| 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 | Overall | Award |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Autotest |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Class A | A04 | Chris Smith | Expert | MMKMC | Rover Mini |  | 1275 | (45.2) | (48.6) | (40.8) | (43.6) | (31.9) | (44.7) | (44.9) | (34.0) | (44.6) | (49.8) | (33.5) | (37.4) |  |  |  |  |
|  |  |  |  |  |  |  | (48.2) $(50.0$ | (44.9) | (39.4) | (37.8) | (31.1) | (44.7) | (39.1:WT) | (34.2) | (36.5:WT) | $(46.1)$ $(450+1)$ | (35.0) | $(36.4)$ | 955.1 | 1 | 3 |  |
|  |  |  |  |  |  |  | (50.0:WT) $=93.4$ | (42.6) | (38.2) | (35.5) | (29.4) | (42.3) $=87.0$ | $(40.3)$ $=85.2$ | (34.5) $=68.2$ | $(42.5)$ $=87.1$ | $(45.0+1 \mathrm{~L})$ $=95.9$ | (32.8) $=66.3$ | $(36.7)$ | 955.1 | 1 | 3 |  |
|  |  |  |  | MMKMC |  |  | -93.4 | -8.5 | =71.6 |  | -60.5 |  | (45 | (35 | (430) |  |  |  |  |  |  |  |
| Class A | A01 | Lloyd Covey | Expert |  | ASEMC | Austin Mini |  | 1380 | (55.1) (54.2) | $\begin{aligned} & (49.8) \\ & (44.6) \end{aligned}$ | $(40.1)$ $(40.1)$ | (35.4) | $\begin{aligned} & (32.2) \\ & (30.9) \end{aligned}$ | (45.3) | (45.6) | $\begin{aligned} & (35.5) \\ & (33.2) \end{aligned}$ | (43.0) | $\begin{aligned} & (47.6) \\ & (45.5) \end{aligned}$ | $\begin{aligned} & (3.2 .2 \\ & (32.4) \end{aligned}$ |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  | (47.7) | (42.8+1C) | (40.1) | (44.0) | (38.9) | (43.1) | (42.1) | (33.2) | (41.7) | $\begin{gathered} (45.5) \\ (45.8+1 \mathrm{~L}) \end{gathered}$ | $\begin{aligned} & (32.4) \\ & \text { (NR) } \end{aligned}$ | $\begin{aligned} & (36.0) \\ & (36.0) \end{aligned}$ | 956.1 | 2 | 4 |  |
|  |  |  |  |  |  |  |  |  | =101.9 | =94.4 | =77.8 | =71.9 | $=59.3$ | $=84.2$ | $=85.4$ | $=65.9$ | $=84.7$ | =93.1 | $=65.6$ | -71.9 |  |  |  |  |
| Class A | A05 | Grahame Standen | Expert | Blackpalfrey | ASEMC | Ford KA | 1599 | (53.7) | (47.7) | (45.4) | (40.5) | (31.1) | (44.7) | (50.3) | (36.5) | (48.9) | (47.8+1C) | (33.6) | (37.7) |  |  |  |  |
|  |  |  |  |  |  |  |  | (49.5) | (44.5) | (40.1) | (39.5+1C) | (30.8) | (44.8) | (50.2) | (34.5) | (44.2) | (46.7) | (34.1) | (39.5) | 971.6 | 3 | 5 |  |
|  |  |  |  |  |  |  |  | (50.2) | (43.4) | (39.8) | (37.0) | (29.6) | (41.6) | (41.7) | (37.2) | (43.2) | (43.3) | (32.7) | (35.6) | 971.6 | 3 | 5 |  |
|  |  |  |  |  |  |  |  | =99.7 | =87.9 | =79.9 | $=77.5$ | $=60.4$ | $=86.3$ | =91.9 | $=71.0$ | $=87.4$ | $=90.0$ | $=66.3$ | =73.3 |  |  |  |  |
| Class A | A03 | Jamie Upchurch | Expert | MMKMC | $\begin{aligned} & \text { Ford } \\ & \text { KA } \end{aligned}$ |  | 1300 | (56.1) | (51.7:WT) | (40.1) | (39.9) | (34.2) | (44.7) | (56.8) | (37.1) | ( $50.4+1 \mathrm{C}$ ) | (50.0) | (44.0:WT) | (39.0) |  |  |  |  |
|  |  |  |  |  |  |  | (47.3:WT) | (48.7) | (35.9:WT) | (42.2) | (28.6) | (42.5+1C) | (48.0) | (34.4) | (47.0) | (47.5) | (34.0) | (40.2) | 1052.6 | 4 | 7 |  |
|  |  |  |  |  |  |  | (NR) | (46.3) | (37.9) | (NR) | (NR) | (NR) | (56.1) | (32.3) | (41.9) | (46.6:WT) | (33.3) | (NR) |  |  |  |  |
|  |  |  |  |  |  |  | =133.8 | =95.0 | =78.0 | =82.1 | $=62.8$ | =97.2 | =104.1 | $=66.7$ | $=88.9$ | =97.5 | $=67.3$ | $=79.2$ |  |  |  |  |
| Class A | A02 | Katie Smith | Expert | MMKMC | Ford KA |  |  | 1599 | (92.0:WT) | (54.5) | (42.2) | ( $46.7+1 \mathrm{C}$ ) | (34.3) | (51.8) | (50.5) | (44.2) | (46.0) | (55.2) | (34.5) | (40.8) |  |  |  |  |
|  |  |  |  |  |  |  | (52.9) |  | (49.0) | (39.9) | (46.2) | (36.5) | (60.0) | (53.7:MAX) | (35.9) | ( $45.9+1 \mathrm{C}$ ) | (51.4) | (34.8) | ( $40.4+1 \mathrm{C})$ | 1065.2 | 5 | 8 |  |
|  |  |  |  |  |  |  | ( $50.3+1 \mathrm{C}$ ) |  | (51.9) | (38.4) | (40.8) | (34.3) | (43.6) | (58.1) | (35.3) | (45.7) | (49.2) | ( $33.1+1 \mathrm{~L}$ ) | (39.6) | 1065.2 | 5 | 8 |  |
|  |  |  |  |  |  |  | =113.2 |  | =100.9 | =78.3 | $=87.0$ | $=68.6$ | =95.4 | =108.6 | =71.2 | =91.7 | $=100.6$ | $=69.3$ | $=80.4$ |  |  |  |  |
| Class A | A15 | Ryan Gilley | Novice | MMKMC | $\begin{aligned} & \text { Ford } \\ & \text { KA } \end{aligned}$ |  |  | 1300 | (59.1) | (79.6:WT) | (44.2) | (46.7) | (33.9) | (45.8) | (61.2:WT) | (39.9) | (50.9) | (60.2) | (32.4:WT) | (38.1) |  |  |  |  |
|  |  |  |  |  |  |  | (63.2) |  | (57.7) | (42.1) | (43.7) | (29.4) | (42.3) | (54.9) | (36.7) | (45.9) | $\stackrel{(56.9)}{\text { ( }}$ | (35.2) | (39.3+1C) | 1134 | 6 | 15 |  |
|  |  |  |  |  |  |  | (NR) |  | (NR) | (NR) | (NR) | (NR) | (NR) | (57.1) | (42.5) | (43.2) | ( $55.4+1 \mathrm{C}$ ) | (35.9) | (NR) | 134 | 6 | 15 |  |
|  |  |  |  |  |  |  | $=122.3$ |  | $=130.3$ | $=86.3$ | =90.4 | $=63.3$ | $=88.1$ | = 112.0 | $=76.6$ | =89.1 | =117.1 | =71.1 | $=87.4$ |  |  |  |  |
| Class B | B06 | Brian Sharpe | Expert | MMKMC | ASEMC | Nissan Micra |  | 1275 | (46.0) | (40.2) | (41.9) | (32.4) | (29.7) | (42.0) | (41.8) | (35.2) | (42.4) | (43.8) | (31.2) | (34.9) |  |  |  |  |
|  |  |  |  |  |  |  | (45.6) |  | (38.5) | (38.7) | (34.3) | (28.3) | (42.2) | (46.7) | (34.7) | (42.8) | (44.2) | (31.3) | (35.3) |  |  | 1 |  |
|  |  |  |  |  |  |  | (44.9) |  | (39.2) | (37.1) | (33.3) | (28.9) | (41.3) | (40.1) | (35.1) | (41.0) | (42.1) | (31.7) | (34.9) | 903.5 | 1 | 1 |  |
|  |  |  |  |  |  |  | =90.5 |  | =77.7 | =75.8 | $=65.7$ | $=57.2$ | =83.3 | =81.9 | $=69.8$ | =83.4 | =85.9 | $=62.5$ | $=69.8$ |  |  |  |  |
| Class B | B09 | Peter Byles | Expert | MMKMC | $\begin{gathered} \text { Citroen } \\ \text { C2 } \\ \text { VTS } \end{gathered}$ |  | 1598 | (52.3:WT) | (58.3) | (60.7) | (49.5) | (35.9) | (46.7) | (65.2) | (39.4) | (39.9:WT) | (56.3) | (34.7) | (39.3) |  |  |  |  |
|  |  |  |  |  |  |  |  | (66.0) | (42.5) | (48.8) | (34.2) | (46.9) | ( $47.5+1 \mathrm{C})$ | (40.0) | (49.2+1C) | ( $56.1+1 \mathrm{C}$ ) | ${ }_{(35.7)}^{(36)}$ | (39.3) |  |  |  |  |
|  |  |  |  |  |  |  | (52.4) | (52.5) | (45.9) | (45.3) | (35.1) | (47.7) | (48.8) | (37.1) | (44.0) | (57.0) | (36.7:WT) | (38.0) | 1112.3 | 2 | 13 |  |
|  |  |  |  |  |  |  | $=109.1$ | $=110.8$ | $=88.4$ | =94.1 | $=69.3$ | =93.6 | $=106.3$ | $=76.5$ | $=103.2$ | $=113.3$ | $=70.4$ | =77.3 |  |  |  |  |
| Class B | B07 | Toby Cook | Expert | MMKMC | ASEMC | Nissan Micra |  | 1348 |  |  |  |  |  |  |  |  |  |  |  |  | 9999 | 3 | 18 | Non Starter |
| Class B | B08 | Dave Cook | Expert | MMKMC | ASEMC | Nissan Micra |  | 1348 |  |  |  |  |  |  |  |  |  |  |  |  | 9999 | 4 | 19 | Non Starter |
| Class C | C10 | Tom Grant | Expert | MMKMC |  |  |  |  | (59.7) | (58.4) | (43.5) | (48.8+1C) | (33.0) | (50.8) | (57.2) | (50.3) | (44.8) | (51.1) | (32.6) | (37.3) |  |  |  |  |
|  |  |  |  |  |  | Renault |  | (58.5) | (50.5) | (40.7) | ( $47.9+1 \mathrm{C}$ ) | (32.9) | (50.6) | (50.2) | (36.7) | (43.5) | ( $52.6+1 \mathrm{C})$ | (31.9) | ( $38.7+1 \mathrm{C}$ ) |  | 1 |  |  |
|  |  |  |  |  |  | Clio | 1600 | (60.6) | (46.4) | (38.7) | (44.4) | (29.9) | (40.4) | (65.0) | (33.8) | (42.7) | (64.2) | (31.6) | (39.0) | 1068.2 | 1 | 9 |  |
|  |  |  |  |  |  |  |  | =118.2 | =96.9 | =79.4 | $=102.3$ | $=62.8$ | =91.0 | $=107.4$ | =70.5 | $=86.2$ | $=113.7$ | $=63.5$ | =76.3 |  |  |  |  |
| Class C | C11 | Brian Grant | Expert | MMKMC | Renault Clio |  | 1600 | (54.3) | ( $58.0+1 \mathrm{~L}$ ) | (43.8) | (61.1) | (34.5) | (48.3) | (72.8:WT) | (41.4) | (54.3) | (51.7) | (37.6) | (42.6) |  |  |  |  |
|  |  |  |  |  |  |  | (58.1) | (47.8) | (50.8:WT) | $(46.1+1 \mathrm{C})$ | (NR) | (47.4) | (57.3) | (39.2) | (77.2:MAX) | (53.5) | (35.1) | (35.6) |  |  |  |  |
|  |  |  |  |  |  |  | (52.2) | (53.4) | (39.2) | (47.3) | (36.5) | (42.6) | (59.1) | (37.4) | (46.0) | (56.1) | (32.4) | (40.5) | 1097.2 | 2 | 12 |  |
|  |  |  |  |  |  |  | $=106.5$ | $=101.2$ | =83.0 | $=103.4$ | $=71.0$ | =90.0 | =116.4 | =76.6 | $=100.3$ | = 105.2 | $=67.5$ | =76.1 |  |  |  |  |
| Class D | D18 | Alan Steadman | Expert | MMKMC | ASEMC | $\begin{aligned} & \text { BMW } \\ & 318 t i \end{aligned}$ |  | 1900 | (72.9) | (60.3) | (41.4) | (48.0+1C) | (33.0) | (48.2) | (60.3) | (38.5+1C) | (46.8) | (54.5) | (35.7:WT) | (40.9) |  |  |  |  |
|  |  |  |  |  |  |  |  |  | (53.9+1L) | (52.1) | (51.6) | (46.2+1C) | (33.7) | (48.4) | (48.7:WT) | (34.0) | (44.9) | (57.2) | (37.2) | (41.0) |  |  |  |  |
|  |  |  |  |  |  |  |  |  | (65.1) | (45.7) | (49.0) | (46.2) | (32.7) | (44.5) | (51.0) | ( $59.3+1 \mathrm{~L}$ ) | ( $47.4+1 \mathrm{C}$ ) | (52.3) | (36.3) | (42.4) | 1125.7 | 1 | 14 |  |
|  |  |  |  |  |  |  | $=129.0$ |  | =97.8 | =90.4 | $=102.4$ | $=65.7$ | =92.7 | =111.3 | =82.5 | =91.7 | =106.8 | =73.5 | =81.9 |  |  |  |  |
| Class E | E16 | Josh <br> Smith | Expert | MMKMC |  |  |  | (59.7) | (48.4) | (41.6) | (45.4) | (32.6) | (45.3) | (55.7) | (36.8) | (43.0) | (48.5) | (40.4) | (39.0) |  |  |  |  |
|  |  |  |  |  |  |  |  | (61.4) | (48.8) | (41.6) | (43.0) | (31.6) | (45.0) | (48.0) | (35.1) | (42.4) | (46.9) | (33.8) | (38.2) |  |  |  |  |
|  |  |  |  |  |  | Mazda | 1600 | (51.3) | (45.1) | (40.6) | (38.1) | (31.7) | (43.2) | (61.8) | (34.4) | (40.9) | (47.3) | (34.1) | (37.4) | 1013.5 | 1 | 6 |  |
|  |  |  |  |  |  |  |  | = 111.0 | =93.5 | $=82.2$ | =81.1 | $=63.3$ | =88.2 | =103.7 | $=69.5$ | =83.3 | =94.2 | =67.9 | =75.6 |  |  |  |  |
| Class E | E19 | Alistair Sutton | Expert | TWMC |  |  |  |  | (57.8+1C) | (45.6) | (45.2+1C) | (35.5) | (50.0) | (49.3) | (42.8) | (48.5+1C) | (48.6) | (35.0) | (39.6) |  |  |  |  |
|  |  |  |  |  |  | Mazda | 1600 | (57.2) | (51.6) | (27.7:WT) | (41.4) | (34.0) | (49.7) | (44.2) | (35.1) | (47.5) | (45.5) | (34.3) | ( $39.0+1 \mathrm{C}$ ) | 1070.4 | 2 | 10 |  |
|  |  |  |  |  |  | MX5 | 1600 | ( $49.4 . \mathrm{W} / \mathrm{T}$ ) | $(513)$ | (50.3) | (38) | (324) | (49 5) | (41 ¢) | (386+1C.) | (983.W/T) | ( 44 ) | ( $545 . \mathrm{N} / \mathrm{T}$ ) | $(39 \mathrm{n})$ | 1070.4 | 2 | 10 |  |


|  |  |  |  |  |  |  |  | =118.1 | -102.9 | -95.9 | $\stackrel{1}{=79.6}$ | $\stackrel{1}{=67.4}$ | -99.2 | -85.8 | -77.9 ${ }^{\text {- }}$ | $=106.0$ | -89.7 | $=69.3$ | -78.6 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Class E | E12 | Des Crocker | Expert | MMKMC | ASEMC | $\begin{aligned} & \text { Mazda } \\ & \text { MX5 } \end{aligned}$ | 1999 | $\begin{aligned} & (54.7) \\ & (50.9) \\ & (79.2) \\ & =105.6 \end{aligned}$ | $\begin{array}{r} (55.5) \\ (52.5) \\ (50.7) \\ =103.2 \end{array}$ | $\begin{aligned} & (49.3) \\ & (51.7) \\ & (43.3) \\ & =92.6 \end{aligned}$ | $\begin{aligned} & (45.3) \\ & (57.3) \\ & (43.6) \\ & =88.9 \end{aligned}$ | $\begin{gathered} \text { (35.2:WT) } \\ (35.5) \\ (34.4) \\ =69.9 \end{gathered}$ | $\begin{aligned} & (51.2) \\ & (53.6) \\ & (46.8) \\ & =98.0 \end{aligned}$ | $\begin{aligned} & (52.9) \\ & (49.1) \\ & (54.2) \end{aligned}$ | $\begin{gathered} (37.7) \\ (36.9) \\ (30.9: \mathrm{WT}) \\ =74.6 \end{gathered}$ | $\begin{aligned} & (51.2) \\ & (49.4) \\ & (46.4) \\ & =95.8 \end{aligned}$ | $\begin{aligned} & (55.6) \\ & (49.9) \\ & (51.2) \\ & \hline-1011 \end{aligned}$ | $\begin{aligned} & (34.6) \\ & (36.0) \\ & (35.7) \\ & =70.3 \end{aligned}$ | $\begin{aligned} & (39.8) \\ & (40.6) \\ & (43.5) \\ & =80.4 \end{aligned}$ | 1082.4 | 3 | 11 |
| Class E | E13 | Ben Sinclair | Novice | MMKMC |  | Reliant SS1 | 1600 | $\begin{gathered} (86.7: \mathrm{MAX}) \\ (61.6) \\ (56.0) \\ =117.6 \end{gathered}$ | $\begin{array}{r} (60.3) \\ (54.2) \\ (50.3) \\ =104.5 \end{array}$ | $\begin{aligned} & (47.3) \\ & (45.3) \\ & (43.9) \\ & =89.2 \end{aligned}$ | $\begin{gathered} (61.6) \\ (63.7) \\ (54.1+1 \mathrm{C}) \\ =125.3 \end{gathered}$ | $\begin{gathered} \text { (32.8:WT) } \\ (36.5) \\ (34.5) \\ =71.0 \end{gathered}$ | $\begin{aligned} & (57.3) \\ & (48.4) \\ & (53.5) \\ & =101.9 \end{aligned}$ | $\begin{gathered} \text { (75.3:WT) } \\ (54.9) \\ (68.3) \\ =123.2 \end{gathered}$ | $\begin{aligned} & (40.3) \\ & (38.0) \\ & (36.3) \\ & =74.3 \end{aligned}$ | $\begin{aligned} & (55.8) \\ & (56.9) \\ & (49.1) \\ & =104.9 \end{aligned}$ | $\begin{aligned} & (56.2) \\ & (57.6) \\ & (57.6) \\ & =113.8 \end{aligned}$ | $\begin{aligned} & (38.5: \mathrm{WT}) \\ & (37.7) \\ & (37.4) \\ & =75.1 \end{aligned}$ | $\begin{aligned} & (41.6) \\ & (41.3) \\ & (41.1) \\ & =82.4 \end{aligned}$ | 1183.2 | 4 | 16 |
| Class E | E14 | Ricky Sinclair | Expert | MMKMC |  | $\begin{gathered} \text { Reliant } \\ \text { SS1 } \end{gathered}$ | 1600 | $\begin{gathered} \text { (67.2:WT) } \\ \text { (64.9:WT) } \\ (60.2) \\ =141.1 \end{gathered}$ | (71.6:WT) (63.3) $(52.5)$ $=115.8$ | $\begin{aligned} & \text { (59.6:WT) } \\ & (47.4) \\ & (44.3) \\ & =91.7 \end{aligned}$ | $\begin{aligned} & (58.2) \\ & (54.6) \\ & (47.9) \\ & =102.5 \end{aligned}$ | $\begin{aligned} & (43.1) \\ & (37.9) \\ & (34.3) \\ & =72.2 \end{aligned}$ | $\begin{gathered} \text { (78.9:WT) } \\ (49.8) \\ (47.7) \\ =97.5 \end{gathered}$ | $\begin{array}{r} (59.7) \\ (53.6) \\ (52.3) \\ =105.9 \end{array}$ | $\begin{aligned} & (39.9+1 \mathrm{~L}) \\ & (40.1) \\ & (38.5) \\ & =78.6 \end{aligned}$ | $\begin{aligned} & (61.6) \\ & (59.4) \\ & (50.9) \\ & =110.3 \end{aligned}$ | $\begin{gathered} (60.8) \\ (47.6: W T) \\ (47.6) \\ =108.4 \end{gathered}$ | $\begin{gathered} (47.2: \mathrm{WT}) \\ (37.8) \\ (38.1) \\ =75.9 \end{gathered}$ | $\begin{aligned} & (44.1) \\ & (41.9) \\ & (43.5) \\ & =85.4 \end{aligned}$ | 1185.3 | 5 | 17 |
| Class F | F17 | Stephen Stringer | Expert | MMKMC |  | Silva Stryker | 1600 | $\begin{aligned} & (50.3) \\ & (49.7) \\ & (46.8) \\ & =96.5 \end{aligned}$ | $\begin{aligned} & (42.6) \\ & (42.5) \\ & (42.7) \\ & =85.1 \end{aligned}$ | $\begin{aligned} & (44.1) \\ & (43.4) \\ & (42.0) \\ & =85.4 \end{aligned}$ | $\begin{gathered} (34.1) \\ (34.1+1 \mathrm{C}) \\ (33.5) \\ =67.6 \end{gathered}$ | $\begin{aligned} & (31.3) \\ & (31.1) \\ & (30.9) \\ & =62.0 \end{aligned}$ | $\begin{aligned} & (44.6) \\ & (44.0) \\ & (44.0) \\ & =88.0 \end{aligned}$ | $\begin{aligned} & (48.0) \\ & (45.1) \\ & (42.5) \\ & =87.6 \end{aligned}$ | $\begin{aligned} & (34.1) \\ & (34.1) \\ & (32.6) \\ & =66.7 \end{aligned}$ | $\begin{aligned} & (43.7) \\ & (42.6) \\ & (41.9) \\ & =84.5 \end{aligned}$ | $\begin{aligned} & (45.1) \\ & (45.7) \\ & (44.5) \\ & =89.6 \end{aligned}$ | $\begin{aligned} & (33.2) \\ & (32.1) \\ & (32.0) \\ & =64.1 \end{aligned}$ | $\begin{aligned} & (36.5) \\ & (36.6) \\ & (35.9) \\ & =72.4 \end{aligned}$ | 949.5 | 1 | 2 |

