ & =47.6 \end{aligned}$ | $\begin{aligned} & (61.8) \\ & (58.2) \\ & =58.2 \end{aligned}$ | $\begin{gathered} (89.0)(78.2) \\ =78.2 \end{gathered}$ | $\begin{gathered} (81.6: W T) \\ (76.5)=76.5 \end{gathered}$ | (67.4:WT) $(61.1)=61.1$ | $\begin{aligned} & \text { (79.5:MAX) } \\ & (62.8) \\ & =62.8 \end{aligned}$ | $\begin{aligned} & (43.6) \\ & (48.5) \\ & =43.6 \end{aligned}$ | $\begin{gathered} \text { (80.2:WT) } \\ (73.8: W T) \\ =98.8 \end{gathered}$ | $\begin{aligned} & (105.7: \mathrm{MAX}) \\ & (97.6)=97.6 \end{aligned}$ | 860.5 | 11 | 27 |
| Class B | 13 | Emma Olsen | Standard | MMKMC | ASEMC | MG ZR | 1800 | $\begin{gathered} (88.6)(87.2) \\ =87.2 \end{gathered}$ | $\begin{gathered} (69.9) \\ (92.2: \mathrm{WT}) \\ =69.9 \end{gathered}$ | $\begin{aligned} & (72.3) \\ & (71.0) \\ & =71.0 \end{aligned}$ | $\begin{aligned} & (50.9) \\ & (49.8) \\ & =49.8 \end{aligned}$ | $\begin{aligned} & (77.5) \\ & (66.0) \\ & =66.0 \end{aligned}$ | $\begin{gathered} (96.4)(85.3) \\ =85.3 \end{gathered}$ | $\begin{gathered} (85.1)(82.2) \\ =82.2 \end{gathered}$ | $\begin{gathered} (69.7)(63.5) \\ =63.5 \end{gathered}$ | $\begin{aligned} & (65.4) \\ & (56.7) \\ & =56.7 \end{aligned}$ | $\begin{aligned} & (45.5) \\ & (44.6) \\ & =446 \end{aligned}$ | $\begin{gathered} (94.9)(84.9) \\ =84.9 \end{gathered}$ | $\begin{aligned} & \text { (113.4:MAX) } \\ & (102.8) \\ & =102.8 \end{aligned}$ | 863.9 | 12 | 28 |
| Class B | 07 | Rebecca Groves | Standard | MMKMC |  | Renault Clio | 1989 | $\begin{gathered} (90.6)(98.6) \\ =90.6 \end{gathered}$ | $\begin{aligned} & (60.2) \\ & (54.2) \\ & =54.2 \end{aligned}$ | $\begin{aligned} & (77.4) \\ & (83.4) \\ & -771 \end{aligned}$ | $\begin{gathered} (41.6+2 \mathrm{C}) \\ (40.3) \\ =40.3 \end{gathered}$ | $\begin{gathered} (60.6) \\ (57.5+1 C) \\ =60.6 \end{gathered}$ | $\begin{gathered} (87.1)(96.6) \\ =87.1 \end{gathered}$ | $\begin{gathered} (77.6)(78.3) \\ =77.6 \end{gathered}$ | $\begin{gathered} (70.5)(71.8) \\ =70.5 \end{gathered}$ | $\begin{aligned} & \text { (82.6:MAX) } \\ & (67.9) \\ & =67.9 \end{aligned}$ | $\begin{aligned} & \text { (80.6:MAX) } \\ & \text { (88.2:MAX) } \\ & =66.5 \end{aligned}$ | $\begin{gathered} (88.2+1 \mathrm{C}) \\ (80.6)=80.6 \end{gathered}$ | (104.6:MAX) $(94.1)=94.1$ | 867.4 | 13 | 30 |
| Class B | 17 | Millie Groves | Standard | MMKMC |  | Renault Clio | 1398 | $\begin{gathered} (83.7) \\ (96.4: \mathrm{MAX}) \\ =83.7 \end{gathered}$ | $\begin{aligned} & (68.7) \\ & (59.6) \\ & =59.6 \end{aligned}$ | $\begin{aligned} & (82.2) \\ & (89.3) \\ & =82.2 \end{aligned}$ | $\begin{aligned} & (42.1) \\ & (43.4) \\ & =42.1 \end{aligned}$ | $\begin{aligned} & (58.4) \\ & (79.6) \\ & =58.4 \end{aligned}$ | $\begin{gathered} (91.3) \\ (78.1+1 \mathrm{C}) \\ =88.1 \end{gathered}$ | $\begin{gathered} (74.3: \mathrm{WT}) \\ (75.9)=75.9 \end{gathered}$ | $\begin{gathered} (80.3: \mathrm{MAX}) \\ (68.7: \mathrm{WT}) \\ =86.8 \end{gathered}$ | $\begin{gathered} (57.0: \mathrm{WT}) \\ (60.1) \\ =60.1 \end{gathered}$ | $\begin{gathered} (44.6: W T) \\ (N R)=66.5 \end{gathered}$ | $\begin{gathered} \text { (NR) (79.6) } \\ =79.6 \end{gathered}$ | $\begin{gathered} (1056.9: M A X) \\ (86.1+1 \mathrm{C}) \\ =96.1 \end{gathered}$ | 879.1 | 14 | 31 |


| Class B | 22 | Steve Burles | Standard | SDMC | ASEMC | Citroen Saxo | 1599 | $\begin{aligned} & (8 / .4: \mathrm{VW}) \\ & (88.6: W T) \end{aligned}$ $=95.8$ | $\begin{gathered} (58.9) \\ (N R)=58.9 \end{gathered}$ | $\begin{aligned} & (84.3: \mathrm{vv} \text { I) } \\ & (70.2) \\ & =70.2 \end{aligned}$ | $\begin{gathered} \text { (51.1:Vv I) } \\ (39.8: \mathrm{MAX}) \\ =66.3 \end{gathered}$ | (54.7:WT) $=81.1$ | $\begin{aligned} & (105.5: \text { MAX }) \\ & (79.3)=79.3 \end{aligned}$ | $\begin{aligned} & (8.2 .2: W \mathrm{~V}) \\ & (71.6: W T) \end{aligned}$ $=89.4$ | $\begin{gathered} (68.8)(67.3) \\ =67.3 \end{gathered}$ | $\begin{aligned} & (b / .3) \\ & (66.2) \\ & =57.3 \end{aligned}$ | $\begin{gathered} (\text { (35.3:VW I) } \\ (36.1: W T) \\ =66.5 \end{gathered}$ | $\begin{gathered} (78.7)(76.9) \\ =76.9 \end{gathered}$ | $\begin{gathered} (102.7) \\ (90.7)=90.7 \end{gathered}$ | 899.7 | 15 | 33 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Class B | 12 | Elliott Sharp | Standard | B18 |  | MG ZR | 1800 | $\begin{gathered} (79.4)(76.9) \\ =76.9 \end{gathered}$ | $\begin{aligned} & (54.7) \\ & (55.7) \\ & =54.7 \end{aligned}$ | $\begin{aligned} & (80.4) \\ & (78.0) \\ & =78.0 \end{aligned}$ | $\begin{gathered} (39.6+2 \mathrm{C}) \\ (84.4: \mathrm{MAX}) \\ =59.6 \end{gathered}$ | $\begin{gathered} (58.4) \\ (N R)=58.4 \end{gathered}$ | $\begin{gathered} \text { (72.6) (NR) } \\ =72.6 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =89.4 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =86.8 \end{gathered}$ | $\begin{gathered} (N R)(N R) \\ =76.1 \end{gathered}$ | $\begin{gathered} (\mathrm{NR})(\mathrm{NR}) \\ =66.5 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =98.8 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =103.5 \end{gathered}$ | 921.3 | 16 | 35 |
| Class B | 21 | Robert Ferris | Standard | MMKMC |  | Suzuki Swift | 1586 | $\begin{gathered} \text { (89.5) (NR) } \\ =89.5 \end{gathered}$ | $\begin{gathered} (59.4) \\ (N R)=59.4 \end{gathered}$ | $\begin{aligned} & \text { (77.9) } \\ & \text { (NR) } \\ & =77.9 \end{aligned}$ | $\begin{gathered} (43.3) \\ (N R)=43.3 \end{gathered}$ | $\begin{gathered} (64.1+1 \mathrm{C}) \\ (\mathrm{NR})=74.1 \end{gathered}$ | $\begin{gathered} (85.4)(78.8) \\ =78.8 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =89.4 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =86.8 \end{gathered}$ | $\begin{gathered} (N R) \text { (NR) } \\ =76.1 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =66.5 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =98.8 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =103.5 \end{gathered}$ | 944.1 | 17 | 37 |
| Class C | 24 | Tom Grant | Standard | MMKMC |  | VW golf | 1800 | (88.9) (86.0) $=86.0$ | $\begin{aligned} & (59.1) \\ & (63.1) \\ & =59.1 \end{aligned}$ | $\begin{aligned} & (77.3) \\ & (87.8) \\ & =77.3 \end{aligned}$ | $\begin{aligned} & (41.5) \\ & (39.1) \\ & =39.1 \end{aligned}$ | $\begin{aligned} & (65.7) \\ & (56.1) \\ & =56.1 \end{aligned}$ | (84.0) $=75.4$ | $\underset{=65.1}{(68.4)(65.1)}$ | $\begin{gathered} (89.6) \\ (67.0 \mathrm{WT}) \\ =89.6 \end{gathered}$ | $\begin{aligned} & (64.4) \\ & (64.1) \\ & =64.1 \end{aligned}$ | $\begin{gathered} (39.5+1 \mathrm{C}) \\ (44.9+1 \mathrm{C}) \\ =49.5 \end{gathered}$ | $\begin{gathered} (82.0) \\ (83.6+1 \mathrm{C}) \\ =82.0 \end{gathered}$ | $\begin{gathered} (110.7+1 \mathrm{C}) \\ (83.2+1 \mathrm{C}) \\ =93.2 \end{gathered}$ | 836.5 | 1 | 18 |
| Class C | 23 | Brian Grant | Standard | MMKMC |  | VW golf | 1800 | $\begin{gathered} (86.1)(85.8) \\ =85.8 \end{gathered}$ | $\begin{aligned} & (86.5) \\ & (66.1) \\ & =66.1 \end{aligned}$ | $\begin{aligned} & (76.8) \\ & (86.7) \\ & =76.8 \end{aligned}$ | $\begin{gathered} (46.1) \\ (43.1) \\ =43.1 \end{gathered}$ | $\begin{gathered} (60.6) \\ (61.0+1 \mathrm{C}) \\ =60.6 \end{gathered}$ | $\begin{gathered} (77.2) \\ (89.3+1 \mathrm{C}) \\ =77.2 \end{gathered}$ | $\begin{aligned} & (165.5: \mathrm{WT}) \\ & (67.6)=67.6 \end{aligned}$ | $\begin{gathered} (73.7) \\ (72.4+1 \mathrm{C}) \\ =73.7 \end{gathered}$ | $\begin{aligned} & (84.2) \\ & (63.2) \\ & =63.2 \end{aligned}$ | $\begin{aligned} & (40.5) \\ & (41.0) \\ & =40.5 \end{aligned}$ | $\begin{gathered} (95.9: \mathrm{WT}) \\ (189.8: \mathrm{WT}) \\ =112.0 \end{gathered}$ | $\begin{gathered} (95.5+1 \mathrm{~L}) \\ (90.8)=90.8 \end{gathered}$ | 857.4 | 2 | 26 |
| Class D | 28 | Christopher Newton | Standard | MMKMC |  | $\begin{aligned} & \text { BMW } \\ & 318 \mathrm{ti} \end{aligned}$ | 1900 | $\begin{gathered} (82.7)(76.7) \\ =76.7 \end{gathered}$ | $\begin{aligned} & (57.1) \\ & (61.4) \\ & =57.1 \end{aligned}$ | $\begin{aligned} & (76.8) \\ & (86.6) \\ & =76.8 \end{aligned}$ | $\begin{aligned} & (37.1) \\ & (37.3) \\ & =37.1 \end{aligned}$ | $\begin{aligned} & \text { (75.7:WT) } \\ & (56.5) \\ & =56.5 \end{aligned}$ | $\begin{gathered} (79.1)(72.8) \\ =72.8 \end{gathered}$ | $\begin{gathered} (76.4)(66.8) \\ =66.8 \end{gathered}$ | $\begin{gathered} (75.1)(61.2) \\ =61.2 \end{gathered}$ | $\begin{aligned} & (62.1) \\ & (60.8) \\ & =60.8 \end{aligned}$ | $\begin{gathered} (40.6) \\ (40.5+2 C) \\ =40.6 \end{gathered}$ | $\begin{gathered} (66.3)(78.9) \\ =66.3 \end{gathered}$ | $\begin{gathered} (96.3+1 C) \\ (86.9)=86.9 \end{gathered}$ | 759.6 | 1 | 9 |
| Class D | 31 | Ian Mepham | Standard | MMKMC |  | $\begin{gathered} \text { BMW } \\ 318 \mathrm{ti} \end{gathered}$ | 1895 | $\begin{gathered} (75.6)(76.3) \\ =75.6 \end{gathered}$ | $\begin{aligned} & (57.0) \\ & (52.6) \\ & =52.6 \end{aligned}$ | $\begin{aligned} & (74.8) \\ & (76.5) \\ & =74.8 \end{aligned}$ | $\begin{aligned} & (37.5) \\ & (38.1) \\ & =37.5 \end{aligned}$ | $\begin{aligned} & (61.5) \\ & (55.5) \\ & =55.5 \end{aligned}$ | $\begin{gathered} (78.3)(74.6) \\ =74.6 \end{gathered}$ | $\begin{gathered} (66.6) \\ (132.3: \mathrm{MAX}) \\ =66.6 \end{gathered}$ | $\begin{gathered} (67.1: \mathrm{WT}) \\ (64.3)=64.3 \end{gathered}$ | $\begin{aligned} & (70.1) \\ & (61.2) \\ & =61.2 \end{aligned}$ | $\begin{aligned} & (48.4) \\ & (39.1) \\ & =39.1 \end{aligned}$ | $\begin{gathered} (64.9: \mathrm{WT}) \\ (78.7)=78.7 \end{gathered}$ | $\begin{gathered} (88.5)(85.5) \\ =85.5 \end{gathered}$ | 766 | 2 | 10 |
| Class D | 26 | Anthony Newton | Standard | MMKMC |  | $\begin{gathered} \text { BMW } \\ 318 \mathrm{ti} \end{gathered}$ | 1900 | $\begin{aligned} & \text { (82.4+1C) } \\ & \text { (87.9:WT) } \end{aligned}$ $=92.4$ | $\begin{gathered} (56.9) \\ (58.0+1 \mathrm{~L}) \\ =56.9 \end{gathered}$ | $\begin{aligned} & (81.4) \\ & \text { (NR) } \\ & =81.4 \end{aligned}$ | $\begin{aligned} & (37.1) \\ & (38.0) \\ & =37.1 \end{aligned}$ | $\begin{aligned} & (68.4+1 \mathrm{C}) \\ & (54.8) \\ & =54.8 \end{aligned}$ | $\begin{gathered} (70.2)(77.8) \\ =70.2 \end{gathered}$ | (74.7) (69.1) $=69.1$ | $\begin{gathered} (75.9)(61.1) \\ =61.1 \end{gathered}$ | $\begin{aligned} & (61.4) \\ & (59.8) \\ & =59.8 \end{aligned}$ | $\begin{aligned} & (40.6) \\ & (39.9) \\ & =39.9 \end{aligned}$ | $\begin{gathered} (65.5)(82.4) \\ =65.5 \end{gathered}$ | $\begin{gathered} (92.3)(83.2) \\ =83.2 \end{gathered}$ | 771.4 | 3 | 12 |
| Class D | 34 | Owen <br> Turner | Standard | Chelmsford |  | Chrysler Galant | 1600 | $\begin{gathered} (73.9) \\ (186.3: \mathrm{MAX}) \\ =73.9 \end{gathered}$ | $\begin{aligned} & (55.6) \\ & (77.3) \\ & =55.6 \end{aligned}$ | $\begin{aligned} & (75.1) \\ & (82.9) \\ & =75.1 \end{aligned}$ | $\begin{gathered} (40.9) \\ (66.5: \mathrm{MAX}) \\ =40.9 \end{gathered}$ | $\begin{aligned} & (69.7) \\ & (60.1) \\ & =60.1 \end{aligned}$ | (74.7) $=74.7$ | $\begin{gathered} (87.4: \mathrm{WT}) \\ (66.7)=66.7 \end{gathered}$ | (72.9) (61.7) $=61.7$ | $\begin{aligned} & (60.7) \\ & (60.2) \\ & =60.2 \end{aligned}$ | $\begin{aligned} & (39.5) \\ & (40.9) \\ & =39.5 \end{aligned}$ | $\begin{gathered} (79.7)(78.9) \\ =78.9 \end{gathered}$ | $\begin{gathered} (88.3)(84.5) \\ =84.5 \end{gathered}$ | 771.8 | 4 | 13 |
| Class D | 25 | Alan Steadman | Standard | MMKMC | ASEMC | $\begin{gathered} \text { BMW } \\ 318 \mathrm{ti} \end{gathered}$ | 1900 | (77.2) $=76.4$ | $\begin{gathered} (63.9: \mathrm{WT}) \\ (53.0) \\ =53.0 \end{gathered}$ | $\begin{aligned} & (71.8) \\ & (77.3) \\ & =71.8 \end{aligned}$ | $\begin{aligned} & (44.0) \\ & (39.3) \\ & =39.3 \end{aligned}$ | $\begin{aligned} & (60.9) \\ & (55.7) \\ & =55.7 \end{aligned}$ | $\begin{gathered} (90.0)(76.2) \\ =76.2 \end{gathered}$ | $\begin{gathered} \text { (51.9:WT) } \\ (72.1: \mathrm{WT}) \\ =94.6 \end{gathered}$ | $\begin{gathered} (61.9)(61.5) \\ =61.5 \end{gathered}$ | $\begin{aligned} & (68.7) \\ & (58.7) \\ & =587 \end{aligned}$ | $\begin{gathered} (39.7) \\ (38.6+1 \mathrm{C}) \\ =39.7 \end{gathered}$ | $\begin{gathered} (76.3)(77.3) \\ =76.3 \end{gathered}$ | $\begin{gathered} (108.6: W T) \\ (89.4)=89.4 \end{gathered}$ | 792.6 | 5 | 16 |
| Class D | 29 | David Blowers | Standard | FDMC |  | $\begin{aligned} & \text { BMW } \\ & 318 \mathrm{t} \end{aligned}$ | 1895 | (87.5) (92.3) $=87.5$ | $\begin{aligned} & (68.0) \\ & (60.5) \\ & =60.5 \end{aligned}$ | $\begin{aligned} & (89.1) \\ & (86.1) \\ & =86.1 \end{aligned}$ | $\begin{gathered} (38.3+1 \mathrm{C}) \\ (38.4+1 \mathrm{C}) \\ =48.3 \end{gathered}$ | $\begin{aligned} & (68.3) \\ & (57.8) \\ & =57.8 \end{aligned}$ | (80.7) $=76.3$ | (77.8) $=72.6$ | $\begin{aligned} & (66.4: \mathrm{WT}) \\ & (66.3)=66.3 \end{aligned}$ | $\begin{aligned} & (85.3) \\ & (82.1) \\ & =82.1 \end{aligned}$ | $\begin{aligned} & (40.3) \\ & (38.3) \\ & =38.3 \end{aligned}$ | $\begin{gathered} (81.7)(78.0) \\ =78.0 \end{gathered}$ | $\begin{gathered} (97.1)(88.7) \\ =88.7 \end{gathered}$ | 842.5 | 6 | 20 |
| Class D | 33 | Kevin Lower | Standard | SDMC |  | Ford <br> Escort RS | 2000 | $\begin{gathered} (71.4) \\ (62.2: \mathrm{WT}) \\ =71.4 \end{gathered}$ | $\begin{aligned} & (54.0) \\ & (66.9) \\ & =54.0 \end{aligned}$ | $\begin{aligned} & (72.3) \\ & (91.6) \\ & =72.3 \end{aligned}$ | $\begin{aligned} & (38.4: \mathrm{WT}) \\ & (37.3) \\ & =37.3 \end{aligned}$ | $\begin{gathered} (60.2) \\ (61.0+1 \mathrm{C}) \\ =60.2 \end{gathered}$ | $(76.7)(75.2)$ $=75.2$ | $\begin{gathered} (64.6)(67.8) \\ =64.6 \end{gathered}$ | $\begin{gathered} \text { (76.9:WT) } \\ (31.3: \mathrm{WT}) \\ =91.1 \end{gathered}$ | $\begin{gathered} (76.6) \\ (N R)=76.6 \end{gathered}$ | $\begin{aligned} & (38.3: \mathrm{WT}) \\ & (37.5: \mathrm{WT}) \\ & =68.0 \end{aligned}$ | $\begin{gathered} (80.5)(83.0) \\ =80.5 \end{gathered}$ | $\begin{gathered} (97.4)(92.0) \\ =92.0 \end{gathered}$ | 843.2 | 7 | 21 |
| Class D | 27 | Chris Woolley | Standard | B18 |  | $\begin{aligned} & \text { BMW } \\ & 318 i s \end{aligned}$ | 1789 | $\begin{gathered} (86.2)(84.8) \\ =84.8 \end{gathered}$ | $\begin{aligned} & (73.9) \\ & (64.1) \\ & =64.1 \end{aligned}$ | $\begin{aligned} & (78.7) \\ & (81.8) \\ & =78.7 \end{aligned}$ | $\begin{gathered} (39.7) \\ (39.6: W T) \\ =39.7) \end{gathered}$ | $\begin{aligned} & (62.9) \\ & (63.7) \\ & =62.9 \end{aligned}$ | $\begin{gathered} (80.6)(79.9) \\ =79.9 \end{gathered}$ | (75.2) (73.2) $=73.2$ | $\begin{gathered} (91.4: \mathrm{WT}) \\ (78.2)=78.2 \end{gathered}$ | $\begin{aligned} & (68.1) \\ & (66.7) \\ & =66.7 \end{aligned}$ | $\begin{aligned} & (38.0) \\ & (39.8) \\ & =38.0 \end{aligned}$ | (96.2:MAX) (79.0)=79.0 | $\begin{gathered} (103.7+1 \mathrm{C}) \\ (98.2)=98.2 \end{gathered}$ | 843.4 | 8 | 22 |
| Class D | 32 | Jamie Woolley | Standard | B18 | ASEMC | $\begin{aligned} & \text { BMW } \\ & 318 \text { is } \end{aligned}$ | 1789 | (83.9) (85.2) $=83.9$ | $\begin{gathered} (74.2) \\ (66.8+1 \mathrm{C}) \\ =74.2 \end{gathered}$ | $\begin{aligned} & (91.5) \\ & (82.6) \\ & =82.6 \end{aligned}$ | $\begin{gathered} (42.7+1 \mathrm{C}) \\ (39.9) \\ =39.9 \end{gathered}$ | $\begin{gathered} (62.5) \\ (87.6 \mathrm{WT}) \\ =62.5 \end{gathered}$ | (77.5) (80.7) $=77.5$ | (87.6) (80.5) $=80.5$ | $\begin{gathered} (88.5)(74.2) \\ =74.2 \end{gathered}$ | $\begin{aligned} & (81.3) \\ & (70.7) \\ & =70.7 \end{aligned}$ | $\begin{aligned} & (40.7) \\ & (38.3) \\ & =38.3 \end{aligned}$ | $\begin{gathered} (105.7: \mathrm{MAX}) \\ (92.3+1 \mathrm{C}) \\ =95.5 \end{gathered}$ | $\begin{gathered} \text { (118.3:MAX) } \\ (103.4) \\ =103.4 \end{gathered}$ | 883.2 | 9 | 32 |
| Class D | 30 | Graham Child | Standard | SDMC |  | $\begin{aligned} & \text { BMW } \\ & 318 \mathrm{i} \end{aligned}$ | 1897 | $\begin{aligned} & (105.9: W T) \\ & (95.1)=95.1 \end{aligned}$ | $\begin{gathered} (59.3: \mathrm{WT}) \\ (134.7: \mathrm{WT}) \\ =82.6 \end{gathered}$ | $\begin{aligned} & (89.7) \\ & (96.2) \\ & =89.7 \end{aligned}$ | $\begin{gathered} \text { (74.9:WT) } \\ (67.7: \mathrm{MAX}) \\ =67.1 \end{gathered}$ | $\begin{aligned} & (70.0) \\ & (66.4) \\ & =66.4 \end{aligned}$ | $\begin{gathered} (82.9+1 \mathrm{C}) \\ (90.7)=90.7 \end{gathered}$ | $\begin{gathered} (65.1: \mathrm{WT}) \\ (97.0: \mathrm{MAX}) \\ =94.6 \end{gathered}$ | $\begin{gathered} \text { (84.3:WT) } \\ \text { (109.1:MAX) } \\ =91.1 \end{gathered}$ | $\begin{aligned} & (77.9) \\ & (68.2) \\ & =68.2 \end{aligned}$ | $\begin{aligned} & (56.5) \\ & (50.3) \\ & =50.3 \end{aligned}$ | $\begin{gathered} (70.0: \mathrm{WT}) \\ (90.4)=90.4 \end{gathered}$ | $\begin{gathered} (89.6) \\ (103.6) \\ =89.6 \end{gathered}$ | 975.8 | 10 | 38 |
| Class E | 37 | Zach <br> Lower | Standard | SDMC |  | Mazda MX5 | 1600 | $\begin{gathered} (72.9)(82.1) \\ =72.9 \end{gathered}$ | $\begin{gathered} (53.1+1 \mathrm{~L}) \\ (56.0) \\ =56.0 \end{gathered}$ | $\begin{aligned} & (70.5) \\ & (82.1) \\ & =70.5 \end{aligned}$ | $\begin{aligned} & (37.9) \\ & (35.5) \\ & =35.5 \end{aligned}$ | $\begin{gathered} (57.3) \\ (55.4+1 \mathrm{C}) \\ =57.3 \end{gathered}$ | $\begin{gathered} (74.0) \\ (70.3+2 \mathrm{C}+1 \mathrm{~L}) \\ =74.0 \end{gathered}$ | $(67.3: \mathrm{WT})$ $(65.8)=65.8$ | $\begin{gathered} (63.1)(\mathrm{NR}) \\ =63.1 \end{gathered}$ | $\begin{aligned} & (75.8) \\ & (68.4) \\ & =68.4 \end{aligned}$ | $\begin{aligned} & (36.7) \\ & (33.5) \\ & =33.5 \end{aligned}$ | $\underset{=77.3}{(79.2)}(77.3)$ | $\begin{gathered} (94.2)(83.1) \\ =83.1 \end{gathered}$ | 757.4 | 1 | 8 |
| Class E | 36 | Charlie Lower | Standard | SDMC |  | Mazda MX5 | 1600 | $\begin{gathered} (76.4)(78.4) \\ =76.4 \end{gathered}$ | $\begin{aligned} & (58.1) \\ & (58.9) \\ & =58.1 \end{aligned}$ | $\begin{aligned} & (72.0) \\ & (80.8) \\ & =72.0 \end{aligned}$ | $\begin{aligned} & (39.0) \\ & (37.5) \\ & =37.5 \end{aligned}$ | $\begin{gathered} (57.4+1 \mathrm{C}) \\ (54.5+2 \mathrm{C}) \\ =67.4 \end{gathered}$ | $\begin{gathered} (74.5)(70.5) \\ =70.5 \end{gathered}$ | $\begin{gathered} (66.5)(66.6) \\ =66.5 \end{gathered}$ | $\begin{gathered} (45.0: \mathrm{WT}) \\ (73.7)=73.7 \end{gathered}$ | $\begin{aligned} & (74.6) \\ & (63.8) \\ & =63.8 \end{aligned}$ | $\begin{aligned} & (35.3) \\ & (34.5) \\ & =34.5 \end{aligned}$ | $\begin{gathered} (80.2+1 \mathrm{C}) \\ (77.3)=77.3 \end{gathered}$ | $\begin{gathered} (103.3) \\ (81.3)=81.3 \end{gathered}$ | 779 | 2 | 14 |
| Class E | 35 | Des Crocker | Standard | MMKMC | ASEMC | Mazda <br> MX5 | 2000 | $\begin{gathered} (85.2)(83.8) \\ =83.8 \end{gathered}$ | $\begin{gathered} (61.5) \\ (84.7: W T) \\ =61.5 \end{gathered}$ | $\begin{aligned} & (75.9) \\ & (75.6) \\ & =75.6 \end{aligned}$ | $\begin{gathered} (41.1) \\ (41.4+1 \mathrm{C}) \\ =41.1 \end{gathered}$ | $\begin{aligned} & (70.1) \\ & (67.9) \\ & =67.9 \end{aligned}$ | $\begin{gathered} (82.2)(75.8) \\ =75.8 \end{gathered}$ | $\begin{gathered} (72.5)(69.5) \\ =69.5 \end{gathered}$ | $\begin{gathered} (65.6)(69.9) \\ =65.6 \end{gathered}$ | $\begin{aligned} & (66.5) \\ & (62.3) \\ & =62.3 \end{aligned}$ | $\begin{aligned} & (39.7) \\ & (40.3) \\ & =39.7 \end{aligned}$ | $\begin{gathered} (85.2)(81.4) \\ =81.4 \end{gathered}$ | $\begin{gathered} (99.5)(99.6) \\ =99.5 \end{gathered}$ | 823.7 | 3 | 17 |
| Class J | 39 | Jamie Gorham | Novice | MMKMC |  | Citroen Saxo | 1100 | $\begin{gathered} (87.4)(84.1) \\ =84.1 \end{gathered}$ | $\begin{gathered} (62.2: \mathrm{WT}) \\ (67.0) \\ =67.0 \end{gathered}$ | $\begin{aligned} & (75.3) \\ & (74.8) \\ & =74.8 \end{aligned}$ | $\begin{aligned} & (49.7) \\ & (46.5) \\ & =46.5 \end{aligned}$ | $\begin{aligned} & (62.2) \\ & (67.4) \\ & =62.2 \end{aligned}$ | $\begin{gathered} (85.2)(83.1) \\ =83.1 \end{gathered}$ | $\begin{gathered} (79.2)(73.4) \\ =73.4 \end{gathered}$ | $\begin{gathered} (70.4)(74.3) \\ =70.4 \end{gathered}$ | $\begin{aligned} & (66.0) \\ & (66.1) \\ & =66.0 \end{aligned}$ | $\begin{aligned} & (45.4) \\ & (46.8) \\ & =45.4 \end{aligned}$ | $\begin{gathered} (95.0)(89.0) \\ =89.0 \end{gathered}$ | $\begin{gathered} (106.5) \\ (87.4)=87.4 \end{gathered}$ | 849.3 | 1 | 23 |
| Class J | 40 | Poppy Robinson | Novice | FDMC |  | Ford Fiesta ST | 1999 | $\begin{gathered} (90.4)(97.6) \\ =90.4 \end{gathered}$ | $\begin{gathered} (67.4: \mathrm{WT}) \\ (66.5) \\ =66.5 \end{gathered}$ | $\begin{aligned} & (79.3) \\ & (88.2) \\ & =79.3 \end{aligned}$ | $\begin{gathered} (73.9: \mathrm{WT}) \\ (49.8) \\ =49.8 \end{gathered}$ | $\begin{aligned} & (62.7) \\ & (57.8) \\ & =57.8 \end{aligned}$ | $\begin{gathered} (86.5) \\ (81.4+1 \mathrm{C}) \\ =86.5 \end{gathered}$ | $\begin{gathered} (77.4)(75.3) \\ =75.3 \end{gathered}$ | $\begin{gathered} (71.5) \\ (66.6+1 C) \\ =71.5 \end{gathered}$ | $\begin{aligned} & (80.6) \\ & (59.4) \\ & =59.4 \end{aligned}$ | $\begin{aligned} & (49.8+1 \mathrm{C}) \\ & (48.1) \\ & =48.1 \end{aligned}$ | $\begin{gathered} (85.1+1 C) \\ (84.9)=84.9 \end{gathered}$ | $\begin{gathered} (105.7+2 C) \\ (96.5)=96.5 \end{gathered}$ | 866 | 2 | 29 |
| Class J | 38 | Cameron Ferris | Novice | MMKMC |  | Suzuki Swift | 1586 | $\begin{gathered} \text { (91.6) (NR) } \\ =91.6 \end{gathered}$ | $\begin{gathered} (67.1) \\ \text { (NR) }=67.1 \end{gathered}$ | $\begin{aligned} & \text { (87.4) } \\ & \text { (NR) } \\ & =87.4 \end{aligned}$ | $\begin{gathered} (55.4) \\ (N R)=55.4 \end{gathered}$ | $\begin{gathered} (69.5) \\ (N R)=69.5 \end{gathered}$ | $\begin{gathered} (94.4+1 \mathrm{C}) \\ (89.1+2 \mathrm{C}) \\ =104.4 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =103.4 \end{gathered}$ | $\begin{aligned} & \text { (NR) (NR) } \\ & =100.4 \end{aligned}$ | $\begin{gathered} \text { (NR) (NR) } \\ =89.4 \end{gathered}$ | $\begin{gathered} (\mathrm{NR})(\mathrm{NR}) \\ =75.4 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =114.9 \end{gathered}$ | $\begin{gathered} \text { (NR) (NR) } \\ =117.4 \end{gathered}$ | 1076.3 | 3 | 40 |

