

# WMC Magazine

Issue 20: October 2003



UNIVERSITY OF SOUTHAMPTON

## Welcome to a new season

National Student  
Motorsport Champions 2003



## Introduction

Welcome to the first magazine edition of the new year/season. Hopefully this magazine can continue to provide news about our club to all new, current and old members.

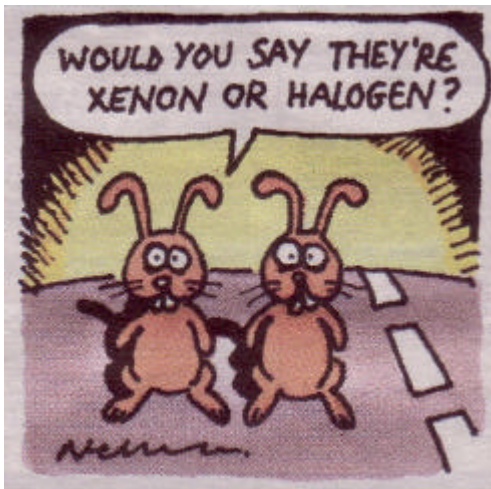
Welcome to all of the new members, I hope you all come to enjoy the club as much as we do already.

The new PC seasons starts very soon and with the usual mix of scatters and 12 cars it looks like we should all be in for a good time.

In this issue all of the new, and old, members will be able to find a guide to the club as well as a navigational scatter. You will also find road rally reports and all of the new seasons dates.

Remember though this is your magazine so any ideas or suggestions just let me know and I'll try to accommodate them.

*David Coles (Ed)*



## President's Piece

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

by just 1 point, and the RUC championship was almost as close. And with various members in with a chance of getting awards in the Road Rally 2003 championship, it looks like being another classic Wessex year.

On top of this of course is the karting team, which is again looking very strong. Although the top place is going to be a challenge, a very strong B Team means the rookie championship could well be heading to Southampton this year. The club's own kart will also allow us to give everyone a chance to experience a race kart first hand, even if you do not make it into the team.

All in all, it looks like being another fantastic season.

*Chris Gage*

## Marshalling Rally GB

If you want to marshal the Rally GB this year (and possibly the Sunseeker next) and aren't a qualified marshal, you need to attend the marshal training evening on Thurs 16th October. If you want to do this, please e-mail Andy (amg301@soton.ac.uk) and let him know asap!

# **WMC CHAMPIONSHIPS**

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

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

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

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

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

## **Essential Equipment For A Rally Crew**

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

**\*Available at a reduced cost from the club.**

# AN INTRODUCTION TO NAVIGATIONAL SCATTERS

## ***What is a Navigational Scatter?***

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

## ***The Start***

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

## ***Solving the Clues***

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

## ***Route Checks***

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

## Control Marshals

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

## The Finish

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

## Scoring

1, 2 or 3 points are awarded for visiting RCs.

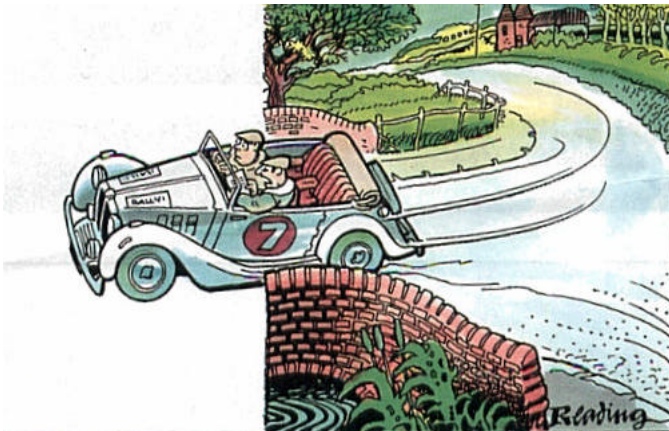
10 points are awarded for visiting Control Marshals.

Additional points can be earned by completing a bonus task handed out at a Control Marshal.

The winning crew is the crew with the most points.

## Results

The results will be announced at the finish pub as soon as possible. They will also be displayed on the club website and email list soon after the event.



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

## Navigational Scatter Top Tips

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

## Dates to Remember

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Thursday October 9th **PC1 (Scatter)**

Thursday October 16th MSA Marshal Training Evening

Thursday October 23rd Navigation and Intro Evening

Thursday October 30th **PC2 (Scatter)**

Thursday November 6th How to do a 12 car talk

Thursday November 13th **PC3 (12 Car)**

Thursday November 27th **PC4 (Scatter)**

Thursday December 4th Christmas Meal

Thursday December 11th **PC5 (12 Car)**

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Sat/Sun 18th/19th October Pheasant Plucker Road Rally

Satu/Sun 22nd/23rd November Nightwatchman Road Rally

Satu/Sun 6th/7th December Ilfracombe Road Rally

# Wessex Road Rally 2003

## 31st May/1st June

The weekend of the 31st May/1st June saw the Wessex Road Rally. Wessex managed to field 6 National B entries and 1 clubman entry, despite the rally falling in the middle of the summer exam period. This meant several usual competitors missing out. 24 cars set out and 24 cars finished, however there were 6 very dodgy exclusions once the results were announced, 2 for supposed quiet zone violations and 4 for give way infringements.

Wessex had some success on the night, taking 2 class wins and occupying 4 spaces of the National B top 10.

### National B

Driver	Navigator	Class	Total	Overall	Class
Andy Garrett	Jon Taylor	E	0F 13 M	3	1
Bob Wisniewski	Paul Lettington	E	0F 17M	5	2
Andy Coshan	Phil Kendall	M	0F 20M	6=	4
Jonah Nuttgens	Lizzie Pope	N	0F 81M	10	2
Rob Aslett	Ceri Owen	N	1F 273M	15	5
Olly Smith	David Coles	M	0F 21M	EX-QZ	

### Clubmans

Driver	Navigator	Class	Total	Class
Russell Goodrum	Nick Clarke	CM	0F 21M	1

## Clean sheet helps Cole and Blows to victory

### Wessex Road Rally

Ian Mills

Steve Cole/Bob Blows took their third win of the year, completing Dolphin MC's Wessex Road Rally with a clean sheet.

The 107-mile navigational road rally was a round of the Rally 2003 Championship which attracted 24 starters, who tackled a route in the vicinity of Newbury and Andover.

Entering the final sections, there were a number of crews still clear of any penalties but Cole/Blows were the only ones to arrive at the finish with their perfect run intact and the win consolidates their lead in the Rally 2003 series. Simon Bush/John Upham lost time as they struggled with the navigation at one point but,

otherwise, had a clear run to take second. Andy Garrett/Jon Taylor finished third and were the first Expert crew home.

Barry Wier/Cath Woodman had been tying for the lead until the last timecard, when a misinterpretation of a navigational clue meant that they dropped 17 minutes and only salvaged fourth place on a tie-break from Bob Wisniewski/Paul Lettington.

Swan Rally winners Andy Coshan/Phil Kendall finished the rally without any time penalties, but a missed code board dropped them to sixth place at the finish. They tied for the position with the leading novice crew of Neil Lewis/Simon Lassam.

Top seeds Mark Butler/Peter Barnard were excluded for an infringement in a 'Quiet Zone', while four crews were excluded for 'give way' offences.

The Clubmans rally was decided on a further-clean tie-break, with Russell Goodrum/Nick Clarke just beating Glynn Hayward/Williams Martin.

### Results

1 Steve Cole/Bob Blows (P/avg: 295 GT) 0:00; 2 Simon Bush/John Upham (W/Self GT) 4:00; 3 Andy Garrett/Jon Taylor (P/avg: 268) 11:00; 4 Barry Wier/Cath Woodman (Nashall Ave GT) 0:00; 5 Bob Wisniewski/Paul Lettington (Nashall Ave GT) 17:00; =6 Andy Coshan/Phil Kendall (P/avg: 18) 28:00; =6 Neil Lewis/Simon Lassam (Lancia Integral) 20:00; 8 Geoff Sillins/Ian Collings (P/avg: 235 GT) 28:00; 9 Rob Deane / Graham Danks (W/S) 43:00; 10 Jonah Nuttgens/Lizzie Pope (P/avg: 205) 01:00

# Wessex do the Wessex

We all hate exams, but especially when they interfere with the infinitely superior occupation that is road rallying! And so it was for the Wessex Road Rally, run on the weekend of 31<sup>st</sup> May/1<sup>st</sup> June, the first weekend of exam period. Fortunately for me, being a jammy arts student, my solitary exam was a distant memory by the time of the rally, but the rest of the club's student members weren't quite so lucky. Unfortunately, Carl, having an exam at 9:30 on the Monday morning after the rally, had conscientiously opted not to do it, so I set about finding another driver (read: willing victim!) to do the event with me, not the easiest of tasks when people are juggling exams, revision and their academic consciences with the immense attraction (or diversion!) that is rallying. However, eventually Jonah said he wouldn't mind coming out and, having fixed all the damage from January's tough Carpet Bagger Road Rally, the red 205 Gti was ready to go!



We congregated at 57 Harefield Road, and followed Olly, David & Super-Dave in the Fiesta to noise, before going to get some petrol & check tyre pressures. We were just leaving the Sainsbury's petrol station, when Olly went through an amber light, and there was no way that we could follow, so we waited patiently for the lights to change, whilst Olly went round a round-

*It was never gonna be a good night after this was it?* about a few times, waiting for us. As we got the green, we passed the silver Fiesta going

in the opposite direction, going to the roundabout where we were, so we followed them, and after a little exuberance on Jonah's part, we were within sight of them. We were about to resume our convoy to scrutineering and signing on, when a cop car got between us and the Fiesta, and from then on, Olly, David, Jonah & I were just waiting for the blue lights to come on, and, in due time, they did. So, Olly dutifully pulled over, and we passed, and went and sat in the entrance to a housing estate a few hundred metres up the road. Apparently the policeman was asking them why they'd gone round the roundabout more than once, which seems a pretty lame reason for stopping someone. They should've seen the number of times they went round whilst waiting for us a few minutes earlier! A silver rally car probably got Mr. Plod rather more suspicious, so, as Jonah and I figured out where we were and made our own way to scrutineering, Olly & David were told to pay a visit to the cop shop within a week, with proof of insurance etc., etc. FUN! (Not). However, it was a small drama, and perhaps, in hindsight, the most exciting part of Olly & David's night.

Once we'd made it through scrutineering and signing on, got the harnesses sorted, and worked out what we were doing it was the usual pre-rally socialising time. There was Phil & Mark Collings' oh-so-shiny 205 to admire, and Dr. John's pathetic excuses for a poor result on a Hart 12-Car and the Swan to snigger at, and I had a chat to Ceri to find out why she was going under the name of 'Trevor' for the night!



A briefing, further socialising and a few minor stresses later, and it was all go. I was quite nervous, as this was the first road rally with nav to solve that I'd done for quite a while, and I'd warned Jonah (who I'd never done an event with before) that if I had a total navigational screw-up, he'd have to step in! Fortunately, it never came to that. The first piece of navigation wasn't a problem, but my nerves got the better of me, so it took me a few panic-stricken seconds to collect my thoughts and find the right route, but from then on, it was all going surprisingly well. We were sitting at most controls for a few minutes, waiting for our minute, Jonah was driving quickly and smoothly, and I'd not found the nav too taxing. We were therefore really chuffed when we cleaned the first timecard, no boards missed and no minutes dropped. It was a great start.

The trouble with being at the top is that you've nowhere to go but down. On the second timecard, we dropped our first minutes, four of them, as we stopped to fix a water problem. For those of you that were out, it was on the section where the clue was a herringbone

with arrows, between TCs 11 & 12, I think. That was quite annoying, as I'd quickly sussed how the clue worked and got a route down, but it was best to sort the problem, to put our minds at ease. After that, things went downhill, overshooting or missing slots more than previously, and although we weren't losing lots of time, we dropped some codeboards, and had a wrong approach (it was a moment of TOTAL ineptitude and brain fade on my part). We also hit an animal of some description. I thought it a hare, but Jonah thought it was a deer. Whatever it was, it left our number plate trailing on the ground, so we lost another few minutes fixing it with a trusty cable tie. There was one delta that I was very chuffed to get, as Mr. Kendall and Mr. Coles both missed it, and unfortunately that caused Cosh & Phil to drop several places in the final results. We came 4<sup>th</sup> in class on the 4<sup>th</sup> timecard, after a messy few sections, but having said that, I had really enjoyed the event.

We were hanging around for *ages* waiting for the results, and as we'd not had a petrol halt and people had revision to do, we were itching to get home. There were some grumbles

that it hadn't been the best event, that it'd been boring and so on, but I can't say I agree. On the whole I was pleased with my performance, and with the choice of roads in the area, the organising team had done a fair job of picking a decent route. Jonah had done a great job of keeping the car on the black stuff, and we finished the event 10<sup>th</sup> overall, 2<sup>d</sup> novice, which wasn't too bad. Although Wessex crews fared quite well in the results, with Andy Garrett/Jon Taylor finishing an impressive 3<sup>d</sup> overall, 1<sup>st</sup> expert, Bob W/Paul L, coming home 5<sup>th</sup>, 2<sup>nd</sup> expert, just ahead of Cosh/Phil in joint 6<sup>h</sup>, and Rob Aslett/Ceri 'Trevor' Owen finishing 15<sup>th</sup> overall, 5<sup>th</sup> novice, with Russell Goodrum/Nick Clarke winning the Clubmans event, Olly & David were unfortunately excluded for a quiet zone infringement. They had had a strong event, and would have had a respectable finish, but they were one of 6 crews to be excluded, including Car 1, who were excluded for the same offence.

Hopefully next time out, we'll have a full complement of Wessex crews. Fingers crossed for all those exam results, and many thanks to Jonah for a good event.

*Lizzie Pope*

# Barbara Carter Memorial Rally 2003 5th/6th July

A few weeks into the summer holidays and the first weekend of July saw the second running of the Barbara Carter Memorial Rally. Five intrepid Wessex crews headed down to Devon for the event which was being assessed for inclusion into next years Rally 2004 championship.

This event was entirely pre-plot and run over some very tight and twisty roads. A night of fun ensued for most, however Wessex met with little success, but some funny tales. Three retirements from five entries is not what you would usually expect from Wessex, but this non championship round held very little luck.

Chin and Cosh suffered mal de driver with Chin struggling to hold his dinner down forcing retirement.

Zip and Paul were hampered right from the start with the clutch slave cylinder going on the way to the start, they brought all of the fluid they could and were intending on bleeding and refilling the system at each TC, this method was working fine, until the drive belt went. They then had to be towed back to the start/finish and then get recovery home. With Chin and Cosh having retired they offered to give them a tow. The tow worked fine apart from the fact that the front of the MR2 was a little rusty/weak/old, thus the MR2 became a customized stretched MR2!!!

David and Lizzie fared little better with following another competitor down a slightly off route white and getting stuck, they then sat there for the rest of the night until Jonah, Paul S, Phil K and Nick came to help push us out once they had all finished their breakfasts, thanks guys. You'd have had some pictures if we hadn't have both forgotten our cameras, doh!!

Even those that finished weren't devoid of problems. The fly off handbrake in Phil's car became stuck up at one point leading to them nearly pulling the handbrake off of the floor in an attempt to release it, and eventually leading to them dismantling it.

Well done to those that finished and we'll all be back next year for what seemed a brilliant event, with it hopefully becoming a championship round next time.

## National B

Driver	Navigator	Class	Total	Overall	Class
Phil Kendall	Jonah Nuttgens	E	26M	13	5
Bob Wisniewski	Nick Clarke	N	38M	19	3
Chin	Andy Coshan	M	RET		
Zip	Paul Swindells	E	RET		
David Coles	Lizzie Pope	N	RET		

# Babs in the woods

Having competed quite successfully on three road rallies as a clubman, I decided that it was time to move up to National B status, and compete properly. This decision was helped by the fact that I had got the rallying bug, and the next event, the Barbara Carter memorial rally, organised by Exmouth motor club, did not have a clubman's section.

While I was deciding this, an email arrived from Bob Wisniewski, asking on the WMC list if anyone was willing (and stupid enough) to navigate him. Feeling brave, I got in touch, and, as Bob was willing to have a novice navigator, I quickly made the decision to send off for my National B licence and enter the event. Strangely, when I told people about this, they all laughed and told me I was mad!

The day of the event soon arrived, and I set off, initially for Southampton, where I left my car outside Cosh's house, as his driver, Chin, had kindly agreed to give me a lift down to Devon. We set off, arriving in plenty of time at the sound test location, where we met Bob and the white Nova I would be riding in for the evening. It turned out that he had arrived much earlier, and had taken the car through noise and scrutineering before returning to wait for me. Also sitting in this lay-bye was the MR2 of Zip and Paul, which was having clutch problems. Cosh and Chin went off to noise and scrutineering, and I chatted to the others and waited for Dave and Lizzie to turn up, as they had my map for the event. Once they had arrived, we proceeded to the start pub to sign on, and continue chatting to various people.

It was soon time for us to start, and we got the pre-plot navigation and went back to the car to start plotting. I did not manage to get it all plotted in the time available, but decided that there would be enough time at petrol to finish it off. We left the start on time, and proceeded along the first neutral section, to get out into the lanes. We soon got to start the event proper, and I quickly found out what people meant when they said Bob was fast, especially when we hit the first white road! I was very glad that it was pre-plot and I didn't have to solve nav as well. Despite missing a slot, we caught up the car in front by the end of the second white road, and they were kind enough to let us past. Shortly into the second section, we missed another junction, and, like many other cars, found ourselves heading up an off-route white. Luckily, we quickly realised this and turned round, as continuing would have been problematic, as Dave and Lizzie soon found when they got the XR2 stuck up there. This sort of thing is where local knowledge pays off! Having got back on route, we continued for another couple of miles before hitting the next setback. An unhappy local had taken offence to the rally cars roaring past his house, and had decided to park his Land Rover Discovery in the middle of the lane, completely blocking it. This forced us to reverse for quite a considerable distance down the lane, before finding somewhere to turn. At the previous junction was a manned PC, so we informed the marshals of the PR problem, before continuing on our detour to get back on route, and pick up the codeboard on the delta at the other end of the blocked lane. From there, we proceeded without incident to the next TC, then along a long neutral section on main roads around Exeter to the next competitive section.

Here the roads began to get even better than they had been before, narrower and

twistier, and the ride became even more enjoyable. We proceeded without incident, although we found that, even with Bob's lunatic driving, it was impossible to keep to time. Not long before petrol, we saw the MR2 sitting at the side of the road, and were informed that the fanbelt had broken, entailing Zip and Paul's retirement. Arriving at petrol, we found the yellow Manta, which had retired due Chin feeling rather ill. I quickly plotted the last couple of sections of route, and we soon left to continue with the event. The roads on the second half were just as interesting as those on the first half, and we fortunately were able to complete the event without incident. As it turned out, we were the only WMC crew to do so. Arriving at the finish, we found the other Wessex people who had got to the finish. Phil and Jonah had also completed the event, but had caused some damage to the 309 when Phil had pulled the handbrake on too tight and jammed it. They had almost ripped it off the floor of the car in their efforts to disengage it, and had finally resorted to undoing it. Cosh and Chin had given Zip and Paul a tow to the finish, but soon found that the front of the

MR2 is not well designed for towing at speed, as the Manta had ripped much of the front panel off, resulting in the car looking quite comical, and several comments being made that it was more usual for rally cars to have the front end stoved in rather than ripped out.

By the time we had finished breakfast, the XR2 had still not arrived, despite a call that had been made several hours previously to the organisers. It was therefore decided to launch a rescue mission, and Phil, Jonah, Paul and I set off in the 309 to find them. Arriving at one end of the on-route white, we were informed by the crew of a van that they had driven the entire length of the white and that there were no cars along there. This we doubted, as we knew that Dave and Lizzie had been stuck down the off-route white that branched off from that road, and we were sure they would have called had they got out. We therefore decided to continue. We headed off round the yellow roads to the other end of the white, where we found a very muddy Dave waiting for help. So much for the organiser's recovery! Phil took the 309 as far down the white as he dared, before we disem-

barked and headed off on foot to the stranded fiesta. This was sitting beached on the mud, with the wheels not getting sufficient grip on the mud at the bottom of the ruts to go anywhere. It was quickly obvious that if the car could get enough speed up it would be able to get out. The first suggestion was for someone to sit on the bonnet to get more grip, but it was soon pointed out that this would not work, as the sumpguard was resting on the mud already. This meant that there was only one solution – push. Lots of leaves and plant material was piled up in the ruts to give grip, and as Dave put his foot down, the rest of us pushed, rocking the car until finally the wheels got some grip and the car shot off down the road. We then walked back to the 309 and scraped off the worst of the thick, Devonshire mud before continuing back to Southampton. When the results came out, Bob and I came 19<sup>th</sup> overall, 3<sup>rd</sup> Novice, while Phil and Jonah managed 13<sup>th</sup> overall, 5<sup>th</sup> Expert. Thanks to Bob for being willing to drive me, and thanks to Cosh and Chin for giving me a lift down there, and to Phil for giving me a lift back.

*Nick Clarke*

# Resolution Rally 2003

## 30th/31st August

### National B

Driver	Navigator	Class	Total (F:M:S)	Overall	Class
Andy Coshan	Phil Kendall	M	0:0:38	3	2
Toby Jeffries	Nick Clarke	N	0:5:41	7	1
Bob Wisniewski	Paul Lettington	E	0:10:21	8	2
Andy Garrett	Susan Broughall	SE	0:19:58	10	2
Carl Gibbs	Lizzie Pope	SE	4:94:1	14	4
Olly Smith	David Coles	E	RET		

Having moved from its traditional January date this year, the end of the August saw Hart Motor Club's Resolution Rally.

6 Wessex crews made their way to Guildford for the rally and returned with some success. The tight and twisty route proved fun for all, however the lax timing meant that the top crews managed to clean all but the regularity. Toby Jeffries and Nick Clarke wound their way to 7th overall and 1st Novice. 3 other Wessex crews managed 2nd in their respective classes. Whereas Olly and David's debut in the much shiny Collings™ 309 ended in a puddle after cool-ant problems.

## Cole fired up for victory

### Resolution Rally

Ian Mills

Steve Cole/Bob Blows achieved their fourth win of the year by taking a narrow victory on Hart MC's Resolution Rally.

The 140-mile event was based at Camberley and used lanes to the south-west of London. Route definition was by tulip diagrams throughout and this comparatively straightforward method, combined with dry roads, meant that many of the top crews cleaned most of the event.

The top four places were decided on the night's single regularity section. Cole/Blows arrived at the critical intermediate time control just one second early and the result means that they now have a commanding lead in the southern area Rally 2003 Championship. However, organising commitments will deny them the opportunity to add to this score over the next few events.

Allan Sayers/Bob Stokoe took second place and the Expert class win, while Andy Coshan/Phil

Kendall were third in their Renault 19. Dominic Worsfold/Matt Fowle were the fourth crew to only drop time on the regularity, but had the misfortune of having a malfunctioning stop watch to hamper their efforts.

Darren Dixon/Peter Barnard failed to make the halfway halt after breaking a wishbone on their 205. Olly Smith/David Coles were also on the retirement list after their 309 sustained a broken hose. Ian Mepham/Graham Dance suffered similar problems but managed to affect a repair and went on to finish eleventh.

The Semi-Expert class was won by Graham Child/Kevin Ablitt who were sixth overall while the leading Novices, Toby Jeffries/Nick Clarke, took seventh.

### Results

1 Steve Cole/Bob Blows (Peugeot 205 GT) 0:02; 2 Allan Sayers/Bob Stokoe (Nashall Nova) 0:24; 3 Andy Coshan/Phil Kendall (Renault 19) 0:38; 4 Dominic Worsfold/Matt Fowle (Peugeot 205 GT) 0:44; 5 Jon Richardson/John Stringer (Alfa Romeo 155) 1:36; 6 Graham Child/Kevin Ablitt (Ford Escort Mexico) 1:04; 7 Toby Jeffries/Nick Clarke (Nashall Nova SR) 5:41; 8 Bob Wisniewski/Paul Lettington (Nashall Nova GTE) 10:21; 9 Glyn Hayward/William Martin (Austin Mini) 15:53; 10 Andrew Garrett/Susan Broughall (Peugeot 205) 19:58.

# Tulips in Autumn

After a long gap with very little rallying over the summer, I decided to do Hart MC's Resolution road rally at the end of August, and arranged to navigate Toby, in his (t)rusty white Nova. This event used the Windsor CC tulip road book system, which I had seen, but not used, on the Swan road rally back in May. I went to a rally marshal training session at Longcross test track in the afternoon, and arranged to meet Toby at the start. We also met up with the other Wessex crews, and proceeded to noise, which all the cars managed to pass, and then to scrutineering. Toby had been worried, as there was a rather large crack in the windscreen, but fortunately the scrutineer did not comment on it. The other Wessex cars all got through, although Andy spent several frantic minutes fixing one of the spots on the 205. We then signed on, and found that we had about 2 hours before the start. Half an hour of this was spent plotting the pre-start information, and discovering that several of the grid references were incorrect. We also had some pre-plot sections covering the start, finish and petrol, including much confusion where one road was used 3 times – once near the start, then both on the way to petrol and the way back. We also found out that there was going to be a film crew out on the event, and they began by wandering around the start venue, filming everyone preparing for the event. Eventually it was time for the competitor's briefing, covering all the usual stuff, and after another hour of sitting around, it was finally time to go.



A transport section took us out of Camberley, and out to the proper start. Once out on the lanes, we very quickly got into 'rally mode', and soon found ourselves catching people up. Our first 'moment' came early on, as Toby took a 90 left at a rather high speed, only just managing to keep it on the black stuff. Needless to say the car that had been just behind us

*We resolve to fix our cars before the event next time!!* dropped quite far back, being unable to keep up! Soon after this, we reached the first white, giving a taste of what was to come later in the event. Just after this was the first video point, on a slippery hairpin LWR right. Toby obliged them by flicking the Nova round on the hand-brake. This got plenty of use on the many deltas on the route, making for an interesting night! We soon met the first DSO, watching a double give way as the route crossed a dual carriageway. This was at the start of the regularity section, intended for tie-breaking. We had not planned how to take this, and got 41 seconds penalty at



*The Wessex team look raring to go!!!*

the ITC. The next couple of sections were uneventful, then we reached a section where a tree was blocking the road, which meant that the original route from TC13 to TC15 had to be scrubbed, and a new neutral section was introduced directly between the two TCs. This gave us time for a short rest. Up to this point, we had only lost 1 minute, plus the 41 seconds on the regularity, which we thought was pretty good. After NTC15, we found a photo point, and got lots of cheers as we locked up, seeing the slot left at the last second, and reversing back to take it. A couple more uneventful sections followed, before we got to a section which, according to the tulips, used a Byway that didn't even follow a white road! Toby didn't believe me when I told him this. Getting to the junction, we were waved on by

someone standing at the side of the lane. Thinking that was not the path, we kept on looking, and saw some tracks going off on the right. We followed these, only to end up in the middle of a field. Realising this didn't go, we went back to the junction, where we were told that the path was where the two people were standing, but it was blocked by their car, which had broken a wishbone. We worked out an alternative route, and got to the next TC 5 minutes late. Fortunately, this section was scrubbed, due to the blocked route, which was even better for some of the other competitors who had lost more time, and in some cases got fails for wrong-approaching the next TC, depending on the route they had chosen to get round the obstruction. At the start of the next section, we missed a narrow hairpin slot left, meaning

we had to turn round. This dropped us another minute on this section. The next section had a DSO in a lay-by, which we thought was odd, as there were no Q boards or anything, and just a note in the nav telling us not to use that lay-by. Another interesting white road took us to the end of the first half, with a neutral to the second sound test, and then to petrol.

There we caught up with the rest of the Wessex crews, who were having mixed fortunes. Andy & Phil were doing well. Olly and Dave had been doing well until they had a coolant hose come off. Andy and Susan were been doing OK, as were Bob and Paul, but Carl and Lizzie were not so happy, having had a bad 1<sup>st</sup> half.

The second half of the event started uneventfully, with a white road that seemed to be in a better condition than many of the yellows, and several reasonably interesting sections, with plenty of sharp corners and deltas to keep Toby entertained took us to the best white of the night. This was about 800m long, and was seriously rutted, taking the already knackered suspension on the nova to its limit, as Toby took it at a rather rapid pace, with the car in the air

for much of the time! This white ended with a TC with the film crew, which should get some interesting film of the cars arriving down the white. Shortly after this, we got into a 'race' with the black 205Gti of Ian Mepham/Graham Dance, running at car 14, and, surprisingly, the 1.3 Nova was able to keep up with the 1.6GTi quite well. This continued for a couple of sections, before we got separated. As we approached the slot right into the penultimate competitive control, we saw a police car approaching from the opposite direction, which signalled left and turned down the lane in front of us. Needless to say, Toby decided to take the next section quietly, and as we approached the TC, the police car flashed its lights and pulled in to have a go at the marshals! One of them managed to get away quickly, and got to us, but this meant we left that TC a minute late. We decided it would be a good idea to keep quiet until well after the police car was out of sight, but fortunately this section led into a quiet zone anyway, so we did not lose out much there. Once clear of the quiet, we sped off, making up the lost minute over the reasonably short

section, to arrive at the final control on our minute. We then proceeded on the transport section to the M4, and down to the finish at the Reading services. At this point we met the crew of car 14, to be greeted by words to the effect of "Is that really a 1.3" – they were obviously surprised that we'd kept up with them! We proceeded into the services, and found the other Wessex crews, with the exception of Dave and Olly. We had seen them sitting by the side of the road at one TC mid-way through the second half, and found out from the other crews at the finish that the thermostat housing on the 309 had broken, and so they were going to get recovered back to Southampton. The other crews had all made it to the finish, and had a reasonable second half, although Andy G's 205 had a slight problem, in that the reverse gear had broken, meaning that turning it round involved pushing it backwards. Having sat around

for a while, we all decided that we wouldn't wait around for results, and headed off. Cosh and Phil headed off home, and Toby went off to meet his parents and go on holiday, while the rest of us proceeded to Paul L's house in Reading for breakfast.

Overall, I thought it was quite a reasonable event, with the navigation all being solvable, although some of it was a pain, especially the 'all roads' sections that included tiny white roads that were almost invisible on the map! There were some quite good roads, and not too many transport and neutral sections. We also got a good result, 7<sup>th</sup> overall, with 5 minutes, 41 seconds.

Thanks, as usual, to the Wessex marshals (Paul S, Dick, Jon and Zip) who came out to support us, and thanks to Carl and Lizzie for giving me a lift back to Camberley where I'd left my car.

*Nick Clarke*



*Who'd let this motley crew enter?*



# Bullnose 2003

## 13th/14th September

The middle of September saw Oxford Motor Club's Bullnose Rally. The usual band of the Wessex Motor Club Road Rally Hard Core found their way to a set of services on the M40 for the start and finish of the event.

5 members entered the National B event with Bob bringing his brother out for his first taste of road rally action in the Clubmans class. A night followed of some very tame roads, apart from on a few sections, on map 164.

Back in the services after the event was where the real action happened with some spirited discussions about a section of route, a board and some time penalties. Once these had been completed, not to everyone's satisfaction, the results were finalised. Wessex managed to pick up a first in class in the Novice section for Carl Gibbs and Lizzie Pope with Andy Coshan and Phil Kendall narrowly missing out on the overall win due to the afore mentioned discussions. All of the National B Wessex entries managed to fit inside the top 11 with Bob and his brother coming home third in the Beginners class despite some drive shaft problems.

### National B

Driver	Navigator	Class	Total (F:M:S)	Overall	Class
Carl Gibbs	Lizzie Pope	N	0:0:05	2=	1=
Andy Coshan	Phil Kendall	E	0:0:07	4	2
Olly Smith	David Coles	E	0:6:01	8	5
Andy Garrett	Jon Taylor	SE	0:15:02	10	3
Ed Butler	Nick Clarke	N	0:15:04	11	3

### Clubmans

Driver	Navigator	Class	Total (F:M:S)	Class
Bob Wisniewski	Stefan Wisniewski	B	0:10:36	3

## Tie-breaker decides top nine places after clean sweep

### Bullnose Road Rally

Jan Mills

Kevin Belcher/Antony Walker took victory on the Bullnose Road Rally by the narrowest of margins, one second, as the top nine places were decided on a tie breaker.

The Oxford MC event was a round of the South Eastern and Central Southern Rally 2003 Championship. Based near Oxford, the 110-mile route used the roads on the Eastern half of

OS map 164. The route took crews north to Bicester before heading back south via Brill Hill, then headed south east, including a section over the Ridgeway.

Nine crews were clean of penalties on all sections but the single regularity test.

The results of the regularity decided the outcome and here the Clubman crew of Belcher/Walker picked up just a one second penalty.

Dominic Worsfold/Matt Powle, running in the Master class, were

just a second behind.

The result provided Worsfold/Powle with valuable championship points in the absence of series leaders Steve Cole/Bob Blows.

Tom Brooks/Tony Brooks also had two seconds penalties but were classified in third as they had the simpler navigation of the Clubmans class.

Carl Gibbs/Lizzie Pope took the Novice Class win in fourth place. Warren Till/Nigel Hogg were the first Beginners home in sixth.

Twenty-eight crews had started the rally, with David Glanville/James Buzno being the only retirement.

### Results

- 1 Kevin Belcher/Antony Walker (Novice) 2:00:05 (00:01);
- 2 Dominic Worsfold/Matt Powle (Master) 2:01:07 (00:02);
- 3 Tom Brooks/Tony Brooks (Progrm) 2:05:00 (00:02);
- 4 Carl Gibbs/Lizzie Pope (Progrm) 2:05:00 (00:02);
- 5 Nigel Hogg/Nigel Hogg (Progrm) 2:05:07 (00:03);
- 6 Andy Coshan/Phil Kendall (Novice) 2:05:07 (00:03);
- 7 Paul Morley/Paul Morley (Novice) 2:05:12 (00:03);
- 8 Mick Ross/Dick Ross (Fast) 2:05:12 (00:03);
- 9 Alan Geyson/Rob Straker (Progrm) 2:05:12 (00:03);

# A tour of Oxfordshire's A and B roads

After my success on the Resolution two weeks previously, I arranged to navigate Ed Butler in his Silver Mitsubishi Lancer on the Bullnose Rally, organised by Oxford motor club on map 164. A quick jaunt up the M40 (after a trip round that most evil of roads, the M25) saw me arriving at the Oxford Services 10 minutes early, to be greeted by an almost empty car park. Once ED had arrived, we then had to get the Lancer through the noise test and scrutineering. It breezed through noise with no problems, but scrutineering was not so easy, as the number plate lights had stopped working. This involved much frantic scrabbling to find out what was wrong, before finally deciding to change the bulbs, which itself was much easier said than done. Andy had a spare bulb that fitted on one side, but the other resisted all efforts to undo the screws, but fortunately the scrutineer accepted this. Scrutineering over, I went into the services to chat with the other Wessex people, while Ed and Andy went off to give Bob a tow back to the services, as his Nova had broken down.



Eventually, it was time to go out to the cars to get ready, before finally starting the event. This began with a transport section up a dual carriageway, before going out onto the lanes. Almost immediately, we went straight into a village, which, like most of the villages on route, had a 30 limit, and as such was a quiet zone. The second section took us onto another dual carriageway, before

*Carl and Lizzie on their way to first Novice* going back onto lanes, and straight into another village. We soon found that everyone's fears about the lack of anything interesting on map 164 were correct, and the number of A roads and Quiet zones through villages made life much less interesting. The first photo point soon followed, on a rough bit of road with a yump. Unfortunately we were slowed by the car in front, spoiling the effect here. Shortly after this, we reached a white road that later proved to be very controversial. Our navigation told us to use it, but the expert nav didn't. As the section was 'all roads', you had to use this white, as it was the shortest route compliant with the route instructions. However, many of the expert crews had ignored it, as it was shown as a gated road, which they ignored, despite the fact that the section was 'all roads', not 'ignore gated roads'. As a result, the code board on this section was dropped, but this decision was protested by Phil and Cosh, who had got the board, and understandably thought it was unfair that a board should



*Olly and David in the new 309*

be dropped just because most of the other experts did not get it.

A couple of sections later, we had our only moment of the event, when we hit an uncautioned yump over a dry ford, hitting the ground rather hard. This was rather worrying, as when we hit the ground, the fuel gauge suddenly dropped to zero, causing us to initially think it had holed the tank. Fortunately, this was not the case, and we had just broken the gauge. We then got to the end of the first time card, with no penalty, and having arrived early at most of the controls.

The next card started just as easily, skirting around the north-east corner of the map, to a village where we were followed by Carl and Lizzie, who had got confused as to what was the shortest route through the village. Fortunately, the route I chose was correct, so we both got the board

there, and paid them back for showing us a board on a delta earlier in the event. Shortly after this was the regularity section. I told Ed to drive as close to 30 as

possible, while I solved the nav – except the nav didn't work. After a couple of minutes of puzzlement, I realised that there was a typo in the grid reference of the TC, and made the nav work by correcting this. We then continued at speed, and, with the aid of the provided regularity tables, got to the ITC only 4 seconds late. The next few sections were uneventful, and we got to the end of the third time card with the 4 seconds from the regularity section as our only penalty.

The final time card was where things went wrong, as firstly I made a mistake solving the nav for one section, which meant we missed a whole loop, and consequently a code board. Getting to the

TC we decided to go back for it, but ended up losing quite a lot of time on that section. The next section was a long white, including a 90 left where Ed managed to get the lancer to go quite sideways, before trying to attack the photographer on the inside of the corner. The next section we again missed a board, and had to go back for it, losing us more time, and involving a very fast dash along a B road, at speeds that may have slightly exceeded the limit! The rest of the event was pretty uneventful, although the timing seemed tighter than it was at the beginning. We finished the event back at the services, with a total penalty of 15 minutes, 4 seconds. Provisional results showed that this put us 3<sup>rd</sup> novice, behind Carl and Lizzie and a crew from West Essex Car Club, both of these crews having 0 minutes, 5 seconds.

*Nick Clarke*



*Cosh and Phil on their way to first Expert*

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