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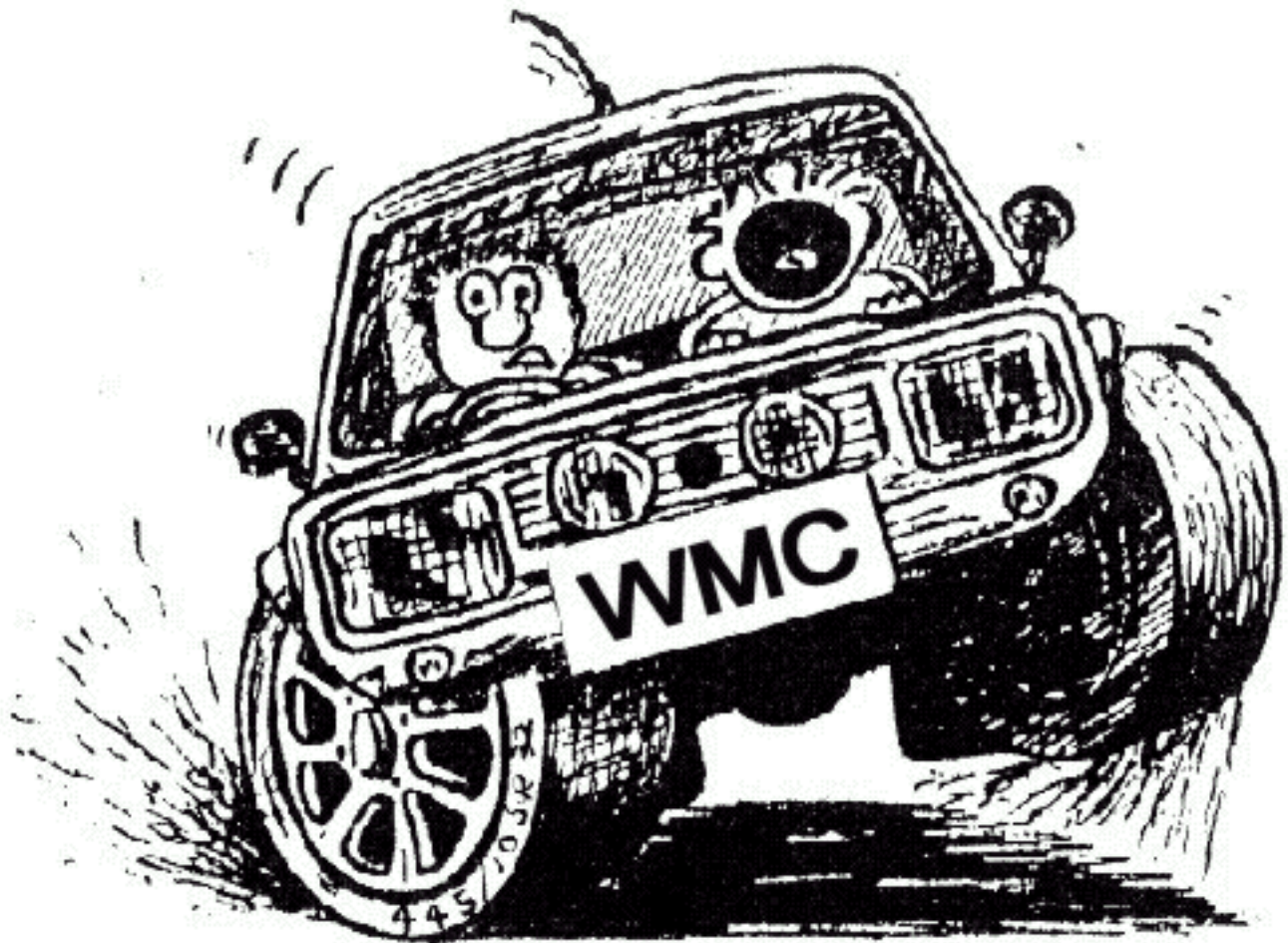
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WMC Magazine

☆ Issue 16 – December 2002 ☆



UNIVERSITY OF SOUTHAMPTON

☆☆ HAPPY CHRISTMAS ☆☆

Mixing it with the Best

On the weekend between the Pleasant Phucker and Nightwatchman rallies, I competed on another rally against the best in their field. No, I don't mean I was up against the likes of Solberg and McRae, rather that I was competing on a national road rally.

The Inter-Association Road Rally is an annual event, to which all the regional associations in the country are invited to submit teams. This year's event was the Early Winter Rally, organised by Border Ecosse Car Club. The south of England was represented by ASEMC and LCAMC (the South Eastern and London Counties associations), with the ACSMC and ASWMC (Central Southern and South Western) both failing to assemble teams. In total, 8 association teams were present, with the local regulars making up the rest of the field.

The event was based around Jedburgh, in the Scottish Borders area. Since ASEMC had won the IA last year, our team was seeded at the head of the field, with Chin and me running as car 1! The remainder of our team (Doug Kingsley (WMC 1990/91) & Ben Greenfield, from Borough 18 MC and Tony Michael & Paul Barrett, from Chelmsford MC) was interspersed amongst the other IA crews behind us.

Like most events in that area, the rally started on Saturday in the early evening. At 7:31, we left the start straight onto the first competitive section, up the A road out of Jedburgh, via a couple of LWR AM triangles. Each section was quite long by road rally standards (mostly over 6 miles with only one or two 3 mile sections). We had been sent a

selection of the previous year's clues, so, although the navigation was quite difficult, we were at least expecting this. The essay in the Finals about the navigation had also given us a flavour for its complex (almost table-top-like) nature. It included abbreviations such as IGR for Ignore Gated Roads, TR for Turn Right or for Trunk Road and a half page discussion on the definition of whether a crossroads is staggered.

Chin and I dropped some time and a code board or two on the second section, when I failed to solve the nav correctly. Thereafter we did pretty well, dropping a little on a few sections. Then came section 12, where I couldn't get the clue to plot at all. After much wasted time, I guessed a likely route. We were pleased to find a board on my guessed route and after the next junction we stopped to tell Doug and Ben what we'd seen as they'd not gone that way (it was a team event after all!). Ben agreed that he couldn't make the nav work and, as time was pressing, we decided to cut straight to the next rejoin point. Fortunately this was actually the next TC, so we thrashed along a B road and found TC12. We wrong approached, but since we didn't have time to go back and round to get correct approach before going OTL, we went straight in. Doug and Ben, with a little more time in hand, turned round in order to get correct approach.

Now very late, I solved just enough of the nav to find TC13 then we blatted straight to it. We gained TC13 8 minutes inside OTL. This section (the last before petrol) was 17 miles long and had a particularly involved piece of

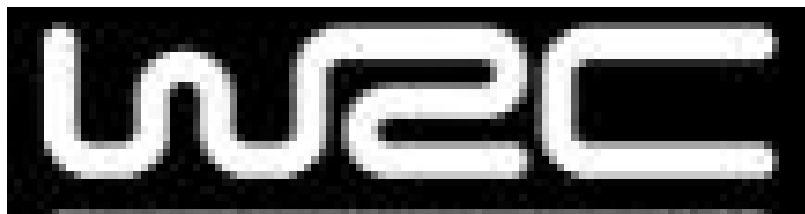
navigation. I solved it (mostly) and we followed my marked route without dropping any further time.

It was shortly after 11pm (the time when southern events start) when we had refuelled, exchanged a few short stories with fellow competitors and were off up the road to the second half.

The roads of the second half were very similar in character to the first (fairly open, with only a few tight bits, but very slippery). However, the nature of the event changed greatly. The first 85 miles took 14 sections, the second half made 25 sections from about the same distance. This was much more like what we were used to. Also the navigation was quite a bit simpler (or maybe I'd just got into the mind of the setters?). We had a fairly uneventful time, dropping only a few minutes and even managing to solve a piece of navigation that simply said "1131.876" (the correct route went through a .229 and a .116).

Eventually we finished (around 2:30) and found that everyone else had been similarly taxed by the event. The rally was won outright by Mike Biss and Cath Woodman (part of the LCAMC team). The Inter-Association award (based on the aggregate scores of each team) was taken home by the ANCC (Northern Car Clubs), whose team included Steve Webster and Iain Tullie (WMC 1989-92), who achieved second overall on the rally. Southern honour was upheld by LCAMC who were the third placed team behind ESACC (East Scotland). Our ASEMC team managed fifth. Chin and I were 13th on the rally, Doug & Ben 14th and Tony & Paul 22nd.

Andy Coshan



Network Q 2002

It was 6.30am, we had all got about 4 hours sleep and were all a bit hungover. But we still just about managed to get up, throw on some clothes and scramble into the cars. I was faced with a 35 mile drive to

Resolfen for SS8, the first stage of the second day of the Network Q. As soon as we left Cardiff I realised there was a problem with my car (apart from the speedo not working any more!!!). The car was very unwilling to accelerate past 3000rpm, but with the choke fully out all

the way there, we made it to the hills of Resolfen. After what seemed like an endless walk up a mountain we finally made it to the track. We watched the first few cars come through and saw a lot of the top names, but it wasn't exactly exciting as we were on a straight. So we moved about 100m up to a very shallow bend. Despite it being a seemingly easy corner, some drivers were getting noticeably sideways. The others were having a great time, marvelling

at the speed of the cars, and the wonderful noise of anti-lag on the WRC cars. I wanted some more excitement, so I wandered across the Welsh countryside and found a lovely 90-left corner. The first car I saw go



through was Niall McShea in his Corsa. Quick was an understatement. And he had the back end out in spectacular style, much to the cheering of the crowd! A lot of the 4wd cars were also having the same effect on the crowd as they slide the car so smoothly round the corner.

As the last few cars came through we heard that the Impreza of Eamonn Boland had got stuck in the ditch, and he eventually came through with the car coated in mud and leaves

having been dragged out by spectators and marshals. After a long walk back to the car, and a bit of fun exiting the stage ☺ we were on our way back to Cardiff so the others could sleep and I could repair the car before leaving for the Super Special at Cardiff Bay that evening.

The Super Special is unlike any other stage on the rally, as it is actually a circuit where 2 cars run head to head. It is quite short, the WRC cars put in time of around 2 minutes 10 seconds, but still provides some entertaining driving. Generally the crews take one of two approaches to the Super Special. Either take it easy, avoiding any mishaps, or give it some severe stick to please the crowds. Luckily for us, a lot of the drivers were

giving it some welly! Because they're on a track, space is quite limited, which resulted in a lot of bouncing off banks whilst coming out of a corner sideways, which was always amusing. McRae (typically) was the first car to make a mistake, spinning his Focus exiting the tunnel. But the most amusing incident of the night had to be Natalie Barratt, the only female driver, spinning her Hyundai. A 7-point turn, use of the Armco and banks to stop,

and much stalling followed until she finally got going again!

But the men of the night had to be Petter Solberg and Markko Martin. When they lined up together on the start everyone knew it was going to be a good race, and they did not disappoint! Both were visibly quicker than everyone else, but Petter just won by 0.2s, decreasing Markko's overall lead to just 1.6s, with just 4 stages to go the next day.

The Super 1600 cars were also impressive. Even with front wheel drive, and normally aspirated 1600cc engines the



fastest were only 10s behind WRC cars. And their handbrake skills as they entered the tunnel would rival that of certain WMC 309 drivers!!

All in all a thoroughly enjoyable weekend, and an excellent win for a deserving driver, and a local navigator. Well done to Petter Solberg and Phil Mills!

Carl Gibbs



Driving a Mini is like making love to a beautiful lady. You look at it, and you know it's gonna be great fun when you're in there. You jump in, and start bouncing around immediately. You wanna go faster, but it just ain't physically possible. She just cannot take any more. It's over all of a sudden. And you end up with stitches in your head.

Driving an MR2 on grass is like making steamy love to a beautiful woman. Once you've everything warmed you can than go and play on the slippery stuff. You'll then spend the next 1/2 hour spinning around having great fun, and in one final climax do 760 degrees. After you've finished, all your mates'll want a go as well.

THE TRACKER

By *David Coles* & Lizzie Pope

Many called us crazy, and I think I'd be inclined to agree with them. Everyone was tucking into their scrummy post-Pheasant Plucker fry-ups, before driving home to crawl into bed and recover. But, no, that would have been the sensible option. Having been up for goodness only knows how long, Dave & I set off for our second event in 24 hours.

Our original plan to do the Hants & Berks MC scatter wasn't that suicidal, as it didn't coincide with the Pheasant Plucker, but that event's subsequent date change set us a fresh challenge. We'd left Dave's car at the start/finish location of the Pheasant Plucker and it was given the night off whilst Dave navved Phil & I marshalled, so it was considerably more awake than we were when we set off. Fortunately, the event was run on the familiar territory that is 185, so at least we had the comfort of well-known roads to nurse us through the day. The start was in a pub car park in Hatch, Old Basing, near Basingstoke. The event was an all day scatter. We were given the clues at 9:30am and we had to be back in that car park by 5. There were no control marshals. All clues were given out at the start, we completed a tie-breaker, and then we were left to our own devices. The intervening hours were to be spent driving the length and breadth of 185 in search of various points. And for us, these hours were also spent in Safeways, and trying to keep awake. Thankfully, neither of us got too tired, and when one of us was in a sleepy phase, the other woke up, so we kept each other going. One of the more memorable techniques for encouraging 'awakeness' was randomly and repeatedly handbraking round 'long way round trees' (Beacon Hill Car Park)! The clues used in the event varied from scatter clues that we recognised, to others which took us rather a long time to fathom but have given us lots of new ideas for events, but they were very imaginative and creative, so watch out on PC10! The only criticism I'd have was that once we'd plotted all we could get, they were in four clusters at the four corners of the map, which was a wee bit irritating.



As anyone who's done the Summer Scatter will know, doing an event in the daylight is very different from doing one at night. That's not to say that it wasn't fun, as it was very enjoyable, but it is just different. As soon as it started getting dark around 4pm, our mentality immediately changed and we were back in 'proper rally mode'! *Cue big grin time* ☺☺☺ But by then it was time to head back to the pub, for lovely, warming pub food.

When the results were announced, we'd come 3rd out of 11, which wasn't bad considering by then we'd both been up for a ridiculous number of hours and sleep deprivation was really starting to kick in. The event itself was well-run and relaxed. We both *really* enjoyed ourselves, and don't regret doing it, but crawling into bed after that weekend was definitely one of the highlights!

PHEASANT PLUCKER ROAD RALLY 2ND / 3RD NOVEMBER 2002

Plucking Good Fun!

Sadly for the second event in a row, Elly was going to be unable to navigate me due to illness (hmm, I'm starting to see a pattern, she could just say she's scared!). So at the last minute Dick (Rich Howatt) stood in for Elly (on the event...).

Through scrutineering we went with no problems, and so onto the start. The first section started badly, we couldn't make the nav work! We eventually resigned ourselves to following Bob and Paul in the Nova, not a

good start... Onwards through the event we went, struggling with the nav on most of the sections in the first half (with no sections longer than 5 mins it was difficult not to drop time), and I wasn't driving very quickly either...

Thankfully, on the last few sections before petrol, where I'd started to pick up the pace and Dick was getting the nav onto the map quickly, we managed to claw back a few minutes per section (not bad considering the roads and length of section..).

After petrol it all got a bit easier (we even had a timecard with only 1 min dropped!!) although I did still manage a small spin on a downhill hairpin right. ☺ The final few sections saw the tiredness hit, and I was struggling to keep the pace up, although Dick didn't seem to be struggling as much as I was. We finally finished, in one piece, in 13th overall. All in all an enjoyable event, even if we didn't do that well!!

Paul Swindells



How Wessex Fared:

Pos.	Crew	Car
6	Phil Kendall/David Coles	Peugeot 309
10	Andy Coshan/Zip Zerihan	Talbot Sunbeam
13	Paul Swindells/Dick Howatt	Peugeot 309
16	Bob Wisniewski/Paul Lettington	Vauxhall Nova
17	Olly Smith/Susan Broughall	Peugeot 205

NIGHTWATCHMAN ROAD RALLY

23RD / 24TH NOVEMBER 2002

Jinx!

What better way to celebrate your 21st birthday than to do a road rally? Well, whether you agree or not, that's how I spent mine. Having pulled out of the Pheasant Plucker after the demise of the diesel Pug on PC2, Carl & I, now in a dark grey 205 XS, were raring to go. We hoped that we'd left 'white Wessex Pug' curse behind...

We got to the start and felt rather at home, as at least every other car seemed to be a 205, and with a strong Wessex entry, there were friendly faces everywhere. We were running car 31, which was actually last, but the way we preferred to see it was that the only way was up! Eventually, we got going. The nav was easy, there really is no other way to put it. Unlike the expert crews, we were given a stack of envelopes at the start, and each contained the nav for the next three or four sections, and one clue on each sheet seemed to be pre-plot! The others were crossing gridlines, spot heights, that kind of thing, but they were all short, and therefore quick to solve, and as they often told you how to solve it on the clue (i.e. said that it was crossing gridlines or whatever was applicable) it wasn't much of a challenge. After petrol, it was slightly harder, but still nothing too taxing. As a result, we were seriously irritated when we missed codeboards. Oh, and at the start we were given the grid refs & approaches for all 52 TCs! There were no excuses for a bad result.

The event itself was a lot of fun. We were, generally speaking, getting a fair majority of the codeboards, and were running on time, which was a real buzz. We were even early for a number of TCs, and if we did lose a minute we soon picked it up, which was a bit of a novelty! Carl was doing a great job at keeping us on the black stuff, especially during the wetter spells, and as we seemed to be running with cars further up the field, we were hoping for a good result.

But, as everyone's come to expect, when Carl & I do an event together, nothing ever goes according to plan. It was after TC36 that disaster struck. It was the only time that night (that I can remember!) where I was having a wee bit of a problem with the nav, mainly because it was over the fold of the map, so I'd asked Carl to stop briefly so I could check the nav without bumping all over the place. As we stopped, we realised that there was steam pouring out of the bonnet. Our hearts sank and the swearing commenced. Over the next half hour, Carl (once more!) performed the perfect Wessex bodge job. Gaffer tape and insulation tape were used to repair a rather large hole, and water and wiper fluid became coolant. As Carl was doing this, I found some mobile phone reception and rang Olly at TC44 (who I think was just waiting for us to call saying we'd retired!), and so when we turned up at his TC, we took as much coolant as he

could spare, which took us to the end of the event. Thank you Olly!!

When we'd established that we could continue, I worked out how many TCs to cut, and we were off again. We'd lost about 30 mins, but as we'd been doing so well until then, it wasn't that bad, or at least it could've been worse. What I found particularly amusing was that Carl claimed to be taking it easy to ensure we got a finish, but we were still gaining time at almost every TC! Apparently he was being kind to the engine by staying in 5th as much as possible, but not really compromising on speed. But whatever he was doing, we were flying and back on the road, eager to scrape back as many minutes as possible.

I think we cleaned it from then to the finish, but the damage had already been done. At petrol, we'd been looking good for 1st clubmans, but when the results were announced, we'd come home 3rd, which was mighty frustrating, but at least we'd proved that we've got potential.

The event was brilliant. Good roads, easy nav, and quite simply, lots of fun! Thanks a lot to all the Wessex marshals who supported the event. It was really great to see you when we screeched into TCs, and to leave to cheers! And thanks a million to Carl for driving like a star, keeping it together even when we thought we were out of it, and for fixing the car so competently & quickly. It was a great night, and a wonderful way to turn 21.

Lizzie Pope

Full results at: http://www.bbaexpress.com/central_sussex_mc/events/NW/results.pdf

INTRODUCTION

I can't believe that it's Christmas! Where has this term gone? This is all happening far too quickly. Anyway, enough of my deluded ramblings...

I hope everyone enjoyed the first 12-Car of the season. Pity about the weather, but it was a great event. Since the last magazine, there's also been PC4, another highly successful event, and 3 road rallies, the Pheasant Plucker, the Nightwatchman & the Ilfracombe. Wessex were well-represented in all, and did the club proud. Last weekend was particularly memorable as Phil & Andy won the Ilfracombe Road Rally. Many, many congratulations to them on a brilliant win. And further congratulations to Phil who has won the expert drivers' championship! Results and reports will follow in the next. We're now all looking forward to the Carpet Bagger on 25/26th January 2003 – they'll be needing marshals as well as entries! For further info please visit

<http://members.lycos.co.uk/carpethaggerrally/> (the link will work if you write that all one line)

As Chris has explained, PC10 is going to be a wee bit different from usual, and Dave & I are putting on our thinking caps to work out how best to baffle you!

For those of you that saw the article I wrote for *Wessex Scene*, apologies for the awful picture they published. I have complained, as it was totally inappropriate, and they didn't use the photos I sent them. A formal apology *should* be in the pipeline.

Also, apologies for the er, wee snippets of wisdom that you may see peppering this magazine (see foot of this page). They're courtesy of Messrs Zerihan, Howatt & Swindells, and please note that the editor does not endorse them & accepts no responsibility for them! They may raise a smile, but they do appear due to considerable coercion!

Many thanks to Elly for organising the Christmas Meal. It was a lot of fun, and everyone scrubbed up rather well! And congratulations to our new RUC rep., Ed Butler.

Well, that's it from me for now. Have a wonderful Christmas & we'll see you in the New Year.

Lizzie Pope

PRESIDENT'S PIECE

The Network Q has been and gone for another year, so now it's up to us to show everyone how to rally properly! We're already halfway through the season and competition remains as tight as ever. Andy and Gareth have built up a small lead, but with the next few crews only a couple of points

behind, it only requires a small mistake for their lead to disappear. Ed and James seem to be building a lead in the RUC championship, but with more crews appearing at each round, they won't have it all their own way.

I hope everyone enjoyed the first 12 Car of the season, and there are plenty more to look forward to next term. The calendar changes that swapped PCs 5 and 7 mean we have a new event format for PC 10 this year. Details are still sketchy at this stage, but expect something completely different to usual, giving the RUC crews a chance to compete with everyone else on a level pegging!

I hope everyone had as good a time as me at the Christmas meal, and thank you all for dressing smartly. Congratulations to Ed Butler on being elected RUC rep. We will have the AGM in February, so there's another opportunity for you all to get involved then.

Also after Christmas is the start of the British Uni karting championship, and after the two team test days, karting sec Gareth seems quietly confident about our chances. There is also karting sessions with the club kart to look forward to, and marshalling the Rallye Sunseeker in February.

Have a Merry Christmas, and best wishes for the New Year!

Chris Gage

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☆CSMA 12-Car

☆Championship Tables

☆Zip's Round-Up of the Year

Driving a Dolly is like making love to a beautiful lady. You go in hard, grab her by the scruff of her neck, and a short moment out of control seems like eternity. You then spend the morning afterwards banging the dents out of her bodywork.

PC CHAMPIONSHIP

Pos	Name	PC1	PC2	PC3	PC4	Total
1=	Andy Garrett	8	10	6	8	32
1=	Gareth Lewis	8	10	6	8	32
3=	Olly Smith	7	6	10	DNF	23
3=	Ben Smith	7	6	10	-	23
5=	Richard Lawley	10	Set	4	5	19
5=	Chris Gage	10	Set	4	5	19
7	Colin Davis	5	7	1	6	19
8	Chris Knott	2	8	7	1	18
9	Mike Mifsud	5	7	-	6	18
10	Calum Maciver	-	8	7	DNF	15
11=	Phil Davidson	4	2	8	1	15
11=	Toby Jeffries	4	2	8	1	15
13=	Ben Paddick	6	5	DNF	Set	11
13=	John Thompson	6	5	DNF	Set	11
15=	David Coles	OTL	OTL	Set	10	10
15=	Elly Pryce	OTL	OTL	Set	10	10
17=	Russell Goodrum	3	2	2	3	10
17=	Tom Richards	3	2	2	3	10
19=	Ed Butler	1	3	5	-	9
19=	James Firth	1	3	5	-	9
21=	Carl Gibbs	Set	DNF	1	7	8
21=	Lizzie Pope	Set	DNF	1	7	8
23=	Rob Stevenson	1	4	1	2	8
23=	Dan Moss	1	4	1	2	8
25=	Caroline __	-	-	-	4	4
25=	Richard Sinden	-	-	-	4	4
27	Nick Clarke	-	1	3	-	4
28=	Ka Ke __	-	-	-	3	3
28=	Jim __	-	-	-	3	3
28=	Lee Bandicott	-	-	3	-	3
31	Chris Hynds	2	-	-	1	3
32	Chris Johnson	1	1	-	1	3
33=	Bhavin Shah	-	1	1	-	2
33=	Andy Seal	1	-	-	1	2
33=	Elaine Freer	1	Set	-	1	2
33=	Mike Lumsden	1	-	-	1	2
37=	Alex Richards	-	1	-	-	1
37=	Susan Broughall	-	-	1	NE	1
37=	Karena de Souza	-	-	1	-	1
40=	Keith Walton	-	NE	-	NE	0
40=	Michael Smith	NE	-	-	-	0

RUC CHAMPIONSHIP

Pos	Name	PC1	PC2	PC3	PC4	Total
1=	Ed Butler	8	10	10	-	28
1=	James Firth	8	10	10	-	28
3	Chris Johnson	10	8	-	8	26
4	Andy Seal	10	-	-	8	18
5=	Ka Ke __	-	-	-	10	10
5=	Jim __	-	-	-	10	10
7=	Alex Ritchards	-	8	-	-	8
7=	Nick Clarke	-	NE	8	-	8
7=	Lee Bandicott	-	-	8	-	8
10=	Michael Smith	NE	-	-	-	0
10=	Rob Stevenson	NE	NE	-	-	0
10=	Chris Hynds	NE	-	-	NE	0
10=	Mike Lumsden	NE	-	-	NE	0
10=	Keith Walton	-	NE	-	NE	0
10=	Karena de Souza	-	-	NE	-	0

2002/03 CALENDAR

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

**All dates correct on date of publication*

Christmas Meal 2002

The Christmas Meal was last night, so I'm writing this article with a "slight" hangover! ☺ Everything seemed to go according to plan. Myself, Lizzie and Ceri had a picnic lunch at my house in the afternoon, still trying to decide what to wear and how to do our hair! (And eating lots of caramel chocolate fingers – ummmm) I managed to resist the temptation to start drinking (for a while), then Susan arrived and we all headed off to the hairdressers. Ceri chickened out of dyeing her hair, but Lizzie had hers put up, Susan went for curls and I was trusting enough to have mine chopped!

After an hour or so we were all done, and headed back to Lizzie's to crack open a bottle of wine and finally decide what to wear! Several dress changes, a bottle of wine (and some emergency nail varnishing of stockings) later we were almost ready. Carl gave us all a lift to the Union (thank you Carl!) and then the battle to find a cash machine began. In the end we gave up and settled down with 3 bottles of Reef and a J20. Almost everyone turned up on time, looking very smart. (Especially Dick in his shirt, tie, cuff-links, suit jacket, and shorts!)

Susan and I made sure the coach driver knew where he was going, and everyone piled on after just a short cash-machine related delay. To my surprise we got to the pub with no problems (apart from me regretting having started drinking already). I think everyone got the right food, despite most people forgetting what they had ordered. By the time the starters all came out I decided to give up telling people what they'd ordered and just got more drunk! During dinner the Champagne Wars started with Andy Garret buying a £40 bottle. Not wanting to feel left out Jerry went and brought a more expensive one, and then Andy bought two more (as far as I remember! ☺) No wonder the Milbury's have us back each year when people spend silly amounts of money! (I'd rather spend it on clothes myself. Or rallying! - Ed.) Almost everyone else proceeded to get nicely drunk too whilst trying to avoid the corks flying everywhere. All the food was nice, especially the profiteroles, and most of it ended up in people's mouths rather than on their clothes! Toby managed to absorb about £10 worth of champagne in his shirt, and contemplated licking it off, but decided against it in the end! (Thank goodness – Ed.)

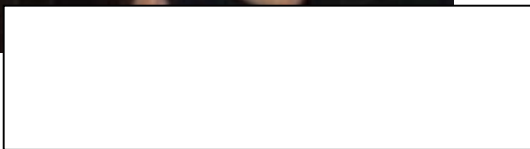
As usual at the Christmas Meal we elected the new RUC Rep. Ed Butler won despite hot competition from Tom Jenkins standing for the second year in a row, who would have won he had of been eligible! Lots of drunken antics commenced like ice-cube throwing, me announcing I was 6 months pregnant, and other general mayhem, but as far as I know nothing got broken (or stolen or burnt! Ed.). Come midnight (and some of us counting down for no particular reason) it was time to leave. Thankfully Dave navved the coach driver home as I was slightly less than sober, and after a few sing-alongs we made it back to the Union.

I think a few people proceeded to get even more drunk at Andy's house, but I managed to get a taxi home, scoff the remains of the picnic lunch and then go to bed feeling ill! Thank you to everyone who came, and Carl and Chris for remembering to pay Len at the end of the night! I hope everyone enjoyed their night, and has a good Christmas and New Year. I look forward to next year when someone else has to organise it!

Elly Pryce

The President welcomes the new RUC Rep. onto the committee.





Elaine's caught on camera.

Susan and one of her 'momentary' lapses!!



Phil, Paul & Jerry after a few, but before a few more...!



PC3

Two years ago Dave and I wrote an article about PC3 because it was our first 12-car and we won RUC. (ARGH! - that makes me sound old!) This year we set PC3, my first ever 12 car, so I wanted everything to run smoothly.

After lots of organisation we went out to check the route and find TC locations. This was my first ever trip in Dave's Mk 1, and armed with a bag of fruit pastilles everything went well. We sent off the tracings, I wrote the clues and everything was going OK. (Apart from a minor re-route because the route went through a black spot!) It got to about 2 weeks before the event and Dave was going to write the marshal schedules. Unfortunately I realised I had mislaid the bit of paper with all of the section times on! (Oooops!) Paul and I went out to check the lengths again and check for cautions and possible Passage Check locations.

After I navved him down the wrong road in the first section things got better! We were coming to the end of the route when I looked up to see two pairs of reflective beady eyes on the bank in the distance. My first reaction was that it was people, because their bodies were so big, but when we got closer it appeared they were actually deer! Given Paul's past experience with deer we could have taken this as a bad sign, but we didn't. Sadly we would have been right if we did... ☹

The day before the event we codeboarded the route, and got my car really muddy splashing through lots of puddles! Diesel power rules! ☺ (I really should wash it) Come the actual day of the event everything was ready. The weather was terrible with practically torrential rain, so I was a bit worried about how much water there would be on the roads. All but one of the crews that had entered signed on - we had a full entry of 13 ***cough*** cars.

I marshalled with Jerry in the 90, and we did the Upham white no problem on the way out and the way home! ☺ It was still pissing it down when we arrived at our first TC, so I was armed ready with my waterproof, coat, waterproof trousers, gloves, hat and scarf! I got totally soaked while Jerry sat in the 90 playing with his new toy phone! (Well it was quite cool!) I consoled myself with a Jaffa Cake muffin (ummmmm) Jerry had got me, and that made it seem better. The rain got progressively worse so we agreed Jerry could do the next TC while I dried off.

As we were just leaving to go to the next TC (and I was sitting on a plastic bag so I didn't get the seat wet ☺) we got a call from Dave to say everything after TC7 had been delayed 12 minutes, but he didn't say why. I thought there had probably been an accident, or a blown over tree meant we had to re-route or something. At our next TC we saw Phil and Steve (course openers) who explained there had been a **slight** error in the time cards and so Dave had added a last minute time recovery section. It actually worked out well as most crews were losing time because of the weather or drowned dizzy caps.

At our second TC it had stopped raining completely. I couldn't believe how jammy Jerry was. I had got totally soaked and now it was his turn the weather was suddenly fine! Just before our TC was a MASSIVE puddle, and a small river along the side of the road where we had to stand to sign the time cards. Most competitors wouldn't move over so Jerry did get soggy feet! ☺ Revenge! Lots of cars were late into our TC and Ben's Nova died going uphill on the narrow yellow out of our TC. A chain of 4 cars behind him had to reverse back down the hill so that he could stop at the TC and spray the dizzy with some trusty WD40. Works every time! (Not for us...! ☹ Ed.)

Once most of the cars had been through we got a call from Paul and Dick, saying they had hit 2 deer and were retiring. Apparently they left the deer in the middle of the road, not too sure if they were dead. The fact that they weren't moving wasn't quite obvious enough! Steve and Keith finished off the job of de-codeboarding so thanks to them and to Paul and Dick for starting de-codeboarding.

I was pleased at the finish as there were no major accidents, and everyone seemed to have really enjoyed the event! (Although Chris Knott tried to turn his Fiesta into a submarine on the way home by driving through a 1.5ft deep ford!) One car didn't turn up at the finish - Matt Hall and Elaine who were marshalling. Due to a **slight** communication error they went to the wrong finish pub! Right name, wrong village! Doh!! Congratulations to Olly and Ben for winning, and especially to Carl and Lizzie for finishing their first ever event! (Eventually! Ed.) A big thank you to all of the marshals for braving the weather and making sure the event ran. (And thanks to Elly & Dave for organising & running it - much fun! Ed.)

PC3 Results:

Car	Driver	Navigator	Fails	Mins	Fails	Mins	Fails	Mins	PC Pos	RUC Pos
0	Ben Smith	Olly Smith	0	5	0	18	0	23	1	
5	Phil Davidson	Toby Jeffries	0	12	0	15	0	27	2	
6	Chris Knott	Calum Maciver	1	5	0	17	1	22	3	
2	Gareth Lewis	Andy Garrett	0	16	1	11	1	27	4	
10	Ed Butler	James Firth	1	5	1	9	2	14	5	1
1	Richard Lawley	Chris Gage	1	5	1	11	2	16	6	
11	Lee Bandicott	Nick Clarke	2	19	1	15	3	34	7	2
7	Russell Goodrum	TomRichards	0	20	4	21	4	41	8	
9	Dan Moss	Rob Stevenson	5	3	3	12	8	15	9	
12	Susan Broughall	Karena de Souza	2	13	7	28	9	41	10	
8	Bhavin Shah	Colin Davis	3	11	25	29	28	40	11	
4	Carl Gibbs	Lizzie Pope	3	4	29	30	32	34	12	
3	Ben Paddick	John Thompson	4	25	15	5	19	30	DNF	DNF

Plucking Peugeot

After our victory on the Powerush, Jonah and I were all set to make an impact on Guildford & Basingstoke MC's Pheasant Plucker Rally (although with the seating reversed and me making my second ever attempt at navigating an all-nighter). However, before our entry form made it out the door, the Plucker had to be postponed to a week - to a weekend when Jonah was to be away on business! A last minute plea to the ever-fruitful WMC mailing list found a willing navigator in Susan, meaning I could return to my favoured wheel-turning, lever manipulating role in the car.

The Pug required only a quick brush up to be fit for the event (a breath of fresh air from the usual week-long pre-event preparation on the Mini), and breezed through scrutineering and the noise test with no problems (also a little different to the Mini experience). The weather forecast was ominous, and it was hinted at (OK, we were blatantly told) that the section times were *not* generously worked out, so it was clear from the start that it would be an event to challenge both the car and the driver (and the nav? Ed.).

On one of the early sections, the challenge was even better defined by a not-as-map junction, with a run-off straight on into a whopping great big log. A terrible

struggle between machine and nature ensued, leaving the log at least a little disoriented, and the Pug battered, but with its honour intact. Having replaced the log-damaged wheel, and gently adjusted the log-damaged front bumper (to a new position in the boot), and "ummm"-ed and "ahhhh"-ed a little over the state of the brutally reset offside front suspension geometry, we continued, a little more wary of the woefully low coefficient of friction between vintage rubber and well



matured silty deposits laid thickly over moistened tarmac.

A few TCs later, the Pug decided it no longer really liked the front offside mudflap (due to it being a little too friendly with the wheel in its revised location), and requested that I gently detach it whilst waiting for our due time. With the mudflap protecting a rear footwell from a dirty spattering, we continued once more, but having fewer and fewer confrontations with other rally crews as we approached the half-way mark.

Somewhere near

Goodwood, we stopped at a TC and were congratulated on our luck by the marshals awaiting us, as their TC was to close in the following few minutes and had we been much later, they'd have been unable to sign our time card. Confusion reigned for a few moments, until the realisation that the time card displayed a whole hour of possible lateness, and that we'd been happily running a long way over our time limit for a frightening number of sections! Missing the last few sections of the half, we headed straight to the half way rest (making sure not to race any horse-drawn carriages on the way).

From the half way point, things seemed to calm down a little and the event went rather swimmingly. At one point we amused photographers with a rare demonstration of not pirouetting the Peugeot, and at another, Susan donated a semi-digested portion of something-or-other (apologies, Susan) to the slippery covering of the tarmac! Otherwise, it was mostly uneventful in my recollection, and the finish approached rapidly, with its much anticipated greasy fried breakfast and discussion of the night's moments with our fellow crews.

My mind fails me when trying to recall the result, but most importantly, the Pheasant Plucker Rally 2002 was a memorably enjoyable drive in the lanes ☺

PC4

It all started when Dave asked Ben and I if we wanted to set a rally for the forthcoming year. We almost immediately said yes, not knowing what we were letting ourselves in for at all! We started planning the rally in the beginning of October, thinking that we would get the majority of it out of the way before uni started. We thoroughly read the “How to set a scatter” document which provided a lot of background information and the necessary rules and regulations on setting an event. Once we had identified areas of interest on the maps and split them up into sections we jumped into Ben’s Golf at about 7pm one night, armed with maps, a romer, plenty of pencils and paper and searched all the sections for possible RC locations. This took around 5 hours and we got about 50 RCs, a few in each section. A few days later we looked at what we had got and decided that the spread of RCs was biased in certain areas, so off we went again to look for more RCs in a hope to spread them out more evenly on the map. We got about 10 more possible locations, bringing the total number of possible RCs to 60.

Our next task was to create tracings of the maps, showing all 60 RCs, for the Hampshire and Wiltshire parts of the event to send to the two sets of police and RLO officers. It was about two weeks after sending all four tracings and we had not heard anything back from anyone. After making lots of phone calls we discovered that no one had received the tracings. In a panic, as we were well past the date for checking with the RLOs that our RCs were OK, Ben had to do all four tracings again and this time we sent them via registered post. A few days later we heard back from all parties and were relieved that all was well apart from one black spot, cutting out about 3 RCs.

Our next task was to cut down the number of RCs to around 40, giving us the total number that would be in the event. This involved a lot more driving around to try and get the best possible location for all of the RCs (and a accurate grid reference for each), so that they would be easily plotted on the map, as there is nothing worse than an RC right in the middle of a long stretch of road with no distinguishing features on it! Having experienced poor locations of RCs in the past (next to houses on straight bits of road etc...) we felt this was one of the most important things to get right, so we spent a lot of time driving, looking for good RC locations. (And thank you for all your efforts as this was one of the best features of the event & made life v. easy for us! Ed.) We finally reached our target and ended up with 39 RCs, spread evenly over the maps, with a reasonably good network of yellow roads in-between. After this we had to allocate the RCs to the three sections of the event. We wanted the event to ‘flow’ from section to section, rather than having to keep going backwards and forwards on the same roads, so that if you solved all the clues, there was almost a definite route to follow (although some of you may not agree!) We achieved this as much as possible when allocating the RCs. Next we had to determine how many 1, 2 and 3 pointers there would be for each section and which RCs should have what points. There were definite ‘clusters’ of a few RCs each and within each cluster we allocated RCs with 1, 2 and 3 points. This meant that if some teams were not able to solve the more difficult 3 pointers, they would not miss out on driving the good roads between the sections of the event as where there was a 3 pointer, there would be a 1 and 2 pointer relatively close to it. This also meant we would get an even spread of all the points, which cant be bad! Sometimes if we felt some roads were not to be missed we placed an ‘easy’ 2 or 3 pointer RC on them in the hope that they would get driven on the night. Another annoying thing that has happened to us on past rallies is that the questions are either not very well worded, or ambiguous. We therefore tried to make every question as complete and concise as we could, so that when you arrived at the plotted RC there would be no doubt in your mind what you were looking for (and this worked v. well! Ed.).

The next big task was to make up the clues for the two and three pointers, bearing in mind the ones that we wanted to make ‘easier’ to solve so that people would drive what we deemed to be the best roads. We decided to make the clues, on the whole, relatively easy so that not too much time was taken up solving them, as it is obvious that more enjoyment is had from driving than racking brains trying to solve simultaneous equations with 6 unknowns... Using past clues that we remembered from previous years and variations on themes already seen this year, as well as some new ideas, we set about writing the clues. We took a long time over this checking and making sure that the clues only solved one way.

Another aspect of some rallies is that some answers are invariably guessed, such as “What farm is here?” and the farm is marked on the map. We wanted to minimise this and so included a few ‘decoys’ in the questions that would enable us to tell whether people had guessed the answers (you all know who you are – in fact one answer sheet was full of virtually all guessed answers!). Of course if the person solved the clue and went to the RC then there would be no problem, but frantic scribbings at the finish pub were I’m afraid to say,

on the most part, futile. Ben and I were actually amazed to see that almost every answer sheet contained at least one guess – well I suppose it’s worth a shot! Maybe we will employ this tactic in future, in the vain hope of gaining a few extra points. One ‘decoy’ involved you writing the name of a farm displayed on a board. But a farm of a different name was on the map, so we got quite a few guessed answers there and were actually challenged at the end of the event by some one insisting that they got the question right because they had seen the name on the map, but not actually been there!

After writing all the clues and checking them and checking them and checking them we did a ‘dry run’, as if the rally was a proper one and we had not set the clues. We completed the rally, getting almost every RC, just in time and so deemed the clues to be fair and also that the time allocation for each section and the number of RCs for the rally to be right.

Once the dry run was complete, we noticed that it would be advantageous if certain white roads were used, so a few days later we ventured out in the trusty Golf and tried to drive down some whites. This was fun! All the ones we wanted to use were passable even if one of them had a burnt out car on it (as stated in the finals) and was partially submerged in water! It then came to the night before the event when we went out for the last time and gave everything a final check.

On the Thursday we printed and copied all the necessary bits of paper (lots!) and gave all the clues a last going over. We also included two clues in colour (copied squares of the map issued at CMB) which we thought would be good to solve as we have never had anything in colour before, so this was a new idea. We felt a bonus is meant to be a bonus, not just an easy five points at the end of a rally that everyone gets, so really there is no point in having it at all! Therefore we decided to steer clear of “bring 5 things beginning with X to the finish” and chose questions on rallying, as after all that is what we were doing and most of us have a vested interest in it!

And finally we get to the event! We had an almost record turnout of 23 cars (I can only remember there being more at PC1 or 2 last year), so the night was off to a good start – perhaps people were just turning out to see Ben and I do our worst!! All we were hoping for was that everyone would enjoy the event and all the clues solved and were on plot. This occurred with the exception of one clue that was pointed out by one of the first cars at CMB, which gave us time to change the clue on all the other sheets before we handed them out, so everyone else was oblivious to the mistake of a plot being slightly out (well except for the fact that the clue sheet had pen on it). A few people tried the whites and on the whole most escaped unscathed, if a little muddy (I wish we all could have seen Steve at the finish!) The Golf got us round to the controls and the finish, that’s all that counts, but that’s all I’ll say there!

I would encourage anyone pondering the idea of setting a rally a shot to go for it: hell if we can so can you! It’s great fun, and rewarding, if a little (a little?!! Ed.) time consuming! Congratulations to Phil and Susan for winning overall and to Dave and Elly for winning PC, and commiserations to the three cars that didn’t finish. Let’s hope you’re all up and running for the rest of the season.

John Thompson

PC4: Probably the best set scatter of the century

I’d to say that this year’s PC4, set by Ben Paddick and John Thompson, was, in my opinion the best set PC scatter the club has seen for a very long time (several years!).

In contrast with other events:

- All the clues worked (apart from one minor error that was quickly corrected)
- All the RC plots were absolutely spot on
- None of the RCs we visited were too close to habitation
- The questions were unambiguous and the answers obvious once at the correct location

Thanks guys, for putting in the effort and making this a perfectly organised event (shame our result did not reflect the enjoyment we had, but that’s another story).

Andy Coshan

Night Watching in the White 309

Following hot of the heels of the Pheasant Plucker Rally, possibly one of the slipperiest rallies of the year so far, was the Nightwatchman Rally. The event was organized by Central Sussex MC, and having never competed on it in the past I was unsure what to expect. What turned out was an extremely enjoyable event packed full of incidents to keep us busy all night.

Going into the event I had a comfortable lead at the top of my class in the championship and all I had to do was finish ahead of the Fiesta of Allan Sayers in order to take the championship. So the pressure was on a touch!

Wessex was well represented with entries from Andy Coshan & his mate Chin in the unmissable yellow Manta, Chris Moore & Tom Jenkins in the bouncy 106 Rallye, Paul Swindells & Jonah Nuttgens in the quick red 309, Carl Gibbs & Lizzie Pope in the his replacement 205, and myself & David Coles in the (not so) trusty white 309. We also had four marshal crews out from Wessex. They were Zip, Olly Smith & Susan Broughall (complete with funky disco ball!), Jon Taylor & other, Andy Garrent & Toby Jefferies.

David & I started the event well, staying on time up until the first passage check manned by what seemed like the entirety of WMC. Here we caught up Chris & Tom who had dropped back a touch with a bad case of 'mal de nav'. For the next few sections we were then right behind the 106 on what were some of the tightest sections in the first half. I also had the quick Fiesta of Allan Sayers right behind me. We blasted through a hilly section complete with two fords and a photo point

and then came to a very tight hairpin slot right. Chris handbraked in, didn't get all the way round, and I slithered to a halt right next to him. Chris then did a three point turn inches from my driver door and somehow we both carried on. According to Allan later at petrol there was very little room for error between Chris and I. The following section had a tricky piece of navigation, but David solved it before Chris and we managed to get away in front of them. I now had Chris



following me! The pressure of the tricky sections was released for a period as we had a transport section along some uninteresting A and B roads.

A couple of sections after the transport had some clever navigation which saw us drop four or so minutes before petrol, which was a shame as we had only dropped one minute up until that point. To add to tricky bits of navigation in the first half, my exhaust had decided to dislodge its middle mount and was grounding with impressive sparks on the bumpy roads.

It was then back to the start location to top up with fuel and have a good chat with the other competitors. Once we had reattached the middle mount on the exhaust and topped ourselves up with food it was back out onto the lanes for the second half.

The second half turned out to be more incident-packed than the first. About a third of the way

in there was a fantastic white road with a couple of large holes in it. It was shortly after this that my exhaust took a disliking to the rest of my car and promptly dropped off. It dragged under the car till the next TC which thankfully was marshalled by Olly & Susan. I jumped, out handed Olly a torch and proceeded to wallow in wet mud as I wrestled with the exhaust. The exhaust was back on in under a minute and we were away again. But the fun was far from over...

Shortly after that the 309, undeterred with its failed attempt to stop us with a broken exhaust, decided to randomly stick the throttle wide open. This would normally happen at a high speed straight into a really tight bend. It made for some very interesting moments. But equally undeterred by the car's attempts to kill us David & I continued at a quick pace.

The second half had a string of tight two mile sections and it was during these that we had our other interesting moment. There was a very fast approach to a hairpin slot left with a photo point on it. I flicked the car in on the handbrake and we proceeded to do a lovely 180 spin and end up travelling backwards past the slot with all four wheels locked. It seemed to take an age for the car to come to rest, but thankfully we missed all the rather solid looking scenery around us. A big grin and a wave to the photographers and we were going again.

The second half went well for us as we only dropped two minutes. This was good enough for us to secure both David and myself's best ever finish. We were fourth overall, a very pleasing result, and one that has secured me the win in the expert drivers class in the championship.

REVIEW OF THE YEAR

2002

The year started with *The Resolution*, back in January, which promised a selection of great lanes and easy nav. Unlike most local events, Hart MC insisted on competing crews bringing a marshal along. Although I had planned to do the event with Dick, neither of us had a suitable vehicle, the Crapi having its V6 in constituent form scattered over the garage floor, and the MR2 with brake problems. So we thought we'd go out and support the WMC crews who were out that evening. In our roles as official marshals for Tom Jenkins and Cosh, Dick and I got dressed up as their 'significant others', Lisa Jenkins and Linda O'Connell, as specified on their original application forms. This raised an eyebrow or two when we signed on, and I have to admit we were chatted up by a couple of the more desperate men there. Hands off my breasts! Anyway, the event was received quite well, although the nav was a bit iffy, the lanes were meant to be quite good. Chris and Tom were 5th overall, but Phil and Andy succumbed to the slippery conditions and went off on a white.



Lisa Jenkins and Linda O'Connell...

The next event of the year was *The Kent*, which Dick agreed to nav me on. I really enjoyed my first event in the MR2. The organizers had used some really good three-dimensional roads in what is generally quite a built-up area. And the mega slippery lanes just after petrol were great fun. Phil and Cosh finished this time, in 7th overall.

Then, I swapped back to my normal role with the maps as I navved Paul Swindells in the *Rali Gogledd Cymru* organised by Rhyl Motor Club in North Wales. We were accompanied by Dave Coles and Elly, marshalling for us. A couple of years previously, Tak and I had competed in another Welsh event, the *Cilwendeg*. Although we retired in that event, flooding the engine, we had a fantastic time, using some very challenging slippery lanes, including going through three massive fords which were very intimidating with all the spectators watching. The *Gogledd Cymru* was a similar format – you got the several hundred grid references which defined the entire route, at the start, with about an hour to plot them. Paul's driving was extremely committed, but although the lanes were good, they perhaps weren't quite up to what we were expecting. To be fair, the lanes did look better after petrol. Unfortunately, we didn't get that far. Having put in some really fast times, we slid into a gatepost at the entry to a slippery white, just before halfway. The whole thing happened in slow motion, and resulted in a fair amount of

front end damage. And, as we reversed out of the slippery rut, we added a couple of big battle scars to the two nearside doors. It's always the nav's side, isn't it?! That was the end of the event for us, although Elly and Dave stayed on to marshal until the end.



Extremely committed driving by Paul, and some really fast times. Until the gatepost....

Next was *The Barum*, in which Phil Kendall was providing the wheels this time, in another 309. The event, organised by North Devon Motor Club was pre-plot first half, and standard clues after petrol. Although they have some fantastic lanes in that part of the country, they could maybe have made better use of them, especially in the first half when we didn't have any nav to cope with, which was a shame. Although we did have a flat to deal with after taking a white a little quickly, which also happened to Chris and Tom. The lanes in the second half were a bit more like it – pity it all couldn't have been more like this. We came through to finish quite far down in the end, and the 309 did look a bit battle scarred by the end of it with damage to the bumper. These hooligan 309 drivers, eh! Cosh and Paul finished 9th in the end, but Jerry and Dick's outing was less enjoyable as they DNF'ed (two flat tyres) in the Integrale.

Next came a change of scene from road rallying. A big group of us ventured off to Barcelona for 10 days to watch the Rally Catalunya. We had a great time over there in the city, absorbing all the local culture. OK, I mean experiencing all the local bars and drinks, including that famous Spanish brew – Salmon Lager. Oh, and the rally was good too, the hot sunshine being very different to standing in a freezing wet hillside in mid November. The trophy of the holiday was Marcus Gronholm's hat that Dick managed to persuade him to hand over. Although I'm still trying to erase the memories of the fancy dress party we had.

Back to the sunny UK, and Wessex held the Old Fart's 12-car. I'm sorry I couldn't make it in the end, but Dave and Oily set a cracking event, which Paul and Cosh won. The trophy, a slipper, takes pride of place on Paul's mantelpiece.

And on to the Funky Elephant, organised jointly by Wessex and Basingstoke Motor Clubs. The guys, as you all know, set a fantastic event, with conditions made more interesting by the torrential rain. With the support of the dedicated marshals, I'm sure all of the crews felt that they had completed a marathon event by the end of it. Including Paul and Susan, who came into the final control quicker than all of the other competitors, in typical Swindells style completely sideways on the handbrake, but in from the wrong approach. I'm sure all WMC crews enjoyed the successful event, with Chris and Tom finishing 3rd, ahead of Dave and Elly (6th), Bob and Paul (8th) and Oily and Jonah (9th) despite the Mini's rotor arm problems.

Next was an opportunity that I just couldn't say no to. The NSMSC, held by Edinburgh University, was open to anyone who had been a student during either of the two previous years, the last competition being cancelled due to foot and mouth disease. As there was a free space navving Oily in the

Mini, and I was still kinda eligible, it seemed like a good laugh. And we made the long journey up there, along with Bob and Paul, and Jon and Susan. Although the afternoon events of the autotest and the tabletop went OK, the local crews were doing better than us, and we were going to have to do really well in the rally to win. In reality, the roads were similar to how they appeared on the map (long straights then sharp bends), and we didn't share as much enthusiasm about them as the locals did. "Jim Clark rally roads these are", they continually told us. Big deal. After the Mini chewing through the customary couple of rotor arms after the first section, it behaved really well and was definitely an interesting car to nav. And Oily was up for it too as we made our own entertainment, overtaking the extremely slow locals, including a V6 Crapi! And who would ever forget the finish, as Bob and Paul, then Oily and I both overtook a local crew on a gravelly white, including making use of a big grass bank, just yards before the final control. I don't think they knew what hit them. Good fun, but no win. Next time we'll leave it to the proper students.

Then came the Summer Scatter. Jerry and Helen had enough space in the back of the Land Rover for a 24 pack and a couple of drunkards. And it was a nice day so we thought we'd go for a quiet drive in the countryside. Never did I think that when I did my first summer scatter four years ago, I'd ever win it. At least my name is now on a proper WMC trophy (ignoring the Roll of Dishonour). Thanks for organising a great event, guys.

The rest of the summer was a bit quiet for me. I avoided Windsor Car Club's *The Swan*, which had nav which was meant to be a bit of a nightmare. Phil finished 6th, with Chris and Tom 9th. I thought that Dolphin's *The Wessex*, which had previously been described as the "I'd rather stick my head in a bucket of vomit" event, was one to miss, but marshalled with Paul and Cosh. Phil and Susan thought it was actually quite good, 6th overall, just behind Bob and Paul who finished well in 5th. Then, Wessex were represented by Cosh and Phil at *The Carpet Bagger*, a new event organised by Bournemouth Motor Club. They described this as a fantastic event, and I'm sure than there will be many WMC crews out there when it runs again in January.

The first championship event after the summer was *The Bullnose*, organised by Oxford Motor Club. After the summer break, we were all itching to do another event, and this is perhaps why they had such a large entry. And the offer of navving Cosh in his Bumseam in my local event sounded like it could be fun. It wasn't. If you like fast roads, you would have liked the Bullnose. But in general it was lacking in twisty stuff, and we didn't particularly enjoy it. Chris and Tom, and Phil and Dave finished 5th and 6th, completing a WMC 5/6/7 with Cosh as the first non-Peugeot to finish.

Missing out on what was meant to be a good event at *The Powerush* was a bit of a shame. Instead, a mate's birthday and a few beers resulted in Dick and I shaving all our hair off and looking like a pair of Romanian refugees. Maybe we should have done the Powerush instead. Chris and Tom finished well in 4th, with Oily and Jonah 8th.

Although Cosh provided the car again for *The Pheasant Plucker*, everything else was in complete contrast to the Bullnose. The lanes in 186/197 were fantastic – a great selection and really slippery, and the nav was straightforward. We seemed to be going completely sideways everywhere despite the not overly powerful 1.6. We had a great time. Well done to the numerous WMC crews who were out, especially Phil and Dave who finished 6th o/a.

That's why it was so slippery – we were missing a wheel!



Next up on the calendar was *The Nightwatchman*. Central Sussex normally put on a good event – last year it was the Inter-Association rally. Unfortunately I wasn't able to drive the event, but I thought I'd marshal and support the masses of Wessex people out, including Lizzie on her 21st birthday, celebrating in true WMC style. Marshalling lasted until petrol, when I got a phone call from Chris, whose unique driving style had caused Tom *Yackboy* Jenkins to deposit the contents of his stomach over the nearside of the 106. Is that every event this year, Tom? But I probably didn't last much longer than Tom before I felt really ill, as Chris' replacement nav for the second half. Maybe Chris should bring disposable navigators along to every event? Again, some really good lanes, straightforward nav, and TC's every couple of miles meant for a great event. Well done Phil and Dave with an excellent 4th, Cosh who navved Chin to 5th, and Paul and Jonah who finished well in 6th in the end.

Next up is *The Infracom* (as Tak called it). This time, I've got the steering wheel, and Lizzie will have the maps. It's the shame that it's the same weekend as the Preston, which I've done for the last three years. But I'm sure it's a much more sensible idea driving in Devon that trashing a car and waiting hours for recovery in Norfolk. (Good luck Bob and Paul). Or is it...

Zip

CSMA 12-Car 6/12/02

Despite hangovers & other various after-effects of the WMC Xmas Meal, a healthy Wessex contingent headed to Wiltshire for The Water Rally, a CSMA 12-Car. In fact, we constituted half the field! I can't remember much of the event to be honest. I remember missing slots, and then seeing a red warning triangle followed by poor Phil & Susan in a native's driveway, trying to re-attach the exhaust. Fortunately they got a finish, and didn't even finish last, but the rest of their night was less than eventful. I messed up the first few sections of nav due to general total ineptness, but fortunately for Dave & improved (just about!) before the final TC. There's not a lot else to say about the event, so I'll leave you with the results instead of bore you with my random, meaningless nothings!

Lizzie Pope

CREW	TOTAL	OVERALL POSITION	MISSED PCs	TIME
Paul Swindells/Elly Pryce	62	3rd	60	2
David Coles/Lizzie Pope	76	4th	60	16
Andy Garrett/Olly Smith	91	5th	60	31
Chris Knott/Gareth Lewis	131	6th	105	26
Elaine Freer/Chris Hynes	287	9th	195	92
Phil Kendall/Susan Broughall	315	10th	195	120

PC4 Results:

Overall	RUC	PC	Points	Crew	Car
1	-	-	82	Phil + Susan	309
2	-	1	77	Dave + Elly	Fiesta
3	-	-	76	Paul + Zip	309
4	-	2	74	Andy + Gareth	106
5	-	-	71	Tom + Ceri	Fiesta
6	-	-	70	Jonah + Dick	205
7	-	3	68	Carl + Lizzie	205
8	-	4	65	Michael + Colin	Corsa
9	-	5	62	Richard + Chris	Saxo
10	-	-	61	Simon + Steve	Sierra
11	-	-	60	Jeremy + Chris	Fiesta
12	-	6	56	Richard + Caroline	Focus
13	-	-	55	Darren + Keith	Escort
14	-	7	43	Russell + Tom	Fiesta
15	1	8	40	Ka Ke + Jim	Corrola
16	-	9	33	Dan + Rob	205
17	-	10	32	Chris + Chris	Fiesta
18	-	11	24	Elaine + Mike	Escort
19	-	12	20	Phil + Toby	Polo
20	2-	13	12	Chris + Andrew	323
DNF	-	-	DNF	Cosh + Steve	Sunbeam
DNF	-	-	DNF	Olly + Callum	205
DNF	-	-	DNF	Beth + Rob	Micra