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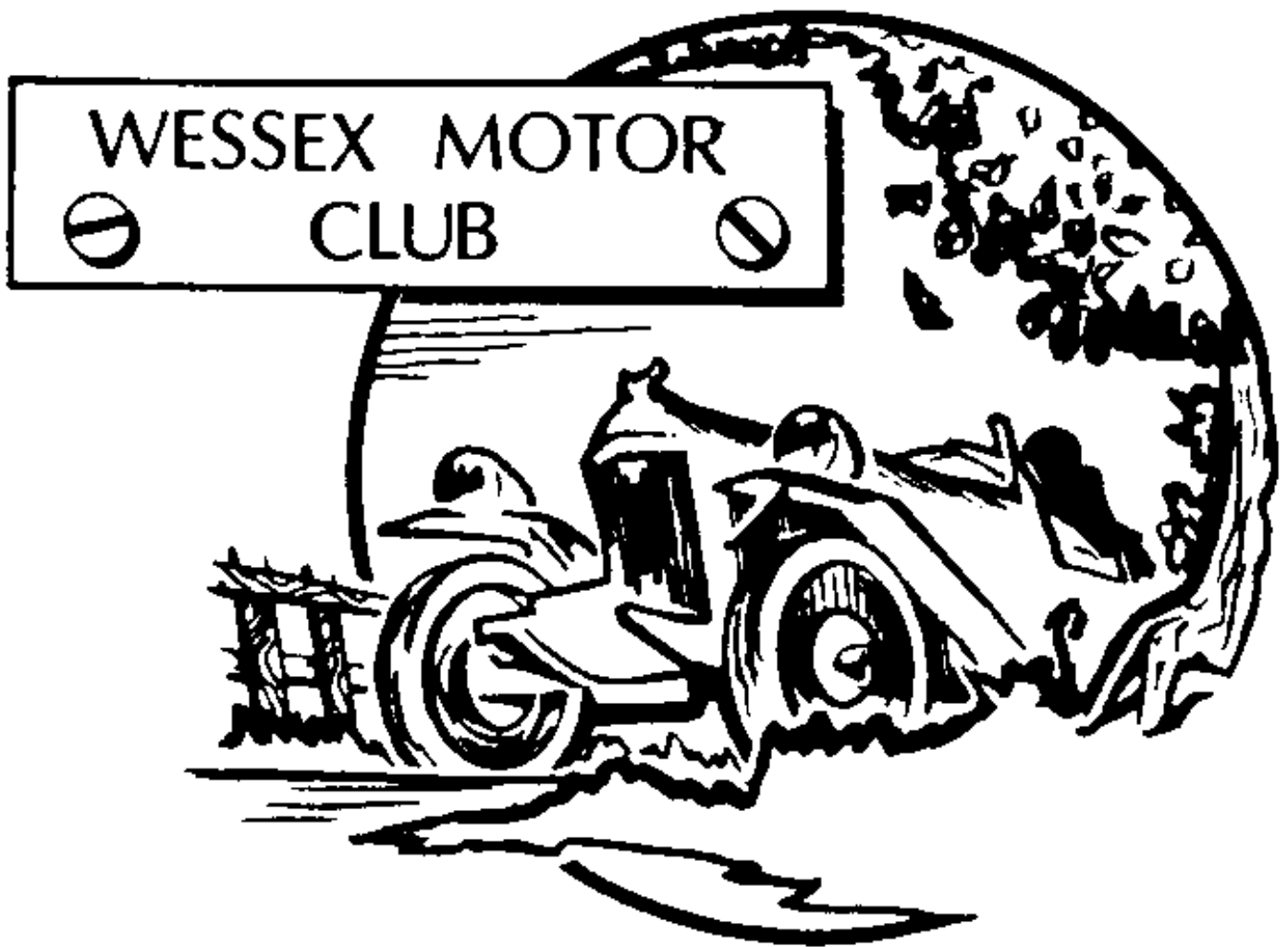
Any interesting, embarrassing or insane stories that you'd like the rest of us to enjoy? If so, get it in the magazine!

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WMC Magazine

Issue 15 – November 2002



INTRODUCTION

Well, I hope everyone has enjoyed the opening events of the 2002/03 Wessex season. Setting PC1 was a lot of work, but definitely worth it, and we hope you all agree! And thank you for sacrificing trick or treating to come out on PC2. The lovely organisers even distributed sweets so we didn't miss out! And a good, if particularly memorable event it was too. With unfortunately placed trees, and the previously unassailable Coles & Pryce combo still looking for their first victory, having once more failed to synchronise their finish time & everyone else's, it's been an interesting start to the season, and the championships are wide open.

On a different note, the karting trials have just taken place, and by all accounts a good afternoon was had by all, despite a trip to A & E (get well soon!). Congratulations to those who secured a place on the team. We're sure you'll do the club and the university proud.

To be honest, I haven't got much else to say, as our esteemed President seems to have done an accomplished job of stealing all the news items! ☺ That just means that I've got more space to nag you lazy lot to write me some articles for future magazines! Write-ups of any events you've been to or competed in are always welcomed. Or even if you'd like to voice your opinions on our own events, they're equally well-received. This is your magazine, and it'd be good if it reflected you.

Anyway, that's it from me for now. There's still a lot more to come this season, so don't go anywhere. It's going to be a lot of fun and we'd hate for you to miss out! See you soon.

Lizzie Pope

PRESIDENT'S PIECE

We're now two events into the season, and I hope everyone has enjoyed the scatters, especially the new members. It's now that the real fun starts though, with the first 12-car of the season, PC3. If you enjoyed the scatters, you'll absolutely *love* 12-cars – they really get the adrenaline flowing. All the national Road Rallies are fixed route events, so if you get the bug there's plenty of chance to have a go. Talking of Road Rallies, that brings me very neatly onto an early plug for Wessex's very own Road Rally – the Funky Elephant. The reason for mentioning it so early is that it falls on the last weekend of the Easter holidays, so we want all of you back a few days early to compete! I took part in the event last year, and it was fantastic (even if we did need a little help from a passing Landrover to get to the finish!).

Looking less far ahead, there are plenty of things going on. Elaine is organising the club clothing for this year, so order your sweatshirts and t-shirts, and hopefully the clothing will be here for the Christmas Meal. Another smooth link later, brings me onto the Christmas Meal. This year it is again being held at that Wessex favourite, The Milbury's (PC1's finish pub). If you haven't booked your place already, see Elly for the menu choices.

On top of all this, there will be some karting trips with the club kart, the pub trips every other Thursday and PC4, a scatter. It makes you wonder where we find time to get any work done!

Chris Gage

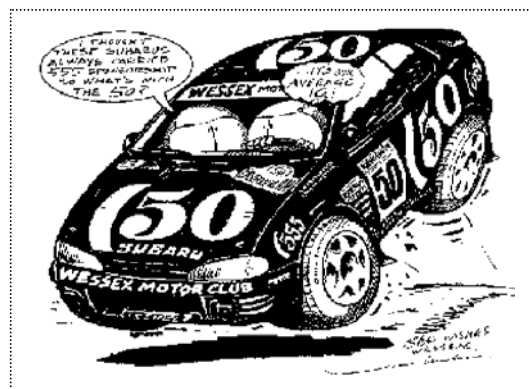
MARSHALS NEEDED

Keep an eye out for road rallies, as organisers are always looking for marshals, and without them the events can't run.

The next is the Pheasant Plucker on the 9th/10th November, then the

Nightwatchman on 23rd/24th November. Full listings of all road rallies can be found on the ACSMC website at www.acsmc.org.uk All help will be greatly appreciated.

Thank you!!



IN THIS ISSUE:

- ★ SUKT Trials.
- ★ How to do a 12-Car
- ★ Hart MC 12-Car Report
- ★ PC1
- ★ PC2
- ★ Championship Tables

2002/03 CALENDAR

NOVEMBER '02

- 7th: How to do a 12-Car Talk
9th/10th: Pheasant Plucker Road Rally (Guildford Motor Club)
14th: **PC3 (12-Car)**
23rd/24th: Nightwatchman Road Rally (Central Sussex Motor Club)
28th: **PC4 (Scatter)**

DECEMBER '02

- 5th: Christmas Meal
7/8th: Ilfracombe Road Rally (North Devon Motor Club)
12th: **PC5 (12-Car)**

JANUARY '03

- 9th: **PC6 (Scatter)**

FEBRUARY '03

- 6th: **PC7 (12-Car)**
20th: **PC8 (Scatter)**

MARCH '03

- 6th: **PC9 (12-Car)**
20th: **PC10 (Scatter)**

APRIL '03

- 26/27th: Funky Elephant Road Rally (Wessex Motor Club)

MAY '03

- 4th: Summer Scatter

A few weeks ago, 2 Wessex crews hungry for rallying decided to gatecrash a Hart MC 12-Car ... and proved that Wessex do indeed rule!



October Festival 12-car

The October Festival 12-car ran on Friday 18th October. Due to two last minute cancellations the event ran with only 6 entries. However, there was an excellent turn-out of marshals, allowing all the controls to be manned without any marshals having to run more than one control.

A full breakdown of the results is shown below. Ray and Steve were the winners, this being their fifth consecutive win on the October Festival. It was nice to see Tony Sheach and Chris Taylor out in the TR4: this being their first event since last year's October Festival – indeed it was the first time the car had been used since last year! Two crews from Wessex MC made the journey up for the event and seemed to enjoy themselves, although the Fiesta of David and Lizzie went home sounding somewhat lacking in the exhaust department!

All the crews lost a significant amount of time on the section from TC2 to TC3 as they struggled to work out the route, which was defined using avoid map references. Interestingly, everybody apart from Ray and Steve failed to pick up the SH code board between TC5 and TC6 – it was definitely there as I picked it up whilst running as course closer! The nav for this section contained two avoid map references, one of which forced the use of the loop with the SH board. Three crews managed a WD into the finish control due to misinterpreting the route instructions which specified that the TC was *on* the *shortest* route through three map references. The novice crews who followed the “alternative” route had been given the location of the TC and assumed that they had to drive *through* all three grid references before reaching the control. However, this was a much longer route than the correct one.

Judging by the post event comments, everyone seemed to enjoy the event and liked the route. The main complaint was the use of the avoid grid references as mentioned above.

Pos.	No.	Driver	Navigator	Class	Car	Club	Fail(s)	Mins.
1	12	Ray Merritt	Steve Barber	E	Audi 90	Hart	0	19
2	10	David Coles	Lizzie Pope	N	Ford Fiesta	Wessex	1	29
3	6	Olly Smith	Andy Garrett	N	Peugeot 205	Wessex	3	30
4	4	Ben Barrass	Grenville Williamson	N	Citroen BX	Hart	7	37
5	1	Katie Hunt	James Lumley	N	Peugeot 205	Hart	11	41
6	2	Tony Sheach	Chris Taylor	N	Triumph TR4	Hart	12	35

John Swinney

PC1

When I was told I would be setting PC1 all those months ago, I first thought 'great', should be easy enough, being the first event of the season. Then it began to dawn on me: PC1 had to be perfect, mainly for the sake of the newer members. Rupert & I set out to find Route Checks over the summer holidays, then once the tracings had been sent off, the relatively easy tasks had been done, and the hard work began. Lizzie & I commenced the time-consuming process of setting the clues, which as a driver was quite a learning experience. After trying to postpone the inevitable for as long as possible, we finally got down to setting clues, then finding they were wrong, and then stressing that they were too easy. At this point I can't go any further without thanking to Andy Coshan who checked all the clues for us; he was a real lifesaver. And so it was that after several late nights, numerous liaisons with Cosh and many happy (!) hours spent next to the hesitant WMC printer, the event was finally ready.

Then came the big day. And straightaway, we had problems. It seemed one of the blackspots plotted in the wrong place. Once that was sorted out, we had another problem: an abundance of navigators. But with the help of Lizzie's negotiating skills, all but one had a space with a competing crew. So the last one, Laurent, had the dubious pleasure of riding with me for the evening. After the initial panic, everything eventually slotted into place and the first event of the new Wessex season began with no further problems.

Off we went to CMA, just making it in time after getting stuck behind a few randoms. To my surprise everyone made it with no real dramas. The short trip to CMB proved slightly dramatic for us as I demonstrated to Laurent what happens to a Pug when braking hard whilst not in a straight line (sorry about that). But anyway, again, everyone made it to CMB with no problems.

The action really started to unfold at the finish. Firstly the reports of stuck cars along our supposedly do-able white started coming in. Well all I can say is sorry, but Lizzie & I managed it in my car the day before!! At least you didn't lost in the middle of the forest as we did!

Then with about 30 seconds to go all crews were in, except one, the XR2 replica carrying a certain crew going by the names of Coles & Pryce. So as I stood at the entrance, with about 8 or 9 people round me, I counted down from 10. On zero the Fiesta had its wheels locked up just outside the car park. At about 5 seconds OTL Elly handed me their answer sheet. But did we adhere strictly to the rules and not classify them, or be lenient and let them in? After a long discussion between myself, Rupert and Matt, in consultation with Lizzie over the phone, we decided that they wouldn't be classified. Understandably both Dave and Elly were gutted, especially since they would have won the PC round. After a big argument with Chris, the President, who was taking Dave and Elly's side, we, the organisers, stood our ground, and the decision stayed as it was. At least it'll spice up the championship!

Apart from this the event seemed to go well, and all the reports have been good. Not quite perfect, but pretty close I reckon ☺.

Carl Gibbs

O/A	PC	RUC	Crew	Car	Score/103
1			Steve & Phil	Sprint	96
2			Tom & Chris	Fiesta Mk 1	87
3			Paul & Jonah	309 GTi	86
OTL			Dave & Elly	Fiesta Mk 1 XR2	83
4	1		Richard & Chris	Saxo	73
5	2		Andy & Gareth	106	71
6	3		Olly & Ben	205 XS	66
7	4		Ben & John	Golf	58
8	5		Mike & Colin	Corsa	57
= 9	= 6		Phil & Toby	Polo	56
= 9	= 6		Russell & Tom	Fiesta Mk 3	56
11	8		Chris & Chris	Fiesta Mk 4	53
12	9	1	Chris & Andy	Mazda	46
13	10	2	Ed & James	Lancer	44
14	11		Dan & Rob	205 GTi	43
15	12		Elaine & Mike	Escort Mk 2	38
16			Gordon & Michael	Imp Super	36

AN INTRODUCTION TO 12-CAR NAVIGATIONAL RALLIES

What is a 12-Car Navigational Rally?

A Navigational Scatter allows you to choose your own route between a number of points within a specified time limit. 12-Car Navigational Rallies specify the route you must follow, again keeping to a time schedule.

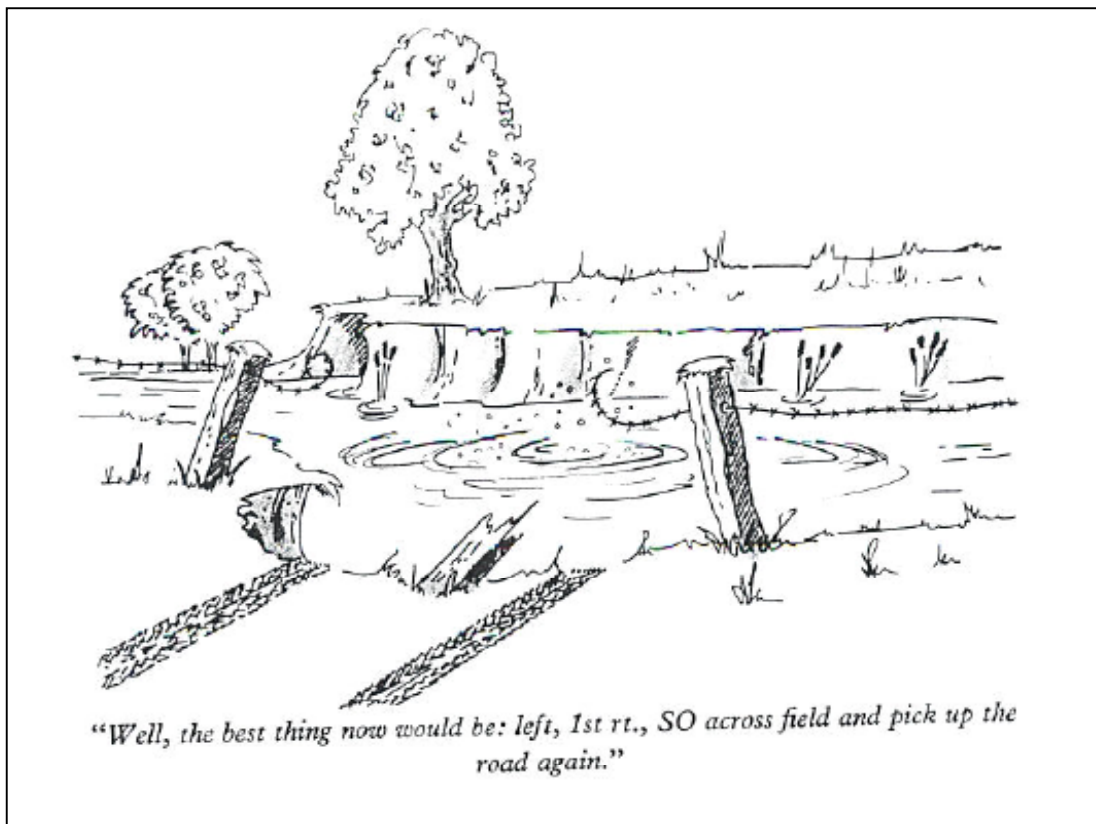
Road events must comply with the regulations set down by the Motor Sports Association (MSA) in the Blue Book. However, if an event is limited to twelve cars, the regulations governing the event are less stringent than in normal navigational rallies. 2 important rules must be applied:

- 1) Only a driver & a navigator are allowed. No passengers can be carried.
- 2) The driver must have special insurance cover. You must have an approved NES proposal form. The cost of the extra insurance is subsidised by the University's Athletic Union.

The Route

The route is fixed & divided into sections. At the start of each section there is a ***Time Control*** (TC). All navigation is given out at the start in sealed envelopes (one for each section). When you arrive at a TC, a marshal will sign your ***Timesheet***. You are then allowed to open your envelope for that section. Inside the envelope will be clues that have to be solved in order to obtain the route from the current TC to the next. The navigation normally continues:

Current TC grid reference ⇒ ***Next TC*** & grid reference ⇒ ***Time allowed*** for the section ⇒ ***Type of road*** e.g. 'CRO' (Coloured Roads Only) ⇒ ***Route instructions*** to the next TC.



Driving

Keep a look out for ***codeboards***. These are letters on boards placed approximately every couple of miles. Write the letters in the space provided on your Timesheet. If the letters are in the correct order, you have driven the correct route. ***You must stop at every Give Way***. This is an MSA regulation & some Give Ways will be marshalled. As per Navigational Scatters, ***Quiet Zones*** require ***highest possible gears, no spot lights & no excessive noise***. A 12-Car route will not take you through Black Spots.

Schedule Notes

Cars will leave at one minute intervals.

Each TC is open to you for 30 minutes. Your 30 minute window is your ***Schedule Time*** & you must visit the TC within this time span. Late arrivals are ***Outside Time Limit*** (OTL) & collect ***3 fails***. Scheduled Times for each section are based on a ***30mph*** average (i.e. a 5 mile section will have an allowed time of 10 minutes). Times are recorded to the preceding whole minute. 22:00:59 is recorded as 22:00. Marshals' watches will be set to BBC time & it is up to you to synchronise your watch before the start.

In short, just arrive at each TC before OTL & you can't go wrong!!

Time Penalties

Your ***Due Time*** is the time you will arrive at a TC if you have driven the section at an average of 30mph. If you arrive at a TC 5 minutes after your Scheduled Time, your Due Time at the TC will also be 5 minutes after your Scheduled Time. On your Timesheet, your Due time at the next TC is directly below your ***Arrival Time*** at the last TC. Arriving before or after your Due Time incurs a penalty of ***1 mark per minute***.

Marks are only used in scoring to decide a tie, therefore don't worry about ***marks*** on your first event. Just try to stay as close to your Due Time as possible.

Scoring

Crews will be given fails as follows:

- ★ 1 per missed codeboard;
- ★ 1 per wrong codeboard;
- ★ 1 for wrong approach to TC;
- ★ 1 for not showing marshal an unopened envelope for the section;
- ★ 1 per missing marshal signature;
- ★ 1 for a Quiet Zone or Black Spot infringement (***exclusion for 2nd offence!!!***);
- ★ 1 for failing to stop at a Give Way (***exclusion for 2nd offence!!!***).

Missing a TC completely incurs 3 fails (1 for missing marshal signature, 1 for incorrect approach & 1 for not presenting an unopened envelope).

The winning crew is the one with the least fails.

12-CAR TOP TIPS

- ★ If the navigation is ambiguous, drive the shortest route consistent with the route instructions.
- ★ No through roads & roads that go off the edge of the map can be ignored. Roads that turn into whites can be ignored on CRO sections.
- ★ If you can't solve the navigation, simply drive straight to the next control (the grid reference will be given in the navigation).
- ★ If you arrive at a TC close to your OTL you will risk being OTL at the next TC. A missed codeboard incurs 1 fail whereas a missed TC incurs 3 fails so it is better to cut route to arrive on time.
- ★ If you can't get to the TC on time even if you cut route, then you will have to miss out that TC. Open the envelope for the next section & cut to the next TC.

PC CHAMPIONSHIP

Pos	Name	PC1	PC2	Total
1=	Andy Garrett	8	10	18
1=	Gareth Lewis	8	10	18
3=	Olly Smith	7	6	13
3=	Ben Smith	7	6	13
5=	Mike Mifsud	5	7	12
5=	Colin Davis	5	7	12
7=	Ben Paddick	6	5	11
7=	John Thompson	6	5	11
9=	Chris Knott	2	8	10
9=	Richard Lawley	10	Set	10
9=	Chris Gage	10	Set	10
12	Calum Maciver	-	8	8
13=	Phil Davidson	4	2	6
13=	Toby Jeffries	4	2	6
15=	Russell Goodrum	3	2	5
15=	Tom Chicken	3	2	5
15=	Rob Stevenson	1	4	5
15=	Dan Moss	1	4	5
19=	Ed Butler	1	3	4
19=	James Firth	1	3	4
21=	Chris Hynds	2	-	2
21=	Chris Johnson	1	1	2
23=	Andy Seal	1	-	1
23=	Elaine Freer	1	Set	1
23=	Mike Lumsden	1	-	1
23=	Bhavin Shah	-	1	1
23=	Nick Clarke	-	1	1
23=	Alex Richards	-	1	1
29=	Lizzie Pope	Set	DNF	0
29=	Carl Gibbs	Set	DNF	0
29=	David Coles	OTL	OTL	0
29=	Elly Pryce	OTL	OTL	0
29=	Keith Walton	-	NE	0
29=	Michael Smith	NE	-	0

RUC CHAMPIONSHIP

Pos	Name	PC1	PC2	Total
1=	Chris Johnson	10	8	18
1=	Ed Butler	8	10	18
1=	James Firth	8	10	18
4	Andy Seal	10	-	10
5	Alex Ritchards	-	8	8
6=	Michael Smith	NE	-	0
6=	Rob Stevenson	NE	NE	0
6=	Chris Hynds	NE	-	0
6=	Mike Lumsden	NE	-	0
6=	Keith Walton	-	NE	0
6=	Nick Clarke	-	NE	0

PC and RUC Championship Rules

Scoring system is 10 points for 1st place, then 8, 7, 6, 5, 4, 3, 2, 1, 1, 1, etc - i.e. at least one point just for finishing on time, within each championship. Your final championship position will be decided on the best 6 scores from the first 8 events you start. DNFs and OTLs count as starts. In the event of a tie, most wins will count, then most seconds, thirds &c in the relevant Championship.

If the crew that wins the Plotters' Cup also finishes on the highest RUC score, the RUC Newcomer's Shield will be awarded to the next crew in that Championship.

The RUC Newcomers' Shield championship is open to novice crews only. A novice crew is one in which neither member has competed in any OS map-based motorsport event prior to the start of the current PC season, with the exception that the crew may have taken part in the previous summer's Summer Scatter and Summer 'Silly.' Each individual in an RUC-eligible crew may compete in one event with a non-eligible crew member (they don't score RUC points in that event, though), and then return to the RUC championship. Once an individual has competed in a non-eligible crew twice, that individual is no longer eligible for the RUC championship. The idea is that the championship is open only to complete novice crews, and that members of those crews cannot 'train up' by crewing repeatedly with non-eligible competitors.

WMC Christmas Meal

5th December 2002

MENU

STARTERS

Roasted fennel, red pepper and tomato soup served with cheese snippets
Deep fried whitebait with garlic citrus mayonnaise, dusted with paprika, served with brown bread and butter
Pork and leek tartlets with plum and gooseberry chutney
Smoked salmon cornets stuffed with cream cheese and chives, set on winter leaves

MAIN COURSES

Roast turkey with traditional trimmings
Yuletide duck breast on a bed of spiced red cabbage with a Montgomery sauce
Baked halibut steak served with ginger beurre blanc
Slices of stuffed marrow, pinenuts, herbs, beans, polotti, butter and sundried tomatoes (with trimmings)
All of these include roast and new potatoes and seasonal veggies

PUDDINGS

Christmas pudding and brandy sauce
Traditional homemade sherry trifle
Chocolate profiteroles and mocca sauce

Coffee and mince pies

DRESS CODE

SMART

Ladies: dress/skirt/smart evening wear
Gentlemen: suit (or at the very least a shirt & tie)
NO JEANS, WESSEX CLOTHING OR TRAINERS

PRICES

£25 including coach
(Refunds for those who don't take the coach may be negotiable)

E-mail Elly, the Soc Sec to place your order and for more information: ep500@soton.ac.uk

SUKT Trials

30/10/02

The convoy of cars taking the 43 competitors to the karting trials last Wednesday was soon split up. People proceeded to arrive at the Wessex raceway at intervals over about half an hour. Amongst the last to report was the mapless Escort which had unwittingly taken the wrong motorway, and a certain Peugeot 205 with a muddy roof, rumoured to have been pushed out of a ditch.

The 700m track boasted a long straight and several overtaking points. Having opened only two months ago, the karts were, at least at the start of the day, in good condition. With places on the team at stake, some of the driving during the early heats was a little over zealous, although this improved as the day progressed. Those racing in heat 7 all managed to avoid crashing in the pitch black, during a brief power cut which halted progress for about half an hour.

Having spent most of the day looking out of the side of his kart, Olly Smith did a mid-air 180 in his final heat, ending up stuck on a barrier. He was thankfully unhurt, unlike Chris Hynds, who fractured his wrist and was taken to Salisbury A & E. Despite not leaving casualty until plastered at 2.30am, he was out marshalling PC2 the same evening. That's commitment for you – get well soon Chris!

After the heats the top 16 drivers went through to the semi-finals. I dropped out at this point

in order to scrutinise the driving. In the first semi-final Calum Maciver compounded the admiration he had received all day, by quickly pulling out a quarter lap lead, which he was not to lose.

The second race was more eventful. Adam Gorman lead for several laps before spinning. Chris Gage, following close behind, just avoided him, but an unlucky Andy Garrett was collected.

From the green in the final, returnee Andrew Davis seemed determined to stick to Calum, getting almost alongside under braking once or twice, without success. Several battles were developing throughout the field, making for interesting spectating. In the middle of this, President Chris was, despite his modesty, proving to be quick and consistent.

At the chequered flag the top 3 were Calum, Andrew, and rapid RUC James Firth. They are joined in the squad by Peter Baushaus, Chris Gage, Andy Garrett, Adam Gorman, Russell Goodrum, Toby Jeffries, James Hayward and Alistair Macmillan.

The standard of drivers unearthed on the day was high, and I am confident that the SUKT will be capable of good results this year. I hope everyone enjoyed the day, and I will e-mail the list about future karting trips.



Gareth Lewis

PC2

The second event of the season was definitely action-packed. The setting of the route was very much down to Richard and Chris and, to quote, was “uneventful”. My involvement was very much in the drinking of tea and the writing and checking of clues, which seemed to go hand in hand. After an hour of me yet again getting confused by binary (you’re not alone there! Ed.) all was ready.

So, in the dark depths of a murky Halloween evening, as 3 feet high ghosts and vampires walked the streets, intrepid motor club members turned out to PC2. After the usual fight for clues at the start, I can report that there were no serious paper cut injuries, and everyone was soon out on the roads. For us, it was off to CMA, and, due to a little delay, we arrived 5 minutes later than expected, so there were 5 bonus minutes for everyone. And with one car already carrying a missing light after a brief encounter with a tree, having already been pushed out of a ditch, tonight was definitely not going to be dull.

CMB was fittingly the place where an escaped convict was massacred. Apparently they escape all the time - really reassuring when Halloween! But back to chocolates & sweets mention those who stole season. Yet again a tree Thankfully both Lizzie understandably shaken fatality of the season. you all saw the photo web before the car was



Smile for the camera ... or not.

I spent the rest of watching endless passers-look; I know, we’ve all including a guy who, after being told what happened, said not to worry, as he did the same thing the day before. Eventually the truck arrived and when I say “truck”, I mean it: huge is not the word. And this was apparently a small one. Then sometime later, after being fully acquainted with the nice lady on the truck’s satellite navigation system, we were safely home.

Back at the finish pub I hear all went well. The bonuses were interesting and after much debate, items for each letter of the word “ghost” were found. Much to the disappointment of those who wanted a point per trick or treat on the bumper it was decided it would be too hard to distinguish between genuine dumps and those there already (maybe next year). The event was won by Andy and Gareth, who naturally thought the event was fantastic. Congratulations to them, and commiserations to Dave and Elly: OTL again! So that was PC2; bring on PC3 the Escorts. I’m so excited I can hardly wait!

you’re in the middle of nowhere on the event. As people arrived at CMB, the seemed to go down well ... and I won’t the chocolate! Then the first accident of the got the better of a motor club car. and Carl we fine, though both and sore. The car was not so, the first And due to a strange phenomenon, I guess which seemed to have made its way to the home!

the event was for waiting for the truck, and by slow down to make sure they got a good been there. Some stopped to check we OK

Elaine Freer

RUC	PC	O/A	Class	Points	Car	Driver	Navigator	Car
		1	NE	84	7	Steve Barnard	Phil Kendall	Sprint
		2	NE	82	17	Jonah Nuttgens	DickHowatt	Pug 205
	1	3	PC	74	16	Andy Garrett	Gareth Lewis	Pug 106
	2	4	PC	70	6	Chris Knott	Calum Maciver	Fiesta Mk4
	OTL	-	PC	70	2	David Coles	Elly Pryce	Fiesta
	3	5	PC	66	18	Michael Mifsud	Colin Davis	Corsa
		6	NE	65	19	Chris Moore	Tom Jenkins	Pug 106
	4	7	PC	63	5	Olly Smith	Ben Smith	205 Petrol
	5	8	PC	60	1	Ben Paddick	John Thompson	Golf
		9	NE	58	8	Simon Smith	Steve Porter	Sierra
	6	=10	PC	56	10	Dan Moss	Rob Stevenson	205 GTI
		=10	NE	56	11	Jerry Organ	Paul Swindells	Elise
1	7	12	RUC	53	14	Ed Butler	James Firth	Lancer
	DNF	-	PC	46	4	Carl Gibbs	Lizzie Pope	205 Diesel (RIP)
	=8	=13	PC	46	12	Russell Goodrum	Tom Richards	Fiesta
	=8	=13	PC	46	3	Phil Davidson	Toby Jeffries	Polo
2	10	=15	RUC	44	9	Chris Johnson	Alex Ritchards	Mazda 323
		=15	NE	44	13	Henry Carr	Keith Walton	Starlet
	11	17	PC	41	15	Bhavin Shah	Nick Clarke	Nissan Sunny

