Aintree Sprint 30th April

Timekeeper's data log.

This document is for information only and is not part of the official results

| | | | | | Practice 1 | | | Practice 2 | | | Run 1 | | | Run 2 | | | Run 3 | | | Run 4 | | | Run5 | | | Run 6 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No | Competitor | Class | Car | c.c. | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time |
| 1 | Clive Plested | SA | MG ZR | 1400 | 2.90 | 88 | 63.83 | 2.84 | 88 | 62.75 | 2.85 | 87 | 62.46 | 2.87 | 86 | 64.02 | 2.83 | 87 | 62.86 | 2.96 | 88 | 62.62 | 2.89 | 88 | 62.21 | 2.96 | 87.00 | 62.79 |
| 2 | Phil Howarth | SA | MG ZR | 1398 | 3.16 | 90 | 65.39 | 3.14 | 92 | 64.28 | 3.01 | 92 | 61.65 | 3.03 | 91 | 62.77 | 3.11 | 91 | 63.63 | 3.05 | 91 | 63.12 | 3.15 | 91 | 63.64 | 3.02 | 90.00 | 62.88 |
| 3 | Chris Smith | SA | MG ZR | 1400 | 3.04 | 93 | 62.84 | 2.96 | 94 | 61.64 | 2.89 | 93 | 60.62 | 2.82 | 91 | 60.41 | 2.90 | 94 | 60.99 | 2.99 | 92 | 61.01 | 2.90 | 91 | 61.53 | 2.89 | 94.00 | 60.58 |
| 5 | Paul Gorge | SB | Citroen C2 | 1600 | 2.99 | 98 | 59.45 | 2.91 | 98 | 58.41 | 2.95 | 97 | 58.22 | 2.95 | 96 | 58.36 | 2.92 | 97 | 58.13 | 2.95 | 98 | 57.64 | 2.79 | 97 | 57.73 | | | |
| 6 | David Goodlad | SC | Renault Clio 172 cup | 1998 | 2.80 | 111 | 57.47 | 2.83 | 109 | 57.42 | 2.73 | 109 | 57.23 | 2.73 | 108 | 56.69 | 2.74 | 108 | 56.64 | 2.65 | 109 | 56.67 | 2.75 | 107 | 56.64 | 2.63 | 109.00 | 56.59 |
| 7 | Mike Lawson | SC | Renault Clio RS 200 | 2000 | 2.93 | 106 | 59.39 | 2.89 | 106 | 58.47 | 2.83 | 105 | 58.04 | 2.84 | 104 | 57.59 | 2.86 | 105 | 57.33 | 2.91 | 105 | 57.09 | 2.90 | 105 | 57.16 | 2.86 | 104.00 | 57.60 |
| 711 | Peter M Rosenthal | SD | Toyota MR2 | 1794 | 2.50 | 101 | 58.94 | 2.56 | 101 | 58.84 | 2.51 | 99 | 58.46 | 2.54 | 100 | 58.13 | 2.58 | 99 | 58.61 | 2.70 | 100 | 58.45 | 2.57 | 99 | 57.89 | 2.55 | 100.00 | 57.40 |
| 10 | Peter Messer | SD | BMW | 1999 | 2.86 | 100 | 63.20 | 2.82 | 103 | 60.28 | 2.89 | 103 | 59.13 | 2.88 | 102 | 59.53 | 2.77 | 104 | 58.84 | 2.84 | 103 | 58.95 | 2.93 | 102 | 58.84 | 2.99 | 103.00 | 58.24 |
| 11 | Sam Rosenthal | SD | Toyota MR2 | 1794 | 2.54 | 100 | 60.46 | 2.53 | 100 | 59.71 | 2.63 | 100 | 59.73 | 2.53 | 98 | 58.61 | 2.43 | 100 | 58.00 | 2.40 | 99 | 58.93 | 2.48 | 100 | 57.31 | 2.46 | 99.00 | 58.02 |
| 15 | Stephen Akers | 1A | Morris Mini Cooper S | 1380 | 2.96 | 99 | 63.82 | 2.85 | 100 | 61.63 | 2.87 | 101 | 61.23 | 2.81 | 100 | 61.41 | 2.83 | 99 | 61.08 | 2.84 | 101 | 60.44 | | | | | | |
| 16 | Andrew Till | 1A | Ford Fiesta St line | 998 T | 2.79 | 101 | 59.09 | 2.79 | 101 | 58.62 | 2.79 | 101 | 57.98 | 2.79 | 101 | 58.03 | 2.78 | 101 | 57.98 | 2.77 | 101 | 58.17 | | | | | | |
| 17 | Peter Houghton | 1A | Morris Mini Mk2 | 1275 | 3.12 | 87 | 67.55 | 3.08 | 87 | 65.70 | 2.95 | 87 | 63.98 | 2.95 | 87 | 64.08 | 2.98 | 87 | 64.44 | | | | | | | | | |
| 18 | Stuart Ballinger | 1A | Austin Mini | 1071 | 3.31 | 91 | 66.79 | 3 | 90 | 64.94 | 2.99 | 88 | 63.43 | 2.92 | 89 | 62.09 | 3.09 | 92 | 61.54 | | | | | | | | | |
| 21 | Nigel Trundle | 1B | Abarth 500 | 1368 T | 2.70 | 113 | 56.64 | 2.67 | 115 | 55.35 | 2.62 | 114 | 54.59 | 2.61 | 114 | 54.68 | 2.53 | 115 | 54.29 | 2.70 | 112 | 54.67 | 2.67 | 115 | 54.46 | 2.64 | 114.00 | 54.25 |
| 22 | Rosemary Collins | 1B | MG ZR | 1798 | 3.02 | 100 | 66.97 | 2.97 | 102 | 62.33 | 2.81 | 101 | 61.30 | 2.83 | 101 | 61.96 | 2.96 | 101 | 62.35 | 2.75 | 101 | 62.13 | 2.82 | 101 | 61.07 | | | |
| 23 | Ian Butcher | 1B | Honda Integra DC2 | 1797 | 2.78 | 111 | 54.43 | 2.67 | 116 | 52.85 | 2.65 | 113 | 53.94 | 2.64 | 117 | 52.20 | 2.65 | 117 | 51.98 | 2.64 | 117 | 51.86 | 2.65 | 116 | 52.37 | | | |
| 24 | Kraig Mycock | 1B | Peugeot 206 GT | 1994 | 3.31 | 101 | 60.09 | 3.06 | 103 | 58.70 | 3.02 | 102 | 58.87 | 2.99 | 102 | 58.25 | 3.07 | 100 | 58.54 | 3.03 | 103 | 58.63 | 2.92 | 101 | 58.23 | 2.84 | 45.00 | 111.20 |
| 25 | Daniel Brady | 1B | Renault Clio Cup 172 | 1998 | 2.77 | 116 | 53.39 | 2.8 | 116 | 52.68 | 2.73 | 114 | 53.68 | 2.78 | 116 | 52.69 | 2.78 | 114 | 53.21 | 2.82 | 116 | 53.30 | 2.79 | 115 | 53.13 | 2.71 | 115.00 | 52.84 |
| 27 | Zoe Shearman | 1C | Toyota Yaris GR | 1600 T | 2.52 | 114 | 61.25 | 2.51 | 115 | 57.35 | 2.47 | 114 | 56.55 | 2.68 | 117 | 55.58 | 2.27 | 117 | 54.79 | 2.37 | 118 | 54.37 | 2.43 | 118 | 54.49 | 2.35 | 116.00 | 54.43 |
| 28 | Julian Davies | 1C | Saab 900 Turbo 8V | 1985 T | 3.10 | 106 | 58.70 | 3.1 | 105 | 57.99 | 3.03 | 103 | 58.08 | 2.88 | 106 | 57.90 | 2.93 | 105 | 58.00 | 2.94 | 104 | 57.76 | 2.91 | 103 | 57.54 | 2.89 | 105.00 | 58.00 |
| 30 | Colin Smith | 1C | Mini Cooper S | 1600 S | 2.73 | 123 | 53.58 | 2.12 | 122 | 52.54 | 2.43 | 121 | 52.48 | 2.16 | 122 | 52.07 | 2.18 | 122 | 52.01 | 2.17 | 122 | 51.67 | | | | | | |
| 31 | Paul Bond | 1C | Volkswagen Golf GTI | 1998 T | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | Alex Gilchrist jones | 1C | Mitsubishi Lancer Evo 9 GT | 2300 T | 3.13 | 140 | 51.73 | 2.84 | 141 | 49.25 | 2.21 | 141 | 47.66 | 2.20 | 141 | 47.28 | 2.08 | 141 | 46.92 | 2.06 | 141 | 47.04 | 2.17 | 141 | 47.18 | 2.06 | 141.00 | 46.81 |
| 35 | Michael Thomson | 1D | Honda S2000 | 1997 | 2.59 | 117 | 53.87 | 2.38 | 117 | 52.16 | 2.49 | 117 | 51.42 | 2.38 | 119 | 51.23 | 2.29 | 118 | 50.92 | 2.37 | 118 | 51.27 | 2.38 | 115 | 50.95 | 2.34 | 119.00 | 50.77 |
| 36 | Lee Earley | 1D | Honda S2000 | 1997 | 2.57 | 110 | 58.24 | 2.53 | 111 | 57.28 | 2.55 | 110 | 56.54 | 2.53 | 110 | 56.60 | 2.54 | 111 | 56.43 | 2.51 | 112 | 55.54 | 2.53 | 111 | 55.56 | 2.51 | 109.00 | 55.75 |
| 37 | Peter Taylor | 1D | Mazda MX5 | 1999 | 2.63 | 113 | 53.52 | 2.55 | 112 | 53.65 | 2.56 | 113 | 54.84 | 2.59 | 112 | 53.44 | 2.65 | 109 | 54.64 | 2.56 | 113 | 54.27 | | | | | | |
| 38 | Chris Machell | 1D | Mazda MX5 | 1998 | 2.74 | 107 | 60.09 | 2.58 | 107 | 58.58 | 2.61 | 107 | 57.67 | 2.63 | 107 | 57.86 | 2.75 | 107 | 58.13 | 2.72 | 107 | 57.52 | 2.72 | 101 | 58.69 | | | |
| 39 | Oliver Chilton | 1D | Mazda MX5 | 1840 | 2.80 | 99 | 62.68 | 2.78 | 98 | 61.25 | 2.71 | 99 | 60.10 | 2.69 | 99 | 59.94 | 2.85 | 100 | 60.33 | 2.74 | 99 | 59.27 | 2.82 | 99 | 59.33 | 2.80 | 99.00 | 59.04 |
| 40 | Kevin Ellis | 1D | Mazda RX 8 PZ | 1308 R | 3.09 | 105 | 60.60 | 3 | 105 | 59.21 | 2.76 | 105 | 59.73 | 2.86 | 105 | 60.19 | 3.07 | 106 | 60.03 | 2.92 | 103 | 60.85 | 3.05 | 105 | 59.57 | 2.89 | 105.00 | 59.85 |
| 41 | Michael Tindale | 1D | Mazda MX 5 | 1839 | 2.67 | 87 | 64.30 | 2.67 | 99 | 63.02 | 2.69 | 99 | 65.87 | 2.66 | 98 | 62.40 | 2.69 | 100 | 63.20 | 2.72 | 98 | 63.20 | 2.72 | 97 | 62.59 | 2.67 | 98.00 | 63.87 |
| 42 | Raymond Worrall | 1D | Honda S2000 | 1997 | 2.75 | 112 | 57.96 | 2.72 | 116 | 55.06 | 2.49 | 111 | 54.51 | 2.35 | 115 | 53.39 | 2.46 | 116 | 52.92 | 2.46 | 115 | 53.16 | 2.48 | 115 | 53.60 | 2.65 | 116.00 | 53.02 |
| 43 | Denise Hargreaves | 1D | Mazda MX5 | 1800 | | | | | | | | | | | | | | | | | | | | | | | | |
| 748 | Tanya Everett | 1E | Morgan Plus 8 | 3900 | | | | | | | | | | | | | | | | | | | | | | | | |
| 46 | Aaron Perrott | 1E | Aston Martin Vantage | 4300 S | 3.04 | 127 | 56.39 | 2.64 | 133 | 53.93 | 2.43 | 132 | 52.88 | 2.33 | 132 | 51.92 | 2.72 | 133 | 53.60 | | | | | | | | | |
| 47 | Glen Shaw | 1E | Nissan 350Z | 3498 | 2.79 | 66 | 56.30 | 2.72 | 124 | 52.91 | 2.71 | | FAIL | 2.60 | 123 | 53.87 | 2.60 | 124 | 52.17 | 2.66 | 79 | 53.35 | | | | | | |
| 48 | David Everett | 1E | Morgan Plus 8 | 3900 | | | | | | | | | | | | | | | | | | | | | | | | |
| 51 | Phill Wood | 1F | Lotus Elise 111s | 1796 | 2.76 | 110 | 61.82 | 2.55 | 112 | 59.55 | 2.59 | | 59.06 | 2.64 | 113 | 56.27 | 2.62 | 112 | 56.71 | 2.65 | 112 | 55.32 | 2.54 | 114 | 55.94 | | | |
| 54 | Robert Holt | 1G | Lotus Elise S2 | 1800 S | 2.77 | 103 | 61.27 | 2.78 | 106 | 62.49 | 2.85 | | 58.30 | 2.72 | 107 | 57.64 | 2.65 | 108 | 57.41 | 2.77 | 106 | 58.23 | 2.76 | 108 | 57.87 | 2.69 | 106.00 | 57.35 |
| 57 | Roger Abbott | 2A | Caterham 270R | 1598 | 2.72 | 101 | 55.98 | 2.49 | 104 | 54.10 | 2.51 | | 53.80 | 2.69 | 105 | 53.86 | 2.46 | 109 | 52.70 | 2.50 | 109 | 53.03 | 2.44 | 107 | 52.76 | 2.60 | 99.00 | 52.88 |
| 58 | Martin Walker | 2A | Westfield Seiw | 1620 | 3.02 | 76 | 65.10 | 2.66 | 117 | 51.47 | 2.36 | | 50.94 | 2.36 | 114 | 50.28 | 2.43 | 116 | 50.26 | 2.39 | 114 | 50.49 | 2.46 | 116 | 50.28 | | | |
| 61 | Nigel Hinson | 2B | Caterham 620R | 1998 S | 2.50 | 126 | 56.14 | 2.46 | 130 | 52.23 | 2.54 | | 50.53 | 2.47 | 127 | 50.50 | 2.50 | 127 | 51.74 | 2.53 | 129 | 50.36 | | | | | | |
| 72 | Ian Johnson | 3B | Honda Civic Type R | 1998 | 2.81 | 115 | 52.50 | 2.74 | 114 | 54.16 | 2.66 | | 51.89 | 2.69 | 113 | 51.76 | 2.67 | 114 | 51.62 | 2.56 | 114 | 51.22 | 2.62 | 114 | 51.30 | | | |
| 77 | Jonathan Ashford | 3C | Mini Cooper S | 1598 S | 2.74 | 114 | 55.63 | 2.76 | 115 | 54.85 | 3.05 | | 55.23 | 2.70 | 113 | 54.39 | 2.73 | 113 | 54.42 | 2.80 | 113 | 54.65 | 2.75 | 113 | 54.52 | 2.81 | 114.00 | 54.76 |
| 78 | Graham Kearsley | 3C | Subaru Impreza P1 | 1994 T | 2.13 | 136 | 50.26 | 1.97 | 136 | 49.03 | 1.94 | | 48.63 | 1.92 | 136 | 48.98 | 1.97 | 136 | 48.16 | 1.91 | 136 | 48.63 | 1.97 | 137 | 48.72 | 1.90 | 137.00 | 48.59 |
| 81 | Harry Moody | 3H | Westfield Megabusa | 1440 | 2.75 | 122 | 50.53 | 2.56 | 123 | 49.23 | 2.28 | | 48.55 | 2.25 | 122 | 48.56 | 2.24 | 119 | 48.21 | 2.29 | 120 | 47.86 | 2.31 | 119 | 48.29 | 3.49 | 116.00 | 49.00 |
| 84 | David Bickley | 4A | Radical SR 1 | 1340 | 2.68 | 125 | 50.88 | 2.54 | 127 | 49.06 | 2.50 | | 48.78 | 2.27 | 127 | 48.12 | 2.29 | 127 | 48.43 | 2.38 | | FAIL | | | | | | |
| 87 | Shaun Crouch | 5A | RBS 8A | 998 | | | | | | | | | | | | | | | | | | | | | | | | |

Aintree Sprint 30th April

Timekeeper's data log.

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| | | | | | Practice 1 | | | Practice 2 | | | Run 1 | | | Run 2 | | | Run 3 | | | Run 4 | | | Run5 | | | Run 6 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| No | Competitor | Class | Car | c.c. | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time | 64ft | Speed | Time |
| 88 | Stuart Bickley | 5A | Jedi Suzuki TDF | 1000 | 2.57 | 124 | 45.13 | 2.36 | 123 | 44.11 | 2.29 | | 43.43 | 2.30 | 122 | 42.94 | | | | | | | | | | | | |
| 89 | Russell Edwardson | 5A | Jedi MK6 | 1098 | 2.57 | 96 | 57.63 | 2.35 | 109 | 55.60 | 2.35 | | 54.96 | 2.30 | 110 | 53.30 | 2.37 | 114 | 53.29 | 2.34 | 110 | 56.09 | 2.47 | 110 | 55.56 | 2.39 | 114.00 | 55.55 |
| 90 | Eve Whitehead | 5A | OMS 2000M | 998 | 2.50 | 118 | 46.12 | 2.21 | 125 | 44.62 | 2.13 | | 44.41 | 2.18 | 123 | 43.88 | 2.14 | 128 | 43.64 | 2.14 | 124 | 43.90 | 2.16 | 128 | 43.79 | 2.19 | 124.00 | 44.59 |
| 91 | Paul Webb | 5A | OMS PR | 998 | 2.48 | 118 | 51.93 | 2.33 | 120 | 48.91 | 2.12 | | 48.08 | 2.17 | 119 | 47.38 | 2.46 | 119 | 47.16 | 2.22 | 120 | 47.12 | | | | | | |
| 94 | Geoff Ward | 5B | Macon MR8 | 1600 | 2.44 | 111 | 53.96 | 2.29 | 112 | 50.86 | 2.21 | 71 | 51.70 | 2.29 | 110 | 50.22 | 2.31 | 111 | 50.76 | 2.32 | 109 | 50.43 | 2.32 | 110 | 50.36 | 2.33 | 111.00 | 50.27 |
| 95 | Phil Perks | 5B | Royale RP 26 | 1598 | 2.73 | 95 | 56.22 | 2.64 | 88 | 56.55 | 2.45 | 109 | 53.93 | 2.47 | 110 | 53.41 | 2.58 | 109 | 54.44 | 2.57 | 109 | 53.03 | 2.52 | 109 | 53.66 | 2.61 | 110.00 | 52.49 |
| 96 | Graham Curwen | 5B | Van Dieman RF91 | 1598 | 2.46 | 112 | 55.06 | 2.48 | 112 | 54.10 | 2.40 | 110 | 52.66 | 2.42 | 110 | 52.61 | 2.40 | 111 | 53.76 | 2.53 | 111 | 53.22 | 2.45 | 111 | 53.53 | 2.58 | 111.00 | 53.52 |
| 97 | Peter Ibbotson | 5B | Sparton FF81 | 1600 | 2.56 | 105 | 59.96 | 2.39 | 107 | 55.68 | 2.39 | 106 | 54.57 | 2.37 | 107 | 54.14 | 2.40 | 107 | 55.45 | 2.46 | 107 | 52.69 | 2.35 | 107 | 52.83 | 2.71 | 106.00 | 52.88 |
| 100 | Stanley Santer | 5C | Brabham BT 18 | 1600 | 2.37 | 112 | 60.37 | 2.39 | | FAIL | | | | | | | | | | | | | | | | | | |
| 101 | Robert Tonge | 5C | Force TA | 1440 | 2.33 | 129 | 42.38 | 2.18 | 129 | 41.81 | 2.18 | 128 | 41.19 | 2.23 | 128 | 41.14 | 2.25 | 129 | 41.22 | 2.30 | 127 | 41.52 | 2.31 | 128 | 41.35 | | | |
| 104 | Steve Brown | 5D | Empire Evo2 | 1340 S | 2.63 | 136 | 44.34 | 2.2 | 104 | 44.04 | 2.59 | 136 | 40.97 | 2.36 | 137 | 41.63 | 2.29 | 136 | 40.88 | | | | | | | | | |
| 63 | Steve Cole | 6A | Lotus Cortina | 1598 | 3.04 | 101 | 62.80 | 2.96 | 110 | 58.44 | 2.85 | | 58.50 | 2.78 | 108 | 57.31 | 3.08 | 108 | 57.78 | 2.77 | 107 | 57.58 | 2.85 | 107 | 57.71 | 2.91 | 108.00 | 57.81 |
| 64 | Rod Stansfield | 6A | MG B | 1840 | 3.75 | 96 | 67.43 | 2.99 | 101 | 64.01 | 3.36 | | 63.07 | 2.93 | 92 | 66.01 | 3.15 | 100 | 63.13 | 2.88 | 97 | 63.84 | 3.03 | 101 | 64.34 | 3.21 | 99.00 | 64.39 |
| 65 | Edward Roberts | 6A | Triumph Stag | 2997 | 3.16 | 92 | 70.21 | 3.43 | 97 | 63.82 | 2.82 | | 63.23 | 3.30 | 95 | 64.40 | 3.17 | 95 | 64.95 | 2.95 | 95 | 63.62 | 2.98 | 96 | 63.21 | 2.91 | 95.00 | 63.48 |
| 66 | Peter Flanagan | 6A | Austin Mini Cooper S | 1293 | 3.14 | 98 | 62.49 | 2.98 | 98 | 60.53 | 3.07 | | 59.88 | 3.14 | 97 | 62.27 | 3.02 | 45 | 86.79 | 3.03 | 97 | 60.35 | 2.98 | 99 | 60.49 | | | |
| 67 | Alan Wilson | 6A | Austin Healey MK11 | 3000 | 2.80 | 106 | 62.04 | 2.72 | 115 | 57.07 | 2.65 | | 54.78 | 2.68 | 114 | 54.79 | 2.75 | 114 | 55.46 | 2.69 | 114 | 56.37 | | | | | | |
| 907 | Peter Brogden | 6B | March Racing | 1600 | 2.84 | 111 | 54.87 | 2.52 | 114 | 52.93 | 2.39 | 113 | 52.64 | 2.38 | 114 | 51.62 | 2.44 | 114 | 52.64 | 2.35 | 114 | 52.18 | 2.38 | 115 | 51.54 | 2.37 | 113.00 | 51.88 |
| 107 | Tomos Brogden | 6B | March Racing | 1600 | 2.73 | 113 | 59.23 | 2.36 | 114 | 27.30 | 2.34 | 113 | 54.73 | 2.34 | 116 | 54.12 | 2.23 | 116 | 52.23 | 2.47 | 114 | 52.93 | 2.33 | 114 | 53.77 | | | |
| 110 | Peter House | 7 | Aston Martin Vantage GT4 Rally | 4300 | 2.81 | 127 | 52.92 | 2.6 | 129 | 51.39 | 2.69 | 124 | 51.79 | 2.67 | 128 | 51.50 | 2.45 | 128 | 51.15 | 2.64 | 128 | 51.50 | | | | | | |
| 111 | Andrew Forret | 7 | BMW E30 325i | 2500 | | | | | | | | | | | | | | | | | | | | | | | | |
| 112 | Tom Whittaker | 7 | Aston Martin Vantage GT4 | 4700 | 2.75 | 116 | 56.00 | 2.88 | 131 | 51.95 | 2.83 | 130 | 52.78 | 2.73 | 131 | 51.03 | 2.89 | 135 | 53.07 | 2.82 | 136 | 50.30 | | | | | | |
| 929 | Nigel Duffield | 8 | Reliant Scimitar GTE SE5 | 2994 | 2.81 | 118 | 54.93 | 2.83 | 118 | 32.74 | 2.81 | 118 | 52.30 | 2.83 | 123 | 51.75 | 2.80 | 121 | 51.64 | 2.98 | 121 | 53.20 | | | | | | |
| 930 | Bryan Crouch | 8 | Reliant Scimitar SS1 | 1839 S | 2.74 | 100 | 63.60 | 2.65 | 120 | 23.57 | 2.63 | 104 | 59.74 | 2.81 | 87 | 62.15 | 2.72 | 106 | 59.47 | 2.66 | 106 | 59.12 | | | | | | |
| 115 | Steve Cork | 8 | Honda S2000 | 1998 | 2.58 | 115 | 57.67 | 2.67 | 115 | 57.02 | 2.62 | 115 | 55.46 | 2.64 | 116 | 56.24 | 2.60 | 115 | 55.43 | 2.64 | 113 | 55.85 | | | | | | |
| 116 | Clive Glass | 8 | Morgan Plus 8 | 3900 | 2.65 | 112 | 53.99 | 2.43 | 111 | 53.11 | 2.40 | 111 | 52.95 | 2.35 | 110 | 53.17 | 2.40 | 112 | 53.21 | | | | | | | | | |
| 117 | David Barrowclough | 8 | TVR Chimera | 4995 | 2.43 | 125 | 52.96 | 2.49 | 125 | 52.23 | 2.48 | 125 | 52.63 | 2.41 | 125 | 51.96 | 2.39 | 125 | 51.67 | | | | | | | | | |
| 118 | Robert Toon | 8 | Morgan Plus 8 | 3900 | 2.41 | 114 | 54.56 | 2.31 | 114 | 53.07 | 2.33 | 114 | 52.42 | 2.30 | 115 | 52.23 | 2.38 | 116 | 52.52 | | | | | | | | | |
| 119 | Brian Marshall | 8 | Marcos Mantula | 3900 | 2.83 | 112 | 62.05 | 2.74 | 110 | 58.93 | 2.59 | 110 | 57.95 | 2.67 | 115 | 56.79 | 2.86 | 115 | 56.78 | 2.64 | 111 | 57.86 | | | | | | |
| 120 | Hamish Roscoe | 8 | Triumph TR3A | 2288 | 2.88 | 104 | 58.12 | 2.68 | 105 | 57.20 | 2.58 | 103 | 56.73 | 2.71 | 103 | 56.94 | 2.67 | 104 | 56.58 | 2.79 | 102 | 57.90 | 2.52 | 104 | 57.19 | | | |
| 121 | Jonathan Martin | 8 | Austin Healey 3000 Mk1 | 2912 | 2.85 | 93 | 68.13 | 2.73 | 94 | 64.42 | 2.69 | 93 | 64.71 | 2.80 | 95 | 64.80 | 2.72 | 95 | 65.20 | | | | | | | | | |
| 122 | Simon Parkin | 8 | Porsche Boxster | 2500 | 2.50 | 113 | 54.40 | 2.3 | 113 | 54.33 | 2.33 | 111 | 53.70 | 2.33 | 112 | 53.70 | 2.35 | 113 | 53.63 | 2.27 | 111 | 53.30 | | | | | | |
| 123 | Peter Gallimore | 8 | Reliant Scimitar 5A | 2994 | 3.22 | 94 | 65.90 | 3 | 98 | 63.27 | 2.74 | 93 | 62.79 | 2.84 | 99 | 63.32 | 2.84 | 99 | 61.73 | 3.15 | 99 | 63.46 | | | | | | |
| 124 | John Payne | 8 | Sunbeam Imp Sport | 1040 | 2.74 | 94 | 64.80 | 2.38 | 88 | 62.28 | 2.42 | 96 | 61.15 | 2.49 | 96 | 61.91 | 2.43 | 95 | 60.47 | 2.39 | 96 | 62.51 | | | | | | |
| 125 | Martin Rowe | 8 | Honda S2000 | 1997 | 2.90 | 115 | 55.67 | 2.84 | 9 | 45.55 | 2.69 | 115 | 55.00 | 2.65 | 116 | 54.56 | 2.65 | 115 | 55.83 | 2.72 | 115 | 55.47 | 2.70 | 115 | 55.72 | 2.72 | 115.00 | 55.16 |
| 126 | Micheal Bailey | 8 | TVR Tasmin | 4992 | 2.80 | 120 | 56.41 | 2.64 | 115 | 33.50 | 2.62 | 119 | 53.46 | 2.58 | 121 | 52.96 | 2.67 | 121 | 53.68 | 2.61 | 120 | 53.10 | 2.56 | 120 | 52.48 | 2.58 | 120.00 | 52.74 |
| 127 | Adrian Smith | 8 | BMW Z4 | 2496 | | | | | | | | | | | | | | | | | | | | | | | | |
| 128 | John Carter | 8 | TVR V8s | 4997 | 2.57 | 72 | 65.57 | 2.49 | 106 | 36.13 | 2.39 | 116 | 53.88 | 2.42 | 121 | 52.86 | 2.37 | 120 | 52.70 | 2.43 | 119 | 53.01 | 2.39 | 123 | 53.12 | | | |
| 129 | Alan Cavendish tribe | 8 | Reliant Scimitar GTE SE5 | 2994 | 2.84 | 110 | 65.45 | 2.81 | | 59.86 | 3.08 | 104 | 61.04 | 2.86 | 109 | 61.98 | 2.73 | 107 | 62.70 | 3.03 | 112 | 68.51 | | | | | | |
| 130 | Phil Howard | 8 | Reliant Scimitar SS1 | 1839 S | 2.64 | 104 | 77.51 | 2.59 | | 59.63 | 2.66 | 106 | 58.07 | 2.49 | 107 | 56.98 | 2.60 | 108 | 59.05 | 2.88 | 106 | 59.72 | | | | | | |
| 131 | Peter Sherratt | 8 | BMW M3 | 3200 | 2.52 | 125 | 52.76 | 2.48 | 89 | 42.27 | 2.47 | 125 | 52.22 | 2.38 | 125 | 52.16 | 2.52 | 124 | 51.84 | 2.45 | 124 | 51.92 | | | | | | |
| 132 | Roger Fish | 8 | Porsche Boxster S | 3179 | 2.78 | 121 | 54.28 | 2.71 | 123 | 31.45 | 2.56 | 119 | 53.76 | 2.90 | 120 | 53.99 | 2.65 | 119 | 53.98 | 2.69 | 120 | 53.78 | 2.70 | 120 | 54.16 | | | |
| 133 | Geoff Mansfield | 16 | Jaguar Kougar Special | 3800 | 2.70 | 98 | 67.41 | | | 63.61 | 2.61 | 104 | 63.40 | 2.72 | 104 | 64.79 | 2.64 | 105 | 64.64 | 2.60 | 102 | 66.13 | | | | | | |
| 134 | Phil Taylor | 16 | Aristocat Jaguar 'C' | 4235 | 3.08 | 98 | 66.36 | 2.65 | | 61.68 | 2.72 | 102 | 60.71 | 2.61 | 104 | 61.57 | 2.62 | 106 | 62.60 | 2.66 | | FAIL | | | | | | |
| 135 | Anthony Taylor | 16 | Aristocat Sports | 4000 | 3.02 | 93 | 64.43 | 3.21 | | 60.59 | 2.77 | 111 | 59.39 | 2.82 | 106 | 60.09 | 2.89 | 107 | 59.19 | | | | | | | | | |
| 136 | David Rodgers | 16 | Jaguar F Type | 5000 S | 2.23 | 132 | 55.71 | 2.25 | | 53.30 | 2.30 | 139 | 52.92 | 2.40 | 138 | 52.47 | 2.47 | 140 | 53.20 | 2.56 | 136 | 53.48 | | | | | | |
| 137 | Adrian Evans | 16 | Mallock MK18BW | 1600 | | | | | | | | | | | | | | | | | | | | | | | | |