

# WMC Magazine

Issue 21: November 2003



## Introduction

Hello and welcome to the second magazine of the new season. After the first two events of the new season all is looking tight at the top of the PC championship with 4 people tied for second 1 point off the lead.

In this issue you'll find out how to do a Navigational 12 Car, all of the results and updates from PC1 and PC2, the latest championship tables and some more calendar dates for your diary.

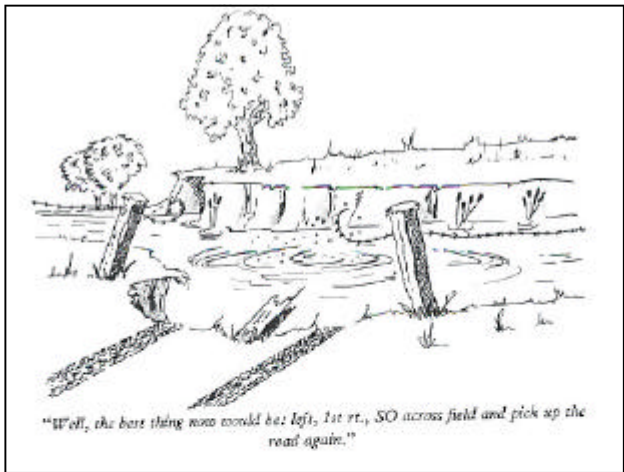
The Xmas meal menu is published, although you'd better get your orders in quick.

Also in this issue is a report on the No Towers and a reminder to get your clothing orders in.

*David Coles (Ed)*

## President's Piece

We're now two events into the season, and I hope everyone has enjoyed the scatters, especially the new members. It's now that the real fun starts though, with the first 12-car of the season that is PC 3. If you enjoyed the scatters, you'll absolutely *love* 12-cars – they really get the adrenaline flowing. All the national Road Rallies are fixed route events, so if



you get the bug there's plenty of chance to have a go.

There are also the karting trials this week, followed by the trip to the Rally GB at the weekend. A couple of weekends after that is the Nightwatchman road rally which should see plenty of Wessex crews competing. If you're not competing, why not go out and marshal. It's always nice to see a friendly face at some of the controls.

Nick is organising the club clothing for this year, so order your sweatshirts and t-shirts, and new for this

year, MUGS!! (isn't that all of us!! :ed) The clothing should be here for the Christmas meal. In a change from the last few years, this year we are heading out to The Red Shoot in Linwood. If you haven't booked your place already, see Elaine for the menu choices.

On top of all this, there will be some karting trips with the club kart, the pub trips every other Thursday and the PC 4 Scatter. It makes you wonder where we find time to get any work done!

*Chris Gage*

## **Club Clothing Available**

WMC club clothing is now available for order. We have the usual range of clothes - T-Shirts, Rugby tops etc, and new for this year... Mugs! We also have the new design available for the front or back. Fill in this Order Form and get it to Nick Clarke before 20th November, along with your money.

# An Introduction to Navigational 12 Cars

## ***What is a 12-Car Navigational Rally?***

A Navigational Scatter allows you to choose your own route between a number of points within a specified time limit. 12-Car Navigational Rallies specify the route you must follow, again keeping to a time schedule.

Road events must comply with the regulations set down by the Motor Sports Association (MSA) in the Blue Book. However, if an event is limited to twelve cars, the regulations governing the event are less stringent than in normal navigational rallies. 2 important rules must be applied:

- Only a driver & a navigator are allowed. No passengers can be carried.
- The driver must have special insurance cover. You must have an approved NES proposal form. The cost of the extra insurance is subsidised by the University's Athletic Union.

## ***The Route***

The route is fixed & divided into sections. At the start of each section there is a ***Time Control*** (TC). All navigation is given out at the start in sealed envelopes (one for each section). When you arrive at a TC, a marshal will sign your ***Timesheet***. You are then allowed to open your envelope for that section. Inside the envelope will be clues that have to be solved in order to obtain the route from the current TC to the next. The navigation normally continues:

***Current TC*** grid reference ?

***Next TC*** & grid reference ?

***Time allowed*** for the section ?

***Type of road*** e.g. 'CRO' (Coloured Roads Only) ?

***Route instructions*** to the next TC.

## ***Driving***

Keep a look out for ***codeboards***. These are letters on boards placed approximately every couple of miles. Write the letters in the space provided on your Timesheet. If the letters are in the correct order, you have driven the correct route. ***You must stop at every Give Way***. This is an MSA regulation & some Give Ways will be marshalled. As per Navigational Scatters, ***Quiet Zones*** require ***highest possible gears, no spot lights & no excessive noise***. A 12-Car route will not take you through Black Spots.

## **Time Penalties**

Your *Due Time* is the time you will arrive at a TC if you have driven the section at an average of 30mph. If you arrive at a TC 5 minutes after your Scheduled Time, your Due Time at the TC will also be 5 minutes after your Scheduled Time. On your Timesheet, your Due time at the next TC is directly below your *Arrival Time* at the last TC. Arriving before or after your Due Time incurs a penalty of **1 mark per minute**.

*Marks* are only used in scoring to decide a tie, therefore don't worry about *marks* on your first event. Just try to stay as close to your Due Time as possible.

## **Scoring**

Crews will be given fails as follows:

- 1 per missed codeboard;
- 1 per wrong codeboard;
- 1 for wrong approach to TC;
- 1 for not showing marshal an unopened envelope for the section;
- 1 per missing marshal signature;
- 1 for a Quiet Zone or Black Spot infringement (*exclusion for 2<sup>nd</sup> of fence!!!*);
- 1 for failing to stop at a Give Way (*exclusion for 2<sup>nd</sup> offence!!!*).

Missing a TC completely incurs 3 fails (1 for missing marshal signature, 1 for incorrect approach & 1 for not presenting an unopened envelope).

***The winning crew is the one with the least fails.  
Then the least minutes.***

### **12-Car Top Tips**

- ⊛ **If the navigation is ambiguous, drive the shortest route consistent with the route instructions.**
- ⊛ **No through roads & roads that go off the edge of the map can be ignored. Roads that turn into whites can be ignored on CRO sections.**
- ⊛ **If you can't solve the navigation, simply drive straight to the next control (the grid reference will be given in the navigation).**
- ⊛ **If you arrive at a TC close to your OTL you will risk being OTL at the next TC. A missed codeboard incurs 1 fail whereas a missed TC incurs 3 fails so it is better to cut route to arrive on time.**
- ⊛ **If you can't get to the TC on time even if you cut route, then you will have to miss out that TC. Open the envelope for the next section & cut to the next TC.**

# (Still) No Towers

## October 24th 2003

First of all a big thank you to all the marshals, it was a bit cold, but I think everyone seemed to enjoy themselves, thank you for coming out. Also thank you to all the competitors, there were only 9 of you in the end due to the flu, but I think you all seemed to enjoy yourselves. Well done to Andy and Phil, and also to Olly and Nick. The double Drs were 3rd, although you could have been 2nd, but I can't decipher your time card at TC17 and you appear not to have written the board down, occurring 3 fails. Bad luck to Richard and Paul who were going well until they stopped to help James and Ed, meaning they had to cut some TCs. Chris and Toby were let down by not being able to get the locking wheel nuts off the car to change a puncture they substained down the Upham whites, thus meaning they had to cut the entire last time card, as they limped to the finish via a petrol station for some air - bad luck. Andy and Jon managed to be OTL by two minutes, doh! Everyone else seemed to encounter car, sickness or post problems, and dnf'd, bad luck, hope to see you all again next year. Thanks again to everyone for coming out.

*David Coles*



Position	Driver	Navigator	Car	Fails	Mins
1	Andy Coshan	Phil Kendall	Renault 19	1	4
2	Olly Smith	Nick Clarke	309 Gti	3	23
3	John Upham	Susan Broughall	Golf	4	59
4	Richard Lawley	Paul Lettington	Saxo	26	39
5	Toby Jeffries	Chris Gage	Nova	37	49
	Andy Garrett	Jon Taylor	205XS	OTL	
	James Firth	Ed Butler	Fiesta	DNF	
	Steve Barnard	Jonah Nuttgens	Sprint	DNF	
	Rob Reynolds	Glynn Hayward	Impreza	DNF	

# Why you shouldn't fit locking wheel nuts to a rally car

## – The Still No Towers Rally

The incessant pestering by David and Lizzie finally paid off. It was the start of the Pheasant Plucker road rally, and Toby and I were waiting around for the start. When asked (for seemingly the thousandth time!) whether we'd like to compete in the No Towers rally the following Friday, a general "Yeah, yeah, yeah, whatever..." got an entry for the mighty Nova.

Fast forward six days, and the bass-propelled Nova arrived at the start of the No Towers, the sound of Scooter emanating from the sub in the boot. We had discussed removing the sub before the event, making it quicker to access the spare wheel in the event of a puncture, but this was dismissed with a "They're yoko's – we'll *never* get a puncture". Famous last words!

A bitterly cold evening ensured a very short briefing, with all crews keen to get back to the warmth of their charges. A big thank you must go to the marshals who came out and supported the event – it was cold enough just opening the window at the TCs! Our start minute came up, and the first envelope was opened. It gave the grid ref of TC1 – just plot the point and off we go. How difficult could it be?

I could make lots of excuses at this point about not having got enough sleep in the preceding days, or it being flippin' freezing, or having a bit of a cough, or...

OK, I admit it. I mis-plotted the grid ref. And not just by a tenth or two, I was a whole square out! Having come across several competitors going in the opposite direction to us, we realised something was a little odd, and eventually worked out what I'd done. Much cursing and swearing later, we made it to TC1 (I think we were dead last by this point!), having dropped 5 minutes. Oops!

After that, things got a lot better. Clever, but solvable nav had us dropping a minute or two between some of the TCs, but generally we were running well. It was especially pleasing to see we were one of only three crews to get the loop between TCs 1 and 2 which most crews chose to ignore.

The roads were great – especially the whites which Toby was attacking with his usual enthusiasm! Handling was made a little more "interesting" by the fact that the tyres are long past their best, and the dampers are officially useless. At one particular moment about halfway through the event, trying to make a slot right saw the nose of the nova pointing towards the hedge on both sides of the road before it finally straightened up and made the slot. Great fun!

Having got the hang of the nav by this stage (ie I remembered how to operate a romer!) we were both really enjoying the event. The “wordy” clue which described a route, but didn’t actually require



amount of levering, hammering and generally trying to beat the nut into submission would get it off. Event over.

As the tyre wasn’t losing

you to follow it, caught plenty of crews out, including us to start with. It was Lizzie’s advice of “make sure you read EVERYTHING on the clue” that meant we spotted our mistake just before we got to the control. We had to go back on ourselves, which meant a lengthy detour and plenty of lost minutes, but at least no fail for a wrong approach.

However, the very same advice that saved us from the first wrong approach was about to be ignored completely as we got a wrong approach a few TCs later. The clue said something like “follow arrows to control”. However, Toby and I decided to ignore this completely, and when we saw the arrows, we reached the conclusion that they were left over from the PP the week before, sailing straight past them to a wrong approach. D’oh!

By this time we were running close to OTL, and were grateful for the make-up at TC20. Shortly after this though, disaster struck (ok, maybe disaster is a little melodramatic, but it did rather end our event). Blasting along a white road at the usual speed, a tree root jumped out from nowhere, and BANG! Having made it to the end of the white, we stopped to survey the damage. The impact had removed a lot of air from the tyre, but didn’t appear to have punctured it. No problem we thought, we’ll just change the tyre and be on our way.

The sub came straight out of the boot, no trouble at all. Wrench out, and three out of four bolts slackened off. Just the locking wheel nut to remove. Unfortunately, in his haste, Toby turned the wrench the wrong way, putting the nut on even more tightly, and rounding the locking wheel nut in the process. No

any more air, we decided to limp straight to the finish – at least that way we would get a result. As we went through Bishops Waltham we pulled into a garage and pumped up the tyre, but by this time there was only time to get to the finish, and besides, we didn’t know how much damage had actually been done to the tyre.

We made it to the finish before OTL, to hear about other peoples experiences, and the story of Ed and James’ little “incident”. Then it was on to the Portsdown Hill burger van for a bacon roll, and to wish Phil a Happy Birthday!

It was a fantastic event – all the crews seemed to have enjoyed themselves, and it was certainly one of the most enjoyable events that I have ever done. It’s just a shame we didn’t get to do all the route!

*Chris Gage*

# Christmas Meal 2003

## 4th December 2003

It's Christmas meal time again. Please let Elaine know what your menu choices are, and get your £5 deposit to her by 5th November (ie tonight at the 12 Car talk) Spaces may still be available after this date, so don't hang around. This promises to be really good fun as always.

### Menu choices are as follows:

#### *Starter:*

- Homemade Soup of the Day
- Game au Poro Pate (with toast)
- Crispy Goats Cheese (with salsa)
- Flaked Salmon (with salad)

#### *Main:*

- Roast Turkey
- Whole Stuffed Trout
- Spinach, Ricotta & Chestnut Pithivier
- Mushroom Tortellini Raphael
- Steak in Red Wine

#### *Pudding:*

- Christmas Pud
- Tiramisu
- Vanilla Cheesecake
- Champagne Sorbet

#### *Afters:*

- Coffee & Mince Pies



The cost of the meal will be £20 including coach, and will be at the Red Shoot in Linwood

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## Dates to Remember

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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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Satu/Sun 22nd/23rd November Nightwatchman Road Rally  
Satu/Sun 6th/7th December Ilfracombe Road Rally



# Flying Nova

## 4th October 2003



Nova Flying



Nova falling...

The day of the Powerush began at the incredibly early hour of 9am, when I met up with a group of other WMC people to go up to Longcross to marshal the CSMA De-tomaso track day. This mainly involved sitting around watching lots of very expensive cars speeding round the track, except for one occasion, when a black Corvette span off exiting the chicane we were marshalling, ending up resting on its nose half-way up a bank. Much pushing got it free, although it left part of it's exhaust behind. Other amusing incidents occurred at lunch, when a big American charger span on another chicane, fortunately not damaging anything. We then proceeded to the hills, where the visitors were entertained by Wessex people demonstrating how the hills should be tackled – full speed up the hill, then as much air as possible over it, then pull the handbrake on landing to avoid the trees at the end. Both Andy and Toby managed to get a good three feet in the air here, putting considerable dents in the tarmac on landing! The afternoon proceeded much the same as the morning, complete with the Corvette spinning off again!

*Nick Clarke*



This is going to hurt



Bump!

# Plotters Cup Round 1

## October 9th 2003

RSO, another season begins! Olly and I had been badgered into doing PC1 by Andy some time ago, and decided to go out and check some clues way back in the mists of time. Olly had found bits on the map that looked interesting, so we hacked round and had the RCs in the bag within three hours (in daylight, so was quite pleased with that!). Unfortunately, due to work commitments, that was the first and last time that we were able to check the route at all. Which made things that little bit more unpredictable for us! ?

Considering what happened the last time that Olly and I set an event (sweating in the depths of ECS photocopying with less than an hour before signing on began, and still finding errors!), this event went very smoothly in the build up. Clues were set and checked (by me, hence any errors! I'm sure that I fluked a few and missed points but still made it work!), and the various bits of paper were printed and sorted on the evening before the event. A first for me! Any reports of disorganisation are simply rumour, and Olly had everything under control at all times. No really, we were organised!

Turn out for the event was good, with a strong showing for new members, and plenty of 'new' old farts, who seemed at one stage to outnumber the PC crews. The event itself seemed to go fine with few problems, bar a couple of crews unable to find points. Some nav appeared to be a bit tricky, and flummoxed some people (including very experienced [old] navs, eh Dick?). It was a pleasant surprise that there were no emergencies during the event. Indeed the only thing that came close to emergence was Jonah sloshing his way out of the car at the finish - Paul and Jonah in the TR7 having found out that the car ain't quite water tight when going through a ford! Still, it provided an original bonus answer: 'puddle'!

Congratulations to Richard, Nick, James and Gareth for getting joint first overall and PC. Top of the RUC crews were Roger Buckingham and Richard Castanheira in the Saxo. Toby and Dick came in first of the NE crews, and 3<sup>rd</sup> overall. Well done all, and a mention goes to David for actually finishing within OTL! A good achievement, well done! ? Full results are now available on the website...

Thanks also from Olly and myself to Jon, Elly, Chris and Phil for coming and keeping order at the marshal points. Apologies to Jon and Chris for getting a bit exuberant on the way home. Practice for PC2 innit?!

Here's hoping that this provided a great starting block to a competitive season!

*Rupert Goodman*

OA	PC	RUC	Driver	Navigator	Class	Points
1	1		Richard Lawley	Nick Clarke	PC	69
1	1		James Firth	Gareth Lewis	PC	69
3			Toby Jeffries	Dick Howatt	NE	67
4	3		Andy Garrett	David Coles	PC	65
			Russell			
5	4		Goodrum	Tom Richards	PC	64
6			Carl Gibbs	Lizzie Pope	NE	63
6			Paul Swindells	Jonah Nuttgens	NE	63
8			Calum Maciver	Ed Butler	NE	62
9	5		Paul Kearns	Chris Gage	PC	61
10			Laurent Wallis	Owen Pryce	NE	59
11	6		Dan Moss	Rob Stevenson	PC	55
12			Chris Johnson	Andy Seal	NE	49
13	7		Elaine Freer	Chris Hynds	PC	46
				James		
14	8		Mike Lumsden	Garrett-Sinclair	PC	45
15	9		Chris Finch	Keith Walton	PC	42
			Roger	Richard		
15	9	1	Buckingham	Castanheira	RUC	42
17			Natalie McLellan	Lucy Graham	NE	38
18	11	2	Aaron McNeish	John Stockley	RUC	34
19	12	3	Jeremy Lynas	Fiona Campbell	RUC	31
			Matthew			
20	13	4	Coverley	Matt Jeans	RUC	21

## Attention all RUCs

If you want to drive on PC3 you will need an NES letter of acceptance.

You must see Andy (amg301@soton.ac.uk) as soon as possible to arrange this.

Once you have this it will be valid for all 12 cars and National B events and you won't need to fill in another for a few years.

All 12 Cars need special, extra third party, insurance that isn't required for scatters.

Even if you're not intending on driving PC3 but think you might want to drive a 12 car somewhen else, then fill one in anyway.

# Plotters Cup Round 2

## October 30th 2003

Sometime in the summer Chris and I were “persuaded” to run PC2 again this year, once again in the bottom-left corner of map 185. We spent a long afternoon trying to avoid the many inhabited areas of that corner of the map finding points which we hadn’t used last year. We were fairly happy to find out that we’d only managed to put two in a blackspot!

After a few crews having time to spare at the end of PC1, we decided that as the clues for PC2 still had to be understandable, we would use the lack of roads going across the map to ensure that the better crews couldn’t clean the event, and made sure the clues were spread out nicely. After recruiting Elaine to contribute towards the clues, we thought we had a nice array of clues including some evil-looking ones suited to Biologists!

When we were out checking the points on the Tuesday before the event we decided to caution a ford that we had put a clue on, because the water depth looked like it could rise, even though the weather had been good recently. All that changed when it de-

OA	PC	RUC	Driver	Navigator	Class	Points
1	1		Andy Garrett	David Coles	PC	64
2			Toby Jeffries	Dick Howatt	NE	59
3	2		Chris Hynds	Nick Clarke	PC	54
4	3		James Firth	Gareth Lewis	PC	52
4	3		Russell Goodrum	Tom Richards	PC	52
4			Michael Mifsud	Colin Davis	NE	52
7			Paul Kearns	Ed Butler	NE	51
8			Carl Gibbs	Lizzie Pope	NE	50
			Roger	Richard		
9	5	1	Buckingham	Castanheira	RUC	42
10			Laurent Wallis	Owen Pryce	NE	40
10			Chris Johnson	Alex Ritchards	NE	40
10			Rupert Goodman	John O'Neill	NE	40
13	6		Matthew Coverley	Mike Lumsden	PC	39
13	6		Dan Moss	Rob Stevenson	PC	39
15	8		Chris Finch	Jon Curry	PC	24
	OTL		Oilly Smith	Jonah Nuttgens	NE	68
	OTL		Phil Kendall	Susan Broughall	NE	48

cided to rain for the two days before the event! Thursday night gave us pouring rain all night. Even so, we still had 17 crews turning out to brave the weather, even if some of them had only been fixed minutes before (James!). Apart from one clue not working at the Start, everything seemed to go smoothly until I realised at CMA that I didn't have any answer sheets with me, so had to leave Chris with Elaine & Calum to go to CMB, while I rushed off home.

When I returned to CMB I found out that it had become two car parks, as the road approaching CMB was covered in water, making spotting the delta we knew was just before the car park hard, so the marshals went to the wrong car park. However, most competitors turned up there too until they were told by one competitor that the control was meant to be in the next car park!

The excessive water took its toll on a few of the cars, with some people reporting that their cars were dying a bit, and Phil & Susan who had to keep trying to dry out the 309, consequently being OTL. Olly & Jonah were also OTL, having tried to be too ambitious going for their last RC, although would have won the event otherwise. Congratulations to Andy & Dave for winning the event.

The bonus round was to complete the story "There was a Wessex car and a white road..." These are some of the better answers. Surprisingly quite a few seemed to mention Mr Goodman! J

"...Rupert said 'I know this road, there's a 90 left coming up' as he slid the car backwards into a hedge"

- Chris Finch & Jon Curry

"...and Rupert gets a £250 fine for getting stuck. Oh how we laughed."

- Toby & Dick

"...it did/did not\* hit a tree"

\* Delete as appropriate

- Carl & Lizzie

"...were having such a fun time, that the recovery truck decided to join in"

- James & Gareth

"...and then, as it was Toby, he was going stupidly fast, and slid off at a 90 right into a tree. Suddenly, there was a bright light, and they found themselves in a strange environment... then they realised they were delusional, and the strange light was the headlights of another Wessex car as it came out of the field they just slid into."

- Chris H & Nick

*Richard Lawley*

# Championship Tables

## Championship Rules

### Scoring

Scoring for the championship is based on your finishing position in the championship rounds. 10 points are awarded for first place, then 8, 7, 6, 5, 4, 3, 2, 1, 1, 1, etc - i.e. at least one point just for finishing on time. Final championship positions are determined from the best six scores from the first eight championship rounds you compete in. DNFs (Did Not Finish) and OTLs (Over Time Limit) count as starts. In the event of a tie, most wins will count, then most second places, third places etc in the relevant Championship. If the crew that wins the Plotters' Cup also finishes on the highest RUC score, the RUC Newcomer's Shield will be awarded to the next

### Championship Eligibility

The RUC Newcomers' Shield championship is open to novice crews only. A novice crew is one in which neither member has competed in any OS map-based motorsport event prior to the start of the current PC season, with the exception that the crew may have taken part in the previous summer's Summer Scatter and Summer 'Silly.' Each individual in an RUC-eligible crew may compete in one event with a non-eligible crew member (they don't score RUC points in that event, though), and then return to the RUC championship. Once an individual has competed in a non-eligible crew twice, that individual is no longer eligible for the RUC championship. The idea is that the championship is open only to complete novice crews, and that members of those crews cannot 'train up' by crewing repeatedly with non-eligible competitors.

The PC championship is open to any crew where both the driver and navigator are full-time students at an institution affiliated with the Athletics Union. All members should also be members of the AU.

## RUC Championship Table

Pos	Name	PC1	PC2	Total
1=	Roger Buckingham	10	10	20
1=	Richard Castanheira	10	10	20
3=	Aaron McNeish	8	-	8
3=	John Stockley	8	-	8
5=	Fiona Campbell	7	-	7
5=	Jeremy Lynas	7	-	7
7=	Matthew Coverley	6	NE	6
7=	Matt Jeans	6	-	6

# PC Championship Table

Pos	Name	PC1	PC2	Total
1	Nick Clarke	10	8	18
2=	David Coles	7	10	17
2=	James Firth	10	7	17
2=	Andy Garrett	7	10	17
2=	Gareth Lewis	10	7	17
6=	Russell Goodrum	6	7	13
6=	Tom Richards	6	7	13
8	Chris Hynds	3	8	11
9	Richard Lawley	10	SET	10
10=	Dan Moss	4	4	8
10=	Rob Stevenson	4	4	8
12=	Roger Buckingham	1	5	6
12=	Richard Castanheira	1	5	6
14	Mike Lumsden	2	4	6
15=	Chris Gage	5	SET	5
15=	Paul Kearns	5	-	5
17	Matthew Coverley	1	4	5
18	Elaine Freer	3	SET	3
19	Chris Finch	1	2	3
20=	Jon Curry	-	2	2
20=	James Garrett-Sinclair	2	-	2
22=	Fiona Campbell	1	-	1
22=	Matt Jeans	1	-	1
22=	Jeremy Lynas	1	-	1
22=	Aaron McNeish	1	-	1
22=	John Stockley	1	-	1
22=	Keith Walton	1	-	1

# 2003/2004 Committee

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cng100

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amg301

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Russell Goodrum

rg601

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