

WMC Magazine

Issue 19: April/May 2003



National Student Motorsport Champions 2003



Introduction

Welcome to my first newsletter (magazine) as editor. I hope it proves as successful a tenure as for my predecessor, Lizzie Pope, who has retired due to graduation.

I'm an engineer not an English student so please excuse all (I won't even pretend that there won't be any) spelling and grammar mistakes. I will try my best, but if people don't write their articles properly in the first place then what do they expect!!! Also imaginative headlines will probably be sorely lacking. What you can expect though is the usual bumper filled magazines full of lots of reports of our club events as well as our members out representing the club on road rallies and other clubs events.

We also have a new website and website address, both looking very swanky! Lots has happened since the last magazine before Easter. The Funky Elephant has come and gone as has the NSMSC, at which Southampton University became National Student Motorsport Champions. It has been good to see so many Wessex mem-

Thought of the issue

Duct tape is like the Force. It has a light side and a dark side, and it holds the universe together.

bers out on recent road rallies and an even higher number than usual out on the external club events. The end of the Summer term is near, but that doesn't mean an end to rallying with events continuing throughout the summer, see the website for more details.

Well that's it from me for this issue, so enjoy.

David Coles (Ed)

Presidents Piece

Welcome to another edition of the club magazine. The end of the PC season does not mean there is a lack of news to keep everyone up to date with. This is of course thanks to all the external events and great enthusiasm which everyone in the club has for them. It was very encouraging to see on the recent Swan rally that WMC crews made up 1/3rd of the entry list - and even more encouraging to see the result, we certainly didn't embarrass ourselves! As well as the Swan road rally, the club had its

Awards Evening, skid pan training, a couple of karting trips, and some marshalling to keep the club members busy. It's worth mentioning that Gareth is organising karting trips frequently, these are a really good opportunity to get some practice in and impress him if you want to be on next year's karting team! There's a good deal coming up soon too, look out for the Wessex Road Rally as well as the Abingdon CARNival weekend of marshalling, stage rally and sprinting.

I'm told it is also my duty as the club's president to make sure everyone has at least two WMC car stickers decorating their vehicle. I am a little guilty here, having only one - but if you want to get a sticker they'll be at pub trips and are very reasonably priced a just £1. Just grab a committee member and they'll be happy to relieve you of any cash

Ed Butler

Cover photos in clockwise order from top left: Phil Kendall navigating on his stage rally debut. Carl Gibbs & Lizzie Pope FE 2003. Tom Jenkins & Chris Moore stage rallying at Avon Park. NSMSC Table Top. NSMSC Champions 2003, the victorious team get presented with their trophies. Olly Smith & David Coles FE 2003.

Toby KUMS in TITS Format!

BUKC Karting Rounds 4 and 5

Now that I've got your attention, I should probably explain the headline! The BUKC championship consists of five rounds, taking place between the end of the exams in January, and the Easter holidays. The first three rounds are team endurance races of two hours duration, each driver doing about 30 mins in the kart (there are 4 drivers per team). The final two rounds of the championship are completely different. Each of the four drivers does one 30 mins sprint race, with a compulsory fuel stop about half way through. These races are known as the Team-Individual Type Sprint, or TITS format (goodness knows how long it took the organisers to crowbar those words together in the same title!).

As the season progressed, the squad has taken a keen interest in Toby's ever expanding waist line. Various theories were thought up to explain this, ranging from just sheer laziness on Toby's part, through to worlds first male pregnancy! It soon became clear that this was more than just overeating and the true cause behind "The Belly" was revealed – it was a momentum transfer system. By moving The Belly around in the kart, Toby could change the weight distribution of the kart as he was going along. It was not all smooth sailing however, as in the early tests, The Belly was blamed on several occasions for an unexpected momentum shift mid-bend, leading to a spin. A more original excuse than most, it has to be said. All of which leads to The Belly now being referred to as The Toby Karting Ultra Momentum System, or Toby KUMS. And you thought I made it all up for the purposes of this headline.....



The Toby KUMS system in action.

Round 4 – Ellough Park, Suffolk

The problems for round 4 started long before we ever made it to the track – no one seems to know how you actually pronounce the name! Having decided to refer to it simply as "Suffolk", the next problem was how to get there in time for the 10 am drivers briefing. As no-one wanted to stay anywhere overnight, it was decided that the best plan would be a 5 am (!) start leaving Southampton, hoping that we would all have woken up enough to race by the time we made it to the track. After a bit of running around the day before to get the final B Team driver, 6 very tired looking souls made it to Woodcote Road far too early on a Saturday morning. The only two that hadn't made it out of bed were the two that lived there, Andy and Gareth!

Very light traffic on the motorways meant it was a very uneventful journey, the only problem was actually finding the circuit when we got to the village. After a couple of phone calls and a bit of driving around, we found the entrance and signed on. There was a very strong wind blowing across the circuit making it bitterly cold all day. The sky also looked very dark, although we were lucky enough not to get any rain so the track remained dry for all the races, although there was a little standing water for the beginning of practice from the previous nights precipitation.

The A Team consisted of Andy Davis, Andy Garrett, Calum and team captain Gareth. Driving the B Team kart was Toby, James Firth, Peter Buschhaus and myself. After the usual driver briefing, it was time to go out and practice. Normally the organisers drive a couple of laps in all the karts to warm up the tyres and engines, but they were down on staff that morning, so weren't able to do this. This meant that the first driver out for each team had to deal with an engine that was very reluctant to start and run properly, and

cold tyres.

I went out first for the B Team, and having carefully avoided the standing water at turn 1, I put the power on far too hard for the cold tyres coming out of turn 2, and promptly spun off the track! Things only got worse during the rest of the day. James was out second for the B Team and had an uneventful session. Peter then went out, and after a couple of spins was collected by another kart, losing his front left hub in the process. Unfortunately, by the time this was repaired the practice session was over so Toby got no practice at all. The A Team practice session was comparatively uneventful; certainly they all got a go in their kart!

The grids for the first two races were picked at random by selecting numbers out of a hat. These grids were then reversed for races three and four, so everyone had a fairly even mix of grid positions.

For the B team, this meant starting the first race from dead last on the grid! Peter went out,

with nothing to lose and kept clear of the usual first corner mayhem to make up a few places. Unfortunately several spins and other incidents all took their toll on his position, and he ended up finishing 29th. For the A Team, Andy D was running well until the person behind him tried a rather optimistic overtaking manoeuvre that resulted in the two of them in the grass waiting to be restarted. He recovered well to finish 20th.

The second race saw Andy G driving the A Team kart, and myself behind the wheel of the B Team machine. Both of us started from grid positions in the mid-twenties, and managed to avoid the first corner chaos. My race was going quite well until I was used as a brake by the kart behind me and had an unexpected excursion, backwards, into the run off area at the end of the start finish



Southampton in the thick of the action.

straight. I ended up 24th by the end of the race. Andy struggled with a track he didn't like and an ill handling kart to finish 28th.

The third race saw James start the B Team kart from pole position, and I think it is fair to say he was a little nervous! He did a fantastic job in the face of some very quick competition behind him to stay in the lead for the first few laps, and even when he was overtaken, he stayed up with the leading pack. Then the throttle cable snapped leaving no option but to coast to a halt. By the time the kart was recovered to the pits and replaced James had dropped a long way back, and did well to work himself up 24th by the end of the race. Gareth started for the A Team in 6th, and was past James after a few laps to take the lead of the race. He even managed to get past without taking the B kart out, which A Team drivers have historically had some problems with! J Then a spinning kart meant Gareth had to cut a small part of the track to avoid a crash and even after slowing to negate any advantage made, the stewards gave him a black flag. The red mist then descended, and another black flag was

received for “advantage by contact”. Any hope of a good result was gone, and Gareth finished 26th.

By the time the fourth race came round, we were all cold, tired and very despondent about the results so far. Toby was driving the B Team kart, and had to learn the track on the one lap done behind the “pace kart”! Unsurprisingly he struggled on an unfamiliar track with a couple of early spins, but he had a good second half of the race to finish 24th. Calum was racing for the A Team, running well early on before suffering a front wheel bearing collapse. By the time the kart was replaced, he could only finish 33rd.

Overall it was a day we'd rather forget – it was a very long way to go for a run of bad results on a track that didn't inspire any of us. It also meant the B Team had their work cut out to collect the Rookie title, even though they had been leading the challenge at the beginning of the day.

Round 5 – Clay Pigeon Raceway, Dorset

Round 5 of the championship was our “local” round, and combined with a lunchtime start this meant

we didn't have to leave until 11 am. We arrived at the track to be greeted with glorious sunshine, and by far the nicest burger van at any of the rounds! Even Andy G's car made it, albeit in need of a carb rebuild (which was duly carried out throughout the afternoon!)

The only thing you need to know about Clay is the fact that it absolutely fantastic! Opinion within the team is divided over whether Clay or Buckmore Park is best, but as I didn't go to the Buckmore round, my vote goes to Clay. The track is *very* fast (top speeds reach 85+ mph), with a great combination of fast and medium speed corners to really push the karts to their limits.

Team captain Gareth was not driving at this round so he could concentrate his efforts on managing the B Team in their attempt to capture the Rookie championship. These efforts extended to moving the quickest of the Rookie eligible A Team drivers to the B Team, and some B Team drivers to the A Team. This led to a very strange combination of results for both teams! The A Team consisted of Andy G, Callum, Russell and

Toby (who actually did practice for the B Team before being switched with Adam). In the B Team we had Andy D, James H, Adam and (feeling completely out of my depth!) me.

The B Team kart was extremely quick down the straights, although it did seem reluctant to start out of the pits. This nearly cost us a lot in the first race as Andy couldn't get it to fire and was stranded in the start-finish straight when the grid was circulating behind the pace kart. By an absolutely great stroke of luck he was started just in time to slot back into his original grid position (this is allowed in the rules), and the race was underway. An enthralling race long battle ensued between 5th and 15th places. This was terrific entertainment for all those watching (and I imagine it was quite good fun from inside the kart), and Andy ended up coming 12th, really helping the B Team points tally! Andy G suffered a difficult race and ended up 26th.

The second race was notable mainly for the incident involving what was the lead kart at the time when

was nudged at the hairpin, and ended up upside down. Having just been lapped at the time, I had a grandstand view of the incident, and even made up a couple of places in the confusion! In the end I finished 19th.



A race losing manoeuvre?

Calum had a fantastic race in the A Team kart, never really losing sight of the leaders. He came home 8th.

Race three saw Russ in the A Team, and Adam in the B. Both suffered a number of spins and in the end brought the karts home 27th (Russ) and 23rd (Adam). By this time it was looking unlikely that the Rookie championship would be coming back with us, although if Exeter were to have a bad fourth race it might just be possible.

Unfortunately it wasn't to be. James did everything he could in the B Team kart, driving a brilliant race to finish 10th, the best B Team result of the day.

Exeter went a few better though, and finished 4th. Toby had a couple of spins in the A Team kart and ended up 27th.

In the final championship standings, the A Team finished 13th and the B Team 16th. The B Team missed out on the Rookie award by just a few points – if only Ellough hadn't gone so badly, we might just have done it. With Gareth's Belmont now fixed (by Vauxhall standards, anywayJ), the club kart is expected to

be out several times next term so you can all have a go before the trials come round again in October. With several of this year's squad staying on for another year, next year's prospects look very strong. The last karting event of the year is a Varsity Challenge at Daytona in Milton Keynes. This is a three hour race for teams of six and we are hoping to run a couple of karts. This means that we need some people from outside the karting team, so don't be surprised if you get asked by Gareth! We also have more depth in our squad than other Unis, so the bigger team size should work in our favour. Here's hoping.....

Chris Gage

Funky Elephant 2003

26th/27th April

The weekend of the 26/27th April saw the second running of Wessex and Basingstoke Motor Club's Funky Elephant Road Rally. Wessex managed to field 6 National B entries and 8 clubman entries, all from a total of 38 starters, Wessex therefore making up a third of the field.

38 cars set out and 38 cars finished, quite an impressive record.

Wessex had some success on the night, taking 2 class wins and occupying 5 spaces of the National B top 10.

National B

Driver	Navigator	Class	Total	Overall	Class
Olly Smith	David Coles	E	0F 12 M	3	2
Chris Moore	Dick	SE	0F 29M	5	2
Andy Garrett	Susan Broughall	SE	0F 31M	7	3
Toby Jeffries	Chris Gage	N	0F 48M	9	2
Carl Gibbs	Lizzie Pope	N	0F 48M	10	3
Bob Wisniewski	Paul Lettington	SE	0F 90M	14	5

Clubmans

Driver	Navigator	Class	Total	Overall	Class	
Ben Paddick	John Thompson	CMN	0F 14M	1	1	
Russell Goodrum	Gareth Lewis	CMN	0F 51M	2	2	
Richard Lawley	Nick Clarke	CMN	0F 52M	3	3	
Ed Butler	Calum Maciver	CME	0F 74M	4	1	
Steve Porter	Simon Smith	CMN	1F 139M	5	4	
Dan Moss	Rob Stevenson	CMN	2F 193M	7	6	
Toby Butcher	Andy Lightfoot	CME	3F 248M	8	2	Leeds
Elaine Freer	Chris Hynds	CMN	7F 403M	10	8	
Chris Johnson	Andy Seal	CMN	8F 527M	11	9	
John Sedgewick	Jim Wright	CME	10F 381M	12	3	Leeds
Adam Yarrington	Chris Williams	CME	OTL			Leeds

Funky Fun

Having already marshalled a couple of road rallies, and seen the fun everyone was having, I decided to have a go myself on the Funky Elephant. I quickly found a driver and car in the shape of Phil Davidson and the VW Polo, and the entry form was soon sent off.

I had also offered to help Steve with the NSMSC table top on the Saturday morning, and so 10 am on the Saturday saw me on the train back to Southampton. Everything was going so well until I got the phone call, as the train entered Southampton, telling me that the car was broken. Needless to say, this news did not go down too well! After arriving at the union, I soon found that Richard had offered to take Phil's place, and despite several hours of frantic work, the Polo spent the night in pieces, and I took to the passenger seat of the Saxo for the event.

The rally started well for us, with me solving the nav quickly, and we only dropped a minute on time card 1. Time card 2 started well, with only 1 minute lost until the penultimate



section. Then we made the first mistake, taking the wrong exit from the 5-way in 5919. several minutes were lost here recovering from this. The next mistake followed in the next section where we missed a slot and ended up in the middle of Swanmore. Another 5 minutes there put us on 12 minutes at petrol.

The second half started well, with the only real problem on time card 3 being a missed board just before we left 196, although I still can't work out how we missed it, as the nav appeared to solve exactly. As we moved onto time card 4, however, we both started to get tired, resulting in us

dropping 17 minutes, with me taking longer to solve the nav, and Richard driving slower. After about 4am we started to cheer up

again, and sped up, dropping just 4 minutes on the final time card, and things went well up to the finish. Having booked in to the final control, we then proceeded to the finish pub, only to pick up the only damage the Saxo received on the entire event, as we hit a pheasant on the A33, which returned the favour by cracking the front splitter and slightly dislodging the whole bumper.

Final results gave us a 3rd in class, a frustrating 1 minute behind Russ and Gareth, who had followed us for several sections after they managed to lose the second handout map.

Overall, this was a really enjoyable event, and I look forward to doing many more.

Nick Clarke



No pot of gold at the end of the sunbeam (aka the Funky Elephant)

As everyone knows I love my tyres. They hold me to the road brilliantly and are of course much better than this Pirelli rubbish. Unfortunately they do tend to wear and it was for this reason that I decided to swap the fronts and rears over to even out the wear. I don't usually like working on my car on the day of an event because a small job can often turn into a major disaster. But what could go wrong with changing the wheels round?



So I duly jacked the front of the car up and then the back to get the left side up in the air. The weather was sunny and Steve and Gordon were there as well as the usual suspects. As the back of the car left the ground there was a metallic twang. Andy exclaimed "Toby mate your spring's fallen out". Oh bugger. The Nova springs are incredible easy to take out but they shouldn't come out on their own. I knew the situation was bad when Andy stuck his head under the car and started

laughing. Then everyone had a look underneath and much hilarity ensued. Oh good. The area all around the upper spring seat had rusted and the spring seat had collapsed into the chassis rail. The fact that this provided another 4" of travel explained why the spring had fallen out and also explained why the handling had been somewhat soggy for a while.

Fortunately for me Olly was at home and not in bed so I called on his welding expertise. He rigged up a fine Ollyweld™ which involved running a bar along the parts of the chassis rail which were still there and thus forming a new spring seat. Of course as is usually the case it started to rain halfway through the process and I had to erect a makeshift tent from the trusty 57 tarpaulin. The process also involved swearing and Olly saying things like "I can't weld to this sh*t there's nothing here!" I chose to ignore these outbursts and decided to encourage him to weld instead. The job was finished as people were leaving for the start so a true Wessex bodge.

The Ollyweld™ was obviously brilliant as I noticed that the suspension was back to its normal stiff self as soon as I got off the M3. It's surprising what you can do with a piece of steel that was originally intended for making spot lamp brackets. Confi-



dent in the new suspension geometry I decided that there was no way I was going to take it easy on the event.

Chris was navigating for me on the event and as usual we had entered in the Nat B novice category. We just about made it through scrutineering although Matt insisted that I tape my torque wrench down in its hole behind the spare wheel. I also had to tape up the arches but what with the torque wrench taping I had run out of duck tape so Chris had to borrow some from another competitor.

I felt knackered before the start and hoped that I'd manage to concentrate on the event. Someone who must have been feeling just as slow was Russ, who managed to lock his keys in his car. Fortunately the AA man managed to get to him before the start. You should have won an award

for that one Russ!

The start was uneventful for us but I was glad to see that the duck tape on the arches had fallen off completely on one side by TC2. It was half off on the other side so I thought I'd help it along. Can't have things like flapping tape spoiling the aerodynamics of the Nova. It must have worked as we were clean until TC8. After that we took a wrong slot because I thought the road that Chris was trying to make me go on was white. By the time we had worked out where we were and got going again we had dropped 6

minutes. Other than the odd mistake we weren't dropping any time and were making up on some sections. The Upham white provided a great deal of entertainment as I took it as fast as possible, bouncing off the sump guard and getting understeer and oversteer all over the place because the ground was so slippery. It was on a 90 left that I got a lot of oversteer and almost hit Andy Manston who was photographing cars from the inside of the bend. Guess he thought he was safe there. How wrong you can be!

I was really enjoying the roads and the liberal coating of mud on them made for some exciting manoeuvres. We were following a Sunbeam at one point and the road surface was changeable. I guess I should have backed off a bit because after missing a left slot he stopped in the



road. I think he was intending to reverse back but the Nova bearing down on him probably gave him a better idea. I ran into him from behind just as he was attempting to move off. Oops. We both got out of our cars and luckily for me he didn't seem bothered.

The Sunbeam owner spoke to me at petrol but his mood hadn't changed, in fact he seemed to find the incident amusing. (When I spoke to him later at the Swan he said the impact had damaged his fuel level sensor but he wished us good luck for the event. Funny how you make friends isn't it.) At petrol we were running 1st novice by 3 or 4 minutes, presumably having dropped no boards. Carl and Lizzie were quite close to us, about 5 minutes behind.

Once again a white road provided much entertainment for the second half of the event, this time the Mercury white. Again taken flat out, the pot holes at the end caught me out again and the car flew out the other side with a thud and massive amounts of steam covering the entire front of the car. Initially I thought I'd holed the radiator but decided to keep going. It turned out to be

only water splashed onto the car from the puddles which was lucky. And the Ollyweld™ was still holding out.

Later on in the event we were delayed by a black 205 GTi, which was moving so slowly I could have run past them. This p*ssed me off because it was on a section with a small hump-back bridge and a photo point. If it hadn't been for the car in front (not a Toyota) I'd have been able to have a mid air photo. I also tried to use the handbrake for a photo point but rather than it not working it worked too well and we

ended up facing a sign post which was rather embarrassing as I also managed to miss reverse. Not the first time I've done that on an event. We also encountered Zip marshalling on his own in the middle of the countryside, he seemed to have been abandoned by everyone. Not quite sure why.

When we reached the last TC I hadn't realised that we had finished and was disappointed because I was really enjoying the event.

It seemed to go so quickly! The Half Moon and Spread Eagle provided an excellent breakfast and we sat around and talked to various people about the event. When it came to the results we finished second novice, behind the Sunbeam I hit. Lizzie and Carl finished behind us with the same number of minutes but we had remained clean for longer. Lizzie put in a protest about a slow marshal but considering he was slow for everyone it



didn't help. I can't remember where we came overall but the important thing was that we got a good finish in the novice class, and I didn't fall asleep on the motorway and almost kill us this time. It was a brilliant event overall, with some excellent roads and the navigation was just right. Thanks to the organisers and the marshals and also to Robert Jacobs, the driver of the Sunbeam for not suing me.

Toby Jeffries

NSMSC 2003

National Student Motor Sport Championship

On the last weekend of the Easter holidays, 26th/27th April, we hosted the National Student Motorsport Championship (NSMSC). For the benefit of those of you who've been on the moon for the past months, the NSMSC comprises three parts: the autotest to challenge the drivers, the table top rally, a navigational exercise to fox the navigators, and the road rally, a joint all-night competition, which this year was the Funky Elephant. Having trawled all the way to Scotland for last year's event, our three crews, Olly Smith and David Coles, Andy Garrett and Susan Broughall, and Ed Butler and Calum Maciver, were hoping for some success on home territory.

In true Wessex style, car crises struck before the event. Unfortunately, this time, it was beyond the help of our trusty, never-ending supplies of gaffer tape and cable ties. The mighty Mini's return was once again thwarted, this time by a 'Pigeon House moment', and so a brave (or stupid?!) DC, determined to nav, not drive the NSMSC & FE, got on the phone to his insurance company. Was this the turning point for Mr. Smith, who now has to work *very* hard to deny that he dislikes Fiestas?! ☺☺ He even owns one!!



Is that a McDonalds?

☺ It's a conspiracy! We knew he'd see sense in the end! Anyway, I digress...

In the months before the competition, we'd sent invitations to many universities, but after much interest, in the end, only a valiant three-crew team from Leeds University, and a half crew from Oxford Brookes, Southsea MC's Mark Collings, turned out for the fun. However, Wessex aren't known for running from the competition, and despite the limited field, come Saturday morning it was still all systems go. But we didn't bank on the great British weather making things hard for us. The grass

Position	Driver	Navigator	points
1	Olly Smith	David Coles	75
2	Andy Garrett	Susan Broughall	60
3	Ed Butler	Calum Maciver	49
4	Toby Butcher	Andy Lightfoot	46
5	John Sedgewick	Jim Wright	43
6		Mark Collings	34
7	Adam Yarrington	Chris Williams	14

Uni	Points
Southampton	135
Leeds	89
Oxford Brookes	34



Did any plotting happen?

autotest site was inspected on the Friday and the Saturday, but the recent rain had unfortunately left it far too boggy to risk abusing cars on. So onto plan B. Well, there wasn't a plan B, so some quick thinking generated the brainwave that the drivers could do a karting challenge, but this time the great British public was against us, having chosen to swamp all local karting circuits on the one weekend we urgently needed a slot. In the end, the table top ran with full crews (i.e. driver and nav instead of the nav alone) tackling the clues, and this proved a success. And McDonald's didn't do too badly out of it either! Oily, Phil, Carl & I discovered that McDonald's have carrier bags for the rare occa-

siations that people buy so much that they can't carry it! Needless to say, this was one of those occasions. The result of the table top boded well for the home crews. The less-experienced visitors struggled with the navigation, leaving the Wessex crews finishing this discipline in a comfortable 1-2-3.

And so onto the Funky Elephant. The event it self proved to be a great success, running on fun, demanding roads, without a spot of rain, and recording no retirements. Once again, Wessex showed the competition who was in charge by convincingly beating them, taking the overall and individual NSMSC awards. But I'll leave it to someone else to report on the FE.

Needless to say, Wessex rule, and it was great fun!

Although we comprehensively beat the opposition, we were very grateful to the other unis for making the effort to come, and we believe they enjoyed it despite losing out. Let's hope next year sees greater attendance, and then we can put a few more universities in their places!

Many thanks to Steve Barnard for organising the table top, and to Phil, Cosh, Jonah, Zip, and the rest of the FE Organising Committee for making that such a success. Congrats and thanks to Oily & DC for scooping the individual NSMSC awards, and to Andy & Susan and Ed & Calum for upholding our reputation as a force to be reckoned with.

Lizzie Pope



A message from the organisers : Wessex and Basingstoke Motor Clubs would like to thank all marshals and competitors for supporting the Funky Elephant 2003 and contributing to such a successful event.

Southern Universities 12 Car

14th March 2003

It's true to say that inter-university rallies are few and far between. Quite why, I'm not sure, but it's certainly something that needs addressing. The continuation of the NSMSC this year, despite the poor turn out, is keeping a flicker of hope in the quest for promoting student



Phil and Lizzie

rallies, but as it is only an annual event, there is a limit to the impact it can have. And so it was with considerable gratitude and excitement, we welcomed Gareth's idea to run a Southern Universities 12-Car. Its aim? To get students from different universities competing against each other for individual and team awards. Teams from Oxford, Bristol, Imperial and Oxford Brookes universities were invited, and also competing were 2 non-student crews who had contested the National Student Motorsport Championship (NSMSC) in former years, injecting another element to the competition.

Crews were of a wide variety of abilities, from those who have never participated in such an event, to regular expert, semi-expert and novice crews in the ASEMC/ACSMC road rally championship and, as expected, it proved to be a night of close competition fought out on the



The winning Southampton team

lanes of northern Hampshire and Wiltshire. The winning crew were, of course, Olly Smith and David Coles, taking the overall and student class wins ahead of another Wessex crew, Andy Garrett and Susan Broughall, 2nd student crew, 3rd overall. John Swinney and Piers Evershed of Hart MC beat



Andy and Susan on their way to 3rd overall

Jonah Nuttgens and Southampton led the Phil Kendall in the way, Oxford Brookes non-student competition, finishing, respectively, 2nd and 5th overall. The team award was calculated by taking the 2 best results from each university, and again

After the success of this event, it's hoped it will become an annual competition.

It certainly whetted everyone's appetites for the NSMSC 2003. Many thanks to Gareth for the time and effort he invested in organising what was a really successful 12-car, raising Wessex's profile in student and local motorsport. Thanks also to the marshals for helping the event run smoothly, and to the other unis for entering. Let's hope it becomes an annual event!

Lizzie Pope

Position	Driver	Navigator	Totals	Team
1	Olly Smith	David Coles	0F 5M	Southampton
2	John Swinney	Piers Everhead	0F 18M	NE (Hart)
3	Andy Garrett	Susan Broughall	1F 9M	Southampton
4	Craig Dawson	Oli North	1F 10M	Oxford Brookes
5	Jonah Nuttgens	Phil Kendall	1F 13M	NE (WMC)
6	Matt Whole	Mark Collings	2F 19M	Oxford Brookes
7	Phil Davidson	Lizzie Pope	4F 16M	Southampton
8	Ben Paddick	John Thompson	4F 18M	Southampton
9	Rob Jacobs	Alan Coombes	4F 21M	Oxford
10	Tony Horsman	John Layzell	6F 23M	Bristol
11	Joe Golightly	Sarah Dixon	7F 21M	Bristol
12	Matt Clayton	Guy Wish	7F 24M	Bristol

Swan Rally 2003

10th/11th May

Two weeks on from the Funky Elephant 10 intrepid Wessex members headed off for Hertfordshire and the Swan Rally 2003. Buoyed by the interest that the Funky Elephant generated, as well as the usual faces some new ones made the trip.

Wessex provided 10 of the 28 starters, 6 National B and 4 Clubman. An event of a different format greeted the adventurers, timed to the second and run pre-plot for the Clubmans, tulips for the semi and expert National B contenders, and a mixture of both for the novices, an interesting night was in-store.

Map 166 was the location and a route of about 120 miles was to be traversed.

Wessex achieved some success with Andy Coshan and Phil Kendall coming in 1st overall. This was their first win with Phil naving and their second together after tasting success on last years Ilfracombe. 3 other Wessex members took spaces in the National B top ten and success was achieved by Toby Jeffries and Chris Gage in the novice class with their second class win of the season. Time to move up to semi-expert soon guys.

In the Clubman section all 4 Wessex members got to the finish with some unlucky decisions meaning 2 of the 4 getting disqualified for jumping a GW.

Everyone seemed to enjoy themselves and a fun night was had by all.

National B

Driver	Navigator	Class	Total (f:m:s)	Overall	Class
Andy Coshan	Phil Kendall	E	0:02:57	1	1
Olly Smith	David Coles	E	1:08:28	6	4
Zip	Dick	SE	1:23:25	8	3
Bob Wisniewski	Gareth Lewis	SE	2:38:28	10	5
Toby Jeffries	Chris Gage	N	2:34:09		1
Carl Gibbs	Lizzie Pope	N	5:51:30		3

Clubmans

Driver	Navigator	Total (f:m:s)	Class
Phil Davidson	Nick Clarke	1:15:03	3
Chris Moore	Ceri Owen	1:54:22	4
Ben Paddick	John Thompson	1:25:54	Excluded Give Way
Ed Butler	James Firth	1:27:19	Excluded Give Way

A winning debut

I had been quite nervous leading up to this event . Andy & I had not had a particularly good start to the year a mixture of car problems and in my case disappointing performance on the Kent. The swan has a unique format compared to other events in the championship and as a result I wanted to make sure that I was fully prepared for what was to come. I went through the previous years tulip road book looking for all the various little tricks that the organizers threw in. Once I had done this I was quite confident that I could cope with what ever was thrown at us during the night.

It was quite obvious once I had read through all the paperwork at signing on that the event was going to be very tightly timed. The first section alone was going to be a 2 miler timed to the second.

There was a long transport section out of the start to get us onto the first competitive section and during this time I tried to go through everything with Andy to make sure that both he & I were fully ready to cope with the all the little tricks like LWR deltas given at unspecific locations. We pulled into the start queue in 5th place, my highest ever start position! Then we were informed that the road books were missing and the event was being delayed by 10 minutes as a result. I tried to make sure that neither myself or Andy dropped any concentration during this time because that would result in a cock up in the first section, which I didn't want to happen.

Our minute came round, and we were off. I searched through the road book looking for the first tulip, it took me a while to find it, but once I did I started plotting. The plotting aspect was quite easy even though the nav included every little white on the map. My biggest problem was that I did not look out the window during the first minute or so and lost track of where we were. I had to get Andy to stop and look at the map to get me back in my place. We did this and we were off again. Car 4 then passed us going the wrong way and we then overshot the first slot left. We reversed up and got out photo taken by the regular photographer, Andy Manston. The rest of the section was quite frantic and when we finally reached the control we had dropped about 1 minute at 29 seconds. I was happy with this. The rest of the first half went very smoothly for us. However it appeared to be going wrong for most other crews. We reached the first makeup TC having run first on the road for a few sections. Andy I were both enjoying the event and working very well together.

As we got closer to the half way petrol halt we were still running on our minute, but a slightly slower section just before petrol dropped us another 18 seconds. According to the organisers we were probably in the lead by now. That was nice to know!

The second half was much easier on the navigation side, but the sections got a lot tighter. I found myself asking Andy to keep the pace going and sometimes speed up to make sure we got our exact second at the controls which were now almost all be-

ing timed to the second.

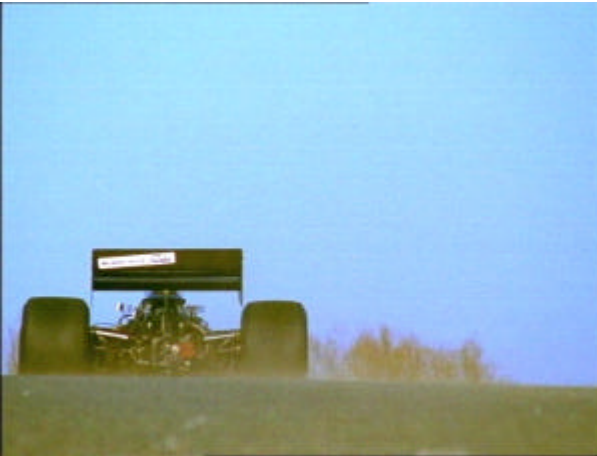
I must have been getting tired towards the end as I was convinced that I found a couple of mistakes in the road book. I worked round the apparent mistake and got the rest of the nav to fit. However I was having trouble working out if the sections were including whites or not. I don't think there were any mistakes in the road book otherwise others would have mentioned it. I think it was just

me getting tired. We dropped about 33 seconds on a section about 5 from the end after reversing back to look for a code-board that had gone missing. I then had my biggest problem with that nav and just could not solve the penultimate section. I had to get Andy to stop whilst I worked it out. I did get it in the end but again we lost 30 something seconds.

We were very relieved to get to the end without any

car problems and with the feeling that we might just have done enough for a win. As it turned out we had done enough and won the event by about 5 minutes. My first decent result as a navigator on a road rally. I was very, very chuffed with our performance....just have to keep that going for the rest of the year now!

Phil Kendall



A formula 1 car,
but what's that
sticker on its rear
wing?

Well I couldn't
let my first
magazine pass
without a
mention could I
Ed



Swanning along

After the events of the Awards Evening, I didn't really feel up to doing much Friday, so I was one of the few lucky people to arrive at the Swan having had plenty of sleep and was therefore wide awake and eager to get going.

Both Lizzie and I were a bit nervous about the event as with a tulip road book, sections timed to the second, and the CoC describing it as a "road race", things were likely to get a bit frantic. This was confirmed in the first competitive section when things went totally wrong and we ended up totally off route. Neither of us could work out what went wrong, so with OTL fast approaching we cut straight to RTC3, missing a TC and numerous codeboards. What a great start! The rest of the first half was a bit stop-and-go from a driver's point of view, with lots of quiet zones through towns and industrial estates linking up the quick lanes of Hertfordshire. By the time we reached petrol Lizzie had got to grips with the tulips and things were going a lot smoother, and so we had clawed back all of our lost time, but we knew the nightmare start would come back to haunt us, having picked up a lot of penalties. Things got significantly easier after petrol, having been issued with marked



maps rather than using the tulip road book from the first half. Fortunately for me the roads also got a lot better, with less transport sections, and I was therefore enjoying myself a lot more. The roads were very dry and dusty, and quite tight in places – exactly what the 205 is suited to, and as a result we were early at almost every control. The only major problem was a resident on a white road being arsey and blocking the road with his van, losing us about a minute. Later we learned he also pulled up a couple of codeboards, and also put out some homemade sting-ers, resulting in Phil D getting a puncture. Fortunately the other locals we saw were cheering and waving us on! The last few sections were especially enjoyable whilst battling with Toby and Chris in the Nova, although this did

lead to the brake fluid boiling, not that it slowed us down! By the time we arrived at the last TC the adrenaline was still flowing, and I was eager for

more. But unfortunately that was it, and we trundled off to the finish for an excellent breakfast. Due to some technical problems the provisional results did not get published at the finish, instead they came out Sunday afternoon. Despite doing well on the final 3 time cards we acquired a lot of penalties on the first one, which dropped us to 3rd novice. So yet again Toby and Chris beat us (well done).

A big well done to Phil and Andy for winning overall, and thanks to the Wessex marshals (Paul, Jonah, Andy and Susan) who were out there supporting us.

Carl Gibbs



Mickey's first outing

Why oh why oh why did someone not convince me to do road rallies earlier?! The Swan was such great fun last night. My car tried falling to pieces and for once I didn't care cos I was having far too much fun to stop.

Having failed to get out for the Funky due to the cambelt skipping a tooth, and resulting piston/valve intimacy problems, I was determined to be out for the Swan. It nearly didn't happen. With two days to go I decided to stop the exhaust blowing by fitting a new gasket. In the process of getting the old one off I sheared a bolt in the manifold and so had to take it to Saunders to be drilled out. So Saturday



morning came and I was frantically putting everything back together ready to go to work and then up to High Wycombe. The newly fitted spotlights were working at least, a fact which was to become a significant help later on.

We arrived at sound testing at about 7.15 with the Polo (or Mickey as Lizzie now seems to refer to it due to the slightly comical looking spots J) scoring a louder than expected 84dB. I think the exhaust might have started it's gradual descent towards the floor here but more of that later. Scrutineering also caused no problems apart from me being slightly fingers and thumbs as it was the first time I had done it. At the start we sat around trying to work out the time schedule as we didn't have our individual due times. Maths is never my strong point and especially not at that time of night. After some more sitting around, the time finally arrived for us to head out to the cars. On the way passing a group of people discussing how they were going to see lots of lovely Aston Martins tomorrow.

The first half took us a little bit to get into. Even with the marked map I still managed to miss slots. Thankfully we didn't go off the map book and so Nick could find where we were and get us back to the turn. We weren't the only ones who got went wrong though as we found car 15 doing the same thing. It confused us a bit as they were thirteen cars ahead of us and we kept catching them up. We also found Carl and Lizzie quite early on who followed us into TC10. We also got wrong approach there as there was a tiny layby which most of the Wessex crews missed. Had it not been for that we would have got second clubman. Grrrr.

After the first few sections we had got the hang of it and were settling in nicely. We



found Toby and Chris who promptly started following us as they couldn't be bothered to solve the route. :-p Shortly after we were on a wide yellow and so travelling fairly fast (80-90 maybe). We came round a gentle bend to discover Ed stopped at a codeboard.

There was no chance of stopping behind him so Toby and I both dived down the other side of the road. We then reversed back to get the codeboard and shot off again. A little while after that was the controversial give way. It was just off a roundabout onto a little road. Nick had said there was a stop give way coming up and we were both looking for a t junction for it. As we came off the roundabout I went to accelerate down the lane and suddenly saw a white line with someone stood next to it. I stood on the brakes and came to a halt about three feet past the line. I waited to see if anything happened but no-one

came over so I set off again. Think we got away with it as another car came off the roundabout just behind us which might have obscured our number from the DSO. Bad luck to all those who weren't quite so fortunate.

Somewhere about three or four TC's before petrol I started noticing grindy noises from the front of the car over the increasingly loud exhaust (due to it falling off gradually). By the time we got to petrol it was obvious that the pad was almost non-existent. A quick check at petrol showed that the inner pad was completely gone with very little left on the outer as well.

Second half was a bit of a challenge to start due to nursing the brakes. The I gave up on that and carried on anyway. The Police found us just before the long white road. I missed the slot and had to reverse

back to go down it. As I turned in I saw them swing in behind us. Think I got hit by the home made stinger as I gained a slow puncture from somewhere. I drove nice and slowly for plod's benefit and then we missed a give way which we thought would be our road. About five minutes after, I saw blue lights in the mirror and so pulled over. After a general slap on the wrist talk (and being told I was driving like a lunatic!) I was allowed to go and told to drive more carefully. On the third time card we lost 1.28 and it was all in that section.

On the fourth timecard we were still zipping along as it started to get light. By this time the puncture had started to take effect and left hand turns were starting to get rather interesting. If I turned in and put the power on too early the back would start to slide. I put this down to the hand-brake being stuck on as I've never had a puncture before and so carried on. We must have driven the last ten TC's or so with it and with only 4.06 dropped, it would have been worse to have stopped to change it. The exhaust was also still getting progressively worse as I hadn't had time to do the



bolts up at petrol. Marshals kept commenting on the sounds we were making as we came into TC's.

At the finish it was finally

exhaust bolts after breakfast revealed that they had been steadily working loose down their threads all night. One of them had made it far enough to fall

pointed out to me that the rear wheel was looking rather flat at which point it all made sense. At least I'll know for next time. A quick check of the off completely and a couple of the others weren't far behind. I think I can safely say Polo's are not designed for rallying but its not going to stop me. I'm really looking forward to finally getting some good photos of my car which can then be very carefully kept out of view of my parents. I'll most definitely be back for more as it's far too much fun to just do one if them.

Phil Davidson

Unique format causes headaches

Swan Road Rally

Ian Mills

Andy Coshan/Phil Kendall were declared provisional winners of the Swan Rally as they were the only crew to master the navigation method from the opening section.

The Hertfordshire based road rally didn't publish results until Sunday afternoon and the finishing order remains provisional for a week.

The Swan, organised jointly by Windsor Car Club and High Wycombe MC, used a unique style of tulip diagrams to denote the route. Many crews took a few sections to get to grips with the format but, by then, it was too late as they had either picked up fails or had dropped too much time to challenge for the lead.

By the halfway halt Coshan/Kendall had dropped less than two minutes and were six minutes ahead of the field. They came home with a victory margin of five minutes.

Steve Cole/Bob Blows were looking for their fourth consecutive win on the Swan,

but they took half the rally to get into their stride. Despite this, their second-place finish allowed them to extend their lead in the Rally 2003 Championship. Two Semi-Expert crews, Mike Dowling/Steve Brown and Maria McKenzie/Roger McKenzie took third and fourth places.

Paul Wright/Dean Taylor would have finished second but a fail for a wrong-approach at a Time Control dropped them to fifth. Olly Smith/David Coles were the fastest crew in the second half but early indiscretions meant they finished sixth.

The Novice event was won by Toby Jeffries/Chris Gage, while the Clubmans section saw Rob Jacobs/Alan Coombs emerge victorious.

Results

1 Andy Coshan/Phil Kendall (Renault 19) 2:57; 2 Steve Cole/Bob Blows (Peugeot 205 GTI) 7:55; 3 Mike Dowling/Steve Brown (Audi Quattro) 10:39; 4 Maria McKenzie/Roger McKenzie (Ford Escort) 49:40; 5 Paul Wright/Dean Taylor (Ford Escort) 1F 5:26; 6 Olly Smith/David Coles (Ford Fiesta) 1F 8:28; 7 Phil Collings/ Mark Collings (Peugeot 205 GTI) 1F 18:58; 8 Zip Zorihan/Dick Howitt (Toyota MR2) 1F 23:25; 9 Graham Child/Kevin Abbott (Ford Escort Mexico) 2F 18:20; 10 Bob Wisniewski/ Gareth Lewis (Vauxhall Nova GTE) 2F 38:28.

Awards Evening

8th May 2003

The White Horse Hotel

The awards evening this year was held at a slightly unusual venue, and one that I believe we haven't visited before. The venue was The White Horse hotel in Romsey; anyone who knows this venue will of course be surprised that the club went so 'upmarket.' It was always going to be messy.



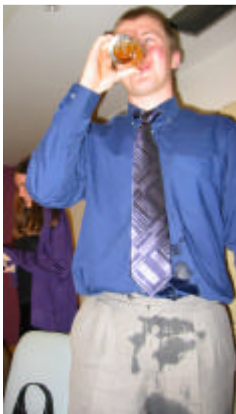
Is this a guilty man?

Everyone met at the union and after twelve people and one driver had turned up I did some complex maths and realised that I'd have to delegate and ask some others to go back and get their cars. This was particularly unsuccessful and I ended up being a driver. We managed to get all 26 of us to the hotel safely in one piece, and people were directed to the bar to start proceedings.

Elaine had a little look around the room where we would be eating and reflected it was 'very nice, I hope nothing happens' which later was echoed by various other club members less eloquently along the lines of 'bl**dy hell this is posh!!' As a group of mature, sensible students I had no doubt that we would be kept under control and that nothing untoward would happen.



Illegal beers?



Superdave attacks Oily...

After the excellent meal people had plied themselves with a reasonable amount of alcohol, and something was bound to happen. The quick-thinking crews surveyed the scene, and rapidly took in the number of available projectiles was limited. (The lack of candles was also apparent, our reputation obviously precedes us! :Ed) However, the supply of sugar cubes seemed practically unlimited, and these rapidly became airborne.

A few minutes of sugar cube fights saw the start of the awards presentations. Very quickly, the awards were given out.

Awards Evening



...then goes for a drink

The Awards presented were as follows:

Karting Trophy - Chris Gage

NSMSC 1st Crew - Olly Smith/David Coles

NSMSC 1st Uni - Southampton

Summer Scatter - Phil Kendall/Susan Broughall/Elly Pryce/Jon Taylor

Cosh Trophy - David Coles/Susan Broughall

Old Farts 12 car - Phil Kendall

RUC - Ed Butler/James Firth

PC - Olly Smith/David Coles

After the formal part of the evening everyone let their hair down, more sugar cubes were thrown, and an impressive amount of strong Belgian beer was drunk. Those wanting a longer night out returned to Andy's house and played various games such as 'How many drunk people can you stuff into a Nova', 'How flat can you make a written-off 106 by jumping on it lots', 'Why on earth do we have a load of the



The excitement got too much for some

hotel's CDs?' and my personal favourite 'How to get your car searched for drugs by PC Plod'



How to flatten a 106 some more, WMC style!!

It was a great evening, and many thanks must go to Elaine for organising the whole thing. The CDs that we accidentally borrowed were returned to the hotel and they said they were very happy to have us return. So who knows, The Sugar Cube War Room could become a popular venue for WMC.

Ed Butler

11 in a Nova? It can be done!



The torture begins!

No Carl, in not on!



2 in the back!

(Is that a new WMC car sticker I see? - Ed)



11 people successfully fitted in a
Nova!

(And even the OllyWeld™
suspension is holding up! - Ed)



 **TOBYSPORT**

Driving much too fast to worry about cholesterol!

The worst car I've ever owned

So, what's the worst car you've ever owned? Did you buy a Chevette, tow it home, and let it sit rusting over the drive, only to scrap it, never having driven it under its own power? Or have you ever acquired a KAK awful Dolomite that, although it never failed to get you anywhere, would always deposit a part of the car somewhere during the journey, and a pool of oil worthy of exploration where it was left. I'm sure some of you have owned some really bad cars. So please tell us about them. You know who you are.

The worst car I've ever owned was a Mini. It was never *my* Mini. It was always *Takashi's old Mini*.



Twice each day for several months, I had walked past a Mini parked in University Crescent. It was purple, with blacked out windows, two black stripes over the bodywork, four spot lights on the front (and one on the back) and massively wide wheels which made it look like a steamroller. Then, a for sale sign appeared in the windscreen as the bloke who Takashi had sold the Mini to when he returned to Japan, had decided that he didn't need the car any more. After a drive, we knew that the Mini needed a little tidying around the edges, but she had a really happy personality and liked driving. I had been without a car for about four months, having crashed the Rover, but was now sure that I wanted a car to do events in. And the Mini would be the perfect event car. So I became the 17th owner of the 1979 Mini Special. Most people thought I was a bit mad, but they all seemed to like the car.

The same weekend that I bought the Mini, Steve gave me a hand sorting out a slight misfire. We ended up taking the head off and found a chunk missing from one of the exhaust valves. But after a week or so, Mini was back on the road again, running almost beautifully.

Thereafter, things started to go downhill. In about three months, the list of parts re-

placed included nearly the entire brake system, the steering column, balljoints, a trackrod, the water pump (easy job!), gear linkage, starter motor, carb rebuilt, and the blacked out windows replaced. I found a set of original Mini Special wheels, which replaced the 8 odd inch wide Weller wheels that had been run with one inch spacers! Yuk. The car felt a lot better after that.



But every time I drove the Mini, it would always play that ever familiar game. Like the time that I stopped

the car because a funny sound was coming from a front wheel, only to find a shock absorber pointing out of the wheel arch as the mounting bracket had broken. Or the time that, just after putting some A008's on the front, I was trying to see how grippy they were, around Fleming Arms roundabout with my foot to the floor. They were so grippy that they broke the bracket holding the steering column on. The most frightening was when I was driving to Ringwood to pick up a keg of Old Thumper, and the bonnet blew off at about 85mph. But Paul didn't mind as he made it into a sump guard for the Dolly. And one of the funniest was when,

with Chris in the Mini, I reversed out of Steve's drive into Chris' Audi, with the Mini ending up on the Audi's front bumper. Chris jumped out of the Mini, lifted it up (yes, the Mini), and dropped it in the middle of the close.

But there was always some reason why I never got to do any events in the Mini, which was what I was so desperate to do. The closest was when the Mini deposited a pile of grease into one of the front drums as the bearing seal gave way on the way to the start of an event. And for that reason, the final journey the Mini made was to the scrap yard in Allington Lane.

Zip

Cole and Blows nip ahead on critical test

Funky Elephant Rally Ian Mills

The Funky Elephant Road Rally developed into a battle between Steve Cole/Bob Blows and Dominic Worsfold/Matt Fowle as both crews cleaned every section except one.

On that critical test, at Barnetside, Cole/Blows dropped a minute less than Worsfold/Fowle, and they therefore enjoyed their fourth straight win on the challenging event.

The rally, which was jointly promoted by Wessex and Basingstoke Motor Clubs, used a 138-mile route and was a round of the Rally 2003 Championship. It attracted 38 starters, all of whom completed the event, although three were outside their time

limit and, as a result, could not be classified as finishers.

Each of the four classes was given slightly differing navigation, dependent on experience, but all were eligible for overall awards.

Olly Smith/David Coles came home in third place, dropping just two minutes time penalty, but a missed code board gave them an extra ten minutes and denied them victory.

Geoff Skillen/Jan Collings, benefiting from the easier semi-expert navigation, were clean of time penalties for the entire event, but two missed boards relegated them to fourth place. Chris Moore/Dick Howatt took fifth despite a severe lack of brakes in the second half. The leading novice crew was Robert

Jacobs/Alan Coombs, who were sixth overall.

Tim Warburton/John Upham teamed up together for the first time in several seasons but struggled to be competitive, having the more difficult masters navigation, arriving back at the finish in eighth.

In the clubmans section, aimed at beginners, Ben Paddick/John Thompson took the category win in their VW Golf.

Results

1 Steve Cole/Bob Blows (Peugeot 205 GT) 3:00; 2 Dominic Worsfold/Matt Fowle (Peugeot 205 GT) 4:00; 3 Olly Smith/David Coles (Ford Fiesta) 12:00; 4 Geoff Skillen/Jan Collings (Ford Mondeo) 29:00; 5 Chris Moore/Dick Howatt (Peugeot 105) 29:00; 6 Roberts Jacobs/Alan Coombs (Chrysler Sunbeam) 39:00; 7 Andy Garrett/Susan Birmingham (Peugeot 205 XJ) 31:00; 8 Tim Warburton/John Upham (VW Golf GTI) 49:00; 9 Tony Jeffries/Chris Sings (Vauxhall Nova SR) 48:00; 10 Carl Gibbs/Louise Page (Peugeot 205 XJ) 48:00.

Our London Adventure

- WOW!!

Miglia 2003

17th/18th May 2003

This year was the 44th annual Miglia Quadrato, a scatter run by the United Hospitals and University of London Motor Club, that takes place entirely within the square mile of the City of London, with the full co-operation of the City of London Police. Sounds interesting?? That's what we thought. We didn't know what to expect, but the idea of doing a rally round the streets of our prestigious capital tickled our fancy. 4 Wessex crews ventured up to London for the unique event, which started at midnight, and ran until 5am, Sunday 18th. May. Andy had the loan of his parents' car for the night, with Olly sat next to him playing with the maps, and Calum and Andy's cousin back-seating, Richard Lawley and a few mates turned out in his Saxo, and Ed piloted the Lancer, with Nick Clarke navving & Chris Finch in the back, the Wessex RUC crew. And last but not least, Phil, David, Marianne, Super-Dave(!) & I piled into the (in)famous red 309, completing a respectable turnout for Wessex.



For us, the excursion began with a trip for drinks, chocolate, biscuits & Haribo, which were to keep us going over the hours to come. Once we had more sugar than was perhaps legal stuffed into the boot of the 309, we set off, heading up the M3 to see what all the fuss was about. Getting to the start was the first entertainment of the evening. Seeing as this was WOW's first trip to the Big Smoke, and, for most of the crew one of their first trundles through the

Phil ready for the off streets of London (as the song goes), we went for the creative, sight-seeing route, passing Twickenham, Clapham Common, Clapham Junction (choo-choo!) & Battersea Dogs Home (YAY!! ☺☺). On top of that, we set ourselves the challenge of crossing the Thames as many times as possible. Our route took us criss-crossing the river on Vauxhall, Lambeth & Westminster bridges, before going round Parliament Square, along Whitehall to negotiate the roadworks at Trafalgar Square, passing St. Martin-in-the-Fields, then along the Strand, onto Fleet Street, through Holborn and more roadworks to the start location at Smithfields Market. Phil, who had reluctantly taken over Paul's role as the driver at the last



SuperDave enjoys his outing to the capital

minute, was starting to enjoy the driving, scything through the traffic like a pro. And what was even more incredible, was that we made it in one piece and without getting lost, HURRAH! And it looked like everyone else had made it too. After some telephonic liaising, we met Olly, Andy & Andy's cousin at the McDonald's in Liverpool Street Station, to stock up on burgers, chips & milkshakes, and then, feeling rather fat & lardy, we skipped (I kid you not!) back to where we'd left the 309.

There was a bit of hanging around at the start, so while Olly & David tried to mark every one-way street onto their maps, Olly & Andy wandered round in wacky hats, and Phil strapped SuperDave to the 309, we socialised with some familiar faces from the road rallying scene who were also competing.

map. 60 yawn-some grid refs & 25 minutes later, we left the start, and ventured out into the night.

We'd come to the event with the mentality that we weren't out for glory, but for fun, and to suss out the format, and that was just as well, when we got going and found the RCs difficult to locate. Finding the streets wasn't the problem, it was more the unexpected one-way streets that revealed themselves to us at the most inopportune moments. And then, once we'd reached the right place, finding the answers was the greatest hurdle of all. Each clue was worth 1 point, but they were grouped into three difficulty levels, indicative of how hard they were to spot once you'd made it there. The number of times we gave up searching were countless, and it was on an event like this that back-

But come seat passengers are invaluable. On arriving at an RC location, myself, David, Marianne & sometimes Phil would jump out of the car and scour the streets for the clue, shining our oversized torches into every conceivable orifice, searching for the often elusive answer. I remember one older (to be P.C.) crew laughing at our enthusiasm as we ran (yes, r-a-n!) around looking for a clue at about 4:45am! I think I got more exercise that night than I've had since I left school and left all those nasty enforced sports lessons behind! It certainly left me rather achy and tired, although that's probably a testimony to my lack of athletic ability more than anything else. But it was all good fun, and we gradually got into it, and found more of the clues we went to, making the uncharacteristic running more rewarding.

The event passed with no major dramas. There was the police lady who obviously took offence to the rather dilapidated 309, and so, once satisfied as to what we were doing, accused Phil of "atrocious driving", a blatant case of her feeling the need to say something critical when there was no cause. The accusation was laughable, as we were go-



Atrocious driving? Atrocious styling more likely?

Andy's parents who won for the second year running. It was a thoroughly enjoyable night, if rather surreal. There was all the excitement of a scatter, at a maximum of 30mph, with plenty of traffic lights, one-way systems, roadworks and randoms thrown in for good measure. Fortunately the rain held off for the night, bar a few trickles, so we didn't come to the finish resembling drowned rats! Thank you to Phil, David, Marianne, Super-Dave & WOW for a brilliant night, and thanks to the organisers for a great event; we'll be back next year!

Lizzie Pope

ing at about 20mph at the time, and Phil was on his best behaviour. If she'd really wanted to see some atrocious driving, I'm sure Phil could've obliged! There were also some drunks, who were rather confused at what we were doing, so decided to imitate us, by pretending they had guns, and hiding in doorways. And then there were the numerous confused security guards, who were understandably alarmed at seeing groups of people shining torches up the sides of buildings, into windows and so on! But once they knew what

we were doing they were very helpful and light-hearted about it.

5am was the deadline by which route cards had to be handed in before you were penalised for lateness. All the Wessex crews got to the finish at Finsbury Circus in good time, albeit in a Haribo-fuelled state in our case. Sleepily, we waited for results. Congratulations to



The tired crew at the finish

Road Rally Dates 2003

<i>31st May</i>	Wessex	<i>13th September</i>	Bullnose
<i>5th July</i>	Barbara Carter (Non Champ)	<i>4th October</i>	Powerush
<i>16th August</i>	Barum	<i>18th October</i>	Pheasant Plucker
<i>30th August</i>	Resolution	<i>22nd November</i>	Nightwatchman
		<i>6th December</i>	Ilfracombe

Old Farts 12 Car

a.k.a. the Brown Slippers

3rd April 2003

On the first Thursday of the Easter hols, the highly-anticipated 2nd annual Old Farts 12-Car a.k.a. the Brown Slippers ran, with a reasonable healthy field of 8 crews. This year, invitations were sent to local clubs whose events we gatecrash from time to time, and we were pleased to see two CSMA crews out, to do battle with Wessex's 'more experienced' (read: old) crews. Running on little-used roads on 195, 184 and 183, including the infamous Zig-Zag Hill, and with challenging nav of two classes, it promised to be brilliant event. Having been out on a previous night to check bits of the route, I was excited to be running as course closer with Phil D, as, even without nav to solve, the roads were enough to get the adrenaline pumping.

Everyone made it to the start in one piece, and, while it was still daylight, the event got underway. Car 1 were the defending champions, Paul S & Cosh, in the Sierra, followed by perhaps their biggest threat to the title, Tom & Phil K in the white Fiesta. Although beaten by Tom & Phil on the 1st time card, with 0 fails & 10 mins, to Tom & Phil's 0 fails 6 mins, they were running a promising 2nd until disaster struck. Curse that bridge! Phil D & I were more lucky. Somewhere on the 2nd time card there was a bridge that, if taken over-zealously would not agree with the car. We hit the aforementioned bridge rather more quickly than was perhaps prudent. A few moments silence as we lost contact with terra firma, then *BANG!* - ouch! We headed to the next control to assess the damage. It was there that we found Paul & Cosh, with a broken Sierra, casualties of the same bridge. We got away with only a remodelled sump, they suffered a broke radiator courtesy of dodgy ford mountings.

Many, many thanks to David & Olly (who turned up at the finish with a huge smile and noisy Mini!) for putting all the hard work into running the successful event, and on their behalf, thanks to the competitors and marshals for turning out. Congratulations to Tom & Phil for taking the win, to Steve & Jon who were 2nd, and to Bob & Paul L who were 3rd. Commiserations to Paul S & Cosh, and to Steve who blew a spark plug near the end causing some engine damage. Better luck next time. Here's to next year!

Lizzie Pope

Position	Class	Driver	Navigator	Club	Total
1	E	Tom Jenkins	Phil Kendall		3F 44M
2	E	Steve Barnard	Jon Taylor		4F 36M
3	E/N	Bob Wisniewski	Paul Lettington		11F 49M
4	E	John Broughall	Richard Dix	CSMA	13F 34M
5	N	Steve Porter	Simon Smith		18F 46M
6	E	Jonah Nuttgens	Dick		24F 46M
7	E	Peter S. Jordan	David Wilson	CSMA	27F 52M
DNF	E	Paul Swindells	Andy Cosham		DNF

PC10

Postponed from PC6 in January due to a rather large covering of ice/snow and some very cold temperatures, PC10 was run on 185 and 186.

Due to the original organisers of PC6 dropping out at the last minute, Olly stepped in to re-run an old event from a few years back. Originally set by Steve Barnard and Gordon 'the Hat' Bushell the clues were very difficult, and I mean difficult. If you thought usual Wessex nav was 'Mensa' style, this certainly was something else.

This event achieved some infamy a few years back with the winning PC crew scoring 46 points, including 25 points from both CMs and the bonus, the winning NE crew scored 54 giving those out this year something to aim for.

The bonus prize (point) went to Carl Gibbs and Lizzie Pope, who, on their way to second place PC, found Ed's missing wheel trim in the car park at CMB. He had managed to lose this during the checking of the clues earlier in the afternoon and the potential for a bonus point was announced at the start.

Coming home in 1st place were David Coles and Calum Maciver, who in the process secured David's 3rd PC title in as many years. Laurent Wallis and Nick Clarke brought it safely home to be first RUC.

'Olly Smith'

Position	Driver	Navigator	Class	Points
1	David Coles	Calum Maciver	PC	55
2	Paul Swindells	Jonathan Zerihan	NE	53
3	Carl Gibbs	Lizzie Pope	PC	47
4	Ben Paddick	John Thompson	PC	46
5=	Laurent Wallis	Nick Clarke	RUC	45
5=	Chris Hynds	Gareth Lewis	PC	45
5=	Michael Mifsud	Colin Davis	PC	45
8	Richard Lawley	Chris Gage	PC	41
9=	Toby Jeffries	Phil Davidson	PC	38
9=	Russell Goodrum	Tom Richards	PC	38
11	Richard Sinden	Caroline	PC	32
12	Elaine Freer	Mike Lumsden	PC	28
13	Chris Johnson	Andy Seal	RUC	26
OTL	Phil Kendall	Jonah Nuttgens	NE	69

PC11

On Thursday the 28th April PC 11, the replacement for the cancelled PC6, was held. The event, organised by Ed and myself, started at Fort Nelson close to the burger van near Portsdown Hill. Events do not normally start here, so we decided we would start here and run the event south to north on 196 and 185 rather than the more normal north to south. When looking for RC locations we found a ford which at that time was very deep. Ed didn't have the bottle to attempt it in the diesel 306, so we made two high point clues on either side off the ford to show the men from the boys and attempted to block off other approaches with a blackspot! Despite the fact that I'm supposed to study geography we somewhat overlooked the fact that this depth of water may not last and when we found a trickle whilst checking the clues we were most disappointed. I was all for creating some sort of dam but Ed had more sense. On the night, after a few difficulties resulting from having given two clues to the same grid reference we were confident by the start that the event should go well. The RCs and blackspots near the start almost made the event into fixed route which maybe wasn't such a good idea as there were some instances of crews meeting other rally traffic coming in the opposite direction at competitive speed. Despite this all crews safely completed the event although there was some minor damage to the Fiesta of Chris\Gareth who went off on a 90 right whilst approaching CMB. Congratulations to Andy and Susan who overcame what was, in places, challenging nav to win the event. Both Ed and myself had fun setting PC11 and are looking forward to setting a 12 car in the future. Hope all had an enjoyable evening's rallying.

James Firth

Position	Driver	Navigator	Class	Points
1	Andy Garrett	Susan Broughall	PC	89
2=	Carl Gibbs	Lizzie Pope	PC	82
2=	David Coles	Olly Smith	PC	82
4=	Russell Goodrum	Tom Richards	PC	73
4=	Richard Lawley	Phil Davidson	PC	73
6	Miffy	Colin Davis	PC	70
7	Chris Hynds	Gareth Lewis	PC	69
8=	Ben Paddick	John Thompson	PC	67
8=	Chris Johnson	Andy Seal	PC	67
10	Toby Jeffries	Chris Gage	PC	59
OTI	Chris Knott	Nick Clarke	PC	76

Championship Tables

Cosh Trophy Top 10

Name	Total
David Coles	242
Susan Broughall	238
Olly Smith	199
Lizzie Pope	176
Andrew Garrett	130
Toby Jeffries	79
Chris Gage	67
Carl Gibbs	63
Elly Pryce	44
Phil Davidson	37

RUC Championship Table

Pos	Name	1	2	3	4	5	7	8	9	10	11	Tot	6/8
1=	Ed Butler	8	10	10	-	10	10	-	10	-	S	58	58
1=	James Firth	8	10	10	-	10	10	-	10	-	S	58	58
3	Chris Johnson	10	8	-	8	-	-	10	-	8	10	54	54
4	Andy Seal	10	-	-	8	-	-	10	-	8	10	46	46
5	Nick Clarke	-	N	8	-	-	N	-	-	10	-	18	18
6=	Jim Cotton	-	-	-	10	-	-	-	-	-	-	10	10
6=	Kevin Shek	-	-	-	10	-	-	-	-	-	-	10	10
6=	Laurent Wallis	-	-	-	-	-	-	N	N	10	-	10	10
9=	Lee Bandicott	-	-	8	-	-	-	-	-	-	-	8	8
9=	Alex Ritchards	-	8	-	-	-	-	-	-	-	-	8	8
11	Chris Hynds	N	-	-	N	-	-	-	-	-	-	0	0
12=	Mike Lumsden	N	-	-	N	-	-	-	-	-	-	0	0
12=	Rob Stevenson	N	N	-	-	-	-	-	-	-	-	0	0
14	Keith Walton	-	N	-	-	-	-	N	-	-	-	0	0
15=	Karena de Souza	-	-	N	-	-	-	-	-	-	-	0	0
15=	Michael Smith	N	-	-	-	-	-	-	-	-	-	0	0

N = NE; S = SET; D = DNF; O = OTL

PC Championship Table

Pos	Name	1	2	3	4	5	7	8	9	10	11	Tot	6/8
1	Olly Smith	7	6	10	D	3	S	10	10	S	8	54	51
2	David Coles	O	O	S	10	D	10	10	10	10	8	58	50
3	Andy Garrett	8	10	6	8	-	8	S	-	-	10	50	50
4	Gareth Lewis	8	10	6	8	-	-	7	-	6	3	48	45
5=	Ben Paddick	6	5	D	S	10	7	8	3	7	2	48	43
5=	John Thompson	6	5	D	S	10	7	8	3	7	2	48	43
7	Carl Gibbs	S	D	1	7	1	10	6	8	8	8	49	40
8	Michael Mifsud	5	7	-	6	7	1	3	6	6	4	45	37
9=	Chris Gage	10	S	4	5	8	5	4	4	3	1	44	36
9=	Richard Lawley	10	S	4	5	8	5	4	4	3	6	49	36
11	Colin Davis	5	7	1	6	7	1	3	6	6	4	46	34
12	Lizzie Pope	S	D	1	7	1	3	6	8	8	8	42	33
13	Toby Jeffries	4	2	8	1	S	6	6	7	2	1	37	33
14	Phil Davidson	4	2	8	1	S	3	6	7	2	6	39	30
15	Ben Smith	7	6	10	-	3	-	-	-	-	-	26	26
16	Calum Maciver	-	8	7	D	-	S	-	-	10	-	25	25
17	Chris Knott	2	8	7	1	4	-	2	1	-	O	25	24
18=	Russell Goodrum	4	2	2	4	7	1	-	2	2	6	30	21
18=	Tom Richards	4	2	2	4	7	1	-	2	2	6	30	21
20=	Ed Butler	1	3	5	-	5	2	-	5	-	S	21	21
20=	James Firth	1	3	5	-	5	2	-	5	-	S	21	21
22	Susan Broughall	-	-	1	-	-	8	-	S	-	10	19	19
23	Nick Clarke	-	1	3	-	-	6	2	-	6	O	18	18
24	Chris Hynds	2	-	-	1	4	-	1	1	6	3	18	17
25	Laurent Wallis	-	-	-	-	-	-	7	1	6	-	14	14
26=	Dan Moss	1	4	1	2	-	4	S	-	-	-	12	12
26=	Rob Stevenson	1	4	1	2	-	4	-	-	-	-	12	12
28	Elly Pryce	O	O	S	10	D	-	-	-	-	-	10	10
29=	Elaine Freer	1	-	-	1	2	1	1	1	1	-	8	7
29=	Chris Johnson	1	1	-	1	-	-	1	-	1	2	7	7
31=	Mike Lumsden	1	-	-	1	2	1	-	-	1	-	6	6
31=	Andy Seal	1	-	-	1	-	-	1	-	1	2	6	6
33=	Lee Bandicott	-	-	3	-	-	-	-	-	-	-	3	3
33=	Jim Cotton	-	-	-	3	-	-	-	-	-	-	3	3
33=	Kevin Shek	-	-	-	3	-	-	-	-	-	-	3	3
36	Bhavin Shah	-	1	1	-	-	-	-	-	-	-	2	2
37=	Caroline	-	-	-	-	-	-	-	-	1	-	1	1
37=	Karena de Souza	-	-	1	-	-	-	-	-	-	-	1	1
37=	Alex Ritchards	-	1	-	-	-	-	-	-	-	-	1	1
37=	Richard Sinden	-	-	-	-	-	-	-	-	1	-	1	1

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