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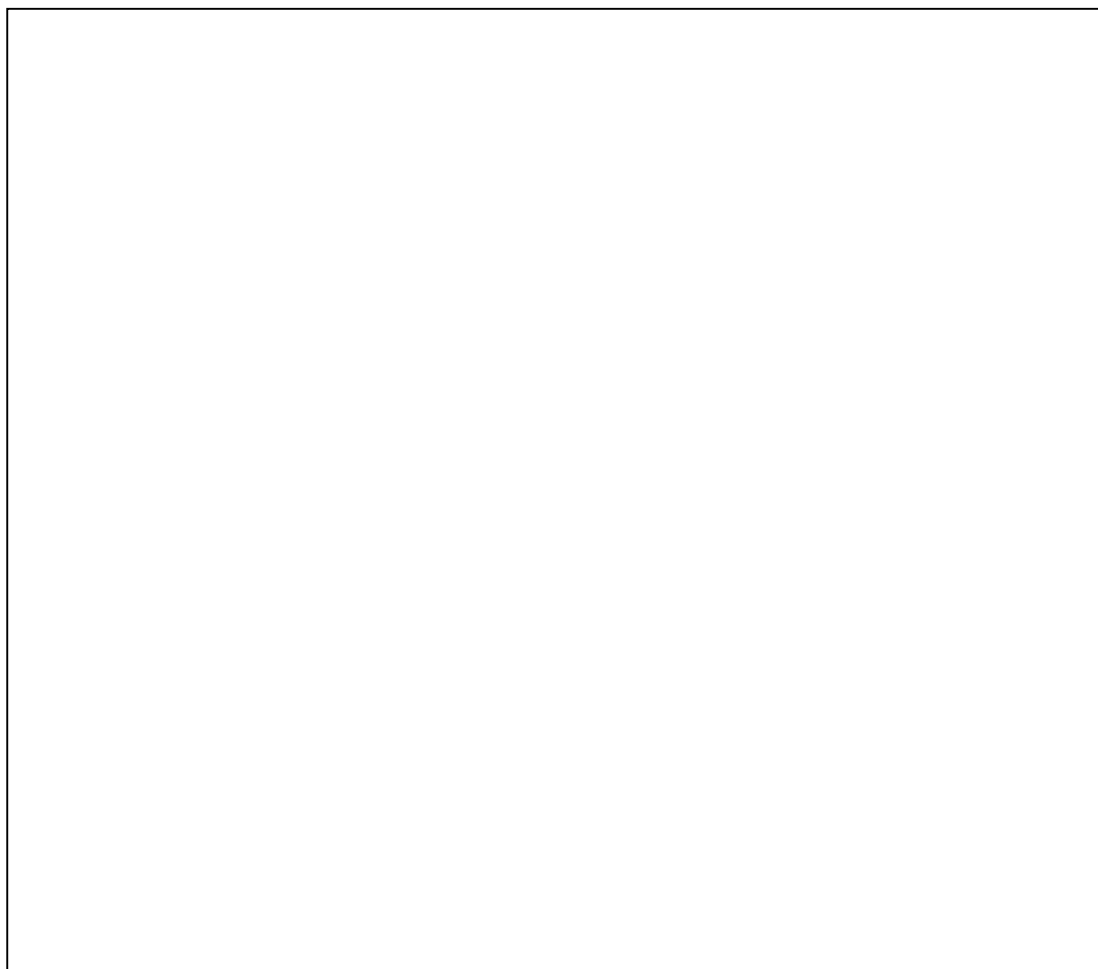
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WMC Magazine

Issue 13 – April/May 2002



The Soggy Hippo

FUNKY ELEPHANT 2002

The number plate says it all...

Shiny, new Nat B licence in hand, I started my first ever road rally. I wasn't so much impressed we finished as impressed we survived, but finish we did with seconds to spare having had a fantastic night.

Before the petrol halt things weren't going great. We span on the first corner due to underestimation of the slippery conditions and an over enthusiastic handbrake turn (yes, I know it was only a slot 90 right). We had intermittent problems with the car and dented the sump guard on the north Upham white. We then lost some

time as I puzzled over the order of the tulips and then proceeded to get lost on the maze of roads around Upper Swanmore, but I think we managed to get all the codeboards (in various directions). When I opened the TC19 envelope I just couldn't make it work. We resorted to following Olly. We got to the next control, TC19 and I realised my error having missed the transport instructions on the previous sheet. Not surprisingly the instructions then worked.

Following a fleeting petrol halt we started the second half determined to improve. At first it was going better, we were enjoying the wet, slippery challenging conditions and as I quickly shut my window at each control I was amazed at the commitment of the wet, cold people out marshalling. Thank you.

Unfortunately after TC34 our intermittent problems became more terminal



and try as we might the car refused to start. After an hour or so, cursing the car and the afore praised weather conditions, we were wet, cold, tired and about to give up, when for no apparent reason she started. Now OTL we drive straight though TC35 to the next junction where the engine stopped

... again! The minutes ticked by as we watched it get light still unable to work out the problem. Then with about 25 minutes to OTL at the finish, luck shined upon us. We started..., stopped, then started again and we were off. I really didn't think we were going to make it, but Paul gave it everything, possibly bending a few traffic

laws along the way (Droxford to Micheldever, you do the maths). There was a moment approaching the Junction 9 roundabout when I really thought I might die. My heart sank and I thought it was all over. Thankfully, in true Swindells style (sideways on the handbrake) we managed to avoid all solid objects.

After wrong approaching TC47, to a cheer from Zip and Phil and another handbrake turn the tension turned to manic laughter. We arrived at the pub on our last minute with adrenaline coursing though our systems. It was a very exciting night. I had a great time and am looking forwards to the next event. Thanks to everyone that stopped to offer help/condolences. Thanks too to the organisers and all the soggy marshals who came out on such a horrid evening. But, thanks mostly to Paul for not killing me.

Susan Broughall

Karting Round 2: Buckmore Park

Southampton B Team

6/3/02

The second round of the Inter Uni karting championship was held at Buckmore Park (Chatham, near Maidstone, Kent). Fortunately the weather was kind to us and we had the first dry race of the season.

As Darren reported, A-team had a very respectable day finishing in 8th place. Unfortunately the B-team, of which I was a part, had an "interesting" afternoon full of spins and bizarre incidents, finishing in 32nd place.

The problems began during the parade laps when the B-team kart (Dave Coles driving) refused to start cleanly. When we did get it started, it travelled only 30 metres before popping and spluttering to a stop. As a result Dave lost his 14th place grid position and dropped to the back, losing half a lap before being successfully restarted. Unlike F1, the rules allow you to retake your grid position before the rolling start so Dave's race effectively began on the warm-up laps as he chased the pack. By the start he had regained several places. Dave then set an excellent pace keeping up with the more experienced outdoor drivers. However, there was a cost to running at this pace and he had several spins during his stint and by the end had lost about four laps to the leaders. However, his pace was very encouraging.

Tom Pocock then took over for the second stint and again set a very quick and consistent pace, moving through the field with some great overtaking. However, a few spins cost us some time. Tom was then the victim of the first bizarre incident of the day when the brake-troubled Southampton A-team kart attempted to lap him, couldn't find any brakes and slammed into the back of him. The closing speed was frightening but fortunately both karts and drivers escaped serious damage or injury.

Toby Jeffries took over for the third stint and again put in an excellent and consistent pace. He also demonstrated superb kart control when he had a high speed, 360 degree spin and managed to get it pointing the right way and carried on without losing any time. I then took over for the fourth and final stint of the afternoon and unfortunately set the slowest pace of the team, about 1.5 seconds a lap slower than the times set by Toby. I did, however, suffer only one quick spin during my stint. Every cloud, hey?!

With about 15 minutes of time remaining I encountered the second bizarre incident of the day. At the fastest part of the circuit (70-80 mph) a piece of plastic flew off the kart in front and shattered in the air. I believe it was someone's crash helmet visor. Anyway, I hit the flying pieces and a small fragment got underneath my part open visor and into my left eye. I drove a full lap with only half vision, waving at crew on the pitwall indicating I needed a driver change, but it wasn't seen because nobody was ready when I arrived in the pits. Once stationary I was able to remove the object from my eye and carry on as normal until the end of my stint.

So, all in all, it was great fun. The karts were great in the dry and the result, 32nd, didn't really do us justice. Our pace was good but we made too many mistakes and suffered from some bad luck.

John O'Neill

At the next round (Rye House), Southampton A came 16th, and Southampton B came 27th. The final round was at Clay Pigeon, and our B team beat our A team, coming 21st to their 24th.

In the final championship standings, Southampton A finished 15th, whilst Southampton B ended the season 25th. The championship was won by Loughborough A, who dominated the championship, winning the first & third rounds, and coming second in the other two. Although it was a bit of a disappointing season we have the prospect of a better one next year, as well as the exciting news that the club now owns its own kart.

Lizzie Pope

'MOMENTS'...

As the end of an incident-filled year draws nigh, here's a brief reminder of a few of those moments. Many thanks to those concerned for letting the photos go public...



Some just have a Cavalier attitude to events! Nice job with the gaffer tape.



The Barum Road Rally 2002 – an event that Elly, but particularly David, would rather forget...



Elly & DC's Barum Report

Stopped in a Devon pub for some very nice grub & a game of pool!!!
The event was crap
We reversed into a bank
"Elly had Marmite crisps which were yummy"
We went home
Got stopped by plod
Didn't miss much
"Except lots of money!"
and got some sleep!!

NSMSC

A weekend in Scotland

10th-12th May 2002

A collaboration by Jon, Olly, Paul, Bob, Susan & ZIP.

6 of us left Southampton. 2 days, 4000 miles, 4 rotor arms, 2 gallons of oil, an autotest, a table top and a "12 -car" later, we returned having unfortunately failed to put Edinburgh in their place or bring back any silverware for Southampton. HAD FUN ANYWAY...

We all drove up Friday, about 8 hours in the car. Longer for Olly as he went via Somerset to do some last minute welding. Driving through the Black Country on a Friday afternoon wasn't nice, but after getting past the traffic nightmare that is the M6 in Birmingham, we had a nice run up to Carlisle. We had a snack to eat, fuelled up and went the interesting route to Edinburgh!! A roads and B roads, but the 300ft drops were fairly interesting and some of the B roads were very, very twisty. With memories of past trips Jon was looking forward to the roman road stretch of the A68, then we came round a bend there it was stretching for miles into the distance. I was driving, so got to yump his car over the blind crests. Great fun. I WAS SHOCKED BY THE VOLUME AND THE SPEED OF THE MINI.

Jon had strategically placed relatives just across the Forth Bridge, so we stayed at their family home in the village of Aberdour AND THERE WERE COWS IN THE FIELD OUTSIDE. We proceeded to turn it into a motor club house for the weekend with maps, nav, sleeping bags etc. inside and spare wheels in the back garden. Saturday morning there were a couple of final adjustments to the cars, then we set off.

The autotest was great fun - big field, some cones, no traction and plenty of opportunity for the handbrake. The only problem was the Mini's appetite for rotor arms. We stopped on the way back to buy Halfords' entire stock. On the subject of rotor arms I finally worked out why they were breaking: there's a bit too much engine movement under braking, leading to the dizzy striking the oil cooler and moving the dizzy cap

sufficiently to impede the rotor arm. Altho' it took my full supply of rotor arms to work this out, so we did almost the entire rally and the journey home on another gaffa tape and cable tie rotor arm ;)



Being my first auto test I was somewhat apprehensive, remembering the correct route was a big concern. Fortunately it was very straightforward and it was all very clear where to go. I really struggled for traction, and the first few runs were well off the pace. Then towards the end I set a few good times, once I lowered the front tyre pressure even more, but by then it was too little too late. Still, I didn't break the car, and the hours spent the week before replacing the rear shoes was well spent – the direction-changing lever was working better than ever!

Having psyched myself up thinking the table top would be a complete nightmare, I found it relatively simple, but the marking was based on counting various things on the route and I wasn't really careful enough. SO, IT WASN'T THAT WE COULDN'T GET THE RIGHT ROUTE, JUST THAT WE COULDN'T COUNT.

Scutineering was interesting. The Wessex crews were the only ones using harnesses instead of seatbelts. They asked us if we were going to be using the seatbelts, as well as the

harnesses. I assume they don't see many non-standard cars up there.

The rally was 11 cars and about an 80 mile route, effectively a 12-car. There was not much on the map that looked very exciting (I HAD WONDERED IF IT WAS THE RIGHT MAP). The roads were not very interesting, more up and down than we were used to, but not very twisty. I think we got air off some of the yumps though. *But we did find the Scottish people are *INCREDIBLY* slow drivers.*

We dropped lots of time on a dodgy herringbone that wouldn't go and had to cut route (we hadn't realised TC locations were given on the timecard, so had to find a passage check and ask where the next TC was). Bob and I ended up following a novice crew to the next TC on that section.



The Mini on the Forth Road Bridge
(note, no handbrakes here!!)

Follow novices, never !!! The 3 Litre Capri we were following was really going for it, at one point he reached well over 50 mph on a dead straight wide yellow! But then promptly slammed the brakes on for a very sharp 10 right! and they just didn't get the message when you sat on their tail flashing your spots. We were warned at the start there were a couple of deep fords on route, one we were warned not to go too far right. With this in mind all the electrics were once again waterproofed, expecting 2-3 foot deep fords. When we actually got to them they were less than 3 inches deep!!! 3 inches, if you were

lucky. I kept winding up my window in panic when we saw the ford sign only to find they were bone dry. Oh well, they do things differently up there...

A few more bits of time-consuming nav meant we started the last section with about 2 minutes of OTL to play with. The location of the Finish TC was given and I had already plotted a route which seemed about the right length before looking at the nav, so we just drove. The results didn't show us missing a board on that section, so I must have guessed correctly.

The last few sections were the exact route of the Jim Clark Stage rally last year. I think this went to my head and I took it upon myself to replicate what a proper rally car would be doing, albeit somewhat slower. Taking the racing line on a very twisty A road, for a few miles I was starting to enjoy the rally, and when we had just passed a slot left B road, Paul announced we wanted it, too far past I simply hand braked it around, and wished that a photographer and or spectators were watching. We enjoyed that stretch of A-road too and Jon did a fantastic handbrake turn on that corner, I think his 'practicing' in the afternoon paid off. Thought I heard something about dodgy overtaking on a white road though... Dodgy ... not really, we slotted in to what was the only white of the evening and I was aware that we were close to OTL. We slotted in behind a slow moving Montego (is there any other kind?) I decided we needed to get past, I flashed him and he sort of pulled over so I overtook him. BUT YOU WERE HALF WAY UP THE BANK AT A 45 DEGREE ANGLE ... AND THEN OLLY DECIDED TO FOLLOW. AS WE OVERTOOK I HAD AN AERIAL VIEW INTO THE DRIVER'S WINDOW. About 200 metres further on I saw a TC and slammed the brakes on. WE ONLY JUST SAW AND THE MINI SLAMMED ON THE BRAKES, MANAGED TO LOCK UP ALL WHEELS AND SCREECH TO A HALT JUST MILLIMETRES FROM THE BACK OF THE NOVA. The marshal was in stitches and Zip has been amused by the event ever since.

Oh and did we mention the how slow Scottish drivers are...?! The part that was a bit sad though was that they thought it was a great event, even if the roads were a bit rough. Shame the best road was an A-road. If only they had a chance to try the

Upham whites and Big Path Farm ... Roll on the FE 2003 for the NSMSC. There are definitely some drivers in our club that would scare the Edinburgh navs - do you think we should try it?

In the rally I think we were 4,5 and 6 out of 9 crews in the non-expert class (since 3 crews either didn't finish or OTL'd). MMMM, MAYBE IT WOULD HAVE BEEN BETTER TO ENTER AS NOVICES - I THOUGHT THE PENALTY WAS 3 POINTS PER EVENT. It was nice to see different ideas, but the lack of information increased the home advantage.

After limping the Mini back to a petrol station, **with Olly actually going less than the speed limit**, we got home about 5 am. Sunday morning (well Sunday afternoon really) we got up and sorted ourselves out to leave. We arranged to meet up just off junction 40 of the M6 to find somewhere to have a picnic in the Lake District, found a spot by Ullswater after which we all headed our separate ways.



Susan, Bob,
Jon & Zip

Olly please tell me you didn't handbrake turn on that A road by the lake? *Ahem... let's just say the family that were*

Results:

Universities:

- 1st Edinburgh
- 2nd Southampton
- 3rd Leeds
- 4th Glasgow
- 5th Glasgow Caledonian

following us in the 4x4 looked a little surprised, altho' not as surprised as the woman in the passenger seat of the Jag we overtook at (very high speed) ;)

Susan and I went the interesting way down the red towards Windermere and over the Kirkstone pass - I think the 8 or so cars we overtook on the way up (the 20% gradient) were also slightly surprised :-) **Much more interesting roads than anything on the rally!** After the Sunday afternoon drive on the Saturday night it was more like rally driving on the Sunday afternoon. **Sorry Bob, I just couldn't resist the opportunity of blatting past.** Once we got passed the traffic it was great fun (slight incident when the wing mirror got intimate with a wall as the car we were overtaking cut the corner to avoid some sheep). **We saw you overtake and thought "Oh they must have swapped drivers again"** What are you saying about my driving? **Or mine?** Got nearly to the motorway, and I let Susan take over driving again, just as we joined the 3 mile long queue to the M6 :-) Gee, thanks... **We stayed behind all the traffic and got caught in the same tailback getting on to the motorway.** After that we had a clear run all the way back. Got to Bob's about 10:30ish, I got back to Reading about midnight. We didn't get back until 1am and driving for that last hour really dragged, I was very glad to get home. Great weekend, shame about the event!

Crews:

- 1st Hugh Bradley (Edinburgh) & Euan Brodie (Edinburgh) 6 points
- 2nd Alex King (Edinburgh) & James Patterson (Edinburgh) 20 points
- 3rd **Olly Smith (Southampton) & Zip Zerihan (Southampton) 22 points**
- 4th **Bob Wisniewski (Southampton) & Paul Lettington (Southampton) 23 points**
- 5th **Jon Taylor (Southampton) & Susan Broughall (Southampton) 23 points**
- 6th John Sedgwick (Leeds) & Louise Towers (Leeds) 24 points
- FTF Douglas Smith (Glasgow Caledonian) & Jennifer Hunt (Edinburgh)
- FTF Luke Devereux (Glasgow) & Colin Barr (Glasgow)
- FTF Henry Lowson (Edinburgh) & Simon Walsh (Edinburgh)



Southsea Motor Club Events

In December of last year, Dave asked me if I'd like to nav him in what turned out to be the last SMC 12-Car of 2001, but the first of many SMC events that WMC members would gatecrash! I think I must've been complaining about needing more motorsport fixes, and I'm pleased to report that these events have become quite regular. As first events go, that December one was rather challenging, the primary reason for that being the number of maps the event ran on ... 4!! (*Wimp!! DC*) Slightly daunted but rather excited (I think adrenaline prevailed), we set off into the night. The nav varied, some bits were solvable, others required rather more attention, including one which, if memory serves, took both of us, parked at the side of the road for quite some time to solve (*only because someone plotted the end grid ref wrong ☺ DC* – ahem! If memory serves, that was a joint blunder!). Fortunately, we had some time in hand, so didn't suffer too badly.

Come January, Dave & I decided to join SMC so that we could enter their 12-Car Championship, and on the 9th we embarked on our mission to show SMC that Wessex rule ... hummmmm!! That 12-Car was the last that *that* Fiesta participated in (for those who've been on Mars of late, that car came to an infamously sticky end in a certain brick wall near Ocean Village... - ☹ DC). As we'd done one event together, both of us were more relaxed, and it proved to be a seriously enjoyable night. The roads were fun, and included a white that was cautioned due to tree roots that was more than a little bumpy! We suspect that it was because of that road that we ended up changing the front nearside wheel in the

car park after the event. (Well, I say *we*, when that should actually be *Dave* changed it. I proved that I'm a weak & feeble female and held the torch...). Despite that & Dave's numerous attempts at killing me (*you mean where I put your side of the car off the road into a ditch trying to follow a Mini that was holding me up?! ☺ DC*), we were doing well and were competitive ... rather too competitive. Olly met us in the car park as the aforementioned tyre change was in progress to inform us that we'd won! Quite pleased, we followed him into the pub, where Dave made a fatal error of being too honest... Dave, explain! *There appeared to be a box for each codeboard and we had an empty one. I stupidly asked whether the box should be filled in. Apparently it should've and they'd missed it during marking, doh!! Everyone else had missed it in front of us as well, so not all bad.* We ended up 3rd overall, 2nd novice, 0 fails, 40 mins. Nevertheless, we had proved that we had potential, and it had been a thoroughly enjoyable night. Unfortunately the other two Wessex crews out that night were less fortunate. Olly & Jon finished 7th overall, 5th novice, with 1 fail, 87 mins, and Messers Coshan and Kendall retired with a broken fan belt (*Fiesta reliability, you can't beat it!!*).

For the February 12-Car, Dave was otherwise involved with the SUKT, so I made a intrepid (or should that be stupid?!) move, and agreed to do it with Olly (*after my own experiences I'd agree with stupid!! DC*). I

spent a lot of the event wondering how in the world he could hear me over the noise of that Mini, but apparently all was well, although the Mini had a different opinion. After the first TC, we had issues (*electrics + water + Mini don't mix!! DC*). Some minutes later, we moved on, wiser and repaired. I say wiser as we had missed a slot left, and could see other competitors take it, so knew where to go! It was another entertaining event, and as Olly didn't manage to scare me, not the last I've done in the Mini. We finished 9th overall, 5th novice, with 4 fails & 11 mins, whilst Andy & Phil did rather better, and made it to the end, coming 5th overall, 4th expert, 1 fail, 6 mins.

The following month, Carl & I decided to do the SMC 12-Car together as practise for the FE. We were doing alright, and we think we would've had a competitive finish, but our goodwill meant that these hopes weren't realised. Driving innocently along, we stumbled across a white 205 XS, Jon's, parked on the verge. Intrigued and concerned, we also stopped, got out and went for a walk ... and found who else, but Messers Coshan and Kendall, stuck! The story goes that Andy was 'convinced' that this was the right route, and a rather too trusting Phil had gone against his better judgement & plunged into a no-go white. As the photos show, it looked like the 309 had gone for a swim, a very muddy swim, and so the rescue mission began.



Stuck Pug #1...

We had the ingredients for the perfect 12-Car recipe: three white, Wessex Pugs, a generously sprinkling of suggestions, some more successful than others, much water, more mud, some sludge, torch lights, oh and more mud. Jon took his car down to try and pull Phil's out ... but it got stuck too. DOH!!! That was *not* the plan. So, off went Carl, Andy and Jon in the remaining Pug, to get help, in the form of Jon's friend, who was kindly lending us a 4x4, a few hundred miles away... (*about 30 miles, actually DC*)



... and #2.

Meanwhile, the 12-Car ran on, and WMC were well represented. Dave & Olly finished 3rd overall, 3rd expert, with 2 fails, 12 mins, Andy Garrett & Gareth Lewis finished 5th overall, 2nd novice, with 3 fails, 28 minutes and Steve & Simon came in 6th overall, 3rd novice, 3 fails, 30 mins. Ben Paddick & John Thompson unfortunately retired after getting lost and missing too many TCs to catch up. In case you were wondering, SMC did have some crews out that night! (*And they all finished!! DC*)



Did I mention it was muddy?!

Back at the Pug car park some time later, a helpful SMC 4x4 pulled both stuck Pugs free, before Carl, Andy and Jon returned. Some Southsea members were impressed by the charitable nature of Wessex crews, as both Jon & Susan and Carl & I had forfeited our evenings to lend a hand, but it was quite a sight to see! ☺



More of the brown stuff...

The April 12-Car was in the Easter holidays, and for this event, Elly navved Dave, Susan navved Jon, Phil navved Andy and I navved Olly. Once again, it the event ran on good roads and was really enjoyable. We even found some spectators, just up the road from one of Olly's many rather exuberant handbrake turns! The most memorable part of the event was when Olly & I went straight on at a 90 right, which I failed to call (just to make a change...! *Sounds familiar* ☺ DC Thanks for the support!! ☺), straight into a farmer's field, at which point Olly remarked that he'd been in the same field a few weeks earlier in PC9! The car came out rather more fragrant

than when it entered the field. When the results were announced, Andy & Phil were joint winners, with 0 fails, 0 mins, Jon & Susan came 7th overall, 5th expert, 0 fails, 3 mins, Dave & Elly came 8th overall, 6th expert, 0 fails, 4 mins and Olly & I came 11th overall, 7th expert, 0 fails 21 mins. That was the last SMC 12-Car until September, but I think that Wessex has definitely made its mark in Southsea 12-Cars.

In addition, Dave & I took part in a Southsea scatter on May 15th. The format of the event was very different from that of Wessex scatters. At the start, we were given a list of 18 tulip clues to solve, and the aim was to visit as many as possible, note down the codeboard found there, and come back to the finish pub. If crews tied on the number of boards they visited, then the crew that did the shortest route won. So, we solved the tulips, and were the first crew to leave. We trundled around, easily visited every one of the tiny codeboards, and returned to the pub. It was a fun, relaxed event, because we had plenty of time to do our route, and when the results were announced we, and two other crews had tied for the win: we'd all got all the codeboards, and all done the event in 60 miles! It was then that we kicked ourselves, as we'd mysteriously found ourselves on the wrong round about at one point, so inadvertently gained a few miles. I know I'm not a brilliant nav, but a surprise roundabout sprung up on us... (*hmmmmmm* ☺ DC) Hey-ho, it was a good night, and both Dave & I enjoyed it.

Many thanks to Southsea for welcoming us into their events. I've had great time doing them, and look forward to many more!

Lizzie Pope & David Coles

INTRODUCTION

Welcome to the final magazine of this academic year. I'm sure you'll all agree that it's been a fantastic year. I'm looking forward to next year already!

On behalf of everyone, many thanks to all the organisers of the Funky Elephant 2002, for putting on a brilliant event, doing themselves & the clubs proud, especially considering the adverse weather conditions. It really was a brilliant event. I thoroughly enjoyed it, despite arriving at the finish with our car on tow... Well done also to all the competitors, and a further thank you to the marshals for withstanding the horrific conditions and giving the event such wholehearted support, it wouldn't have been the same without you.

Since the last magazine, there's also been the skid pan course, the Awards Evening and the Summer Scatter, which brings us to the end of the season. One of the worst things about the summer break has to be the absence of Wessex events, but I'm sure next season will again be a lot of fun. We've been forced to postpone our trip to BAR until next year, so there's that to look forward to, as well as 10 closely fought PC rounds, the FE 2003 & much more!

Before the break, though, it's exam time, so all the best to those of you sitting exams. To our members who are graduating this summer,

thanks for all your support, good luck in your exams and in whatever you do after uni. We hope to see you sometime soon!

From all the committee, may I wish you all a brilliant summer, and we'll see you in October. Best wishes...

Lizzie Pope

PRESIDENT'S PIECE

The piles of revision notes covering my desk at floor at the moment unfortunately signal the end of the season, and what a great season it has been. The competition has been very close all year, with friendly rivalry, and motorsport is always better based on merit rather than contracts.

I hope everyone enjoyed the Summer Scatter, which, after burning some midnight oil and a bit of grovelling to the MSA by our Comp Sec., turned out to "be alright on the night". Thanks to the lack of incidents, hopefully the event can go ahead next year to. Congratulations to Jerry, Zip, Dick, and Helen on their victory – even Jon's

water pistol couldn't prevent them winning!

The last big event of the season took the shape of the Awards Evening, a

chance to congratulate those who did well, and much more importantly, remind everyone of the mistakes made over the year!

Good luck to all those that have exams to sit, and I hope everyone has a great summer. See you all next year!

Chris Gage

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SKID PAN @ GOODWOOD

24/4/02

After finding a small white shed in the corner of the car park within Goodwood circuit we were given a short lesson on front and rear wheel skids, their causes (drivers, generally) and how to control them. We then moved on to the Skid Control skid pan, where we discovered two Ford Sierras, which look roadworthy, to say the least. Our instructor, Jim, then gave us a quick demo in do front wheel skids (apparently all that was really needed was too much air in the front tires, oh, and an oil slick), and after this it was our turn for having a go with the car set up to skids. After the instructor loose solo in which was an automatic rear wheel skids. This one was more interesting, as most of us were not used to an auto, and this one spun a little more easily! Nobody quite hit anything, though one car nearly ended up on the airfield, which incurs a thousand pound fine, and a couple of times there were some rapidly moving spectators! After our tuition and practice came the time for the competition. This consisted of doing a figure of eight twice, in the automatic car, as fast as possible. The first three competitors completed the course in around one minute, and then it was my go. So what did I do? ... Spun it on the first corner and got disqualified! I swear I wasn't even going that fast. Well at least I didn't hit anything. Here are the results of the good drivers:



Pos.	Driver	Time (secs)
1 st	Jon Taylor	54.69
2 nd	Michael Mifsud	56.85
3 rd	Simon Wildgoose	57.31
4 th	Chris Gage	57.70
5 th	Bhavin Shah	62.42
6 th	Susan Broughall	62.93
7 th	David Campbell	63.18
8 th	Stephen Saunders	63.32
Disqualified	Chris Field	Spun it!
Disqualified	Colin Davis	Spun it!

A good afternoon was had by all, and I think everyone learnt a thing or two. Now I can drive round corners at the speed limit in the pouring rain, whilst safe in the knowledge that I can handle any situation that might arise. Well, in theory anyway. The strange thing is, I think my car skids more than those Sierras. Maybe I should check my tire pressures...

Chris Field

FUNKY ELEPHANT 2002

A hole load of fun in a Polo!

Well, being my first road rally, I guess I didn't really know what to expect. The introductory talk gave me the impression that the FE wasn't going to be a lot different from a standard 12-car, but I was definitely looking forward to the challenge of driving all night, although I was a little sceptical about how the trusty (!) Polo was going to handle the

dropped the odd minute here and there and began to make up time once we got into our stride. As soon as we had started I was loving the roads, and so was the car: I was having a great time chucking the old girl around the corners, the sheer volume of water and general debris on the roads helped the car slide around very nicely indeed! As the conditions were



possibly the worst I have ever rallied in (apart from fog, but that is another story), I did try and take it easy to begin with, I didn't want to put us in the ditch before TC5. However, as we racked up the miles I got more and more confident. It seemed the

experience! To be honest I thought the rain was going to ruin the event. I'm happy to say this was certainly not the case.

We arrived at scrutineering and couldn't help feeling a bit out of place, what with wall to wall roll cages and cars loaded with more rally kit than you can shake a Demon Tweaks catalogue at. I was not deterred. Progressed to noise test, passed (90). The car got past the critical eye of John O'Neill, apart from the loose battery which I seemed to have overlooked. The rest of the signing on procedure was fairly uninteresting (and would make even less interesting reading) so we'll skip a couple of chapters. Those out on the night will doubtless remember the weather conditions, for those of you who were not, I don't remember when I last saw that much rain.

The endless wait for our start finally arrived; we were at last starting the FE. The heart was pumping, adrenaline was flowing, the left bank was running lean (sorry!) The first few TCs went quite smoothly. We only

'mint with the hole' was capable of more than I was giving it credit (or the opportunity) for. I began to pick up the pace, leaving the brake pedal well alone! We started to lose less time at each TC, getting through the stages with (relatively) few scares; it seemed the now well-worn in budget Kumho tyres were really delivering the goods! I say I left the brake alone ... when I did touch it the odd time, we had a couple of 'moments'. One such moment sticks in my mind. I guess we were about half way through, so I was feeling quite ambitious (not good). On the approach to a 90 right I suppose I just 'misjudged' my speed: next thing I know, the steering wheel has stopped working and instead of sliding elegantly round the corner, we are locked up and sliding straight on towards what was luckily only a couple of bushes and small trees. Thankfully we got away with just minor scratches and we were off again as quickly as we had stopped. The sledgehammer incident is also a memorable one: I was more than happy to find an alternative route around the local with the



aforementioned item! Although we lost time getting back on route the incident was soon forgotten. I know there is always a bit of controversy over the white roads. I personally enjoyed them. As we were car 32, by the time we came through, the ruts were quite deep, making it more interesting. I found them very fun to drive.

Initially I thought the driving, horizontal rain was really going to put a dampener on the whole event, but I really enjoyed driving in the very demanding conditions, it was a real challenge. If anything I reckon the rain helped me stay on the black stuff, as I was having to concentrate so much

harder on what I was doing. The fact that my windscreen wipers couldn't keep up with the rain meant I really had to concentrate the whole time! Overall, fantastic roads, a great laugh: I thoroughly enjoyed the event. I am surprised the car made it with only a new exhaust needed; maybe I should have more faith (or stop tempting fate!). I know it has been said a thousand times but I am still going to give a big shout out to all the organisers (cheers Cosh & Phil), marshals (big hand for sticking it out to the end) and everyone else involved. Thanks for a top event, I have been converted: the Polo will definitely be seeing a lot more of the road rally scene, hopefully...

Ben Paddick



FUNKY ELEPHANT 2002

Funking rain & funky fun

At last! The day we'd all been anticipating for so long had dawned. I think my housemates were severely annoyed with me, as I ran round the house all day reminding them that I was about to compete in my first road rally! I was *very* excited. When Carl arrived to pick me up, they breathed a sigh of relief. We'd spent so long talking about, advertising and preparing for the event, that it was hard to believe that it was about to happen. We set out with two aims: to finish, and then to finish in the top half of the Clubmans class. You might suggest that aiming to finish would be a rather lowly aim, but after our track record,

it was all we wished for! Once Carl & I had decided to do the event together, we competed in two other events, PC9 & a Southsea 12-Car in preparation for the FE, but failed to complete either event. I should add that on neither occasion did we fail due to our own problems, but still, this was third time lucky ... we hoped!

We arrived at the start, and were slightly perplexed when asked to do a noise test, despite our car being a diesel, but we obliged. Predictably, we scored 102, but were let off. We moved on to scrutineering, under the beady eyes of John O'Neill & Matt Hall. All went well, until Matt asked for our MOT & NES letter. They were in the glove compartment, but I couldn't open it. Sure that I was just being feeble, I got Carl to try & open it. It wouldn't budge. Something was wrong. We parked a bit further away so as not to delay proceedings, and applied brute force (and perhaps a screwdriver) to the offending object, which eventually sprung open. With the relevant paperwork to hand, we got our final signatures, gaffer taped the glove compartment so it wouldn't sit on my knees for the duration of the event (or it wasn't supposed to hit my



knees at inopportune moments!), and went to sign on. We hoped that would be the only problem of the evening.

A few hours & many chocolate bars later, it was time for us to leave Winchester services. Very excited & already quite wet, we embarked on our first road rally. The nav, as expected, wasn't too tasking for Clubman

Novices. I took a while to get in the swing of things, annoying myself by making stupid errors on the opening few sections, but once we got going, things ironed themselves out. We weren't losing too much

time, and the biggest disaster before petrol was when I got us lost so we had to cut a few TCs, but we made it ... just. On my part, nausea was setting in. I've never had motion sickness problems on an event before, but maybe that's because you can usually run with the window open, which was impossible that night due to the torrential rain. Quite a number of us suffered that night. The cause of Elly's nausea was diagnosed as an evil cappuccino muffin, and the cause of Tom's was, erm, Tom! It didn't affect us too badly. I just read junctions only, not corners, and held onto my stomach for dear life! I only realised how bad it was as I tried to walk from the car to the toilet at petrol, and failed to get there in a straight line. Hummmmm. Thank goodness adrenaline and caffeine prevailed!

We set off once more after petrol, hopeful that we'd get a decent result. The rain was as hard as ever, and Carl didn't cease impressed me keeping it on the black stuff, and maintaining a good pace. The 'moments' I remember (but they could've been in either half!) were laughing whilst watching a Nova try to handbrake into a slot, overshooting Chris

Field's TC and losing loads of time (it was after a short white), and seeing an inconspicuous slot left and missing it. I was

under our own steam. On closer inspection some time later, it was discovered that the engine had seized, and no amount of water was



especially annoyed about that, as I'd done the same in a Southsea event some months earlier... Then disaster struck. Carl had 6 litres of water in the boot of the Pug, as the car had been having problems before the event. Immediately after the delta after TC39, we pulled over to the side of the road, and Carl administered to the car, using all 6 litres of water. Determined to finish, even if it meant limping there, we carried on, taking the next two deltas rather cautiously, but by the time we reached the T-junction just south of Hinton Ampner, it became obvious that some more drastic action was needed. We opted to cut to the finish, so headed north, towards New Alresford, hoping to find a petrol station open at 4:30am (!) so we could get some more water. We finally admitted defeat on the B3047 near Itchen Abbas, and rang Phil. As dawn broke, Phil arrived, and towed us to Micheldever, allowing us to get a finish, even if it wasn't

going to save it.

Once at the pub, we tucked into our fry-ups, and waited for the results. Unsurprisingly, although we achieved our first goal, we had failed on our second. Better luck next time! Nevertheless, we'd both thoroughly enjoyed the event, despite the problems and the rain. We left the pub behind David's Fiesta, and had an entertaining journey home, cooking the Fiesta's clutch & causing havoc on roundabouts! It's certainly an event we'll never forget.

I know everyone's said it a thousand times, but *many* thanks to the organisers for doing Wessex & Basingstoke MCs proud, and to the marshals who grimly withstood the ghastly conditions to ensure that the event could run. I've certainly got the road rallying bug & I'm sure I'm not the only one! A fantastic event. Thanks, Carl it was great... sorry about the car!

Lizzie Pope



Hey Man, Funky

Wessex Motor Club's first ever Road Rally was a great success. Despite the rather extreme weather conditions, we had a bumper turnout of marshals, loads of competitors, most of whom finished, and a smoothly run event.

A very big thank you to everyone who contributed to the success of this event (so that's pretty much the whole of the club!)

Next year, we look forward to building on our initial success with continued support from the club membership.

Andy Coshan (for the whole organising team)

Results

Position	Driver	Navigator	Class	Total		
O/A	Class			Fails	Mins	
1	1	Mike Biss	Cath Woodman	M	0	0
2	1	Phil Collings	Mark Collings	SE	0	17
3	1	Chris Moore	Tom Jenkins	E	0	18
4	2	Rob Dance	Graham Dance	E	0	21
5	2	Paul Wright	Graham Coker	M	0	37
6	2	David Coles	Elly Pryce	SE	0	47
7	3	Maria McKenzie	Roger McKenzie	SE	0	72
8	4	Bob Wisniewski	Paul Lettington	SE	0	77
9	5	Olly Smith	Jonah Nuttgens	SE	9	199
10	6	Paul Swindells	Susan Broughall	SE	13	245
DNF	DNF	Dave Bushby	Steve Bubb	SE	RET	RET
DNF	DNF	Jo Simmons	Rob Watson	SE	RET	RET
DNF	DNF	Matt Fowle	Dr John Upham	M	RET	RET
DNF	DNF	Ken Pape	John Stringer	E	RET	RET
DNF	DNF	Graham Child	Kevin Ablitt	SE	RET	RET

Novices

1	Geoff Skillen	Ian Collings	N	0	24
2	Clive Anstey	Verity Anstey	N	0	97
3	Chris Powney	Chris Head	N	5	187
4	Philip Douce	Craig Douce	N	11	219
5	Mick Rose	Chris Rose	N	11	235
6	David Crook	Barry Palmer	N	12	216
7	Mark Lodder	Mark Hickman	N	16	248
DNF	Roger Dowgill	"CROW"	N	RET	RET
DNF	Lee Robinson	Daniel Robinson	N	RET	RET

Clubmans

1	Jon Taylor	Calum Maciver	C	0	42
2	Richard Phillipson	Catherine Phillipson	C	0	58
3	Ben Paddick	John Thompson	C	1	75
4	Pip Clode	Diccon du Pre	C	2	95
5	Steve Porter	Simon Smith	C	2	160
6	Richard Lawley	Chris Gage	C	3	178
7	Glynn Hayward	William Martin	C	9	169
8	Carl Gibbs	Elizabeth Pope	C	12	241
9	James Garrett-Sinclair	Chris Knott	C	12	411
10	Colin Hiscock	Chris Hiscock	C	13	373
11	Rob Aslett	Peter Davies	C	18	505
12	Chris Wise	Ben Smith	C	19	493
DNF	Jeff Brown	Kirstie Lilley	C	RET	RET
DNF	Colin Davis	Bhavin Shah	C	RET	RET

WMC Awards Evening

9th May 2002

This year's end of season meal became the first WMC Awards Evening, as we decided it was time to recognise the successes and efforts of the club, especially those less obvious or behind the scenes. So, during this enjoyable evening, organised by Rupert & Elly (past & present Soc Secs), we congregated in the White Horse, Droxford, suited and booted (or skirted!) for some rather tasty food and a few drinks, to say thank you and congratulate our members.

Karting was the first of the club's activities whose efforts we rewarded. Darren & Gareth led the proceedings at this point, and a special thank you was said to Nick Henry & Ashley Cromack, for all the hard work, support and encouragement they've invested in the karting team. Besides being two of our team's strongest assets, both have helped enormously behind the scenes, building up and selecting the team, organising events and so on. Unfortunately, the two industrious fourth years were unable to make it, as they were snowed under with work, but we thanked them both for everything they've done for the club, and gave them a well deserved round of applause. The karting novice award then went to Andy Garrett, for a strong performance this season.



Chris presents Calum & Jon with the RUC trophies

Andy also got another award, a set of L-plates (!!)

 for his rather embarrassing 'moment' on PC5. This was followed by a PR award for Carl & myself for our actions on PC9. Other WMC events were remembered. Cosh & Paul were awarded Brown Slippers for their victory in the Old Farts' 12-Car, and Cosh & Phil were presented with a very cuddly elephant (which Elly's become rather attached to!) for their work in organising the Funky Elephant. James was

re-presented his Roll of Dishonour, for his roll on PC1, whilst Darren was awarded a less serious prize for his PC successes, despite his lack of car maintenance. Rupert also received a bottle of wine to say thank you for his marshalling throughout the season.



Olly & David receive the Cosh trophy from the man himself

As during this year in particular, Wessex crews have begun competing in more outside events, Cosh kindly donated a prize to recognise this important side of the club. Having compiled a somewhat complicated scoring system for deducting who should win this award, it was presented to Olly & David, who have been successful in road rallies, and also in 12-Cars run by other clubs. Our thanks to Cosh for organising this award, and devising the scoring system; may it be around for years to come.

The final awards of the evening went to our RUC & PC champions, Calum & Jon, and Elly & David respectively. Having dominated our events for the duration of the season, even after only a few events, it was clear that they would emerge victorious, so they received a richly deserved round of applause.

All in all, it was a lovely evening, and a good way to remember the year gone by. Many thanks to the staff at the White Horse for hosting the evening, to Rupert & Elly for getting us there, and to everyone who turned up for dressing appropriately! Congratulations to all the winners; see you next year.

SUMMER SCATTER 2002

5/5/02

Everyone was excited, as this year the Summer Scatter could run, however for the committee, it was a somewhat more daunting prospect. As last year's event took an altogether different form due to Foot & Mouth, no-one on the committee had ever been to a summer scatter, let alone organised one! We'd been organising it for what seemed like forever, going out in small groups to find points and doing huge tracings (they'll be the death of me!), but before we began writing clues, we wanted the assurance of a permit, so that all our hard work would be worthwhile. That would prove harder than we ever expected. We all owe a huge thank you to David, our Comp. Sec. for his numerous, grovelling phone calls. Many promises later, we had a permit. The event was on! In order to obtain a permit, we'd had to cut the size of the event down, which was a pity, as it meant omitting some good roads, but at least it meant we had fewer clues to write! This was probably the most painful part of the setting process. It took a number of late night sessions at 57 Harefield Road before we were certain that every clue worked and was of the appropriate difficulty. Eventually, all that was left to do was to check the clues, so Rupert & I ventured out on the Saturday. That day, the weather was really good, and we even stopped for a refreshing ice cream once we'd been round a good chunk of the clues. Many hours later, we returned to Southampton, hopeful that the weather would hold for the event.

So, when the day itself dawned, we were nearly ready for the event, and had suffered no serious problems, so far. David & Chris went out on the Sunday morning to check the points we hadn't got to the previous day. Competitors congregated in Broadlands Road car park, and soon it was clear that it was going to be well attended. Chris welcomed everyone, before David gave all competitors a briefing, and then it was time to get going. Rupert & I were travelling marshals for the duration of the event, which entailed driving from one side of the map to the other, twice, then sitting in car parks, waiting for people to come and get a

signature from us. The amount of ground we had to cover meant that we had to drive at competition speed to ensure that we made it in time. Shame! Fortunately, Rupert knew where he was going, so I had an easy time of it, and was able to enjoy the drive and the weather. At our first marshal point, we were amused to see one of our past member's Vauxhall Zafira pull up. I signed their sheet, and they said they were enjoying it, but had run out of Smarties for the kids, before the vehicle pulled away at quite an alarming speed. An unlikely rally car, it seemed to be giving everything and a bit more, which was great to see! We met Tom, Lisa & Matthew Jenkins and some nursery rhymes, at our second marshal point, as well as the eventual winners, who were finding the nav a bit trying (sorry! It did all solve, honest!). Nobody visited us at our third marshal point, so it was on to our final point which, as Rupert won't cease to tell you, was rather good for handbrake turns (as, incidentally the Broadlands Road car park was, *ahem*!). Funnily enough, although Rupert managed to take two handbrakes to park his Pug, no-one else felt the need for the handbrake. Once we closed our final marshal point, and heard rumours about alleged drive-by shootings at CMB (anyone want to confirm?!) it was back to the Milbury's for food, drinks & the unenviable task of marking and scoring the event. This task fell to David & Chris, who did a fine job, publishing the final results in good time.

Our congratulations to Helen, Jerry, Zip & Dick who emerged as the clear winners. Thank you from all the committee to everyone who made the effort to come out and support us, and we appreciate the fact that you all seemed to manage to keep it on the black stuff; we hope you all enjoyed it. I'd also like to thank Chris, David, Olly, Carl, Elly, Elaine and Gareth, the rest of the committee, for all the hours of hard work put in to make the event a success. I think you'll all agree that it was worth it in the end. Fingers crossed, we'll be able to run it next year, to continue the tradition.



Zip, Helen, Dick & Jerry: the winners of the Summer Scatter 2002

POSITION CAR		CREW	POINTS	CLASS
1	8	Jerry, Zip, Dick and Helen	940	1st Overall
2	5	Phil Kendall, Susan Broughall and Jon Taylor	870	1st Expert
3	1	S Pryce, Owen Pryce and Paul Swindells	755	1st Novice
4	9	Matt Jones and Paul Doe	720	2nd Expert
5	12	Andrew and Nick Garrett	705	2nd Novice
=6	19	Richard Sinden, Anthony Froude and Jon Burns	680	3rd Novice
=6	11	Chris Wilkins and Toby Jeffries	680	3rd Expert
=8	18	Tom Jenkins, Lisa Pearce and Matthew Jenkins	675	Expert
=8	6	Chris Moore and Ceri Owen	675	Expert
10	14	Colin Davis and Michael Mifsud	670	Novice
11	3	Steve and Rachel Porter	665	Expert
12	10	Jonah Nuttgens, Sean Harris and Sion Blackburn	640	Expert
13	17	Paul Lettington and Bob Wisniewski	630	Expert
14	16	Richard Miller and Cath Sheppard: "Team Red Dwarf"	600	Novice
15	15	Bhavin Shah and Richard Lawley	530	Novice
16	7	Sam Hon, Ste Bland, Sally Bond and Martine Ashmore	515	Novice
17	20	Pip Clode and Diccon du Pre	505	Expert
18	2	Tom Benton, Chris Weekes, Tina Corbin, Kate Roblyn and Jo Hough	500	Novice
19	4	Tim, Helen, Peter and Metther Yates	485	Expert
20	21	Darren Tomes and Chris Knott	460	Expert
21	13	James Foster and Tom Richards	260	Novice
22	22	Darren, Dean, Christa and Mark	170	Novice

Road Rally Calendar:

Date	Rally	Organising Club
15/16 June	Wessex	Dolphin
www.dolphinmotorclub.co.uk		
7/8 Sep	Bullnose	Oxford
28/29 Sep	Powerush	Borough 18
19/20 Oct	Pheasant Plucker	Guildford
30Nov/1 Dec	Nightwatchman	Central Sussex
7/8 Dec	Ilfracombe	North Devon