



PEDAL CAR NEWS

SUPPLEMENT – APRIL 2003

CHAMPIONSHIP CHASE BEGINS WITH QAD LEADING THE WAY



***3- WAY FIGHT IN PC2
AS OAKTEC TAKE ON SWEBBELLI AND YELLO VELO***

BARLESTONE FIRE FIRST SHOTS IN PC3 & PC4

***FULL RESULTS FROM ROUNDS 1 & 2
WOLVERHAMTON 6 HOUR AND SWANSEA 24 HOUR RACE PREVIEWS***



Editorial

Welcome to an unscheduled issue of pedal car news but I think it is justified to bring everyone up to speed with the season so far.

Due to a few problems at the second race, the results were not all available on the day so this is a good chance to clarify the situation in all five championships. Darley Moor Results are therefore attached in full.

So far we have seen two good (if not classic) races on two brand new circuits and the championship now moves on to the more traditional proving grounds of East Park and Margam Park where anybody who wants to show well in the championship will have to be performing at their best.

The new classes appear to be working, with the split between PC3 and PC4 bringing a new dimension and a new challenge into racing in the junior classes, whilst the leagues seem to be “waiting in the wings” and bound to grow in importance as the season develops.

Having watched endurance pedal car racing grow for the last ten years (May 15th will be ten years since GCR entered their first race) it is great to see that we have reached the point where we not only have twice the number of races that we did back then, not only are the speeds faster than ever before, but most importantly that the core of teams entering the whole championship has grown beyond all recognition since the early days when the BPCC was little more than a way of encouraging “one more team to do one more race”.

Pedal car racing has grown and changed beyond all recognition but somehow has managed to retain it's friendly and welcoming image. We hope this year's crop of new teams feel suitably welcome at least!

The first two races have not been easy ones for those responsible for running the sport, new formats, new classes, new teams, new venues and a new scoring system combining to make things very difficult. Many thanks are due to all those who have rallied round and helped to bring things back onto an even keel and those who are still working very hard to make sure these problems are swiftly overcome.

Finally, with the two biggest races of the year on the horizon, can I take this opportunity to wish you the best of luck for the rest of the season.

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A QUICK NOTICE FOR TEAM MANAGERS: TEAM SHEETS AND SCRUTINEERING

Chief scrutineer *Adrian Toms* wants to remind people of the following:

- 1: From now on, all team sheets must be handed in at scrutineering. This is to double check that the car is entered in the correct class and carries the correct style of number plates.
- 2: For insurance reasons, team sheets are only valid if they are filled in on the correct sheets and have all the information on them. This includes dates of birth and correct names.
Some teams still hold on to the ancient belief that it is quite funny to list drivers under made up names, nick names or as formula 1 drivers. Come on, guys, we did those jokes 5 years ago and they weren't even funny then! Seriously, unless you are on a team sheet you cannot be allowed to race.
- 3: Just a reminder – substitutions are no longer allowed in pedal car racing.
Driver numbers are limited to 1 only in PC0, 4 only in PC1 and 6 only in all other classes.
- 4: Adrian can be contacted on scrutineering issues on: 07971 399395 or AdrianADAT@aol.com

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BRITISH PEDAL CAR CHAMPIONSHIP ROUND 1: THE DESFORD SUPER SPRINTS

Race 1 – 45minutes – “fast” group

On the pace lap, the feared first-corner-shunt didn't happen, but only because Killay's car 39 start driver was waiting for turn three instead, before driving up the back of PTO. The race was stopped for the two cars to be disentangled from each other and the barriers, before the grid was reformed for a second start after some strong words about paying attention to your surroundings. The words obviously worked, because that was the only significant shunt until almost the end of the day.

From the start QAD's orange bullet was soon making a break for the front, accompanied by Oaktec, PTO, BSE, Random and Killay, while defending champions GCR had a genuinely slow start in an event they weren't expecting to do well at.

A few minutes into the race and GCR were up to speed, while Oaktec and QAD were clearly becoming favourites on a track that was well suited to their ultra-low slung machinery. Behind them, PTO were travelling remarkably fast and, unlike a lot of times in 2002, weren't rolling in the tight high-speed corners, meaning they were doing remarkably well. BSE and Random (also with a brand new driver) gradually fell away from the front as GCR hauled themselves forward, while Killay and Yello Velo were clearly not having good days. The Welsh team were being very cautious on the tight circuit while the Boston suffered a time-sapping puncture - at 30 seconds per lap, their three-bolt wheel fixing system cost them enough laps to be officially classified as a disaster.

That said, they still fought back to finish the race ahead of Random and both of Killay's PC1 cars.

By the end of the 45 minutes, QAD had shown a marginal weakness in their pit stops and Oaktec took full advantage to come home a lap clear; much to their own surprise GCR had finished on the same lap as QAD and ahead of PTO with BSE a close fifth then Yello, Random and the two Killay cars completing the all-PC1 top nine and Yello's PC2 car in tenth.

Race 2 – 45 minutes – “slow” group

The second sprint race, for the slower half of the group, was dominated by Swebbelli who really should have been in the faster group and stormed away to win by 7 laps ahead of Adrian Toms, racing PC0. Oaktec's PC2 team (apparently suffering a collection of technical problems) and Barlestone's Darren Carter (DC), also racing PC0, came home third and fourth respectively, each matching Adrian's lap total and being hounded the entire race by Barlestone's PC3 car, itself only a few laps clear of South Berkshire soloist Bob Robinson, much improved from last year.

Swebbelli's lap score was more than enough to put them into a commanding PC2 lead, well ahead of rivals Yello Velo and Killay who had raced in the first race.

Race 3 – 90 minutes – “fast” group

The first feature race again saw QAD and Oaktec launch off the front early on, this time hotly pursued by GCR, PTO, BSE and Yello Velo, keen to make amends for their poor race 1 showing. Watching these teams thundering into the tight and narrow complex on each lap was truly exhilarating, even if it was often done through fingers as we all waited for the seemingly inevitable crash as no quarter was asked for or given. Somehow, everyone managed to stay clear of everyone else, on every lap.

QAD were well into their impressive stride and flying, while Oaktec were struggling with a lack of grip in the complex - so many right turns on a slick surface is not a good thing if, like Oaktec, you drive to the right rear wheel!

Yello Velo were a different team from race one, or so it seemed, as the Lincolnshire youngsters charged around the track in an attempt to make amends for their earlier tardiness. For large chunks of the race they could be seen hanging onto QAD's tailcoats, using the tow to make up time and laps on the rest of the field.

GCR were also into their stride, however, and were able to keep QAD honest, particularly as the newcomers started suffering from technical glitches with their hub brakes, meaning longer and more numerous pit stops than was strictly desirable. By the end, QAD's lead was only two laps from GCR with Yello another lap down in third. PTO were still well in touch, a further lap down, just a couple ahead of Oaktec, BSE and Random. Yello's PC2 team went two better than in the sprint race to leapfrog both Killay PC1 cars and add to the Welshmen's woes. However, would it be enough to defeat Swebbelli?

Race 4 – 90 minutes – “slow” group

Once again it was a case of a dominant Swebbelli squad running away with things, this time building a 21 lap lead ahead of PC2 soloist DC in the Barlestone Karbyk, himself a convincing half dozen laps up on 55th Doncaster's PC2 squad and the PC3 girls of Barlestone, who in turn beat soloist Adrian Toms (TOG) by a single lap

For Oaktec's PC2 team it was a case of unlucky 13, as first a flat tyre slowed them before a catastrophic steering failure forced their premature retirement and gave them a good challenge for the rest of the season in terms of making up the lost ground.

DEVIL TAKE THE HINDEMOST

The non-championship races where the last car is eliminated every 2 laps provided some interesting racing at the end of the day:

PC1: Bob Budge led for PTO for all but the last five laps, only to be passed by both Al Mears in the Yello Velo machine and QAD's Paul Davies. PTO were therefore eliminated leaving the other two to sprint for the last two laps, the QAD car coming away to take the win.

PC2: Yello Velo's PC2 driver had obviously been watching the PC1 race and employed the same tactics which had beaten their senior car to put one over on Swebbelli's Sam Bronstein. In the absence of the non-starting Oaktec, this race was always to be between these two.

PC3: Barlestone looked to have this one sewn up into the closing stages when a slipped chain let the Killay car through into a lead it would never give up. Having run pretty much faultlessly all day, this was very bad luck for the local team.

PC4: The grid for this race was somewhat thin on the ground as one of the three PC4 runners in the field had by now dropped out of the running for the day. Barlestone were simply never going to be challenged for this one having finished over 30 laps ahead of the South Berkshire car in the main races of the day.

PC0: The Darren Carter led from the front and never looked back in a race which was also lacking 2 of the PC0 runners who were engaged on official duties this late in the day. With respect, he would probably have won anyway given his speed the rest of the day.

BRITISH PEDAL CAR CHAMPIONSHIP ROUND 1: FINAL RESULTS

Pos.	Car No.	Team	Laps	Gap	PC1	PC2	PC3	PC4	PC0
1	45	<i>QAD</i>	250	-	40				
2	1	GCR	248	+2	35				
3	12	Oaktec	245	+5	31				
4	37	PTO	244	+6	27				
5	3	Yello Velo 1	238	+12	24				
6	4	BSE	236	+14	21				
7	11	<i>Random</i>	231	+19	18				
8	2	Killay	227	+23	16				
9	6	Swebbelli	225	+25	14	40			
10	5	Yello Velo 2	214	+36	13	35			
11	39	<i>Killay</i>	211	+39	12				
12	43	<i>Barlestone 3</i>	197	+53	11	31			40
13	7	Killay	196	+54	10	27			
14	25	TOG	188	+62	9				35
15	29	Barlestone 1	187	+63	8	24	40		
16	22	55th Doncaster	186	+64	7				
17	23	55th Doncaster	182	+68	6	21			
18	19	Calow "Cathy"	178	+72	5	18			
19	17	<i>South Berkshire "Cromwell"</i>	177	+73	4				31
20	24	55th Doncaster	170	+80	3	16	35		
21	30	Barlestone 2	169	+81	3	14	31	40	
22	40	South Berkshire "Fairfax"	160	+90	3	13			
22	18	Calow "Rammed"	160	+90	3	13	27		
24	26	Killay	156	+94	3	11	24		
25	15	South Berkshire "Roy"	144	+106	3				
26	27	South Berkshire "Ditch Witch"	138	+112	3	10	21	35	
27	13	Oaktec	124	+126	3	9			
28	16	South Berkshire "Beaky"	94	+156	3	8	18		27
29	46	Jupiter*	43	+207	3	7	16	31	



DC was unstoppable in PC0



Oaktec briefly challenged Swebbelli in PC2



Killay and Yello Struggled in PC1

BRITISH PEDAL CAR CHAMPIONSHIP: ROUND 2 - DARLEY MOOR 100 MILE RACE

After a spell of fine, warm weather, race day dawned bitterly cold and refused to get any warmer throughout. A twenty- nine car grid took the start a little late but from the off it looked as if the front runners were trying to make up for lost time.

Into Windmill for the first time and GCR were into the lead with QAD dropping back a few places.

Five laps later and it was the Random Racing Apollo/C showing it's pace and forging into the lead down the pit straight with BSE and Killay following through to send the GCR machine backwards.

It was noticeable immediately that aerodynamics were to play a major role in this race as anyone with little or no fairing was rapidly being distanced by the lead septet who seemed determined to finish the race and get home as quickly as possible.

Meanwhile, Oaktec's junior team in car #13 were grimly hanging onto the PC1 front runners, leaving the unfaired Swebbelli and Yello Velo cars dropping back by several seconds a lap.

With twenty minutes gone, it was BSE team manager Martin Davies in the lead and putting clear air between himself and his namesake Paul Davies in the QAD car. The chase was on for third but now it was Great Central struggling grimly to hold the pace. BSE were the first to flinch, pitting just after they had been re-caught and QAD took the lead. Four leaders in the first hour? Would there be any more before the race was over?

No. There would not, but the racing was far from over.

Gradually, painfully QAD were extending their advantage over Great Central who's steady start had paid off and were now lapping consistently quicker than Oaktec who had moved through into third.

After an hour the gap between the leaders was over a lap but this was then held for the next hour as pit stops and different drivers came into play before the gap started to extend again, QAD's superior handling, lower centre of gravity and plain fitter drivers giving them the advantage which had extended to five laps by the time the mid point of the race was reached in a little over two and a half hours.

Then, suddenly the orange bullet was stopped at Bentley Fields. Frantic activity was going on in the area of the rear axle, Great Central and Oaktec sniffed a tiny opportunity again. But luck has a strange way of reversing itself during a long race and just after QAD rolled back onto the track, having surrendered almost all of their lead, the GCR car slowed to a halt at the exit of the hairpin, the driver suffering from severe cramp, and three laps were lost before the racing green machine was on the move again still just in second.

Behind the lead trio, a ferocious battle was raging for fourth place between the "private" Apollo's of Killay, BSE and Random together with PTO racing in their newly faired prototype. This was to go all the way, none of the four teams ever able to pull out a significant gap, and it was a position very much up for grabs as the race entered the closing stages.

Meanwhile, Oaktec's juniors continued to pull away from the PC2 field and also put clear laps between themselves and Yello Velo's PC1 squad who were having a dismal day with drive problems, fairing problems and, to cap it all, a roll coming out of the bottom corner. Things can only get better for the Boston team.

However, the PC2 Yello team were engaged in their own battle with Swebbelli Racing's unmodified Apollo/C for second in class who kept within a lap but never, to be honest, looked able to challenge for the position being hampered by having two of the team ill in bed rather than at the race track.

Further down, Calow and Amblecote were fighting for fourth in class, the two Doncaster cars were scrapping for 14th overall, Barlestone and Calow were squabbling over 19th and 20th, and Darren Carter had done double the number of laps of his only rival in PC0. Amblecote were showing incredible stamina in their number nine car to win both PC3 and PC4 well clear of the field. It was action up and down the field as it should be.

Towards the end, the gaps at the top of the order stretched a little as the chase went out of GCR and Oaktec. But 4th to 6th were covered by little more than a lap with BSE crossing the line first to win the battle of the Apollo's.

So, a true "endurance" race where the teams which pounded out consistently quick laps eventually came home in front of the fast starters. QAD had proved themselves over the standard race distance but the chasers had at least kept them honest and the gap was a lot smaller than one would have expected at the top of a six hour race a few years ago.

In PC2, Oaktec had proved, if proof were needed, that aerodynamics are hugely important on a race track such as this and Yello had taken valuable points back from the understrength Swebbelli.

PC3 and PC4 had seen Barlestone stretch their lead in each class with Doncaster and South Berkshire their nearest rivals respectively.

In PC0, DC remains unbeaten but with 6 races and 52 hours to go in the season, nothing is certain yet in any of the championships.

LOOKING AHEAD

BPCC ROUND 3: WOLVERHAMPTON 6 HOUR RACE – SUNDAY 11TH MAY

The Wolverhampton race is the classic 6 – hour race of the season, still standing head and shoulders above the others in terms of perceived importance. This is the race every team who has thought themselves champions has won and the trophy read like a list of who's who of pedal car history.

For 2003, once again changes to the infrastructure in the park has forced another alteration to the circuit meaning it is a little shorter and a little tighter than previously but hopefully losing none of the character which has made East Park what it is.

Compared to the circuits so far this season, this one has a reputation of being a car-breaker combining fast approaches to tight corners with some slightly rough sections where tree roots are pushing the tarmac into new formations every year.

Oh and, for the first time this year, there are hills.

Can anyone catch QAD?

Maybe not here they can't but we will begin to see who has been working hardest to bridge the gap and, once again, there is the question of whether the orange car will last the full distance on a more demanding track than we have had so far this year.

Amongst the others, Yello Velo will be looking for a good run here to set their championship back on course.

BPCC ROUND 4: SWANSEA 24 HOUR RACE – SATURDAY 21ST - SUNDAY 22ND JUNE

The big one!

This is what pedal car racing is all about and, quite rightly, this race therefore carries double points.

This is where your team management is equally important with your mechanical and physical preparation.

For the PC1 teams, finding those extra two drivers is just as important as how you prepare the car to take 24 hours of Margam Park's twists, turns, rollers and almost certain heavy downpours.

Most likely this will be the most important race of the season and anyone who aspires to the championship is going to have to be there.

For once, it is almost impossible to pick a winner. True, Great Central have not lost a 24 hour race since 1998 but that means nothing. QAD and Oaktec are both untried over this distance and so we don't know what to expect from them and how many drivers they manage to field could make the difference between challenging for the win and going simply to bag some points.

I think it is possible for a good team to be competitive here with just four drivers but can a '24 be won by a team of 4 these days? Answers on an entry form please.

But it could be outside these three that we should be looking for the winner.

Killay have home ground and have always been competitive here, PTO showed last year (running as Lone Rangerz) that as the race goes on they get stronger and never discount last year's runners up BSE Racing who crept into 4th at Darley Moor almost unnoticed. Also, Yello Velo are due a slice of 24 hour luck after last year's troubled run to fifth place.

Whatever the result, this is absolutely the biggest race of the season and (at the risk of getting carried away) could well prove one of the classic pedal car confrontations of all time.

If anyone has never raced over 24 hours before, there has never been a better circuit to start on and just to finish a race of this length is to achieve something very special.

This is where our sport was born and it remains the ultimate challenge.

BRITISH PEDAL CAR GRAND PRIX – RINGWOOD – SUNDAY 13TH JULY [non BPCC]

We are pleased to include the Ringwood race here as it is a good event with an excellent atmosphere.

Run on the closed roads of Ringwood town centre, it attracts good crowds of appreciative spectators which bring the best out of most drivers.

Not strictly run to pedal car rules, the race itself is a 2 hour event on the Sunday afternoon. Oddities here include the split pits (with some teams pitting a few hundred yards away from the others) and push-starts being allowed from the pit lane (which can be hair-raising as cars joining the track are sometimes going faster than those already on it!).

It would be really good to get a few BPCC runners to this race to show the local teams what an excellent time we have racing pedal cars and that pedal car racing does indeed happen more than once every two years.

Although a one – off charity race, the standard at the front of the field is just as high as in the BPCC.

So far Great Central and, we suspect, BSE are racing. Why not join us?

BRITISH FEDERATION OF PEDAL CAR RACING

RACING CALENDAR – 2003

SATURDAY, MAY 10 TH :	WOLVERHAMPTON SCOUT CAR RACES	EAST PARK
SUNDAY, MAY 11 TH :	WOLVERHAMPTON 6 HOUR RACE (BPCC ROUND 3)	EAST PARK
SATURDAY 21 ST – SUNDAY 22 ND JUNE:	SWANSEA 24 HOUR RACE (BPCC ROUND 4)	MARGAM PARK
SATURDAY, 5 TH JULY:	NATIONAL SCOUT CAR RACES	SCARBOROUGH
SUNDAY, 13 TH JULY:	BRITISH PEDAL CAR GRAND PRIX	RINGWOOD
SUNDAY, 20 TH JULY:	PRESTON 6 HOUR RACE (BPCC ROUND 5)	PRESTON SPORTS ARENA
SATURDAY, 30 TH AUGUST:	BRACKNELL QUAD (4x90MINS) (BPCC ROUND 6)	PANASONIC, BRACKNELL
SUNDAY, 31 ST AUGUST:	BRACKNELL 5-HOUR (BPCC ROUND 7)	PANASONIC, BRACKNELL
SATURDAY, 20 TH SEPTEMBER	CURBOROUGH SPRINTS (5*60MINS) (BPCC ROUND 8)	CURBOROUGH SPRINT COURSE

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GALLERY



BSE RACING SPORTING THEIR NEW BODYWORK AT DESFORD



OAKTEC'S JUNIOR TEAM HAD THEIR DESFORD RACE CUT SHORT BY STEERING TROUBLE



RANDOM RACING PICKED UP THE PACE TO COME HOME A STRONG 6TH AT DARLEY MOOR

ALTHOUGH THEY DOMINATED THE RACE, ROUND 2 WASN'T ALL PLAIN SAILING FOR QAD



PC2 LEADERS SWEBBELLI RACING PASS PC4 LEADERS BARLESTONE ON THEIR WAY TO VICTORY AT DESFORD

BRITISH PEDAL CAR CHAMPIONSHIP 2003
AFTER ROUND 2 (DARLEY MOOR)

OVERALL AND PC1

No.	Team	R1	R2	TOTAL
45	QAD Works Team	40	40	80
1	Great Central Racing	35	35	70
12	Oaktec	31	31	62
4	BSE	21	27	48
37	PTO	27	18	45
2	Killay	16	24	40
11	Random	18	21	39
3	Yello Velo 1	24	14	38
6	Swebbelli Racing	14	12	26
5	Yello Velo 2	13	13	26
13	Oaktec	3	16	19
39	Killay	12	6	18
19	Calow "Cathy"	5	11	16
23	55th Doncaster	6	9	15
22	55th Doncaster	7	8	15
43	Barlestone 3	11	4	15
29	Barlestone 1	8	5	13
7	Killay	10		10
35	Amblecote 2		10	10
25	TOG	9		9
17	South Berkshire "Cromwell"	4	3	7
9	Amblecote 1		7	7
16	South Berkshire "Beaky"	3	3	6
15	South Berkshire "Forest Ranger"	3	3	6
27	South Berkshire "Ditch Witch"	3	3	6
18	Calow "Rammed"	3	3	6
24	55th Doncaster	3	3	6
30	Barlestone 2	3	3	6
46	Jupiter	3	3	6
40	South Berkshire "Fairfax"	3	3	6
26	Killay	3		3
20	Calow "Meister"		3	3

NB: Please note, since publication, Amblecote cars 9 and 35 have had ALL points removed in ALL classes and divisions due to the use of illegal drivers at Darley moor.

PC2

No.	Team	R1	R2	TOTAL
6	Swebbelli Racing	40	31	71
5	Yello Velo 2	35	35	70
13	Oaktec	9	40	49
43	Barlestone 3	31	16	47
19	Calow "Cathy"	18	27	45
29	Barlestone 1	24	18	42
24	55th Doncaster	16	12	28
7	Killay	27		27
30	Barlestone 2	14	13	27
18	Calow "Rammed"	13	14	27
35	Amblecote 2		24	24
40	South Berkshire "Fairfax"	13	9	22
9	Amblecote 1		21	21
27	South Berkshire "Ditch Witch"	10	10	20
16	South Berkshire "Beaky"	8	11	19
46	Jupiter	7	7	14
26	Killay	11		11
20	Calow "Meister"		8	8

PC3

No.	Team	R1	R2	TOTAL
29	Barlestone 1	40	35	75
24	55th Doncaster	35	24	59
30	Barlestone 2	31	27	58
18	Calow "Rammed"	27	31	58
9	Amblecote 1		40	40
27	South Berkshire "Ditch Witch"	21	18	39
16	South Berkshire "Beaky"	18	21	39
46	Jupiter	16	14	30
26	Killay	24		24
20	Calow "Meister"		16	16

PC4

No.	Team	R1	R2	TOTAL
30	Barlestone 2	40	35	75
27	South Berkshire "Ditch Witch"	35	31	66
46	Jupiter	31	24	55
9	Amblecote 1		40	40
20	Calow "Meister"		27	27

BRITISH PEDAL CAR DIVISIONS 2003
AFTER ROUND 2 (DARLEY MOOR)

PC1 DIVISION 1

	No.	Team	R1	R2	TOTAL
1	1	Great Central Racing	40	40	80
2	12	Oaktec	35	35	70
3	4	BSE	24	31	55
4	37	PTO	31	24	55
5	2	Killay	21	27	48
6	3	Yello Velo 1	27	21	48
7	6	Swebbelli Racing	18	16	34
8	5	Yello Velo 2	16	18	34
9	22	55th Doncaster	11	13	24
10	29	Barlestone 1	12	12	24
11	7	Killay	14		14
12	35	Amblecote 2		14	14
13	25	TOG	13		13
14	15	South Berkshire "Forest Ranger"	8	10	18
15	30	Barlestone 2	10	11	21
16	26	Killay	9		9
17	8	Killay	0	0	0
18	14	Great Central Racing	0	0	0
19	32	Killay	0	0	0
20	44	Swebbelli Racing	0	0	0

PC1 DIVISION 2

	No.	Team	R1	R2	TOTAL
1	45	QAD Works Team	40	40	80
2	11	Random	35	35	70
3	39	Killay	31	18	49
4	19	Calow "Cathy"	21	27	48
5	23	55th Doncaster	24	24	48
6	43	Barlestone 3	27	16	43
7	13	Oaktec	11	31	42
8	24	55th Doncaster	16	13	29
9	18	Calow "Rammed"	14	14	28
10	17	South Berkshire "Cromwell"	18	7	25
11	40	South Berkshire "Fairfax"	14	10	24
12	27	South Berkshire "Ditch Witch"	12	11	23
13	16	South Berkshire "Beaky"	10	12	22
14	9	Amblecote 1		21	21
15	46	Jupiter	9	8	17
16	20	Calow "Meister"		9	9

PC2 DIVISION 1

	No.	Team	R1	R2	TOTAL
1	6	Swebbelli Racing	40	31	71
2	5	Yello Velo 2	35	35	70
3	13	Oaktec	14	40	54
4	19	Calow "Cathy"	21	27	48
5	23	55th Doncaster	24		24
6	29	Barlestone 1	27	21	48
7	7	Killay	31		31
8	9	Amblecote 1		24	24
9	16	South Berkshire "Beaky"	13	18	31
10	40	South Berkshire "Fairfax"	8	16	24
11	26	Killay	16		16
12	20	Calow "Meister"		14	14
13	8	Killay Racing	0	0	0
14	33	Pink Ladies	0	0	0
15	28	Team Rhyddings	0	0	0

PC2 DIVISION 2

	No.	Team	R1	R2	TOTAL
1	43	Barlestone 3	40	35	75
2	35	Amblecote 2		40	40
3	27	South Berkshire "Ditch Witch"	24	21	45
4	18	Calow "Rammed"	27	31	58
5	24	55th Doncaster	35	24	59
6	30	Barlestone 2	31	27	58
7	46	Jupiter	21	18	39

