

WMC MAGAZINE

Issue 18: February/March 2003



Zip, Dick & Spiderman
Took the MR2 to 1st
Semi-Expert, 2nd Overall



WESSEX CREWS
TAKING 3 CLASS WINS
@ THE KENT '03



Olly & David defied CONVENTION &
brought a WHITE WESSEX PUG HOME,
1st Expert, 3rd Overall



Toby & Chris headed a WESSEX 1-2
in the NOVICE CLASS

INTRODUCTION

It's been a busy month or so since the last magazine was published, with road rallies, many club events, karting, new club clothing, Rallye Sunseeker, the AGM, and, for some of us at any rate, a lot of uni work! The Sunseeker in particular was a brilliant day out: wonderful weather and lots of speedy rally cars, what more could you want?! And we saw the Southsea crew of Innes & Alyson Marlow, and gave them a wave to wish them luck.

The first task that befalls me is to congratulate the new committee on being appointed. So well done to Ed, Andy, Russell, Chris, Calum, Elaine, David and Richard. They will take over after the Easter hols, the 2 committees running together between now and then.

Elaine has organised a chance for us to go and hone our driving skills on a skid pan course, and speaking as someone who's been before, it's definitely worth it. Learning how to cope with the unexpected and raising your awareness as a driver can never be a bad thing, so contact her (erf101@soton.ac.uk) if you'd like to go.

Chris has mentioned it, but it's my job to reiterate it: The Funky Elephant 2003. It's on the last weekend of the Easter hols, 26th./27th. April, so make sure the date's in your diary. It's the next round in the ACSMC calendar due to the cancellation of 2 rounds, and it's *your* road rally, so get involved. We co-promote it with Basingstoke MC and it's the perfect introduction to road rallying, with a Clubmans section, so you don't need a licence to compete. And if not, come out and marshal, and show your support for Wessex's road rally, and your appreciation for all the hard work that is going on behind the scenes.



And here's another shameless plug, this time for the Old Farts' 12-Car running on 3rd. April. Organised by David & Olly, it's a chance for the NE crews who often don't get the opportunity to compete in Wessex events to have a go, and a wee bird tells me the route this year is fantastic and that the nav will certainly be challenging! I hope that as many students as possible can hang around for that to support the people that put so much into the club, and who help the PC season run smoothly. It's the first week of the Easter hols, so it's not too much of a sacrifice to make, and should be a fun night.

And before that Wessex are running a Southern Universities 12-



Car on March 14th, which I hope people will support, and may Wessex show everyone else how it's done!!

As this may be my last magazine (sob, sob ☹), thanks to everyone who's contributed articles or photos over the last 2 years. It wouldn't be possible without you. I've *really* enjoyed my time as Mag. Ed., and am very sad to be stepping down. All the best to David, my successor. Please support him as much as you've supported me. That's it for now. I suppose it's back to the books... See you all soon

Lizzie Pope

IN THIS ISSUE:

- CarpetBagger & Kent Road Rally Reports
- Karting
- Rallye Sunseeker
- The latest in the WMC PC/RUC Championships.

And more...

PRESIDENT'S PIECE

I write this a couple of days after the Kent Road Rally, which was a fantastic event. Great roads and the Wessex crews managed to win the Expert (Olly & David), Semi-Expert (Zip & Dick) and Novice (Toby & I) classes. The only thing to dampen our spirits at the finish was the "moment" suffered by Andy & Susan. Fortunately both were OK. The Kent came the day after a successful BUKC Karting round in Newcastle, where Southampton finished 13th (A Team) and 16th (B Team), the B team winning the Novice prize in the process.

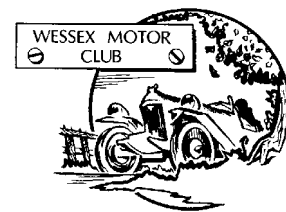
All that remains now is to continue this form at the National Student Motorsport Championship (NSMSC) which we are hosting in the last weekend of the Easter holidays. This consists of a table top rally, The Funky

Elephant road rally and an autotest competing against universities from all over the country. We stand a very good chance of winning the event, especially with the home advantage.

Even if you don't enter the NSMSC, everyone should have a go at The Funky Elephant. There is a clubmans class so National B licences are not required, and shortly before Easter we will have a "How to do a Road Rally" talk so those that have not competed in one before know what's going on!

The only other item to announce is that WMC car stickers will be available very soon, so you can all show your allegiance to the Uni's finest club!

Chris Gage



It's coming...

www.funkeyelephant.org.uk



THE CARPET BAGGER ROAD RALLY

25TH/26TH JANUARY 2003

Car Carnage @ Carpetbagger '03

You were lucky if you escaped unscathed from the first round of the 2003 ASCMC rally championship near Bridport in Devon. Of the full entry of 50 cars about 32 finished. Although 6 of the 7 Wessex crews made it back, the cars were in varying states of repair. You may have seen some of the damage reports, which included dented wings, broken doors, damaged coolant hoses and broken sumps. Possible best off were Andy and myself in his 106. Some said it was because we weren't trying hard enough. I like to think that the little shiny plate we got at the end showed otherwise. If I smoked it would make a great ashtray. I guess it would be more appropriate to use it as a coaster for a champagne glass.

In true Wessex style the afternoon before the event was spent tinkering/bodging/fixing the cars. At Mayfield, Chris and Jon tightened the handbrake in preparation and had to clean up an oil spill within the car, while Andy and I fitted a map light, in classic fashion..... with cable ties. We were also missing a bit to hold in the battery, so went to some local scrap yards. The motor club run one on Harefield Road and then at Allington Lane. Unable to find the bit we needed, we nicked it from my car. While parked outside Mayfield their neighbour seemed to think the car needed a clean and hosed it off for us. Maybe we should have taken it back in the morning when it was really dirty and you could barely tell what colour it was...! Finally, an hour after we had planned to leave we set off.

It was a race of red, white and

blue as we met Olly en route also heading for the start. We managed to make it through scruteneering with an illegal fire extinguisher and through signing on with out of date membership cards, then met up with everyone else (except Dave who had got back for forgotten finals!!). They seemed to have made themselves comfortable in the bar, so we got a drink and I began to decipher the puzzling piles of paperwork, trying to sort out the timing system, control designations and some unusual cautions. These included sheep on the road, downhill hairpin into roof and pissed up policemen at a party.

Basically the route was pre-plot on photocopied maps, with strings of grid references with approaches and departs being given out at the start of a very slackly timed first section. With the route on the map we headed off. The roads were very tight and twisty lanes with hard to spot slots, lots of not as map bends, some huge potholes and rocks in the road. Real car wrecking stuff. It was about 70 miles to the petrol halt, but neither of us were really enjoying it. I was feeling at a bit of a loss with no clues to solve and Andy was feeling a bit cautious after putting his car into a bank on Wednesday night and both of us could have happily gone home to sleep. On route we passed the Mondeo of Southsea's Ian Collings and Geoff Skillen in a ditch but didn't think our car had any more chance of pulling them out than Bob's Nova or Chris' 106 and thought we'd better move quick before the 205 following us tried to join the Mondy. I think Zip and Lizzie heroically stepped in

later so that they were able to carry on. Our closest moment of the night came towards the end of that section on a hairpin photo point when we got some air off a step putting my side of the car into a bank. I wish they wouldn't put warning boards up about the photographers ... it only encourages them! We also lost our spots for no apparent reason. Olly tried to do a bodge job at the petrol halt to no avail. At the break everyone else seemed to be buzzing on the adrenaline or possibly the petrol fumes, but we set off to start the second half surprisingly apathetic.

I think it must have been at that point that the coke and (F)Red Devil kicked in because for some reason it all seemed to fall into place. Within a few miles we were having a fantastic time. I did my best to call the bends and despite some great driving from Andy we were still dropping minutes at many of the controls. Not as much as before though. The crazy roads, the 7 digit codeboards, marshalled give ways and passage checks were all taking up precious time. We detoured around a couple of PR problems, smiling sweetly at yelling yokels before driving quickly in the opposite direction. The handbrake was working well. Especially into Olly's control, mirroring another Wessex 106. Though apparently we were the only two cars to feel the need to do that. What's wrong with the rest of you?!!!!

We were catching cars and overtaking them rather than being overtaken. Sadly we found Chris & Jon at the side of the road awaiting recovery having taken flight from a particularly evil bridge and nosed

dived into the tarmac. We then passed David & Jonah begging for water having split their coolant hose. We also passed Bob and Paul several times suffering from sick nav. If we could just stay on the road ... we'd be doing ok.

It was very challenging and I was completely drained when I got back to the finish and met up with everyone else. Having compared notes, tales of

off route whites and remodelled banks, it began to get light so we could inspect the damage to various cars and in some cases fix a few problems. As we were about to leave we were told that they were about to do the presentations so we all trundled back in. I was surprised, but excited to come 3rd in class, which I think equates to about 16th overall. We were beaten by Phil & Cosh who came a

well deserved 10th, also by Dick & Swindells and Phil & Mark Collings. I don't know all the positions but congratulations to all the Wessex crews that finished, commiserations to those that didn't and thanks again to all the marshals. Unfortunately we didn't stop long enough to see the disco ball, I believe it was out to brighten the night.

Susan Broughall

WOW! And that was just the roads...

By Dick & Paul

Sometime around Christmas I did something very silly. I must have been drunk or something, but I went and agreed to navigate Swindells on the Carpetbagger road rally done in Dorset. Yes yes, "stupid bugger" I hear you all say, and you are right. So come Saturday 25th January, after meeting up in Dorchester, we made our way to the seaside at Bridport. So far so good - no dramas, explosions or even any gate posts, maybe I might just survive the night...

There was the usual start venue lazing about, the 309 had no problem getting through scruteneering or noise check, so it was just a case of waiting for the off. With simple pre-plot nav, there was nothing to worry about at the start (how wrong was I), so we met up with all the other Wessex lot (and the traitors Cosh and Phil) and spent a bit of time admiring the machinery in the car park, and with cars like TR4s, and Healey 3000's mixing it with those damn 205s, it was quite nice.

So anyway, the off. After the first few miles my thoughts were "Jesus, these roads are good!" We headed out west through some of the twistiest, tightest 3D roads I've seen in a while. The road conditions were

unpredictable as well, sometimes dry, sometimes muddy etc. Great fun. Even with pre plot we were consistently dropping time, and as we kept seeing the same cars around us, we knew all our competitors were as well.

Then came the first drama (for us anyway, we learned afterwards that there probably wasn't a car out there which didn't have a problem!). Following a sequence of 90 lefts and rights, just coming into a 90 right (Paul, I promise it was straight for 300 on the map!) the car wouldn't turn in. Cue Paul grabbing the handbrake, flailing about with the wheel, putting his foot through the floor, grabbing my hand... (I'm joking Elly, he didn't grab my hand...) but to no avail. We were heading for a bloody great big gatepost (surprise) and I thought "end of rally". Then whether it was luck or judgment I don't know, Paul straightened the car out again so that we took the gate itself out, and promptly got stuck in the field. To all those people who thought I was stupid for turning up in light beige trousers, you were right! After pushing the car out single-handedly (He-Man!), we made it on our way again.

Petrol came and went, and nothing further of note happened.

We were still dropping a little time, and even with one mistake with the nav leading to a wrong approach, it seemed we were going to get a pretty good finish, and might even get into the top 10. But no, I think God wanted to have a laugh with us. After passing a slightly poorly looking Sunbeam of Cosh and Phil, the 309 gearbox started to protest. What started as a whining 2nd and 3rd gear progressed into a mechanical scraping 'wheel on arch' (Hmm, more like metal on metal, bearings with no lubrication) kind of sound. This wasn't good. With only a quarter of the event left, we decided to press on. All we had to do was cruise the last 25 miles and get a finish. Now this may surprise people, but Paul actually showed some mechanical sympathy! (Cheeky b*stard) By nursing the car he managed to get us back to the finish.

And the results? A satisfactory 11th. The last time card with the gearbox problem had been painful with time, but at least we finished. So to conclude ... the event was fantastic. I'll be back again next year I'm sure, hopefully in the driving seat next time though.

Coming Back for More RWD Fun!

By Lizzie & Zip

Bournemouth & District Car Club's CarpetBagger Rally was the opening round of the ACSMC Rally 2003 season, so on the last weekend of January, a gaggle of Wessex members (any ideas what the collective noun for WMC members is - urm, how about a stack, or a scrap-yard full?!!) trooped off towards Bridport for the start of the event. In a kind of warped Italian Job style, the a Pug convoy of Jon and Chris (red car), Andy & Susan (blue car) and Olly & I (white - fated - car) coughed, spluttered and made our way to the start, Olly & I stopping at a petrol station to meet Zip, the unfortunate person sat next to me for the night, who had come down from Oxford for the rally. Things started off badly, as Zip and I managed to get lost getting from noise to the start ... oooooops! It must have been a dodgy map - thanks, but probably more a dodgy nav! Thanks to Dick standing in the car park telling us where to go via mobile phone, we made it. It was then a matter of sitting in the pub for a while, guessing the route, until as each crew's turn came, we got the nav. The event was pre-plot, which has its good sides & its bad sides. On the positive, there are no navigational stresses during the night, but on the down side, calling corners doesn't get the adrenaline going quite as much as solving nav under pressure. This was particularly annoying as we were using photocopies of maps, not the maps themselves, which meant us navs had even more pieces of paper to organise (and loose ... sorry, misplace!) then normal. However, once we'd worked out what we were doing

and where we going, all was OK.

Seeded car 48 (!!), Zip and I had more hanging around than most to do before the event. There is the added advantage that you can take a wee peep at what other navs are plotting *ahem*, but we seemed to be saying good-bye and good luck to everyone in a swiftly emptying pub, and still our time was far off. But they say good things come to those who wait ... well, I'm not quite sure how that one works, but eventually we were off.

We had the prospect of the same type of twisty lanes that had thrilled us on the Ilfracombe, and we weren't disappointed. There were some brilliant roads, including one which was cautioned, because if you took a corner too quickly you would end up on the roof of someone's house, and one that was fantastic, if off-route, not that that prevented several of us from giving it a go! The timings were extremely tight. We found ourselves driving sections pretty flat out with no mistakes, and still dropping time, which gets a bit infuriating after a bit, and adds the pressure to both driver & nav to keep body, mind and soul together for the duration of the event. Another twist was that this was the first event to re-seed the cars part way through the rally, a noble plan, to try and ensure that you don't spend the second half overtaking all the cars you fought your way past before petrol. However, for us, there was a rather huge (and kind of terminal) repercussion to this. We didn't get a break half way through. We pulled into the petrol station, filled up, and were driving away munching on choccie bars, in order to reach the next MTC on time. This meant

that come the end of the event, we were shattered, and really began to lose enthusiasm for the rally, through fatigue, which makes you make silly errors that normally wouldn't trouble you. Had we not been so close to our OTL time before petrol, we would've had longer, but how we got so near to OTL is what makes this interesting!

If I could remember where or the order in which these things happened, I'd be a happy girl, but as it is, I have little idea (well, it was the early hours of the morning). We had a number of moments, but on only one did I think I was going to die (only one - I'll try harder next time). There was a slightly misjudged right-hander, complete with spectators, on which the MR2 wanted to take its pop-up lights into the scenery for a closer look (yeah, well, I thought I'd give the spectators something to watch, and then forgot about the next bend). There were also the photo points, where, try as we might, we couldn't get the bonus points awarded for hitting a photographer, despite our very best efforts (JOKE!). There was the sticky, muddy left-hander that required Zip to jump up and down on the rear spoiler, whilst I reversed the car out. The "sticky, muddy left hander" was actually a big muddy bank that we understeered off into. And then the icing on the cake, the "oh-my-goodness-we've-lost-the-back-end-and-are-sliding-down-a-hill-that's-narrower-than-the-car-and-we're-going-to-die-...-any-...-second-...-now..."!! The back end broke away as it

was unsettled by a small bump in the road, and I couldn't catch it. This resulted in the front spoiler sliding along a bank on one side of the road, and the rear bumper along the bank on the other side. A stunned silence followed this little manoeuvre, in which we both sat there, amazed that there had been no loud bang, that we were both alive, and the car was still fully operational. Some hysterical laughter from both driver and nav, and a zillion point turn later, and we were back on the black stuff, facing the right direction.



















We also had a few encounters with Southsea crews. Just before a left-hander, we saw a warning triangle, and I remember distinctly saying that I hoped it wasn't a Wessex or Southsea crew. I spoke too soon. We rounded the aforementioned left-hander to see

the Mondeo of Southsea MC members Geoff Skillen and Ian Collings at a precarious angle, in a ditch on the outside of the corner. We slowed to see if we could help, and as we had the necessary hooks, started to pull them out, using both ends of both cars, and getting out of the way of rally traffic. I'm pleased to say we got them out, and they made it to the end, no mean feat in a rally with 18 retirements! But the fun wasn't over yet. Sometime later, we came across another stranded Southsea crew. Sam Collins and Oli North had no power, so Zip helped them push their car out the road, and I loaned them my torch, and off we were again. And so it was with great amazement that Zip & I learnt we'd won the Spirit of the Rally award, for what turned out to be quite a night's work!

Only two Wessex crews

failed to finish. They were Chris Moore and Jon Taylor, whose 106 suffered rather comprehensive damage after a zealous run at a bridge, and Pip Clode and Diccon Du Pre. Congratulations to Andy & Susan who took home some silverware, finishing 3rd semi-expert, 19th overall. Andy & Phil came home 10th overall, Paul & Dick 11th overall, Jonah & Dave 23rd overall, Bob & Paul 25th overall, and Zip & I 28th overall. As someone commented, Wessex/Southsea crews seemed to have overwhelmed the entry list! And it was great to see some friendly faces in the Wessex marshals who trekked all that way, so thanks to Olly, Chris, Toby & Nick (sorry if I've forgotten anyone!).

It was a lot of fun, and many thanks to Zip for having me again (as it were!). A good, if exhausting start to the 2003 road rally season.

												
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The AGM

With the thought of organising an original venue sounding like far too much work, this year's AGM was held at the default Wessex venue, The Milbury's. Despite several e-mails to the list, only one candidate was forthcoming for each position, rather defeating the point of the usual "speech and then vote" format of previous years.

In light of this it was decided that each candidate would have to take questions from the floor to try and make them squirm a bit! Incoming President Ed decided he wanted to make a speech anyway (including dodgy references to Bill Clinton), before being questioned and heckled by those present.

Asking most of the questions was Tom "Jeremy Paxman" Jenkins, who managed to scare Russ so much he felt the need for a triple vodka before he stood (swayed) to face the interrogation!

The end result of the night was that next year's committee will be:

President - Ed Butler
Competition Secretary - Andy Garrett
Treasurer - Russell Goodrum
Secretary - Chris Gage
Karting Secretary - Calum Maciver
Social Secretary - Elaine Freer
Magazine Editor - David Coles
Web Site Editor - Richard Lawley

They will shadow the current committee until Easter, and I'm sure you'll all give them your full support.

Chris Gage



**An Elephant Never
Forgets ... Make Sure
You Don't**

THE KENT ROAD RALLY

15TH/16TH FEBRUARY 2003

Kent-astic!

By Dick 'Hewitt' and Zip

Wow, a moment of enlightenment. I have just realized that almost about every article I have ever written for the newsletter (*cough* magazine *cough* Ed. ©) must start in pretty much the same way... "Carpetbagger 2003, I did something very silly. I must have been drunk or something, but I went and agreed to navigate Swindells". Join the club - me too. For this article I will start it "Kent 2003, I did something very silly, I must have been drunk or something, but I agreed to navigate Zip". You were, I'm sure. And here's how the story goes (are we sitting comfortably, then let's begin...).

I did something very s...ok ok, I'll get on with it. So there I find myself in deepest darkest Kent with Zip about ready to compete in the Kent road rally. Don't forget Spiderman. Memories of the Kent 2002 were good, with excellently suited nav and not bad roads, considering we're virtually in greater London! Last year's event was my first in the MR2, really well set, and although we didn't get a good result (I think we were 17th or so), we both had a good time. And thanks to Chin et al, this year proved to be much of the same. After the now traditional kebab, we get through scruteneering (how did that happen, the fools) and meet up with the rest of the gang. Yet again there's a large contingent of Wessex crews and marshals, all

raring to go. Even Phil and Cosh had turned up, with thanks to Phil's folks, after an eventful drive up (the Bumseam giving up the ghost half way, only to be swapped to the 309, but still with Cosh driving - surely that's not a good idea..?!). For the start both Zip and myself are really quite nervous. Car 14 for us, just a few behind the Andy/Susan and Olly/Dave combinations.

I might as well finish this article now as there were no more major dramas for us throughout the event. Zip drove fantastically and didn't scare me once (I'll give you that tenner later, thanks mate), I didn't navigate us onto the M25, so it was all going well, maybe a good finish was on the cards. And to continue the mutual back-slapping, Dick did a blinding job with the maps, and was absolutely on it all night. But actually, quite a lot did happen. I take it you forgot about dropping all the envelopes in a big pile over the floor in about the second section. It took ages to sort them all out, and we thought that we'd lost the one for TC19 as we couldn't find it anywhere. We were planning what to do, like blagging a different envelope, opening the following envelope for the TC location and guessing route, or following another car. Eventually one of the mar-

shals told us there wasn't one at TC19, and the clue was part of that at TC18. Around section 20 we came around a right-hander on a wide yellow and came across a load of lights in the road. It took me a few seconds to work out that it was a fellow competitor on his roof, and a few seconds longer to work out it was one of our own. Pug 106, Belgian plates ... Andy and Susan. Luckily both seemed ok, but obviously quite shaken up. They were about 25 metres down the road from the bend so God only knows what happened, but they must have been travelling quite quickly. Zip and myself carried on, both of us a little shocked by the sight so it took us another section or two to settle in again. I'd never seen a big off like that, and was quite worried about them, even though they seemed fine. It was a shame, because up till then, they were doing really well, having only dropped 1 minute.

We got to the petrol halt happy with how things were going. We'd also only dropped 1 minute up to this point, and we'd seen a few or the higher seeded cars dropping behind us, including Cosh and Phil at the side of the road doing something at the front of the Peugeot. About 5 minutes after we'd arrived at petrol, the arrival of the said Peugeot allowed us to see what they were fiddling with - the left side wing (Cosh, bear in mind that this is the wing

Phil weakened on the RAC last year!) had been forced back towards the wheel arch and the front corner was pretty much demolished. Ooops. Cosh doesn't seem to be having much luck recently.

The second half of the event carried on much as the first - no dramas or serious mistakes meant that Zip and myself were getting steadily and steadily more excited. We'd seen that at half way no fails and 1 minute put us in second over all. As long as we didn't cock up...pressure! The pressure was really on. After a few sections, we started to come across a few of the higher seeded cars - I think they'd been

struggling with the nav maybe. The sensible thing to do would have been to take it steady, but sure. But that red mist was descending in front of my eyes, and over the next few sections, we were battling with a couple of Escorts, one a nice Mexico, the other a MKII, and then with the Scooby-doo.

And lo and behold, after a brilliant second half we dropped just one more minute, so as long as we'd done the whole route, we were definitely on for our best ever finishes. And when the results came - 1F 2M. What??!!!! Noooooooooooooo!! It turns out that we'd passed a codeboard which

had fallen off its stake and disappeared, and then one of the following competitors had kindly found it and put it back, and thus made it count. Thanks. After working our bollox off for the last 6 hours we decided we weren't going to give up now, so along with a number of other affected competitors, lodged a protest. Thankfully the codeboard was discounted and we were awarded second overall! (at the cost of Olly and Dave who were relegated to 3rd).

So, yes, I am very happy. The event was fantastic. The nav was perfect for me, and the result out of this world. I'm still stupid though, 'cos I think I'm going to end up naving Zip next year again!

Through the windscreen of a white Nova

It all started about three weeks before the event. After a couple of beers (and a lot of encouragement from Andy G) it seemed like a good idea to enter as Nat B on the Kent (Toby's first ever road rally, my second), rather than Clubmans as we had previously planned to. Nat B licence applications were sent off the next day, along with the entry.

Fast forward three weeks, and two days before the event, Toby and I are in Newcastle. Not for the good of our health, but to compete in the BUKC Karting round (we won a packet of biscuits!). The Nova is back in Southampton, with brakes that still need to be bedded-in, no map light, an engine in need of an oil change, and a coolant system which seems to use 2 litres of coolant every 100 miles! As if

that wasn't enough, when we left for Newcastle, our Nat B licences still hadn't arrived, and I didn't have an appropriate map of the area. Traditional Wessex preparation then!

Having returned from



Newcastle late on Friday night, Saturday afternoon was spent sorting the car out, and obtaining a map for the evening. By about 7.30 we were ready to go, and headed off to the garage to get some petrol. As the new brake discs hadn't yet been bedded in

with the pads obtained at the scrap yard (not nearly as bad as it sounds), we decided to reject the motorway route and use A-Roads to get to the start, hoping this would be enough to give us some decent brakes for the event!

Unfortunately this exposed another problem - a very "interesting" noise coming from one of the wheel bearings. This was quickly resolved when we discovered that the bearing could only be heard when the engine dropped below about 3,500 rpm. If you can't hear

it, it's not a problem!

A bit of slow moving traffic meant we were a few minutes late for the noise test, which we passed without a problem. Scrutineering was equally uneventful. Having parked, it was time to check the coolant again,

which sure enough was nearly empty. Fortunately Toby had predicted this, and had a bottle of coolant made up in the boot. The only problem was that this was supposed to last the whole event, and we had just used it all before we'd even started! We went inside to sign on, and say hello to all of the Wessex faces that had arrived before us, i.e. all of them (just the faces?! You mean they left their bodies in Southampton?! SORRY, poor attempt at humour. Ed.).

There were only a couple of quiet spots in the finals to plot, and after a quick briefing about some fussy residents on the route there was a bit of hanging around before it was time to go. Meanwhile, Toby was running around trying to find a tap to refill his coolant bottle, which was proving quite a trial. In the end he found a water trough around the side of the garage with only a thin(ish) layer of ice on top of it, so dunked the bottle (and his hand) in there to fill it. He returned to the car with his hand matching the blue of the coolant!

We were now as ready as we were ever going to be, and after receiving the route envelopes joined the queue of cars for the start. It nearly all went wrong at this point. Due to the rather late time that the map light was installed in the car, the wiring was not the neatest it could have been, and I had trapped it in the door, dangling beneath the car ready to be ripped off. Fortunately a helpful marshal pointed this out to us before we left the start, and I was very careful every time I got out of the car

after that.

Gradually we worked our way to the start of the queue, and come 12:22 we were off! The nav was not too difficult - grid line crossings and the like - and the first few sections were fairly uneventful. Being our first event together (and Toby's first ever road rally) we were taking it fairly steady, determined to make the finish, so we were dropping about 1 min/section, although we did make a minute or two up on some of the longer sections.

Then some silly s*d put a "Foto" board sign at the side of the road, and Toby went mad! The photo board was on a hairpin slot right which, obviously, required



use of the handbrake. Unfortunately, the Nova handbrakes being what they are, we only rotated through about half of the required angle before finding ourselves heading straight on towards a bank ... BRAKES! Having stopped just before the bank, and made it round the bend using a much more mundane three point turn, we were off again.

Shortly after that we came across the very sorry sight of Andy's 106 on its roof. Having

established that both he and Susan were fine, we continued, Toby really enjoying the fantastic Kent lanes. The only real incident before petrol was in the little village of Plaxtol. I had got myself a little confused on which road we needed out of the village (and I still don't know how - I have just looked at the map again, and it looks so simple!), so we pulled up for a couple of seconds to work out which way we needed to head. Just as we worked it out and pulled away, Toby looked in his rear view to see a local person (looking more than a little pissed off) trying to grab the tailgate. We didn't exactly slow down to see what they wanted!

We arrived at the petrol break about 5 mins before OTL, and got inside for a bite to eat and to warm up. The results from the first half were up shortly after we arrived, and to our surprise (and Lizzie and Carl's dismay) we were the only Novice crew not to have got any fails before petrol. As per usual, the coolant needed topping up, although it only needed a litre and half this time rather than the normal two litres! A quick discussion on the number of photo points before petrol ensued (I'm sure we went through three, Lizzie and Carl thought there was only two), and then it was time to go again.

Standing round for half an hour meant I had gone to sleep a little bit, and we got our first fail a few TCs after petrol. The tiredness was obviously affected Toby too, as shortly afterwards, we reversed into a bank! Toby had

started to go short way round a LWR, and as we backed up, there was suddenly a thump as we hit the bank. We didn't hit hard, but as went to drive out, found we were stuck! The front driver's side wheel was just off the ground, and not having a limited slip diff (as they cost more than the car is worth!), was spinning all of the power away uselessly! A few minutes later we had pushed the car off the bank, and were on our way again.

Shortly after this, we came up behind Carl and Lizzie and had a great dual for much of the rest of the route. Unfortunately, one of the few times we weren't able to follow them was when I got confused (again!) when the route went across the map fold. Had this been on a straight bit, this wouldn't have been too much of a problem, but as it was during a long

sequence of 90° bends, Toby had a few exciting moments!!

We were dropping less and less minutes as the night went on, stringing together several TCs without dropping any time. Our second fail of the night came between TCs 39 and 40. We came to a LWR which didn't seem to have a codeboard on it, and looking at the results, all of the crews that were running towards the back of the field got a fail there, so I suspect the codeboard went AWOL during the course of the event...

For the novices, the route for the last five sections was given in one go, and we managed to miss a codeboard somewhere along here to give us our third fail. We made it to the finish as the sun was rising, absolutely exhausted, but very pleased to have made the end, with the car in one piece. The

wheel bearing had survived the night, and still hasn't been changed as I write this, two weeks after the event.

A very welcome fried breakfast was waiting inside, and we waited for the results, discussing the night's events. The results came out, and we were 1st Novice!! Must have been a fair bit of beginners luck. To make things even better, Wessex crews ended up winning 1st Expert, 1st Semi-Expert and 1st and 2nd Novice.

The results announced, and it was time to go home. A particularly long and boring drive on the motorway made it very difficult to stay awake, to the extent that I didn't even notice when Toby fell asleep at the wheel for a couple of seconds and ended up halfway into the hard shoulder! More coffee required at breakfast next time I think...

Chris Gage

WHOOPS!!
Andy & Susan:
The Kent by



So near...

The Kent 2003 was to be my 3rd road rally with Carl, and after the technical problems in the previous two (an engine seizure in the Funky & hose issues during the Nightwatchman) our primary aim was to finish unscathed. So, having negotiated nabbing Carl for Valentine's weekend (!), the forms were sent off, the in-car-keep-us-awake CDs were burned, and we were off.

We went to noise and scruntineering via a scrummy pub, where Carl, Olly, Dave & I, later joined by Susan & Andy, tucked into pre-

rally nosh, before putting our troop of Pugs through their paces. Fortunately, all passed without problem, apart from being told our car was too messy and if we rolled it we might be hit by a book or a bottle. That wouldn't be my first concern if we rolled (Andy, Susan?!), but we dutifully tidied the car before signing on. The usual marking of maps, chatting to other crews, taking of pre-rally drugs (travel sickness pills, soothing Dave's nasty headache and so on), and attendance at briefing passed as normal, and then it was time to get sorted in the car and head off into the night.

The event seemed to go well. The nav posed no serious problems, apart from me being a dappy tart, and we were dropping little time. The first photo point saw us surprised at the agility of the much maligned handbrake, and thus quite literally attacking the delta: cue comedy photo! We

came across Phil & Cosh, and gave them some tape to repair Phil's 309, in which Cosh had taken a closer look at the scenery, and of course we found a certain Belgain Pug on its roof, but its two occupants assuring us they were fully functional, we carried on. Thus the first half passed quite



uneventfully, so it was with a certain degree of sadness that we found we'd got 2 fails on the first timecard. I found this hard to believe as I'd not had problems with the nav, and to this day, even after checking the nav in the bright light of day, I can't see where we went wrong!

And so, refreshed and revitalised, we embarked on the second half. Again, the nav was of little concern, except when I had a 'moment', and quite how we ended up running so close to OTL I'm not quite sure. There were a few occasions where we briefly popped off route, but these obviously consumed more time than I had thought, and when I couldn't get one piece of nav to solve towards the end, we dropped more time, eventually just cutting to the TC. Then we had a small nightmare. I could blame it on fatigue, being an Essex girl or something else equally absurd, but I won't as

I know it was sheer stupidity on my part. We were at the northern edge of the map, so a wrong slot took you off the map. No prizes for guessing what we did! It got to the point where I'd given up hope of getting a classified finish, when Carl spotted where we were and drove as fast as was humanly possible, and we reached Chin at the TC on our last minute. We had a minute to get to the finish, so Chin told us to "just drive" and we sped off, adrenaline flowing and hearts a-beating. Needless to say, we made

it to the finish with a handful of seconds to spare, unable to believe how we made it, and almost as puzzled as to how we got into that situation in the first place.

It was a great event, and Wessex were well-represented, and put on a good show. Top of the pile were Zip & Dick, 2nd. overall, 1st. semi-expert, 2 mins, 0 fails, then Olly & Dave, 3rd. overall, 1st. expert, 13 mins, 0 fails. Cosh & Phil made it back home in 8th. overall, 4th. expert, 50 mins, 0 fails, and Toby & Chris beat us into second place, finishing 12th. overall, 1st. novice, with 51 mins, 3 fails, to our 49 mins, 4 fails. Thanks to Chin and co. at Sevenoaks DMC. It was much fun, and we'll be back next year. Unfortunately, no amount of adrenaline or cheesy music could prevent me from snoozing on the way home. Sorry Carl, but thanks for a fab night!

Lizzie Pope

Not Quite HMS Pinafore...

By Olly & David

As many of you are aware, the Kent Road Rally 2003 was to herald the return of the mighty Mini, GHW49K. Kitted out with a new and stupidly powerful engine, it was destined to leave a distinct impression on the legion of Peugeots that are dominating the road rally scene. Unfortunately it was not to be. The week before the event the stupidly quick engine became a stupidly broken engine, leaving us with two options: to drive Dave's geometrically challenged Fiesta XR2, or to take the battered and sorry-looking Peugeot 205XS. Naturally, there was really no choice. The shame of the Blue Oval would have been too much to bear. The Gallic Lion, although more a pussycat than the king of the jungle, was a much



more acceptable choice. (There's no shame in driving a blue oval, I should know, I've had 5 of the things, all Fiestas by the way! I will get that RS200 one day instead of another Fiesta).

There was no way the Peugeot would have completed the event successfully in its then current state, hence a flurry of activity saw the Lion go from strength to strength. A set of larger wheels, a new exhaust system, repairs to the cooling system and a small amount of welding to the driver's seat breathed some life into the tired vehicle, and although it had not become a fire-breathing rally monster (damn, I want the Mini back), it was sufficiently readied (ish).

In order to check the Peugeot's readiness, it was decided to take it for a test run receiving the route for the upcoming Old Farts' 12-Car. Unfortunately, luck was not

especially on our side. One of the new wheels was getting intimate with its surrounding bodywork - a sign that the rear beam was starting to wear out, and towards the end of the route an enthusiastic approach to a delta resulted in a slackened handbrake cable, rendering the direction changing lever completely impotent. A quick bodge with a wheel spacer 'fixed' the afflicted rear wheel, and a bit of overtightening returned the handbrake to working order, albeit only in a stationary

fashion. (ie no good photo points all night ☹ but damn that old farts route is good. ☺)

Now ready to roll (ahem), the twin 205s of the WMC left in convoy for the east. The journey was made all the shorter by participation in a critical appreciation of the highly recommended new album by Coldplay. The result being me still not seeing the attraction of their music - absolutely brilliant if you ask me, but the no-one ever does! (Don't worry, he'll learn one day! Ed.)

A quick stop for food at the same Kentish pub we had visited 12 months earlier, then we were off to the noise test (86dbA - yes, it was turned on), then a breezy visit to scrutineering (much more brief than our counterparts in the other XS. Tut, tut, one should keep one's car tidy, Mr Gibbs). We even got served by the same bar staff a year later, do they live in a

time warp in Kent? Or is that Devon?

The drivers' briefing informed us that we'd be travelling through some densely populated areas ("in both senses of the word" - yes Mr Chinnery, the old jokes are the best ones), and that some residents had gone as far as the courts to try to stop the event from running down 'their' roads, which doesn't bode well for the future of the sport. Starting immediately behind a brand new Scooby Turbo, it was looking like

we'd have a hard time keeping up all night. Well that's what we thought anyway. During the opening sections that feeling was to be reinforced when Dave exclaimed at the tightness of the timing.

We were pleased to see that this year's event was following on from how we remembered the Kent of last year. A missed slot and the inability of the handbrake lost us some time, and our mad dash to make it back was calmed somewhat by the sight of Phil's 309 having become intimate with a bit of Kentish roadside, with Phil and Cosh furiously fiddling with the front of the car. The rule to that one is never let someone else drive your car, I'm so glad Olly fixed the pug, saved me spending the next couple of months fixing my car.

Some less than perfect expert navigation caused some severe grief in the passenger seat, and saw us dropping as far as the leading semi-experts. Some more errors leaving TC15 gave the 106 of the top semi-expert crew, Andy & Susan, the chance to leap-frog us.

This was not to last for long, as in the process of escaping the Scooby they had a bit of a moment, leaving Andy & Susan staring at the ground out of the now mis-shapen and smashed windscreen. Thankfully the two were out of the car and looking proud of their exploits by the time we passed. A then mostly uneventful ten more sections passed quickly and gave us the opportunity to climb back to the position of third car on the road, arriving at the half-way petrol halt behind cars 1, the 205GTi of Steve Cole and Bob Blows, and car 4, a Mk2 escort that seemed to be moving far too slow to be keeping on time.

Notably missing at the petrol halt was the 205GTi of Matt Fowle and DominicWorsfold, which we later discovered had been forced to retire due to 'mal de nav'. Wimp! he just knew he was gonna be beat by Dick, so had to retire!!

Limping in a little late was the battered 309GTi, giving us a chance to survey the damage caused by their early foray

into the scenery. Put simply, the nearside front corner of the car had been comprehensively wiped off, somewhat reminiscent of Cosh's performance on the CarpetBagger in January. However this time Phil's car was the recipient and Cosh had some groveling to do after the event. At least Phil has a nice shiny new car now, wow!

As halfway results were announced, we were jubilant, we were in 3rd position overall, and leading the expert class by a few minutes over our closest rivals, father and son, and fellow Southsea Motor Club crew, Phil and Mark Collings in their newly rebuilt 205GTi.

Off again into the night we went, again struggling with the challenging navigation, but thankfully struggling less than many of the crews around us, and where the nav left Dave completely flummoxed, we managed to find crews to follow who knew their way. Again in the second half we had the privilege of seeing Phil and Cosh parked on the side of the road, this time due to a failure in the notoriously weak gear linkage on the 309. Shortly after on a long way around delta we managed to 'knock' a codeboard from its precarious position and apparently leave it lying in the road for other crews to miss. Did we? I didn't notice. ☺

The rest of the event was a little uninspired as far as excitement went. The Peugeot found the dry



tarmac to its liking, and even with the miscellaneous combination of tyres managed not to miss a beat all night, although an ageing electric fan switch and a still mysterious coolant leak was causing overheating problems whenever the car was stationary or progressing at low speed with lots of engine thrashing. Luckily enough we arrived at several TCs early enough so we could turn the engine off and let it cool down a little.

The last few sections were where the result was decided. Having dropped a few minutes towards the start of the second half, we were to finish very close behind the 205 of the Collings family. However, having left a control one

minute behind them and got several minutes into the section, it was a relief to see their blue 205 approach us in the opposite direction in order to go and find a codeboard they had missed on a delta at the very start of the section, doh!

Come the end of the night, when we turned up at the finish car park we were but the second competitor crew there, following the course opener and car 1 again. A couple of minutes passed and the Collings' arrived as well. A very anxious breakfast (I've never seen two more agitated people!! Ed.) dragged past incredibly slowly as we awaited the results. The first revision of the provisional results gave us the result we were looking for - second overall and first expert, one minute ahead of the Collings'.

The second revision dropped us to third place overall (behind the MR2 of Wessex members Zip and Dick), but still at the top of our class. Well done to Zip and Dick for scoring a very credible 2nd place overall and only dropping 2 minutes - at the end of the

night Wessex had won 3 out of the 4 classes and also managed to win the best damage trophy!! And even HMS Pugsly hadn't made me feel sea sick, the first and only previous time I'd done an event in it I felt incredibly sea sick, and refused to get in it again, I guess some decent wheels can make all the difference. Next up: The Funky Elephant Road Rally and the National Students Motorsport Championships. Should be good, the Funky certainly was last year. Hope to see many more Wessex crews out. (Shamless plug ... I love it! ☺ Ed.)

Out with the new & in with the old...

A motley bunch of well-loved Old Farts give us their thoughts on student, 'budget' motorsport

By Paul Swindells & Friends

It came up in conversation the other day, that Wessex student crews seem to be turning up in more and more expensive and modern cars... This seems to be a bit of a modern trend, and I was wondering if the current crop of students realise how cheaply cars can be had (or should that be how easily buyer's and seller's can be had...! ☺)

For example (some of my recent cheap (ish) cars):

Capri 2.8 - £Free-rotten shell, good mechanicals

Capri 2.8 - £27.50 and a pint(!), v good shell, knackered engine

Dolomite 1850cc - one at £60, one at £85 (tax exempt with good engine and shell with several months MOT, fantastic), one at £160 (a wreck, or more appropriately KAK)

Volvo - £400 (I know, but it is RWD and really quite sideways)

And some of other people's cheapies:

Dick:

Chevette - £35 (ok, so it didn't go, but all it needed was a radiator)

Zip:

Mini (special) - 200 quid. Not particularly cheap for 3 months motoring, including all the time and money spent. Scrapped it.

Sunbeam 1.3 - 80 quid. Crap. But cheap to buy. Worked for 3 months after changing engine, gearbox, radiator, steering rack. Sold to Adrian Weeks for 200 quid (with 9 months road tax)

Manta GTE - 200 quid. Bargain. Great car. Beautiful until Tak twatted it.

Skoda 1.2 - 60 quid. Bargain. Crap car. Cost me 80 quid in taxi fares the day after I bought it, then a 30 quid parking ticket when I moved to Mayfield and forgot it was permit only, then 30 quid to scrap.

Motto is - there are some bargains out there, but you need to invest a bit of time and parts too. Also, a few weeks before Tak left, he bought a standard 1.3 Nova for 100 quid. It was faster than his 205GTi that he bought for over a grand and spent about 2 grand fixing

Chris:

Mk2 Polo - 1 free with MOT/Tax but knackered mechanics, 1 free with rusty shell and blown gearbox, 1 weekend's work gives a free car we later sold for £125.

Nissan Sunny - £100, drove around in it for a few months till the gearbox went, sold for £200

Green Sunbeam - £70

Red Sunbeam - £20 (quicker than a Dolomite on the cloverleaf at M27 J12!) Paul: Yeah, yeah, but it was my KAK red Dolomite.. ☺)

Scirocco - £325 (bloody excellent car! Kept it for years and sold on to James Coyne)

2.0 16v Nova - £750 (Sold on straight away for £1200)

Audi 80 Sport - £500 (I think)

To be fair, some cheap cars turn into complete nightmares, where it would have been cheaper to buy a better car in the first place! You need to know what you're letting yourself in for. For an inexperienced student looking for a first cheap car, its probably best to take along a more experienced WMC member who can offer an informed (or biased) opinion.

Bob:

Nova 1.2 Merit - bought Feb '99 for £400. Sustained 2 big accidents and had x/member straightened on both occasions. Hydraulic engine about 1k miles after going through a deep ford on the Pheasant Plucker in October '00. Dismantled for spares and scrapped.

MK II Escort 1.3 - bought Nov '00 on morning of Nightwatchman road rally for £300. Re-wired electrics in scrutineering queue, drowned out on event, starter motor broke, and sumped it down rough white. Hastily repaired for BMC 12-car a few days later, and then entered Harvest rally with Cosh a few days after that. Propshaft broke, about 100 metres before getting home after the event. Ran it for a few months after, but eventually scrapped it as I was fed up with lack of power and terrible brakes.

Nova 1.2 L - bought Sept '01 for £200, a few days before the Bullnose! Did 3 road rallies with no real problems. Then suffered low oil pressure on the Harvest, damaging main bearings. Did an OMC 12-car a week later and then scrapped it.

Nova 1.2 GL bought Jan 02 for £500. Excellent bodywork when bought. Totally reliable, never broke down or missed a beat. Slightly battle scarred now, but mechanically fine. Still sitting on drive needing an MOT.

Nova GTE bought Oct 02 for £700. Still going strong, despite being subjected to the Preston!!! Just got to fix the sidescreen and wing mirror after having to drive into the hedge on the Carpetbagger to avoid Chris' 106 !!!

Tom:

Here's my list of cars - shorter than most - mainly 'cos I didn't twat them into anything substantial :

1300cc Fiesta MK1 (The gold one) - £300 - fabulous little car, apparently it handled like a dog, but it was a great car to learn to drive in.

1300cc Escort MK4 (The black one) - £800 - had for 5 years, did 70,000 miles with no mechanical problems at all - just changed oil and tyres occasionally, and front brakes a lot. Drove like crap, but was the most successful event car I've had - 7 PC rounds resulting in 6 wins and a second I think. By far the best value for money car I've ever had in terms of £/mile - flogged it when the clutch gave up after 148,000 miles.

1600cc XR2 MK1 (The red one) - £200 - fell apart after 4 months - re-shelled into current Fiesta.

1600cc Fiesta MK1 (The white one) - £800 (including cage etc, but was in bits) believed to be the car to have competed in (and probably won) more PC rounds than any other in the history of WMC. Still going after 7 years! Almost ready to be log booked!

1600cc Escort (It says green on the logbook) - 6 years old at time of buying £1400 from the auctions - you may see it on some road rallies this year !

That's my lot

Cosh:

Beige Imp - £275, great car, learnt to drive in it then embedded it in a telegraph pole

Sunbeam Stiletto ("fastback" Imp Sport) - free, never drove it (legally), robbed some good bits off it then gave it back to the bloke I got it from

Brown Imp - £250?, another great car, learnt to drive PCs in it (did over 2 years of events in it).

Eventually retired it after a 12-car on Salisbury Plain (shortened wheelbase, limited steering lock...)

Chevette - £280, underpowered and under handling. Threw some fairly decent suspension at it (£50?) and managed a year of WMC and BMC events before piling it into a tree.

Pinto-powered Chevette - £250 (Chev shell + scrapper Cortina donor), did a couple of years of events plus quite a lot of domestic miles (holiday on Hadrian's Wall, et al.). Got through two 1600 Pintos then finally gave up on it.

Sierra - £850. Mostly domestic 60k miles over 5 years then a couple of events just as it was on its last legs. Despite almost every component being shagged, it still performed well on event.

Blue Sunbeam - £750. Fairly powerful, well-handling. Did loads of events (culminating in an altercation with a bank on road rally) Loads of fun. Expensive to insure. Parts quite difficult to source.

Mk1 Golf - £200. Good handling, good lights, crap reliability. A couple of events plus many domestic

miles until water pump failed during WMC autotest. Couldn't be arsed to fix it (loads of work required for MOT).

Rover 213 - £200. Nice car, comfortable, well handling, a bit underpowered. Never got a chance to event it. Water pump seized causing the cambelt to break and valves and pistons to get very friendly.

Mondeo - £12,000. Comfortable, well handling, reasonably powerful. 80k miles over 4 years. Never missed a beat. Reliable work-horse. Too scared to event it (expensive!)

Green Sunbeam - £150. As per blue, until fitted Weber twin choke. Now 20% down on power (but rather more driveable) compared to the 40s. Loads of fun. Expensive to insure. Parts even more difficult to source (6 years later)

IMO cheap cars can work and can be fun (at least there's less to lose when you stack them!). Modified cars are a real burden, parts that fail are often the modified ones and need fabricating. Old cars can also be a problem, again parts are difficult (although as they get older it can become easier if there is demand, e.g. Imp, Dolomite)

Jonah:

I haven't had many cars - but then I've never broken one convincingly...

Nova 1.2 saloon - £580 - kept for 2½ years & 20,000 miles, completely reliable & good bodywork when I bought it ... was a bit battle-scarred and rusty as hell when I got rid of it.

205GTi - £1450 - over 3 years and still going strong. Ridiculous amount spent on parts.

Also had a **mk1 Astra** briefly, paid £70, that I was going to reshell Dick's white Astra into, but never got very far with the project!

I think Dick must hold the record for lowest average price paid for all his cars... Think I can remember most of them:

Mk1 Astra 1.6 - £150(?), great car until he lost the keys and had to break a window and hotwire it, then took all the good bits off to put on the GTE...

Brown Sunbeam - £60, sold to James a week later for £65 IIRC!

Mk1 Astra GTE - £???, dodgy as hell, went well but lots of bits broke and rusted...

Fiat Regata 1.6 - £Free, broke it the day he got it and it never went again!

Renault 9 - £100?, drove until MOT ran out then got dumped on Matt Parker's drive!

Skoda 120 - £60 (went 50:50 with Zip I think), see Zip's comment...

Capri 2.8i - £275, nice car until engine went pop

Chevette 1.3 - £32.50(?), as far as I know the only journey it has done is being towed to Mayfield by me!

The point I'm trying to make is it seems that all the current crop of students are going for new GTIs and other expensive stuff, yet look at some the PC winning cars previously, notably in recent years Phil K's 1.0 I Nova saloon. Go out there and get something cheap, that you can afford to bounce off a few hedges and learn to drive properly in something with lower grip limits/power levels, much more fun.. Then once you've done that, go and get something quicker/more expensive if you still want to...

Ever noticed that with the exception of one (or two) the Old Farts generally have older/cheaper cars than most PC crews (maybe we're missing a trick somewhere!!)...?!



Rallye Sunseeker

It was a 5.30am start on a brisk Saturday morning of 22nd February for me, as the committee's chosen member to organise the marshalling of the Rallye Sunseeker (otherwise known as the RUC Rep! Ed.). Rallye Sunseeker is the largest special stage rally to take place in the south of England, and the 30-35 members that turned out to help marshal were in for something very special. The rally is part of the National Rally Championship, and as such held in very high esteem, with stiff competition.

After making it to Bournemouth in the club's usual varied collection of cars and a minibus, we gathered at the administration post to sign up as marshals, collect our luminous yellow jackets, and not to mention the all-important free lunch! Due to our numbers, we were given four sep-

arate sections to marshal.

I then had the task of making sure the 10 or so cars we had made it safely to the area we were overseeing.

This was more of a challenge



than it sounded, as we in fact had to drive most of the stage to get there. (Shame!! ☺☺ Ed.) Wide gravel/mud tracks with all the traffic going in one direction, combined with



the usual zest of the WMC drivers resulted in 'rapid' progress to our area. From my position I saw Olly overcorrect his 205 into a bank on

a slot left and Paul's driving ahead of me in his new Sierra with its toys (RWD) got progressively quicker and more sideways!

We distributed ourselves amongst the various places that we were to marshal, and got to know our surroundings in good time. The first competitors were due to arrive in 90 minutes, and we had to make sure spectators stood in safe places where it was most unlikely any accident could occur.

After the safety cars had been through, we started to listen for the course opening car - it would be coming at competitive speed through the course. As it passed us and thundered on, into the distance everyone suddenly was paying much more attention to the track. We had the best view of the action, and didn't want to waste a second of it!

The sound and raw



speed of the cars (if you can honestly call them that!) was amazing. As expected, the majority of the first half of the cars was dominated by Japanese 4x4 turbos, the Impreza and Mitsubishi Evo. As a token gesture to the club's dedication to all things Peugeot, there was an amazing 306 on the course. This wasn't your usual 306 by any means of the word, but had a Cosworth 2.5 litre V6 and 4wd to help it keep up with



the Imprezas. It actually came home in second place, showing there is still hope to compete with the Japanese dominance at this level of rally. Other rapid cars included a couple of Metro 6R4s - Rover's successful attempt at putting 300bhp in their smallest car - and also Escort Cosworths. While we're on Escort Cosworths, it's worth mentioning that one of these managed to roll on a stage marshalled by us. Chris

Gage, the club President had a quick word with the co-driver (harnessed quite comfortably in his upside-down Escort). "staying in or coming out" meant that

seconds later some of the marshals from the club were rolling the Escort back on to its wheels, and it would continue on the course.

Among the bottom half of the 112 cars that entered, were mainly FWD cars. There were many 206 GTIs out because the Sunseeker was the final round of the 206 Winter Cup. Other cars of note were Escort Mk2s, and a selection of 205 GTIs.

After two hours of cars racing past every 60 seconds, we had a well-deserved break for lunch and prepared ourselves for a repeat of the action in the afternoon. Some of us decided to swap

the position we were marshalling to get a different view of the action in the afternoon. The format of the afternoon's racing was exactly the same, but the drivers had a better idea of the lie of the track, after driving it once. Needless to say, this



resulted in higher speeds and some more exhilarating racing.

All in all, it was a great day for everyone involved. We got to drive a proper rally course, got 4 hours of excellent motor sport, and last but not least, a very tasty free lunch! Thanks to everyone who got involved.

Ed Butler



Hants & Berks MC Pairs Scatter

2/2/03

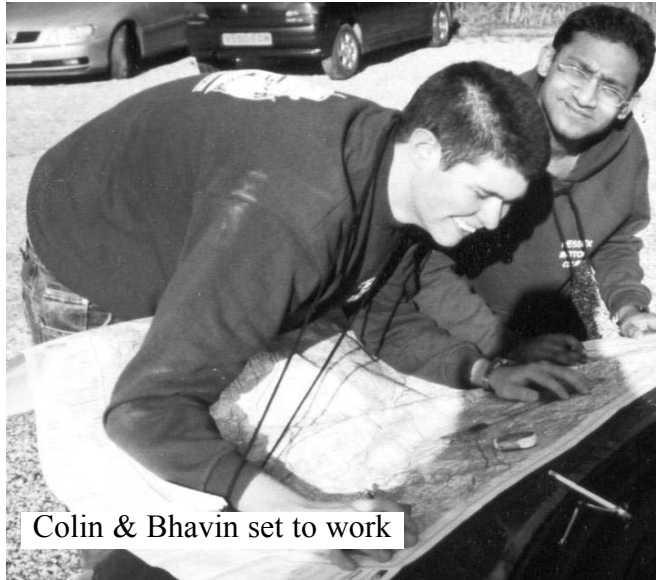
The end of the exams came up, and suffering from withdrawal symptoms due to lack of road rallying, Toby, Miffy, Colin, Bhavin and I decided to do the Hants and Berks MC Pairs Scatter. So it was that on a bright, but bitterly cold Sunday morning we were driving down the M3 towards Farnborough.

The Pairs event is a totally different format to the usual scatter-type events. As the name suggests, rather than working as individual cars, two crews team up and work together. It is a daylight event taking the entire day, and is a very laid back

affair. At the start one set of 13 clues is issued to each team. The clues plot to various points spread over an entire map, and on reaching each clue one figure of a grid reference is obtained. If all of the clues are solved and the points visited, they make up two grid refs, each one the location of one of the lunchtime marshals. Each car of the pair visits one of the lunchtime marshals, where three further clues are handed out. These two sets of three clues give the location of the finish control. If both cars make it to the finish before OTL, the crew gets maximum points. Simple!

To decide the winners, the pair must work together to ensure the total mileage the two cars cover is as low as possible. In practice, this means solving all of the clues at the start, and picking the ones that you guess are most important to discover the location of the lunchtime marshals - basically the second number of the square and the 10th. With this information

there will only be two or three possible locations for the marshals, and by looking on the map the most likely point can be found and visited. The same applies to finding the



Colin & Bhavin set to work

finish location, with only four numbers of the grid ref required to get to the finish. As an added complication, no communication between cars is allowed, except face-to-face.

Signing on took place from 9.30am, and from the cars in the car park it was clear that this was going to be a very gentle event - a Lexus, Lotus Elise and a Jaguar are not normally risked around tight lanes. Having signed on and collected our first set of clues, each car had to complete a short calibration run to the actual start car park. This was to determine how accurate (or otherwise!) the odometers in the car were to ensure a fair result at the end of the day.

Having got to the start, the first task was to solve the start clues. These were relatively simple (a good thing that early on a Sunday morning!), although most were very time consuming to solve. The main problem was the lack of knowledge of 186 that the event

was set on, and finding the small villages and landmarks that the clues were based on meant scouring the whole map to find them. Having solved and plotted all of the clues, there were two main groups, on separate sides of the map. A couple of the points were out on their own, and we made the decision to not go to these. The decision on which points to go to was made all the harder when it turned out the grid refs of the lunchtime marshals consisted of one six figure ref and one seven figure. As the points would only give a 13 digit string of numbers it was impossible to know

where one grid ref ended and the second one started. After much debate it was decided to visit the points clustered together, and ignored the few that were out on their own. This would give us most of the grid refs, and hopefully we would be able to use that and look at the map to work out where the lunchtime marshals were located.

Each car took one group of clues, in order to try and split the mileage fairly evenly between the two cars. Toby and I set off to the east of the map, and Miffy, Colin and Bhavin had a run west along the M3. This was one of the major problems of the event - with so few clues spread over the entire map much of the day was spent driving up and down motorways and dual carriageways. There was plenty of time to use lanes for a bit more entertainment, but with the emphasis on minimum mileage it would have put us completely out of contention.

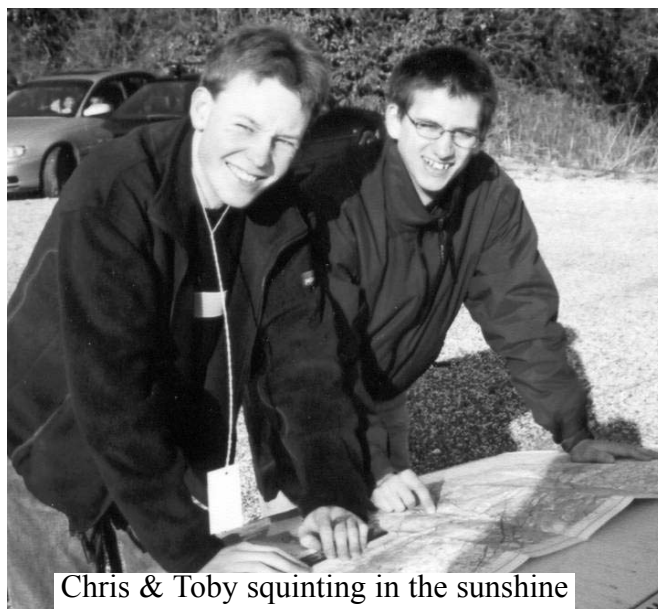
Having visited the three points, and got three numbers of

the grid refs, we headed towards the meeting point we had agreed from for lunch. This was another uneventful period traversing major roads, apart from a Saab seeming to jump out of a hedge as we were leaving our third point! We had agreed to meet in lay-by on the A31 "Hogsback", where we also stopped to have some lunch. Shortly afterwards, Miffy, Colin and Bhavin returned from their points, and we tried to work out the location of the lunchtime marshals. It very quickly became clear that this was going to be a real challenge. From the figures we had, it was still not clear which of the grid refs had seven figures and which had six, let alone where they might be! After much discussion and debate, we took an educated guess (with the emphasis on guess) where the marshals might be, and set off to get the two sets of clues.

Toby and I had two possibilities to go to, although they were fairly close to each other. At the first place we visited, we had a quick trip round an empty industrial estate, but to no avail. There was a garden centre on the opposite side of the road, and we decided to have a quick drive round the car park just in case but neither of us saw anything looking like a marshal point. On to the second guess, and the same result - the lay by we thought it might be turned out to be completely empty. We had a look round in the area, but couldn't find anything, so decided to go to the meeting place we had agreed with the other car, hoping that they had got lucky. Unfortunately it transpired that they had got one of their clues

wrong (there was some mud on a fire hydrant which made a 4 look like a 1!) and had also not found any marshals.

What to do now? We had none of the clues that would let us work out where the finish was, and due to a photocopying error, the panic envelopes that gave the location of the finish hadn't been given out at the start. It looked like we would have to retire only halfway before the event. It was here that our luck changed. After we made the decision to go home, Colin phoned the organisers to let them know that we weren't going to



Chris & Toby squinting in the sunshine

make it to the finish. Toby and I were just sorting ourselves out to head back to the M3 when Colin came off the phone with some good news. It turned out that the garden centre we had driven through was one of the marshal locations, and if we were quick we could just about make it before it closed. The day's only high speed dash through the lanes ensued and we made the garden centre (for the second time) with a few seconds to spare and an interesting aroma coming from the brakes (which have since been significantly upgraded)!

It turned out that the marshal point sign had been obscured

by a parked car when we went passed the first time which is why we missed it. However, we now had some clues, although maximum lunchtime penalty did go with it. These were quickly solved, and off we went again, hoping that half of the grid ref would be enough to guess it (we knew that the finish was a pub, which would help). An uneventful afternoon followed up and down A-roads until we had the first half of the finish grid ref. Sure enough, there were only two pubs on the map that it could possibly be, so true to form, we guessed! Luckily for us,

our first choice was the finish, and more by luck than judgement we made it to the finish, and maximum points!

By the time the lunchtime penalties were deducted (for not getting to either before ringing up the organisers), we ended up 4th out of 9. We had covered 120 miles during the day, which, had we spotted the marshal in the car park and so avoided penalty, would have placed us 2nd. The winning team managed to cover only 80 miles, and still get all of the marshal locations.

The event was completely different to the usual scatters that we compete in, although there was too much motoring up and down major roads for my liking. If the event had used only half or a quarter of a map, with more opportunity to use lanes it would have been much better. And I would really like to know how the winning crew managed to cover so few miles and still get maximum points!

Chris Gage
(Pictures: Miffy)

2003 British University Karting Championship **Round 2 @Warden Law**

Most of the time the BUKC takes place at locations in the south of England but for a change, and due in part to protestations from some universities, it was decided that round 2 of the championship should be held at a location more accessible for everyone. Of course the obvious choice was Warden Law near Newcastle, a good sixty miles north of the most northern university!

The 350 mile journey from Southampton to Newcastle presented a couple of logistical problems for Gareth, who was organising the trip. Usually we turn up in a few cars and drive to the relevant circuit. However with such a long journey the choice was between a minibus or two cars, with four people per car. The latter was the option decided on as no-one had a licence to drive the union minibus. It was also decided that we should stay at a Youth hostel as leaving Southampton at 3 am was a prospect which filled no one with joy!

The plan was to meet at Gareth's at 3pm on Thursday. Unfortunately due to a fairly relaxed attitude by one member of the squad (well, I was hanging out my washing!) we didn't leave till 3:15 which for some reason stressed Gareth. I was in Andy's 106 (RIP) with Adam and Chris, while In Russell's Fester were Russell (obviously!), Gareth, James and Calum. As motorway journeys go this was an exciting one, as a pack of aviation Top Trumps had recently been purchased by Adam. Basically it came down to the person with the Hypersoar winning every time ("speed 6700mph") unless the other players guessed its location and called payload, which happened to be unspecified for the Hypersoar, and under our rules this meant that it lost (and us mere mortals are meant to understand that?! Ed.).

Originally we had planned to call in at Gareth's house on the way up and then to go to the Snowdome near Tamworth. As Andy was driving we made it to Gareth's village way before he did in Russell's car, but due to some slightly dodgy directions we ended up at his house only five minutes before him. As a bit of a bonus Gareth's Mum had made us hotdogs (mmmmm) which were well tasty so many thanks go to her. We also got to have a look at Gareth's kart which was very nice, but not as nice as the brand new silver 911 Carrera in the other corner of the garage! The Snowdome never happened because we didn't really have enough time. Apparently if you get to a Youth Hostel after 11 pm they don't let you in.

The rest of the journey was uneventful and it was too dark to read my copy of Total Vauxhall, kindly purchased for me by Andy the previous day. We arrived in a small town a few miles from the Youth Hostel and waited in a conveniently situated (and conveniently cheap) Wetherspoon's pub for Russell's car. In fact the only thing which was inconvenient was the fact that it was filled with Northerners. Doh!

On arrival at the Youth Hostel it was established that as we were leaving so early in the morning it wouldn't be possible to get breakfast. Also we were told that we should have YHA cards (something that I had brought up previously) but the lady fortunately waived it for us. Another thing which was novel for us, never having stayed at a Youth Hostel before was the fact that we weren't allowed to use sleeping bags and instead had to use the sleeping bag style sheets and the duvets provided. Once she had shown us this the lady left us in peace to enjoy a crate of Stella and a game of Poker. The game was interesting, as most of us hadn't played before. We thought we would be at a disadvantage against the Number 5 Woodcote veterans but this turned out not to be the case, with Chris (beginner's luck!) sharing the win with Russ (veteran) with handsome takings of £12 each. After the Poker we decided that it was time for bed. Previously Adam had admitted that he snored, so he went and slept in a different room. Some people wished that Andy had also admitted this trait!

Half six next morning saw eight sleepy people wake up and wander outside to the cars. It turned out that the Youth Hostel was half way up the side of a valley. It was very cold and frosty but this was more than compensated for by the stunning views.

We stopped at a service station on the way to the circuit to get some breakfast and to find out the exact location of the circuit as the circuit guide had been left at Woodcote and the one at Gareth's house wasn't up to date. I'm sure Chris Knott was thrilled to get a call from Gareth at seven in the morning! Getting to the circuit should have been easy but due to a MR over a crest on a dual carriageway rather than a TR an extra

10 minutes was added to the journey time. We did get to see Russell lock up all four wheels on the dual in a failed attempt to take the right, which must have been exciting for him and the passengers!

As we were some of the first people at the circuit we decided to walk the track, which we don't usually have the opportunity to do. Because of the cold weather there was ice on the track but we guessed (correctly) that it would soon disappear. The pit lane entry is on the outside of the right hander coming onto the start/finish straight (by the car park). The top picture shows the circuit with the cut-throughs and the bottom picture shows the track layout as we raced it, courtesy of some image editing from Chris.



One of the rules this year is that no driver must weigh less than 70kg including helmet. Calum is very light but he knows this and has a special leaded seat. Unfortunately none of the others who needed lead could fit into the seat, so after the briefing we borrowed some weights from another team. Unfortunately we forgot to give them back. Not sure if this was by design or not!

The format of the two hour endurance races is a 45 minute practice session followed by the karts being lined up in last year's championship order on the grid, and a rolling start (because they're direct drive karts) to start the two hour race. New rules this year mean that there have to be at least four pit stops (refuel and chain lubrication) and at least three driver changes (four drivers per team). The pit stops can be combined with the driver changes so most teams do a total of four stops. Racing for the A team (in order) were Gareth, Andy, James, Calum and then Andy again. Racing for the B team (also in order) were Adam, Chris, Myself, Russ and then Adam again.

It was decided that I should go out first on the practice session. The thing with going out first is that you have a cold 2-stroke engine and cold tyres so you have to put your hand over the air intake to choke the

engine, and feather the throttle a bit in order to get the kart running. Once you have avoided the people who have failed to start their karts and are sitting on the track waving their arms around to attract the attention of the pusher karts (four stroke twin engine Thunder karts which basically push start you with the lift and drop mechanism on the front of them) you basically take it steady until the tyres and the track have warmed up sufficiently. Second out on the practice was Adam followed by Chris and then Russ. I'm not sure what the A team practice order was.



After the practice all the karts are stopped on the grid and refuelled and the chains lubricated before being put into the correct order. The first driver goes in and the karts are started row by row (two karts per row) until everyone is moving. The karts do several laps of the circuit behind the pace kart using some of the cut-throughs to let the people who have had problems starting cut through the grid and get into position. When everyone is in the right place the pace kart pulls off and the race is started.

In the A team Gareth, Andy and James all spun once. In the B team only Adam and I spun. Some of the spins were the fault of other drivers crashing into you, and some (like mine) were down to driver error. The trouble with spinning in the kart is that the engine stalls because its direct drive and you have to wait for a pusher kart to restart you, which usually loses you a lot of time. Towards the end of my stint the tyres went off quite badly. I was convinced that this was the reason for my spin; Chris put it down to sheer ineptness! Either way the A team had the same experience with the tyres. Other notable incidents were Andy overtaking Chris at Gasworks hairpin (bottom right corner of the track photo) and Andy overtaking Bournemouth A on the last bend of the last lap. Oh and very unusually for up north it was a very nice day, warm and sunny.

The results were that the A team came 13th and the B team came 16th. This meant that the B team won the Rookie Championship (for teams where none of the members have any previous two-stroke experience and don't hold MSA karting licenses). The prize for winning was (as it always is) a pack of biscuits. These were of the McVitie's Chocolate Caramel Digestive variety. We know that Andy ate most of them, despite being in the A team, but he'll contest this!

After returning the equipment we borrowed to the Club 100 guys and looking for Adam's tracksuit bottoms (which I think were in the back of Andy's car all along) we set off home.

We met up again at the first services on the proper M1 to eat burgers, mmmmm. The traffic on the M25 was awful so it was decided to do M25 to M4 to A33 to M3 which alleviated the boredom of the traffic jam.

We dropped Adam off and once back at home it was time to collapse and sleep as Saturday and Sunday was the Kent Road Rally weekend. Read his article in this issue of the magazine. Despite the fact that we drove about 1,000 miles for 20 minutes each of racing it was well worth it as the racing was excellent and everyone had a great time.

Toby Jeffries

OLD FARTS' 12-CAR

3rd April 2003

Invited clubs: Southsea MC & CSMA

David & Olly are running the successor to last year's debut & much enjoyed Old Farts' 12-Car, where NE crews vie for the coveted Brown Slipper Award. With Swindells and Cosh out to defend their title, there's all to play for. It will be on maps 184 & 195, but in order for it to run we need marshals. It's the turn of the students to support the NE crews, so please make the effort to turn out for a great night.

Further details will be posted to the e-mail list nearer the time.

Thank you!

NSMSC

26th/27th April 2003

This year we're hosting the National Student Motor Sport Championship, and following our competitive challenge last year, we're hoping that with a home advantage we can show the rest of the universities how it's done.

On the afternoon of Saturday 26th. April, the drivers will contest an autotest, whilst the navigators tackle a tabletop rally, and then overnight (April 26th/27th) crews compete in the Funky Elephant, the road rally component of the championship. There is a possibility that Wessex crews not participating in the NSMSC will be able to do the autotest too, but this is yet to be confirmed.

Keep an eye on the e-mail list & the website for further details.

www.soton.ac.uk/~motor/nsmsc

PC7

The saga of the second 12-car of the WMC season began back in October with me sat at home one lonely evening with nothing better to do but scribble a route on a pair of brand new maps. After some discussion with WMC veteran member Jonah Nuttgens, the route became a little more interesting and PC5 was born. Unfortunately, the MSA's Route Liason Officer for Hampshire was concerned about the route, since it used some of the exact same roads that a Southsea MC event due to run the previous night was to use. After discussion with the committee, PC5 was moved to after the Christmas break, becoming PC7, and being replaced by a scatter set at the last minute (in true WMC style! Ed.).

A few trips out to check the route resulted in a few revisions, unfortunately including a re-route around the Pigeon House Lane ford. Having watched a Land Rover turn away at the prospect of crossing the 3 feet of water, I was apprehensive about sending a horde of scrapyard-dodging WMC cars across it.

Come the day of the event, codeboards were acquired from various locations around the city, and Calum and I went out to codeboard the event. After placing the penultimate codeboard and a mere 45 minutes from the time we were due at the start, the middle section of the Pug's exhaust system parted company with the downpipe, giving the car a somewhat drag-racer inspired tone of voice. We dashed back to Southampton, swapped all our belongings into Calum's car and eventually made it to the start only a handful of minutes late. All competitors and marshals were successfully signed on and left the start on time, much to our relief.

From the start we proceeded to our first marshalling location, TC6. We were a little apprehensive about how difficult we had made the event, especially since so many crews were turning up from the incorrect direction and with little time left before OTL.

From TC6 we went to the finish control, via TC8 to collect the first half timecards. There I left Calum manning the control while I went around the corner to the pub to mark the timecards. A few extra fails were noted by the marshals waiting for me at the pub: a couple of give-way violations tut, tut ... Ed.), and there was a question about the validity of the envelope showed to one of the marshals by first-seeded crew, Gibbs/Coles. For the provisional results, that question was to push the two down to second place. Of course, after the enjoyment of watching Dave squirm had passed, the fail was wiped and the final results gave them the victory they truly deserved.

After the traditional trip to the burger van, Calum and I drove the route backwards to collect the boards, unfortunately punctuated by a small excursion over a bank, damaging the front and underside of the Clio (more French workmanship, that's what's at fault! ☺ Ed.).

Overall, I had a great time setting and running the event, I hope all the competitors enjoyed it too, despite the difficult navigation. Thanks to all who came out, especially the marshals.

I hope to see everyone out on my next event, PC6 (10). Unfortunately I can't promise any easier navigation - muahahaha...

Olly Smith

Crew	Card 1	Card 2	Total
1 Carl/Dave	0F 11M	0F 3M	0F 14M
2 Andy/Susan	0F 17M	0F 8M	0F 25M
3 Ben/John	6F 31M	14F 7M	20F 38M
4 Rich/Chris	9F 33M	13F 6M	22F 29M
9 Toby/Nick	3F 28M	19F 2M	22F 30M
8 Dan/Rob	16F 23M	17F 14M	33F 37M
5 Phil/Lizzie	16F 29M	18F 7M	34F 36M
6 Ed/James	16F 26M	18F 13M	34F 39M
7 Miffy/Colin	14F 32M	21F 5M	35F 37M
11 Russell/Tom	14F 30M	21F 8M	35F 38M
10 Elaine/Mike	27F 32M	29F 2M	56F 34M

PC8

Due to unforeseen circumstances I was roped into setting PC 8. The main reason being Andy's car went from best to second worst car at 5 Woodcote Road (worst being a Belmont). Also Dan spun his car, probably for fun, and knackered it in various places.

Apart from finding some random points and the sending a tracing to the RLO 10 days in advance, the preparation was left to the Wednesday night before. We sat down at around 10ish and the clues were ready by about 3 in the morning. A quick checking session followed the next morning which turned out to be a waste of time because we still let a few mistakes through. Never mind, better luck next time.

4:00pm Thursday and we can't find half the answers to the clues so drive off to find them. 5.30pm: get home and have time to swallow a couple of digestive biscuits before rushing off to meet Dan for printing. (I hope you chewed those biscuits...! Ed.) 6:15pm: competitors start to arrive, meanwhile Dan and I are frantically printing copies of the questions and info sheets and Andy is photocopying some others. 6:30pm: we meet in the Union concourse and everything is set. Come 7:00pm the competitors set off on their quest for greater things and this is when Andy calmly tells us a couple of code boards are not yet out. Another rush sets in in order to get to the points and then to CMA before everyone arrives. Finally everything starts to run smoothly. The event itself attracted the usual suspects, with a total of 13 entries. The incident count for the evening was one, Keith and Stephan having dislodged the front bumper of the Beamer in typical Wessex style (via a bank), however they proceeded to the finish in order to pick up 16 pts and first RUC. Fortunately everyone seemed to enjoy the event which did not seem to be dampened by the problems with the clues.

In the end, Olly and Dave emerged victorious, as was expected, but they were pushed quite hard by Ben Paddick and John Thompson, who, now free of their Golf problems, raised their game to finish only five points behind them.

The championship is still wide open, proving to be tighter than seen in previous years but reigning champion David Coles has his work cut out if he wishes to hold onto his title.

Russell Goodrum

Position	Driver	Nav	Points	PC	Standings
1	Olly	Dave	81		1
2	Ben	John	76		2
3	Phil	Susan	68		NE
4	Laurent	Gareth	61		3
5=	Carl	Lizzie	58		4=
5=	Toby	Phil	58		4=
7	Richard	Chris G	56		6
8	Miffy	Colin	51		7
9	Chris K	Nick	48		8
10	Chris J	Andy	39		9
11	Elaine	Chris H	30		10
12	Stephan	Keith	16		11

PC9

A Taxing Time on PC9

Being the last 12-car of the season I wanted to make PC9 a challenge, though when Cosh checked the navigation he did suggest I might not have any friends left after the event. I am told I was not very popular at times, but had direct no death threats.

Having never set an event before I didn't know what it would be like and whether I would be tearing my hair out before it was over. Thankfully things went fairly well and I still have all my hair.

I thought I was well organised, but the day proved to be a saga of misfortune. I had a flat tyre before I got to the end of my road, then had to get Russ to come and bail me out at the tyre shop because I had lost my wallet (thanks, Russ). We were shouted at by the landlord of the Hinton Arms and locked in the car park because we had gone off and left my car there all day. Over the previous 48 hours, several of the people who had promised to marshal dropped out. I hope that all the poorly people and poorly cars all get better soon. Nick and I then managed to get lost on the way between our controls and had to get Phil to go to TC14 as we weren't going to make it for when it was opening. Yes I know ... of all the people, I should've known where I was going...

But more interestingly the news from the road...

Car 1 -Smith/Coles

Said they had a great time (I believe they pre-empted that and filled in the comments sheet at the beginning of the event so that they wouldn't get the fail). Although they split a fuel line after TC 7 and missed one codeboard, they took a very convincing first place.

Car 2 - Gibbs/Pope

"WOW"

Car 3 -Paddick/Thompson

Finished with glowing discs, having enjoyed the roads, but found the navigation "a bit difficult". It looks like they cut route mid way. Was that to avoid the ford? I promise it was only little

Car 4 - Lewis & Belmont

Enjoyed marshalling (due to a poorly Calum).

Car 5 - Lawley/Gage

Thought the roads were "superb" and had a lot of fun. Despite finding the nav hard and resorting to opening several of the hints envelopes

Car 6 - Davidson/Jeffries

Were doing fantastically in the first half, being equal on fails to David and Olly, but things seemed to go wrong after TC7.

Car 7 - Goodrum/Richards

Obviously avoided a moment with Ed, but didn't mention it.

Car 8 - Mifsud/Davis

In their "sexy blue Corsa", thought the roads were "wicked" and liked the nav, although I think they liked the helpful marshals too. Apparently they were involved in a slightly hairy - 3 on 1 - delta moment, but got to the finish very happy.

Car 9 -Butler/Firth

Survived several incidents including a close call with Russ to take first (and only) RUC.

Car 10 - Knott/Hynes

Weren't in a very good mood with me at TC 7, but seemed to improve in the second half and I hope had a good time.

Car 11 - Freer/Wallis

Suffered a "temporary delay" on a white road, but managed a finish with the help of a gallant Paul, Elly and Sierra..

Course Closer - Broughall/Curry

Suffered from Mal de Nav and managed to miss 6 boards, so they would have come second (despite a marked map).

Photo Crew - Kearns/Garrett

Managed to get lots of photos at the first delta, though I am told it was generally the marshals went in with most enthusiasm. I'm looking forward to seeing the pictures. At the ford, Paul was soaked by another overly enthusiastic marshal and only managed to get a picture of David and Olly, but packed up assuming no one else was going to arrive, before seeing 3 more cars, then having to unstick his own car from the mud.

Marshals otherwise seemed to find their way OK. For the fact that TC 4 was unmanned I have to accept full responsibility. I gave Matt the wrong grid reference. I didn't realised you'd all want to go and see him.

It was strange, wondering first if competitors and if marshals were going to turn up. Then watching everyone go at the start hoping that you would all enjoy the event and not hurt yourselves/cars etc. Waiting at TC 7, worrying, hoping you weren't all in trees/ditches etc. I felt responsible for anything that went wrong, so it was fantastic to get to the finish to get a positive response and some smiling faces. Hope you all enjoyed yourselves. Thanks to all the marshals for coming out to help. I will have to start thinking about what evil ideas I can come up with for next time.

Susan Broughall

RUC Championship Table

Pos	Name	PC1	PC2	PC3	PC4	PC5	PC7	PC8	PC9	Total
1=	Ed Butler	8	10	10	-	10	10	-	10	58
1=	James Firth	8	10	10	-	10	10	-	10	58
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	-	-	NE	-	-	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

The Cosh Trophy: An Update

The Cosh trophy was introduced in 2002 by Andy Coshan to recognise the efforts made by student members to further their involvement in motorsport. Any WMC member eligible for the Plotters' Cup Championship is eligible to contend for the Cosh Trophy. Points will be awarded on any MSA Permit event for road-going cars, which is not run solely by Wessex MC. Points will be awarded for events from the start of the Easter vacation to the end of the second term of the succeeding academic year.

Points will be awarded for starting an event and, additionally, for a finishing place relative to all other Cosh Trophy crews. You also receive points for marshalling an eligible event. The trophy is awarded to the highest scoring contender(s). If a single person wins outright, the second placed contender(s) will share the award with the outright winner. There is a minimum score of 30 to be eligible to receive the trophy. If anyone else knows of any events they have done that they think should make them eligible for points then let me know. It is the competitors' responsibility to inform the club committee of their participation in any eligible events. Please see the website for further details.

Cosh Trophy 2002/03 - Current Standings Top 10

Susan Broughall - 214
David Coles - 212
Olly Smith - 167
Lizzie Pope - 146
Andy Garrett - 118
Toby Jeffries - 65
Carl Gibbs - 50
Chris Gage - 49
Elly Pryce - 35
Phil Davidson - 28

David Coles

CALENDAR 2003

MARCH '03

Thursday 6th
PC9 - 12-Car

Thursday 20th
PC10 - Scatter

Thursday 27th
PC11/6 - Scatter

Saturday 29th
Easter Holidays Start

APRIL '03

Thursday 3rd
Old Farts- 12 Car

Sat/Sun 26th/27th
Funky Elephant

Sunday 27th
End of Easter Holidays

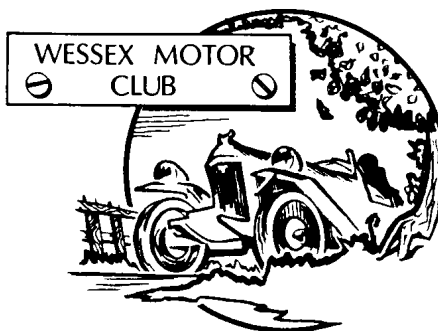
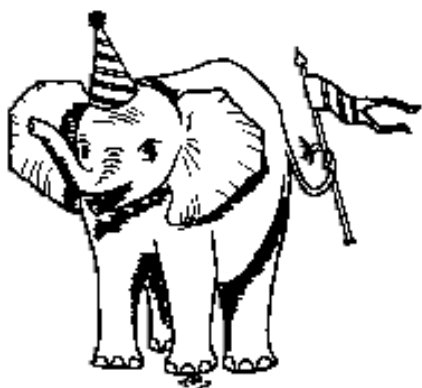
MAY '03

Sunday 4th
Summer Scatter

Thursday 8th
Awards Evening

Sat/Sun 10th/11th
Swan

Sat 31st/Sun 1st
Wessex



AUGUST '03

Sat/Sun 30th/1st
Resolution

SEPTEMBER '03

Sat/Sun 13th/14th
Bullnose

Sat/Sun 27th/28th
PowerRush

OCTOBER '03

Sat/Sun 18th/19th
Pheasant Plucker

NOVEMBER '03

Sat/Sun 22nd/23rd
Nightwatchman

DECEMBER '03

Sat/Sun 6th/7th
Ilfracombe

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cng100

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