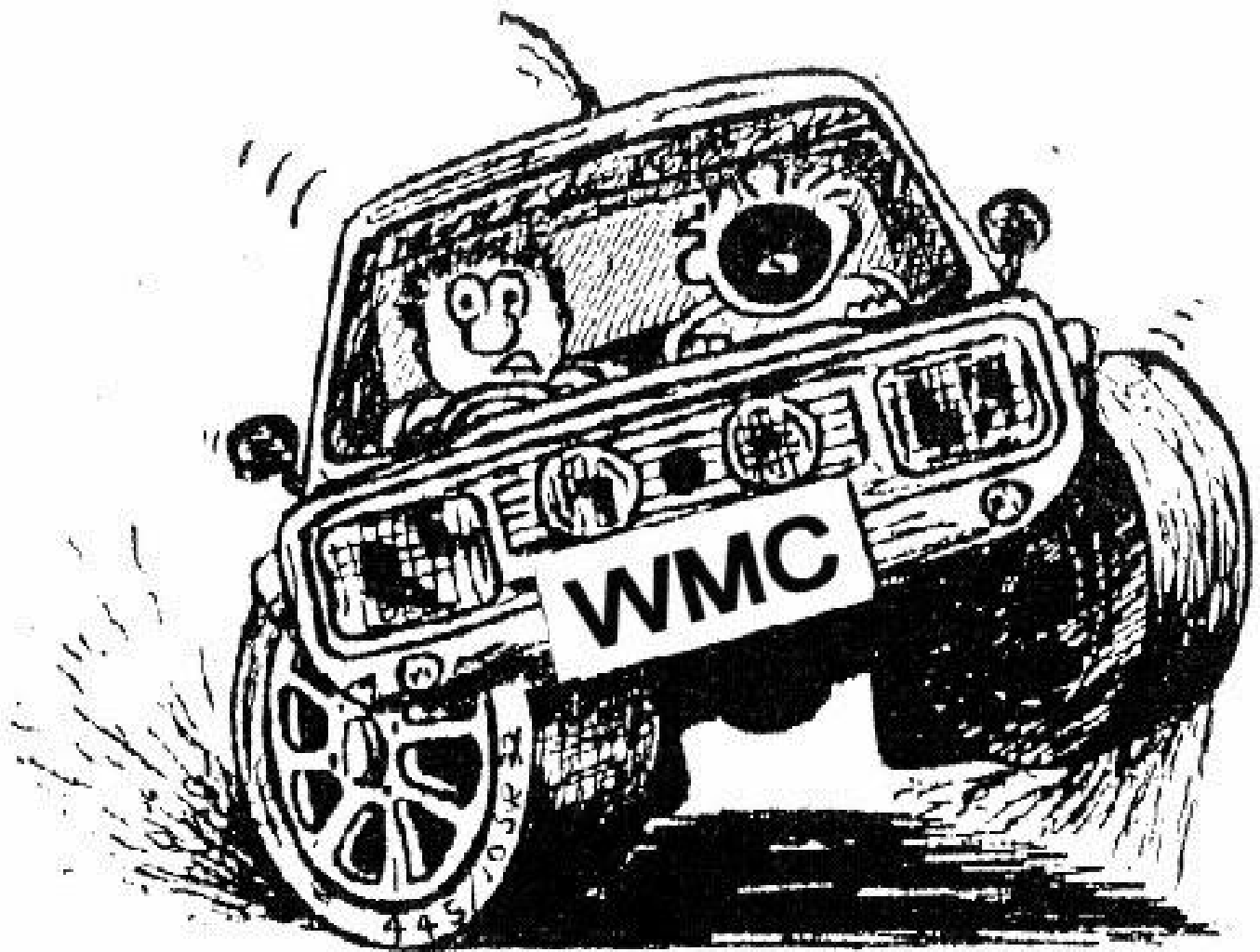


# WMC Magazine

Issue 11 – February 2002



**UNIVERSITY OF SOUTHAMPTON**

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## INTRODUCTION

Well, here we are again, and what a busy term this is proving to be! With the climax of our own RUC & PC championships just around the corner, the remaining two events are going to be a lot of fun and very competitive.

Our road rally crews have also been in action around the country, doing Wessex proud, and the SUKT have mounted their challenge for the 2002 title. We all wish them the very best.

If that wasn't enough, we've had our AGM, played Scalextric, & been to Rallye Sunseeker (thanks to Chris for organising that). We've hardly got time to watch the new F1 season!

Remember that our very own Funky Elephant Rally is coming up after Easter. It would be great if everyone supported it, either by competing or marshalling.

I hope that everyone's looking forward to the rest of the year as much as I am. See you there!

*Lizzie Pope*

## PRESIDENT'S PIECE

I've nearly come to the end of my year as President and it seems like loads has happened. It's been really great to have such a large number of new members this year. Thank you for supporting us!!

A great element this year has been our increased involvement in other club's events. This is good publicity for us and shows how brilliant our crews are when we win. It's also a sneaky way for the non-students to do 12-cars as Wessex ones are usually full of student crews. Probably the most enjoyable thing I've done as part of the club

## Miserable Old Farts' 12-Car (aka the Brown Slippers) 28/3/02

On Maundy Thursday, we're running a 12-Car for the NE crews to thank them for setting & marshalling for us when they've not been able to compete due to number of PC crews. It's on the first week of the Easter holidays & we need students to repay the favour by coming out to marshal. If you can be available *please* e-mail Dave at [drc300@ecs.soton.ac.uk](mailto:drc300@ecs.soton.ac.uk) & give a little time in exchange for a great night out

★ Maps: 185, 186, 196, 197

★ Signing on: 18:45

★ Start Time: 19:30

★ Start location: 646 214

★ Route: 100 - 110 miles long

★ Burger van finish before midnight

★ Expert nav (not too difficult. Also an easy class for those with a decent excuse)

For further details or to register, please e-mail [drc300@ecs.soton.ac.uk](mailto:drc300@ecs.soton.ac.uk)

***Thank You!***

this year is getting involved in Road Rallies. (Although competing is far more exciting, and warmer, than marshalling!) I really would recommend that everyone tries it at least once! Coming up on the 20<sup>th</sup> May is a trip to BAR in Oxford. We're hoping this will become an annual event so everyone will get a chance to go. As Social Secretary after Easter I'm going to try and organise some more interesting socials and trips, so please tell me if you have any ideas.

The saddest thing of the year has to be the departure of our beloved friend Mike. Many a happy night was spent at his burger van, and no others will ever live up to him.

Finally I'd like to say good luck to Chris Gage, who will be taking over as President after Easter, and to the new committee. We want to know what you think of the club, so please let us know if you have any ideas. We don't bite!! Thanks for a great year.

*Elly Pryce*

## WMC AGM 2002

On Thursday 28<sup>th</sup> February 2002, we held this year's AGM at the Milbury's. Many thanks to everyone who made the effort to attend; I hope it was worthwhile. The main item on the agenda was the election of a new committee for next year. For those of you who weren't able to make it & to refresh the memories of those who were there, those on the new committee are: *President: Chris Gage; Treasurer: Carl Gibbs; Secretary: Chris Field; Competition Secretary: David Coles; Karting Secretary: Gareth Lewis; Social Secretary: Elly Pryce; Magazine Editor: Lizzie Pope; Web Site Editor: Olly Smith.*

Congratulations to everyone & commiserations to those of you who boldly stood for election but didn't make it onto the committee. Remember that that doesn't prevent you from getting involved with the club. We always welcome ideas, so if you have one, don't be afraid to share it. The 2 committees will run alongside each other until Easter, & I hope everyone will support the new members.

*Lizzie Pope*

## IN THIS ISSUE:

**PC7 & 8 Reports & Results;  
Championship Tables;  
Scalextric; Karting; Events  
Reports & More...**

# Triumph Dolomite & Sprint Owners Club Autotest

27/1/02

Having written off DC's mighty Fiesta on Friday night, I was in need of a motorsport fix. Then Elly had mentioned an autotest happening at the Bath & West Showground, which is within walking distance of my parents' house in Somerset, so we headed over there.

An autotest is an event which taxes the ability of both the driver and the car to accelerate and brake quickly, and to make very tight turns around a track laid out using a number of obstacles, usually traffic cones. They usually favour small, manoeuvrable cars, and people have been known to make specially shortened vehicles especially to gain the advantage in an autotest.

Early on the Saturday morning, having collected the now carless DC from Stubbington, we whizzed over to my parent's place, in time for a swift cuppa and to dig out some very old and crusty tyres in need of a good shredding.

After having lapped the showground a few times, we *finally* found the patch of tarmac with the first test laid out on it, and a few Triumph owners parked about, none the happier to see a far superior car coming to compete (*AHEM!* Ed.). The first tarmac test showed that there was nowhere near enough grip on the knackered old Firestones we were using, so we had to cheat a little by dropping the pressure in the front tyres to almost nothing, which made acceleration from the line and braking to a stop a little more acceptable, but still pretty poor. I had visions of having to pick bits of Mini differential out of the tarmac after the constant wheel spin demolished it. Even worse was the having to replace the gear knob and steering column

wiper stalk after letting "Demolition Man" DC have a go.

The second test was on a tarmac surface with a light covering of gravel, probably the slippiest surface of the day. It was here that the only event damage of the day occurred, when a Sprint, unable to make one of the tighter corners, went sliding off into the scenery and gained a dented front wing.

The third test was on deep gravel, making it feel like a miniature stage, and it was probably the only test site where the relatively powerful rear drive Sprints had the advantage over the front drivers (Paul's 309, my Mini, a Perodoua Nippa, a Montego and an MG Metro). However, the advantage was totally reversed for the next test, a very tight layout on smooth, grippy tarmac. Every car but the Mini needed a 3-point turn in order to avoid all the cones.

It was back to the gravel for the fifth test, getting much more interesting as the ruts started to appear in the gravel - falling out of them could make the car behave very strangely indeed.

The sixth and final test was back on the site of the first test. The tarmac had started to dry out in places, making handbrake turns somewhat haphazard, almost to the point at which it was quicker just to drive the car normally around the cones.

## The final Wessex results:

- 1st** Me (Olly Smith), in the Mini
- 3rd** Paul Swindells, in his Pug 309GTi
- 4th** David Coles, also in my Mini

*Olly Smith*

Paul on tarmac...



...and on gravel



# RESOLUTION ROAD RALLY

## 19/20<sup>TH</sup> JANUARY 2002

### *Mud, mud, glorious mud. The Resolution in a 309*

The, much heralded, Resolution Rally, the first round of this year's road rally championship, came and went without too much ado.

The event, organised by Hart MC, had promised, in its many adverts, to be of the highest quality. Despite the multiple sponsors, we were still faced with an entry fee commensurate with other events in the area (40 quid for 180 miles of intense motor sport is still good value but given the apparent support from various companies, it would have been nice to have some reduction).

Wessex were well represented on this local event (maps 185 and 186) with four crews competing and two marshalling.

As usual, we started with noise test then proceeded to scrutineering. We managed to keep our sense of humour, despite the officious Hart MC scrutineer's attempts to fail the car, largely based on his inadequate understanding of the true details of the road rally vehicle regulations. Anyway, we passed scrutiny and promised to take heed of his petty comments, since he said that he would be checking later. We then progressed through signing on and set about

plotting the Quiet Zones, Black Spots and suchlike.

Having done all this we then hung about chatting with the other WMC crews awaiting the competitors' briefing. We were treated to a bit of light entertainment when Zip and Dick arrived to marshal. Originally Tom and Chris's marshal was to have been Tom's wife, Lisa, and Phil and I were to have brought Linda, my other half. However, Zip and Dick had kindly offered to substitute and, since there were there in Lisa and Linda's stead, they came suitably attired (complete with dresses and wigs). Photos will follow in due course!



'Lisa' & 'Linda'  
aka Zip & Dick

The briefing came and went and soon we set off on a neutral section to get us out of

town. The first competitive section was Regularity and I dreaded it, never having been able to master this type of section. I shan't bore you with the details of how it works, but it suffices to say that it involves a stopwatch and the ability to drive slowly. To our surprise, we managed really well on the Regularity and I reckon we were within only a few seconds of the time we needed. However, flushed with this initial success, I then proceeded to make the mother of all cock-ups on the next Standard section. Failing to see a road on the map, which was obscured by the county border, I sent Phil up and down all sorts of wacky routes before finally realising my mistake and regaining the correct route to book in 15 minutes late at the time control.

"Oh dear," said I, or words to that effect. We were already half way into our allowed lateness and had only completed two sections. Thanks to Phil's counselling, I managed to set this mistake aside and concentrated on redeeming ourselves. From this point on, we managed to make up time in many of the sections and did not drop any more time penalties. I was also getting the hang of the navigation.

By the time we reached the first petrol halt, we had

regained 11 of our 15 minutes lateness. Okay, given how relatively easy the navigation was, we didn't stand a chance of a podium position, but we still felt that a reasonable result could still be achieved (a lot could happen in the closing 120 miles!). After a brief break at the petrol station, we went off to the next control to await our fate.

The marshal here warned us that the forthcoming whites were very slippery, which we duly noted. We set off and, a short while later, slotted into the first white (on the second attempt due to my untimely calling of it). This was quite slippery but not too bad. Phil slowed quite a lot for the 90° right, in part because I called it and in part because there was a white Nova off in the scenery. We took the corner without problem and convinced ourselves that the Nova wasn't in need of our aid before making for the TC a short while later. We got our due time and set off again along the white to WYYW. This second white road was even more slippery, being tarmac with a coating of watery mud. I was struggling a bit with getting the route on the map (loads of map refs to plot). I called the 80° left then went head-down again to rejoin my battle with the romer. The next thing I knew was that Phil was braking hard having gone over a crest into a slope down to the aforementioned lefthander. We did not lose enough speed to make a safe attempt at cornering so Phil elected for the straight on escape into the field (a wise choice, in my opinion).

We were probably only 2 or 3 car lengths off the road

but the field entrance sloped downwards and was quite chalky. The photographer, who had been standing adjacent, ran up and started to push on the bonnet. I alighted and joined his efforts whilst Phil tried to get some grip on the wet chalk. This was all to no avail. We decided to drive further into the field and get a run up. Phil drove further in on the grass and we had another go. For a moment it looked like we would win but we foundered, once again, on the chalky patch. So we decided to turn the car around, thereby allowing Phil to see where he was going and what he was driving on. Unfortunately, in turning around, the car got stuck in the ruts on the field edge on which it was driving.

At this point we were joined by a white Nova (the one



we'd seen stuck earlier), who went whistling past the back of Phil's Peugeot and stopped even further into the field. We enlisted the help of the Nova's crew to try to unwedge the 309. After much effort, the car stalled and then failed to turn over (due to a recurrent starter motor problem) so we gave up and set about freeing the Nova. This we achieved without too much difficulty, only pausing briefly to watch a Mini fall off in a now familiar way but,

luckily, regain the road without further drama.

The Nova boys drove off, we deployed the red warning triangle to avert further mishap and then stood around chatting with the photographer for a while, having called the organisers for a tow. An hour and a half later (with only a brief interlude to push Olly and David back on the road!), we finally got out, by virtue of the engine finally restarting and some assistance from a Landrover and his tow rope.

Unfortunately we were now OTL at the next Main Time Control and thus would not get classified in the results. However, we battled on, rushing to the MTC just before he left in order to collect the navigation for the last third of the event. We then rejoined at a subsequent control 30 minutes and some seconds late.

From that point on we managed to make up time on most sections, including those with whites. Thus we finally gained the finish control and went in for our well-deserved breakfast.

Here it became clear where all the sponsorship money had been spent. The pub bar was festooned in all manner of shiny trophies. These, together with the cash prizes, probably made a significant dent in the sponsorship (although all marshals were overcharged for their breakfasts so that would have recuperated some of that).

When results were published, it was pleasing to see that Chris Moore and Tom Jenkins achieved 1<sup>st</sup> Semi-Expert. Olly Smith and David Coles should have got an award for 2<sup>nd</sup> Historic but the organisers made a balls of the

results so they lost out on a trophy (and possibly a cash prize). Bob Wisniewski and Paul Lettington also managed to finish, leaving Phil Kendall and me as the only WMC non-finishers.

In summary, the route was pretty good, the navigation

a bit taxing (many novices failed to finish) and rather irritating (loads of map references) and too much of the organisers' efforts and funds were spent on superfluous and frivolous things (like pretty rally plates, fancy advertising and big trophies) rather than

what really matters (a fun and satisfying event for competitors at all levels). This was a shame since the rest of the season is likely to be far better organised. The Kent, Barum and Funky Elephant all promise to be thoroughly enjoyable events.

Andy Coshan

## A Mini View of the Resolution

We arrived at the start of the Resolution with a little apprehension. We had heard a lot of things about Hart MC events and were not to be disappointed! We arrived at the noise test with Olly assuring me that the exhaust was now quieter and would easily pass. "Hmmmmm", I thought when we once again achieved 97dB, the limit being 98. We then moved along to scrutineering. We had heard that the chief scrutineer was a bit of a pissy sod and in preparation for this Olly had (1) got new, BIGGER arches for the rear, to cover up the fact that the wheels stick out past the old, smaller ones, (2) made himself an interior. (3) used *lots* of filler to make the driver's door look like a door again ... and much more besides. We went in.....

The scrutineer guy looked under the bonnet and commented that there were no inner wings to Olly's car, possibly to aid cooling ... then Olly nearly dropped himself in it by starting to say that the whole front end of the car removes, before thinking better of it! ☺ With only a bit more we were passed to compete and went to sign in.



Upon signing on we received a big pack of stuff and a *lot* to plot. The list was nothing but comprehensive, if a little OTT. Luckily they had a TV with the Monte Carlo WRC rally on, so for the next hour we were able to watch that. We then all stood around talking tactics. There was a Regularity section on this rally, and we'd never done one of these before, (a Regularity section is one that where you have to try and drive at 30mph). There seemed to be 2 ways of doing this: plan your trip times, count the miles and try to work out where you should be at certain points, or just guess. We went for the latter, as at the time I was trying to refold the map, in a Mini, that's as wide as the aforementioned map!

Having decided to enter as Semi-Expert, and thus

getting Expert nav I was quite worried as to how difficult it would be. It turned out to be relatively easy. The most difficult part was getting to grips with using a road book instead of envelopes. This also seemed to be a challenge to the organisers who forgot to give us any re-entry points so that we could cut route. Apparently having all of the nav in front of you was a good thing for the top crew who managed to plot several sections ahead at times after working out the correct code, although I must admit I never thought of doing this.

The event started with the Regularity section and from then on in we were dropping time on most sections. We missed a codeboard early on and then I made a very simple mistake in solving the nav that took us miles off route and through 2 very big fords. In the second one of these the engine cut out, and we were sat in 2 foot of water with Olly trying to start the engine whilst I watched us fill up with water. This cost us 20 minutes and nearly dropped us to OTL. We did the next few sections on time until we came to a slot off a B road to a yellow/white that

we just could not find. This put us over OTL before we found it so we had to cut 3 sections to the next re-entry point to get back on route. From this moment on I got my act together and rest of the event went pretty well.



We arrived at petrol with just about enough time to fill up, grab a drink and head off. Straight out of petrol there was a big section of whites that

nearly cost us the rest of the event. We went down to a 90 left that was very slippery and carried straight on into some very sticky mud. We were almost stuck and suddenly Cosh and Phil appeared on our bonnet pushing us out. Apparently they had gone off there as well but much quicker and then got stuck turning round in the field. Off we went for the rest of the event. The only problems after then was when we followed the Southsea MC Mondeo out of 2nd petrol and they went wrong meaning that we lost time on a neutral make up section after petrol. Later, I messed up a point where we were given the

direction exiting a TC and I read it as entering meaning we got the wrong approach.

In the end we finished with 4 fails thanks mostly to the Road Book system, and with quite a few minutes. We came 14th Overall and 4th Semi Expert but were a long way off being competitive in terms of closeness to other competitors. The event itself was pretty good in terms of the familiar local roads it used and the nav that in the most part worked and was not too difficult. I would go back and do it again, but with the hope that the organisation is a bit better.

*David Coles*



# KENT ROAD RALLY

## 16/17<sup>TH</sup> FEBRUARY 2002

### Slippy fun in Kent, inside a Pug

The Kent Rally, mid February, was great fun. Like the first championship round (the Resolution), the club was well represented. Unlike the aforementioned, the event was organised in a much more “laid back” manner and a good time was had by all. Okay, so I’m a bit biased. The principal member of the organising team, Chin, is a good mate of mine and until recently my regular driver. However, my appraisal is based upon my impression that everyone I spoke to had really enjoyed themselves.

Phil Kendall and I passed through noise and scrutiny with no trouble. We signed on and marked the map with the few pieces of pre-plot information (Quiets, Neutrals, and so on). We then had plenty of time to chat with everyone else at the start.

We started competitively straight out of the Start (a garage on map 188) on a two mile section. The navigation, issued in the usual envelope format, was very straightforward and so we had no trouble getting in on time at the controls. In fact, we often turned up over a minute early. This was to be expected as Chin had deliberately set the navigation with a view to giving us an enjoyable night out. Certainly, even the lower end of the field would have no trouble with this. That said, the route was particularly twisty and slippery; also the

occasional light fog served to slow us a bit.

We did however drop a bit of time when we had to avoid a PR problem (a resident had blocked the road with his Land Rover and we had to detour). A quick phone call to the organisers ensured a lesser degree of hassle to the later runners, but we lost some time. Other than this incident the route before petrol was unremarkable and we arrived to refuel feeling reasonably pleased with our performance and on a fair bit of a high from the really good lanes.



Bob & Paul en route

After petrol is a prime time for a visit from Mr Cock-Up (as any experienced road rallyist will tell you). This is when crews (navigators especially) are at their most vulnerable, having wound down a bit during the rest halt. Chin had certainly capitalised upon this factor by stringing several 2 mile sections together across the Pevensey Levels (we were now on map 199). Fortunately for me, it was the driver who was being taxed by the very twisty, unsighted and icy lanes. At least Phil had some benefit from my input as I plotted the very easy clues in a matter of

seconds. I must express my admiration of just how quickly he was traversing this difficult terrain. When I had the chance, I tried to imagine myself driving along there at similar speeds, but was unable to do so (and that was without me knowing just how icy it was!). However, Phil was later to comment how scared he had been on these sections; I’m glad he didn’t mention it at the time!

Having woken the drivers up, the route then turned the screws on the navigators. The next section involved a WUW herringbone and an A road which had a white running parallel to it and about 10 yards from it. By the time I worked out that we should leave the white to rejoin the A and then go back on the white, we had passed the slot off the white. I instructed Phil to turn round and take a slot right for immediate turn right onto A. This he did and then we slotted right back off the A for turn left onto white then slot left for turn right back onto A. At the competitors’ briefing before the start of the rally, we had been warned that there was one codeboard on an A road. We were convinced that this must be on this section, yet we had not seen one. We drove back to where we had first joined the A road but still could find no board. Assuming it to have disappeared we drove off and rejoined the route (after a slight excursion having missed the next slot off the A!). We



dropped a couple of minutes on this section, thanks to multiple traversal of certain bits. However, we once again slipped into a rhythm and managed to gain TCs well within time, despite the lanes still being very twisty and even more slippery. A short while later we realised just how slippery when suddenly the steering went light and we went straight on at a wet, muddy, icy 90 right. We ended up with the front panel kissing the hedge, the front wheels dangling over the drainage ditch, the floor firmly sat on the verge and the rear wheels floating in the air. Hmm, we're not going to drive out of this, thought I. Fortunately, the next car was only a couple of minutes behind. I had only just finished deploying the warning triangle (an increasingly familiar activity!) and Phil had hooked one end of our nice new tow rope to the back of the Peugeot when they slithered up to us and very kindly agreed to have a go at tugging us free. They had a damn good pull and for a moment I thought that we

would not get unstuck, but eventually after much wheel spinning and rope straining the Pug regained its rightful stance. So overjoyed was I that we were free, that, in approaching the front of our saviour's car to detach the tow rope, I momentarily miscalculated the combined effects of gravity and a significantly reduced coefficient of friction and landed flat on my face in front of them (well it was a nice convenient place from which to remove the tow rope!). The car back on the tarmac and my nice new sweat shirt christened with Kentish mud, slime and gawdnose what, we battled on to the TC to arrive only 3 minutes late. Back in the groove, we continued on to the end of the rally, dropping no more time and even making up some of that which we had lost.

When we finally reached the finish, the breakfast was well received and we took the chance to swap stories with the rest of the field. Our excursion into the ditch had cost us some time but our earlier failure to find the A road

codeboard meant we also had a fail. It turned out that the map shows three access roads from the white to the A, but in reality there are actually four. Thus we had not retraced ourselves sufficiently, hence the missed board. This gave us an overall score of 1 fail and 6 minutes (another minute having been lost on the section after the one which was scrubbed due to the PR problem) which gave us seventh overall, better than we'd expected given the cock up with the A road.

Other club members, who were out had similarly memorable experiences and, apparently, an enjoyable night (which, after all, ought to be the only significant measure of an event)

So, despite the simple navigation, the organisers got a result (only the winners were 'clean') with an interesting and cunningly chosen route. A great event. I think I'll enter next year!

*Andy Coshan*



Bob & Paul taking to the wee roads of Kent



How the Wessex crews fared...

<b>Phil Kendall &amp; Andy Coshan</b>	<b>7<sup>th</sup></b>	<b>1F 6</b>
<b>Chris Moore &amp; Tom Jenkins</b>	<b>13<sup>th</sup></b>	<b>1F 16</b>
<b>Olly Smith &amp; David Coles</b>	<b>14<sup>th</sup></b>	<b>1F 19</b>
<b>Zip &amp; Dick Howatt</b>	<b>19<sup>th</sup></b>	<b>3F 13</b>
<b>Bob Wisniewski &amp; Paul Lettington</b>	<b>2<sup>nd</sup> Clubmans</b>	<b>3F 40</b>

## Kentish Fun, Mini Style

After the Resolution the Kent was a very much more relaxed affair. Olly and I travelled up early so that we could grab a meal in a local pub, and fix any problems that had arisen with the car, like the alternator belt that needed tightening!! After food, we travelled to the noise test where we scored an unbelievably low 95dB, WOW! (Previous lowest 97/98 dB.) Then there was scrutineering. It was very relaxed. The guys checked the lights, looked at the car and started talking about when they used to run the a series engine back in the '60s and '70s. Signing in was just as fun. They tried to call me and Olly, Zip and Dick, and we were very insulted and soon put them right. With just a handful of grid refs to plot, everyone was soon standing around having a good old chin wag, giving me the chance to leaflet drop all the cars in the car park with Funky Elephant flyers.

Come the start at 12:04 we were up for a good night and we were not to be disappointed. Starting car 19, last Semi-Expert and one behind Zip and Dick in the MR2 we were soon enjoying ourselves on unfamiliar roads. The nav was very easy and straight forward. Up to halfway we had dropped just 2 minutes and no fails. This was the most competitive we had been on a Road Rally so far with only a couple of little things dropping

time. We even managed to get covered in mud at TC4 when Zip in his Rear Wheel drive MR2 pulled away on some mud in front of us. We then spent the rest of the event explaining why we were so muddy to every marshal that we saw!

After Petrol the frost started to come down and the route headed down towards the coast through a low lying piece of marsh land. We were still managing to keep on time even when the car cut out in some water forcing Olly to get the WD40 out. The next section then involved a white that ran parallel to a piece of A road with very hard to spot slots.



This would be where the event was decided. The route involved slotting back and forth from one to the other. There were cars everywhere looking for the slots. We managed to do this section correctly, eventually after several handbrake turns and me pushing us out when Olly handbraked into a load of particularly sticky mud. In the next section we went through a water splash meeting the Mondeo from Southsea MC. Somewhere along this piece of road we missed the codeboard

that cost us a top six finish, but we only lost 7 minutes in the red/white/sticky slot section. The rest of the event was on absolutely brilliant roads. We dropped another 10 minutes through a muck up by me losing my place on the map in a particularly populated junction section after working out that I had plotted the nav wrong, as well as missing a slot and not being able to find another because it looked like someone's drive but turned out to actually be the road we were after. This also included a 12 minute section, where we were following Muppet in the 106, that we completed in under 8 minutes.

Overall we finished 14<sup>th</sup>, 4th in Class with 1 fail and 19 minutes. This was our most competitive road rally yet. Had we not missed the codeboard we drove past we would have finished 6th OA and 1st SE, very annoying, but we'll be back.

The event was brilliant, the route to petrol was excellent and the route afterwards was just blinding. A very, very enjoyable night was had by all. I'll definitely be going back next year whether as a driver or navigator. I'm now looking forward to having my first Road Rally driving experiences over the next two events, the Barum and the Funky Elephant.

*David Coles*



## **WMC MARSHAL @ RALLYE SUNSEEKER:**

**23/2/02**

The alarm clock goes off. "Oh no, surely it can't be 6:30 already?" A quick glance at the clock is enough to confirm that it isn't 6:30 ... in fact it's 7:10. Oh Sh\*t! After a quick scramble to have some breakfast I managed to make it down to the Union for 7:35, just in time to see the mini bus pull up. And so began the WMC trip to marshal the Rallye Sunseeker.

By the time I got to the Union, there were already 4 or 5 hardy souls (obviously with functioning alarm clocks) standing in the drizzle, ready to go. As the other volunteers continued to arrive the main topic of conversation was the weather, as the precipitation had definitely not been forecast. Having loaded the jackets, bags and people into the minibus, we left at about ten to eight and headed for the M27.

Twenty minutes later, the rain had stopped, we were past Ringwood, and heading down a yellow looking for the track that lead to signing on. We found it without any problem, but it was blocked with metal barriers, and a large No Entry sign. "Err....does the sign apply to marshals?" "Are you sure the grid ref is correct?" "Maybe there's another entrance further up?" So on we drove, before deciding that we had found the entrance, and we were just going to have to ignore the sign. Sure enough, five minutes later we had found the start of the stage, and the rest of WMC contingent.

We were assigned marshal points 4 and 5, and having collected our lunches, set off down the stage to our points. Once parked, conversation turned to the weather, as it had started to rain again. Fortunately, it didn't last long, and after a few early showers (during which the minibus became very useful to keep the rain off), it remained dry all day.

While the stage had to be ready at 9:46, the first car wasn't expected until an hour later. This gave everyone a chance to wonder around our section, and discuss the most effective way of persuading Vicki Butler-Henderson to stop in front of us (she was co-driving Louise Goodman in a Pug 106)!

Louise Goodman & Vicki Butler-Henderson on the move. And no, they weren't stopping...



Finally the first cars came through, and wow, were they fast. For those of you (like me) more used to seeing racing cars going around a circuit from the far side of the gravel traps and catch fencing, the impression of speed you get standing a metre or two from a world rally car is quite incredible. As there were so many of us, everyone was able to walk up and down our sections, to get a variety of views, from the sideways exit of the hairpin at point three, to the huge speeds of the long straight at point 4, and right round to the narrow bridge at point 6.

The cars consisted of the usual Imprezzas, Evos and Cossies, along with some more unusual machinery such as Metro 6R4s, Lancia Delta Integrales, a Perodua Kancil (all 660 cc of it!) and even a Mini. As you would expect, the 4WD cars always looked fairly composed, especially compared to the smaller FWD cars that looked to be struggling for grip, even in a straight line. There were a couple of moments when an entire group of marshals took a brisk step back as a Pug 106 seemed to be coming straight for them (and no, it wasn't Rupert)!

The cars took about 2 hours to go through in total, and then it was time retire to the minibus to get some lunch, and stave off the frostbite for a bit longer. It may not have been raining, but it was bitterly cold (despite whatever Chris Wilkins may tell you to the contrary!). During the lunch break, the plan had been to drive round the stage and come back in again, collecting Olly and his Mini on the way. Unfortunately there were a few delays, which meant that there wasn't time to get all of the way around the stage, although Olly did manage to find us later in the afternoon. We did manage to get a plug for the Funky Elephant on Rallye Radio, though.

The afternoon running of the stage was much the same as the morning, although there were a few less cars. After all of the cars had gone through, there was the highlight of the day for many people – we had to drive (rally) the minibus through the stage, at no more than 15 mph of course! Keeping a close eye out for any Land Rovers that might jump out in front of us, Matt got us round the stage using the handbrake to good effect. We meet up with Rupert and Lizzie at point 32, where they had been marshalling (a rather long story), and after they assured us they knew the way out, set off behind them.

Rupert wasn't hanging about, but the minibus hung on gamely, helped by Matt's increasing skill with the handbrake. Anyway, after about 10 minutes of fun, we had managed to find a blocked road, and get back to the place where we had marshalled in the first place, but hadn't found the exit! After a little more driving, we had managed to find our way to the exit, where Phil and Chris had been waiting for quite a while.

A trip to The Turfcutters completed a very enjoyable day, with everyone hoping to do it again next year. Although I might need to buy a new alarm clock first...

*Chris Gage*

For those that are interested, the fully rally results can be found at [www.rallyesunseeker.co.uk](http://www.rallyesunseeker.co.uk)



A happy band of marshals!



Anyone want a lift?!



A Skoda that no one would turn their nose up at.





# WMC CALENDAR FOR THE 2001/02 SEASON.

## MARCH '02

7<sup>th</sup>: *PC9* – 12-Car

14<sup>th</sup>: Road Rally Talk

21<sup>st</sup>: *PC10* – Scatter

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

28<sup>th</sup>: Miserable Old Farts' 12-Car (aka The Brown Slippers)

## APRIL '02

27<sup>th</sup>/28<sup>th</sup>: Funky Elephant Road Rally

## MAY '02

5<sup>th</sup>: Summer Scatter

10<sup>th</sup>: WMC Awards Evening

# PC7

Myself and my flatmate Darren have been involved in the motor club since September 2000 and we were persuaded to set a rally, PC10 last year. We went out and got lots of points but unfortunately it did not run because of Foot and Mouth disease. In the end we realised that this was probably a good thing as about 70% of the points were really very near houses and the event wouldn't have been that great. We then decided to scrap the points when planning this years PC6 (which became 7 because of the Resolution Road Rally). We moved the rally a little way to the east and decided to go out early one Saturday to collect about 40-45 points.

It took us absolutely ages on the Saturday to collect the points, but we found some fantastic little roads and a finish pub that had not been visited by WMC before as it was closer to London than Southampton! Tracings were sent off to the RLO and then clues had to be set. Darren is generally better at solving clues, as I tend to know things about bodies and diseases and stuff and not confusing physics and maths stuff. He set the clues and I sat down and tried to solve them. With a few pointers here and there, and a bit of adjustment where mistakes had been made, we perfected the clues and were ready for the night. Unfortunately my car was not ready to be bought yet so we were doing it in Darren's MG Metro ... which was fine until about 5 hours before the event was due to start the exhaust fell off! That's what comes of driving a cheap Metro! That was fixed after great expense on Darren's side, but at least we had transport! The event ran smoothly on the night and I don't even think we had any crashes (one of the rare events this season ☺).

Although it was hard work I think we both enjoyed setting the rally and it was certainly encouraging hearing people's comments at the pub afterwards.

*James Read*

## PC7 Results:

Overall	PC	RUC	Driver	Nav.	Car	Points
1	1		Dave Coles	Elly Pryce	Fiesta XR2	79
2			Paul Swindells	Andy Coshan	309 GTI	78
2			Steve Barnard	Phil Kendall	Dolomite	78
4	2		Olly Smith	Calum Maciver	Mini	72
5			Tom Jenkins	Ceri Owen	Fiesta XR2	64
6	3		Andrew Garrett	Gareth Lewis	106	60
7	4		Ben Paddick	John Thompson	Polo	59
8			Dan Moss	Russ Goodrum	205 GTI	57
8	5		Rupert Goodman	Lizzie Pope	106	57
10			Matt Hall	John O'Neill	Fiesta	56
11	6		Richard Sinden	Anthony Froude	Volvo	53
12			Simon Smith	Steve Porter	Sierra	52
13	7		Micheal Mifsud	Colin Davis	Corsa	50
14	8		Carl Gibbs	Tom Richards	205 DT	49
15	9	1	Steve Saunders	Tom Chicken	BMW	47
16	10	2	James Garrett-Sinclair	Elaine Freer	Fiesta	36
OTL 17	-	-	Chris Wilkins	Toby Jeffries	Mini	55



# PC8

As the championship drew to a climax, 3 crews, and Darren Tomes still had a chance of clinching the Plotters' Cup title before PC8. At the start, 14 cars signed on, which was a relief, as CMA was fairly small.

Jon & I were still photocopying bonus sheets 25 minutes after the start in the Hartley Library. We then headed swiftly to CMA, getting there just in time, but almost going off on the tight right hand bend on its approach.

The event itself ran fairly smoothly. Steve & Jonah suffered an unlucky puncture, Steve's 3<sup>rd</sup> in 300 miles. Dan & Calum were dispatched with a working jack, and then they were away, recovering well to take 8<sup>th</sup> overall. Michael & Colin, in the Corsa, who did a 'wall of death' on one of the banked corners that are common on 196, told the best story of the evening. Ben & Olly were certainly impressed, following closely in the Mini.

With the results calculated, Dave & Elly had emerged victorious, not only in the PC class, but also overall for the second event running. Tom & Chris, 6 points behind, followed the Festa. Michael & Colin were a surprising & well-deserved 2<sup>nd</sup> PC, with Olly & Ben wrapping up the top 3.

Thanks to the marshals, Dan & Elaine. On behalf of myself, Jon & Calum, we hope everyone enjoyed the event, & apologies if some of the clues were a bit obscure.

*Gareth Lewis*

## PC8 Results:

Overall	Driver	Nav.	Points	PC	RUC
1	Dave Coles	Elly Pryce	64	1	
2	Tom Jenkins	Chris Moore	58		
3=	Phil Kendall	Susan B	55		
3=	Andy Coshan	Paul	55		
5	Michael Misfud	Colin Davis	44	2	
6	Olly Smith	Ben Smith	43	3	
7	Richard Lawley	Chris Gage	40	4	1
8=	Steve Barnard	Jonah Nuttgens	38		
8=	Rupert Goodman	Lizzie Pope	38	5	
8=	Steve	Simon	38		
11	Darren Tomes	Chris Knott	37	6	
12	Ben Paddick	John Thompson	36	7	
13	Andy Garrett	James Garrett-Sinclair	35	8	
14	Carl Gibbs	Tom Richards	34	9	

# KARTING

## Test Day 2 (13/2/02)

With the championship just one week away, the SUKT set off to Whilton Mill for some final testing. On arrival at the track, the optimistic weather that had accompanied our journey was soon replaced by torrential rain.

As the organisers of the championships seem not to possess grooved wet weather tyres, the teams were sent out on slicks. This led to aquaplaning on the straights at over 60 mph, and slides that required very quick correction, all of which was great fun. Everyone was relishing the conditions.

A small (soon to be large) flood had begun to form on the racing line of a sweeping right hand bend. The sensation of driving through it was (I'd imagine) like going through a car wash in an open top car. The team therefore followed their stints with 20 minutes warming up in a car.

All the 2-stroke rookies acquitted themselves well, quickly getting to grips with the 21hp, 60kg karts in less than ideal conditions for a debut. Some real talent was uncovered, which, as Ash tells me, is a Southampton tradition. James Hayward, Dave Coles and Andy Garrett were particularly impressive, consistently putting in quick times. This not only bodes well for the 2002 championship, but also the next couple of years as their talent continues to develop.

*Gareth Lewis*

For further information about the SUKT, visit our website

**[www.soton.ac.uk/~motor](http://www.soton.ac.uk/~motor)** and follow the links, or go direct to the Inter Uni.

Karting Championship website **[www.iukc.co.uk](http://www.iukc.co.uk)**

# SCALEXTRIC NIGHT 7/2/02

The week before PC7, to celebrate the end of exams, we made a return visit to the Crofton Racing Centre, to spend an evening playing with cars of an altogether smaller size. Last year's champion, Phil Kendall, was hoping to be given the opportunity of emulating his previous success, but this was thwarted by the sheer number of people who came along. 20 of us packed into the centre, and we were divided into five teams of four for the evening's entertainment. The teams were as follows:

Team A: Olly, Rupert, Carl, Dave.  
Team B: Andy, Russell, Gareth, Dan.  
Team C: Elaine, James, Chris, Owen.  
Team D: Ben, Phil, John, Toby.  
Team E: Elly, Darren, Chris Field & me (Lizzie).

As on our visit last year, everyone took turns, sometimes racing and other times marshalling the track, replacing or removing displaced vehicles.

This year, we raced four different classes of cars. After our warm-up time, we began with karts, everyone desperate to avoid a first race collision. Once a full rotation of competitors was complete, we were then given rally cars to race, which were replaced with touring cars once everyone had driven each of them. Finally, we took a selection of Porsches round the figure-of-eight track to conclude the session. Unlike last year's 'each man for him (of her) self' mentality that we adopted, the team element of this year's entertainment meant that tactics played a role in deciding who won. The final results were as follows:

POSITION	TEAM	SCORE
1	D	424
2	B	417
3	A	328
4	E	311
5	C	274



Congratulations to the victorious Team D. Yes, Phil did it again! I think it's accurate to say that everyone had an enjoyable evening, rounded off with a drink in a local pub. Thanks to Dave for organising the night once more. I presume we'll return in 2003?!

*Lizzie Pope*

*Maybe it was one of those times when hindsight is an invaluable tool, because many did not see PC7 as such a momentous occasion, or maybe not. Whichever way you like to take it, someone is adamantly professing that...*

# **“The Boys Are Back In Town!”**

O’Neill and Hall took the rallying world by surprise on St. Valentine’s Day, returning to rallying after almost two years in retirement, making PC7 their strategic debut event for the 2001/02 season.

Hall may have been out of the action but certainly not off the scene for he has been a welcoming and friendly faced marshal to many crews arriving at TCs over the last few months, little suspecting that Hall is covertly gathering information on his competitors. O’Neill, as ever, remains a dedicated follower of Formula 1 however it is believed he is now paying close attention to driver psychology and racing lines. Sightings of both Hall and O’Neill pushing hard during practice sections at Brands Hatch only add to the conclusive evidence that these boys mean business.

Plagued by liquidity problems during previous seasons, Hall, remaining loyal to Ford, has since acquired a MkIV facelift Fiesta. Visibility on the night was perfect, the tarmac dry and Hall, not pushing himself or the car, was notably smoother and faster. O’Neill had a clear focus of the semi-veteran crew’s event strategy showing no signs of pressure yet leading them to a top ten finish and a resounding victory over Smith and Porter.

Despite the pair’s success, Hall and O’Neill had not anticipated the hot competition from Goodman and Pope but with rumours of Hall about to buy a second car, 2002 looks as though it will be the year for them to find Paradise by the Dashboard Light.

*Matt Hall*

# THE PHEASANT PLUCKER AWARDS EVENING

On Friday, February 1<sup>st</sup>, a group of us went to Alton for the night for an awards evening hosted by Basingstoke & Guilford Motor Clubs. The ceremony was to celebrate the successes of individuals within clubs, and also in the Pheasant Plucker Road Rally. We were there to support Elly, Chris, Dick, Zip & Cosh who were collecting awards for the Pheasant Plucker 2001.

It certainly was a night on which we were all proud members of Wessex Motor Club. Why? Because between us we outnumbered both the other clubs put together! Whilst members of Basingstoke and Guilford received a polite round of applause when presented with their awards, Wessex members received a rousing cheer to accompany the rapturous applause. Dick & Zip's award was 1<sup>st</sup> Semi-Expert, Chris & Elly's for 1<sup>st</sup> Clubmans, and Cosh's for 1<sup>st</sup> Expert

All in all it was an enjoyable evening. It was good to have an excuse to celebrate the successes of the club, and, of course, another opportunity to publicise the Funky Elephant!



The winners: Dick, Chris, Elly & Cosh

*Lizzie Pope*

## How to do a Road Rally Talk

**Thursday 14<sup>th</sup> March 2002 @ 7:45pm in the Sports Bar**

**Please meet in the Concourse at 7:30pm**

The talk will last about an hour and will tell you everything you need to know to compete in the Funky Elephant Road Rally, which Wessex is running on the 27<sup>th</sup> April, 2002.

A Road Rally is basically like a 12-Car but about 150 miles long and runs all night. They're great fun and you don't need anything special to do them. If you want to find out more (and get an exciting hand out) please come along to the talk. If you can't make it the handout will be on the web; but we would highly recommend that you come along if you want to compete in the Funky Elephant.

After the talk we will be going to the pub (Nellie's Nob).

*Thanks.*

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