

# WMC Magazine

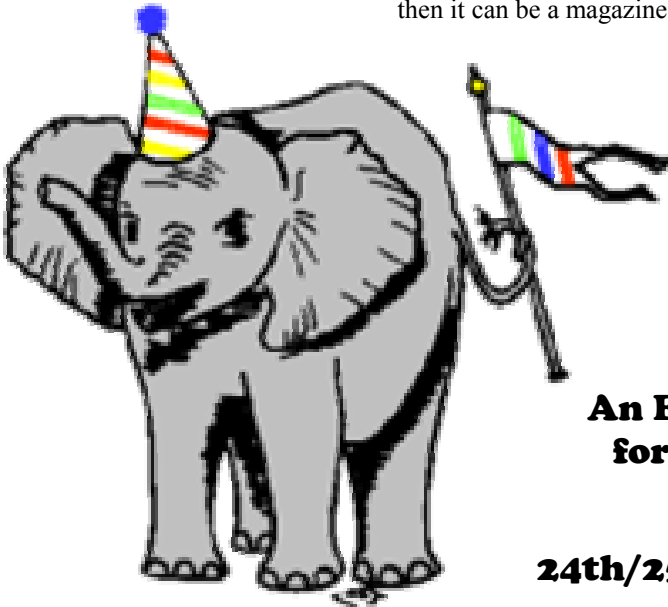
Issue 23: February/March 2004



"I reckon its a newsletter because Holly Valance isn't draped half-naked over the front cover"

" all we need is photos of half naked women, and then it can be a magazine!"

Chris Gage - Feb 2004



**An Elephant never  
forgets, will you?**

...

**24th/25th April 2004**

## Introduction

Well, what else can I say, but welcome to my last magazine, and probably my last thing as a WMC committee member. It's been a good last 3 years on the committee, we've all achieved a lot and thoroughly enjoyed ourselves. Anyway, enough reminiscing, Chris can do that in a minute. So, what is in this magazine? Well, there is a report on the first 2 road rallies of the year, as well as Sunseeker marshalling and the CSMA Good Olde Rallye. And not to forget reports from PC's 7, 8 & 9 as well as the latest championship tables. With PC10 to come the championship is still not quite decided. Don't miss the Funky Elephant, Wessex's big Road Rally just after Easter, and of course the Old Fart's 12 Car, run by the students for the old farts in May. Anyway, good bye from me for a last time, and I hope you all enjoy Susan's Wessex Snakes and Ladders in the centre fold.

*David Coles (Ed)*

## President's Piece

It's almost three years since an article in the back of the Wessex Scene, about a bunch of madmen (and women!) haring round the Hampshire lanes, per-

sueded me that I should really go and find out more about the WMC at next years bunfight. And so here I am, a little older, writing my final Presidents Piece.

But this is hardly the time to reflect in what has been - there is so much going on at the moment I'm struggling to keep track of it all! By the time you read this, PC10, and therefore the championship, will be over. It is so close to call this year, I'm not even going to try to be clever and predict the winner. But whoever it is, they have my congratulations! The same goes to Roger and Richard, who have wrapped up the RUC championship. It's the PC championship to aim for next year, guys.

But the highlight of the year (as far as I'm concerned) is just around the corner. That's right - The Funky Elephant road rally (24/25th April). The last two years the event has run have been fantastic, so I

expect to see everyone out either competing or marshalling. It's going to be a great night. Entry forms are now on the website, so get your entries in ASAP.

The Summer Scatter takes place the weekend after The Funky - it is basically a bit scatter taking all afternoon, and is an end-of-season party. Expect water balloons and a lot of fun! Then there is the awards evening, and somewhere in all of this we are going to fit in a skid pan course too. It wears you out just thinking about it all!

To finish off, I would like to thank the committee members that have worked so hard over the last two years, and to all of you for making being part of the club so much fun. All that remains is for me to wish Gareth and the other new committee members the best of luck for the next year - I am sure you will all give them your full support.

*Chris Gage*

## **Old Fart's 12 Car 7th May 2004**

Start West Meon Hut : 186 / 651 265

Maps : 186

Signing On : 20:30

Start : 21:30

Organisers : David Coles / Nick Clarke

# AGM 2004

**12th February 2004**

This years AGM was at the White Horse in Droxford. A good turn out watched a farewell to the current committee and the general banter as the new Committee was elected. After much pushing and shoving, someone was made to stand and duly elected to each available position.

We welcome back Gareth after a years absence to the role of president. Nick and Andy stay on in new roles. And we welcome Chris, Roger, James, Jane and Richard to the committee. Good luck to you all.

We also say farewell and thank you to David, Richard, Russell, Calum, Elaine and Chris.

*David Coles*

President Gareth Lewis

•

Competition Secretary Nick Clarke

•

Treasurer Chris Finch

•

Secretary Roger Buckingham

•

Karting Sec Andy Garrett

•

Social Sec James Firth

•

Magazine Editor Jane Haley

•

Website Editor Richard Castanheira

## **The new committee and their keys .....**

**Gareth Lewis** : after losing the keys to his stoplock, Gareth drove round the corner to the Woodcote house in first gear with the handbrake off so that it could be angle grinded off!!

**Chris Finch** : reconnecting your battery with the keys in the car and central locking is not a good idea, you end up having to break in to your own car after the doors lock themselves!!

# Carpetbagger Rally 2004

24th/25th January 2004

6 Wessex crews made the trip down to Devon in late January for Bournemouth DCC Carpetbagger Rally. This was its third running and a top quality field of 60 entries was attracted. Olly and David had a difficult night and came home 17th. Jonah and Lizzie had a better night and finished 3rd Semi Expert with Toby and Nick one behind. Paul and Zip brought the rumbly TR7 home for a finish in 29th, but Phil and

## National B

Cosh and Bob and Paul all failed to finish.

O/A	Driver	Navigator	Class	Car	Total	Class Pos
17	Olly Smith	David Coles	E	309 Gti	52.57	17
23	Jonah Nuttgens	Lizzie Pope	SE	205 Gti	65.30	3
24	Toby Jeffries	Nick Clarke	SE	Nova SR	67.43	4
29	Paul Swindells	Zip	E	TR7	81.25	24
	Phil Kendall	Andy Coshan	E	309 Gti	Retired	
	Bob Wisniewski	Paul Lettington	E	Nova GTE	Retired	

## Pedleys victorious at last

Photo: Andy Morris

### Carpetbaggers Road Rally

Ian Mills

**Michael and David Pedley took their first rally win in nine years when they emerged as victors of Bournemouth MC's Carpetbagger Rally on Saturday night.**

The 190-mile event, open to modern and historic crews, proved a tough test for competitors as the maze of tight lanes in East Devon demanded the utmost concentration from both crew members. Virtually every one of the 60 starters reported at least one incident during the night.

Owen Turner/Graham Raeburn had built up a lead of almost two minutes by the three-quarter mark but they then put their Metro off the road and lost 13 minutes, eventually finishing fifth.

Pedley/Pedley survived losing three minutes when they took a wrong road on an early section and had an encounter with a wall. They

came home three minutes clear to claim the lead and the win after Turner/Raeburn's incident.

Toby Adam/Mark Appleton took second, a couple of timing errors costing them any chance of a win.

Doug Kingsley/Ben Greenfield had led the battle of the southern crews and held third place after three time cards had been handed in. However, a couple of time-consuming wrong roads in the later stages dropped them behind championship rivals Steve Cole/Bob Blows by the finish. Cole/Blows finished third, while Kingsley/Greenfield were fourth.

Worth Birkill/Dave Harris made the worst possible start to the rally when they picked up a five-minute penalty for missing the very first passage control, but they fought back to finish in seventh place and were the first historic crew home.

On last year's Carpetbagger Barry Luxton/Nic Jones took the Novice class win. This year they won the Semi-Expert category,

finishing in 20th position. Gavin Braddock/Chris Goddard, in a Vauxhall Belmont, were the first Novice crew home.

Gary Jones/Andy Oakes withdrew after losing a large amount of time when a wheel worked loose on their Escort on one of the first sections.

Martin Leonard/Phil Jones were also on the retirement list after spending time in a ditch and picking up a puncture. Simon Bentley/Iain Tullie had an unhappy night, picking up a double puncture on an early section and a third later in the night, forcing their retirement.

### Results

1 Michael Pedley/David Pedley (Ford Escort) 14.49; 2 Toby Adam/Mark Appleton (Ford Sierra) 17.41; 3 Steve Cole/Bob Blows (Peugeot 205 GT) 22.07; 4 Doug Kingsley/Ben Greenfield (Vauxhall Nova) 22.13; 5 Owen Turner/Graham Raeburn (Rover Metro GT) 24.08; 6 Ian Orford/Bob Jones (Mazda 323) 29.48; 7 Worth Birkill/Dave Harris (Morris Mini) 31.46; 8 Darren Dixon/Peter Barnard (Peugeot 205 GT) 35.07; 9 Gavin Rogers/Paul Robinson (Ford Escort) 35.20; 10 Paul Heal/Matt Heal (MGB GT) 39.46

## TWO FINGERS UP TO YOU ALL

Apologies for the title, but it's to all you doubters out there, you know, the ones who exaggerate stories about how much oil it uses, or how reliable it is..

Well, after much hard work, and many set backs, I finally got the TR into a state fit enough to start a rally! *Although I do think that most WMC members definition of "rallyable" might be to a slightly different standard than non-WMC members.* The rally in question was the Carpet Bagger Rally, situated down in Devon. This was an event that last year had one of the highest rates of attrition of all the rallies that year... Should be a suitable challenge to get the TR round then! *And we were well prepared – we even had a spare alternator mount!*

The day of the rally dawned rather earlier than I would have liked, as I was up by 7.30am, to get on with the car.. After working hard all day, we finally got under way to the start, knobby tyres and all!

Amazingly we got through scrutineering and noise test without too many problems (dodgy sidelight apart). After that was all the usual paperwork, plus for Zip, all the pre-plot that had to be done.

Then it was onto the rally proper, what fantastic lanes! Unfortunately, only a few sections / miles in, I noticed that there was no longer much light; the spotlights and o/s headlight had stopped working! So we were down to one sealed-beam headlight, which was aimed to take into account the spotlights (ie aimed low to light up the nearby stuff, with the spots aimed higher). Unfortunately there was no



time to do anything about it until after about 1/3 of the rally, where we had about 3 mins at a time recovery section, so out came a reel of wire, wrapped one end round the relay terminal, and taped the other end to the battery, stretched across the engine, and then we had light again! *Whilst Paul fixed the lights, my contribution to the couple of minutes time recovery was to deposit the contents of my stomach by the roadside. To do so out of the car was a luxury. As soon as the event had started, I knew was going to feel really sick in the TR. I first chucked about an hour into the event (the first time ever during an event), and we were then trading places with Wizzy and Paul L as alternate navigators threw up. The N/S window on the "rally prepared" TR didn't work, so when we tried opening the sunroof to get some fresh air in, all we got was exhaust fumes. Nice! So having yacked again in the lateness recovery, we were now all lit up and ready to go again.*



Sadly the lights didn't last long, as a heavy impact at a photo point knocked the n/s headlight off its mount, causing it to drop down into its 'closed' position.. not long after that we 'slightly' overshot a GW left, and in the ensuing over-enthusiasm to both slow and turn the car, embedded the o/s spotlight into a rather solid bank, not noticing any damage at the time, we just got on with it. When we got into petrol we finally found the scraping noise which I'd been a bit worried about-it was the remains of the spotlight being dragged along the ground... whoops. By the time we reached petrol I was soaked in sweat I had been working so hard!

After petrol I backed off a bit, as the fatigue really started to hit, and Zip was starting to tire too. A few sections in, the car got 'even more' sideways! This we found was due to a flat rear, so we had to stop in the section to change it,

3 mins flat to change it, not bad for an unpracticed tyre change. Unfortunately we think we made a mistake at some

point around here, and missed an ITC (we went about a mile off route, and re-joined just after the ITC), which cost us dearly.. This got us 30 mins penalty, and dropped us from about 16<sup>th</sup> o/a, to our final position of 29<sup>th</sup> o/a.

I was getting progressively slower in the 2<sup>nd</sup> half, I was getting soo tired. Then I saw the Foto board at the last foto point.. Neither me nor Zip were too sure where the road went as we approached, but we decided it was probably a hairpin right, so I lobbed it in on the handbrake, then boot flat in 2<sup>nd</sup>... Suffice to say the car went round well, a bit too well! We ended sat on the inside of the hairpin flat in 2<sup>nd</sup>, not going anywhere for a few seconds until the poor rear tyres slowly got some traction, and got us going again, much to Andy Manston's amusement.

"Top marks here though to

the rumbly 3.5 litre TR7 of **Paul Swindells/Zip Zerihan**. The beast must have been a pig to control in such slippy and unpredictable conditions, but it was driven with verve and you could hear it in the distance for miles, the revs rising and dipping constantly with wheel spin. Good stuff. "

Sorry, had to get Andy Manston's comment in! *Paul, you are a complete tart!*

The next few miles woke me up again, and I started attacking again, with a final burst of energy.. Finally we made the finish, having dropped a few minutes on the second to last section, after two wrong slots, then getting stuck in a queue of 4 or 5 cars, which I couldn't get past, in spite of repeatedly flashing what lights I had, and no small amount of 'hassling' the car in front, and it just wasn't wide enough for two cars..

We finally ended with 81m 25secs, in 29 o/a, but at the end of the day, we were just glad to have gotten round, and had a lot of fun in the process...

*Paul Swindells  
/ Zip Zerihan*

# reggabtepraC

Having heard a lot of praise for BDCC's Carpetbagger rally, Me and Toby decided that we would compete in the Nova, despite many people suggesting that it would not get round.

We knew it was going to be popular, so our entry was sent off as soon as we got the regs in early December. This prove to be a good idea as the entry list filled up well before the end of the month, unusual compared to many of the recent events that had-n't even had 30 entries, let alone 60. When the seeded entry list was published, we were car 40, as there were 36 expert crews out, with some of the best road rallying people from the whole country there.

After much anticipation, and boredom due to exams, the weekend of the event finally came, and we set off, the previous damage to the nova mostly fixed. We arrived at the start at about 7pm, and passed noise with no problems. The next step was scrutineering, where we met the man who must be the nicest scrutineer ever. He was really polite and friendly, although he did point out that the type of fire extinguisher we had was not allowed, and in fact had been against the rules for 10 years! He also pointed out that the seats were starting to get loose, but other than that there were no problems.

Having passed scrutineering, we headed to signing on, to get another ream of grid references to plot (there had been 126 included with the final instructions for the 'London road book' section). There we met Bob and Paul who had already arrived, but there was not sign then of the other Wessex crews. We got some food, then sat down and started plotting. Soon the rest of the Wessex contingent arrived, and the plotting was interrupted by chatting, including much debate on how far people thought the TR7 would get before it broke. We then had the usual crew briefing, and it wasn't long before it was time to collect the route instructions.

As the event was pre-plot, all the route instructions were given out at the start, and were split into 2 types - the first and third sections used tulip road books, and the second and fourth used a London road book. The London road book was interesting as none of us had come across it before. It consisted of a long string of numbered grid refs that we had plotted beforehand, then the actual route instructions told us which ones to use, and in which order and direction. We all quickly plotted the instructions, with plenty of time to spare, which allowed us more time to chat before the first crews set off. Eventually it was time for us to leave, and we set off on a transport section out of the start, before hitting the real lanes for the first real section. They immediately became narrow and twisty, and we found ourselves losing time from the very beginning, which soon showed us that it would be a very good, but hard event. We also learn that the Nova was rather tail happy due to the old tyres on the back, and that the roads were very slippery.



A couple of sections in we saw Phil and Cosh sitting at the side of the road with their bonnet up. We stopped to see what they had done, and found that their exhaust had broken. Unfortunately we didn't have any wire, which they needed to reattach it, although we did give them a jubilee clip (a lot of help I'm sure!). We then came to a photo point, where I think we were a bit disappointing, and round to a rather interesting ford where you almost dropped into the water, causing an immense splash and much cheering from the spectators. We soon found another problem with the narrow twisty lanes, in that it was often very hard to spot slots, especially one particular white which went off through the middle of a farmyard, with us being very unsure till we spotted an orange arrow on the side of a farm building pointing the way.

Shortly after this we had our most unpleasant encounter of the evening, when we met an angry local standing in the middle brandishing a scaffold pole, which he then proceeded to start hitting us with. We quickly got away before he could actually do any damage, but I hope he didn't meet any of the very

expensive historic cars as you could do hundreds of pounds worth of damage to them like that. Fortunately most of the people we saw looked rather happier to see us, many of them cheering. One lot had even got deckchairs out to sit and watch the rally! The roads continued to be very twisty, narrow and slippery, and a few sections later we saw Bob and Paul who had hit a post and damaged the front of their Nova.

They were then following us, and got a grandstand view of our biggest moment of the event, when Toby turned into a corner too late and a bit too fast. The tyres on the front gripped and turned in, but the back ones didn't, causing the back end to overtake the front, spinning us backwards into a bank. Fortunately the car didn't look too damaged, so we carried on, quickly finding that the rear nearside wheel wasn't the same as it had been before, and the exhaust had been damaged, making the car quite a bit noisier than before, and causing vibrations to run through the whole vehicle. Undeterred, we carried on, soon reaching the first re-seeding point, via a road that didn't officially exist! This was part of an old

airfield, so they had routed the event off the road, round a bit of broken tarmac and back onto the road again. Arriving at the re-seeding point just behind the other Wessex nova, we were then timed to leave a minute after them. Into the next section, thing carried on the same, with the roads still being very narrow, twisty and slippery. This, combined with the added vibrations in the car, combined to make me feel quite ill, in fact the worst I have ever felt on a road rally. This meant that we lost a couple of minutes on one section while I recovered.

A couple more sections took us to petrol, where an added 10 mile motorway detour meant that we only had 10 minutes break before setting off again. At petrol we saw Bob and Paul in the Nova, and Paul and Zip in the TR7, both of whom had lost a spotlight due to gateposts, and the Pug 205 of Jonah and Lizzie, who had arrived just behind us. The 4 Wessex cars then headed off almost together, passing and re-passing each other as we variously wrong-slotted, stopped for codeboards etc. There was one particular moment where we had wrong-slotted into a farmyard, and as we tried



to get out again, another competitor stopped right in front of us, and took ages to get out of the way, which was particularly annoying.

There was another photo point shortly after that, on a yump, but again I don't think we were too impressive, having not seen the 'foto' board until the last moment. We then came to a crossroads across an A road, with Jonah and Lizzie right behind us. Toby decided to let them past, and as we pulled to the left at the give way, they pulled up beside us, then shot straight over the crossroads, completely missing the codeboard on the other side, which Toby noticed, unusually as I had been spotting most of the boards so far on the event.

A few more uneventful sections took us to the final reseeding point, and as we sat waiting for our time, Olly and Dave pulled up behind us in their now rather sorry-looking 309. They informed us that they had earlier gone into the back of the Collings' 205, and had spent some time trying to get their headlights pointing in the right direction so they could see where they were going. They left the next TC behind us, and followed us

for a few sections before Toby pulled over to let them past. At about this time we went down a very narrow yellow with stone walls down both sides, one of which Toby somehow managed to hit, breaking the offside front indicator and bending his nice new wing.

Just after this we came to a left hand downhill bend with a white escape straight on. In the escape was the Collings' 205, complete with broken rear lights after the aforementioned 309 incident, and we stopped to see if they needed a hand. They informed us that they were stuck, and that they had been there for about half an hour. We got out and helped push them out of the mud, and carried on to only lose 2 minutes on that section, having expected to lose a lot more having stopped.

A couple of sections later we got caught in a queue of about 5 cars as we found a local trying to go the other way down a narrow yellow. This made us a couple of minutes late at the next control, then the marshal gave us a time 4 minutes later than what we should have got, meaning that we apparently got to then next TC before we left

that one!

The rest of the event was pretty uneventful, with us managing not to hit anything, and passing a rather more successful photo point at a hairpin slot right, at which Toby managed to get a nice handbrake round the corner. We also saw the TR again on the last section, before proceeding down an A road transport section back to the finish.

Getting to the finish, we found that 4 of the 6 Wessex cars had finished - Phil and Cosh had to retire as they were unable to fix their exhaust, and Bob and Paul had retired having got stuck trying to turn round after they wrong slotted. Of the cars that had finished, only Jonah's 205 was still intact, although the rest were all still going fine, albeit all with less lights than we started with!

The Results showed that we got 24th Overall, 4th Semi, 2 minutes behind Jonah and Lizzie in 23rd. Olly and Dave got 17th, and Paul and Zip got 29th. A reasonable result considering that we were up against some of the best road rallying people in the country.

*Nick Clarke*

# Kent Rally 2004

14th/15th February 2004

6 Crews made the trip down to Kent for the Kent Road Rally on St. Valentines day. And upon their return, the triumphant Wessex team returned with 6 of the 8 awards. After a tough night with varied and interesting nav and some nice and slippery lanes through the heavily populated Kent countryside.

Not content with sending 6 crews, Wessex also took Andy and Susan down to Kent to help out with the marshalling.

Olly and David took their first overall win on a Road Rally beating Mike and Cath by 1 minute with Phil and Cosh coming third 1 minute further back. Toby and Nick finished 1st Semi Expert and 5th overall beating a host of established names. James and

Ed finished off the Wessex domination by winning the Novice class.

## National B

O/A	Driver	Navigator	Class	Car	Total	Class Pos
1	Olly Smith	David Coles	E	309 Gti	0F 2M	1
3	Phil Kendall	Andy Coshan	E	309 Gti	0F 4M	3
5	Toby Jeffries	Nick Clarke	SE	Nova SR	1F 8M	1
13	Bob Wisniewski	Paul Lettington	E	Nova GTE	4F 25M	9
14	Carl Gibbs	Lizzie Pope	SE	205 TD	10F 28M	5
	James Firth	Ed Butler	N	Fiesta XR2	2F 18M	1

## Smith takes maiden win

### Kent Road Rally

Ian Mills

Olly Smith/David Coles took their first-ever win on Sevenoaks & DMC's Kent Rally on Saturday night.

The pair dropped a minute at TC21 while Mike Biss/Cath Woodman did the same at TC33. The outcome of the rally was decided on the section leading up to TC41. Smith/Coles were a minute late but Biss/Woodman, having initially taken the wrong route, dropped two minutes.

### Results

1 Olly Smith/David Coles (Peugeot 309 GTi) 2.00;  
2 Mike Biss/Cath Woodman (Vauxhall Astra Estate) 3.00;  
3 Phil Kendall/Andy Coshan (Peugeot 309) 4.00; 4 Rob Dance/Graham Dance (Alfa Romeo Giulia) 6.00;  
5 Toby Jeffries/Nick Clarke (Vauxhall Nova) 1F 8.00;  
6 Simon Bush/John Upham (VW Golf GTi) 1F 19.00;  
7 Doug Kingsley/Ben Greenfield (Vauxhall Nova GTE) 2F 5.00; 8 Paul Wright/Malcolm Barber (Ford Escort) 2F 13.00; 9 Dave Bushby/Steve Bubb (Peugeot 205 GTi) 2F 16.00; 10 Roger Dowgill/'Crow' (Toyota Corolla GT) 3F 5.00. **Novices:** 1 James Firth/Ed Butler (Ford Fiesta) 2F 18.00; 2 Ken Watts/Simon Foster (Volvo Amazon 122S) 7F 39.00; 3 Mark Coleman/Paul Harris (Morris Mini) 7F 54.00; 4 Mark Bonner/Gary O'Grady (Vauxhall Astra GTE) 9F 6.00. **Clubmen:** 1 Simon Bird/Bekki Samtani (Mini Cooper S) 9F 43.00.

# **Kent Entertains Nick 'n' Toby**

Due to the unfortunate date, Sevenoaks & DMC's Kent Rally had a disappointingly low turnout of just 21 cars, of which six were from Wessex. Myself and Toby were seeded 13th, 4th Semi, and we were determined to improve on that in the final results.

The day started in true Wessex fashion, fiddling with the car all afternoon. Toby had got hold of a set of nice big spotlights, and had fitted them to the car. The problems came when he started to wire them up, as they were refusing to work. Eventually we traced the problem to the switch, and found that by replacing that with a spare fiesta switch (obviously much higher quality), they worked. It later transpired that Toby had wired the trigger wrong, so the switch had been getting far too much current, so had been tripping out. We got that sorted with about an hour to spare, and so after some dinner it was time to head over to Kent. A good run along the motorway saw us arrive with plenty of time to spare, allowing us time to sit in the noise test lay-by and align the spots, so that, unlike the headlights, they actually pointed in the right directions.

We then proceeded to scrutineering, the organised chaos that was parking, then signing on. The start venue was slightly unusual in that, as a car showroom, there were no tables or anything, we were all just sitting on the floor plotting. There was a rather amusing article from a local paper stuck to the wall, as the residents of one local village were apparently up in arms about the "road race" that was going through their village. Needless to say that village was a quiet zone.

After much sitting around, it was finally time to go. The event quickly got out onto the nice lanes, although we were soon met, on the first section, by an upset local waving a big torch around. We avoided him, and then a few sections later found another one, this time standing in the middle of the road! The nav had been pretty easy up to this point, then we had a more complicated section, with a 3 junction circular herringbone. Fortunately this wasn't as hard as it first looked, as there was only one way it could go that was the correct length. We then had a bit of confusion with the envelope on the next section, as there was no envelope for that TC as the herringbone covered two sections.

We then caught up with Carl and Lizzie, having heard from the marshal at the previous control that they had just come flying in the wrong direction, but on their minute! Running just behind them, we came up to a 90 right with white straight on, only to see them completely miss the right and go flying down the right. We had also over-shot, but saw the road dive off downhill, and reversed back for it. They then caught us up again just after the next control, as we came back up for a delta we thought might have a board on it, although it actually didn't, as it was a white road.



The navigation continued to be pretty easy, being mostly traditional clues of the types we are used to, such as spot heights, herringbones, directions etc. We then came up to a photo point on a hairpin slot right, seeing just before the 'Foto' board a special extra board reading 'light em up Carl!', a reference to the LED washer jets fitted to Carl's newly-acquired 205 DTurbo. Despite the fog around at this point, Toby attacked the corner with plenty of enthusiasm, sliding the Nova round neatly on the Handbrake, and ending up pointing back the way we came!

Shortly after this we caught up with the Toyota Corolla, car 11, despite the fact we had dropped a minute, and found ourselves running on the same minute as them for half of the second time card, until the section after Andy and Susan's first control, where I had a complete blank with the nav. It was easy, directions departing junctions, but for some reason I

just couldn't get it to work. I eventually got it, but it meant we dropped loads of time on that section. That section also had a photo point, on

another hairpin slot, and another over-enthusiastic handbrake left us again facing back the way we came!

A couple more sections took us through the problem village, and on to petrol, where we met up with the rest of the Wessex crews. Mostly they were having a good event, except for Carl and Lizzie, who were suffering from tiredness and not really getting into the event. Provisional first half results showed that both Phil & Cosh and Olly & Dave were on course for good results. It also showed that we were first Semi, and James & Ed, on James' first Nat B event, were on course for first Novice. After much chatting, it was time to start again, and we very quickly got into the swing of the second half.

The route moved up onto map 177, and immediately onto nice twisty roads. The nav stayed the same as it was before the break, and I was getting it down on the

map quickly, we soon caught up the Toyota again, and found ourselves on the same minute as them for the rest of the second half. There was one point where we were behind them, and they decided that rather than following the road round to the right, they would go straight on down a driveway into a hospital. They obviously realised quickly though, as they caught us up at the next control.

We continued through the third timecard without incident, and getting to the end of it I realised that we had not dropped any time. This gave us more enthusiasm and encouragement as we went onto the last card, particularly when we pulled into Andy's second control on our minute, with shouts of encouragement as we pulled away. There was one section, with a long herringbone, where I was not sure of how it solved. Getting to a junction, we turned left, and sat the corolla turn right. I checked again, and realised I had missed a junction, and so we needed to turn right. Informing Toby of this, he pulled the handbrake and flicked the car round neatly, in the middle of an A-road! I quickly resolved the rest of the section, and we pulled into the

# Carlos & Lizziewizzie's Bling Bling Kent Road Rally

Turned up, screwed up, fell asleep, woke up, saw a foto board with "Light 'Em Up Carl!" so we gladly did, blue LEDs went on, felt happy, woke up for a bit feeling generally chuffed, dozed off again, read a corner or two, dozed ... woke up, found the finish, fell asleep, came last, went home.

Morals of the story:

- 1) Sleep before a road rally, and at the very least, make sure at least the driver or the nav are awake, having both fighting sleep is not a good idea!!
- 2) Don't diss the bling!



THEY'RE SO SMALL!



TC on our minute. We then saw the corolla pull up behind us, so he must have missed another slot. Getting back onto 188, we realised we had just a few sections left to go, and were still on our minute.



The last envelope revealed a differences-between-grid-lines clue, which I quickly got on the map and we quickly drove the section, now behind the corolla (we had been swapping places almost continually over the last timecard), arriving at the last competitive TC on our minute.

Pulling into the finish, it seemed incredible - we had not dropped any minutes on the second half of the event. Meeting up with the rest of the Wessex crews, they all had similar stories to the first half, with Olly/Dave and Phil/Cosh doing well, and Carl/Lizzie still having a bad time, their tiredness really affecting them.

When the provisional results were announced, we appeared to have dropped a codeboard and 2 minutes on one section on the third timecard. As we knew we hadn't dropped any time,

we queried this, and found that they had made a mistake entering it into the spreadsheet, and our timecard was clean. They corrected the spreadsheet, and we found that we had a penalty of 1F 8 Mins total, putting us 5th overall, 1st Semi-Expert. Olly and Dave won the event with 2 minutes, and Phil and Cosh were 3rd with 4 minutes. James and Ed had also had a successful event, getting 1st Novice. A successful event for Wessex, bringing back 6 of the 8 trophies!

*Nick Clarke*

72	73	74	75	76	77	78	79	80	81	82	FINISH 
			Rolled the car		Win you class on a road rally		Your driver drops out.	Get stuck on white road		Failed scrutineering	
71	70	69	68	67	66	65	64	63	62	61	60
	In a poor overtaking manoeuvre you reshape another car	Win external event		Forget to write down codeboard							
49	49	50	51	52	53	54	55	56	57	58	59
		Miss coursework deadline due to rallying all night					Win a rally despite having an exam the previous day			Hit a deer	
47	46	45	44	43	42	41	39	38	37	36	
		Compete on external event despite hangover.		Drunk at Christmas meal			Win a championship round				
	25	26	27	28	29	30	31	32	33	34	35
Help fix RUC's new car		Flashed by speed camera	Event car breaks down 2 hours before event. Move back number on new roll of dice			Stop to help crew who have gone off.					
23	22	21	20	19	18	17	16	14	13	12	
	Discover the handbrake in a moment of crisis			Get lost on the way home from the pub			Navigate successfully to the first pub trip	OTL on PC2	You understand the complex NE description of 12-car timing		
	1	2	3	4	5	6	7	8	9	10	11
START 		Join WMC in freshers week				Don't go to the 'How to do a scatter talk' Go back 2 places		Finish PC1			

## WMC Snakes and ladders



# Rallye Sunseeker 2004

## 28th February 2004

As we had not elected an RUC rep this year, the task of organising the Wessex marshalling on the Rallye Sunseeker in Bournemouth fell to me. After getting an idea of the interest from the list, I got in touch with the chief marshal, and he asked us to help out at 2 stages, firstly stage 8 at Gore Heath with Southsea MC, then later stage 16 at Somerley Park.

The day started at 9am at the Union, rather early for us students, but not as early as for Andy, Susan, Russ and Chris who had gone down to help marshal MC3, the first control of the day, which opened at 7. The motley convoy of Wessex bangers headed down the motorway, and all found the stage start without too much trouble.



Once signed on, we headed out down the stage to our allotted points. Surprisingly, no-one managed to miss their point, which would have required them to drive all the way back around the stage due to the one-way rule. I was marshalling at post 5 with Richard, Elaine and Jon, and we found somewhere to park the

cars clear to the side of the stage, had a brief snowball fight in the patch of un-melted snow we found, and wandered down to post 6 to say hello to the marshals there. We then turned the rally radio up, and waited for it to start.

We found when the course cars came through (mmmmm, Mk2 Escorts!), that the post we were on was not particularly interesting, with only a few cars getting sideways, and none getting out of shape or having any moments. Some of the cars did however look quite interesting, having had various moments on previous stages, including a couple that had obviously rolled. It struck us that very few of them seemed to be really pushing it, and some seemed quite slow past us. Some of the back markers seemed to be having more fun than those higher up the rankings as well, including a







nice Mk1 Fiesta

When the stage closed, the Stage Commander, Phil Collings, came up to us and announced that Rich had won the marshal's draw for the stage - a day at Silverstone Rally School. Lucky Git!!! We then stood down, which required driving through the rest of the stage to the finish. The stage was a bit cut up, but was still good fun to drive.

At the finish, we met up with the rest of the Wessex Contingent, and headed off in the direction of the second stage, Via Tescos for those who had not got food. At this point we lost some of the group who were only doing the morning, and were joined by Dave and his brother who were only doing the afternoon.

Arriving at the second stage, we found that they were still in the middle of running stage 11, which used much of stage 16, and our convoy was joined at the start by the last of the back markers entering the stage. Talking to the stage commander, Me, Jon, Paul L and Owen decided to stay there and help run the stage start control, while everyone else headed out into the stage.

At the start, we had to sign their timecards, fill in the times on the checksheets, and operate the starting lights. The lights had an automated system that ran a 15 second countdown to the appropriate minute

when a car number was entered. At this stage it was starting to get dark, and the cars coming in had light pods fitted, some with several thousands of pounds worth of gas discharge lighting, a big contrast to one car, the Skoda, with half a dozen cheap Halfords lights!

This was more interesting than out post on the first stage, as we saw all the cars put their acceleration to the test, but probably not



as interesting as some of the points further into the stage, which included several nice-looking hairpins and 90s. Unfortunately, we were unable to drive this stage, as it was closed part-way along, so we headed straight back to Southampton from there.

*Nick Clarke*



# Good Olde Rallye

**CSMA Feb 12 Car  
6th February 2004**

Having acquired my Fiesta 1.4S back in November, I was determined to try driving an event, and so when Lizzie asked me to drive her on the January CSMA 12-car, it seemed like a good idea, as long as the car was working fine after it's recent head gasket change. Unfortunately, that event was cancelled due to a lack of entries, and so when Susan began pestering everyone to enter the February 12 car, run by her and her dad, it was decided that this event would mark the Fiesta's debut.

Having spent quite a bit of time over the previous week tinkering, by Friday morning the car seemed to work, albeit with an oil leak around the pressure sensor, and a slow puncture in the rear offside tyre. In true Wessex style, I arrived at Lizzie's 10 minutes late, to find that neither her or Dave were ready. 20 minutes later than intended we left for the start. Fortunately, we had allowed enough time, so a leisurely cruise up the motorway took us, via Tesco's petrol station, to signing on. The usual scribbling on paper, sorting of cars and socialising followed, before it was time to start, from the middle of the Tesco's car park. We found that the navigation consisted of a series of old maps and photos, which had to be translated onto the modern map to find the route. This is harder than it sounds, as many modern roads do not appear on maps from as early as 1810!

We managed to miss a passage check on the first section, due to a confusing instruction that meant avoid a road, but appeared as a via. This was missed by all but 3 crews. We arrived at the next TC well over a minute early, something that would happen at almost all the TCs on the event. The roads were mostly familiar from Wessex events, making my task of driving easier, especially when Lizzie was plotting and so not calling bends. The only problem here was when we got to a very tight, narrow 90 s-bend, with no warning. Fortunately I was half-expecting it, having been along the road before, and so was going suitably slowly. There were a couple of LWR deltas on the first few sections, including one that had been scrubbed due to being too muddy - we went round it anyway! More laughter occurred when I managed a rather over-enthusiastic handbrake turn at a hairpin slot right, ending up pointing back where we came. Apparently there were spectators just before that, but I didn't see them. We continued around the narrow, muddy lanes, arriving early, or on our minute, at every TC. The only 'moment' we had was at a tight, very muddy 90 right, where the tyres lost their grip on the mud and the car slid slowly into a bank. No damage was caused to car or bank, but a large amount of mud collected in the near-side front wheel, throwing it off balance. As we started the last section, Lizzie opened the envelope to reveal an aerial photo and a set of questions. I took one look at the photo, and identified it as Kilmeston, and so figured out the route and started driving, while Lizzie answered the questions, one of which involved counting the number of

spot heights on the route! Despite having stopped at a passage check on the Milbury's white, we still arrived over a minute early, giving me time to check the number of spot heights before booking in, then proceeding to the pub.

## Results

- |     |                                  |         |
|-----|----------------------------------|---------|
| 1.  | Andy Garrett / Olly Smith        | 1min    |
| 2.  | Phil Kendall / David Coles       | 3 mis   |
| 3.  | Jonah Nuttgens / Andy Coshan     | 15 mins |
| 5.  | Bob Wisniewski / Paul Lettington | 17 mins |
| 6.  | Nick Clarke / Lizzie Pope        | 18 mins |
| 10. | Chris Knott / Russell Goodrum    | 83 mins |

When the results were announced, we found that we had got 15 minutes for the missed PC at the beginning, plus we had somehow booked in early at a control, gaining us an extra 3 minutes of penalty, putting us 7th. Olly and Andy had won, with 1 minute penalty, despite the 309 almost blowing up, and the

alternator trying to fall off. Phil and Dave got 2nd, with 3 minutes, and Jonah and Cosh got 3rd with 15 minutes (they also missed the PC). Despite the low result, I think we did well for my first event in the driver's seat, and the Fiesta acquitted itself well, without any mechanical problems, even if it was rather

low on oil by the end.

We later found out that the reason for our extra 3 minutes penalty was that Susan had indeed put the wrong time on our timecard, despite Lizzie asking for the correct time

*Nick Clarke*

## Dates to Remember

Thursday March 18th **PC10 (Scatter)**  
 Sat/Sun 24th/25th April **FUNKY ELEPHANT**  
 Friday 7th May Old Farts  
 Thursday 13th May Awards Evening

## Rally 2004 Calendar

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

[www.southernroadrallychampionship.org.uk](http://www.southernroadrallychampionship.org.uk)

Road rallying explained

# Not sexy - but fun

Elizabeth Pope investigates a sport that rarely hits the headlines

It's not sexy, it's not high profile and thousands do it in secret. Road rallying is a bit of strange one, it seems.

Meaning the phrase 'plot' is 'beeh' and you are greeted by a kind of glazed look in people's eyes. And that's not just those that are completely detached from four-wheel competition. It's unknown almost as much to those in the motorsport world as to those outside it.

"A test of endurance, navigation,

skill and teamwork," is how Andy Coshan describes it. In 1987, he started rallying in an MGB with Wessex Motor Club.

He graduated to road rallying two years later and is now one of the club's most experienced members. He is also involved with nearby South Sea Motor Club and has two road rally victories to his name, one from the left seat, and two from the right.

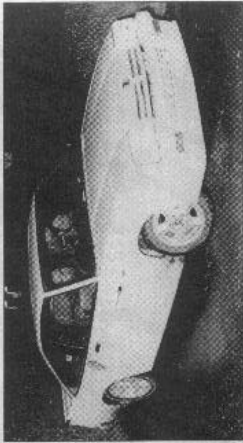
He adds: "I have the impression that many motorsport oriented people are unaware of road rallies

**Motorsport News**  
THE VOICE OF THE MOTORSPORT COMMUNITY

**explains... road rallying**

or, if aware, don't really know what it entails. Furthermore, there are probably loads of people out there who don't even know that motor clubs exist and would love to have a crack at road rallying."

The Funky Elephant Road Rally,



**Marta men:** Martin Chinnery and Coshan put an Opel to the test

within which competitors can compete and enjoy themselves." Proof, if ever it were needed, that enjoyment is a top priority. There's no archaically rally enthusiast, the only prerequisite being, as Coshan puts it: "an inherent love of the sport."

It's a passion for rallying that motivates competitors up and down the country to bring their cars to such events.

Even though Valentine's Day passion was throbbing through the nation on February 14, most road rally crews were concentrating on the Kent Road Rally, organised by Martin 'Chin' Chinnery, a former crewmate of Coshan's.

The crux of it is that if you don't enjoy it, the hard work isn't worthwhile. For Coshan, all that effort pays off. ■

around the Seabron South East/Central Southern Rally 2004 Road Rally Championship to be held in April, will be the seventh road rally that Andy has been involved with organising.

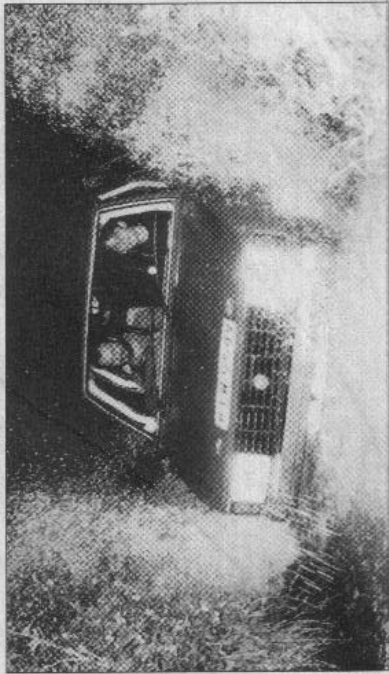
He says: "You have to drive the correct route, within a given time

schedule. Events are run in accordance with the MSA's regulations and each has to be individually authorised by the Secretary of State for the Environment under the Road Traffic Act. The time schedule assumes a maximum average speed of 20mph and the police are aware of details of an event's route and time schedule."

Coshan might make it all sound straightforward, but behind the scenes it can be far from it.

From the drivers' perspective, there's the task of getting the car round on time. For the navigator, there's the challenge of keeping his driver on the right road.

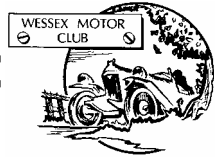
With crewmate Phil Kendall, Coshan is a regular top five finisher on southern road rallies, so he must be doing something right. He says: "I particularly enjoy developing team working



**Making a real splash:** Andy Coshan and his crewmate Phil Kendall are regular top-five finishers

*Wessex Motor Club is proud to present...*

# Funky Elephant Road Rally



24th/25th April 2004

The 2004 Funky Elephant Road Rally is the 4th round of the Rally 2004 South East/Central Southern Road Rally Championship.

With a young, experienced and enthusiastic organising team of expert, semi-expert and rally-winning competitors, this year's Funky Elephant will take crews round the lanes of OS maps 185 & 196, and venture onto the best of map 197.

Over the approximately 150-mile route, the drivers will be tested by the exciting mix of lanes, and the navigators will be challenged by the thoughtful navigation.

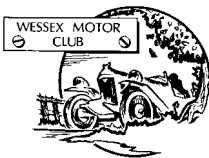
And if you've been waiting for the chance to have a shot at road rallying, this is your perfect opportunity. The Funky Elephant has a Clubmans class, so no National B licence is needed. It's a chance to experience a National B road rally, with simple navigation.

The fun element is the key.

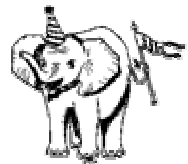
An event on this scale needs lots of marshals, so please come out and marshal if you're not competing. For further information, contact [marshal@funkyelephant.org.uk](mailto:marshal@funkyelephant.org.uk)

For more information and all the latest on this year's Funky Elephant, check out the website.

**We look forward to seeing you!**



[www.funkyelephant.org.uk](http://www.funkyelephant.org.uk)



[www.southernroadrallychampionship.org.uk](http://www.southernroadrallychampionship.org.uk)

# The worst car I've ever owned

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

Well, having successfully pinched that from Zip's article, I have to confess that my contender for the worst car ever was indeed that KAK awful Triumph Dolomite. This was the most expensive Dolomite I ever bought (over twice what I paid for any other one), and far and away the worst... This is a car which made Chris Moore scream in fright, and Cosh remarked following a lift home from the pub that he could feel the front subframe moving around under his feet..

For all that, I think KKA was one of the few cars I've owned that never got recovery home. Maybe it was just because the car was so knackered I didn't notice when another bit broke, who knows.. KKA even made it the 200 miles upto Cheshire with only 4<sup>th</sup> gear (remember, this was before the Newbury bypass on the A34!), with me having to hold it in gear for the last 50 miles, the gearbox finally gave up literally as I parked KKA.

I originally bought KKA because I'd had to sell my Spitfire, and I wanted another Triumph. When I saw it for sale (complete with vinyl roof!) I didn't look too closely, just handed over some cash and took it.. I should have checked it over very thoroughly. The paint on this car was something else; it looked as though it had been put on using a wirebrush, it was at least 1/8 " thick, with deep grooves all over it...

That said, at least KKA did actually compete in (and finish!) some events... more than a certain Mini did! Hell, that car was one of the most sideways I've ever owned, and it was certainly in that car that I had the most sideways moment ever..! That was a 300 yard broad-slide sideways down a B road (time enough to turn round and tell my nav to hold on), which culminated in the car going off backwards... Still got in to the finish before OTL though..

It finally got taken off the road when I bought another Dolly (HNE) with a plan to using the engine from HNE in KKA, until I got to looking a bit closer.... I finally 'found' (realised!) that KKA was completely rotten. Of the four subframe mounting points (in the chassis legs), three of the them were rotten, two of which were just fresh air... which explains why Cosh could feel it all moving around... The sills were both completely rotten, as was the bulkhead... The best panels on the car were the boot and the n/s front wing, so Steve came round with his bolster and removed them, much to our neighbours' annoyance... ;-)

But still, that wasn't the end of the car.. She was moved round to the driveway of our next house, using a ratchet strap and a tow rope to hold the axle in place, so I could strip her for parts, where she stood for a good 6 months before finally being sent to that home from home for cars from our house, Allington Lane Scrapyard!

*Paul Swindells*

p.s. Zip's mini was actually scrapped before KKA was!

# Plotters Cup Round 7

## February 5th 2004

February 5th was PC7, the 3rd 12 car of the PC season. After the previous 2 12 cars which had been pretty easy navigation wise, we were determined to make this one a bit harder, and so it proved for all but 1 crew.

We managed to get a full 12 entries and all controls manned, which we thought was pretty good going. The event seemed to run smoothly with no major offs or incidents.

Well done to Jonah and Cosh who proved that the nav wasn't too hard, and they had the harder of the two sets, 0 fails and 4 minutes proved it could be done!

Gareth and James managed to edge out Nick and Richard in PC making for very interesting reading in the PC championship table, which is proving to be the closest in years. Jane and Rosemary managed their first proper RUC win and finished 4th overall.

Also a big thank you to everyone for coming out to help, especially to Steve, Rupert, Matt, Chris, Susan and Elaine for Marshalling and Chris and Keith for course closing. Thanks very much to everyone.

*David Coles*

OA	PC	RUC	Driver	Navigator	Class	Fails	Minutes
1			Jonah Nuttgens	Andy Coshan	NE	0	4
2			Toby Jeffries	Phil Kendall	NE	8	21
3	1		James Firth	Gareth Lewis	PC	8	27
4	2		Richard Lawley	Nick Clarke	PC	9	27
5			Carl Gibbs	Lizzie Pope	NE	10	35
6	3		Paul Kearns	Chris Gage	PC	14	29
7			Ed Butler	Olly Smith	NE	21	36
8	4	1	Jane Haley	Rosemary Ghosh	RUC	26	35
9	5		Russell Goodrum	Tom Richards	PC	26	41
10			Laurent Wallis	Owen Pryce	NE(PC)	26	44
11	6	2	Roger Buckingham	Richard Castanheira	RUC	29	36
	DNF		Dan Moss	Rob Stevenson	PC		Flat Tyre



# Plotters Cup Round 8

## February 19th 2004

The black spot- curse of the navigator who wants to get their driver from point to point as quickly as possible and the tool of the evil setter who wants to make life hard for competitors by strategically placing route checks either side.

Yes, the talking point of PC8 was the exclusion of Jane and Toni for going (unwittingly as it turned out) through the one black spot- the first exclusion of its kind in living memory. Special mention must, however, go to Calum and Dave for getting perilously close to the edge of the black spot, spotting Russ and Tom sitting in wait and quickly leaving the scene before getting themselves in trouble.

In hindsight, this was a good decision by them as they ended up in first position, keeping alive Dave's hopes of getting his name on the trophy for the third year running and dashing those of Nick and Rich.

Away from all these shenanigans was a relatively uneventful event most of the clues seemed to work with a couple of silly mistakes by the organisers, Steve and Jonah went to the finish early after some Triumph trouble with the steering going a bit wobbly and Andy and Chris retired due to some mal de nav. Conditions were good, although maybe choosing the most exposed and elevated positions imaginable for the two controls was a mistake with a biting cold wind whipping across combined with some morally dubious behaviour from some randoms parked at the entrance to the car park at Danebury Hill made the marshalling somewhat interesting.

Well done to Dave and Calum for winning and to Richard and Roger for 1st RUC and completing their championship with a maximum 60 points.

*Chris Finch*

OA	PC	RUC	Driver	Navigator	Class	Points
1	1		Calum Maciver	David Coles	PC	68
2			Phil Kendall	Susan Broughall	NE	66
3	2		Richard Lawley	Nick Clarke	PC	61
4	3		James Firth	Gareth Lewis	PC	59
4			Dick Howatt	Toby Jeffries	NE	53
4	4		Paul Kearns	Chris Gage	PC	50
7			Laurent Wallis	Owen Pryce	NE	48
8			Ben Paddick	John Thompson	NE	47
9	5	1	Mike Lumsden	Chris Hynds	PC	43
10	6		Roger Buckingham	Richard Castanheira	RUC	42
10			Rupert Goodman	Hugh	NE	37
10			Steve Barnard	Jonah Nuttgens	NE	35
13	7		Dan Moss	Rob Stevenson	PC	28
Excluded:Black Spot			Jane Haley	Toni Gowland	RUC	
Retired			Chris Johnson	Andy Seal	NE	

# Plotters Cup Round 9

## March 4th 2004

Sorry if the nav was two hard - having set my first two 12 cars a little on the easy side, seems in trying to make this harder - went a little too far! - surprisingly very few crews opened any hint envelopes. Congratulations to Calum and David for winning both PC and



overall, and to Phil and Susan, - only crew to solve the herringbone.

Thanks very much to the marshals - Elaine, Dean, Chris, Mike, Roger, Richard, Paul L, Rupert, and James, + especially to the chris's for decode-boarding, and Paul and Ed, for sacrificing course opening.

*Gareth Lewis*

OA	PC	RUC	Driver	Navigator	Class	Fails	Minutes
1	1		Calum Maciver	David Coles	PC	1	25
2			Phil Kendall	Susan Broughall	NE	5	33
3			Carl Gibbs	Lizzie Pope	NE	8	27
4			Steve Barnard	Jonah Nuttgens	NE	8	28
5	2		Richard Lawley	Nick Clarke	PC	9	25
6			Toby Jeffries	Dick Howatt	NE	15	35
7	3	1	Jane Haley	Toni Gowland	RUC	16	26
8			Laurent Wallis	Owen Pryce	NE	23	45
9	4		Dan Moss	Rob Stevenson	PC	26	33
	DNF		Russell Goodrum	Tom Richards	PC		Alternator

# 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	PC7	PC8	PC9	Total	Best 6/8
1=	Roger Buckingham	10	10	10	8	10	10	8	10	-	76	60
1=	Richard Castanheira	10	10	10	8	10	10	8	10	-	76	60
3	Jane Haley	-	-	-	10	8	8	10	DNF	10	46	46
4	Rosemary Ghosh	-	-	-	10	8	8	10	-	-	36	36
5	Aaron McNeish	8	-	8	-	-	-	-	-	-	16	16
6	Matthew Coverley	6	NE	8	-	-	NE	-	-	-	14	14
7	Toni Gowland	-	-	-	-	-	-	-	DNF	10	10	10
8	John Stockley	8	-	-	-	-	-	-	-	-	8	8
9=	Fiona Campbell	7	-	-	-	-	-	-	-	-	7	7
9=	Jeremy Lynas	7	-	-	-	-	-	-	-	-	7	7
11	Matt Jeans	6	-	-	-	-	-	-	-	-	6	6

PC Championship Table

Pos	Name	PC1	PC2	PC3	PC4	PC5	PC6	PC7	PC8	PC9	Total	Best 6/8
1	David Coles	7	10	2	10	8	-	SET	10	10	57	55
2=	James Firth	10	7	10	SET	6	10	10	7	-	60	54
2=	Gareth Lewis	10	7	10	-	6	10	10	7	SET	60	54
4=	Nick Clarke	10	8	SET	8	10	8	8	8	8	68	52
4=	Richard Lawley	10	SET	7	8	10	8	8	8	8	67	52
6=	Chris Gage	5	SET	8	6	7	-	7	6	-	39	39
6=	Paul Kearns	5	-	8	6	7	-	7	6	-	39	39
8	Calum Maciver	-	-	-	10	8	-	-	10	10	38	38
9	Russell Goodrum	6	7	6	-	5	7	5	SET	DNF	36	36
10	Tom Richards	6	7	6	-	5	-	5	SET	DNF	29	29
11	Chris Hynds	3	8	7	5	-	SET	-	5	-	28	28
12	Jane Haley	-	-	-	7	3	4	6	DNF	7	27	27
13=	Roger Buckingham	1	5	3	4	4	6	4	4	-	31	27
13=	Richard Castanheira	1	5	3	4	4	6	4	4	-	31	27
15=	Dan Moss	4	4	5	DNF	-	-	DNF	3	6	22	22
15=	Rob Stevenson	4	4	5	DNF	-	-	DNF	3	6	22	22
17	Rosemary Ghosh	-	-	-	7	3	4	6	-	-	20	20
18	Andy Garrett	7	10	2	-	DNF	-	SET	-	-	19	19
19	Mike Lumsden	2	4	-	5	-	SET	-	5	-	16	16
20	Christopher Finch	1	2	4	-	-	5	-	SET	-	12	12
21	Matthew Coverley	1	4	1	-	-	5	-	-	-	11	11
22=	Toni Gowland	-	-	-	-	-	-	-	DNF	7	7	7
22=	Chris Knott	-	-	-	-	DNF	7	-	-	-	7	7
24	Elaine Freer	3	SET	4	-	-	-	-	-	-	7	7
25=	Jon Curry	-	2	-	-	-	-	-	-	-	2	2
25=	James Garrett-Sinclair	2	-	-	-	-	-	-	-	-	2	2
27	Aaron McNeish	1	-	1	-	-	-	-	-	-	2	2
28=	Fiona Campbell	1	-	-	-	-	-	-	-	-	1	1
28=	Matt Jeans	1	-	-	-	-	-	-	-	-	1	1
28=	Jeremy Lynas	1	-	-	-	-	-	-	-	-	1	1
28=	John Stockley	1	-	-	-	-	-	-	-	-	1	1
28=	Keith Walton	1	-	-	-	-	-	-	-	-	1	1

# 2004/2005 Committee

---

***President***

Gareth Lewis

gel101

***Competition Secretary***

Nick Clarke

nc602@ecs

***Treasurer***

Chris Finch

cf802

***Secretary***

Roger Buckingham

arb202

***Social Secretary***

James Firth

jmf102

***Karting Secretary***

Andy Garrett

amg301

***Web Site Editor***

Richard Castanheira

ric103

***Magazine Editor***

Jane Haley

jwh

---

**Website: [www.wessexmotorclub.co.uk](http://www.wessexmotorclub.co.uk)  
Committee E-mail: [motor@soton.ac.uk](mailto:motor@soton.ac.uk)**