



NORTHERN NAVIGATORS
 Colour Coded and NEOA Galoppen event at
Sir James Steel Park
 Sunday, 15th March 1992

Yellow – 1.6km, 10m, ? controls

1. P.Cooper	M11	COG	28.02
2. A.Shaw + co.	M40	COG	28.25
3. A.Turner	M8	CLOK	29.11
4. A.Lodge	W11	COG	31.09
5. D.Stokes	M13	COG	33.49
6. P.Richmond	M13	COG	34.41
7. E.Addison	W11	ind	36.00
8. G.Bettley	M11	COG	36.03
9. D.Brosnan + 1	M6	ind	38.19
10. A.Gibson	M13	NATO	39.55
11. V.Wood	M8	ind	40.10
12. M.Carter	M13	NATO	41.03

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13. J.Jones	M11	COG	42.05
14. R.Dobson	W9	COG	42.57
15. R.Brazier	W13	COG	43.45
16. C.Dobson	M13	COG	44.06
17. C.Stephenson	W11	COG	55.47
18. F.Neave + 1	W11	COG	64.44

Retired / disqualified

L.Hawthorn	W2	NATO	retired
H.Baxter	W11	COG	retired
J.Young	W11	COG	retired
S.Fisher	M11	COG	retired

Orange – 2.6km, 30m, ? controls

1. H.Ratcliffe	W21	NATO	23.38
2. F.Valentine	W13	NATO	25.37
3. J.Walker	M11	NRGS	25.53
4. M.Sprot	M13	NATO	26.53
5. G.Trainer	M13	COG	27.37
6. E.Williams	M13	COG	27.55
7. A.Blake	M13	COG	29.46
8. ? Hawthorn	W5	NATO	32.12
9. T.Foster	M11	ind	33.01
10. C.Whitton	W11	ind	33.06
11. M.Addison	M10	ind	35.27
12. D.Addison	M35	ind	35.51
13. A.Deahny	M11	COG	36.16

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14. H.Dixon	W11	NATO	37.49
15. G+S.Stout	M/W21	ind	38.49
16. D.Ripley	M11	DABS	40.10
17. A.Lindsley	W13	KHS	40.19
18. C.Doyle	M13	COG	40.32
19. M.Franklin	M12	DABS	40.46
20. R.Iceton	M11	COG	41.00
21. H.Heslop	W13	KHS	42.29
22. H.Robinson	M35	ind	43.36
23. C.Bryson	M11	DABS	45.18
24. A.Robinson	M8	ind	45.42
25. T.Stephenson	M10	ind	52.10
26. A.Wilkes + 1	W21	ind	57.49

Light Green – 3.6km, 30m, ? controls

1. M.Anderson	M13	NATO	32.03
2. S.Mathews	W21	ind	33.10
3. M.Valentine	M11	NATO	33.40
4. M.Brook	M15	NN	33.57
5. W.Jackson	M40	ind	34.11
6. S.Sprot	W40	NATO	34.57
7. S.Neatrou	M16	NRGS	35.18
8. J.Ellis	M13	COG	38.50
9. E.Bedwell	W60	CLOK	40.11
10. L.Regan	W21	SELOC	45.19
11. S.Stamp	W35	NN	45.30
12. J.Penfold	M15	NN	48.02

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13. K.Watson	M11	DABS	51.44
14. K.Stokes + 1	W21	ind	66.42
15. I.Brosnan	W40	ind	66.44

Red – 5.1km, 70m, ? controls

1. G.Brosnan	M40	ind	36.12
2. A.Ely	M40	ind	38.30
3. N.Pont	M40	ind	50.47
4. D.Watson	M40	ind	53.38
5. D.Dobbin	M45	ind	58.15
6. K.Heslop	M17	NATO	64.51

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7. T.Archer	M40	ind	65.20
8. R.Brown + 1	M15	NATO	66.54
9. T.Tinsley	M21	ind	72.11
10. A.Nicoll	M50	NATO	72.13
11. A.Cleverley	M45	NATO	81.07

Retired / disqualified

R.Collins	M15	JHAC	w6,7
L.Carter	M17	NATO	w8

Green – 5.1km, 75m, ? controls

1. G.Rose	M15	NN	40.29
2. J.Wilkinson	M45	CLOK	40.30
3. I.Wilson	M21	KNOB	40.47
4. A.Cranke	W35	CLOK	42.07
5. B.Richter	W21	KNOB	42.14
6. A.Morgan	M60	NN	43.20
7. D.Hale	M55	NN	45.03
8. C.Turner	M35	CLOK	45.06
9. S.Martin	M21	NN	45.16
10. M.Lowrey	M21	ind	45.34
11. E.Hale	W55	NN	46.47
12. M.Bowden	M55	NATO	49.28
13. N.Sprot	M40	NATO	49.55
14. G.Napier	M21	ind	50.02
15. K.Byrn	M21	NATO	50.25
16. R.McDougal	M21	ind	52.03
17. P.Davies	W35	NN	52.06
18. S.O'Neill	W21	ind	52.45
19. D.Nesbitt	M40	ind	52.55
20. H.Cooper	W35	NATO	53.21
21. L.Friel	M21	ind	54.47
22. R.Rose	W40	NN	54.58
23. I.Scott	M21	ind	58.06
24. G.Hardy	W35	CLOK	58.51
25. A.Hodgson	W40	CLOK	59.39
26. A.Jones	M50	NN	60.12
27. P.Cooper	W35	NATO	60.33

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28. K.Frankish	M50	NN	61.27
29. A.Egan	W35	NATO	62.48
30. G.Esterbanez	M21	iind	64.15
31. N.Gardner	M35	ind	65.31
32. M.Hudson	M50	NATO	66.35
33. L.McIntosh	W21	NATO	67.37
34. R.Foster	M70	EBOR	68.52
35. E.Morgan	W55	NN	77.27

Retired / disqualified

S.Whitelaw	M35	ind	w1
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Blue – 7.5km, 115m, ? controls

1. M.Anderson	M40	NATO	60.48
2. B.Hodgson	M45	CLOK	61.34
3. D.Brook	M50	NN	61.39
4. K.Bibby	M50	CLOK	65.57
5. I.Campbell	M60	CLOK	67.54
6. A.Craft	M45	NATO	68.00
7. M.Adamson	M50	CLOK	68.24
8. G.Rose	M40	NN	69.08
9. D.Malpas	M21	ind	70.51
10. J.Dixon	M45	UNOC	70.56
11. M.Swales	M45	NN	71.42
12. L.Walker	M45	NATO	72.00
13. G.Scott	M45	NATO	73.22
14. B.Harrison	M50	CLOK	75.53
15. M.Hardy	M55	CLOK	77.10
16. R.Bryson	M40	ind	77.20
17. A.Raper	M21	NATO	83.19
18. R.Maynard	M35	NATO	83.42
19. K.Cooper	M40	NATO	90.35

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20. F.Millar	M40	ind	91.44
21. J.Burn	W21	NATO	102.25

Brown – 10.0km, 200m, ? controls

1. P.Aynsley-Smyth	M21	NN	76.24
2. R.McKenna	M40	JHAC	77.43
3. I.White	M35	MH	81.47
4. R.Johnson	M45	NN	87.23
5. L.Marlow	M21	NATO	89.44
6. P.Jameson	M40	NATO	90.41
7. D.Harrison	M21	NATO	91.26
8. E.Stamp	M21	NN	91.47
9. S.Powell	M21	CLOK	102.35
10. D.Warburton	M21	CLOK	104.41
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11. P.Puckrin	M45	ind	132.46

Key : m – missed, w – wrong, f - found.

NEOA Colour Award Scheme

Members of NEOA may purchase the relevant colour badge on completion of three events, finishing above the colour line. For further details, contact Margaret Crosby (0191 2685449)

Organisers comments – *Elizabeth & Noel Arrowsmith*

Many thanks to all those that gave up their time to help us with the running of the event. Special thanks to Don Smith for both the use of his computer and program and for producing the results so efficiently. We must also express our gratitude to Mr.Valenti of the Freemans factory, who at very short notice allowed us to use the factory car park without any stipulations other than to keep the carpark tidy.

Planners comments – *Dave Caudwell*

What is it that makes someone remove a control site, complete with punches, and carefully set it up again 15m away in the middle of a particularly nasty area of prickly bushes (256)? Or, remove control 250 from its advertised position at the foot of a knoll and replace it at the top of the same knoll, again complete with punches? And what about the severance and the disappearance of the top part of a cane complete with punches and rubber thingy at control 207? I have no answers to any of these questions but this vandalism happened as well as the more usual loss of either control and / or punches at controls 212 and 215. Perhaps more remarkable was that some controls that were very visible indeed to the general public remained unmolested before, during and after the competition. Perhaps we sometimes unfairly blame the locals for vandalism which they did not do!

The courses were made more difficult to plan by the out of bound areas, particularly to the south of the finish. One of the fields did not become out of bounds until the Friday before the competition when the farmer suddenly started to plough it up. Anyway, I hope that these problems did not detract from your enjoyment of the event which took place in a new area which I think is not entirely devoid of interest.

I apologise to those competitors who went directly to the Waterfowl Park. Two weeks before the event the car park there which we had intended to use was calf deep in mud, thanks to 'improvements'. I spoke to the foreman who said there was no hope of it being finished in time as the surfacing materials he had were to be used to uprate the Wear Way footpath first, and he thought that there not enough materials to do both. So I decided the best thing was to get a new car park (my thanks to Freemans) and change the start and finish areas.

My thanks go to Frank for his support and advice and to Elizabeth and Noel whose slick organisation was definitely the best part of the event!

Controllers comments – *Frank Major*

Firstly I think I should express the clubs sincere thanks to Dave Caudwell for so painstakingly producing a superb map of a difficult area. I also tender my thanks to him for preparing imaginative courses on an area which presented only modest technical challenge. It was a pleasure working with him to optimise the potential.

On the day we experienced some vandalism, but not in the areas where it would have been anticipated by a reasonable man. I wonder what people do with stolen kites and punches? I think some slight inconvenience may have been caused but nothing so serious to have created disruption. There were otherwise few problems, but perhaps a unique warning about dangers of low flying model aircraft must take the prize for the most unusual map correction.

Finally my thanks to all the team who helped out and particularly to those who stayed back to clear the area of controls. Dave and I managed to get away by 1500 hours.

All competitors earned their Galoppen points.