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## **Nicks' Introduction to the WMC**

So, you saw us at the bunfight, and were sufficiently intrigued to come along to the intro meeting, and now you're sitting there thinking "what is this all about then?"

Well it's quite simple really; we're all a bunch of mad petrolheads!

That doesn't, of course, mean that you need to own a car, or even know how to drive, but it does help to have an (un)healthy interest in them. We come from a wide variety of backgrounds, and study a wide variety of courses, from Engineering and the Sciences, through to English and Politics and many more.

Now you know who we are, you're probably wondering what we do? Fortnightly through the winter season WMC runs competitive evening events on the lanes of Hampshire, finishing at a country pub. These events involve cryptic clues for navigators to solve which identify a location or route which can be driven to (or driven) where you will find proof of your visit. These are known as Scatter Rallies and 12-car Rallies and are fantastic fun, as well as counting towards our championships. The Plotters Cup championship is open to all students and our RUC trophy is only open to those of you new to motorsport. Many members have used these events as a stepping stone to competing in and organizing some of the all night national events held around the South.

As well as rallying, we also have a team in the National Inter-University Karting Championship, travelling as far as Newcastle to battle other Universities. Trials for this are held in the later part of October, and are always very popular.

We also attend Skid Pan Sessions, training at local race tracks to improve your car handling. Autotests, which are competitions in grassy fields or large areas of tarmac to test your car handling and Production Car Trials - these are uphill events to test your car. A chance to get even muddier might be an off road trip in a Land Rover.

For the more demure among you, we run table top events (the cryptic clues and map reading, without the roads, the risk or the rain) or scalextric evenings for a bit of indoor competition, as well as trips to the motor show to ogle machines we can only dream of affording.

Filling in the gaps between our many events, we also have an active social calendar, and our very own version of the "Good Pub Guide" covering most of Hampshire, so whenever we're not competing, we visit one of the many local establishments to natter over a few pints. This is the place to come if you're having mechanical problems, with many 'Old Farts' on hand who are always happy to give their advice on how to fix things, and will usually have that obscure tool you need to finish the job.

As well as all of this, we also travel to marshal and spectate on a variety of national, international and world level events, such as the Wales Rally GB.

If you want to know more about any of these aspects, feel free to ask any of us – we don't bite! Or check out our website - [www.wessexmotorclub.co.uk](http://www.wessexmotorclub.co.uk)

## **Presidents Piece**

Most people complain as the days get colder and the evenings darker, but to anybody in Wessex it means only 1 thing - its nearly rallying season again!

The PC championship is just around the corner and I'd strongly encourage our new members to come along and experience first hand what it's all about. Hope to see lots of Old Farts out as well, as if you needed any encouraging!

The Karting trials are not so far off either and since most of the old team have just left University we're looking for a lot of new talent in order to put together a couple of strong teams for our entry in the BUKC.

The club is once again enjoying success at the road rallies with Phil and Dave winning both the Bullnose and Powerush rallies. Andy and Paul have also been putting in respectable results, and even I've managed not to come last too often!

Jonah and Phil have also been doing well in the 205 challenge, currently lying 3<sup>rd</sup> overall and coming first in class at the last event. Their next and final event of the year is up near Newcastle, we wish them the best of luck both in the event and in finding a service crew!!

Here's to another successful year of Wessex, see you all at PC1!

## **What is a Navigational Scatter?**

A Navigational Scatter combines the fun of a treasure hunt with the skill of orienteering with a car, allowing competitors to rally down the UK's twisting country lanes.

### **The Start**

On arrival at the start location, crews will be given a set of Final Instructions. These provide information about the finish location, the position of the Control Marshals & a set of questions corresponding to the Route Checks (RCs) as well as details of cautions & black spots & an answer grid. At the start time (usually 19:00hrs) crews will be issued with their first set of clues. Crews should stay at the start location until they have solved enough clues to work out which ones they want to go to.

### **Solving the Clues**

Clues have different values according to their location & difficulty level. By solving the clues, sets of grid references are generated, which are then plotted as RCs on an Ordnance Survey map. It is the Navigator's responsibility to choose a route between RCs & to direct the driver accordingly. More clues will be issued to crews on their arrival at the Control Marshals.

### **Route Checks**

When crews arrive at Route Checks, they should find the corresponding question on the question sheet (which they will have received at the start) & then write the answer on the answer sheet. The questions range from 'Draw the gate' to 'What is the make of the padlock?'. Crews should remember that for all questions, they will have to look around the location of the RC to find their answer.

### **Control Marshals**

Control Marshals are only open for a limited length of time. During this period points & more clues are available. Clues are available but no points are awarded for visiting a Control Marshal 5 minutes early or late. The location of the Control Marshals in relation to the clues you have plotted will influence your route.

### **The Finish**

Crews must arrive at the finish pub & hand in their answer sheets no later than the stated finish time. Arriving after this time will result in crews being Outside Time Limit (OTL) & no points will be available to them.

### **Scoring**

1, 2 or 3 points are awarded for visiting RCs.

10 points are awarded for visiting Control Marshals.

Additional points can be earned by completing a bonus task handed out at a Control Marshal.

The winning crew is the crew with the most points.

### **Results**

The results will be announced at the finish pub as soon as possible. They will also be displayed on the club website and email list soon after the event.

### **Navigational Scatter Top Tips**

- Make sure you get to each Control Marshal as 10 points are available for visiting.
- Leave the start after 20 minutes or you may run out of driving time.
- Plot RCs accurately. Know what you're looking for when you get there & whether you need to turn round.
- Get to the last control (normally CMB) asap so that you have more time to visit RCs once you have plotted all of them. You could otherwise end up only getting new RCs that you've already driven past.
- Never panic, argue or lose your temper!
- We recommend starting events with a full tank of fuel!
- If you get stuck just ask a marshal. They're there to help.

## British Universities Karting Championship

The British Universities Karting Championship is the most exciting sporting event you are ever likely to participate in. Hundreds of students from all over the UK will be coming together from across the country to compete wheel-to-wheel in high-performance outdoor go-karts - the likes of which Jenson Button and Michael Schumacher spent years honing their skills on!

You will race at 4 world class outdoor karting circuits across the UK on the most powerful arrive and drive kart fleet in the world against some of the most successful karters in the country who have won British karting titles, race in Formula Ford, Formula Renault, F3 and Indy Lights.

There is simply no other sporting event where novices and experienced alike will get the chance to compete against the very best. This championship is special. It is about making motor sport accessible and having lots of fun taking part in it. We welcome you to the most intense, adrenalin-fuelled, exciting student championship in the world. Best of luck!

### 2005 Results:

Position	Kart Number	Team Name	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Total	Best	Black Flags
1	1	Formula Brookes A	57	58	60	60	56	60	351	295	4
2	3	L'boro A	55	60	56	59	59	59	348	293	1
3	5	Leeds A	59	59	57	55	60	57	347	292	0
4	41	Herts B	60	54	59	57	57	52	339	287	4
5	4	L'boro B	53	55	58	56	55	58	335	282	0
6	11	Warwick A	58	53	55	51	58	53	328	273	1
7	2	Formula Brookes B	54	57	54	53	53	55	326	273	2
8	7	Imperial Rangers A	51	47	38	58	52	56	302	264	2
9	31	Birmingham A	48	56	52	54	45	50	305	260	4
10	26	Bristol A	45	51	51	52	32	54	285	253	1
11	6	Leeds B	50	50	53	50	49	43	295	252	0
12	15	Bournemouth A	43	48	35	46	54	42	268	233	3
13	22	Nottingham A	52	34	46	44	38	48	262	228	4
14	36	Bath A	44	43	50	40	24	51	252	228	1
15	18	York A	38	37	41	48	51	49	264	220	5
16	20	Southampton A	41	44	45	37	40	47	254	217	2
17	45	Formula Brookes C	27	45	37	45	43	44	241	214	3
18	32	Birmingham B	37	35	47	42	41	46	248	213	1
19	13	Kingston A	39	46	43	38	46	39	251	213	3
20	23	Nottingham B	46	38	48	31	30	45	238	208	1
21	34	Durham A	42	36	34	43	47	30	232	202	2
22	52	UW Swansea A	28	39	28	49	44	40	228	200	1
23	29	Oxford A	25	40	40	30	42	38	215	190	3
24	24	Cardiff A	34	31	49	34	39	31	218	187	1
25	8	Imperial Rangers B	31	33	33	39	50	29	215	186	0
26	14	Kingston B	22	41	39	36	33	36	207	185	0
27	50	L'boro C	30	32	25	47	35	34	203	178	3
28	12	Warwick B	40	25	15	41	34	37	192	177	3
29	27	Bristol B	19	42	24	24	48	35	192	173	1
30	16	Bournemouth B	33	23	44	29	31	33	193	170	4
31	43	Cranfield A	15	28	36	33	37	27	176	161	0
32	39	Kent	32	30	23	35	36		156	156	1
33	40	Herts A	49	49	42				140	140	1
34	9	Swansea Institute A	56	52	31	0			139	139	0
35	33	Cambridge	36	26	27	28	28	23	168	138	5
36	37	Bath B	23	15	21	32	27	28	146	131	0
37	51	Plymouth	21	18	18	27	23	41	148	130	0
38	42	Brighton	17	21	20	25	29	32	144	127	2
39	46	Formula Brookes D	13	12	30	22	26	25	128	116	0
40	19	York B	26	20	16	21	22	26	131	115	0
41	30	Oxford B	11	19	26	16	21	22	115	104	4
42	25	Cardiff B	10	29	13	20	20	21	113	103	1
43	54	Warwick C	16	13	19	26	25	24	123	103	5
44	21	Southampton B	29	27	22	19	0	0	97	97	3
45	35	Durham B	14	14	29		19	20	96	96	0
46	49	Kingston C	20	16	14	23	18	0	91	91	2
47	17	Coventry	47			18			65	65	1
48	44	Cranfield B	18	24		17			59	59	2
49	47	Huddersfield	24	17	17				58	58	0
50	38	UWE		22	32				54	54	0
51	10	Swansea Institute B	35						35	35	0
52	53	UW Swansea B	12						12	12	0
53	28	Gloucester	0						0	0	0
54	55	FBR		0	0	0	0	0	0	0	4
55	56	Bristol C					0	0	0	0	4

## Ron Faulkner Memorial PCT - September 18th 2005

"So you spent your Sunday going up hills at little more than a walking pace ... and you call that fun?" Well, as a matter of fact, yes, we do. Welcome to the world of production car trials.

The aim of the game sounds simple: get your car as far up the hill as possible. In reality, the twisting routes, defined by markers, make this harder than you might think, necessitating delicate inputs from the driver, and violent bouncing from the passenger (I think the term co-driver would be overstating it somewhat!). The aim is to score as little as possible, and is determined by which marker you've made it to - zero means you've made it to the top, 12 means you've made no or little progress.

Local group Southsea Motor Club has been running PCTs for a few years. They're fun, friendly events, especially in good weather. No competitive licence is required (in fact, if you are 15 or over, no driving licence is required, providing you can persuade a willing victim to sit next to you!), the entry fee is cheap and your car is not at risk (Err, if the car is not at risk, why did a certain shiny, sexy SLK remain stubbornly static all day?), all you need is a road legal car and a passenger. So a few of us trundled over - or trekked down! - to a field near Clanfield.

Chris Knott and Nick Clarke double drove in the dark grey 205 XS, David Curd brought his 309 out to play, Paul Swindells came in his BX (including a CD of Bond themes, which blared out during the day), with Chris Gage in the left hand seat, and Olly Smith entered in his *incredibly sexy* Eunos Roadster whilst I did my best to bounce effectively.

Over the day, eight hills were contested four times each. As the early morning dew evaporated in the rather pleasant late summer sun, the grass offered us more grip and we were able to make more respectable progress up the hills, instead of wallowing towards the bottom, wheels spinning, back ends sliding and passengers bouncing as if their lives depended on it. Speak for yourself! With probably the longest and heaviest car on the event, we seemed to spend all of our time digging holes in the ground with the front wheels. It had all seemed so easy on the practice hill - diesel torque coupled to a handbrake operating on the front wheels to make a pseudo-LSD and we sailed straight up. Needless to say the real tests were somewhat more challenging, even when they dried out. *Even though it looked nimble, the Roadster was a difficult drive too - less than 100 kilos lighter than the BX, and almost no weight over the driven wheels. Combined with a limited slip differential that sent the car spiralling down the hill whenever it locked, it was a big challenge. We even failed to keep the car in line for the start line of one test, sliding down and through one of the posts that marked the first gate.*

A friendly group of marshals kept the day running smoothly and in good humour, and with crews cheering each other on, and laughing at each other's failures, everyone seemed to be have a good day. I'll second that. Despite aiming only to finish "not last", we both had a great time trying to persuade a completely unsuitable car to go uphill.

It wasn't the kind of day where you're particularly concerned about the results. It's more a case of having fun, getting out in the sun and enjoying yourself, but in case you're interested, Chris Knott - who did rather well last year if I remember correctly? - was the best Wessex crew in 7th, Nick, in the same car, was 14th, and the rest of us languished at the back of the field (but not last!!). *The Roadster managed to come second in the front-engine, rear-drive class - it's highest result*



*yet! Unfortunately given that this was only the second event it's competed on, and there was only one other car in the FR class, it's not really so much of an achievement.*

PCTs might not sound like a whole load of fun, and they could never be described as the most adrenaline-pumping of motorsport genres, but being cheap, mechanically sympathetic and easy to get into - no experience needed to have fun, as we proved! - they're a good introduction to the world of competitive motorsport. And even if you're a cynical old hand, it's a chance to blow those cobwebs away at a speed that won't cause you to reach for a medicinal brandy!

Lizzie Pope, *Olly Smith* & Chris Gage





## **205 Challenge Round 6**

On Saturday, Phil and I competed on the Newton Abbot Audi Stages - Round 6 of the 205 Challenge. Here's how it went...

The rally was a long day of 17 forest stages scattered around Cornwall. This was very different to our first two gravel events which only had 5 or 6 stages each, separated by quite long road sections. In contrast this event was fast and furious, running groups of stages back-to-back with no time to relax and go off the boil!

The weather on Saturday morning was wet so the stages quickly turned muddy and very slippery in places. We were having to tread very carefully to get the car around, some people had not been so cautious and on SS3, there were 2 cars off in the trees within 100yds of each other! We also wanted to keep up a good pace though and see how we could compare against our championship rivals, on an event where we had a potential advantage: Maps! This was our first stage rally to use maps of the stages instead of pace notes, so road-rallying experience would give Phil a headstart over many of the other co-drivers. Also, he had managed to get hold of the O/S 1:25000 scale maps of all the stages, whereas most other crews were using the photocopied 1:50000 scale maps supplied by the organisers. So we had twice as much detail in the description of the route as other crews, which was a great confidence-booster as Phil was able to track our position really accurately and call out every single bend even on the narrow forest roads. The maps were amazingly accurate and bend calling really did agree perfectly with the actual roads!

After 7 stages in the morning, we had the first service halt and lunch break. There wasn't much to do as nothing on the car had broken apart from the foglight falling off! I also had to make a change to the electrics as a mistake in my wiring meant that the power to the intercom went off whenever the lights were on - not ideal when the last few stages were scheduled to run into darkness! Plenty of time to wait after this so we all sheltered from the rain in the cafe over the road. We also chatted to some other crews and worked out that we were running 2nd in the Beginner class, ahead of the championship class leader and only 8 seconds off the class leader in the rally!

The first two stages after service were 2 runs of a short forest track, only a mile long. While waiting on the start line for our second run, we noticed that the car before us (another 205) was stopped about 300yds up the track, halfway up the long uphill straight leading away from the start. Moments later someone was out of the car waving their arms to attract attention, so our start was aborted and the rescue vehicles were sent in to assist. There was a worrying wait while an ambulance went in although noone had seen what had happened, despite the incident being in sight of the start line. Eventually we got word that nobody was seriously hurt, only cuts and bruises. The accident was a Nova that had gone off the straight and hit a big pile of logs, and ended up hidden from our view. The 205 that we could see from the start line had spotted the car off the road and stopped to help.

Didn't get on very well with that stage but on the next two we had probably our best times of the day, felt like we were flying and in fact I think we really were a couple of times after launching off some large bumps! It was a stage that we had already used

twice before Service, and I was starting to memorise the bends and learn whereabouts the grippy bits were (and weren't!).

There was then a re-grouping of competitors on a road section, we again had a chance to chat to people and compare stage times. Discovered that we were narrowly leading the Beginner class! Everything to play for on the last few stages...

SS15 was the last stage before the 2nd service halt, a slippery stage (involving a rather scary lock-to-lock moment on a tightening left-hander with a big drop on the outside!) that finished in the middle of a forest with no way back out! Groups of competitors had to wait at the finish to be led out in convoy back down the stage in the wrong direction. We were the first in the queue for our convoy, meaning that we had the longest wait and therefore the tightest timing on the road section back to Service. We weren't realistically going to make our minute but gave it a pretty good go, the B-roads around there are great fun! Picked up a time penalty initially but this was later scrubbed.

2 final stages to go until the finish, now in darkness, so we just kept a steady pace determined not to throw it off so close to the end. Got back to the caravan park where the rally HQ was based (and where we were staying), and waited for results and awards...

Got 1st in Beginner Class! :-)

Many thanks to Andy G and President Mike for being our service crew for the weekend, luckily we didn't have to give them too much work to do on the car!

One more event left of the 205 Challenge season, way up north this time in Hamsterley forest. Let's see if we can make it two in a row...



## A weekend in the country

My parents live in Devon and every time I drive home I inevitably end up thinking that you could run a really good 12 car down there. So after floating the idea with a few people I got myself a copy of map 180 and started casing out some lanes on subsequent trips home.

This was to be the first 12 car I ever set! I lost count of how many times I changed the route, and moved the TCs about but eventually I settled on something and sent the tracings off.

My Mum and Dad have some empty office buildings, and agreed that people could crash in them for a night – perhaps not realising quite what they'd let themselves in for!

Most people drove down Saturday afternoon and we all met up at a pub for a pre-event dinner. Then after a brief wait it was time to head to the start car park! The things I remember most were the slight ambitious use of whites on my part (or was that the ambitious speeds that a couple of crews tried to drive down them??). Toby and Dave's encounter with a rather unhappy farmer (what did you expect when you did a handbrake turn in his yard?!). Tom (a local friend) reversing his Focus down a steep ramp and having to be pushed out! The grin on Ed's face having drifted the BMW along several miles of freshly resurfaced road.

The following day made use of my parent's field for a grass gymkhana and BBQ. This was slightly marred when I lost part of the clutch lever making gear changes rather difficult, but I managed to bodge it up with a bolt!

The rear wheel drive cars were great fun to watch on the autotest, especially Ed in the BMW who didn't always set the fastest time but was definitely the biggest spectacle! Jerry set some good times in the Audi TT as did Carl in the Sierra, both of these benefiting from 4 wheel drive.



Here are the results for both events:

12 Car

1 <sup>st</sup>	Andy & Nick	0F	22m
2 <sup>nd</sup>	Phil & David	3F	29m
3 <sup>rd</sup>	Toby & Dave	15F	31m
4 <sup>th</sup>	Ed & Paul	15F	32m
5 <sup>th</sup>	Chris F & Roger	29F	32m
DNF	Carl & Chris K		

Autotest

Test 1

Jerry	55.62 (4WD)
Toby	58.49
Mike	58.68
Carl	58.89 (4WD)
ChrisF	59.73

Test 2

Andy	33.02
Ed	35.01 (4WD)
Oli	35.27
Dick (Nova)	36.02
Toby	36.12

Test 3

Andy	56.76 (4WD)
Oli	1m 00.05
Marlon	1m 01.68
Andy	1m 02.06
Toby	1m 02.16

I hope you all enjoyed it, same time next year anybody?

## **Powerush Rally**

The Powerush took place in East Kent, starting near Canterbury and ending at Ashford, via some of the tightest, twistiest narrow yellows the organisers could find. The highlight being the sections through the Romney Marshes where it seems that the road builders could only do 1 type of corner... a ninety! To add to the fun many of the roads on the marsh are un-maintained meaning you never know what you might find around the next bend!

Things ran fairly smoothly at first, we lost a spotlight very early due to the retaining screw falling out (that'll teach me for using a self-tapper!), and foolishly missed a passage check on a long-way-round that I thought was just a photo point.

Things took a turn for the worse when on our way to TC9 Matt calls slot left onto white road after 90 right, it turns out this is a hairpin left. "Hmm, that's tighter than I expected" exclaims Matt, we should have taken head of this!

About 1 km down it we come across 2 more cars, an Uno (naved by Jon Taylor) and the Manta (naved by Nick Clarke), both had half slid off the road down a steep bank leaving the way forward well and truly blocked. Argh, back the way we came then! As we start to reverse another set of headlights appear, uh-oh. I jump out and explain to explain situation, as another and yet another car appears!

To add insult to injury we weren't even on the right road, the Ordnance survey had not been entirely accurate and a byway they showed as being before the bend was evidently just after.

We eventually emerged from the white some 25 odd minutes after we entered it, with no chance of making it to our next TC on time. We decided to stay on route anyway and minimise the number of missed boards and hopefully get back on time at the time recovery in 2 TCs time.

This we managed until a loose HT lead dropped us yet more time which we didn't manage to recover before the petrol halt. In our haste to make up time I tried to leave a lay-by slightly too fast and drove into a fence ripping the front valance off the car. No serious damage though and I had a spare one at home. It was never bolted on properly in the first place anyway!

About 500m after the Petrol halt the car died and we coasted to a halt. We're still running late at the point and only have about 15 minutes to make it to the post-petrol TC. Panic starts to set in as I begin to wonder exactly what fuel I filled up with! I check and re-check the loose HT lead from earlier to no avail. Then I notice one of the wires to the coil isn't connected, and after popping this back on and we scream off to start the second half of the rally!

After all the drama so far the second half ran really smoothly and there is little to say. The car ran well and we recovered all our lost time, dropping only a single minute when we followed another car for a section.

We didn't expect a great result due to the wrong white incident but it turns out we were the only clubman crew to finish and so winners by default! Not the best way to win your class but we certainly weren't going to complain!!

Congratulations to Phil Kendall and Dave Coles who retained their trophies taking 1<sup>st</sup> Expert. Andy Garrett and Paul Lettington were 5<sup>th</sup> Expert whilst Nick Clarke and Chin in the Manta managed to rejoin after petrol but inevitably suffered huge penalties finishing 13<sup>th</sup> Expert.

## A Trialling Weekend

The 2005 Southsea Production Car Trial (now in its 3<sup>rd</sup> successive year) was held on the 18<sup>th</sup> of September just south of the Bat & Ball pub near Hambledon. Due to the disappointing turnout the previous year, I volunteered to drum up support for this year's event. Entries were significantly up this year, no doubt helped by the Wessex members I managed to persuade to compete!

For those of you who don't know, a Production Car Trial involves driving your car through a series of numbered gates: the further you progress, the fewer penalty points you get. Now imagine doing this on a sloped grassy field, with your passenger frantically bouncing up and down to get you that little bit more traction!

In the Inter-club competition between Southsea and Bognor Regis motor clubs, the three members of the Southsea team, myself, Phil Collings and Andy Fields scored three points less on the day than our rivals, Ian Molyneux, Duncan Gould and Dennis Bratley. However, because the competition is based on final positions this round of the inter-club ended as a draw – how much closer can you get??

Overall, the event was won by Steve Colville in a 1 litre Suzuki Alto, which goes to show you can do this in any car you like! Results of the Wessex members are as follows:

<b>Driver</b>	<b>Passenger</b>	<b>Car</b>	<b>O/A</b>
Chris Knott	Nick Clarke	Peugeot 205 XS	7
Nick Clarke	Chris Knott	Peugeot 205 XS	13
Olly Smith	Lizzie Pope	Mazda MX-5	19
Paul Swindells	Chris Gage	Citroen BX TD	20
Dave Curd	None unfortunately, but had a play anyway!	Peugeot 309 GTi	-



Southsea member Mark Collings tackles the slopes.



PCT Winner Steve Colville in the unstoppable Suzuki Alto.

*Chris Knott*



## Event Schedule

Scatter	How to do a scatter	18/10/2005
12 Car	PC 1	20/10/2005
	PC 2	03/11/2005
	How to do a 12 car	TBA
	PC 3	17/11/2005
	PC 4	01/12/2005
	PC 5	15/12/2005
	PC6	12/01/2006
	PC 7	09/02/2006
	PC 8	23/02/2006
	PC 9	09/03/2006
	PC 10	23/03/2006

## Word Search

T	X	M	A	L	F	G	L	F	B	B	I	Y	B	P	S	P	M	Q	C	S	H	U	G	F	B	Y	G	F	K	Q	D	R	E	K	S	S	P	U	Y
U	N	U	T	C	W	T	X	C	D	O	Z	U	P	J	Y	K	M	E	U	K	S	N	X	Z	X	J	J	T	T	U	G	R	Y	C	A	Y	W	B	U
T	M	H	D	R	E	H	W	N	S	O	W	Y	Z	B	K	E	B	M	U	N	Y	H	S	L	Y	B	J	J	O	Y	F	O	M	K	G	G	K	U	D
P	Q	Z	N	C	I	W	E	A	H	U	M	C	S	F	D	V	G	K	E	D	Q	I	Q	D	Z	E	W	B	F	V	R	M	T	Q	I	M	B	C	E
E	S	F	Z	V	X	U	S	A	A	W	A	L	M	G	A	R	V	Z	B	J	K	T	N	C	D	Y	K	O	P	D	T	X	B	L	U	C	L	T	R
P	C	K	V	G	B	J	M	S	S	O	U	N	P	V	D	H	I	E	R	G	R	D	Q	C	F	T	D	U	T	K	E	K	Z	C	I	J	S	A	E
W	R	R	R	N	G	V	J	P	Y	A	T	O	Y	O	T	U	O	F	P	G	Y	G	V	R	B	X	C	D	H	M	Z	J	M	L	E	F	F	I	L
T	W	L	O	X	Y	D	N	B	H	U	D	S	D	Y	F	N	E	O	T	F	L	S	O	I	Z	E	C	X	R	Q	B	R	U	H	S	G	L	J	B
G	W	K	R	Y	I	A	X	C	N	E	E	T	N	I	G	L	A	Y	C	I	I	W	D	Z	X	A	Z	X	R	X	R	B	A	C	X	L	M	L	O
B	Y	G	X	U	P	L	K	W	D	F	W	F	Z	U	J	M	O	B	A	M	N	T	W	L	B	K	X	G	D	V	V	N	Q	Y	R	K	I	Z	Y
A	W	Z	K	D	P	H	U	H	K	K	P	U	D	S	K	L	T	N	R	D	X	G	U	R	Z	P	A	W	N	H	D	F	K	J	W	H	W	Y	G
M	V	Y	I	D	U	T	L	U	A	N	E	R	M	I	W	Z	W	O	X	O	Q	O	F	X	B	V	J	T	F	B	I	I	J	R	N	Z	V	X	U
G	U	K	F	C	W	H	V	Y	P	J	V	N	X	X	M	R	F	L	R	J	C	S	R	V	Z	H	U	G	R	P	U	X	M	E	Q	A	S	K	V
P	S	P	M	O	P	C	E	G	F	N	Z	W	X	I	C	O	L	W	D	Z	K	H	P	B	K	I	B	A	B	F	X	O	R	C	Y	J	G	G	H
P	U	O	G	Q	H	A	L	Z	R	V	X	R	A	W	W	F	R	A	C	E	V	L	E	W	T	K	A	M	W	L	N	Y	L	Z	N	F	Y	T	
Q	H	X	B	W	B	N	J	C	W	W	P	V	H	D	J	M	X	Q	E	M	V	W	W	U	V	E	L	R	S	B	R	K	L	V	W	T	Y	E	P
N	P	G	E	N	Q	G	W	N	Z	Q	C	I	J	F	J	V	O	W	G	E	D	A	H	M	P	X	Z	Z	W	P	N	A	Z	O	T	M	Y	I	D
A	J	Z	I	Z	F	F	G	C	P	U	S	I	Q	G	D	W	W	L	H	D	M	O	H	Z	U	Q	B	F	I	V	R	E	E	O	R	Q	G	L	I
S	U	B	W	H	U	H	X	P	Y	B	R	B	M	U	K	L	Q	F	G	Z	D	W	N	S	X	P	O	G	O	D	E	U	P	N	T	K	G	Y	Z
Z	J	Y	F	C	T	R	D	K	J	O	V	C	B	B	E	U	P	Y	O	L	G	P	E	F	K	F	H	L	A	V	H	C	T	L	J	S	Y	C	N
P	C	L	L	T	N	I	U	H	T	N	Q	D	L	X	V	I	O	J	H	M	M	C	D	H	B	K	S	O	I	J	J	A	U	G	D	F	V	M	S
Q	T	V	J	G	Q	A	L	Q	T	V	T	X	M	O	R	F	T	V	C	A	Q	I	O	E	N	J	R	F	E	K	Q	S	J	U	N	H	P	T	H
X	Q	I	T	I	H	Q	E	J	W	Q	X	G	S	P	Y	G	L	U	S	J	M	O	P	T	A	V	D	N	U	T	H	Q	E	W	J	I	U	X	L
P	K	H	N	X	C	D	S	W	X	G	H	C	C	U	T	C	W	J	T	S	E	D	R	D	V	L	K	I	O	C	K	K	J	P	G	S	M	Y	
T	Z	R	J	O	P	J	L	R	M	D	R	Q	A	Q	Q	O	H	X	R	I	T	G	J	M	S	A	J	B	A	F	P	Q	Z	T	R	Z	F	O	U
T	B	V	I	R	R	G	L	B	F	X	R	H	T	G	E	G	K	F	D	Z	Y	I	G	O	R	P	R	Q	E	F	E	J	I	I	R	M	X	Q	
Q	W	O	U	J	Z	T	W	M	G	E	L	S	T	V	O	C	O	U	G	H	K	Q	E	T	U	V	L	E	I	M	V	H	G	W	Q	L	Y	U	C
O	R	R	S	A	V	E	E	W	F	T	Z	C	E	L	O	H	E	W	U	Z	O	J	I	V	A	S	R	C	A	M	Z	Y	P	J	H	Q	S	M	T
D	P	Y	D	E	Z	G	O	C	R	X	Q	U	R	J	W	Q	S	Y	T	T	K	N	R	P	V	D	T	N	L	U	A	Q	T	N	Y	I	W	J	U
I	G	Z	O	U	R	D	A	M	S	C	F	O	R	E	L	A	Z	D	I	K	G	U	K	T	J	J	W	B	S	R	Q	C	Y	O	E	G	H	F	C
E	A	G	U	H	C	M	U	R	C	L	N	O	K	M	G	L	S	J	U	A	U	O	V	H	V	R	J	B	U	B	Z	C	P	I	E	U	A	S	H
M	F	P	N	V	L	O	T	S	K	S	I	G	Z	M	X	A	A	Y	P	Y	E	D	P	V	T	A	O	L	U	E	G	F	H	C	H	G	H	Q	Y
I	Z	N	L	I	J	X	O	K	P	G	Z	P	N	K	D	K	O	H	M	P	F	P	N	N	Q	N	Z	S	W	X	K	B	S	L	T	L	U	E	X
C	B	G	A	R	L	L	T	W	F	Z	Z	F	N	H	F	O	D	H	X	X	O	J	C	C	A	N	I	N	U	W	S	U	J	M	H	I	N	E	D
E	A	P	Z	W	G	B	E	J	P	L	Y	P	A	V	C	J	B	K	U	G	I	G	L	F	R	O	W	Q	C	I	K	V	C	Y	A	U	L	P	
H	H	J	L	K	L	U	S	D	Z	P	L	B	F	J	X	N	E	V	R	G	A	U	E	F	M	W	H	R	X	W	G	N	W	O	G	G	Y	A	L
J	V	I	K	O	Z	S	T	L	J	L	H	V	M	M	C	G	V	I	I	D	G	V	D	K	F	G	C	A	K	K	G	D	X	L	U	A	J	O	
X	N	E	T	Y	H	K	S	F	G	K	L	Q	B	G	C	O	M	X	S	R	N	A	N	R	A	A	D	A	J	S	G	C	M	E	M	V	L	P	E
U	E	T	M	B	I	G	C	R	P	O	O	G	Z	D	N	G	Z	K	Q	E	W	F	O	G	P	W	B	L	M	R	V	L	A	D	E	C	O	Z	G
N	F	L	G	B	W	L	F	I	A	V	Z	Y	C	W	W	K	F	T	R	O	S	G	Y	W	F	E	M	U	B	W	I	F	S	Z	M	N	J	U	H

AUTOTESTS	BMW	DRIFTING	HAND BRAKE	KARTING	MAZDA	PEUGEOT
RENAULT	ROAD RALLY	SCATTER	SKID PAN	TOYOTA	TRIUMPH	TWELVE CAR
VAUXHALL	VOLVO					