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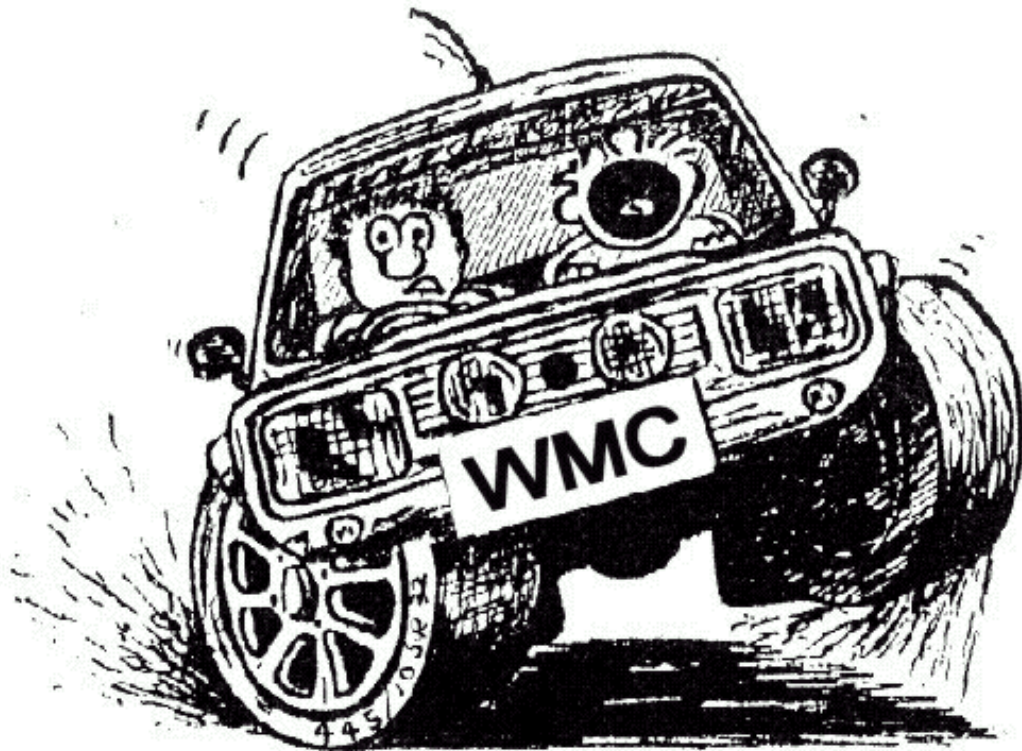
Any interesting, embarrassing or insane stories that you'd like the rest of us to enjoy? If so, get it in the magazine!

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WMC Magazine

Issue 14 – October 2002



UNIVERSITY OF SOUTHAMPTON

**WELCOME TO A
NEW SEASON!**

DATES FOR YOUR DIARIES

A full calendar for the 2002/2003 WMC season* can be found later in this magazine, but here are some reminders of our opening events:

- ★ **15th October:** How To Do A Scatter Talk
- ★ **17th October:** PC1 (Scatter)
- ★ **31st October:** PC2 (Scatter)

As ever, please keep an eye on the e-mail list and/or noticeboard for further details.

Look forward to seeing you there!

**all dates correct on date of publication*

INTRODUCTION

Welcome back after what was hopefully a relaxing summer break, to a fresh WMC season. And from the committee, an especial welcome to all our new members ... welcome to the madhouse! But while some take the start of a new academic year as the opportunity to get their teeth back into motorsport, a number of you have been hard at it throughout the summer months.

Wessex have been well represented in a number of road rallies, and have even run a 12-car over the summer break (does this make you gluttons for punishment, or is there just no rest for the wicked?!). So as well as providing an introduction to the club, and offering advice to newcomers, it is my hope that this issue also showcases & celebrates the efforts, successes, trials & tribulations of our intrepid members.

But it hasn't all been hard-fought competition in the summer sun. Some of us ventured off road for some automotive fun of a rather different kind, as our collaborative report attempts to document.

In addition, I was fortunate enough to gain work experience placements at two major national motoring publications, so hopefully this will have a positive influence on these magazines. As ever, if you have any comments about this, or any other aspect of the club, please contact the committee at the address on the back cover.

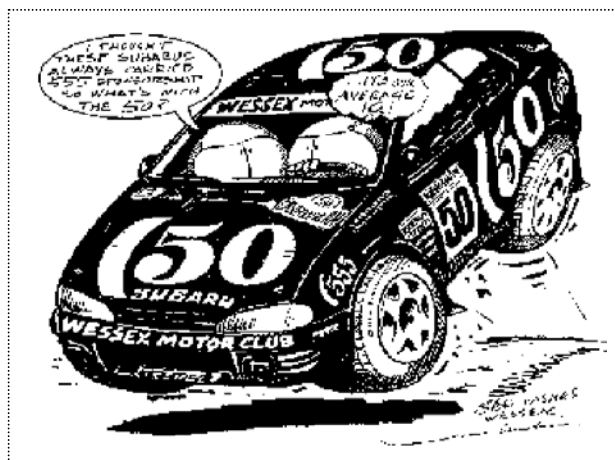
Along with a number of other committee members, this is my final year, which I can assure is a terribly daunting prospect. Where have the years gone?! But I can assure you I intend to make the most of it, as we hope you will too.

The season kicks off with

PC1 on October 17th, which I'm co-setting. Fingers crossed it'll be a fitting start to the season, and we look forward to seeing many crews turn out. And remember: it's a scatter, so drag your more fearless mates along, strap them in the back of your cars, and give them the full WMC experience ... we'll be there to tow you out of any ditches! ☺

So until then, I bid you all farewell. Here's to a brilliant season.

Lizzie Pope



PRESIDENT'S PIECE

Hello and welcome to my first column of the new season. To those of you that have just joined, that rather daunted feeling you have after the Welcome Meeting is completely normal – you will just have to believe me when I tell you that it makes a lot more sense when you start doing the events! To the rest of you, welcome back after the summer and I hope you are looking forward to the season ahead.

And what a season it promises to be. Close competition ensued throughout last season. The top 10 places were separated by just 26 points, and the top RUC crew was placed second overall. There's no chance of the championship being decided by the halfway point of the season in this club!

On top of this of course is the karting team, which this year is boosted with the purchase of our very own kart (see elsewhere in this issue). This should really help

the karting team train their drivers, and perhaps this year will be the year that will finally lift the title, having been so close in the past. The club's kart will also allow us to give everyone a chance to experience a race kart first hand, even if you do not make it into the team.

All in all, it looks like it is going to be another fantastic season.

Chris Gage

IN THIS ISSUE:

- ★ **WMC Championships**
- ★ **How to do a Scatter**
- ★ **Wessex Road Rally**
- ★ **Bullnose Road Rally**
- ★ **Powerush Road Rally**
- ★ **No Towers 12-Car**
- ★ **Abingdon CARNIVAL**
- ★ **Off-riding**

WMC CHAMPIONSHIPS

The *Plotters' Cup* is the club's rally championship. All student members of the club are eligible. The championship is made up of 10 rounds spread throughout the first & second university terms.

Two types of event make up the rounds: *Navigational Scatters* & *12-Car Navigational Rallies*.

A *Navigational Scatter* is like a treasure hunt in a car done to a tight time schedule. Competitors solve clues to plot locations then visit as many points as possible in the time limit. For further details, see 'An Introduction To Navigational Scatters'.

A *12-Car Navigational Rally* is a more traditional rally event. Competitors follow a fixed route that they have to work out as they go along. Whilst doing this, competitors have a very strict time limit to stick to. Further details will appear in next month's magazine.

In addition to the Plotters' Cup, all newcomers will be battling for the *RUC Shield*. (RUC stands for Really Useless Cup!) The RUC Shield is a separate championship that runs alongside the Plotters' Cup. Competitors in their first year of motorsport can score points for both the Plotters' Cup & the RUC Shield.

ESSENTIAL EQUIPMENT FOR A RALLY CREW

- ★ Maps;*
- ★ Romer – for accurate map plotting;*
- ★ Sharp pencils & eraser;
- ★ Good torch & spare batteries (all events are at night!);
- ★ A long ruler & a pair of compasses;
- ★ A brain;
- ★ Beer money (or lemonade money if you're driving, of course!!).

*Available at a reduced cost from the club.

AN INTRODUCTION TO NAVIGATIONAL SCATTERS

What is a Navigational Scatter?

A Navigational Scatter combines the fun of a treasure hunt with the skill of orienteering with a car, allowing competitors to rally down the UK's twisting country lanes.

The Start

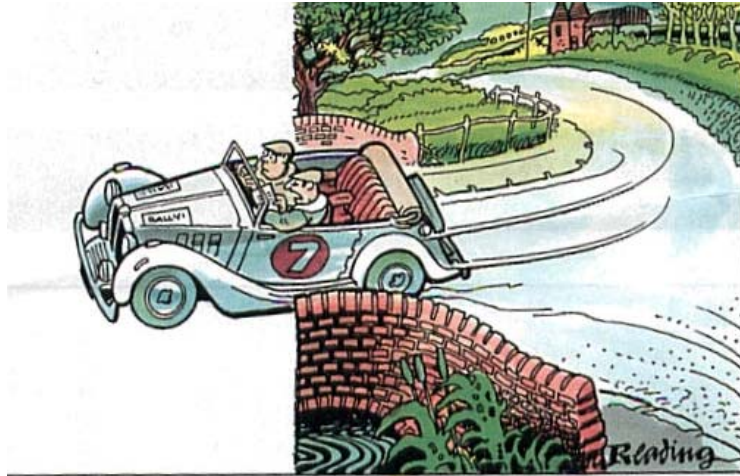
On arrival at the start location, crews will be given a set of *Final Instructions*. These provide information about the finish location, the position of the *Control Marshals* & a set of questions corresponding to the *Route Checks* (RCs) as well as details of cautions & black spots & an answer grid. At the start time (usually 19:00hrs) crews will be issued with their first set of clues. Crews should stay at the start location until they have solved enough clues to work out which ones they want to go to.

Solving the Clues

Clues have different values according to their location & difficulty level. By solving the clues, sets of grid references are generated, which are then plotted as RCs on an Ordnance Survey map. It is the Navigator's responsibility to choose a route between RCs & to direct the driver accordingly. More clues will be issued to crews on their arrival at the Control Marshals.

Route Checks

When crews arrive at Route Checks, they should find the corresponding question on the question sheet (which they will have received at the start) & then write the answer on the answer sheet. The questions range from 'Draw the gate' to 'What is the make of the padlock?'. Crews should remember that for all questions, they will have to look around the location of the RC to find their answer.



"HOLD IT! WE'RE OFF THE ROUTE MAP"

Control Marshals

Control Marshals are only open for a limited length of time. During this period points & more clues are available. Clues are available but no points are awarded for visiting a Control Marshal 5 minutes early or late. The location of the Control Marshals in relation to the clues you have plotted will influence your route.

The Finish

Crews must arrive at the finish pub & hand in their answer sheets no later than the stated finish time. Arriving after this time will result in crews being *Outside Time Limit (OTL)* & *no points will be available* to them.

Scoring

- ★ 1, 2 or 3 points are awarded for visiting RCs.
- ★ 10 points are awarded for visiting Control Marshals.
- ★ Additional points can be earned by completing a bonus task handed out at a Control Marshal.

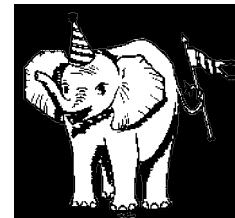
The winning crew is the crew with the most points.

Results

The results will be announced at the finish pub as soon as possible. They will also be displayed on the club notice board within three days of the event.

NAVIGATIONAL SCATTER TOP TIPS

- ☺ Make sure you get to each Control Marshal as 10 points are available for visiting.
- ☺ Leave the start after 20 minutes or you may run out of driving time.
- ☺ Plot RCs accurately. Know what you're looking for when you get there & whether you need to turn round.
- ☺ Get to the last control (normally CMB) asap so that you have more time to visit RCs once you have plotted all of them. You could otherwise end up only getting new RCs that you've already driven past.
- ☺ Never panic, argue or lose your temper!
- ☺ *ALWAYS* start events with a full tank of fuel!
- ☺ If you get stuck ask a marshal. They're there to help.



Funky Elephant Awards Evening 13/6/02

As this auspicious occasion just missed the last magazine of the summer term, I felt it couldn't fall outside the net twice. This was for two reasons: to congratulate the winners & thank the organisers of Wessex's first road rally, but also because as we start a new season, we look forward to a full calendar of enjoyable events, none less than FE '03. Those who received awards were:

Mike Biss & Cath Woodman (Winners)

Phil Collings & Mark Collings (2nd)

Chris Moore & Tom Jenkins (1st Expert)

David Coles & Elly Pryce (1st Semi-Expert)

Geoff Skillen & Ian Collings (1st Novice)

Clive Anstey & Verity Anstey (2nd Novice)

Jon Taylor & Calum Maciver (1st Clubmans)

Richard Phillipson & Catherine Phillipson (2nd Clubmans)

Ben Paddick & John Thompson (3rd Clubmans)

Chris Wise & Ben Smith (Wooden Spoon)

Olly Smith & Jonah Nuttgens (Spirit of the Rally)

Congratulations to all, and many thanks to the event organising committee.

Lizzie Pope



THE TRACKER

(Hants & Berks MC)

Sunday 10th November 2002

- ★ A treasure hunt type of event, running over about 8 hours
- ★ Crews work out their own route using photos, diagrams & navigational exercises
 - ★ Signing on: 9am
 - ★ Start time: 9:30am
- ★ The event is on 185 (second series D1)
- ★ There are 2 classes: novice & expert
- ★ See David Coles or e-mail drc300@ecs.soton.ac.uk for more information

Off Roading

Mud, mud, glorious mud!

By Elly, Lizzie, Jerry, David & Dick

After a last minute hunt for camp sites over the August Bank Holiday weekend, we (by we you mean Elly don't you. Everybody else wanted that 5 star hotel up the road) eventually decided to

Saturday at a pub not far off the M4, then drove in convoy to the campsite. **It was a rather motley convoy, consisting of the Lightweight, the Series 3, a motorbike & a Rover 216Si, travelling at**

picnic lunch, we all headed off in the Lightweight and the Series 3 to some lanes on the Lambourne Downs (NW 174). We got to the start of the first white; time for Lizzie and Dave's first green laning experience...



Waiting with some enthusiasm...


indiscriminate speeds as neither of the Landys have speedos (err, you ranged from about 40 to 120, well, at least that's what my speedo

stay at Marston Meysey; about 7 to 8 miles north of Swindon. The campsite was perfectly placed near lots of whites on maps 173 and 174 with the added, but rather essential attraction of having 2 pubs just over half a mile away! ☺ So finally, after fiddling with the Landys till late on Friday night (**in true WMC style!**) we were ready (mmm, 'we' again, huh Elly? From what I remember you were indoors watching telly!)

Myself, Paul, Lizzie, Dick and Jerry rendezvoused at about 12:45 on the

said). We arrived to find that Phil and Dave had put their tent up and gone to the pub for lunch! **(Well, if you will be late!)** Having pitched our tents and eaten a

It's at this point that you have to remember that this is a motor club venture: something will go wrong! We pulled over into the start of the first lane and Jerry stopped in the Lightweight behind us. I had a perfect route planned: loads of whites in one small area, and then onto the pub for dinner! But then Jerry got out the Lightweight and said it had a problem. ☹ We ended up calling lots of people **and sending Dick on a half marathon running errand** to try and find the nearest Landy dealer that



...and now *still* waiting, with slightly diminished enthusiasm!

might have the part we needed at 3pm on the Saturday of a Bank Holiday weekend. (For those who understand, the clutch slave cylinder had died). In the end we towed the lightweight back to the campsite, and got directions from a man at a garage to a fabulous breakers yard that specialised in Landys. Jerry, Dick and Phil headed off in Phil's 309 to try and get the part, whilst Paul had a sleep (**ahhhh, bless him!**) and myself, Lizzie and Dave headed off in search of milk and coffee!

Quite some time later, Jerry, Dick & Phil arrived home in a blaze of glory, raving about the Landy place & set about fixing the problem, while the rest of us drank more tea & coffee. Once the Lightweight had a new clutch slave cylinder we decided we might as well try and do a few more lanes before getting some well deserved food. So we headed off to the dreaded spot and this time made it off road! **Except perhaps this wasn't the best lane to start in as it was a dead end with a sunflower field at the end, into which Dick gamely skipped** (thanks Lizzie, you make me sound very camp), and collected a memento, before launching himself at the front of the Series 3 for a lift.

We then drove the "Ridgeway" (east to west) on

174. After gloating to Dick that he made it through a particularly rough piece of lane, Paul got the Series 3 stuck! **Light was fading, and after many attempts - and two tow ropes later - so was our luck at getting him out.** We took about an hour to release the Landy, wasting lots of valuable drinking time, but Lizzie & I found some "snail plants" so it wasn't entirely wasted time! **What use they were in getting the Landy unstuck the rest of us weren't quite sure!!**



Did we mention the mud?!

Once both Landys were mobile again we sped off (as fast as you can in the Series 3 anyway) and we got to a pub just in time to order some food. **The poor locals at The Rose and Crown in Ashbury didn't quite know what had hit them! We arrived rather cold, tired, thirsty hungry and muddy ... so we left our shoes outside before going in, as they were twice their usual weight with mud! And some clever people let their shoes**

get filled up with rainwater! The food was really yummy, and there was an adorable dog there, and then Zip turned up for a few drinks. *Having spun the MR2 in good old Zip fashion on the way to the pub!* We rather reluctantly left the comfort of the pub for the great outdoors, and took to the roads once again, homeward bound. Well, nearly. I went straight to bed (**ahhh!!**) but everyone else went to Red Lion pub near the campsite for a "cheeky one" before last orders, and

then took a ride back in the back of the Lightweight, **all 6 of us!!**

We all returned to our tents that were of varying levels of moistness (!) (I was so sure it would be Elly making that joke) to try and get a decent night's sleep.

Everyone accused Phil of snoring that night! It later transpired it wasn't actually him, although the farting noises were (at least you only had to worry about the noises)!

The plan for Sunday was to meet Elly's Dad & brother near Avebury at noon, to add another Landy to our happy family. However, things never go according to plan. The Lightweight had got worse so

we all went to the breakers yard to try and get it sorted out. The men amused themselves staring at car parts (**for AGES!**) whilst me and Lizzie (and sometimes Dave) looked at horses **and a foal**, played with flowers, made daisy chains and hunted for animals like crickets and frogs **and found some!** **We eventually left once someone had performed a consummate bodge job on the Lightweight, but it was apparently road worthy...**

We then belatedly met my dad and brother. We did some good lanes around Avebury, and Dick managed to get even more stuck than Paul had **and in a lot more mud!** Everyone got covered! Within about 500m Paul then got "momentarily delayed".

AHEM!

Basically, he got stuck again. Then it was on to some long flat, tame lanes, before trying to go up Cherhill Down to the south west of Swindon to eat our picnic on a white horse! The lanes had unfortunately been shut so we ate at the bottom of the hill, and then headed down to the north of Salisbury Plain.

Phil and Dave both had a drive of the Lightweight on Salisbury Plain, **which was quite an experience, and good fun!** After that, Mr. Pryce left, and we headed north east onto the east of 174, and then trundled north in the general direction of the campsite, hot water, beer and food! And en route, we saw a bambi (what, *THE* Bambi?! I thought he/she lived in America somewhere).

Back at the campsite, we showered 2 day's worth

our voices, whilst trying to avoid oncoming traffic! But once we made it back we were all soon asleep. Some of us sooner than others!

Monday was sadly the last day. We left the campsite, and went to Sainsbury's for a fry up! Yummmmm! We then said our goodbyes, and went our separate ways, limping the Lightweight home which to this day isn't entirely fixed (**will it ever be?! My half will be!!**). When we left

the car park, Paul and I decided to drive around a roundabout, getting completely dizzy, waiting for Dick to catch us. We thought the Lightweight was behind us, and assumed that we were both going



Stuck (again!)

of mud off, then went to the other pub up the road, the Spotted Cow, for another yummy dinner. A few drinks and drinking games later (after the temporary suspension of mine and Jerry's tee-totalism!), we were ready to walk the dark and winding road (there's a song there somewhere) to the campsite. **This involved murdering a few hundred songs at the top of**

round the roundabout at similar speeds, but due to the tall foliage in the centre we couldn't actually see Jerry! Once we spotted Dick in the car park, Paul and I pulled off the roundabout only to find Jerry had got bored driving round and round and round, and had taken an exit as he could not see us either! A quick phone call later we were all back together again and headed home!

WESSEX ROAD RALLY

15/16TH JUNE 2002

Underestimated

The reports from people that had competed in this event in previous years were not that great. The majority of people, even the hard-core Road Rally addicts among us, didn't seem too bothered about competing, but Phil was keen to try and maintain his championship lead. So with a bit of bullying on his part, I decided to give it a go. I thought it might be nice to get another finish in what would be my second ever road rally. I really didn't expect a top 6 position.

The roads were fun. The navigation was interesting, challenging but generally solvable. It was fairly short as Road Rallies go, but I really couldn't fault the event. I don't understand why people were so down on it.

We lost a bit of time as the evening went on and had difficulty with a couple of the clues. I think we missed 2 passage checks. One on a section that I still cannot solve the nav for. The other on a delta, which I realised, too late, that we had missed.

At the finish, awaiting the results, I for one was glad we got that far. There were some good crews out. Bob and Paul who were the only other team from WMC

competing got 5th overall (2nd in class) and I was amazed to come 6th overall (3rd in class). With that sort of result, I'm glad I went.

Susan Broughall



Err, Susan, don't look so scared! Smile for the camera!



BULLNOSE ROAD RALLY

7/8TH SEPTEMBER 2002

The event as short (only 110 miles), and the route was largely very quick, with a considerable mileage on straight and sweeping B roads. Most of the route was of this nature although things became a bit more interesting in the second half (after a brief time recovery halt), with the inclusion of a few twisty narrows and one white, which was actually very good (narrow and twisty enough to be interesting and not too rough).

The navigation seemed to work okay (my nav didn't have anything too impolite to say about the organisers!). The inclusion of a proper (i.e. legal) Regularity section played into the hands of the Terratrip-equipped crews and betrayed the organisers' historic road rallying background.

My lasting memory is of a mostly bland route punctuated only by a few good sections. On the more positive side, the event did follow the trend established by recent Southern events in that there was a good entry (40 starters), a fair proportion of whom were beginners or novices.

Andy Coshan



Phil & Dave on their way to 6th overall

How Wessex Crews Fared:

Position overall	Position class	Class	Driver	Navigator	Total fails	Total mins	Total secs
5	4	E	Chris Moore	Tom Jenkins	0	6	22
6	5	E	Phil Kendall	David Coles	0	8	34
7	6	E	Andy Coshan	Zip Zerihan	0	15	58
17	2	SE	Bob Wisniewski	Paul Lettington	0	35	27

POWERUSH ROAD RALLY

28/29TH SEPTEMBER 2002

Code name: Ποωερυση.

It all started with a plea from a lone driver with a battered black Fiesta looking for a companion for the night for some conversation and direction. Little did I know that I was about to become involved in a tangled web of deceit and intrigue? Unknown to me this innocent seeming driver was archrival to Wessex's own Phil Kendall, lying just behind him in the championship, with Paul Swindells just below that. Having been offered bribes to sabotage this man's result, I was threatened with injury or death if we did too well. David Coles, who was competing with Phil, even tried to prevent me getting the required maps by promising to get them, then hiding them at the university and saying the Ordnance Survey made a mistake. All this, of course, did not deter me. Actually it was more of an incentive. I stowed away in the white 309 heading for the start. It was at the noise check that I had my first encounter with the infamous driver, Allan Sayers.

Against all the odds I had made it (with my maps) and successfully met the driver, who had, himself, fought to get there, having been in hospital all week with (apparently) 'food poisoning'. The evening went well. The event was well organised, with great, narrow twisty roads across Romney Marsh and the surrounding Kent countryside. I enjoyed the challenge and didn't go too badly wrong anywhere. Allan's driving was not as crazy as some people I have navved for, but you could tell he was used to stage rallying. We had a couple of moments

but nothing spectacular. We managed to find lots of mud and make the car look dramatically muddy, although we were off route at the time. There were reports that 'members of the public' were causing difficulties. If they were part of the plot they were unfortunately too late and were unable to delay us. Having avoided the PR problems we were just left suffering from nav problems (me), being that the nav was quite challenging and I was out of practice. I blame that on Phil's cunning ploy to prevent me competing on the Dolphin 12-Car the weekend before, which Dave and Olly won, after they had intercepted information about its location.

There was a good Wessex representation on the Powerush. It went very well for some, others had problems with illness; hopefully Elly, Chin and Paul are feeling better soon. Congratulations to Tom & Chris who came 4th overall, and to Olly & Jonah for reclaiming the Rosebowl for Wessex by coming 1st in class (semi-expert). Phil and David had an incident with a tree early on in the event, but they had to wait till the finish because I was the one with recovery to get us home. I swear I did not have anything to do with the accident nor I did not touch Phil's clutch cable, which happened to break spontaneously the week before and he had to use my recovery for as well! We managed 12th overall so I can't be blamed for not upholding my end of the deal. I shall expect the large sum of money promised to be transferred to my bank account shortly.

Susan Broughall



AUTOJUMBLE 20/10/02

Southsea MC are having an Autojumble from 10am at The Royal Armouries Museum, Fort Nelson, Portsdown Hill. It's a chance to get your hands on some cheap components, & if there's enough demand we'll have a Wessex stall, so get clearing those garages! Please e-mail emp100@soton.ac.uk or drc300@ecs.soton.ac.uk if you're interested.

From Mini to Mighty!

Having lost the (all-conquering, mighty) Mini to engine failure this summer, and having replaced it with a completely standard Pug 205 for commuting to Pompey daily for summer work, I was fairly happy to lay off the Road Rallying for a while.

Of course, I couldn't hold out against the temptation... At one of the weekly pub trips, Jonah Nuttgens, a veteran WMC member and experienced navigator, asked if I'd drive him on the 'Media Control' Power Rush Rally in Kent. Far be it from me to refuse such an offer, the entry was sent in and lots of cash thrown at preparing the Pug for its first proper event in my hands (not its first real event ... the Pug actually had a bit of rally history, its previous owner was the 2001/2002 season RUC champion driver, Jon Taylor)

In true WMC style, the car wasn't properly finished before the event, the main problem being the useless Peugeot brakes. They were constantly taking on air, and the boring standard spec pads couldn't even last the 20 or so miles out to the Hinton Arms without fading to nothing and producing plumes of noxious-smelling smoke. This meant the rally could get a bit hairy ... I'd have a go at keeping the rally car up to speed without using the brakes too much, but everything gets a bit frantic, and I think it tends to put navigators off a little bit. That is, unless you 'forget' to tell them (like the snapped rear nearside radius arm axle that the Mini did the entire of the Funky Elephant Rally with, or the disintegrating front nearside top shock absorber mount that was falling apart during the NSMSC Rally...).

Come the start of the event, the Pug passed the noise test (82dB, I've heard louder mice!) and scrutineering with ease, something the Mini never really managed to do. The first section was a neutral, to get us away from the built up areas around the start venue in Canterbury and out into the lanes. At the first TC we arrived to find a local resident angrily shouting at the marshal through the window of her car, it looked like the Masters and Expert crews before us had made their presence known. A little further down the road, we found another angry local defending the end of his drive from the crews that were leaving their mark going the long way around the delta conveniently placed there.

It was not only the rally organisers that were to have a hard time in this first section. Jonah was having difficulty solving the first piece of cryptic navigation, and it was here that we were to make our crucial error

of the night - we missed the very first codeboard, costing us 30mins of penalties. From then on, Jonah found his form, and we were flying through the sections, almost constantly moving back and forth between crews seeded several places above us, mostly the two regular crews from local club Southsea MC, the Mondeo of Geoff Skillen and Ian Collings, and the Pug 205 GTi of father and son crew Phil and Mark Collings.

The rally organisers has chosen a tough route to drive, and there were numerous corners where we could see how preceding crews had gone wrong by the tell-tale black marks left on the road. One such crew was our own Phil Kendall and David Coles, who had been unable to make a tight square right corner and had to use a tree to stop, remodelling the front of Phil's 309 and leaving a trail of coolant all the way to the next TC, where they had parked and retired. Their radiator was holed and they could go no further.

It seemed like no time at all until we were rolling into the half-way petrol halt, taking time to refuel both ourselves and the car before leaving for the second half of the event, which was rumoured to run on the infamous marshland. Leaving the confines of the black stuff on those roads wouldn't just mean having to pull one's car from the hedge, but having to get a crane to lift it out of some very wet mud.

Jonah had lost none of his concentration over the break, and we were storming again. He was solving the navigation quicker than I could drive, and thanks to his abilities, we only dropped a single minute of time in the second half, even though visibility was severely hampered by thick fog in places. The only crew to better us on the second half was fellow Wessex crew Chris Moore and Tom Jenkins (probably mostly 'cos Chris is an even more suicidal driver than myself).

Come the end of the event, Jonah and I were very pleased with our performance, and more than surprised that the hardly rally-prepared Pug had survived so well, the shoddy standard spec brake pads hadn't faded once!

When the results came out, we found we'd won our class! Although we'd expected to come higher overall, this was the best we could have hoped for, having missed the first codeboard. Discounting the firstcodeboard, we had only dropped eight minutes of time in the whole event, and could have beaten Chris and Tom to an overall fourth place. For now though, first placed semi-experts will do. Next: the Pheasant Plucker Rally, and I'm in the navigator's seat this time!

Marshalling at the Abingdon CARnival

The exams finish, and while the rest of the student population celebrate in a state of inebriation and sloth like behaviour, on Sunday June 9th, my housemate Paul and I decide to get up at 6am. The reason: The Abingdon CARnival.

The event consists of a sprint event on Saturday and a tarmac stage rally on Sunday, which were marshalling. Even with the early start, we were running slightly late, which was a good excuse for a high speed run up the A34 – fortunately not even the police get up early on Sunday mornings!

The venue for the event is Dalton Barracks – a bleak and windswept airfield on the outskirts of Abingdon. The stages are all tarmac, using a combination of the perimeter roads and the runway, with a few artificial chicanes and hairpins just to make things interesting. Although there are 12 stages in the event, this is actually a bit misleading. There is actually only one stage – it is run twice to give stages 1 & 2, then split into two, and the two “new” stages run twice each to give stages 3, 4, 5 & 6. After lunch, the process is repeated, this time the stages run backwards, so the morning finish controls become the afternoon starts, and vice-versa.

Having signed on, we were allocated the finish control of stages 1, 2, 4 & 6 (which then became the start controls of stages 7, 8, 10 & 12 in the afternoon). After brief instructions from the sole Basingstoke MC member, who was running the control with us, we were ready to go (if a little confused – taking in instructions at 7:30 on a Sunday morning is a struggle!).

The first car set off at 8am, and was with us at the finish about 10 minutes later. All went smoothly for the first 5 or so cars, with only the left-hand drive cars causing some confusion when shouting out a time to a very bemused looking driver! Then, the drizzle came down. Just in time for the Mk II Escorts. On slicks. It was chaos! Cars were spinning throughout the stage, which meant we’d have nothing to do for ages, and then four cars would arrive within seconds of each other. This would be followed by the three of us shouting out random numbers, tripping over wires and nearly getting run over by the cars all desperate to get their times and be on their way. Fortunately, most of the crews saw the funny side.

By the end of the first stage, the rain was starting to come down very hard. A service break before the second stage meant the crews now had wet weather tyres on and were hiding in their cars to keep dry. No such luck for us marshals – absolutely soaked!

The second stage was a repeat of the first, and coupled with the fact that the crews now had wets on meant that there were a lot fewer incidents. A few crews got a bit carried away and collected some of the cones marking the stage with their sump guards. The more worrying thing was that they didn’t realise this until we told them! The other significant thing about this stage was the appearance of a large gazebo which at least kept the rain off. It did have a habit of collecting the rain into large puddles, and then soak anyone that happened to be walking past, but it was better than nothing.

The main task with stages 4 & 6 was to keep the pens dry enough to write with, as having had a good go at destroying the place during the previous stage, all of the crews seemed to have calmed down. The Escort drivers in particular were enjoying the wet conditions, with many of them exiting the 90 left before the finish sideways, and only just getting straight before the other side of the taxi way, a full 6 – 8 metres later!

The wet conditions had led to a few delays, giving the marshals only 15 mins to reverse all of the stages, and have lunch if the event was to stay on schedule. Needless to say, this didn’t happen. In the end, stage 7 started about 45 mins late, with the rain now absolutely torrential.

We were now manning a start control, and this had the effect that hiding under the gazebo was no longer an option – the crews all had to be given arrival and start times, and shouting over the noise of a 6R4 from 5 metres away doesn’t really work. Another effect of the delay was a number of cars were getting very hot indeed sitting in the queue, including one Imprezza that over heated very dramatically, dumping most of its coolant onto the tarmac (as if it wasn’t wet enough already!) in just a few seconds.

Having sent all of the cars off for the first time, they were then returned to use for the start of stage 8. At this point the sun suddenly came out, the wind stopped, and the last couple of hours were run in glorious sunshine! A timing error at the finish of stage eight meant that the last stage had to be cancelled, leaving us with just one more stage to run. Almost all of the competitors thanked us for the job we had done (I think they thought we were mad to have stood outside in the rain all day!), and having collected up the start boards, it was time to leave. Despite the weather, it was a great day, with an insight into running a rally that most people don’t have the chance to see. I’d do it again tomorrow if I had the chance.

No Towers 12-Car

12/9/02

After the success of the Old Farts 12-Car and with an ever-increasing number of people being around over the summer, we decided to run a summer event for those still about. A date was chosen, 12th September, anyone was allowed to enter and a very competitive entry list was assembled.

Myself and Olly set the route and some navigation was written that we thought was fairly easy. The night of the event came and we had a good 9 entries including one crew from Southsea Motor Club, which seemed good for the holidays. Only 4 marshals though which was a shame as it meant a lot of the controls went un-manned, although this seemed to be a good thing in the end as the event timings seemed quite tight with the "not so easy once in the car" nav.

The weather was fine and dry and everyone seemed to thoroughly enjoy themselves. There were no incidents and the testing nav meant that the route was highly challenging to keep on time. The winning crew managed to clean the whole event apart from one particularly evil section where the nav was very nasty and everyone dropped time. The second placed crew would have won on furthest cleanest if they hadn't approached a TC from the wrong direction early on, as they dropped one minute less on the aforementioned section.

A good time was had by all with the overall win going to Andy Coshan and Phil Kendall, and the Novices being headed home by Toby Jeffries and Richard Lawley.

Thanks to everyone for competing and especially to the marshals for coming out.

David Coles

Pos.	Navigator	Driver	Class	Car	Fails	Mins
1, 1E	Andy Coshan	Phil Kendall	Expert	Peugeot 309 Gti	0	13
2, 2E	Jonah Nuttgens	Steve Barnard	Expert	Dolomite Sprint	1	13
3, 3E	Chris Moore	Tom Jenkins	Expert	Fiesta	1	20
4, 1N	Toby Jeffries	Richard Lawley	Novice	Saxo	2	15
5	Ian Collings	Phil Collings	Expert/Novice*	Peugeot 205 Gti	5	34
6, 2N	Phil Mudge	Michael Mifsud	Novice	Corsa	7	28
7, 4E	Susan Broughall	Jerry Organ	Expert	Landy	7	38
8, 5E	Paul Lettington	Bob W	Expert	Nova	10	23
9, 6E	Elly Pryce	Paul Swindells	Expert	Peugeot 309 Gti	34	13

*switched to Novice at TC8

2002/03 CALENDAR

OCTOBER '02

- 10th: Introduction Talk (Physics Lecture Theatre A)
15th: How to do a Scatter Talk (Physics Lecture Theatre A)
17th: **PC1 (Scatter)**
31st: **PC2 (Scatter)**

NOVEMBER '02

- 2nd/3rd: Pheasant Plucker Road Rally (Guildford Motor Club)
7th: How to do a 12-Car Talk
14th: **PC3 (12-Car)**
23rd/24th: Nightwatchman Road Rally (Central Sussex Motor Club)
28th: **PC4 (Scatter)**

DECEMBER '02

- 5th: Christmas Meal
7/8th: Ilfracombe Road Rally (North Devon Motor Club)
12th: **PC5 (12-Car)**

JANUARY '03

- 9th: **PC6 (Scatter)**

FEBRUARY '03

- 6th: **PC7 (12-Car)**
20th: **PC8 (Scatter)**

MARCH '03

- 6th: **PC9 (12-Car)**
20th: **PC10 (Scatter)**

APRIL '03

- 26/27th: Funky Elephant Road Rally (Wessex Motor Club)

MAY '03

- 4th: Summer Scatter