

WMC Magazine

Issue 22: December 2003/January 2004



Biggest Ever Issue

Introduction

Welcome to issue 22 of the WMC magazine, one of the biggest ever issues. It's jam packed full of event reports from the end of 2003.

You have road rally reports from the Babs, Powerush, Pheasant Plucker, Night-watchman, Ilfracombe and Preston. Also a Rally 2003 round up and reports from PCs 3 through 6.

There are the tales from marshalling the RAC and the Southsea PCT, along with some pics from the Christmas meal and the latest championship tables.

But don't forget, there is lots coming up over the next few weeks and months. There is the AGM in a couple of weeks, who's gonna make up the next committee? Who will be the next magazine editor? There is also the rest of the PC season and marshalling the sunseeker to look forward to. Then after Easter it's the Funky Elephant, out very own road rally. We hope to get every member of the club involved in some way, whether competing, marshalling or organising.

David Coles (Ed)

President's Piece

Now that the exams are over and all of the coursework deadlines have been and gone, its time to concentrate on the important things in life, most notably rallying! Having just passed the halfway stage in the Wessex championship, it is still very tight at the top of the table with five people all in the running for the PC championship. The RUC championship is more open; with Roger and Richard seemingly clear at the top of the table.

Away from the lanes there are several events coming up for you to make a note of. First up is the club AGM, on the pub trip between PC's 7 and 8 (Thursday 12th February). Half of this year's committee finish their degrees this year, so now is your chance to get really involved in the running of the club. We will be accepting nominations from anytime up until the meeting itself, so you have no excuse for not putting yourself forward.

Shortly after that there is the annual trip to marshal the Rallye Sunseeker, on Saturday 28th February. You get the chance to drive your car through the rally stage, on top of seeing the national rally cars close up. Don't worry about getting there – as it stands at the

moment, the attraction of driving a rally stage means there is less than two people per Wessex car going! Let Nick Clarke know if you want join us.

Then after the Easter break there is the highlight of the Wessex year – our very own Road Rally. Entries for the Funky Elephant should open shortly before Easter, and I recommend getting your entries in early. The past two events have been absolutely superb, and this year will be no exception. There is a clubmans class so National B licences are not required, and shortly before Easter we will have a "How to do a Road Rally" talk so those that have not competed in one before know what's going on!

I can't finish this column without mentioning the University Karting Team, whose season begins shortly. While the overall championship will be a difficult goal to achieve, the B Team has an excellent chance of bringing home the silverware in the Rookie Championship.

I'll leave you all now to decide which position to stand for at the AGM!

Happy Rallying!

Chris Gage

Christmas Meal 2003

December 4th



Is this the start of the food fight?



It's the time of year again for silly hats!!

I have been asked to write an article about the Christmas meal which was oh so long ago. Having twice looked out of the window for inspiration in the hope it might be snowing, I feel a little silly singing jingle bells to try and regain Christmas spirit. Strange how many people stare when you're sat in the computer room. Anyway the Christmas meal for those who can remember was set in the idyllic setting of the Hogs Lodge, there was the usual mince pies, Christmas crackers, people setting light to things (no names mention Toby and Paul) and was most impressed by how much potato you can attach to a wall. Much fun, and an enjoyable evening. Dave you did say this could be sort - so wishing everyone a late Merry Xmas only how ever many days till next year!



Tom stands for RUC Rep again, despite us not electing one this year!!

Elaine Freer



I think some people may have drunk too much!

Chris receives the Roll of Dishonour, for erm, rolling his car!!!

SMC Ron Faulkner Memorial P.C.T.

September 28th 2003

On Sunday 28th. September, Southsea MC ran their first Production Car Trial (PCT) for around 20 years, and so with some free time on an unseasonably warm day, a number of us went along to Hinton Manor to see what it was all about.

Essentially, all that happens during a PCT is that the competitors drive their cars up a series of hills. At this point I wouldn't blame you if you thought us crazy for taking an interest in it, but it was fun! The object is for each competitor to reach the top of each hill, incurring as few penalties as they is possible. A course is marked up the hill, and this is divided into sections, which are numbered from the bottom of the hill to the top. The car ascends



as far as it can, and once forward motion has ceased, the marshal gives the competitor a 3 second allowance in which to regain forward motion, and then the score given is that of the numbered section they have reached, so if you have passed the marker for section 6 you get 5 points, and so on. A car is deemed to have passed a marker when its front axle is past the 'line' between the two markers that define that section. Every car must carry a passenger in the front. To make it up the hill requires intelligent throttle control from the driver, and bouncing from the passenger, coaxing the car that wee bit further up the hill. A few of our members decided to give it a go, with Andy Garrett taking his 205 for a day out, and Chris Knott as passenger, and also James Firth in his Fiesta XR2, and Ed Butler in his Lancer, each taking the passenger seat for the other. Olly & I also went along, but the 309 wasn't in a competitive mood, so we marshalled, running some of the stages.





needed. The only casualty was the poor hill itself, but I'm sure it will soon recover and provide more entertainment in the future! But in my opinion, the cars and drivers had it easy, it was us marshals who were run-

It was a really lovely, sunny day, if a wee bit on the chilly side, and a decent number of crews turned out to have a go. The idea of a PCT is that any roadworthy car can compete and have a chance of being competitive, as the only requirement is that tyre pressures are lowered to 20 psi, and there were a number of people prepared to test this theory. As well as the Wessex contingent and the usual cluster of 205s, there was a Punto (the BMC 'Puntocan' ... and often it could, but on some hills, Punto-couldn't!), a 106, a Nova, an Avensis, a Mini and a number of others, and they were provided with 8 hills to test their ability, ingenuity and luck. Each car did all 8 stages twice in the morning, and once again in the afternoon session, although some stages were altered after lunch to make

them more challenging! So, armed with our bonker (standard issue to all marshals, for re-erecting markers that cars had run over!), Olly & I went to our hill to watch, check, laugh at/with and encourage the competitors as they attempted to make it to the top. Some cars cleaned the hills with seemingly little effort, and others needed rather more coercion (read: screaming, bouncing and sheer will power!), but it was all good fun, with lots of friendly competition, support and encouragement, surrounded in a haze of tyre smoke, and apparently smoking grass. As far as I know, there were incidents, no broken cars, and so for once the cable ties and gaffer tape weren't

ning up and down the hills that had the hard work! Congratulations to the organisers for running successful, enjoyable event. I hope that next time any of you get the chance to do a PCT, you give it a go; you'll enjoy it! No licence is needed, you don't need a specialised vehicle, and so long as you have a driving licence, age is no object either. Marshalling was a lot of fun, and the whole day had a very friendly, co-operative, relaxed feeling to it. Even just 'playing' on a grassy incline can be entertaining, can't it?! (Mentioning no names...Andy & Olly! ☺).

Lizzie Pope

[The Wessex contingent's results can be seen on page 7]



Barbara Carter Memorial Rally 2003

5th/6th July

"So you've just bought a TR7?"

"Yep. It's the perfect car. Rear wheel drive, fun to drive, will do more miles per gallon than the Sierra. Just needs a little bit of work for the ticket."

"Oh yeah, when did it last have one?"

"Several years ago. But I'm gonna get it sorted, so you can nav me in the
Barbara Carter."

"Urm, well I suppose the last time I nav'd you in a road rally was 18 months ago, so I guess I should really. And 100 miles of classic Devon lanes should be a lot of fun.

OK - I'll get the entry form sent off. One condition - if the TR7 isn't sorted, you nav me in the MR2."

"Don't worry, the TR7 will be ready."

And of course despite the large amounts of work Paul did to the TR7 to get it MoT'd, shortly before the Barbara Carter it became apparent that the TR7 wasn't rallyable.

Enter plan B - Paul nav me in the MR2!

We joined up with 4 other WMC crews forming part of a 35-car entry, which the entry sec was absolutely flabbergasted with. But we all knew that the trip down to Devon, albeit for a relatively short summer event, would be well worth it. Being a non-championship event, our crews were a little different to that which we're familiar with on the local road rallies. Cosh was reunited with Chin in car 3 - the Manta, Jonah nav'd Phil and were seeded the car ahead of us. And a couple of places behind us, Lizzie nav'd Dave, ahead of Bob and Nick.

Things started badly when I lost the clutch on my journey to the start. I managed to get to scrutineering, and Paul dutifully lay underneath the MR2, allowing us to squirt brake fluid into his eyes, whilst trying to bleed the clutch hydraulics, and moaning, "Bloody Toyotas. Why didn't I bring the Triumph along?". Checking the clutch, it was apparent that the leak from the slave cylinder was quite severe, but after buying all the brake fluid from the petrol station we agreed that there wasn't any point not starting, and we should see if we could do the event changing gear as little as possible.

The style of the event was pre-plot in the first half, where we received the route in terms of simple clues some time before the start, and plot and bash in the second half. And the route looked interesting from the map.



The event got off to a cracking start, offering us a mile or two of tree-enclosed gravelly whites in the first competitive section. Mmm, white roads. We soon realised that we were going to have to be absolutely 'on it' to avoid incurring any penalties on the tight, twisty and three-dimensional lanes. Most sec-



aged not to get stuck. Near to the end of the first half, the MR2 threw a bit of a stop and decided to chuck off its fan belt, which resulted in a rather hot car which was not go-



tions were very tight on time, especially with the LWR deltas and the few hundred yards of whites that they contained on average, and we were in general losing a minute or two. But the car was holding together quite nicely. And it was happy staying in second, which was fine for most of the twisty stuff with the revvy engine. A couple of times we missed tricky to find slots, which took a while to realise, costing a number of minutes. And you also got the impression that a bit of local knowledge would have helped, as the local crews didn't seem to have this problem. Unfortunately, it was this that caused Wessex's first retirement as Dave and Lizzie got stuck down an off-route white, partly due to following a slow moving competitor, who man-

ing to any further. Arse. It was a real shame as, although we knew we weren't doing fantastically well, we were both really enjoying it, but having to work really hard without any real breaks.

After a while we managed to contact Cosh and Chin who had also retired by petrol, with an unfortunate case of Mal de Chauffeur. They offered us a tow to the finish pub, which was about 15 miles away. I have to say that if Paul was scared by my driving during the event, we were both even more scared with the speed that we were being towed. But

worse was the fact that unfortunately I had hooked the tow rope up to a 'fake' tow hook on the bumper, which, by the time we had got to the pub, resulted in the entire front cross-bar and spoiler being pulled forwards by about 18 inches. I couldn't believe what a state the MR2 looked, and many other people were surprised too. I don't think I've never seen a car in the finish pub longer than the start of the event - normally they're dented or squashed. Phil and Jonah, and Bob and Nick did manage to finish the event, which was a really good effort. It was won by the local crew of Darren Dixon and Peter Barnard, who must have really been flying. Despite the result, I think we were all happy that we took part in the event which runs in memory of Barbara Carter who, up until a few years ago, used to road rally a Corolla GT in her 70's. Respect.

*Zip
(Paul)*

Ron Faulkner P.C.T. Results

| | | |
|--------------|---------|-----------|
| James Firth | 6th | 56 Points |
| Andy Garrett | 19th | 74 Points |
| Ed Butler | Retired | |

All out of 27 entries

Powerush 2003

4th/5th October

Wessex provided 6 out of 18 starters on October's Powerush rally. In fact it was a very successful night for Wessex crews with Andy Coshan and Phil Kendall taking first place overall, they tied with Steve Cole and Bob Blows on 28 minutes, but beat them on the furthest cleanest tie break. Olly Smith and David Coles finished 4th overall and 3rd expert. Andy Garrett and Jon Taylor finished 6th overall and 1st Semi-Expert, with Bob W and Paul L finishing 7th overall and 2nd Semi-Expert. Of the two other Wessex crews, Toby Jeffries and Nick Clarke were 9th and 4th Semi, and Lizzie Pope and Zip were 11th just outside the top 10 after many car troubles.

National B

| O/A | Driver | Navigator | Class | Car | Total | Class Pos |
|-----|----------------|-----------------|-------|------------|-------|-----------|
| 1 | Andy Coshan | Phil Kendall | E | Renault 19 | 28 | 1 |
| 4 | Olly Smith | David Coles | E | 309 Gti | 79 | 3 |
| 6 | Andy Garrett | Jon Taylor | SE | 205 XS | 377 | 1 |
| 7 | Bob Wisniewski | Paul Lettington | SE | Nova | 552 | 2 |
| 9 | Toby Jeffries | Nick Clarke | SE | Nova | 633 | 4 |
| 11 | Zip | Lizzie Pope | SE | MR2 | 1224 | 5 |

Coshan nabs triumph after dead heat

Powerush Road Rally

Ian Mills

There result of Borough 18 MC's Powerush Rally came down to a dead heat, with the matter being decided in favour of Andy Coshan/Phil Kendall on the furthest-clean principle.

The Kent-based event had a 165-mile route which included runs through the North Downs and Romney Marsh. Cryptic navigation, a tight route and slippery conditions made it a tough challenge but, nevertheless, the rally was once again well received by competitors.

Championship leaders Steve Cole/Bob Blows had a poor first half but then were the only crew to clean the second.

However Coshan/Kendall did just enough to ensure that the two crews tied on penalties and this meant that their better start gave them victory when the furthest-clean tie break was applied.

Phil Collings/Mark Collings had shared the lead with Coshan/Kendall at Petrol but a puncture, followed by a time consuming wrong-slot, meant that they finished a distant third.

Andy Garrett/Jon Taylor finished sixth and took the Semi-Expert class win.

There were no entries in the Novice section, but plenty turned up to the Clubmans Rally which was won by the Ford Escort of Mick Rose/Jason Mortlock.

Allan Sayers/Jon Stringer suffered a puncture and gear

selection problems on their Nova, while the MR2 of Zip Zerihan/Lizzie Pope struggled with clutch and alternator problems.

Both crews had to cut sections of the route to stay within their time limits but they managed to finish in tenth and eleventh places respectively.

Tim Warburton/John Upham were less fortunate, retiring when a gear linkage broke on their Golf.

Results

1 Andy Coshan/Phil Kendall (Renault 19) 28.00; 2 Steve Cole/Bob Blows (Peugeot 205 GTI) 28.00; 3 Phil Collings/Mark Collings (Peugeot 205) 78.00; 4 Olly Smith/David Coles (Peugeot 309) 78.00; 5 Dominic Warsford/Matt Fawke (Peugeot 106 GTI) 120.00; 6 Andy Garrett/Jon Taylor (Peugeot 205) 377.00; 7 Bob Wisniewski/Paul Lettington (Vauxhall Nova) 552.00; 8 Chin/Kevin Allett (Opel Manta) 633.00; 9 Toby Jeffries/Nick Clarke (Vauxhall Nova SR) 633.00; 10 Allan Sayers/Jon Stringer (Vauxhall Nova) 1169.00.

A 'Rush of Blood to the Head

I'd heard good things about previous Powerushes, and was really looking forward to having a go myself. Unfortunately, Carl wasn't able to take the wheel this time, so the MR2 made its debut after the rather substantial damage it sustained on the Barbara Carter in July. **Substantial damage? That wasn't substantial damage. Now, let me find a picture of the Rover for you.....** To be quite honest, I was surprised when Zip said that the MR2 was hoping to return to some condition near road-worthiness, and when I asked if he was free to do the event, the car didn't even have an MoT. However, this small obstacle was eventually overcome, we sent our entry off, and that was it. Fingers crossed this would be third time lucky and we'd make it to the finish with no problems.....!!!



Getting to the start was rather amusing. David & I drove to Phil's, where we met Phil & Cosh, then went to pick up Southsea's John Stringer. Cosh's poor Renault was packed full of nav gear as there were four navs in the car - I think the boot shut first time! So off we went the start, and then confused scrutineering and noise test people. They asked which car we were and we gave them 4 numbers! With hindsight I could've

stowed away in the back of the Renault and got a better result **but you would have had nowhere near as much fun** ... they'd never have noticed me.

To my delight, Zip and the MR2 turned up and the car looked amazingly together (that thought might have tempted huge chunks of fate!), so it was game on. We went to sign on and then Zip had the mammoth task of directing his brother to the start so that he could sign on as a marshal. You wouldn't think it would be hard to find a motorway services, would you?!

I was a bit nervous about the navigational aspect of this event, as it was only my second as a semi, but I had the comfort of Zip next door to help (or something like that!). The first section was a transport, so no probs there, and I remember the nav was fine after that until the now infamous 'GOOD NEWS' clue. It was on about the third section, and as if working out what the nav meant wasn't hard enough, finding the roads was a whole different challenge! It was here that we saw probably all the other Wessex crews, even those running zillions of cars ahead of us!! We definitely saw Oily & DC, and I think we saw the Belgian Pug, and probably a few others amongst the mass of rally cars approaching the scramble of junctions, each crew desperately trying to pick out the right route. It didn't help that Mr. Manston and his cohorts were somewhere amongst this, so not only were there navs struggling find junctions, but there were also drivers showing off in front of the cameras. I think a marshal at the control previous to this mayhem had pointed a vague route on the map to me, but that didn't help once I got confused with cars coming at us from every direction. Knowing the route didn't help - David had sussed it, but Olly's enthusi-



asm meant they'd lost track of where they were! And I think we annoyed some people through the MR2's inability to hand-brake, which meant we were 3-point-turning round the many hairpins in this twisty section, with a train of cars behind us!

Eventually, got through all of that, and returned to a slightly less manic state of affairs. But it wasn't much longer before we had another crisis on our hands. Zip had noticed that the battery had no charge in it, and the word 'retirement' had, much to our chagrin, reared its ugly head. We'd decided to stop at STC8 and assess the situation. But on entering the control area, Zip's eyes left the road for the dashboard at some crucial moment, and we flew off into a conveniently placed field, much to the amusement of the marshals! Fortunately, we trundled out the field as easily as we entered, got our timecard signed, I got on with the nav, and Zip went to talk some sense into the MR2. Zerihan-

sense must be from a far-off galaxy as whatever he said didn't quite work, but on we went nevertheless... I think the mar-

shal was more worried about the car than I was. I just wanted to check that we still had the fan belt in tact, but I think the marshal thought that I was checking to see that the engine hadn't fallen out whilst we were flying through the field!

Some TCs later (about 16, I think), we were rather near OTL so I was just considering where and how to cut, when we realised we had no clutch, and even I know that's not a good thing! There was only one thing to do, and that was limp to petrol. Of course, we were there yonks before most people, but at least it gave us a long time to try and sort the car out. And it was here that I found John Stringer, who had also cut to petrol to repair his car. Maybe it was just one of those nights? **I think most other people were finding it very difficult by the time they got to petrol, so at least we weren't the only ones.**

I definitely didn't want to retire. I was having a really good time, apart from the car problems. The route they have chosen was excellent, and Lizzie was doing a great job with the maps. The North Downs lanes were in general, tight and twisty, and it was very difficult to keep close to time, combined with the short sections that they were able to run despite not having too many marshals. Quite a lot of those really pale narrow yellows we all love with tufts of grass growing in the middle. They were quite slippery, as I think there was a little bit of rain before the event, but I was glad there wasn't any rain during the event. So many times I remember Lizzie saying OK, we've got about a mile left, and it's the start of our minute now, so you can drive faster if you want. "No, I can't, believe me I can't drive any faster." This, combined with the short sections, made our life quite difficult, and therefore I really didn't want to admit defeat and give up.

To be honest I didn't hold out much hope of continuing. I thought there would be some attempted bodge-job in true Wessex style, much ummmmming & urrrrrrring, probably some bashing of something or other with a bit of metal, the gaffer tape and cable ties would come out, be attached to various places whether they were needed or not, and then we'd leave and within seconds the car would fall apart. But I was to be proved wrong. The first job on the agenda was the clutch. I sat there pumping the pedal while Zip did the clever bit and, hurrah, we had some feel in the pedal! Then I went and ate lots of chocolate and went to examine other people's cars as Zip & Ian Mephram - our little angel and saviour!! - did more technical stuff. From what I can gather, a big bolt was put in somewhere that stopped something from doing something that perhaps it shouldn't have been doing, and all this was good coz it meant we could continue, YAY!!! So many, many



huge thanks to Ian for his expertise, time and bolt. **Ian found that the alternator pivot bolt had fallen out, and the fan belt was loose. He jacked up the car, got burnt by the exhaust, then covered in oil, and put another makeshift bolt in.**

And so our second half did start, although most of it was done in second gear! I didn't know a car could do a rally reasonably comfortably at 60 in second, but we did. The aim of the second half was to finish and to not miss any slots or stop anywhere, so that we didn't need to use the clutch. I can't remember much about the second half. Maybe Zip remembers more. I think the nav might have got a bit easier. **The second half of the event included roads over the legendary Romney Marsh. Typically, you'd go along a short straight for a couple of hundred, then have a slippery square bend, so it was quite good fun, but they were the**

type of lane that could easily catch you out, so quite horrible in that respect. After encompass-

ing the Marsh, the remainder of the lanes were very rough, pale narrow yellows, including quite a few heavy landings over level crossings, which probably weren't ideal in a low car! In general, the second half wasn't as tough as the first half, which was probably good, as we were both knackered. But it still wasn't that easy though.

We finally made it to the v. posh finish hotel, and came 5th semi, 11th overall - not bad considering everything!!

A big thanks to Zip and the MR2 for making it round. Thanks for navving me! And of course to Ian Mephram! Well done to all other Wessex crews who did rather well ... especially to Cosh & Phil - YAY!! ☺ I really enjoyed the event, despite of, or maybe because of everything. The nav was good fun, if hard work at times, but it was rewarding to get a reasonable result, after thinking we were about to retire a few hundred times. Just think where we might have come had we not had some technical hitches...

Lizzie Pope
Zip

A Vauxhall Powered Rush Around Kent

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 its 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!



Once the expensive cars had finished, we found that we had several hours to kill before the rally, so while some of the group headed back to Southampton, those of us who were competing (Me, Andy, Olly and Toby) drove down to Kent, and found a random

pub to eat in. this used up some of the time, after which we proceeded to the finish location, where Andy had arranged to meet Jon. The original plan was to find something to do in Ashford, but Olly and Toby were feeling too lazy, so we sat in the car park for the whole 2 hours, spending some of this time checking, then fixing the cars for the event. Eventually, Jon arrived, and we headed up to the start. Arriving at the start, we went through the noise test, then into scrutineering, where Toby proceeded to have an argument with one of the scrutineers, who decided that there was supposed to be a second throttle return spring, insisting this was in the rules. No-one believed him, and a quick check of the blue book confirmed that he was wrong. We then proceeded indoors to sign on, warm up and chat with the other Wessex crews, while plotting the quiet zones etc. The organisers had timed this better than a lot of other events, so there was very little waiting around, before the competitor's briefing, and

then the start of the event.

The first section was, as usual, a transport out to the real competitive start. The first section was relatively easy, but then the second had a particularly nasty piece of nav, that lead to everyone dropping a lot of time, an much confusion as cars were trying to go in all directions, with no-one really knowing where they were going. Having found the TC at the end of this section, we continued. The roads were all very interesting, and the nav continued to be challenging, but was all solvable, and varied, which made it more interesting. The roads in the first half were very slippery, which resulted in plenty of sidewaysness round the hairpins and deltas, and on one white, a slight bump as we stopped for the give way, and Bob slid to the back of us, fortunately at a very low speed, so there was no damage. We continued to lose time through much of the first half, ending up very close to OTL by half-



way through the second time card. This meant that we had to cut 3 TCs in order to get to petrol on time. Arriving at petrol, we found that everyone else was in the same position, so we were not the only crew that had to cut. Fortunately, all the other Wessex crews were still going, including Zip and Lizzie who had been having mechanical problems, but had managed to fix them.

The second half started off with another section where we had trouble, but quickly improved, and the roads got really interesting as we went down onto the marshes. For those who have not done an event on the marshes, they are very interesting, with long straights into 90 degree corners, with straight on into marsh! The roads are very potholed and rough, with most of the narrow

yellowes being as rough, if not more so, as the whites! This makes for much fun when rallying on them, but you have to be very careful not to fall off!

These interesting roads, combined with the navigation, which was still tricky, although easier than the first half, meant that we were still losing time, but nowhere near as much as in the first half, and we did not have to cut any route. We also found ourselves being followed on several sections by other crews who couldn't solve bits, especially Bob and Paul.

Getting to the end, we felt that we had done better on the second half than on the first, and when the results came out, we found that we had got equal 8th overall, and equal 3rd in class. The other Wessex crews also had a successful night, with Phil and Cosh winning overall, and Andy and Jon winning Semi-Expert

Nick Clarke



Pheasant Plucker 2003

18th/19th October

The Pheasant Plucker in mid October was the first true winter round of the Rally 2003 championship. Set on the local maps of 185, 186 and 196 and lacking the usual October covering of mud, the roads were dry and dusty. A brilliant nights rallying ensued with conventional and imaginative navigation, a challenging route and timing and some new white roads. Wessex met with some success on the night with Andy and Phil coming 2nd and Olly and David 3rd overall. Andy and Susan won the Semi-Expert class and Ed and James came home second in the Clubmans class.

Pleasant time for Biss

Pheasant Plucker Rally

Ian Mills
Despite a long lay-off, Mike Biss/Cath Woodman maintained their winning ways by finishing first on the Pheasant Plucker Rally. The event, jointly promoted by Guildford and Basingstoke Motor Clubs, used a 167-mile route with 58 controls. The route was entirely within Hampshire and proved to be a tough test for crews.

Doug Kingsley/John Stringer were the stars of the rally. They built up a seven-minute lead by the petrol halt and looked on course for victory when the gearbox failed on their Nova. This allowed Biss/Woodman through to take their first win of the year.

Andy Coshan/Phil Kendall were second, 11 minutes behind the winners. This result means that Coshan and Kendall are still in the running for the Rally 2003 Championship with two rounds to go. Series leaders Steve Cole and Bob Blows couldn't score as they were on

the organising team.

Olly Smith/David Coles would have taken the win but they failed to note down a codeboard early on; the resulting 20-minute penalty dropping them to third.

Last year's winners Dominic Worsfold/Matt Fowle had a poor night by their standards, coming home in fourth, while Zip Zerihan/Dick Howatt overcame navigator sickness to finish fifth.

Andrew Garrett/Susan Broughall were the first Semi-Expert crew in sixth place, while the only Novices to finish were Mark Bonner/Gary O'Grady. The winners of the Clubmans Rally were Rob Aslett/Gus Hyne. Of the 29 starters, 21 made it to the finish.

Results

1 Mike Eas/Cath Woodman (Novice) (Astra Estate)
18:00; 2 Andy Coshan/Phil Kendall (Novice) (15) 23:00;
3 Olly Smith/David Coles (Pheasant 2003 STG) 37:00; 4
Dominic Worsfold/Matt Fowle (Pheasant 185 Rally);
53:00; 5 Zip Zerihan/Dick Howatt (Novice) 1:01:00;
6 Andrew Garrett/Susan Broughall (Pheasant 2003 STG)
1:07:00; 7 Paul Wright/Steve Corneall (First Escort)
1:16:00; 8 Mark Butler/Peter Bonner (Pheasant 2003
STG) 1:23:00; 9 Roger Dewar/CRUW (Toyota Derale)
1:38:00; 10 Carl Gibbs/Lizette Pope (Pheasant 2003 STG)
1:42:00.

National B

| O/A | Driver | Navigator | Class | Total | Class |
|-----|----------------|-----------------|-------|----------|---------|
| 2 | Andy Coshan | Phil Kendall | E | 29M | 2 |
| 3 | Olly Smith | David Coles | E | 37M | 3 |
| 5 | Zip | Dick | E | 119M | 5 |
| 6 | Andrew Garrett | Susan Broughall | SE | 2 F 167M | 1 |
| 11 | Carl Gibbs | Lizzie Pope | SE | 8F 461M | 3 |
| 12 | Toby Jeffries | Chris Gage | SE | 8F 671M | 4 |
| | Ian Orford | Nick Clarke | SE | | Retired |
| | Paul Swindells | Jonah Nuttgens | SE | | Retired |

Clubmans

| Driver | Navigator | Class | Total | Class |
|-----------|-------------|-------|-------|-------|
| Ed Butler | James Firth | CM | 29M | 2 |

Why Andy Refuses to watch the A-team....

The story begins on a Saturday evening. Having spent the day fixing and clearing out the car for the evening's event, we parked a yard from the front door and went into the front room to sit down, relax and watch the A-team. Picture the scene (and hum the theme tune if you want...). Hannibal (dressed in a table cloth as Captain Cab); with his pet sock puppet dog and other companions attempt retribution on a taxi company. They build an armed car from bits and bobs, steal money and attack the cabs, but with all the shooting and crashing cars we did not hear the shattering of glass. The navs window of the 205 had been smashed and the radio nicked. They obviously didn't like the look of the standard radios in mine and Chris' newer, shinier cars.

So, as people arrived at the house to meet up, we were in the process of trying to cut some plastic sheeting to fit. This was held in place by copious quantise of gaffer tape. Awards should go to Olly, Carl, David and Andy for their artistic job with silver and black gaffer tape. The door was closed and kicked shut and locked in place. So after climbing across from the drivers' side we set off. Even though we'd hoovered the seat so there was no broken glass, I had an uncomfortable ride, sitting in a puddle of red bull that had leaked from a pierced can.



For the drive up to the start at Blackmoor, the "window" held in place, whistling quietly (but not that tunefully). Fortunately this didn't really bother us for the rest of the night and being a wonky hand drive (ie not Right... wrong ...I mean, left hand drive) car it wasn't really a problem that I couldn't open the window as Andy usually talks to the marshals anyway. Once we did have to use the sunroof when we approached a wrong approached a TC on a narrow lane and couldn't use either door or window..

At the start we met up with the other Wessex crews who made up nearly a third of the field. We passed the noise check, with the lowest score only 84 dB. Paul Swindells



in the TR7 V8 scraped a pass with 97 dB. Later retiring, when the sump guard started dragging along the ground. We also got through scruteneering despite the bodge job on the window. They seemed more concerned about the Belgium MOT.

The route was on local well Wessex'd roads. Great fun with lots of twisty bits and some whites I didn't even know existed (will have to make a note for future 12 cars.... Shame the PC 3 route has been finalized...). The organizers did apologize for the failed order for rain and for Hampshire county councils efficiency, resurfacing of some of the best/worse roads (depending on your point of view).

The nav was challenging sometimes requiring more brain power than I can

muster at that time of the night. I have to admit we followed Nick for one section, solved/checked several sections based on the knowledge of the positions of deltas and give ways and the envelopes are always there to get the next grid ref when required.

With all this, the short sections and tight timing we were gradually slipping down the time card. Fortunately there were several make up sections, meaning we didn't fall off the end of the time card.

Two petrol halts divided the route into 3 sections. The first third I felt out of practice, finding the clues challenging but we got to petrol in reasonable time. The second section was where we had most problems. The challenge of the roads and the nav was not helped by getting stuck behind 2 cars. We'd go into every control with

them, wanting the same minute, leaving most of the way through that minute if not the next, only to catch them up again and not be allowed past. We ended up on OTL three TC's before petrol. Then had brain fade and couldn't make a clue fit despite working out that it was the sum of crossed grid lines, we cut a TC, drove up the A road, went via another TC (wrong approaching it) and made it to petrol before OTL. For some unknown reason the final third just seemed to go right. We dropped only 3 minutes. Arriving at the finish to celebrate the cars survival of another road rally and await results.

The intensity of the event was reflected by the fact the top crew dropped 18 minutes, also by the number of retirees. Nick Clarke, who had been competing with someone he picked up in the mandh chat room, retired with a 2nd punctures having used their spare. Paul and Jonah had to retire the beastly V8 for noise pollution. Lizzie and Carl had had problems with plod, punctures and power (or lack there of) and were feeling really down until they found out they were third Semi (12th o/a). Phil and Cosh were the top Wessex Crew com-

ing 2nd o/a having had a good run. David and Olly thought they had completed the route so queried the board they were reported to have missed. It was 'B8' and will now haunt them because Dave had written it onto the route instruction, but not the time card. Without that penalty they might have been first, but had to settle with 3rd o/a (there's a lesson to be learnt there). Dick and Zip had beaten us to take 5th o/a, but I was pleased with my best ever result of first semi (6th o/a).

Ed and James continued the Wessex domination with a good result in the Clubmans class. Toby and Chris escaped the wrath of the DSO, had a couple of moments, but finished in one piece admitting to having more sump guard than brain.

At 7:23 am the results were declared final. Wessex taking 4 of the top 6 places. Despite our lack of sleep (or perhaps because of it) Lizzie and I were bouncing about, pleased with our results. With yelps of 'Wessex rule',

'Yay' and 'Woo-who' (ribena berry stylee) we headed home, very glad of our comfy beds.

Many thanks to everyone who came out to marshal. Hope you didn't get too cold. It makes such a difference to your night to have lots of people you know supporting you. It's a great boost to come into a control where you know the marshal and where they give you your minute despite scrapping it by milliseconds. Thanks guys!

Susan Broughall

Dates to Remember

-
- Thursday February 5th **PC7 (12 Car)**
 - Thursday February 12th **AGM**
 - Thursday February 19th **PC8 (Scatter)**
 - Saturday February 28th **Marshalling Rally Sunseeker**
 - Thursday March 4th **PC9 (12 Car)**
 - Thursday March 18th **PC10 (Scatter)**
 - Friday 26th March **Old Farts**
-

Rally 2004 Calendar

- Sat/Sun 14th/15th February **Kent**
- Sat/Sun 13th/14th March **Swan**
- Sat/Sun 24th/25th April **Funky Elephant**
- Sat/Sun 5th/6th June **Wessex**
- Sat/Sun 10th/11th July **Barbara Carter Memorial**
- Sat/Sun 11th/12th September **Bullnose**
- Sat/Sun 2nd/3rd October **Powerush**
- Sat/Sun 16th/17th October **Pheasant Plucker**
- Sat/Sun 30th/31st October **Resolution**
- Sat/Sun 13th/14th November **Nightwatchman**
- Sat/Sun 4th/5th December **Ilfracombe**

Nightwatchman 2003

22nd/23rd November

6 Crews made the start of Central Sussex Motor Club's Nightwatchman Rally in late November. Set on the almost local map of 197, along with 198, the rally used some familiar roads. 6 crews made it to the start on a wet evening, along with at least one marshal crew (Paul Swindells—cheers) out for the night.

Andy and Phil were doing well and in a position to finish highly until a rock met their sump down a white road and the engine oil made a bid for freedom. Nick and Toby were also in the wars, with a particularly nasty pole down a white road taking a liking to their radiator. Carl and Lizzie also had problems with a large rock making a hole in the bottom of their gearbox casing forcing them to cut to the finish.

Andy and Ed met with some success and came home first. Olly & David and Zip & Jonah also made it to the finish coming in 5th and 6th overall.

National B

| O/A | Driver | Navigator | Class | Total | Class |
|-----|---------------|----------------|-------|---------|---------|
| 5 | Olly Smith | David Coles | E | 34M | 4 |
| 6 | Zip | Jonah Nuttgens | E | 35M | 5 |
| 15 | Andy Stevens | Ed Butler | N | 2F 42M | 1 |
| 18 | Carl Gibbs | Lizzie Pope | SE | 6F 248M | 4 |
| | Toby Jeffries | Nick Clarke | SE | | Retired |
| | Andy Coshan | Phil Kendall | E | | Retired |

Comfortable win means bliss for Biss

Nightwatchman Rally

Ian Mills

Mike Biss/Cath Woodman won the Nightwatchman Rally. The Central Sussex MC event, the penultimate round of the ACSMC/ASEMC Rally 2003 Championship, used a 170-mile route in Sussex.

Biss/Woodman dropped time on just one section and finished the event well clear of second-placed Steve Cole/Bob Blows. The winners had been challenged by Andy Coshan/Phil Kendall who had been tying for

the lead when they holed the sump on their Renault 19 and were forced out. With this retirement, second was enough to secure the Rally 2003 title for Cole/Blows. Doug Kingsley/Ben Greenfield would have finished second but a wrong-depart from a control gave them a fail and dropped them down the order. Third was taken by Ian Mepham/Ian Collings who also won the Semi-Expert Class.

Fourth went to Roy Gillingham/Paul Hollingham from Olly Smith/David Coles.

Both crews finished on 34 minutes penalty, the tie-decider going in Gillingham/Hollingham's favour: Graham Yates/Richard Arnold won the Clubmans Rally in their 205.

Results

1 Mike Biss/Cath Woodman (Renault Astro Estate) 1:00; 2 Steve Cole/Bob Blows (Peugeot 205 GT) 6:00; 3 Ian Mepham/Ian Collings (Peugeot 106 GT) 31:00; 4 Roy Gillingham/Paul Hollingham (Rover 416 GT) 34:00; 5 Olly Smith/David Coles (Peugeot 308 GT) 34:00; 6 Jonathan Zerkon/Josh Nuttgens (Toyota MR2) 35:00; 7 Tim Worburton/John Upton (VW Golf) 42:00; 8 Ken Pope/John Springer (Ford Escort) 54:00; 9 Alan Saynes/Bob Stokes (Ford Fiesta) 03:00; 10 Phil Collings/Mark Collings (Peugeot 205 GT) 72:00.

Central Sussex MC's Nightwatchman Road Rally 2003 was exactly a year since the dark grey XS made her road rally debut, no mean feat for these poor Wessex cars that seemed to be killed off or scared off at alarmingly regular intervals. Little did we know that this would be the last road rally we would subject her to. And after a frustrating but enjoyable trip round the lanes the year before, Carl & I were both looking forward to the NW '03.

The navigation on the Nightwatchman has, on the last 2 events at least, made use of standing instructions to keep the navs on their toes. What this means is that you are issued with a set of rules, which must be adhered to throughout the event, and these need to be referred to in order to pick out the correct route. The instructions may refer to a specific point, for example, "go LWRNAM at the last junction before TC28", or more general, such as "avoid all .57". I quite like this, as it means that as a nav you've got to have your wits about you, and it's a device not used by a lot of clubs (to my knowledge) so it makes a nice change.

There were 5 and a half Wessex crews out to play on the NW, but for some, the night could be characterised by the phrase "unproductive collisions with inanimate objects." Cosh & Phil were forced to retire when the Renault's sump was damaged after meeting with a rock on a white road. For Toby & Nick in the Nova, it was a pole that caused problems. When the incident occurred, Carl & I were 2 cars behind Toby & Nick, and as all 3 cars went in convoy onto a white road, we stopped behind the Nova, and from my quite unhelpful vantage point, I saw Nick climb out the car and fiddle with something. I had the door/window open, and was yelling at Nick, asking if he needed a hand, but unfortunately he didn't hear. The car in front of us was the 205 of Ian Mephram and Ian Collings, and when their reversing lights came on, Carl was obliged to follow suit, and return to the road. I rolled down my window and asked Ian M if Toby & Nick needed any assistance, but he assured me they didn't, so we moved on. Sorry guys!! We would've tried to help you had we known!

As for us, our rally became rather more challenging when we hit one hell of a boulder, which put a rather large hole in the 205's gear box casing. Up until that point, I don't think we'd been doing too badly. On the whole I'd been on top of the nav, and we'd both been having fun. However, on that fated section, about three quarters of the way through the rally, I'd struggled with the nav, so had chosen a route that I thought to be vaguely consistent with the instructions, and it was while we were off-route, on 'Lizzie's route' that we came across this rock. As it wasn't on route, I can't see why someone would've put it there, but on the other hand, I can't understand quite how it got there, or why it was there. I think for us it was a case of driving into it, or swerving to avoid it which, on a pretty narrow yellow with banked sides, could've caused us, and the car, far more damage. So we ploughed into it with a "bang" and a wiggle. Carl got out to inspect the damage, and we decided to cut to the finish, although fortunately, our route went through a few TCs, so we managed to salvage something.

The rock incident was a huge shame (and a huge rock!), as it had been a fun night up until then, and I feel we'd been quite competitive. However, in the end, we did manage to come home 5th semi-expert, 21st overall, which wasn't too bad (although

not too good either). And at least our incident didn't terminate our rally as it did for Toby/Nick and Cosh/Phil.

Like the year before, it was a rather sodden event, so many thanks to the marshals who braved the wind

and rain to keep the event running smoothly. It was good to do rally on the reasonably familiar roads of 197, and again, it was a great way to spend part of my birthday!

Lizzie Pope

Nick's take on the Nightwatchman

The Nightwatchman...

Started ok.

Did the first 10 sections fine.

Then there was a pole in a white road.

Toby was stupid enough to think he could punt it out of the way.

I was too stupid to stop him.

It went through the radiator.

The end!

A tale from PC4

The best story of the night (PC4) goes to Rupert and John who were followed by Plod leaving the start.

Plod: Hello lads, everything OK?

Rupert: Yes, fine thanks.

Plod: What are you doing?

Rupert: We're trying to work out if that wheel over there is yellow or orange.

Plod: You're WHAT? [Presumably thinking we're taking the piss]

Rupert: Erm... sorry... [Now talking rather fast] We're taking part in a Wessex Motor Club navigational scatter.

Plod: Oh right. Okay. Have a good night.

Plod attempts to leave. Stalls engine. Re-starts and drives off.

James Firth

Ilfracombe 2003

6th/7th December

National B

| O/A | Driver | Navigator | Class | Total | Class |
|-----|----------------|--------------|-------|-------|-------|
| 11 | Andy Coshan | Phil Kendall | M | 34M | 2 |
| 15 | Toby Jeffries | Nick Clarke | E | 52M | 4 |
| 17 | Paul Swindells | Dick | E | 61M | 6 |

Historic

| | | | | | |
|---|-------------|-------------|---|-----|---|
| 9 | Andy Gibson | Lizzie Pope | E | 66M | 3 |
|---|-------------|-------------|---|-----|---|

A Delve into Devon with a Crinkle-Cut Nova

Having failed to finish my last two road rallies, retiring on the Pheasant Plucker due to a lack of spare tyres, and the Nightwatchman due to holing the radiator, I felt I needed to finish an event before the end of the year, and so arranged to navigate Toby on the North Devon Motor Club's Ilfracombe rally.

The entry was sent off, and everything was going fine until Friday evening, when I got a call from Toby telling me that he'd crashed on the way home from work, hitting a Scirocco that had been pulling across the road into a lay-by on Toby's side of the road. I was slightly worried about this, and although Toby reassured me that it would be fixed in time, I was rather dubious about it.

Saturday morning I went round to inspect the car, and found that Toby had bashed the wing back to something approaching the correct shape, and had got a new headlight to replace the broken one. A couple of hours more work, and it looked something like a car again, although not quite how Vauxhall intended, and with significant amounts of gaffer tape holding it together.

As some people were unsure whether the car would pass scrutineering, we considered taking my car down as well, but decided in the end that it would cost too much in petrol, so we only took the Nova. Having left half an hour late, we then discovered that following Multimap instructions is not a good idea, as we ended up taking an unscheduled detour through Bournemouth, and eventually arrived at 8:30, having intended to arrive before 7!

Despite our worries, the car got through scrutineering with no problems, although the scrutineer looked at the dented wing and asked us if we had been practising! We then proceeded to the usual signing on and chatting to the other Wessex people, complete with Lizzie managing to get lost going from one side of the pub to the other, before the pre-plot instructions were issued at 10pm.

The route consisted of half pre-plot, half plot and bash, so we began with 2 hours before the start to plot the first part of the route, despite the fact that that took less than an hour.

Eventually it was time to move out to the start, and the event began by immediately going out onto some nice twisty Devon lanes. The first 3 sections were pre-plot, and then it moved onto a P&B section, where we had one handout covering 4 or 5 sections. Initially I thought it would be better to try and plot this all in one go, but I found later in the event that it was better to plot it in bits, a couple of instructions at a time, so that I could call the bends, which is quite important on the very tight and twisty lanes,

where it seemed the majority of the corners were 90s. The nav was easy, but made harder by the roads, which were rather bumpy.

That section was followed by another bit of pre-plot, then another chunk of P&B, before a short section of pre-plot took us to petrol. By this time, we had lost just over 10 minutes, all on the P&B sections, as we had been unable to go at full speed while I was plotting the nav.

At petrol we saw that most of the cars had got there OK. Some had slight damage, and there had been one car we saw that had got stuck on a bank very early on in the event. All the Wessex cars had got there without incident, although there was some dispute over a codeboard on a white road, as me, Toby, Paul and Dick thought it was a C, whereas Phil, Cosh and Lizzie thought it was a G.

From petrol, a short pre-plot section took us out onto the longest Plot and Bash section, and onto some even more interesting lanes. Shortly into this there was a road which was cautioned for ditches. I had assumed that this meant

there were large ditches at the side of the road, but when we got there we found it was actually large dips across the road! We were behind Paul & Dick in the 309 at the time, and saw them slam on their brakes quickly before flying over the first ditch, and then taking the others at a much slower pace! We dropped a few minutes over these few sections, then got to one loop where there was supposed to be a codeboard (all the codeboard locations were given in the navigation). We did not see a board, so decided to go back and look again. Unfortunately, we missed a slot, and ended up going a lot further than we should have, and then found that the board was missing anyway – there was a stake by the side of the road, but no codeboard on it. This meant that we dropped a lot of time on that section, which disheartened us slightly. We then went on to a rather interesting road, which had a series of very sharp bends down a steep, narrow and very muddy hill, followed by another series back up the other side. We found that the nova had considerable trouble getting up the hill, as the road was so slippery that the wheels were just spinning all the power

away, slowing us down considerably.

Shortly after this was a time recovery section, but we found that we were only able to make up half the time we wanted, as the marshals were slow dealing with the cars in front. We then went onto another, much longer pre-plot section, with on 20 minute section, and one 15. We found ourselves stuck behind slower cars at some points along here, and we also found quicker cars catching us up, with one particular mini really annoying us by running close behind us with his main beam on, until Toby let him past. We also saw a couple of crews that were completely ignoring the Give ways, flying straight over them as if they didn't exist.

We then came to another missing board, but this time decided not to try and go back and find it, as we had lost so much time on the first one. A couple of sections later, we also found a missing TC, we knew we were in the right place (the grid ref for the TC had been given in the pre-plot instructions), but there was no marshal there. This caused some confusion, but as we arrived at



the same time as several other cars, we decide to do the same as them and head on to the next TC. There we were told that the missing one was indeed missing, and not us being stupid. By this time we were getting very tired, and found that we started to lose time for no obvious reason, and as we began the last P&B section we really found our enthusiasm flagging. I think we ended up dropping a minute at every TC on that section, and had a slight diversion from the route on the last section as we missed a slot onto a white road and decided to go round a small yellow loop rather than going back for it.

By the time we finished we were struggling to keep awake, and were glad to get into the warmth of the finish pub, find the other Wessex crews and collapse by a table for breakfast. Toby then decided to get half an hours sleep at the breakfast table, just managing to move his plate out of the way before he col-

lapsed into the baked beans. We decided not to wait for full results, as we all wanted to get back to Southampton and bed as soon as possible, so we collected Lizzie as we were giving her a lift home, and headed off. I directed Toby out onto the A-road, and then promptly fell asleep. We eventually got back to Southampton at around 11:00, so we were going to bed just as everyone else was starting to think about lunch.

Overall I think it was a very good event, although I felt the time cards were not all that good, as they didn't have the right number of boxes for codeboards, and we had to work out our own due times. I also thought it would have been better if the petrol halt had been slightly later, as I think then we would have been less tired towards the end of the event.

Final Results showed us to be 15th overall, 4th in class, with 52 minutes. Cosh & Phil were ahead of us in 11th (2nd in class) with 34 minutes, and Paul & Dick were behind in 17th (6th in class) with 61 minutes. Lizzie got 66 minutes, putting her 9th in the Historic event, 3rd in class.

Nick Clarke

HYSTERIC LIZZIE?? NEVER!

Having unsuccessfully asked a number of Wessex drivers to accompany me round the lanes of Devon, I was resigned to the fact that I'd be watching this rally from home, reading other people's reports of it in e-mails or on a certain road rally forum. But it was that forum that saved me from a weekend of uni work.

Last year's Ilfracombe was a really fun event, even though I spent about half of it with Zip, in an MR2, stuck on a now infamous delta that we'd over ambitiously tried to go round, so I wanted to go back and see more of the rally and less of the deltas. A week and a bit before the rally, it was brought to my attention (thanks Nick! ☺) that there was someone on the aforementioned rally forum who wanted a nav, so before I knew it, I was navving champco, a.k.a. Andy Gibson, in an MGBGT. This was all rather exciting as my father used to have an MGCGT that I was quite fond of, so I was looking forward to it. The slightly more daunting part was that, due to Andy's nav experience, we were classed as Historic Masters (I kid you not!), but that minor matter aside, I was raring to go.

Toby kindly picked me up in his poor, ill-fortuned, newly-crumpled Nova, and Nick guided us in a wayward fashion (I wasn't expecting to go past my university!) to the start. He blamed it on multimap.com, but Toby & I blamed Nick.

We were running rather late as we went to noise and scrutineering. We arrived at the latter with our fingers crossed, and much to our surprise, we got more odd looks for having 3 people in the car than for the state of the car, and the odd quip about us having done some practise! The small 'you have passed scrutineering' sticker was stuck on the nearside window, and we got out of there as fast as we could before they changed their mind and heard our laughter. Well done Toby, your last minute rally day bodge job paid off! (See Nick's report for what happened to the Nova).

After signing on and meeting my driver, we then found our way to a chippie on a rather chilly December night in Barnstaple, eating our dinner as the rest of the world had a chucking-out-time burger, and in a pub where I was rather overdressed (ask Messers Swindells, Howatt, Jeffries, Clarke, Coshan and Kendall ... disgusting men ... ooooooh, I'm going to get hit for that one!!).

I'd been warned that the MG had no heating, and on a December night, that's not really what you want, so I'd come prepared, with loads of fluffy, woolly and insulating clothes. However, it wasn't that cold once the car got going, and we weren't long out of Barnstaple when the temperature sorted itself out.



Maybe had I staggered the plotting I'd have been more awake. But the roads were a lot of fun and full of surprises, like the 'caution ditches' which should've read 'extreme care, culverts run-

point.

Unlike most events, not only were we given TC locations, we were given codeboard locations, and this, coupled with inconsistent time cards, made aspects of the rally frustrating. Before petrol, I'd had at least one homeless board that I had to scribble down and draw an arrow next to, but it was in the second half (if my memory is correct) that there were more problems.

Being a Devonshire event, it wasn't a plot 'n' bash format. We were issued with blocks of navigation at the start, which we plotted beforehand, then the gaps were filled with plot 'n' bash handouts, of pretty basic nav. We lost most of our time on the road, not on the nav, as getting round fast enough, even with pre-plot, was our main problem. I'll be honest, and say that navigationally, it was rather dull. Personally, I like to have something to do, other than call corners, especially on an event where the roads are rather NAM. This might have been why I nearly fell asleep at the end. No, really, I was fighting sleep, and failing, due to the lack of adrenaline. Even the pre-plot bits did little to postpone slumber. You were given 3 or 4 sections at once, and I plotted them all at once before we'd got to the first TC.

ning across the road' – I really thought we'd done some serious damage to the car when we hit the first of them!

What was really refreshing about the event were the supporters. As opposed to angry, gun-wielding natives, we had cheering, waving rally enthusiasts hanging out of trees. The first I can remember seeing were in the foliage on the outside of a 90 left. Seeing them gave me a fright, as my gut reaction was that they were objectors, but after a while I got used to them.

We didn't have any problems on the event. At petrol I met the other Wessex crews, all of whom had made it that far. Everyone seemed in good spirits and in one piece, so that was good to see. It was SO cold though. I really felt for the marshals at that

When you're driving along, and you know a codeboard is going to be on that loop, or before the next junction, you're looking for it. And when it doesn't appear, you begin to doubt yourself, despite the easy nav. This happened at least once during the event, and lost us, and I imagine other competitors, lots of time. The same goes for unmanned, unmarked TCs. I think we saw Toby & Nick during one of these confused moments, both driving in search of a control that wasn't to be found. In the end, feeling a bit stupid, we gave up and rejoined route. It turned out that the codeboard(s) & control we went looking for weren't there in the first place, so I felt slightly less stupid.



This, combined with severe apathy & fatigue, meant that we lost loads of time in the second half. All night we'd been having trouble getting round in time, not because we were wrong-slotting, we were just going quickly (ish) and the roads were challenging. We went from dropping a minute or two for no apparent reason to dropping 4 or 5 minutes. I wanted a good number of minutes left when we commenced the final P&B section which ended the event, but I think we had only 8 minutes until OTL, so I plotted the TCs and chose a quickest route between them, just to try and finish within OTL. We did it ... apart from being 2 minutes late at the final TC. But the marshals let us get away with that, after all, it was the end of a long night on the lanes, and I found out a few weeks later that the last section(s) were screwed, so after our rate of minute/section loss over the rest of the event, we

had no chance!

We crawled back to the start/finish pub, and were reunited with the rest of the crews, everyone struggling to keep their eyes open. The room was full of knackered people trying to keep their eyes open long enough to allow them to get their (quite scrummy, cooked) breakfasts down their throats before they fell asleep in them. We lingered for a while, but really wanted to get home, so Toby had some shut-eye, and we left before the results were published. If I remember correctly, Nick pointed Toby towards some A road, then fell asleep. I think I was asleep before he was! Thanks to Toby for maintaining enough awakesness to make it home. All I remember was some service place near Ringwood (I think? I could be VERY wrong, as I was still half asleep). It was about 10am, the sky was blue, it was sunny outside, and we were get-

ting weird looks as the 3 of us tumbled out of a muddy, crumpled Nova, obviously looking like we'd not been to bed. I think I fell asleep again, as I don't remember anything between there and arriving home

Many thanks to Andy for letting me take the maps. The route was fun and I did enjoy myself. I'd certainly never been round a corner on the handbrake in an MG before! Thanks also to Toby for giving me a lift too and from the rally. And thanks to M&H for finding me a driver! Overall, I was glad I went, even though we went round a wee bit slower than I'm used to (it just felt faster as it was noisier!). The tight, twisting route certainly kept us on our toes, even if the nav wasn't particularly challenging. Having been a clubman last year, and a master this year, I think I made the biggest class jump ever! But then when the nav is as it is on the Ilfracombe, it doesn't really matter what class you're in.

I'm not entirely sure where everyone finished, but the important thing is that we all did finish, making it a good end to road rallying in 2003.

Lizzie Pope

Preston 2003

6th/7th December

Set by Chelmsford Motor Club, the Preston rally is something of a novelty among road rally events. Set with all of its competitive sections on white roads and timed to the second, it's like a mini stage rally, only cheaper and rougher!!

Usually a mud fest, this years event was dry and firm. Crews from all over the country makes the special trip to Essex each year, all hoping to at least finish, which alone is a feat in itself.

This year two Wessex, or part Wessex, crews made their ways to the start. Ex-Wessex member Pip Clode who was navigating Steve Monk and Bob Wisniewski and Paul Lettington. Bob and Paul were aiming to finish this year after failing to finish on their debut last year when a strut made a bid for freedom through the bonnet!!

Both crews made it to the finish with Steve and Pip having an excellent run on Pips Preston debut to second overall. Bob and Paul had a more conservative run, coming home 22nd overall, but crucially with the shell and car still intact. They did however manage to loose a spare wheel out of the boot when it flew open!!

National B

| O/A | Driver | Navigator | Class | Total | Class |
|-----|----------------|-----------------|-------|---------|-------|
| 2 | Steve Monk | Pip Clode | E | 9:50 M | 2 |
| 22 | Bob Wisniewski | Paul Lettington | E | 38:41 M | 16 |

What's up Doc?

We had a bit of an epic all in. We started car 16 (Proving it's not what you know....) so the roads (tracks / fields / paths) weren't badly cut up when we got on them. Not to start with anyway. As we were waiting at the start line Steve said to me "We're going for the win so I'm gonna drive flat out. Either the car survives or it doesn't. But if we do go out, we're going to be on top of the time sheets". Queue my first trip to the toilet!

Basically that's what we did. We cleaned the first 3 stages, and 7 stages through the night, with 4 fasted stage times. The practice we'd done the weekends before on the NW and a local 12-car paid off. Shortly after the first fuel halt, the gearbox decided it had had way too much abuse. 3rd gear detonated, and after 30 mins of extremely unpleasant crunching noise as it ate various bits of metal, it at least quietened down, but we had lost 3rd completely. So we had just under 2/3's of the rally to go, missing 3rd!



drinking water!!.....

Then through a very fast 3rd gear left hander, we were obviously sideways, we hit a step in the concrete. We were

think that seeing as we didn't have 3rd gear, Steve didn't let the car slow down enough to need 3rd, unless it was a hairpin. We got scarily close to a few dykes!!!

At pretty much the same time, the exhaust broke it's mounting. We tried to cable tie it to the car, but it broke those in no time at all. So we tried to wire it to the car, with the same result. We ended up wrapping a fan belt around the tail pipe and using a ratchet strap to pull it tight to the body of the car. Noisy, but it worked.

Thinking this must be the end of our troubles, we still managed to set fastest stage times, even without 3rd. Everything seemed ok, until we got caught by a nasty set of ruts that repeatedly sent the car into the air. One landing burst one of the rear tyres, but we had 1km left to go. We did this flat out, and by the end had one very second hand wheel, and only dropped 1min 14s! We put the spare on, and off we went again. But then the engine started overheating. By the time the marshals had finished writing their signature it was boiling over. The number of marshals that ended up with no

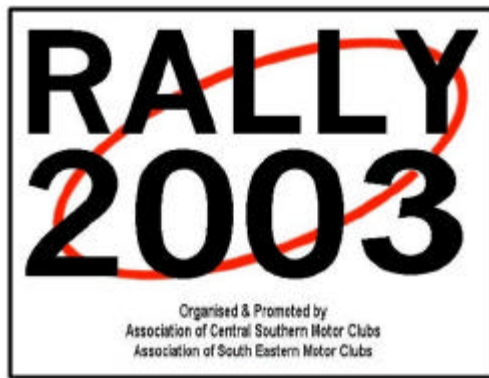
very lucky not to roll over, and we got a hell of a kick into the air, but we severely bent the front wheel. It held air pressure, until it rolled over the flat bit of the wheel. We borrowed a foot pump to put air in, and did a stage like that, but it went flat in no time. So, we borrowed a suitable hammer, and with some precision engineering managed to get the wheel straight enough for the wheel to hold pressure. We also borrowed an electric air compressor, and had to top up the air in our tyres before each stage!!!!!

This had put us back down the order, so we didn't have the luxury of starting car 16 any more. This is where we came across Bob and Paul on stage. (That hairpin in the woods just before you let us past was very nicely taken btw!) We were in full no holds barred mode from then on. We knew we were 3rd at the 2nd fuel halt, so were pushing really hard to make up the time the punctures were loosing us. I

Anyway, we're absolutely chuffed with 2nd O/A. Not bad for my first Preston, and only my 4th time ever as a navigator! I think 70% of the credit goes to Steve for some awesome driving. 110% commitment all the way. 20% of the credit goes to the Corolla for mostly putting up with Steve's 110% commitment! And I'll take the last 10%!

I asked loads of people about travel sickness as I'd lost my lunch doing a 12-car. I got shed loads of advice, but I think I've found something that truly works!! Carrots! I thought they were taking the piss when I was told, but I tried it on the Preston and it truly works. Every time I felt a little quirky, I munched on a pre-prepared raw carrot, and instantly felt better!!! I felt a bit of a prat, and had plenty of "Whats up Doc?" from the driver, but it honestly truly works!!!!

Pip Clode



Wessex met with a lot of success in last years Rally 2003 Road Rally championship. Of the 8 classes, Wessex won all 6 of the ones we had competitors in, and narrowly missed out on the overall award.

Overall Bob Blows won the navigators championship, and Steve Cole the drivers championship, both of Guildford Motor Club, they also won the Master classes. Wessex however won the Expert nav and driver championships, as well as the Semi-Expert and Novice nav and driver championships.

We were the club with the most entrants in the championship and the most well represented club at most rounds.

Overall, a very successful year for everyone involved in Wessex, congratulations. Here's to 2004. lets hope this year can be just as successful.

| Overall | Name | Nav/Driver | Class | Points | Class Pos |
|---------|-----------------|------------|--------|--------|-----------|
| 2 | Phil Kendall | Nav | Semi | 188 | 1 |
| 3 | David Coles | Nav | Expert | 154 | 1 |
| 6 | Lizzie Pope | Nav | Novice | 127 | 1 |
| 7 | Dick | Nav | Semi | 108 | 2 |
| 11 | Susan Broughall | Nav | Semi | 73 | 5 |
| 12 | Jon Taylor | Nav | Semi | 70 | 6 |
| 14 | Chris Gage | Nav | Novice | 60 | 2 |
| 2 | Andy Coshan | Driver | Expert | 188 | 1 |
| 5 | Andy Garrett | Driver | Semi | 132 | 1 |
| 6 | Olly Smith | Driver | Expert | 128 | 4 |
| 7 | Toby Jeffries | Driver | Novice | 109 | 1 |
| 8 | Zip | Driver | Semi | 108 | 2 |
| 9 | Carl Gibbs | Driver | Novice | 96 | 2 |
| 15 | Jonah Nuttgens | Driver | Semi | 50 | 5 |

World Rally of Swansea Suburbs

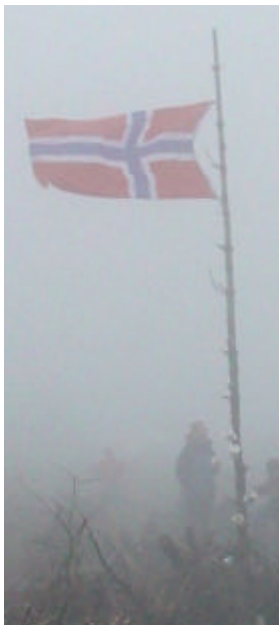
7th-9th November 2003

On a cold November night Nat and I set off for Wales for the Rally GB. We followed Jonah and Ed in the 205 via Salisbury to pick up Dr Susan, and then took the most scenic route possible to pick up the M4 just before the Severn Bridge. We eventually arrived at Crychan signing on late on in the evening; with Nat feeling a little worse for wear (this was to become a common factor over the weekend). An eventful drive through the access roads, found us behind a huge motorhome, failing miserably to negotiate a tight hairpin. Fortunately (or maybe unfortunately) for us Jonah's 205 decided to breakdown, so whilst waiting for the motorhome to get round we (the men) had a quick nose around the engine bay, only to find a hole in a water pipe. With a few litres of water added we were on our way again, picked up our signing on packs, and finally got onto the actual stage. About half way through we came across the 90-left we were set to marshal and after a slightly over-enthusiastic hand-brake manouvere we found Andy, Olly, Phil and Ben and settled down for the night.

A knock on the window from the chief marshal at some ridiculous hour woke us up on the Saturday morning. After much moaning, we were all up and cooking bacon sandwiches and making cups of tea. We were told to wander about 100m further up the stage to another corner, so off we all waddled, looking like the Michelin Men Gang in our multiple layers of clothing to keep out the cold Welsh air. Eventually all

the safety cars passed and the WRC cars started coming through. From our vantage point we could see the 90-left where we parked our cars, all the way up a hill to our 30-left, 90-right. All the cars came through in much the same way – squirming under power up the hill, flicking round the first corner and using the gradient on the inside of the 90-right to pull themselves round. One of the Skoda drivers (Auriol or Gardermeister, can't remember which) was the only one to make a mistake, negotiating the 90-left at the bottom of the hill slightly too quickly, not catching the resulting slide and ending up forwards in a ditch. Attempts from marshals and spectators to get him out were not working, and a few of our group ran down. Due to my inherent laziness I decided to watch from afar, which turned out to be the best course of action since by the time they all got down there he had been pushed out, and after a quick hand-brake turn he was facing the right way and was speeding off.

After the top drivers came through we started getting the lower classed drivers coming through. Despite the naviga-



tors pace notes, the direction arrow before, masses of red tape and marshals many cars decided to turn right at the 90-left, scaring a few the marshals down there, which proved quite amusing to everybody else that was watching.

The remaining cars all got round OK without any problems, although the little mini eventually came round an age after all the other cars, but was enthusiastically cheered on by all that still remained, including an ecstatic Oliver Smith!

After the course closer came round we had a break before the stage was re-run in the afternoon. We swapped round to get some of the action down at the 90-left where the Skoda had gone off in the morning. Now they were driving the stage for the second time many of the drivers were slightly overconfident and piled in way to fast, resulting in massive tail-out action as they struggled to get round in one piece, much to the delight of the spectators and marshals alike. It seemed that everyone had learnt from the first running, and no one was trying to go right instead of left, helped by the extra tape we had put up during the interval. This was, of



course, until 'Too Slow' Tony Jardin came round in his Rover, taking out the tape, then reversing over the pole holding it up before pootling off up the road. Bless him! No other incidents to report here, except that, once again, against all odds, the mini got round again.

Once the stage was all wrapped up we had nothing to do until signing on for Rhondda, which started at 9.00pm, so Jonah and Ed in the 205 GTi, me and Nat in the XS, and Ben in his Golf decided to go for a drive up the Welsh mountains. The only word to describe them is spectacular. Once we got onto the actual mountain (or was it a big hill?) roads visibility was excellent so we could give the cars a bit of stick without fear of oncoming randoms. The roads were very 3-dimensional and a bit of a challenge. We all pretty much kept together unless we hit a steep gradi-

ent, when the Golf lagged behind a bit. I think we only had one near miss, when the road suddenly dipped, to reveal a slight kink over a stream with a stone wall either side, however with a bit of tyre squealing and opposite lock we made it round. After about 30 minutes of rather quick driving, Nat was again feeling ill so we stopped for a break next to a babbling brook and took in the fantastic views. Another few miles of quick driving and we eased off since Nat was feeling quite rough and Jonah's 205 was not up to much more punishment with its water leak. So we found a nice little pub and got some food and had a few drinks. After this we went to find the others and spent the next 4 or 5 hours sat in a Wetherspoons. Then it was off to signing on for Rhondda...

We went in convoy to Rhondda, signed on, and set up camp on a long



sweeping 90-left which we would be marshalling the next day. Not such an early morning this time, but we woke up to find thick fog – not ideal! This time round we had quite a few spectators to deal with, who despite our warnings would still insist on walking along a live stage covered with thick fog. Luckily no accidents happened, although Freddy Loix tried to take out Richard when he misjudged the corner and took an escape route where Rich was standing. Once again the mini came past in last place with most of the crowd cheering it on. Also England beat Wales in the rugby, which we all took great pleasure in since our chief marshal was Welsh. At the final whistle we had the most of the spectators cheering as we all traded insults across the stage. The re-run of the stage passed without incident, despite the thick fog most of the cars still came

through at full speed. A very impressive sight and slightly reminiscent of PC6 in 2002! ☺

Once we had all packed up (and stolen as many signs as possible) some of us decided to drive the remainder of the stage, which was probably the highlight of the day. If I remember correctly I was leading with Paul L behind me, then Phil K behind him. Although we weren't going massively fast the surface was slippery enough to have a bit of fun.

Along a straight we were stuck behind a Mercedes van and I was playing, flicking the back end out with the handbrake. At one point I hit a very slippery bit, almost losing

it and went fishtailing up the road, I looked in the mirror to see Paul trying it, but not catching the initial slide and spinning off into the scenery, much to my amusement. I don't think I stopped laughing for about 5 minutes! Eventually we all made it out ok without any damage and the long journey back to Southampton started.

All in all a very enjoyable weekend, and once again Petter Solberg and local boy, Phil Mills were victorious, although this time securing the World Championship as well, so congratulations to them, I think they definitely deserved it. Also a big well done to the Mini which finally finished in 39th place, almost 3 hours behind Solberg.

Carl Gibbs



Southern Unis 12 Car II

November 21st 2003

Southampton University students once again led the way in the second Southern Universities 12-Car last Friday.

The event, run by Southampton's Gareth Lewis, attracted crews from eight universities: Southampton, Bournemouth, Swansea, Oxford Brookes, Southampton Institute, Bristol, Warwick and Oxford.

On what was a slippery night, the route, winding its way over maps 174 and 185, proved challenging for most, and very costly for one. The Southampton crew of Chris Finch/Chris Hynds unfortunately planted their 205 on its roof, but both left unscathed.

The navigation was of one level, with hint envelopes on the harder sections to cater for the different abilities and experience levels of the crews.

Richard Lawley/Nick Clarke (Southampton) took the win, ahead of Graham Dance/David Coles (Swansea/Southampton) and Mark Collings/Lizzie Pope (Oxford Brookes/Bournemouth). Also worthy of a mention are the benevolent Oxford crew of Ingo Jahn/James Bueno had only dropped 10 minutes when they stopped to help the stricken 205; they finished 8th.

The inaugural Southern Universities 12-Car in March was an attempt to encourage inter-university motorsport, and its success, repeated last Friday, is a positive indication that the future of British motorsport is alive and well.

Lizzie Pope

| OA | Driver | Navigator | Uni | Fails | Minutes |
|-----|----------------|-------------------|----------------------------|-------|---------|
| 1 | Richard Lawley | Nick Clarke | WMC | 0 | 15 |
| 2 | Graham Dance | David Coles | Swansea/WMC | 1 | 5 |
| 3 | Mark Collings | Lizzie Pope | Ox Brookes/ Bournemouth | 1 | 26 |
| 4 | Piers Roach | Andy Garrett | Warwick/WMC | 1 | 28 |
| 5 | Tim Layzell | John Layzell | Bristol | 3 | 20 |
| 6 | Matt Clayton | Lawrence Hodge | Bristol | 4 | 26 |
| 7 | Dan Moss | Rob Stevenson | Soton Institute | 9 | 28 |
| 8 | Ingo Jahn | James Bueno | Oxford | 22 | 16 |
| DNF | Chris Finch | Chris Hynds | WMC | | |

Plotters Cup Round 3

November 13th 2003

As the first 12 car of the season, PC3 had to be easy, and it had to work. Susan and I had agreed to set it before the summer, and soon roped Toby in to help. We quickly found a good route, then were told that we weren't allowed to use whites. This annoyed us, but fortunately didn't require too much change to the route. The tracings were sent off almost 2 months before the event, and were soon authorised, with Tony phoning me at a sensible time instead of really early morning as I had been warned.

We then went on to set the nav, which we tried to make suitably easy for the novices. Having got Phil and Cosh to check it, we then decided to change it at the last minute, leading to the only real problem of the event when we managed to copy down the approach to a grid ref wrong, leading to a bit of confusion.

Despite having started setting it really early, we still managed to run out of time, mainly as Toby found it impossible to get up early on his day off, so we did not have time to finish codeboarding and get to the start on time. Fortunately, we weren't too late, and got everyone signed on, and out to the remote start, where the car park we had been planning to use had been closed, forcing us to use the road. Once everyone had started, it all fell into shape, then the incidents started, with Ed putting the Lancer in a ditch. Fortunately it got out without too much damage. Other incidents included the Scirocco also heading into a ditch, and the gearbox on Andy's 205 breaking, costing him and Dave a likely win.

It seemed at the end that everyone enjoyed themselves, without too many complaints, so I guess we got the level of the navigation about right. Congratulations to James and Gareth for winning overall, and to Roger and Richard for first RUC.

| OA | PC | RUC | Driver | Navigator | Class | Fails | Minutes |
|----|-----|-----|------------------|---------------------|-------|-------|---------|
| 1 | 1 | | James Firth | Gareth Lewis | PC | 1 | 10 |
| 2 | 2 | | Paul Kearns | Chris Gage | PC | 1 | 12 |
| 3 | 3 | | Chris Hynds | Richard Lawley | PC | 1 | 24 |
| 4 | 4 | | Russell Goodrum | Tom Richards | PC | 5 | 12 |
| 5 | | | Ed Butler | Calum Maciver | NE | 5 | 14 |
| 6 | 5 | | Dan Moss | Rob Stevenson | PC | 7 | 30 |
| 7 | | | Laurent Wallis | Owen Pryce | NE | 12 | 43 |
| 8 | 6 | | Elaine Freer | Chris Finch | PC | 13 | 29 |
| 9 | 7 | 1 | Roger Buckingham | Richard Castanheira | RUC | 18 | 35 |
| 10 | 8 | | Andy Garrett | David Coles | PC | 19 | 10 |
| 11 | 9 | 2 | Matthew Coverley | Aaron McNeish | RUC | 46 | 37 |
| | OTL | | Chris Johnson | Andy Seal | NE | 15 | 22 |

Plotters Cup Round 4

November 27th 2003

The fourth event in the PC championship took place on Thursday 27th of November 2003. The event was a scatter, starting from the car park at Micheldever wood near the Winchester services and finishing at The Sun Inn, North Waltham, and attracted a relatively large number of 14 crews out for a play on the lanes. The evening didn't get off to the best of starts with Ed realising during signing on that he had forgotten to print the answer sheets. Myself and Toby who were at this time almost at the start ourselves were dispatched back to Southampton to collect them. After some quick driving around the lanes trying to avoid the car park that was the M3 the event was eventually under way albeit with a 20 minute delay to the start.

The entrants all seemed to enjoy the start venue, and by that I don't mean because it was a dark wood in the middle of nowhere. The start venue was a muddy car park that was an excellent place to practice more 'delicate' hand brake parking manoeuvres.

Half way through the night Carl turned up to help marshal in some wheels he'd got earlier that week. Needless to say, many slipper & pipe jokes were made about his choice of 'ride' a Volvo. There were a couple of retirements, most 'shockingly' the unreliable TR7 claiming Paul & Dick - although it did make a nice sound at the start. Congratulations to Phil and Jonah for winning the event overall by some margin and to Calum and David for finishing first in the PC championship. Also well done to Jane and Rosemary for finishing first RUC, albeit with a little help from Gareth... shut up you at the back!

James Firth & Ed Butler

| OA | PC | RUC | Driver | Navigator | Class | Points |
|----|-----|-----|------------------|---------------------|-------|--------|
| 1 | | | Phil Kendall | Jonah Nuttgens | NE | 86 |
| 2 | 1 | | Calum Maciver | David Coles | PC | 78 |
| 3 | 2 | | Richard Lawley | Nick Clarke | PC | 77 |
| 4 | 3 | 1 | Jane Haley | Rosemary Ghosh | RUC | 71 |
| 5 | | | Michael Mifsud | Colin Davis | NE | 62 |
| 6 | 4 | | Paul Kearns | Chris Gage | PC | 60 |
| 7 | 5 | | Mike Lumsden | Chris Hynds | PC | 54 |
| 8 | 6 | 2 | Roger Buckingham | Richard Castanheira | RUC | 50 |
| 9 | | | Chris Johnson | Andy Seal | NE | 47 |
| 10 | | | Paul Lettington | Bob Wisniewski | NE | 43 |
| 11 | | | Laurent Wallis | Owen Pryce | NE | 42 |
| 11 | | | Rupert Goodman | John O'Neill | NE | 42 |
| | DNF | | Paul Swindells | Dick Howatt | NE | |
| | DNF | | Dan Moss | Rob Stevenson | PC | |

Plotters Cup Round 5

December 11th 2003

And so, Carl and I have now set a 12 car! Quite hectic it was too....

The route was set in my head (always a bad sign!) ages ago, long before Carl and I had even thought about doing an event between us. The route started on the right of 185, meandering through to 184, and a few twisty narrow lanes before finishing in Lockerley. Come the night, everything had been prepared (except for my torch, which had no batteries, and refused to open. Good start....), and we had a nearly-full field, sadly not quite the full entry that we had hoped for, but we thought the route would make up for it!

There was only one major PR issue, which was a farmer who's apparently well known for throwing tantrums, but that Carl and I were not aware of! Sorry to any competitors who incurred the wrath of said person, and I hope it didn't detract from the evening! Because of this the whole section was scrapped in the results.

We had a few minor problems with TCs and their positioning, which is quite possibly because Carl and I codeboarded the route in a real pea-souper the night before, which was nice. Not! We couldn't see a thing, so that's my excuse!

Anyway, aside from a few moments (Callum!), everyone managed to get through the event OK, with the exception of Chris and Andy, who ran out of spare tyres very early on in the event.

So well done to Richard and Nick who cleaned the event in the Saxo. And also to Dave and Callum, who despite their mini adventure into a field still managed a creditable second overall. Once again Roger and Richard came first RUC, so congratulations to them as well.

Finally, many thanks to all who came out to marshal, and to Dick for checking the nav worked (which it did, if you had a 'proper' romer ☺).

Rupert & Carl

| OA | PC | RUC | Driver | Navigator | Class | Fails | Minutes |
|----|-----|-----|------------------|---------------------|-------|-------|-----------|
| 1 | 1 | | Richard Lawley | Nick Clarke | PC | 0 | 0 |
| 2 | 2 | | Calum Maciver | David Coles | PC | 0 | 17 |
| 3 | | | Ed Butler | Phil Kendall | NE | 1 | 0 |
| 4 | 3 | | Paul Kearns | Chris Gage | PC | 1 | 7 |
| 5 | 4 | | James Firth | Gareth Lewis | PC | 2 | 0 |
| 6 | 5 | | Russell Goodrum | Tom Richards | PC | 3 | 21 |
| 7 | 6 | 1 | Roger Buckingham | Richard Castanheira | RUC | 5 | 27 |
| 8 | 7 | 2 | Jane Haley | Rosemary Ghosh | RUC | 29 | 8 |
| | DNF | | Chris Knott | Andy Garrett | PC | | Punctures |

Plotters Cup Round 6

January 8th 2004

This being the first rally that we had set, and based on the feedback from a few people, it did not go that badly at all. A few clues were of the unsolvable nature, so we had a lot of running around the car parks to do. We were convinced people would be a tad annoyed, but hey.

We aimed to make sure the clues were not too easy, so the top teams had something to think about, but we overdid this a bit, as the RUC crews had a hard time. Tried a few new clue types but only 1 team managed to solve a 5 pointer (and yes, even with a slight mistake). However, we have found that some crews solved clues that others said did not plot, so we are not entirely to blame.

Only 9 crews were out on the night, and 2 of these were NE, so guaranteed more than one point for all crews in the PC championship for all finishers. All crews finished, though Miffy and Colin spent most of the time in the finish pub, due to time mismanagement. Having more than half the map to cover in about 5 mins to get to CMB, they decided to give up having missed CMA also.

CMB actually opened 5 minutes late after Mike had some car trouble between the CM's, resulting in Chris turning round to pick up the clues from his car, and then leaving him to sort out his (now deceased) polo. But nobody arrived at CMB until 5 minutes after we arrived so no damage done. Mike then proceeded to try his best to write-off his car when navving himself, only saw a 90 right with about 20 yards to go, so took a little detour down a forestry track at about 50. Jane and Rosemary had a perfect view of the incident, following him down the road saying "He's going a bit quick for this bend". How right they were!!

The marking was made more interesting for us, by the fact that gates in hedges had become pile of rubble, as every crew who visited the RC wrote this. So someone needs to own up to who hit this gate!!!

All in all, we were reasonably happy with the way the event went in hindsight. Although, at the time it did appear that the event was going tits up. Oh well, live and learn!

Chris Hynds and Mike Lumsden

| OA | PC | RUC | Driver | Navigator | Class | Points |
|----|-----|-----|-------------------|---------------------|-------|--------|
| 1 | 1 | | James Firth | Gareth Lewis | PC | 58 |
| 2= | | | David Coles | Lizzie Pope | NE | 49 |
| 2= | 2 | | Richard Lawley | Nick Clarke | PC | 49 |
| 4 | 3 | | Chris Knott | Russell Goodrum | PC | 47 |
| 5 | 4 | 1 | Roger Buckingham | Richard Castanheira | RUC | 41 |
| 6 | 5 | | Christopher Finch | Matthew Coverley | PC | 39 |
| 7 | 6 | 2 | Jane Haley | Rosemary Ghosh | RUC | 23 |
| 8 | | | Michael Mifsud | Colin Davis | NE | 14 |
| | OTL | | Toby Jeffries | Dick Howatt | NE | 44 |

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 | PC3 | PC4 | PC5 | PC6 | Total | Best |
|-----|---------------------|-----|-----|-----|-----|-----|-----|-------|------|
| 1= | Roger Buckingham | 10 | 10 | 10 | 8 | 10 | 10 | 58 | 58 |
| 1= | Richard Castanheira | 10 | 10 | 10 | 8 | 10 | 10 | 58 | 58 |
| 3= | Rosemary Ghosh | - | - | - | 10 | 8 | 8 | 26 | 26 |
| 3= | Jane Haley | - | - | - | 10 | 8 | 8 | 26 | 26 |
| 5 | Aaron McNeish | 8 | - | 8 | - | - | - | 16 | 16 |
| 6 | Matthew Coverley | 6 | NE | 8 | - | - | NE | 14 | 14 |
| 7 | John Stockley | 8 | - | - | - | - | - | 8 | 8 |
| 8= | Fiona Campbell | 7 | - | - | - | - | - | 7 | 7 |
| 8= | Jeremy Lynas | 7 | - | - | - | - | - | 7 | 7 |
| 10 | Matt Jeans | 6 | - | - | - | - | - | 6 | 6 |

PC Championship Table

| Pos | Name | PC1 | PC2 | PC3 | PC4 | PC5 | PC6 | Total | Best 6/8 |
|-----|------------------------|-----|-----|-----|-----|-----|-----|-------|-------------|
| 1 | Nick Clarke | 10 | 8 | SET | 8 | 10 | 8 | 44 | 44 |
| 2= | James Firth | 10 | 7 | 10 | SET | 6 | 10 | 43 | 43 |
| 2= | Gareth Lewis | 10 | 7 | 10 | - | 6 | 10 | 43 | 43 |
| 4 | Richard Lawley | 10 | SET | 7 | 8 | 10 | 8 | 43 | 43 |
| 5 | David Coles | 7 | 10 | 2 | 10 | 8 | - | 37 | 37 |
| 6 | Russell Goodrum | 6 | 7 | 6 | - | 5 | 7 | 31 | 31 |
| 7= | Chris Gage | 5 | SET | 8 | 6 | 7 | - | 26 | 26 |
| 7= | Paul Kearns | 5 | - | 8 | 6 | 7 | - | 26 | 26 |
| 9 | Tom Richards | 6 | 7 | 6 | - | 5 | - | 24 | 24 |
| 10 | Chris Hynds | 3 | 8 | 7 | 5 | - | SET | 23 | 23 |
| 11= | Roger Buckingham | 1 | 5 | 3 | 4 | 4 | 6 | 23 | 23 |
| 11= | Richard Castanheira | 1 | 5 | 3 | 4 | 4 | 6 | 23 | 23 |
| 13 | Andy Garrett | 7 | 10 | 2 | - | DNF | - | 19 | 19 |
| 14 | Calum Maciver | - | - | - | 10 | 8 | - | 18 | 18 |
| 15= | Rosemary Ghosh | - | - | - | 7 | 3 | 4 | 14 | 14 |
| 15= | Jane Haley | - | - | - | 7 | 3 | 4 | 14 | 14 |
| 17= | Dan Moss | 4 | 4 | 5 | DNF | - | - | 13 | 13 |
| 17= | Rob Stevenson | 4 | 4 | 5 | DNF | - | - | 13 | 13 |
| 19 | Christopher Finch | 1 | 2 | 4 | - | - | 5 | 12 | 12 |
| 20 | Mike Lumsden | 2 | 4 | - | 5 | - | SET | 11 | 11 |
| 21 | Matthew Coverley | 1 | 4 | 1 | - | - | 5 | 11 | 11 |
| 22 | Chris Knott | - | - | - | - | DNF | 7 | 7 | 7 |
| 23 | Elaine Freer | 3 | SET | 4 | - | - | - | 7 | 7 |
| 24= | Jon Curry | - | 2 | - | - | - | - | 2 | 2 |
| 24= | James Garrett-Sinclair | 2 | - | - | - | - | - | 2 | 2 |
| 26 | Aaron McNeish | 1 | - | 1 | - | - | - | 2 | 2 |
| 27= | Fiona Campbell | 1 | - | - | - | - | - | 1 | 1 |
| 27= | Matt Jeans | 1 | - | - | - | - | - | 1 | 1 |
| 27= | Jeremy Lynas | 1 | - | - | - | - | - | 1 | 1 |
| 27= | John Stockley | 1 | - | - | - | - | - | 1 | 1 |
| 27= | Keith Walton | 1 | - | - | - | - | - | 1 | 1 |

2003/2004 Committee

President

Chris Gage

cng100

Competition Secretary

Andy Garrett

amg301

Treasurer

Russell Goodrum

rg601

Secretary

Nick Clarke

nc602@ecs

Social Secretary

Elaine Freer

erf101

Karting Secretary

Calum Maciver

cnm101

Web Site Editor

Richard Lawley

ral01r@ecs

Magazine Editor

David Coles

drc300@ecs