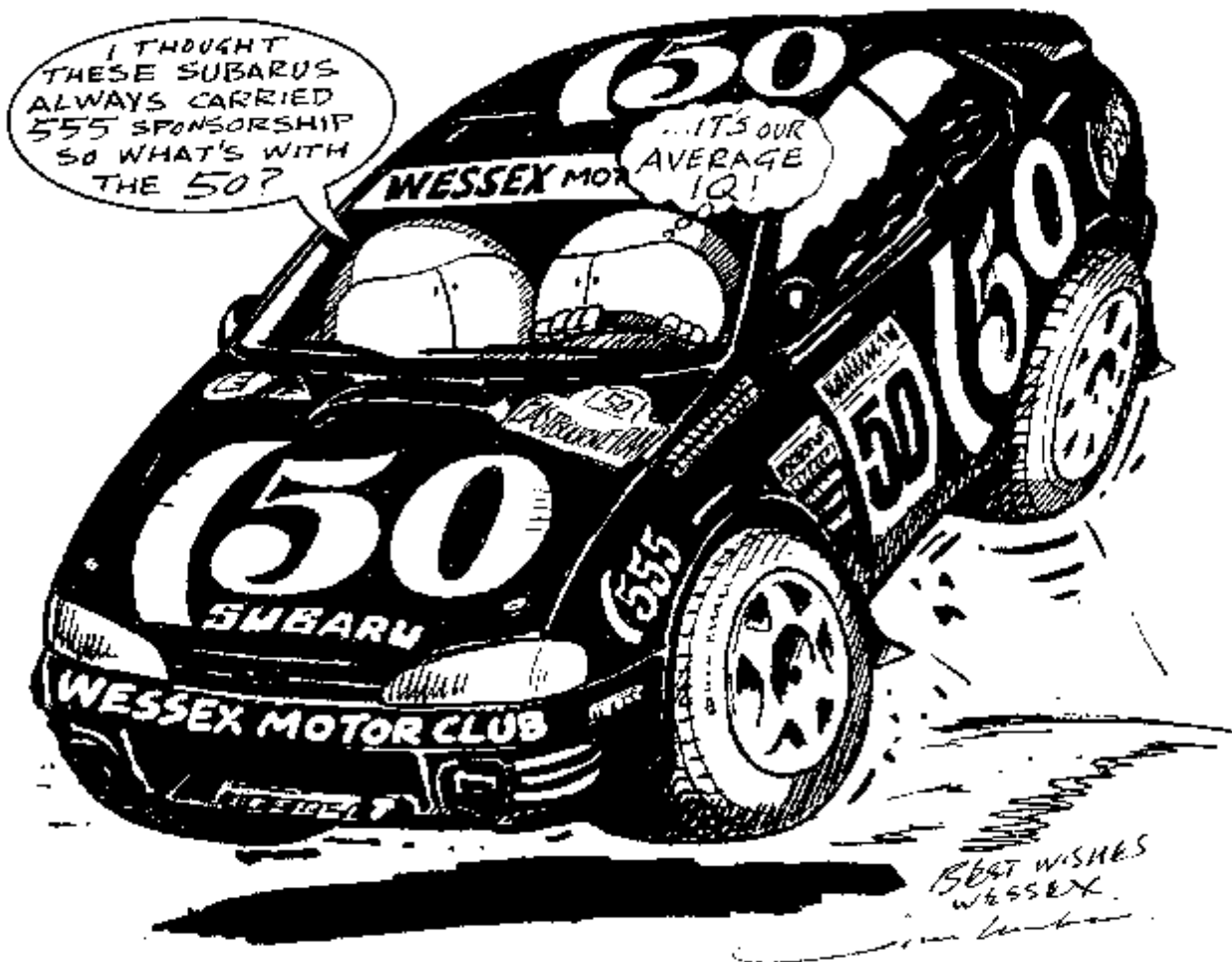


WMC Magazine

Issue 10 – January 2002



*Rallying in the New
Year!*

INTRODUCTION

Welcome back after the Christmas break. I hope everyone enjoyed the holidays. It's now 2002 & I'm very pleased to be able to present the 10th issue of the magazine. Let's hope it's still around for a good time to come.

This term promises to be a busy one. Before Easter the RUC & PC Championships will have been decided, the karting season will be well underway & we'll have had some more road rallies. We've also got the AGM & a Scalextrix night coming up. The complete calendar can be found on the inside back cover of this magazine.

Our last two events ran successfully. PC5 before Christmas served as the perfect end to the term, & PC6 was great, in spite of the dense fog & hitting a gate (at least the Spitfire sustained no damage!).

Since the last magazine I've done my first two non-Wessex events. They were run by Southsea MC & I navved Dave in his Fiesta (R.I.P.). It was much fun, despite the odd near-death experience (!). A full round-up of non-Wessex events, including this month's Resolution Rally, will be in the next magazine once everyone's done with exams. Speaking of which, I hope the exams have passed without too many problems.

So until next time, here's to a good 2002 & may the quest for a new burger van be successful!

Lizzie Pope

PRESIDENT'S PIECE

I've written this article once already and it was full of witty, irreverent anecdotes. Unfortunately I then lost it somewhere under a big pile of revision notes (and coloured-in bits of paper obviously), so here I go again...

Coming up on April 27th is The Funky Elephant, our very own Road Rally (with Basingstoke Motor Club). See the Comp Sec's Piece and the ad for further details. There will be loads more details in the mean time, but if anyone has any immediate questions, feel free to talk about it on the list.

We are also in the process of trying to wangle an autotest venue from the uni., so if that goes ahead it'll be much fun & we'll let you know about it asap.

This will probably be the last official President's bit I write for the magazine as we are electing a new committee at the AGM the week after PC8. You don't have to have been in the club for years to stand, so long as someone will nominate you. I'll give out more details about the positions soon, but please think about getting involved.

I hope everyone will enjoy PC7 and 8 as much as I enjoyed PC6. No Valentine's Day excuses for PC7 ... but please feel free to bring me and Lizzie lots of chocolate!!

Elly Pryce

CLUB CLOTHING

**You'll be able to pick up your new wardrobes very soon!
Details will be posted to the e-mail list.**

COMP SEC'S PIECE

We are now well into the season and the championship is coming to an exciting conclusion. With any number of competitors still in the running for the PC championship it should be an interesting end to the season. The RUC championship has been dominated by Calum and Jon all year, but they could still throw it all away with the top 9 competitors still having a mathematical chance of victory.

There isn't just the championship happening at the moment. We have our very own road rally, the Funky Elephant, happening after Easter. It is being run in conjunction with Basingstoke Motor Club and will be a great introduction to road rallying for all new and old members of the club. We would like to see all Wessex members out supporting the event, either competing or marshalling. An event that size needs lots of marshals so if you don't wish to compete then please help us by marshalling. See the ad in the magazine for more info. You'll be hearing a lot more about this in the coming weeks and we're also holding a preparatory "Road Rally: What it's all about" talk on 14th March.

This term's calendar is swiftly filling up. I hope you all enjoy it. An exciting term awaits us!

David Coles

IN THIS ISSUE:

**PC5 & 6 Reports & Results
How *not* to get your car stuck!
Championship Tables
Updated Calendar**

★ **FULLY UPDATED!** ★

WMC CALENDAR FOR THE 2001/02 SEASON.

FEBRUARY '02

7th: Scalextrix Night

13th: Karting Trials

14th: *PC7* – Scatter

21st: *PC8* – Scatter

23rd: Sunseeker Rally

28th: AGM

MARCH '02

7th: *PC9* – 12-Car

14th: Road Rally Talk

21st: *PC10* – Scatter

★ **EASTER HOLIDAYS (23/3/02- 21/4/02)** ★

28th: Old Farts' 12-Car

APRIL '02

27th/28th: Funky Elephant Road Rally

MAY '02

5th: Summer Scatter

10th: WMC Awards Evening

PC5

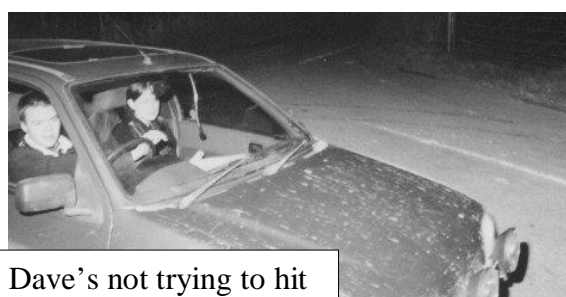
Well done all those who competed for keeping it (mostly) on the black stuff, and for having no offs on the way home. Thanks also to all those who marshalled, ensuring the smooth running of the event (and to you too for having no offs on the way home!). Thanks also to Susan who phoned me about their puncture - costing me a pound fine for my phone ringing in the pub! (Still it was for charity).

Tom Jenkins

PC5 Results:

PC	RUC	No.	Driver	Nav	Car	Fails	Mins.	Comment
1	-	4	Darren	James	Metro	2	21	Well done!
2	-	1	Dave	Elly	Fiesta	3	7	A closer look at the map might've given you the win!
3	-	2	Olly	Ben	Mini	4	14	Keep practising those first sections.
4	1	6	Chris	Toby	Mini	8	32	Well done. Top RUC ... and in a Mini!
5	2	5	Richard	Chris	Saxo	9	27	Made up more than max makeup in one section.
6	-	8	Ben	John	Polo	11	12	Sold your wheels yet?
7	-	3	Ali	Susan	Metro	15	17	A flat spare tyre is only of use around your middle!
8	-	7	Chris	Lizzie	Spitfire	21	30	Nice hat ... have you met Gordon?
9	3	12	Phil	Chris	Escort	32	20	Doing well until time got tight.
10	-	11	Miffy	Bhavin	Corsa	39	11	Got a bit lost after TC5, confusing the course closer!
DNF	DNF	10	Ally	Colin	Mini	-	-	Unfortunately ran into pissy plod, spoiling a good result.
DNF	DNF	9	Andy	Gareth	106	-	-	Almost a DNS. A minor off – ran out of road.

Darren & James en route their 2nd PC5 victory on the trot.



Dave's not trying to hit the camera ... honestly!

Thanks to Cosh's photographic skills, these and other photos of PC5 are on our website, www.soton.ac.uk/~motor

PC6

The Resolution Road Rally in January meant that Wessex weren't allowed to use any of maps 185, 186 or 196 (i.e. our usual patch) for the first 6 weeks of the year. Since the "original" PC6, a scatter, had already been planned in this area, it had to be postponed until February leaving a big gap in the event calendar. At this point, we were asked to set a 12-car for January at short notice, using maps 184 and 195. This placed our event a fair distance from Southampton, but since the area wasn't going to overlap with other Wessex events we had all the roads on 2 entire maps to choose from. We picked the best we could find, and strung them together into a 75-mile route of twisty, challenging and muddy lanes - the perfect ingredients for a top 12-car!

The evening's weather forecast on the day of the event itself was uncertain to say the least - they were predicting anything from rain, sleet or snow, to wind, ice and frost. But what we actually got was worse than all of those put together ... FOG! And lots of it ... in fact the entire route was encased in total pea soup from start to finish! We had been placing codeboards along the route all afternoon, and noticed as we approached the end of the route that the sky was clearing and mist was starting to rise from the wet ground. When we got back to the start there was a distinct haze in the air, and by the time the first competitors headed off, visibility was down to about 10 metres. Still, this wasn't enough to put off the competitors, clearly too focussed on the hope of victory to worry about driving virtually blinded!

The route started a few miles north of Ringwood, as close as feasibly possible to Southampton while leading straight into some fun, bendy roads. The navigation started off fairly gently and didn't seem to tax anyone at first, although a few crews missed the first long-way-round delta. The second section finished with a few miles of wider roads with fast straights and sharp bends - quick to drive in good conditions but not quite the same in this situation! Section TC2-3 was a mixture of fast wide roads and easy narrows, and should have given crews the chance to claw back any time dropped in the early sections - although things weren't going quite to plan with the ridiculous conditions in effect, and crews were already starting to drop time. We marshalled TC3 and were surprised to see Olly and Ben turn up early from the wrong direction - who were equally surprised to find us on the wrong side of the road! They were expecting TC2, but had missed a turning a few minutes earlier. TC3-4 introduced some narrower, twistier roads, a tricky delta, and a more taxing clue (road tracings, in random order and rotation in the expert nav), designed to start testing the abilities of both crew members. 4-5 used a long, fast and great fun narrow yellow, followed unfortunately by a stretch of straight and boring A-road that was necessary to link together our favourite pieces of road. In an attempt to slow competitors down on an otherwise easy section, the nav was deliberately time-consuming, although in hindsight this wasn't really necessary when drivers couldn't see anything more than a car-length ahead! The route from TC5 to TC7 wound its way over hills and through valleys featuring some steep and slippery slopes, although nobody on the night could have appreciated the scenic landscape...

Those crews who hadn't yet run out of time and had to cut route headed to TC8 through the Donhead villages, a few miles from Shaftesbury on the western edge of map 184. This section began by heading downhill into the thickest fog encountered on the route so far, which would not show any signs of thinning for the rest of the night. We drove parts of the section on our way to marshal TC9, and found ourselves almost "bouncing" between the sides of the road, literally unable to see both verges at the same time. The Donheads were designated a Quiet Zone because of the large number of houses, but I doubt that will have stopped the odd few competitors confusing their driveways with road junctions!

TC8 onwards led into some of the very best roads in the entire event: thoroughly muddy, narrow, twisty, pot-holed and rutted - a test of not only the crew but the car as well. 8-9 itself was only 3 miles long and made up entirely of these kinds of roads, that we intended to be a close competition for even the most experienced crews. The next 2 sections offered more of the same and some tricky clues to really get the navigators thinking. Of course, the navigators already had enough work trying to compensate for their drivers' lack of sight, and one crew fell off before TC11. While waiting at TC9 we

were beginning to wonder if everyone had given up and gone to the pub, since nobody had turned up in the first 15 minutes of the TC opening! Meanwhile, several other marshals had been phoning to say they were going to arrive late at their TCs, had broken down, or (naming no names ☺) had got hopelessly lost!

The last two sections started to head back east, trying to end the event not too far from Southampton, although it was still around 40 miles home, near Wilton. As a result the final section was fairly straight, although there were some unique features. Unfortunately very few crews got to drive them - almost all competitors had to cut route to reach the finish on time and approached from the wrong direction. Dave and Elly emerged (from the fog) as clear winners, an impressive margin ahead of second place PC (and first RUC) crew Jon and Calum. The two NE crews were slowed by their harder navigation, with Steve and Phil leading Tom and Chris by the narrowest of margins.

There seems to have been a running theme through this article - hardly surprising considering the enormous effect the fog had on the event ... at least it was memorable though! Darren was proud that he and James were the only crew to have driven the last section, but admitted he couldn't see any codeboards through the headlamp glare; Steve later said he'd dried out his eyeballs by not daring to blink! And despite all of this, people still said they thoroughly enjoyed themselves. That's a Wessex event for you...

Jonah Nuttgens

PC6 Results:

PC Results:

Pos.	RUC	Driver/Nav	Car	Fails	Mins
1	-	Dave Coles/Elly Pryce	Fiesta	7	27
2	1	Jon Taylor/Calum Maciver	205	15	35
3	-	Darren Tomes/James Read	Metro	23	46
4	-	Carl Gibbs/Tom Richards	205	25	30
5	2	Richard Lawley/Chris Gage	Saxo	26	51
6	-	Olly Smith/Ben Smith	Mini	31	29
7	-	Colin Davis/Bhavin Shah	ZX	38	24
8	-	Chris Field/Lizzie Pope	Spitfire	43	28
OTL	-	Ben Paddick/John Thompson	Polo	(27)	-
OTL	-	Michael Misfud/Phil Mudge	Corsa	(32)	-
DNF	-	Gareth Lewis/Susan Broughall	Belmont	-	-

NE Results:

Pos.	Driver/Nav	Car	Fails	Mins
1	Steve Barnard/Phil Kendall	Dolomite	11	33
(CO)	Tom Jenkins/Chris Moore	Fiesta	12	29

CHAMPIONSHIP TABLES

PC CHAMPIONSHIP

Position	Name	PC1	PC2	PC3	PC4	PC5	PC6	Best 6 of 8	Total
1=	Calum Maciver	10	7	10	6	-	8	41	41
1=	Jon Taylor	10	7	10	6	Marshal	8	41	41
3	David Coles	Set	10	Set	10	8	10	38	38
4	Elly Pryce	NE	10	8	Set	8	10	36	36
5	Darren Tomes	DNF	7	-	10	10	7	34	34
6=	Chris Gage	5	4	7	5	5	5	31	31
6=	Richard Lawley	5	4	7	5	5	5	31	31
8=	Ben Smith	10	-	1	4	7	4	26	26
8=	Oliver Smith	10	Set	1	4	7	4	26	26
10	James Read	DNF	7	-	1	10	7	25	25
11=	Chris Wilkins	10	1	3	4	6	Marshal	24	24
11=	Toby Jeffries	10	1	3	4	6	Marshal	24	24
13	Ben Paddick	6	8	1	1	4	OTL	20	20
14	John Thompson	6	8	-	-	4	OTL	18	18
15=	Gareth Lewis	3	1	8	1	DNF	DNF	13	13
15=	Russell Goodrum	1	4	4	4	Marshal	Marshal	13	13
15=	Tom Chicken	1	4	4	4	Marshal	Marshal	13	13
18=	Mario Giallombardo	5	1	6	-	-	-	12	12
18=	Simon Cox	5	1	6	-	-	-	12	12
20=	Alasdair Macmillan	-	-	Marshal	8	3	-	11	11
20=	Colin Davis	1	1	5	1	DNF	3	11	11
22=	Tom Richards	1	1	2	Marshal	-	6	10	10
22=	Carl Gibbs	1	1	2	Marshal	Marshal	6	10	10
24=	Anthony Froude	3	5	-	1	-	-	9	9
24=	Richard Sinden	3	5	-	1	-	-	9	9
26=	Ali Bennett	1	1	5	1	DNF	-	8	8
26=	Ed Dennis	1	-	-	7	-	-	8	8
26=	Mark Spitteler	1	Marshal	-	7	-	-	8	8
26=	Andy Garrett	NE	NE	Marshal	8	DNF	Marshal	8	8
30	Chris Field	1	1	-	Set	2	2	6	6
31=	Michael Mifsud	1	2	1	-	1	OTL	5	5
31=	Bhavin Shah	NE	-	1	-	1	3	5	5
33=	Phil Mudge	1	2	1	-	-	OTL	4	4
33=	Elaine Freer	1	1	1	1	-	Marshal	4	4
33=	J. Garrett-Sinclair	1	1	1	1	-	Marshal	4	4
33=	Susan Broughall	DNF	NE	-	1	3	DNF	4	4
33=	Lizzie Pope	Marshal	NE	Marshal	Set	2	2	4	4
38=	Simon Read	3	-	-	-	-	-	3	3
38=	Chris Knott	-	1	-	1	1	-	3	3
40=	Steven McDowell	1	1	-	-	-	-	2	2
40=	Tom Westbury	1	1	-	-	-	-	2	2
40=	Tom Barrett	1	1	-	-	-	-	2	2
43=	Stephen Saunders	1	Marshal	Marshal	-	-	-	1	1
43=	Steve Cowan	1	-	-	-	-	-	1	1
43=	Matt Crumpler	1	-	-	-	-	-	1	1
43=	Chris Thomes	1	-	-	-	-	-	1	1
43=	Matt Wolfenden	-	-	-	1	-	-	1	1
43=	Philip Davidson	-	-	-	-	1	-	1	1
49=	Nick Henry	DNF	-	-	-	-	-	0	0
49=	Ashley Cromack	DNF	-	-	-	-	-	0	0
49=	Rupert Goodman	Marshal	Set	Marshal	-	Marshal	Marshal	0	0

RUC CHAMPIONSHIP

Pos	Name	PC1	PC2	PC3	PC4	PC5	PC6	Be o
1=	Calum Maciver	10	10	10	10	-	10	
1=	Jon Taylor	10	10	10	10	Marshal	10	
3=	Richard Lawley	7	8	8	8	8	8	
3=	Chris Cage	7	8	8	8	8	8	
5=	Chris Wilkins	10	5	6	7	10	Marshal	
5=	Toby Jeffries	10	5	6	7	10	Marshal	
7=	Tom Chicken	5	8	7	7	Marshal	Marshal	
7=	Russell Goodrum	5	8	7	7	Marshal	Marshal	
9=	Phil Mudge	6	6	5	-	-	OTL	
9=	Michael Mifsud	6	6	5	-	NE	OTL	
11=	Elaine Freer	3	4	4	5	-	Marshal	
11=	J. Garrett-Sinclair	3	4	4	5	-	Marshal	
13=	Steven McDowell	4	3	-	-	-	-	
13=	Tom Westbury	4	3	-	-	-	-	
13=	Chris Knott	-	NE	-	-	7	-	
13=	Philip Davidson	-	-	-	-	7	-	
17=	Stephen Saunders	2	Marshal	Marshal	-	-	-	
17=	Steve Cowan	2	-	-	-	-	-	
19=	Tom Richards	NE	NE	-	-	-	-	
19=	Ally Bennett	NE	NE	-	-	-	-	

THE TRIALS & TRIBULATIONS OF WHITE ROADING

Please, if you will, imagine the scene. I have my Pug 105.5 in the body shop to be made back into a 106. I have in the meantime been given a 206 courtesy car, I live with Dave, Olly and Carl ... and we're about to go on a pub trip together in said car.

On our way to the Tally Ho, it was decided we'd try what Dave reckoned might be a fun white just outside Sparsholt, looping round to Broughton, via fun and fast roads. I duly got to Sparsholt, and turned left into a nice narrow, slippery yellow. At this point, apparently, Dave, Olly and Carl voiced doubts about the ability of the car to get down a white. I didn't hear these concerns, if indeed they were made! The road was fast, with a slick surface (much fun), so I continued up to the point where the road disappeared, and it became a farm track in the middle of a field. It didn't look too bad, so we continued ... oh dear!

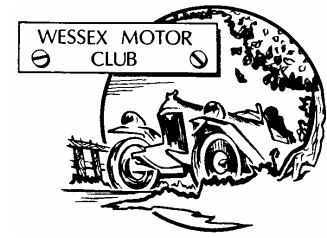
The car slithered about a bit, and I tried & managed to go from one side of the track to another. Then it slid into a rut and quickly grounded out ... STUCK. OOPS! Courtesy stuck in the mud, in middle of nowhere. Hmmmm. So we decided to ring a WMC person at the pub. Alas no one answered except Andy. He arrived but realised the 106 wasn't getting down the track, as did Paul with Elly. After much slipping, sinking of jacks into the mud, and generally hilarious, farcical behaviour, I was resigned to the fact that the car was *stuck*. Everyone had a nice coating of clay drying into their clothes, and the car was covered in the stuff, inside and out. After many phone calls, we realised that there was no Landy available that night, so I



was left with a courtesy car (value about £10K), stuck in a farm path, with no conceivable way out. I called the AA, who sent a patrol truck, which couldn't get down, so a recovery flat bed was then sent, and somehow managed to get down. By then, Carl & I'd been stuck in a field for the best part of four hours, (Dave and Olly had, cunningly, left to get Dave's Fiesta [RIP, hehehe ... but that's another story]). The truck arrived, with a driver who was stunned that a car that new was that far down a track. It cost a mere £235 to remove the car, but luckily there was little damage, save the splitter hanging off. On the way back, the car behaved like a pig. That was not, however, the result of the bang on the track, induced by bouncing the rev limiter and dropping the clutch in 1st gear. It was Dave and Olly letting the front tyres down to 5 psi and 10 psi. Not nice when going into a roundabout quickly. I put the pressures up after a stopover, and onto Q Burger, where there was much ridiculing of driver, nav and car.

The car was delivered back to the garage the next day after three programs on the jet wash, and a couple of happy hours spent cleaning the insides. I dread (yet strangely relish) the look on the technician's face when he next gets that shed on the ramp, and looks at the underside! It was caked with prime Sparsholt clay. NICE. Hope the cost was justified by the amusement value...

Rupert Goodman



Funky Elephant Road Rally

27th / 28th April 2002

Basingstoke & Wessex Motor Clubs are running the first Funky Elephant Rally, the successor to the highly acclaimed Cross Border Rally.

Our organising team comprises several regular expert and novice competitors from the ASEMCA/ACSMCA championships. Running on our home maps, we intend to make the most of the lanes we know so well, thus we aim for:

None of this

- Damaging white roads
- Circular herringbones
- Reams of map references to plot
- Regularity sections

Plenty of this

- Enjoyment for all competitors
- Fun route on the best lanes of maps 185 and 196
- Time recovery sections
- Straightforward navigation

If you want to get into Road Rallying, come and try the Funky Elephant. There will be a clubmans section aimed at newcomers to Road Rallying where competitors can experience rallying at National B Level.

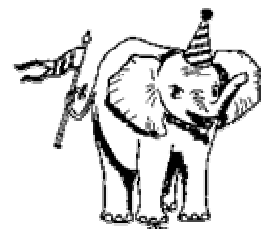
An event of this size needs lots of marshals and if you don't wish to, or can't compete, then please come out and marshal. Contact Phil Kendall (philk@tcp.net.uk) if you are interested in marshalling.

For more information check out the website. There you can register your interest, sign up to marshal and check on the current happenings with the event. Or contact Andy Coshan (Joint Clerk of Course) on 023 8090 8552.

FE 2002 is a qualifying round of the ASEMCA/ACSMCA "Rally 2002" road rally championship.



www.funkeyelephant.org.uk

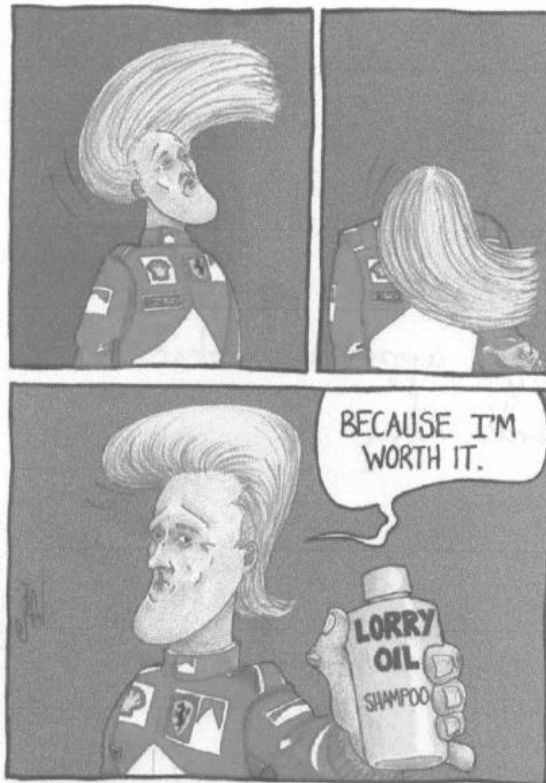


Reading

Taken from *Enjoying MG*, January 2002



"AT THE NEXT CHECKPOINT WE CAN EXCHANGE
OUR FULL SICKBAGS FOR EMPTY ONES"



Black Jag

©2000 Grant Firth

2001/2002 Committee:

President

Elly Pryce
ep500

Secretary

Chris Field
cmf100

Competition Secretary

David Coles
drc300@ecs

Karting Secretary

Darren Tomes
dst199

Social Secretary

Rupert Goodman
rrg199

Magazine Editor

Lizzie Pope
emp100

Web Site Editor

Olly Smith
oes100@ecs

RUC Representative

Chris Gage
cng100

For the latest news, information, championship tables and much more, check out our website:

www.soton.ac.uk/~motor

Have a question that needs answering? Why not contact the committee at:

motor@soton.ac.uk

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

Trying to sell something? Advertise right here, right now.

For submissions, please e-mail emp100@soton.ac.uk