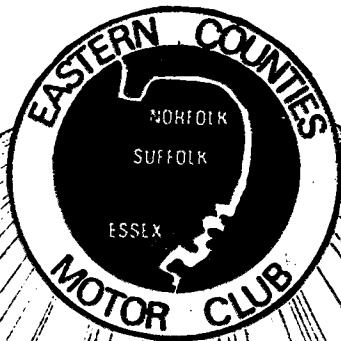
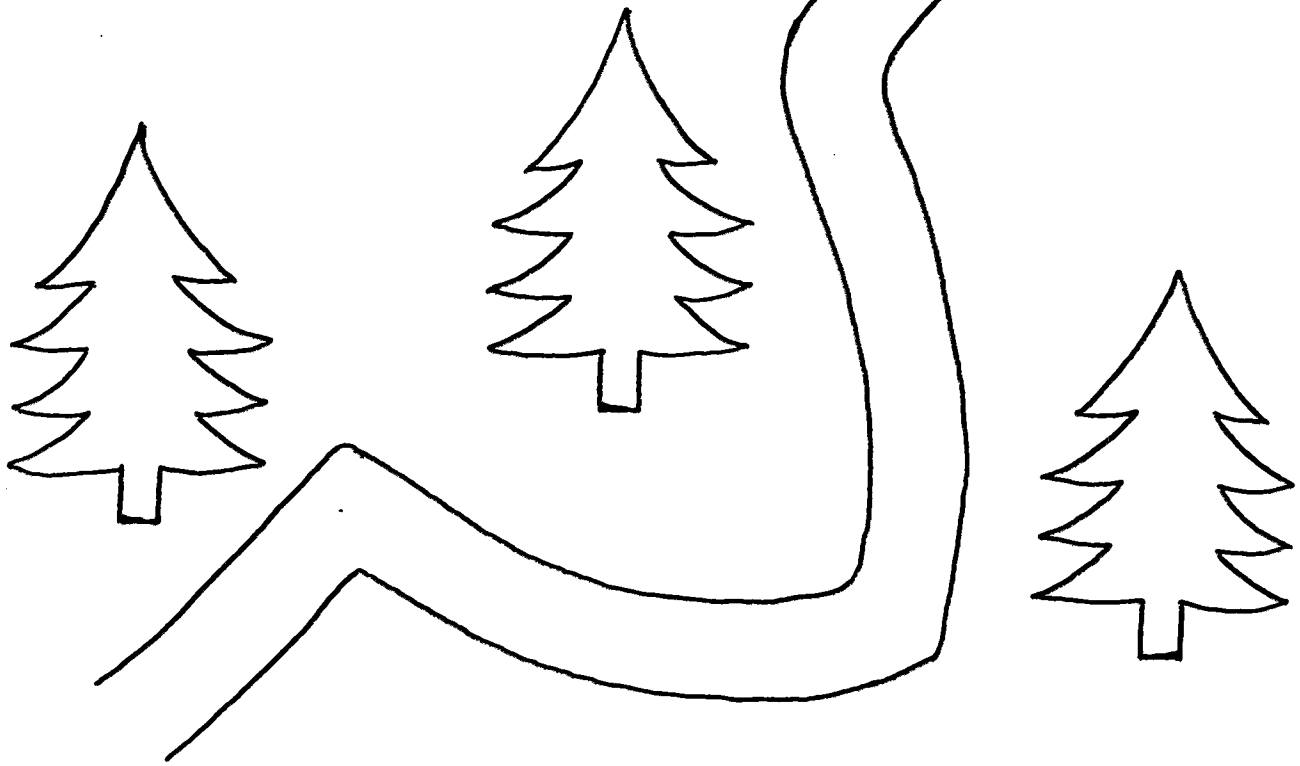


LANGER PARK

L 93



NATIONAL TABLE TOP RALLY

EASTERN COUNTIES MOTOR CLUB LTD

LANGER PARK 1993 NATIONAL TABLE TOP RALLY

Penalty Sheet

MTC 1>	MTC 5>	TC 9 >	MTC 13>	MTC 17>	MTC 22>	TC 25>	MTC 30>
> 1a >	> 4a >	> 7a >	> 9a >	> 12a >	> 15a >	> 17a >	> 20a >
> 1b >	> 4b >	> 7b >	> 9b >	> 12b >	> 15b >	> 17b >	> 20b >
> 1c >	> 4c >	> 7c >	> 9c >	> 12c >	> 15c >	> 17c >	> 20c >
> 1d >	> 4d >	> 7d >	> 9d >	> 12d >	> 15d >	> 17d >	> 20d >
> 1e >	> 4e >	> 7e >	> 9e >	> 12e >	> 15e >	> 17e >	> 20e >
> 1f >	> 4f >	> 7f >	> 9f >	> 12f >	> 15f >	> 17f >	> 20f >
> 1g >	> 4g >	> 7g >	> 9g >	> TC 18	> 15g >	> 17g >	> 20g >
> 1h >	> 4h >	> 7h >	> 9h >		> 15h >	> 17h >	> 20h >
> 1i >	> 4i >	> 7i >	> 9i >	TC 18>	> 15i >	> 17i >	> 20i >
> 1j >	> 4j >	> 7j >	> 9j >	> 13a >	> 15j >	> 17j >	> 20j >
> TC 2	> 4k >	> 7k >	> TC 14	> 13b >	> 15k >	> MTC 26	> TC 31
	> 4l >	> 7l >		> 13c >	> 15l >		
TC 2 >	> 4m >	> 7m >	TC 14>	> 13d >	> 15m >	MTC 27>	TC 31>
> 2a >	> 4n >	> 7n >	> 10a >	> 13e >	> 15n >	> 18a >	> 21a >
> 2b >	> 4o >	> 7o >	> 10b >	> 13f >	> 15o >	> 18b >	> 21b >
> 2c >	> TC 6	> 7p >	> 10c >	> 13g >	> 15p >	> 18c >	> 21c >
> 2d >		> 7q >	> 10d >	> 13h >	> 15q >	> 18d >	> 21d >
> 2e >	TC 6 >	> 7r >	> 10e >	> MTC 19	> 15r >	> 18e >	> 21e >
> 2f >	> 5a >	> 7s >	> 10f >		> 15s >	> 18f >	> 21f >
> 2g >	> 5b >	> 7t >	> 10g >	MTC 20>	> 15t >	> 18g >	> 21g >
> 2h >	> 5c >	> MTC 10	> 10h >	> 14a >	> MTC 23	> 18h >	> 21h >
> TC 3	> 5d >		> 10i >	> 14b >		> 18i >	> 21i >
	> 5e >	MTC 11>	> 10j >	> 14c >	MTC 24>	> 18j >	> 21j >
TC 3 >	> 5f >	> 8a >	> 10k >	> 14d >	> 16a >	> TC 28	> 21k >
> 3a >	> MTC 7	> 8b >	> 10l >	> 14e >	> 16b >		> 21l >
> 3b >		> 8c >	> 10m >	> 14f >	> 16c >	TC 28>	> TC 32
> 3c >	MTC 8>	> 8d >	> 10n >	> 14g >	> 16d >	> 19a >	
> 3d >	> 6a >	> 8e >	> 10o >	> 14h >	> 16e >	> 19b >	TC 32>
> 3e >	> 6b >	> 8f >	> TC 15	> 14i >	> 16f >	> 19c >	> 22a >
> 3f >	> 6c >	> 8g >		> 14j >	> 16g >	> 19d >	> 22b >
> 3g >	> 6d >	> 8h >	TC 15>	> 14k >	> 16h >	> 19e >	> 22c >
> 3h >	> 6e >	> 8i >	> 11a >	> 14l >	> 16i >	> 19f >	> 22d >
> 3i >	> 6f >	> 8j >	> 11b >	> 14m >	> 16j >	> 19g >	> 22e >
> 3j >	> 6g >	> 8k >	> 11c >	> 14n >	> TC 25	> 19h >	> 22f >
> 3k >	> 6h >	> 8l >	> 11d >	> 14o >		> 19i >	> MTC 33
> 3l >	> 6i >	> 8m >	> 11e >	> 14p >		> 19j >	
> MTC 4	> 6j >	> 8n >	> 11f >	> 14q >		> 19k >	
	> 6k >	> 8o >	> 11g >	> 14r >		> 19l >	
	> 6l >	> 8p >	> 11h >	> 14s >		> MTC 29	
	> 6m >	> 8q >	> 11i >	> 14t >			
	> 6n >	> 8r >	> 11j >	> 14u >			
	> 6o >	> 8s >	> 11k >	> 14v >			
	> TC 9	> 8t >	> 11l >	> 14w >			
		> 8u >	> MTC 16	> 14x >			
		> 8v >		> 14y >			
		> 8w >		> MTC 21			
		> 8x >					
		> 8y >					
		> 8z >					
		> 8aa >					
		> 8bb >					
		> 8cc >					
		> 8dd >					
		> 8ee >					
		> 8ff >					
		> MTC 12					

INTRODUCTION

After several years of trying and winning everything else in sight in the process, **Martin Rea** has finally achieved pole position on our event. Congratulations to Martin and all other award winners detailed below.

We have decided to extend the awards both in terms of overall positions as well as class positions.

Although the entry of 113 was a little disappointing it was at least consistent with the other events this season. However, the return of 86 roadbooks (76.1%) was exceptionally pleasing. Not surprisingly it was our roadbook format that attracted most comment, ranging from several lines of superlatives to the blunt, "What a waste of a map!" Analysis of the feedback shows that your preference is - for 30, against 5, no preference 4 and an absolutely speechless 47!

In our opinion, and in many instances supported by you competitors, the event had some ups -

- consistent total penalties per section,
- the nerve to put out a correction sheet,
- mainly avoiding map refs to specify Controls,
- competitor choice for cash or cash/trophy awards,
- an event we can now call a 'lap top' (thank you Carol),
- being able to please some of people some of the time,
- for those non-converts to the new format, don't expect the other organisers to follow this route!
- makes marking that much easier for us,

and some downs -

- the comb (hinge) should have been larger,
- the need to put out a correction sheet,
- an incomplete map when it's all over,
- limit number of sections,
- for those tripping over their tongues in favour of the new format don't expect the other organisers to jump on the bandwagon,
- not being able to please all of the people all of the time!

AWARDS

<u>Overall:</u>	1st	Martin Rea	- Unattached	- £30 + trophy
	2nd	Roger Lintott	- Unattached	- £20 + trophy
	3rd	Howard Simpson	- CSMA	- £20
	4th	Bridget Lewis	- Oxford	- trophy
	5th	Jeff Smith	- Unattached	- £10
	6th	Dave Jackson	- Unattached	- trophy
	7th	Pete James	- Cheltenham	- trophy
	8th	Dave Bell	- SCCoN	- trophy
	9th	Ted Manktelow	- CSMA NWL	- £5
	10th	Alan Ogden	- 061 MC	- £5
Best Lady		Gillian Goodlass	- Unattached	- trophy
Langer Park Loyalty Award (*/*)		John Boother	- Craven	- trophy
Last classified finisher		Stephen White	- CSMA WMG	- Free entry to LANGER PARK 94

"What a brilliant idea the roadbook is - I wonder why no one has thought of it before.... Definitely up to your usual standard - I've enjoyed my tussle with you. I now arrange my dates for visiting Texas around the dates of the Langer Park - you can't have a better accolade than that. Thanks again for a great TT." (Don Clarke M4). "Very good, really enjoyed the format. Once again Langer Park best of the bunch." (Bill Short E16). "The event was enjoyable, but I suspect you'll have trouble separating the top people.... I'd prefer to have a whole map afterwards." (Doug Kingsley S13). "I have enjoyed my crack at this year's Langer Park....and wish to congratulate you all on the new presentation which I think is excellent." (Paul Clothier N8). "A very good event. Very professionally done as a booklet. It is much more manageable, especially when a plotting table is in short supply over the Xmas period...." (Colin Hensman M7). "....I have just selected your event to do as I always found it most satisfying...." (Henry Carr S3). "Didn't have enough time, with Xmas and all that!" (Stephen White B9). "An excellent event and I have thoroughly enjoyed myself. A good variety of problems, with a novel approach to the presentation, but how many hours of work went into the preparation.... I really liked the idea but on some pages reading grid line nos was difficult. The roadbook also meant that this Christmas I avoided upsetting the wife by spreading maps etc all over the table. Sect 17 - Well what can I say, by far the best section. It took me nine days with the rest done. A GREAT PUZZLE - thanks." (Pete James M8). "I liked the idea of the roadbook, but have an inbuilt hatred of comb binding which never seems to allow the pages to open properly.... Thanks for the enjoyment." (John Shelley E15). "I was extremely impressed with the revolutionary presentation - I hope it catches on. On the whole I found the rally most enjoyable, and a little more straightforward than some recent competitions!... (Alan Crabtree S4). "An excellent rally, most enjoyable and the layout is great.... See you all next year." (Dave Keetley S25). "The book system initially looked superb....unfortunately an entry to a TT tends to be viewed as £5 entry plus a new map for the collection. Your new system is £9 entry and no new map. This is especially grievous when the map I was looking forward to receiving was the most up to date version of one used on a regular basis. Excellent try, and worth a go, but I prefer to end up with a complete map at the end of an event." (Alan Ogden E14). "Thanks again for an excellent event - it is still the best on the circuit! Roadbook format is superb!!!" (Roger Lintott M10). "....I think it is an excellent innovation, and I personally will not be satisfied until all the other TT's adopt the same arrangements." (Godfrey Nunn E13). "Funny life isn't it. When I first flicked through I thought - no way! Oh dear, oh dear! But when you knuckle down it's not so bad.... PS-There shouldn't be any need for correction sheets. Half the fun is trying to find the right route despite 'clangers' and then have a little dig from the safety of 100 miles away." (Stuart Lawrie E12). "Slightly more satisfying to see a single snake winding over total map, otherwise equally enjoyable either way. So for my part you should go for the format which gives you most scope in the setting and is easiest to mark." (Donald Bradbury E1). "What's this? Ah, the Langer Park TT. Yes, impressive. Bit flash! Like the format. Different. Tres nouveau. No map wrestling! Ugh! Can't make head nor tail of these sections. Not so impressed now. Later that same evening....well, early next morning, cracked ten or so, ideas on another three/four. Got my confidence back now. I know now why we have time off over Christmas and the New Year....to do TT's - 'stuff the turkey! (Sarah Crane S5). "What a waste of a map!" (J M Foster S7). "Overall an excellent event. A superb new format, well-presented with a very good mix of straight-forward and difficult sections. Please pass on my thanks to all the team for their efforts. I look forward to LP94..." (Alan Livesey M11). "Yes, I liked the new roadbook format very much. It was so much easier to work with. Must have meant a lot of work but so worth it (for us). A most interesting route." (Sylvia Huckle E10). "Thank you for another enjoyable TT. I think the new format combining routecards & maps, to be very good. It must have taken a considerable amount of extra time to prepare. I thought the standard of routecard about right (it must be difficult to think of new ideas each year)." (Ted Manktelow M12). "This is the ideal way to produce a table top rally - much better than just a map!" (John Perthen M13). ".... I was most impressed by the presentation although somewhat elaborate. The rally generally is rather too complicated and lengthy to encourage the majority to retain enthusiasm." (Andy Endersbee E4). "Congratulations on the excellent presentation.... Finally, may I welcome the cups/cash alternative...." (Howard Simpson M19). "I have thorough enjoyed being able to do, or have a go at, all but 2 sections.... Congratulations on producing the 'book' style. I appreciated the ready-made boundaries - and also for the amendment sheet.... Thanks again for all your hard work in producing the competition." (Michael Davenport N11). "....but as to LP93 - the roadbook is great. perfect for taking to work or if waiting at an airport for 3 hours!" (Peter Harbord M23). "What a great idea these roadbooks are." (Ernest Turnbull N30). "I very much like the roadbook format, it makes working much easier...." (Ralph Sanders M17). "Good idea of using routecard but please use a larger binder next time. It must have meant a lot of extra work cutting the maps etc. A very good TT with new ideas.... One groan - I was looking forward to receiving a new map as I work in the area." (Malcolm Price M15).

PLOT-BY-PLOT GUIDE TO LANGER PARK 1993

In keeping with rally practice, arrival at a Control from the wrong direction incurs a penalty, but no further penalty on leaving.

SECTION 1

Cleaned by 56

Mixture of spot heights and grid nos (in *italic*) with digits added together that were to be passed through. Meant using M6 (J18 to J19) with most common errors being not departing MTC 1 as instructed and leaving M6 thru' Knutsford Services, but this route was longer than via J19.

Route - GS7368, SH45 [9], GNo73 [10], GS7469, SH28 [10], SH42 [6], join M6 at J18 & leave at J19, GNo79 [16], SHs 37 [10] & 43 [7]. Common, Flittogate & Clay House Fms, A556, SHs 36 [9] & 29 [11], (original intention to pass Fieldhouse Fm via GS6973 but clarification notes provided a ramp at 697¹ 4746¹ 2 allowing access to 'white'), Cape of Good Hope Fm, SH32 [5], GNo73 [10], SH36 [9], 'white' loop into GS7272, Millgate, Cheadle & Moss Fms, under railway, SH38 [11], SH34 [7].

SS's - a) SSW728706¹ 4 - 740¹ 2699¹ 2SSW b) NE734688 - 715675SSW
c) SW741¹ 4671¹ 2 - 741¹ 2674N d) NNE722¹ 2793 - 713¹ 4791WNW
e) SW706783¹ 4 - 717773SSW f) ENE702754¹ 2 - 699¹ 2752¹ 2SW
g) W699746¹ 2 - 706747¹ 2E h) ESE703¹ 4730¹ 2 - 699¹ 2731¹ 2SE
i) SSW723726 - 719¹ 2731E j) WSW723¹ 2748 - 717¹ 2756SE

SECTION 2

Cleaned by 67

First letter of each instruction, including spot height/road nos etc., groupings were insignificant. Possible error whether A50 (Fifty) should have been Five Zero but by that time you were unlikely to be caught out - our apologies if you were.

Route - SH Thirty Five, Under Railway, Turn Left. Over M Six, Straight On, passing thru' the 'S' of Sudlow Fm, Under Electric Transmission Line, pass thru' 'S' of Sch, Hairpin Left at I-junction join A Five Zero Three Three, Mile Post, UETL. Turn Left into Knutsford Service Area, Fork Left and Straight On to join M Six, Under White, Under Yellow, Under Railway, Under Bridge, UY, Over Peover Eye, UW. UETL, UY, Over Crow Brook, UW, Under B Five Zero Eight One, Over District Boundary, Under B Five Zero Eight Two, ODB, ODB. UY.UY.UY, Over Water (as no name on this map section). Fork Left to leave M6, Left at I-junction join A Fifty Four then TL, SO, MP, SO.SO.SO.SO, SH Fifty Eight, SO, turn Right at X-roads keeping on A54, SO, TL, turn R at I-junction with unnumbered B? road, turn R at I-junction join A Fifty, SO passed junction with A535, turn Left at I-junction join A Fifty Four. SO, Over Railway, Manor Fm, turn L at I-junction join A535, MP, Over Railway, TR. Pass thru' letters p a l m, Over Water, SO. LT, RX, OR, RX join A535, HL, Twemlow Hall, LT, RT join A535, SO, MP, OWater, URailway & TR.

SS's - a) W738782¹ 2 - 741785W b) NE734¹ 2783¹ 2 - 734781SSE
c) W743¹ 4671¹ 2 - 750¹ 2672¹ 4E d) NNW755¹ 2671¹ 2 - 758¹ 2672¹ 2E
e) W765669¹ 2 - 770673W f) W766684 - 766687¹ 2E
g) NW782687 - 780684ENE h) W784686 - 785686¹ 2NE

SECTION 3

Cleaned by 11

Direction of departure from grid squares but not all were quoted.

We have adjudged there to be only one complete crossing of GL71 by the 'white' which then goes under B5081 in GS7371 before joining it by Drakelow Fm. The route via Heath Fm in GS7472 is longer than ours using the top lefthand corner of this GS.

There were a few variations through Knutsford, many of which didn't agree with the navigation, however, we have allowed freedom of choice through/around the Hospital - by which time you might have been glad of a spare bed!

Route - Bellmarsh Ho, SH69, [3S], 781707, Blackden Hall, [4S], 765701, [8N], GS7571 [10S], [11W], A50, 740709¹ 2 [12W], Drakelow Fm [14N], Bradshaw Ho [15E], GS7472 [16N], GS7474 [18E], A50 [21N], Longlane Fm [23E], SH69, GS7874 [26W], Seven Sisters Fm, Moss Bank Fm [29N], Manor Fm (almost!), A537, GS7577 [34S] on Y & [36E] on W at 760775, GS7578 [39S] at 753¹ 2780, over railway, 'white' via 747779, Hospital, GS7478 [42N] at 745¹ 4790.

SS's - a) N781707 - 784708¹ 2ENE
 b) E766700¹ 2 - 763¹ 2702N
 c) NE754701¹ 2 - 746702¹ 2NNW
 d) ESE743709¹ 4 white to
 734¹ 2718NE
 e) WNW742729¹ 4 - 742¹ 4732ENE
 f) W751¹ 4738 - 757730NE
 g) W780¹ 2733¹ 2 - 782¹ 4735NNW
 h) SSE760756¹ 2 - 774765¹ 2NW
 i) NE758769¹ 4 - 756¹ 2773¹ 2NE
 j) ENE752¹ 2783 - 753¹ 2780SSW
 k) NE750¹ 2774¹ 2 - 746¹ 2777¹ 2NNE
 l) 746786 - 745¹ 2787¹ 2NNW

SECTION 4

Cleaned by 24

Self-explanatory section using road sections as given by colour, further enhanced by features on certain instructions.

The 'W' instruction, eighth from finish, caught many people out - it was the loop at the Cheshire College of Agriculture meaning that 'R', sixth from finish, passed straight over the crossroads with A51(T) - this does constitute using it!

Route - W from Control, R over bridge then under ETL, RX, Y, Y passed Madam's Fm, Y = SHs 34 & 65, RT = Y, Y over bridge, Y & Y to 647¹ 2518¹ 2, W, W, W, & W to 645520¹ 2, Y, RT = R, R over bridge, TR, R, R, R & Y over level crossing (X). TL=W, LT=Y, R, R over LC(X). R, R, W = 2nd exit off roundabout. W, W & W to rejoin R at 654522. R, R, last exit off roundabout = R over LC(X), TL = Y under ETL, R, R = 1st exit, then TR = W, TR=Y, LT=R, SH54=Y, Y, Y then Y over LC(X). Y, Y to GS6853, SH49=R, TL=Y, TR=W, RT=Y, TR=W, RT=R(A538), TL=Y under ETL (GS6753), Brook Fm = W, A530 = R, A500(T) = R, R under ETL, R, R, R, R & A538= R under ETL. TR=Y, Y, Y, Y, Y to A530. R=SO=W to A500(T), R, R under ETL/over bridge, R, R, R = last exit to B5074 to SH42W = Y under ETL, SH47SSW = Y, Y (SH38), SO=Y, W loop at 645542, Y to A51(T) = R=SO, Y under ETL to A534 - RT, R under bridge, TL=W to Dorfold Hall, RT=W, LT=R.

SS's - a) NNE624529¹ 2 - 624515¹ 2ESE
 b) WSW642516¹ 4 - 645¹ 2516¹ 2ENE
 c) S645¹ 2523¹ 2 - 647524SSE
 d) N650515¹ 2 - 652¹ 2516¹ 2N
 e) SE651¹ 2522¹ 4 - 654522ESE
 f) WNW664519 - 673517NE
 g) WNW680¹ 2516 - 679¹ 2519¹ 2NNE
 h) ENE675¹ 2527¹ 2 - 677526¹ 2SSW
 i) S673¹ 2527 - 674527¹ 4 NNW
 j) SSE664¹ 2538 - 662¹ 4538¹ 4SW

k)SE670525¹ 2 - 663¹ 2523NNW
m)SW650¹ 2536¹ 4 - 658561W
o)E635527¹ 4 - 632¹ 2526N

l)S658535 - 658536W
n)NNE639548¹ 2 - 645542E

SECTION 5

Cleaned by 56

Far and away the least popular section with considerable demand on the eyesight. We'll avoid these in future. However, route options were not too various and there were many clean sheets although the Paradise Fm loop generated the majority of penalties.

Route - 60, 53, 60, 63, 60, 58, 50, 50, 50, 48, 50, 50, 50, 50, 50, 50, 47, 40, 40, 49, 50, TR, 50, LT, LT, 49, 41, 40, 40, 47, 40, 40, 48, 50, 51, 50, 48, 45, 40, FL, 30, 30, 40, 40, 40, 45, 43, 45, 40, 30, 34, 30, 40, 50, 50, 49, 50, 59, 60, 60, 60, 60, 50, 40, 30, 28, 30, 40, Paradise Fm, Minshull Hall Fm, 40, 30, 30, 30, RT, 30, TL, 30, 30, Old Hoolgrave, 40, 50, RT, LT (A530), 50, 45, 53, 50, 50, 50, 50, 50, 50.

SS's - a)SSE629¹ 4549 - 616564¹ 4N
b)NNW654569 - 658570¹ 4NNE
c)SE628¹ 2600¹ 4 - 625¹ 4612NW
d)W645640¹ 4 - 648641¹ 2NE
e)NNW649610¹ 2 - 660¹ 2616¹ 2SE
f)W676¹ 2596 - 680587¹ 2NNE

SECTION 6

Cleaned by 4

Grid squares containing the letter 'P' to be visited (or avoided - ie 9849 & 9746). The latter two caused quite a few penalties unnecessarily.

Route - 'White' loop to avoid SH219, GS9647, ENE965¹ 4491N, A52, NNW938¹ 2469WSW, TP249, B5040, A520, SH202, Hardiwick, 948453, A520, A52, SH278, NE965¹ 2453¹ 2ESE, Dilhorne, Boundary, ENE990¹ 2420¹ 2WNW, SH171NW, LC/GL96, NE945¹ 2434SE, WNW946416¹ 4S, W950¹ 4411SW, A50(T).

SS's - a)SE989¹ 2489¹ 2 white 985487¹ 2WSW
b)SSE967488¹ 4 - 966491¹ 4SW
c)NNE947¹ 2477¹ 2 - 947¹ 4477SW
d)NNW938469 - 933¹ 2466¹ 4SW
e)E925444 - 925443SSE
f)SW938¹ 2447¹ 2 - 941449¹ 2SE
g)E945455 - 957¹ 4476ESE
h)NE965¹ 2453¹ 4 - 970¹ 2455¹ 2S
i)NE974436 - 981427¹ 4ENE
j)WNW992422 - 992¹ 2422SW
k)NNE980¹ 2401¹ 2 - 976¹ 2403¹ 4NW
l)SSE964416 - 956¹ 4421¹ 4WSW
m)SE947435¹ 4 - 945¹ 4434SSE
n)WNW944¹ 2417 - 946416¹ 4S
o)NE949¹ 2409¹ 2 - 949409¹ 2NNW

SECTION 7

Cleaned by 23

Crossing grid lines by road type - A = red, B = brown, C = yellow and D = white. This covered quite a densely populated area which provided plenty of scope for errors. Selectives b, h & q were the main areas of trouble.

Route - A5035, Y/GL92, SO, TLSOX..RX(A5035), SO, SO, TR, LX, LT (B?)/91, RX W/91 loop to B?/43, A5005=R91, TL next Y, Y43, Y90, SH121NW, SO, TL, W89, 43 & 88, Sideway, over dual-carriageway, R44, R under ETL, next TL = W to B?45, R-W-R, around 'diamond island' R88/R45 (A500(T)). Exit Y, Mount Pleasant, Y44/89/44, W45 at 892450. A50=R89 & 46, next TL=W to R (LT), next TR=W46, Coll, W88, Stoke-on-Trent station, Y88, under railway = R88, over d-c, RT, Y, over A52, Y87/46, over d-c, B87 and B47.

TR next Y, Y88, thru' 'whites' to north of Hanley to d-c, B48 over d-c, second Y on right, Y89, thru' 'whites' to B48, Northwood, A52, R90, TR at Y X-roads to B5040, B47, TL next W = W47, TR, RT=Y to A52, R91, TL at second Y=Y92, W48, Y92, RT, TR at second W = W91, to A? = R49, TR at SH129 = Y91.

- SS's - a)ENE920¹ 2424 - 920425¹ 2NNW b)ESE910¹ 4425¹ 2 - 909¹ 2424¹ 2WNW
 c)SSE910¹ 2432 - 909¹ 2433NNW d)NE900429¹ 2 - SH121NW
 e)ESE884430 - 877¹ 2433¹ 2NW f)ESE875446 - 874446¹ 4NE
 g)NE881450 - 881447¹ 2SSE h)S892446¹ 2 - 892¹ 2448NNW
 i)ESE886¹ 2463¹ 2 - 885¹ 2461¹ 2NW j)NE880¹ 2544¹ 4 - 879453¹ 2NW
 k)ESE868461 - 868¹ 2463ENE l)WSW875¹ 2472¹ 4 - 878¹ 2473¹ 2ENE
 m)S884481 - 885482¹ 4NE n)SW890487 - 890¹ 2485¹ 2SE
 o)N892¹ 4477 - 893475¹ 2SE p)WSW901¹ 2474 - 905475SSE
 q)SSE905¹ 2471¹ 2 - 906473¹ 4ENE r)WNW917¹ 2472 - 925479NNW
 s)SE911484 - 910485ENE t)E905489 - 905492ENE

SECTION 8

Cleaned by 10

Crossing main rail lines, freight lines, a disused and dismantled line and a selection of Electric Transmission Lines in the order of the diagram.

The B5142 (GL61) caused some problems - the staggered junction at 610¹ 2738¹ 2 is actually two separate junctions and both were to be used.

The freight lines at Winnington also caused trouble. The freight line splits into two under the 'C' in NORTHWICH and there is actually two lines under the A533 bridge (GS6574) hence our diagram being the way it is.

Finally, the single-most penalty problem was at Leftwich (665¹ 4717¹ 2). This is a footpath and no through route to the A556(T) - it was necessary to join at the roundabout in GS6571.

Route - GS6466, Sewage Wks, LT, L=Whitegate Way, HR, under railway, LT, ETL, RT, B5336, TR at Addashaw Fm, ETL, RT, TL=over railway, Salt Mine, L=freight line, over railway, ETL, A533, SH35, B5336, PH, 'white' ETL, Eaton Hall Fm, ETL, join Y over freight line at GL68, A530, A556(T) over freight line, leave d-c at Hartford Br 'white', ETL, under railway, Dale Royal, SH41, over d-c, A556(T) ETL & over railway, TL next Y, A559 over railway & ETL, MP, TR, Sandiway Ho 'white', under railway & ETL, HRT, over railway & freight line, B5153, SH41, over freight line, SH36, TL next Y, keep on Y under railway, ETL, over railway twice in GS6071, A49(T) = ETL, over railway, B5142 = ETL, HR=Y ETL, under dismantled railway, TR, RT = B5153, TL = W over railway, TL, LT=A559, over railway, under freight line, over pair freight lines & then single freight line, SHs 13 & 43, ETL, SHs 36 & 35, A533, ETL, TR at MS, ETL, Willow Green, Dones Green, The Grove, Goose Brook Fm, ETL, W¹ 2GS6477, using 'whites' thru' Comberbach avoiding SH32, ETL, Gibb Hill, SH56, Budworth Heath, ETL, ETL, SHs 57 & 56, ETL, Wathall Fm, SH49, A559(GS6776), SH47, ETL, TL=ETL, RT, SHs 32 & 33, P, ETL, B5075=ETL, TR=Y, TR=W, ETL, RT=A559, TL next Y, SOX, over railway, HR, under railway, W to B to A533 = under railway, A556(T) e'bound over freight line, ETL (GS66973), HL onto W at PC. ETL, Broken Cross 'white', A530 = ETL, under railway, A559, RX=Y over railway & ETL.

- SS's - a)SSE652¹ 2683 - 650¹ 2687¹ 2ESE b)SW660695¹ 2 - 662¹ 2691¹ 4SSE
 c)WNW662¹ 2675¹ 4 - 663¹ 2678¹ 4ENE d)SSE670¹ 2693 - 662702S
 e)WSW656710 - 657¹ 2710¹ 2ENE f)WSW689715¹ 4 - 685726¹ 2WNW

g)NE672721 - 659714 ¹ 4SW	h)ENE629694 - 622712NNW
i)W643 ¹ 4714 ¹ 2 - 641 ¹ 2718 ¹ 2NNW	j)E620 ¹ 2717 - 619 ¹ 2725ESE
k)NE610 ¹ 2738 ¹ 2 - 611726 ¹ 4SSW	l)S610744 ¹ 4 - 610 ¹ 2748 ¹ 2SSE
m)WSW639733 ¹ 2 - 640 ¹ 2730SSE	n)SW644728 ¹ 4 - 645729 ¹ 2NE
o)SSW656738 ¹ 2 - 649 ¹ 2741 ¹ 2WNW	p)SSW636761 ¹ 2 - 630 ¹ 2766N
q)NW622758 ¹ 2 - 617759W	r)SSE606 ¹ 2774 - 607778 ¹ 2NE
s)SSW632 ¹ 2784 - 634 ¹ 2782 ¹ 2SE	t)ENE648776 ¹ 2 - 649779NNE
u)N666778 - 674779 ¹ 2NNE	v)N672 ¹ 2766 ¹ 2 - 661 ¹ 2774 ¹ 2NNW
w)NNW646770 - 647 ¹ 2764 ¹ 2SSE	x)N664743 - 666 ¹ 2741 ¹ 2E
y)N675 ¹ 2743 ¹ 2 - 671 ¹ 2741 ¹ 2SSW	z)NE664735 - 662 ¹ 4737NW
aa)NNE659718 ¹ 4 - 658 ¹ 2714 ¹ 2E	bb)SW673722 ¹ 4 - 678 ¹ 2726 ¹ 2ENE
cc)SSW692734 ¹ 2 - 691733 ¹ 2SSW	dd)SE683 ¹ 2732 - 683735NNE

SECTION 9

Cleaned by 62

Alphanumeric conversion:-

Easting grid lines = H/70 etc to l/79 (Hooterhall)

Northing grid lines = O/51 etc to n/65 (Occlestone Green)

Instruction 41 & 42 not easy to give satisfactory confirmation of double crossing EGL76 so providing your route passes through 761606¹ 2 we have accepted any combination.

A534 does cross EGL75 so it was unnecessary to take longer route via B5079.

Route - 63, Fields Fm, 64, 70, 65, A533, 65, 71, TR=W, 71, 'P', LT=Y, 64, 63, 71, Withinstreet Fm, 63, 72, LT=A533, 72, 64, RX, 65, 72, 65, 73, 64, 74, 63, 62, 75, 62, FR, 63, 64, 76, 65, 65, 77, 78, 64, 79, 63, 79, 62, 78, 77, TR=Y 76, FL=Y 61, via W to Y 76, 76, A533, 75, TL=Y 75, A534 60, 75, 75, 59, 75, Y exit at roundabout, 58, TR, 58, 74.

SS's	- a)NW710 ¹ 4649 - 709649NNW	b)W712 ¹ 2624 - 721 ¹ 2638 ¹ 2NW
	c)WNW738 ¹ 2639 - 751617 ¹ 2SE	d)S758 ¹ 2639 - 762651SE
	e)NW788638 - SH74SW	f)N759 ¹ 2612 ¹ 2 - 759 ¹ 2610
	g)761606 ¹ 2	h)ESE753609 ¹ 2 - 748 ¹ 2609 ¹ 2SSE
	i)NNE750597 - 750594SSE	j)NNE747 ¹ 2582 - 748 ¹ 2578 ¹ 2W

SECTION 10

Cleaned by 40

Self-explanatory, but still a few fell foul of the mainly coloured roads only instruction. Majority of penalties were incurred by leaping from the A500(T) onto the bridge above (! - do these people wear their underpants outside their trousers, and have an 'S' on their shirts ?) - GL76 and taking the longer route in GS7156.

Route - 1D, Flash Fm, 1E, TL, SO, LT, 1E, Motor Wks, LT, FR, Greenbank, Warmingham, Moss Br, 6E, B?, TR next Y, TL=Y, RX, SOX, 5D = w'most GS7055, LT=5C, TR=A 5B, LT=A534, LX, 5A, via three roundabouts, 6A, 1A, TR=Y & TR at roundabout Central, TL=Y to B5071, 4A, Basford Hall, 3A, TR, 3B, LX, A500(T), 3C. Y near Weston Hall, SHs 79 72 & 82, TL, 2C, SHs 74 & 57, A5020, 2B, TR='white' no.1, RT, 2A, SOX='white' no.2 to B5077 & roundabout in GS7255, Y thru' GS7256, 1B, TL='white' no.3, RT, Y to B (GS7056), 6B, SO=Y, RX, 6C, SH48, 1C, over A354, TL, TL.

SS's	- a)SSE737 ¹ 2610 ¹ 4 - 733 ¹ 4612WSW	b)SE724 ¹ 2618 ¹ 2 - 715613 ¹ 4NNW
	c)NE704 ¹ 4582 ¹ 2 - 703582WSW	d)WNW701560 ¹ 2 - 701 ¹ 4558W
	e)N705 ¹ 2546 ¹ 2 - 707 ¹ 2547NNW	f)W711557 ¹ 2 - 713556 ¹ 2S

g)NNE708545 - 704¹ 2521¹ 2ESE
i)SSW763523¹ 2 - 760530¹ 2WNW
k)SSE735¹ 2549¹ 2 - 735551W
m)SSE713570 - 710¹ 2566¹ 2S
o)NW734572¹ 4 - 735569¹ 2NE

h)NW715¹ 2513 - 716512¹ 2ENE
j)NW738¹ 2529¹ 2 - 733¹ 2529NNW
l)S723554¹ 2 - 723555N
n)ESE701¹ 2563¹ 2 - 706572WNW

SECTION 11

Cleaned by 70

Once again, self-explanatory and fairly trouble-free.

Route - Heathfield Fm, Oakhanger Moss, GS7754 = WW & YY, 7755 = YY & YY, 7754 = YY & BB, SH83, Daisy Bank Fm, 7753 = WB, 7752 = BM, 7753 = MM, 7754 = MM, 7755 = MM, 7756 = MM, 7757 = MM, 7758 = MM, 7759 = MM, 7760 = MW (exit via Sandbach Service Area), 7759 = WW via A533, South Cheshire Way, 7758 = WY, 7757 = YY, Daygreen Fm, RX(all Y), 7755 = YW, 7756 = WW, 7757 = WW, Daisy Bank, 7757 = YY? & YY, 7758 = YY via Butcher's Bank Fm, Malkin's Bank, Oldhouse Fm, Boults Green Fm, 7759 = YY (just!), 7760 = YR & YY, 7761 = YY over M6 & via Reynolds Fm, 7760 = YW, 7759 = WR via Pear Tree Fm, PH=RX, Hassall Green, 7758 = YY = long way around triangle.

SS's - a)W765¹ 2546 - 768545¹ 2SE
c)NNE764532¹ 4 - 772¹ 2533¹ 4SSE
e)SE775¹ 2600¹ 2 - 775599NW
g)NW786¹ 4564¹ 2 - 786¹ 2562¹ 4SSE
i)SSW763600¹ 4 - 764603E
k)SW773¹ 4613 - 777605¹ 2S
b)SSW775553¹ 2 - 778¹ 2554¹ 2S
d)SSW776¹ 2524¹ 2 - 776527¹ 2NNW
f)ESE767¹ 2590¹ 2 - 776582¹ 2SW
h)SSW768¹ 4575 - 772¹ 4578¹ 4NNW
j)SW766605¹ 2 - 767607ENE
l)NNE780¹ 4585 - 779¹ 2584¹ 2E

SECTION 12

Cleaned by 38

We used the term 'access' and excepted Rule 6 because many of the featured items were on no through roads. The letters were the last of place names on route which, generally speaking, were visited as closely as possible.

Common problems concerned not using the Broomlands 'white' (GS6846) or not using the 'white' loop into GS6645.

Route - Doddington Park Fm, Doddington Hall, Castle, Doddington Park, Demesne Ho, SH64, Lea Forge, LX, Poolbank, Oat Eddish Fm, Heathfield, Hatherton Lodge, Hatherton Lodge Fm, B5071, Hatherton Fm, Fields Fm, Lodge Fm, Hatherton Manor, TL='white', Broomlands, Birchallmoss Fm, FR='white', Court & Hankelow Hall, HL, SOX, TR, TL, Woolfall Fm, Brookfields Fm, Buerton Moss, Longhill, Townhouse, Buerton Hall, Moblake, Bunsley Bank, The Parkes.

SS's - a)S707¹ 2464¹ 2 - 711¹ 2466¹ 2NNW
c)WNW681¹ 2472¹ 4 - 681¹ 4467SSE
e)NNW674449¹ 2 - 678¹ 2450ESE
b)SE697¹ 2489 - 689¹ 2478¹ 4SE
d)NE671¹ 2454¹ 2 - 670¹ 4454¹ 2NW
f)E675432 - 677438¹ 2WNW

SECTION 13

Cleaned by 37

Yes, yes, all right! Despite the amendment we still managed to miss the error involving SH73 (GS6243/6343). Our apologies, but by then the intended route was so obvious to those that had solved the navigation.

The majority of penalties were incurred by missing the shorter 'white/yellow' (GS6643) to A525; and not using the quick trip into GS6248 via A530 - it was unnecessary to use the 'yellow' near Dairy Fm.

Route - GS6644 = 69/0; 6544 = 0/0; 6543 = 0/5; 6643 = 72/0; 6642 = 0/0; 6742 = 85/0; 6642 = 0/0; 6542 = 0/8, TL; 6541 = 133(81+52)/2; 6542 = 0/8; 6543 = 0/5; 6443 = 120(68+52)/0; 6442 = 0/0; 6342 = 0/0; 6343 = 138(73+65)/0; 6243 = 69/0; 6242 = 68/0; 6243 = 69/0; 6244 = 56/0; 6144 = 62/0; 6244 = 56/0; 6344 = 0/0; 6343 = 138/0; 6344 = 0/0; 6343 = 138/0; 6443 = 120/0; 6444 = 66/0; 6445 = 49/0; 6446 = 0/0; 6546 = 0/0; 6547 = 54/0; 6548 = 53/0; 6448 = 0/2; 6447 = 0/0; 6347 = 62/0; 6247 = 68/0; 6248 = 0/0; 6247 = 68/0; 6147 = 0/0; 6146 = 69/0; 6147 = 0/0; 6047 = 0/0; 6048 = 74/0 & 6049 = 0/3.

SS's - a)N659¹ 2439 - 662¹ 2439SSW b)NNW669428 - 670¹ 2426¹ 2SSW
 c)SW655422 - 656¹ 2425¹ 2WNW d)ENE623¹ 2430 - SH62E
 e)NNE636¹ 2475 - 627¹ 2479N f)NE628479¹ 2 - 625477¹ 2S
 g)NNE621¹ 2471¹ 2 - 613¹ 2467WNW h)S608481 - 607484¹ 2NNE

SECTION 14

Cleaned by 0

Very much a 'Heinz variety' package, this one. It certainly generated a lot of comments and very few people solved all of the puzzles. Everybody tripped up somewhere.

Of course there were some traps to fall into - map repro 1 did not have to use the 'yellow' loop into GS9265 (Rule 6 - no junctions, roads go off map edge) and the same applies to map repro 3 - the triangle at Heaton (GS9562).

The various bits of navigation are detailed in the 'Route' explanation below:-

Route - Box by box:- GA,
 1) GL92[E], 63 [N], 92 [E], 64 [N], 91 [E], 65 [N], 91 [E], 65 [N], 92 [E].
 2) Y loop GS9264 (NE of A523(T), NSH151SE.
 3) A523(T), TR = Y under bridge, RT=Y, SO=Y, RT=(T).
 4) A523(T).
 5) TL at Ryecroft Gate, SOX, TL & SO = 4J.
 6) Shortest link is two s'most junctions of triangle.
 7) SOX, Edge, LT, Redshaw.
 8) RT, long way around triangle.
 9) SH294, two options = Roach End, Roach Grange & Roach Side Fm **or** the intended plot of TR three times = GS9663/9764/9861 (avoiding SH212).
 10) GS9861.
 11) Up GA, Redearth, LT.
 12) B5331. TR, TL.
 13) Willgate Em.
 14) RT, under freight line bridge, TL.
 15) Staffordshire Moorlands Walks around Rudyard Reservoir, SH221, Shirkley Hall.
 16) LT.
 17) Up 3 GAs [VVV], LX.
 18) 'white' into GS9058. SHs 318 & 283.
 19) Around 'The Ashes' Test Match Series, Up GA on GL57.
 20) HR.
 21) 3 all Y junctions = 9357 x 2, 9457 by Hall - TL.
 22) SH225.
 23) NOeL = no left turns = 3 x TRs.
 24) GS9457.
 25) GS9555 & 9356, Knowles Fm.
 26) LT at Hodgefield.
 27) QUICK MARCH = L, R, L.

- 28) Diagram = GL91.
 29) Coloured Roads Only = RT (B5051), TL (Y).
 30) RT(Y). This plot ONLY necessary because of the next instruction.
 31) bi = 2, therefore TR twice followed by TL twice.
 32) GS9253.
 33) RX (at A53); 1 junction = SO; SOX = Y; 4 junctions = SO, SO, TR, RT(A53); LX. Lawn Fm.
 34) GS9452.
 35) Rose Bank Fm, Lee Ho = white loop no.1, SH161, 960¹ 2538 = white loop no.2, PH, A53.
 36) GS9654.
 37) Over 3 Bridges = Caldon Canal, freight line & water x 2, and R. Churnet on A520. Under 1 Bridge = freight line (GS9852). FL, TR, RT, LT.
 38) HL to A520.
 39) Finally, two MPs = 9753 & 9854.

- SS's - a)WSW923¹ 2632 - 918632¹ 2NW
 b)SSW922648¹ 2 - SH151SE
 c)N931¹ 2626¹ 2 - 935625E
 d)NNW939¹ 2616¹ 2 - 943¹ 2618¹ 4ENE
 e)W951626 - 952626SE
 f)SW961616¹ 2 - 961¹ 2617ENE
 g)S965¹ 2631¹ 4 - 972644ENE
 h)988613¹ 2 - 989609¹ 2SSW
 i)NE964¹ 2585¹ 2 - 966¹ 2581WSW
 j)NW955¹ 2579¹ 2 - 955579¹ 4SE
 k)NNE937588 - 932589¹ 2NW
 l)WNW907¹ 2578¹ 2 - 908¹ 4578¹ 4ESE
 m)N916566¹ 4 - 920¹ 4560¹ 4E
 n)WSW934574 - SH189SSE
 o)SSW944584¹ 4 - SH225ESE
 p)NNE950¹ 2574¹ 2 - 950573¹ 2SW
 q)E948¹ 2551¹ 2 - 948¹ 2549¹ 2W
 r)NE910¹ 4549 - SH271SSE
 s)SW915522¹ 2 - 917¹ 4520¹ 2ESE
 t)SW926533¹ 2 - SH154NNE
 u)NE930¹ 2537 - 948526SSE
 v)SSW961539 - 958¹ 4541¹ 2NNW
 w)SW970¹ 2523¹ 2 - 973524N
 x)NNW982¹ 2524 - 983¹ 2523¹ 2E
 y)SSW987¹ 2532¹ 2 - 979531¹ 2N

SECTION 15

Cleaned by 4

In practice, this section brought the penalties that we thought Section 17 would when the routecards were being set. Just goes to prove how unpredictable this game is!

Capital letters of the capital cities would be found on route, although the plots were fairly well spread out making route permutations very varied.

Incorrect plots mainly concerned Sofia & Helsinki. The shorter route was to GS8856/8857 and not GS8652/8753. Some thought Wellington was GS8465 when it should have been 8363. Finally the exit from GS8763 had to be on A54 as the 'yellow' to Yewtree Fm starts just west of GL88.

Route - Brookhouse Green, Yewtree Fm, LT=A534, TR, RT=A54, Y=Loachbrook, RT, TL, A34, FL=Y (GS8357), Y=Ring, A34, Y=Ciss Green, Y=Baytree Fm, SH191, W=Mow Cop Trail, Dales Green, Y=Whitehill, under railway, LT/TR = 'white' to B?, RX, SO, TL, Lane = A34, Canal on A50, GS8055 to 8253, TL=Y, SO, TR=W, Butt, SO, LT, TR='whites' to B?, RT(?) = Y then 'whites' to Gill Bank to A50 near P - LT, TR=Y, KIDSGROVE, SH221, LT=A527, TR, Sch GS8856, LT=Y, TR, 'white' roundabout, Braddocks Hay, A527, RX, Newpool, RT, RX, BIDDULPH, Gillow Heath, RX, FL etc to A527, 'white' near Sch GS8761, SH127, Hulme, Peel Fm, A34, A534, RX=Y (GS8363), TR=W West Heath, LT to A54. A34, A54 to 885¹ 2646¹ 2. Buglawton Hall Sch, LT, SO, TL='white', LT, A54.

- SS's - a)ESE819626 - 813' 4641' 2SE
 c)SW843' 2580' 2 - SH111NNW
 e)NE854565' 2 - 853' 2558SSW
 g)ESE832' 2542' 2 - 830542' 2SSW
 i)SSW822541 - 823' 2545NE
 k)844' 4542 - 842' 2542' 2N
 m)S885' 2570 - 885571NE
 o)SW880' 2584' 2 - 880' 2587E
 q)ENE869619 - 863611' 2SSW
 s)SW853631 - 854632' 2NE
- b)WNW833603 - 831' 4599SSW
 d)NW857595 - 853593SSW
 f)E846548' 4 - 842546WSW
 h)ESE810' 2558' 2 - 809558SSE
 j)SSW836540' 4 - 838' 2539' 2SSE
 l)W880' 4556 - 880' 4565' 2E
 n)NNE882571' 2 - 881' 2569' 2SW
 p)WSW888597 - 883' 2613W
 r)SSE844' 2623 - 847630' 2W
 t)W879' 2638' 2 - 886646' 4SSE

SECTION 16

Cleaned by 71

Up and down gradient arrows of differing intensity. Generally straight-forward once the pair in GS7379 had been located.

What few penalties were incurred were as a result of doing down rather than up in GS9568 missing the route via Sutton Lane Ends.

Route - SH234(MTC 24), SHs 354 & 215, D5 = GS9378, B5091, U7 = 9477, U7 = 9677, U7 = 9576, D7 = 9776, U7 = 9775, U5 = 9774, U7 = 9773, A537/SH465, D7, 9872, U7 = 9771 = D7, D5 = 9671, + = 9471, Lees House Fm, D7 = 9571, U7 = 9771, D7 = 9871, P FR, SO, FL='white', U7 = 9868, A54, D7 = 9767, U7 = 9666, HR='white', U7 = 9668, U7 = 9568, D7 = 9569, SH263, Sutton Lane Ends, SHs 195 & 272, U7 = 9568, A54, Dollards Fm.

- SS's - a)NW936779 - 937' 2779ENE
 c)NNW977733' 4 (via SH465) 980' 2724SSW
- b)WNW958' 2775 - SH329SSW
 d)E959717 - SH234WSW
 e)NE948708' 4 - 950' 4707SE
 g)W987' 2687' 4 - 988' 2687' 4ENE
 i)SSE948' 2702 - 944' 2705' 2WNW
- f)WNW982714 - 987' 2699' 4SW
 h)W970' 4676 - 971679' 2W
 j)NW946685 - 954' 2679' 2S

SECTION 17

Cleaned by 2

By extracting the 'o's and 'u's from the text, cross the Macclesfield Canal in the same sequence. Although there were not as many penalties incurred as we expected there to be it certainly stirred the old grey matter. Consistant reports indicate this one took the longest to solve - and of course, there were still many that didn't although we had given sufficient information to enable an attempt to be made.

Some of you even managed to find a shorter route than we had by changing the order of crossings relating to instructions 5 to 9!

Route - FL, LX, LX, FR, RT, LT=A523(T), SH163 = Q, Q = GS9169, LX = A523(T), 9271 = Q & U, SH176, GS9472, SOX, A537, B5470, Q = GL93, SO, LX, Q = GS9274, TL, LT=A537, FR=Y, TR, Q = GS9272, TR, Q(Y) & Q(R) = GS9273, RT=A523(T), TL at roundabout = d-c, TR=A538, FR=B5090, SO at roundabout, TR, Q = GS9276, +, +, RT, TL, FL, B5091, U HL Q = GS9377, U = GL93, RT=B5091, under bridge, TL, Q = GS9378, TL, Q = GS9278, LT=A523(T), TR.

- SS's - a)N919690' 2 - 917' 2687' 4SW
 c)NW927717 - 931713E
 e)N929736 - 929734ESE
 g)SSE916743 - 916749' 2N
 i)ESE933779' 2 - 933' 2778' 2
- b)WSW917694' 2 - 916707' 2E
 d)ESE939744 - 933' 2747WSW
 f)SSW926' 4734' 2 - 924' 2735' 2WNW
 h)W919766 - 919' 2766SSE
 j)S927' 2775' 4 - 931' 2779' 4NNW

SECTION 18

Cleaned by 24

The vowels extracted from Fm names were given as total numbers of letters. therefore the first had 0=a's, 2=e's, 2=i's, 0=o's & 0=u's.

New House Fm, cross of GLs 84 & 78 is on a 'white' loop which had to be used. Corbishley is on a no through road blocked by a building so it was necessary to use the A535, turning left before Roadside Fm to go under railway.

Neither was there a permissable route thru' GS8271 because i) the Conveyor 'white' does not join the Dairy House Fm 'white', and ii) the 'yellow' would require a plot for Oakwood Fm.

Route - SH165, Withinlee Fm, A538, Gadhole Fm, GL78 then TL, Allen's Fm, Hunter's Pool Fm, RT, TR, RT, SO, LT=A538, Brook House & Dean Fms, Higher House Fm, FR, RT, Clock House Fm, Findlow Fm, GL85 then HL, LT, B5087, Edge House Fm, GL77 then HR, Finlow Hill Fm, A34, MS, New House Fm 'white', Gateley Green Fm, A535, 'white' under railway, GS8474=Y=LT/RT=A34, Home Fm, Marlheath Fm, Park Fm, R/L=staggered crossroads, RT, A535/SH65, Dairy House Fm, TR, Smith's Green, B5392, Shellmorehill Fm.

SS's - a)SW890¹ 4771¹ 2 - 884¹ 2776¹ 2NNW b)W875¹ 4784¹ 2 - 880¹ 4785NW
 c)E848¹ 2783 - 851781¹ 2E d)NW866¹ 2767 - 859¹ 4769¹ 2WNW
 e)SSW843¹ 2769¹ 4 - 841770¹ 2SW f)SE832¹ 2765 - 823760¹ 2SSE
 g)NW842744 - 844745SSE h)N844720¹ 2 - 821¹ 2725¹ 2SSE
 i)ENE806¹ 2719 - 814716¹ 4SSW j)ENE810¹ 2700 - 813697¹ 2ESE

SECTION 19

Cleaned by 38

Abbreviated road nos & spot heights by initial letter. More than one possible solution was indicated with (2). Failure to note the out-of-bounds areas incurred unnecessary penalties.

Route - B5392=a, SH84=b, LT=A34=c, 102=d, Siddington Heath, B5392=e, A34=f, thru' w'most side of GS8672, A537=g(option 1), 141=h on 'white', 179=i, The Mount, A537=j, 141=k, TL='white' to Home Fm, 125=l(option 1), 135=m(option 2), B5392=n to 8973, 173=o, Brownhills Fm, A536=p(option 2), 167=q, SO, LX, PH, 127/A536=r, 125=s, A34=t (SOX), Marton Hall, A34=u, Moss Bank, A536=v, via three 'white' loops in 8767 (2) & 8768 rejoining A536 after each = w, x & y, TR, 125=z.

SS's - a)NW831¹ 2685¹ 2 - 848685¹ 4NNW b)ESE831¹ 2698¹ 2 - 835703¹ 2NE
 c)SSW854¹ 4718 - 863727¹ 4N d)SW863¹ 4748¹ 2 - 861756ESE
 e)N877¹ 4746 - 879¹ 4746SSW f)ESE865738 - 867¹ 2728¹ 2E
 g)WNW874¹ 4717¹ 4 - 893735¹ 4SSW h)W896¹ 2712¹ 2 - 894¹ 2710¹ 2SW
 i)NNW889¹ 2701¹ 2 - 891¹ 46698¹ 2SSE j)NE849¹ 2683¹ 2 - 8436673ESE
 k)SSW875¹ 2672¹ 4 white to 876674¹ 2 l)W877¹ 4682¹ 2 - 879685¹ 2ESE

SECTION 20

Cleaned by 60

Maze herringbones are usually difficult to get started but once cracked are very satisfying.

This one starts just to the left of the lowest bridge symbol, ignoring roads to the left or right to maintain a continuous course.

Route - GS8540=W over & R under M6, HL, over M6, SOX, W loop 8440, A5182, over M6, join M6 at J15 & leave at Keele Services, TR after GL42, HR after GL41, HL, A53 to GL81, LX, Hillside Fm, TR, LT=A53, A5182, SO/TL, SO, LT, SOX, under M6, 175, join M6 thru' Keele Services & leave at J15, A519 n'bound, HR at 'white' LT, SO, LT.

SS's - a)SSW852409¹ 2 - 850416¹ 2NNE
c)W850¹ 2418 - 851420¹ 4W
e)N798¹ 2415¹ 2 - 798406¹ 4WNW
g)WNW824418¹ 2 - 825¹ 2419¹ 2NE
i)W806442 - 808¹ 2440¹ 2ESE
b)NE841404¹ 2 - 838¹ 2406¹ 2NW
d)ESE809440 - 806439¹ 2WSW
f)SE809¹ 2411 - 810412¹ 2NNE
h)SE815¹ 4641¹ 2 - SH175SW
j)WSW851421¹ 2 - 852428SSE

SECTION 21

Cleaned by 40

Self-explanatory, but some found the odd 'white' to use contrary to instructions - notably at 839¹ 2463¹ 2.

Route - 8543, A519, Y=8343, A53, 8444, Y to 8544 A34, 8644, A34, s'most in 8545(1), B & R to 8345, SW835468¹ 4SE, 8446, d-c n'bound, 8447(1)=s'most, return on d-c & Y to 8547, return to d-c, s'bound to 8446, both in 8445(2) & 8545(2), Y/R/Y/R, 8646, d-c to 8549, Porthill, 8548, R & three B sections to 8447(1) n'most, Dimsdale, B5369, 8448, 8348, B & Y.

SS's - a)E838¹ 2437 - 839¹ 2442WNW
c)SSE859¹ 2456¹ 4 - 854¹ 2452NW
e)'ENE'831¹ 2455¹ 2 - 830¹ 2464NNE
g)E846¹ 2465 - 846463'S'
i)WSW860¹ 2466 - 863¹ 2469'NNW'
k)SSE846¹ 2485 - 840¹ 2488WNW
b)W847¹ 2441 - 850441¹ 2'E'
d)NNE849454¹ 2 - 847456¹ 2WNW
f)SSE845¹ 2472 - 844¹ 4475¹ 2'SSE'
h)'S'851460 - 854461¹ 2E
j)NW854484 - 853481SSE
l)ESE835488¹ 2 - 833494NNW

SECTION 22

Cleaned by 30

Number the General Features as they appear on the map legend then pass to the left or right as detailed in the navigation.

Not too much room for catastrophic meanderings but rivals Section 5 as least popular.

Route - 8248, two n-c woods (7L & 7L), 195, 7R, Radio Mast (13R), RT=B5367, Chapel (16L) at 804¹ 2483¹ 4 not on route but within 300m, 16R, FR=Y, 16L, W to B, 16L, Minnie Fm, 7R, 108, Church with tower (14L) = 7548, TL=W, mixed wood (8R), 16R, LT=A531, 7R, 7L, 68, 7L, 83, ETL (1R), 88, 7R, 8L, 7R, 8L, 7R, 8L, 7R, 8L, 8L, 8L, 8L, 8R, HR=A525 & 16L just within 300m at 786¹ 2455¹ 2. 1LR, Graticule Intersection (19L), 16L, 103, 14L, W to avoid 105, Monument (17R), 136, 116, 142, 7L, 7R, 7L, 7R, 142, 7L at 90°R, c-wood (6L), 7R, 6L, Triangulation Pillar 216 (21L), 13L, 6L, 8R, Holloway Fm, 8L, TL, RT, 7R, Minnbank, 16R, A51, TR, 7R, Co Boundary, 8L, 8R, LT=A525, 14R, RT/TL, 16R, TR=Y, LT=A51, two Glasshouses (18R & 18R), TR, 7L, 8L, Bridgemere Fm, 19L, RT.

SS's - a)ESE802489 - 801491SW
c)WSW773¹2464 - 783¹2456WSW
e)ENE754¹2410¹4 - 747402¹2NE
b)S770¹2483¹2 - 756485¹4SSW
d)N772¹2442¹2 - 773439¹2SSE
f)W729426 - 724439¹2NE

Position	O/a	Class	Entry No.	PENALTIES PER SECTION (shown in seconds)																			Total	Entry No.		
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			20	21
1	-	M16	*	*	50	*	*	*	*	1	*	*	*	*	25	121	*	*	*	1	*	*	100	298	M16	
2	-	M10	*	*	*	40	*	*	*	40	*	*	*	75	26	*	*	180	*	*	*	*	*	361	M10	
3	-	M19	*	*	51	40	*	40	60	*	60	*	*	*	1	121	*	1	*	1	*	1	1	377	M19	
4	-	M9	1	*	1	*	1	40	*	*	*	*	*	*	148	31	*	60	1	101	*	*	1	385	M9	
5	-	M20	1	*	*	40	*	*	30	*	*	*	*	1	51	33	*	180	*	150	*	*	*	486	M20	
6	-	E11	*	*	51	*	*	2	*	1	*	*	*	*	77	121	*	180	60	1	*	1	2	496	E11	
7	-	M8	*	*	51	81	*	2	30	1	*	*	*	1	49	121	*	180	*	*	*	*	1	517	M8	
8	-	M1	*	*	*	40	*	42	*	*	*	*	*	150	76	32	*	180	*	*	*	*	*	520	M1	
9	-	M12	*	*	50	*	*	41	30	21	*	*	*	100	76	30	*	180	*	*	*	*	1	529	M12	
10	-	E14	*	*	*	40	*	40	61	21	*	40	*	*	32	120	*	181	5	*	*	1	*	541	E14	
11	1	M6	*	*	*	*	*	42	60	20	*	40	*	1	24	121	*	240	1	1	*	*	1	551	M6	
12	2	M7	*	*	100	41	*	100	*	22	*	40	*	*	75	1	*	60	1	61	*	50	1	552	M7	
13	3	M15	*	*	51	40	*	*	*	1	*	*	*	*	26	459	*	*	1	*	*	*	*	578	M15	
14	1	E17	1	*	50	40	*	41	*	21	*	*	*	1	75	*	*	365	*	*	*	1	*	595	E17	
15	4	M18	*	*	*	*	*	42	31	20	*	*	*	*	99	90	*	365	1	*	*	1	*	649	M18	
16	2	E13	*	*	101	40	*	2	30	20	*	40	*	*	150	2	91	*	180	*	1	*	1	658	E13	
17	5	M3	*	*	50	*	*	1	91	22	60	80	*	*	75	49	90	*	180	*	3	*	*	701	M3	
18	6	M4	*	*	*	40	*	2	60	*	*	40	*	202	75	4	121	*	180	1	*	*	*	725	M4	
19	7	M23	*	*	*	*	*	83	31	41	*	*	*	1	3	426	*	61	*	*	*	*	100	746	M23	
20	3	E12	1	*	51	*	*	42	61	*	*	*	*	*	150	99	120	*	185	61	*	*	*	770	E12	
21	4	E18	1	*	51	40	*	165	*	21	*	*	*	*	124	90	*	242	62	*	*	*	1	797	E18	
22	1	S13	1	*	1	40	*	2	*	21	*	*	*	*	74	483	*	180	*	1	*	*	*	803	S13	
23	2	S15	*	*	*	40	*	43	30	20	*	*	*	*	75	25	30	62	180	*	*	*	*	302	807	S14
24	5	E1	*	*	200	40	*	43	30	20	*	*	*	*	27	30	*	180	1	*	240	*	*	811	E1	
25	8	M2	*	*	201	*	*	121	31	1	*	40	*	*	*	26	120	*	180	*	*	*	100	820	M2	
26	9	M21	*	*	50	80	*	83	31	61	*	40	*	*	*	28	120	*	360	*	*	*	1	855	M21	
27	6	E4	*	*	101	40	*	42	30	40	120	40	*	*	*	100	91	*	242	1	*	*	51	898	E4	
28	10	M13	1	*	50	*	*	141	*	21	*	*	*	*	75	51	30	*	484	60	1	*	*	916	M13	
29	3	S2	*	*	52	41	*	122	61	1	*	40	*	*	1	50	122	*	425	1	*	*	*	917	S2	
30	11	M17	*	*	50	40	*	3	*	*	*	40	*	102	75	27	150	62	364	4	*	*	1	919	M17	
31	7	E21	*	*	100	*	*	1	*	40	*	40	*	101	75	49	90	*	180	60	102	*	*	938	E21	
32	12	M5	*	*	*	*	*	41	60	2	*	*	*	*	*	74	485	*	306	*	*	1	*	970	M5	
33	8	E7	1	*	1	*	*	3	31	20	*	*	*	1	75	600	*	300	*	*	*	1	*	1033	E7	
34	1	N25	*	*	1	*	*	83	60	40	*	*	*	101	*	28	90	*	422	121	*	*	*	1046	N25	
35	13	M11	*	*	51	40	1	2	*	22	*	*	*	*	1	26	600	*	303	*	1	*	*	1047	M11	
36	4	S3	*	*	102	*	*	81	30	1	*	*	*	100	*	49	515	*	180	1	1	*	50	1111	S3	
37	5	S1	61	*	50	*	*	1	30	21	243	*	*	*	*	27	151	*	423	60	2	*	*	1170	S1	
38	9	E10	*	*	51	40	100	3	91	40	*	*	*	101	1	50	181	*	420	*	*	*	100	1178	E10	
39	6	S8	*	*	150	*	*	42	30	20	*	40	*	*	*	54	486	*	300	60	*	*	*	1184	S8	
40	7	S7	1	*	151	41	*	43	*	21	241	80	60	100	75	74	*	303	*	*	*	1	*	1191	S7	
41	10	E20	*	*	1	40	*	81	30	*	*	40	*	1	75	27	600	*	302	2	*	*	1	2	1202	E20
42	8	S12	*	*	52	41	100	41	30	2	*	*	*	*	*	76	151	*	180	63	53	363	50	1202	S12	
43	11	E16	*	*	51	40	*	2	31	*	*	40	*	201	76	122	331	*	180	1	1	*	150	1226	E16	

Position	O/a	Class	Entry No.	PENALTIES PER SECTION (shown in seconds)																			Total	Entry No.		
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19			20	21
44	12	E 8	*	*	1	40	*	42	*	*	*	*	100	*	74	543	*	423	1	3	*	*	*	1227	E 8	
45	14	M14	*	*	*	40	*	2	31	1	*	40	*	*	26	486	*	365	1	*	301	1	*	1294	M14	
46	9	S25	*	*	1	40	100	81	121	23	*	160	*	1	*	171	180	62	242	122	*	*	*	1305	S25	
47	10	S 5	1	*	355	40	*	42	*	62	361	*	*	1	*	25	180	*	180	61	*	*	*	1308	S 5	
48	13	E19	*	*	51	40	*	43	30	22	*	*	*	1	*	122	600	*	302	61	63	*	*	1336	E19	
49	15	M22	*	*	51	*	*	42	*	21	*	*	*	*	75	51	571	*	484	*	100	*	*	1396	M22	
50	2	N27	*	*	101	*	*	123	121	40	*	120	*	1	151	127	150	*	180	180	102	*	50	1447	N27	
51	14	E15	*	*	101	1	*	1	*	21	421	40	1	*	*	78	600	*	122	60	1	*	2	1449	E15	
52	11	S21	*	75	204	40	*	3	30	40	120	80	*	101	*	76	515	*	182	2	4	*	*	1473	S21	
53	15	E 6	1	*	101	120	*	82	*	20	*	40	*	*	75	51	570	*	306	60	100	*	2	1528	E 6	
54	12	S 4	1	*	255	1	*	43	61	61	*	40	*	101	151	27	428	*	302	60	*	*	*	1531	S 4	
55	13	S14	*	*	51	40	100	42	62	40	*	40	*	1	*	100	600	*	365	*	*	*	100	1541	S14	
56	14	S17	*	75	51	80	101	102	90	81	*	42	*	*	76	162	456	*	240	*	1	*	102	1659	S17	
57	15	S22	1	150	101	40	*	2	91	83	60	*	*	201	76	51	186	*	240	*	1	181	101	102	1667	S22
58	3	N24	*	*	101	42	1	43	60	104	*	*	1	*	75	135	459	*	180	244	417	*	101	1	1964	N24
59	4	N13	*	*	100	323	1	3	90	42	*	*	*	101	*	186	152	*	362	122	61	480	*	102	2125	N13
60	16	S23	*	*	306	80	100	123	120	21	*	40	*	1	75	51	487	61	181	364	1	*	151	100	2262	S23
61	17	S16	*	*	101	*	501	83	60	40	*	40	*	101	76	102	600	*	180	183	2	*	101	100	2270	S16
62	16	E 2	60	*	353	2	1	42	61	40	*	80	*	101	1	100	515	*	365	60	*	423	150	1	2355	E 2
63	18	S18	*	75	101	*	100	121	123	83	*	40	51	1	75	125	425	*	365	181	102	363	152	2	2485	S18
64	5	N 7	60	150	305	82	*	441	*	102	*	40	2	1	228	99	402	*	363	61	62	60	102	1	2561	N 7
65	17	E 5	*	*	357	40	*	81	90	1	*	*	*	*	75	77	572	*	365	60	*	303	100	462	2583	E 5
66	19	S20	121	*	101	120	*	40	91	21	481	*	*	101	*	112	516	*	424	1	*	*	*	462	2591	S20
67	6	N18	*	75	50	41	100	122	60	80	*	*	*	*	2	149	459	62	362	423	600	*	50	201	2836	N18
68	1	B 4	62	1	600	80	*	83	30	40	60	80	*	101	78	137	600	*	181	121	*	600	1	101	2956	B 4
69	7	N11	*	*	600	80	100	83	60	40	*	40	*	201	76	187	512	61	300	181	*	600	*	*	3121	N11
70	20	S24	60	*	353	80	*	83	60	42	*	80	*	101	*	103	600	*	425	600	600	*	*	1	3188	S24
71	8	N26	1	76	302	40	1	43	60	20	*	80	*	101	75	148	600	120	542	124	600	*	100	202	3235	N26
72	21	S 9	1	*	201	1	100	163	120	41	60	40	*	101	77	233	600	*	484	541	152	361	2	2	3280	S 9
73	9	N 5	61	*	151	40	100	83	61	103	*	40	*	201	151	151	600	62	600	241	1	600	*	600	3846	N 5
74	10	N10	60	*	600	80	100	43	31	20	600	*	50	101	151	102	183	*	600	600	600	*	*	*	3921	N10
75	11	N 8	*	*	101	40	1	600	60	22	600	80	*	2	302	206	510	*	302	125	600	420	151	1	4123	N 8
76	22	S 6	*	600	600	*	1	84	*	3	*	*	1	1	150	148	600	*	600	180	600	600	52	3	4223	S 6
77	12	N23	*	600	600	283	101	163	91	349	2	362	304	1	151	269	454	62	302	122	*	481	105	101	4903	N23
78	2	B 7	364	228	151	1	1	124	180	23	600	120	1	101	302	186	600	*	422	121	600	600	1	200	4926	B 7
79	13	N34	*	600	600	80	*	82	*	20	600	*	*	*	75	54	600	*	181	242	600	600	1	600	4935	N34
80	14	N33	1	600	600	40	301	600	60	62	600	80	151	*	301	79	600	366	425	120	600	480	100	560	6726	N33
81	15	N 4	600	153	501	*	100	43	62	86	600	40	2	103	225	177	600	420	423	600	600	600	153	600	6688	N 4
82	16	N 1	1	600	600	40	600	400	60	61	60	600	600	1	226	198	600	*	600	600	600	600	1	600	7648	N 1
83	17	N30	*	600	600	600	500	122	212	600	600	600	600	*	150	185	600	123	600	181	551	600	*	600	8624	N30
84	18	N 9	482	600	600	82	201	284	30	405	600	600	600	502	279	600	365	483	600	600	600	600	2	600	9715	N 9
85	19	N 2	60	227	600	481	600	83	61	143	600	600	600	366	600	600	600	600	600	600	600	600	600	600	10421	N 2
86	3	B 9	600	600	600	80	101	600	600	600	*	600	600	600	600	459	600	600	600	600	540	600	600	600	11380	B 9

EASTERN COUNTIES MOTOR CLUB LTD

LANGER PARK 1993 NATIONAL TABLE TOP RALLY

Results

ENTRY LIST (incorporating finishing positions)

Key: O = Overall finish position, C = Class finish position.
 * = Ever-present LANGER PARK competitor (since 1985).
 † = Ever-present Championship LANGER PARK competitor (since 1987).

MASTERS

		O	C			O	C
1	†Dave Bell	8	-	14	†Peter Lear	55	13
2	†Philip Bird	25	8	15	William Lynch	23	2
3	†John Boothe	17	5	16	Thomas Moore	61	17
4	Don Clarke	18	6	17	Carol Moulton	56	14
5	Mick Goddard	32	12	18	Andrew Nicol	63	18
6	Doug Heard	11	1	19	Nick Owen	-	-
7	†Colin Hensman	12	2	20	Chris Pudsey	66	19
8	*Pete James	7	-	21	Jorg Schmidt	52	11
9	Bridget Lewis	4	-	22	Iain Tebbutt	57	15
10	Roger Lintott	2	-	23	Peter Wild	60	16
11	Alan Livesey	35	13	24	Jeff Kitts	70	20
12	Ted Manktelow	9	-	25	†Dave Keetley	46	9
13	John Perthen	28	10				
14	Tony Preston	45	14				
15	†Malcolm Price	13	3				
16	†Martin Rea	1	-				
17	Ralph Sanders	30	11				
18	Martyn Shakespeare	15	4				
19	Howard Simpson	3	-				
20	Jeff Smith	5	-				
21	Brian Stott	26	9				
22	†Kevin Watkins	49	15				
23	Peter Harbord	19	7				

NOVICES

1	Sean Austin	Unattached	82	16
2	Ron Babbs	CSMA NWL	85	19
3	Rebecca Bradbury	Unattached	-	-
4	Mike Bradford	CSMA Coy	81	15
5	Neill Butler	Unattached	73	9
6	Patrick Byrne	Bognor Regis	-	-
7	Shaun Carney	Workington	64	5
8	Paul Clothier	CSMA Fboro	75	11
9	David Coldicott	NatWest Bank	84	18
10	Phillip Copping	CSMA	74	10
11	Michael Davenport	Unattached	69	7
12	Dave Elliot	Alwoodley	-	-
13	Tim Findlow	Unattached	59	4
14	Barry Gilder	Newtown	-	-
15	Jennie Gilmour	CSMA Fboro	-	-
16	Patrick Gosden	Unattached	-	-
17	Bryan Halsey	ECMC	-	-
18	Eilir Jones	CSMA	67	6
19	see SE 25			
20	Alan Large	Unattached	-	-
21	David Leavy	W Essex	-	-
22	James Monaghan	Dolphin	-	-
23	Jenny Moulton	CSMA	77	12
24	Simon Ott	C Sussex	58	3
25	Richard Pashley	Rotherham	34	1
26	Trevor Reynolds	Unattached	71	8
27	Philip Robbins	Cheltenham	50	2
28	Richard Rowland	Unattached	-	-
29	Geoff Shearing	Unattached	-	-
30	†Ernest Turnbull	Unattached	83	17
31	Laurence Turner	Unattached	-	-
32	Lee Vincent	Welsh Co	-	-
33	Alan Whitney	S Hams	80	14
34	Andrew Williams	CSMA	79	13
35	Gary Zoller	Dolphin	-	-
36	Andrew Piper	CSMA	-	-

EXPERTS

1	Donald Bradbury	CSMA	24	5
2	Bob Dennison	CSMA	62	16
3	Jonathan Ellis	Unattached	-	-
4	*Andy Endersbee	CSMA NEL	27	6
5	David Enticott	CSMA	65	17
6	John Evans	CSMA	53	15
7	Gillian Goodlass	Unattached	33	8
8	Glynn Hayward	Basingstoke	44	12
9	Ian Houghton	Unattached	-	-
10	*Sylvia Huckle	Unattached	38	9
11	Dave Jackson	Unattached	6	-
12	Stuart Lawrie	CSMA	20	3
13	Godfrey Nunn	Unattached	16	2
14	Alan Ogden	061MC	10	-
15	John Shelley	CSMA NEL	51	14
16	Bill Short	Unattached	43	11
17	†Pete Smith	Unattached	14	1
18	John Watson	Unattached	21	4
19	Andrew Westerman	Unattached	43	13
20	†Mick Wicks	Unattached	41	10
21	†'Crow'	Unattached	31	7

SEMI-EXPERTS

1	Richard Baty	Workington	37	5
2	Ian Begley	CSMA	29	3
3	†Henry Carr	Ilkley	36	4
4	Alan Crabtree	Unattached	54	12
5	Sarah Crane	Unattached	47	10
6	Stephen Curtis	CSMA	76	22
7	J M Foster	Northallerton	40	7
8	Mike Gardner	Rolls-Royce	39	6
9	Robert Girvan	CSMA	72	21
10	Tony Hesp	Unattached	-	-
11	Ewan Hopes	Cheltenham	-	-
12	Chris Jackson	Unattached	42	8
13	Doug Kingsley	Windsor	22	1

BEGINNERS

1	Matthew Brookfield	ECMC	-	-
2	Alison Bullock	Knowldale	-	-
3	John Burge	Unattached	-	-
4	Peter Evans	CSMA	68	1
5	Ian Graham	NatWest Bank	-	-
6	Neil Jones	CSMA	-	-
7	James Menear	Camel Vale	78	2
8	Phil Senior	Morecambe	-	-
9	Stephen White	CSMA WMC	86	3

NATIONAL TABLE TOP RALLY CHAMPIONSHIP

(Sponsored by Rally Navigation Services)

1993/4 Championship News

Bulletin No. 3

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## SELECTIVE VICTORY AT LAST FOR REA

Eastern Counties MC's **LANGER PARK** event has been won by Martin Rea. This had been the only Championship event that Martin had not previously won (excluding the **CULTIVATOR** which has only joined the Championship this season).

Martin pulled out a 1m 3s winning margin over second placed Roger Lintott who was a further 16s ahead of Howard Simpson. Fourth and fifth places were taken by Bridget Lewis and Jeff Smith respectively.

Two Expert-class competitors made their way into the top ten for the first time - Dave Jackson (6th) and Alan Ogden (10th); this pair sandwiching Pete James, Dave Bell and Ted Manktelow.

An overall entry of 113 returned a magnificent 86 (76.1%) roadbooks for marking. The roadbook format of combining map segments and routecards was a revolutionary departure in presentation finding many friends as well as it's opponents of course. The difficulty level of routecards seemed about the right pitch - a pleasing factor for the organisers.

The conclusion of the **LANGER PARK** enables us to produce the table below. Competitors gaining a result from three events have had their highest score ignored to arrive at the counting total.

### NATIONAL CHAMPIONSHIP POSITIONS

|                      | PF | N  | LP | Total |                      | PF | N  | LP | Total |
|----------------------|----|----|----|-------|----------------------|----|----|----|-------|
| 1 Colin Hensman      | 1  | 1  | 12 | 2     | 40 John Watson§      | 69 | 55 | 21 | 76    |
| 2 Roger Lintott      | 2  | 5  | 2  | 4     | 41 J M Foster        | 36 | 48 | 40 | 76    |
| 3 Martin Rea         | 5  | 10 | 1  | 6     | 42 Sarah Crane       | 37 | 39 | 47 | 76    |
| 4 Bridget Lewis      | 3  | -  | 4  | 7     | 43 Bill Short        | 35 | -  | 43 | 78    |
| 5 Malcolm Price      | 6  | 8  | 13 | 14    | 44 Andy Westerman    | 31 | 49 | 48 | 79    |
| 6 Jeff Smith         | 12 | 24 | 5  | 17    | 45 Maurice Pinner§   | 29 | 51 | -  | 80    |
| 7 Ralph Sanders      | 8  | 9  | 30 | 17    | 46 Mick Wicks§       | 47 | 40 | 41 | 81    |
| 8 Howard Simpson     | 15 | 16 | 3  | 18    | 47 Chris Jackson§    | 40 | 75 | 42 | 82    |
| 9 Martyn Shakespeare | 4  | 26 | 15 | 19    | 48 John Shelley§     | 57 | 33 | 51 | 84    |
| 10 Ted Manktelow     | 34 | 11 | 9  | 20    | 49 David Enticott    | -  | 25 | 65 | 90    |
| 11 Peter Harbord     | 42 | 2  | 19 | 21    | 50 Peter Lear§       | 44 | 46 | 55 | 90    |
| 12 Don Clarke§       | 33 | 3  | 18 | 21    | 51 Jorg Schmidt      | 39 | -  | 52 | 91    |
| 13 Tony Preston      | 17 | 4  | 45 | 21    | 52 Mike Gardner      | -  | 57 | 39 | 96    |
| 14 Dave Bell         | 13 | 14 | 8  | 21    | 53 Richard Pashley   | -  | 64 | 34 | 98    |
| 15 Alan Ogden        | 16 | -  | 10 | 26    | 54 Dave Keetley      | 52 | 70 | 46 | 98    |
| 16 Pete James        | -  | 20 | 7  | 27    | 55 Alan Crabtree     | 54 | 45 | 54 | 99    |
| 17 John Boother§     | 11 | 29 | 17 | 28    | 56 Richard Baty      | 64 | -  | 37 | 101   |
| 18 Jonathan Ellis    | 18 | 13 | -  | 31    | 57 Thomas Moore§     | 48 | 56 | 61 | 104   |
| 19 Dave Jackson§     | 28 | -  | 6  | 34    | 58 Bob Dennison§     | 53 | 53 | 62 | 106   |
| 20 Donald Bradbury   | 24 | 12 | 24 | 36    | 59 Phil Robbins      | 58 | 78 | 50 | 108   |
| 21 John Perthen§     | 9  | 34 | 28 | 37    | 60 Robert Daines     | 51 | 62 | -  | 113   |
| 22 Doug Heard        | 27 | 27 | 11 | 38    | 61 Carol Moulton§    | 62 | 72 | 56 | 118   |
| 23 'Crow'§           | 21 | 19 | 31 | 40    | 62 Barry Gilder      | 59 | 63 | -  | 122   |
| 24 Mick Goddard§     | 10 | 43 | 32 | 42    | 63 Jeff Kitts§       | -  | 54 | 70 | 124   |
| 25 Andy Endersbee    | 19 | -  | 27 | 46    | 64 Iain Tebbutt      | 72 | 74 | 57 | 129   |
| 26 Godfrey Nunn      | 45 | 31 | 38 | 75    | 65 Michael Davenport | 66 | 65 | 69 | 131   |
| 27 Kevin Watkins     | 26 | 22 | 49 | 48    | 66 Ellir Jones       | 65 | 86 | 67 | 132   |
| 28 Stuart Lawrie     | 30 | 50 | 20 | 50    | 67 Stephen Curtis§   | -  | 58 | 76 | 134   |
| 29 Gillian Goodlass§ | 25 | 28 | 33 | 53    | 68 Neill Butler      | 74 | -  | 73 | 147   |
| 30 Peter Smith       | 41 | 69 | 14 | 55    | 69 Sean Austin§      | 67 | 81 | 82 | 148   |
| 31 Alan Livesey§     | 23 | 42 | 35 | 58    | 70 Phillip Copping   | -  | 76 | 74 | 150   |
| 32 Brian Stott§      | 32 | 59 | 26 | 58    | 71 Robert Girvan§    | -  | 79 | 72 | 151   |
| 33 Dave Cuttler      | 38 | 21 | -  | 59    | 72 Alan Whitney      | 75 | 77 | 80 | 152   |
| 34 Glynn Hayward     | 22 | 41 | 44 | 63    | 73 Andrew Piper      | 73 | 80 | -  | 153   |
| 35 John Evans        | 49 | 17 | 53 | 66    | 74 Trevor Reynolds   | -  | 84 | 71 | 155   |
| 36 Mitch Fielding§   | 20 | 47 | -  | 67    | 75 Ron Babbs         | 78 | -  | 85 | 163   |
| 37 Ian Begley§       | 50 | 44 | 29 | 73    | 76 Ernest Turnbull§  | 80 | 87 | 83 | 163   |
| 38 Tony Mason        | 43 | 32 | -  | 75    | 77 Michael Bradford  | -  | 83 | 81 | 164   |
| 39 Sylvia Huckle§    | 46 | 37 | 38 | 75    | 78 David Coldicott   | 81 | -  | 84 | 165   |

§ Championship 'Loyalty Award' contenders.

Ties have been resolved in favour of the contender with the number of lowest scores, then next lowest and so on in accordance with the Championship Regulations.

Geoff White

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