No	Crew	Car	Class	SS1	SS2	SS3	SS4	SS5	SS6	SS7	SS8	SS9	SS10	SS11	SS12	SS13	SS14	SS15	SS16	Other	Total	O/A	Cl
2	Billy Mclelland / Helen Brown	EVO	4	1:06.5	1:05.3	1:07.8	1:06.0	1:17.0	1:17.2	1:54.0	1:51.2	1:56.5	1:54.3	1:21.3	1:20.4	1:41.4	1:42.4	1:40.1	1:46.5		24:07.9	1	1
1	Bruce Edwards / Billy Mcmillan	Darrian T90	3	1:11.1	1:08.5	1:11.2	1:08.1	1:19.1	1:18.9	1:54.5	1:52.1	1:57.0	1:55.7	1:24.0	1:22.2	1:53.7	1:40.3	1:46.6	1:45.9		24:48.9	2	1
5	Alister Watson / Billy Dixon	Ford Escort Mk2	3	1:09.6	1:20.3	1:13.0	1:10.9	1:20.0	1:21.7	1:58.7	1:57.0	2:03.9	2:03.1	1:27.5	1:28.8	1:45.5	1:43.1	1:55.8	1:51.7		25:50.6	3	2
20	Gordon Halley / W Halley	Peugeot 206	3	1:15.7	1:14.6	1:16.7	1:14.1	1:23.1	1:23.4	2:01.1	1:57.4	2:07.3	2:07.1	1:30.5	1:30.4	1:49.6	1:47.1	1:54.9	1:54.3		26:27.3	4	3
29	Sandy Arbuthnott / Ian Arbuthnott	Metro 6R4	4	1:18.6	1:14.0	1:24.8	1:13.8	1:24.9	1:21.5	1:59.9	1:58.0	2:05.9	2:03.1	1:29.3	1:27.9	1:51.7	1:48.0	1:55.0	1:54.9		26:31.3	5	2
14	Blair Mcculloch / Alex Mcculloch	Vauxhall Nova	2	1:14.4	1:13.6	1:16.0	1:13.7	1:24.3	1:23.8	2:00.2	1:56.3	2:09.9	2:05.6	1:30.6	1:28.8	1:51.1	1:50.3	1:58.6	1:56.1		26:33.3	6	1
19	Fergus Gray / Phillip Jeffress	Peugeot 206	3	1:16.2	1:15.2	1:15.9	1:16.0	1:24.7	1:23.2	1:59.9	1:58.5	2:12.4	2:05.8	1:28.7	1:27.9	1:53.8	1:50.2	1:53.6	1:54.0		26:36.0	7	4
15	Alister Cunningham / Jim Smith	Opel Manta	3	1:16.9	1:14.4	1:15.4	1:13.5	1:26.2	1:23.2	2:03.4	1:58.1	2:09.0	2:08.8	1:30.4	1:29.7	1:52.6	1:49.8	1:54.6	1:52.8		26:38.8	8	5
12	Steven Smith / Stuart Cant	Peugeot 205	2	1:15.2	1:14.6	1:16.7	1:13.4	1:25.5	1:24.7	2:01.6	1:59.1	2:06.8	2:05.0	1:32.0	1:30.6	1:51.1	1:49.3	1:57.2	1:57.3		26:40.1	9	2
9	Neil Thompson / Karen Lloyd	Vauxhall Corsa	2	1:14.0	1:13.9	1:14.3	1:13.1	1:23.7	1:19.3	1:58.7	1:56.8	2:41.7	2:05.5	1:36.3	1:28.1	1:48.2	1:47.8	1:53.3	1:52.3		26:47.0	10	3
7	Iain Haining / Mairi Riddick	Vauxhall Nova	2	1:15.8	1:15.1	1:17.8	1:16.5	1:25.3	1:25.7	2:03.6	1:59.5	2:09.1	2:07.1	1:31.5	1:28.8	1:53.9	1:50.4	1:57.0	1:56.5		26:53.6	11	4
24	Gavin Lloyd / Martin Glendinning	Vauxhall Nova	2	1:23.9	1:16.3	1:18.3	1:18.8	1:25.8	1:23.1	2:03.9	2:00.1	2:09.7	2:07.6	1:33.1	1:28.4	1:51.7	1:49.6	1:56.1	1:58.2		27:04.6	12	5
16	Callum Atkinson / Gareth White	Peugeot 205	2	1:19.3	1:18.2	1:19.1	1:17.4	1:29.0	1:25.5	2:06.5	2:01.7	2:12.0	2:10.2	1:33.2	1:32.7	1:53.2	1:51.5	1:59.2	1:58.3		27:27.0	13	6
23	Joel Prentice / Martyn Scott	Honda Civic	2	1:29.8	1:24.3	1:22.1	1:16.0	1:32.7	1:26.8	2:08.7	2:07.9	2:18.7	2:17.3	1:35.0	1:31.0	1:51.5	1:49.0	2:00.3	1:56.2		28:07.3	14	7
11	David Drummond / Callum Dunlop	Ford Escort Mk2	3	1:20.5	1:19.6	1:21.3	1:17.8	1:33.4	1:31.5	2:11.0	2:07.7	2:10.0	2:15.1	1:34.4	1:34.1	1:56.3	1:53.6	2:02.2	2:01.5		28:10.0	15	6
21	Kevin Macivar / Robin Nicolson	Peugeot 205	2	1:21.8	1:37.3	1:22.3	1:17.6	1:32.4	1:27.5	2:08.9	2:09.5	2:54.0	2:13.2	1:44.0	1:34.7	1:58.1	1:51.1	1:07.5	2:03.0		28:22.9	16	8
26	Steven Bogle / Jacqueline Bryson	Austin Mini	1	1:36.1	1:06.1	1:26.1	9:20.0	1:34.7	1:32.2	2:15.9	2:01.6	2:21.8	2:18.4	1:38.5	1:37.1	2:06.0	2:02.4	2:09.0	2:08.3		37:14.2	17	1
25	Allan Little / Emma Nicholson	Peugeot 106	1	1:25.0	1:19.5	1:20.3	1:22.3	1:33.5	1:29.0	2:12.3	2:16.5	2:22.6	1:39.6								F/F		
8	Gordon Alexander / Ian Clark	Vauxhall Nova	2	1:13.6	1:18.2	engine															F/F		
4	David Johnston / Ken Handley	Vw Golf Gti	3	1:11.5	1:11.0	1:15.4	1:12.1	1:25.0	1:21.7	1:59.2	1:57.0	2:05.4	2:03.2	1:28.0	1:25.7	d/shaft					F/F		
6	Hugh Murdoch / Ewan Murdoch	Ford Escort Mk2	3	1:09.0	1:16.0	9:20.0	9:20.0	1:21.3	1:33.0	1:57.1	1:54.3	2:02.5	1:59.2	1:25.9	1:22.7						F/F		
10	Chris Mccallum / Peter Mccallum	Ford Escort Mk2	3	1:17.4	1:13.2	1:17.1	1:13.5	1:26.8	9:30.0	2:07.5	2:00.1	oil	pressure								F/F		
17	Graeme Mack / Jordan Mack	Hyundai Lantra	3	1:22.1	1:21.3	1:23.3	1:22.0	1:42.3	1:30.8	2:09.7	2:09.2	2:27.5	2:17.8	1:40.3	1:35.9	1:58.7	2:05.4	d/shaft			F/F		
18	Stuart Taylor / Claire Scott	Ford Sierra	3	1:22.3	brakes																F/F		
28	Bernie Roonie / Fraser Wilson	Ford Escort mk 1	3	1:27.7	1:15.6	1:16.6	1:15.3	1:38.3	1:26.4	2:11.9	2:11.7	2:15.2	2:14.1	1:35.4	1:33.0	mechanical					F/F		
27	Lee Haistings / Brian Findon	Subaru Impreza	4	1:36.1	1:20.4	1:12.7	1:11.0	1:24.9	1:22.6	rolled											F/F		