

# WMC MAGAZINE

October 2004

Issue 24



So who'll be first in this situation?!

## Introduction

Hello and welcome to the first newsletter with me as editor!! And of course a warm welcome to all our new members, I hope you will enjoy being a part of this club. In this issue as well as the usual reports from events you will also find a guide to doing a navigational scatter, the new PC starts soon and I would really recommend coming out as a driver, navigator or marshal and having a good time.

So a little bit about I came to be here: I joined the club part way through the last season when Gareth turned up at SSAGO (another Uni club) one week asking if Rosemary and I wanted to participate in a scatter with him – apparently from having seen my driving he thought I'd enjoy it – perhaps I should be worried but I'm not!! Having had a laugh Rosemary and I decided it would be fun to do the 12 car – less said about that the better I think!! Turning left when Rosemary said right, Rosemary saying right and meaning left, being told to go straight on when I ask which way at a T-junction – but we just laughed at it all and kept coming back for more!!! I would definitely encourage people to give it a go. And that leads me to being

here now as your newsletter editor – how did that happen?! I must be mad!!! Ok – there's no need to agree!

Remember this is your newsletter/magazine – without your articles and comments there is nothing! (well very little anyway). And if you have any ideas or suggestions let me know and I'll try my best to include them in some way. Well all that remains for me to say is happy reading and don't forget to keep the articles coming in from your all events!!!

*Jane Haley (Ed)*

## Presidents Piece

Hi, and welcome to a new Wessex Motor Club season. Since the last newsletter, the PC season 2003-2004, has been completed, and congratulations to David Coles, who managed to complete a clean sweep of titles during his four years as a student. Davids graduation throws the new championship wide open, and it should entail plenty of fun events.

For those of you that are new to the club, an explanation of the events we run, both scatters and 12 cars, can be found within. In addition these pages contain reports from the latter stages of last

season, including the Summer Scatter and our own Funky Elephant RR, in which Wessex obtained 3 class wins, and Nick and Toby finished 2nd overall. A new committee has been in operation since Easter, although the majority have prior experience. For newcomers to the club (and anyone with a bad memory) committee profiles have been written. I'd also like to take this opportunity to thank the previous committee for their hard work, and a flawless season.

Gentlemen start your engines, let the new season begin.

*Gareth Lewis  
President*

# Who Are Wessex Motor Club?

WMC competes in the Inter University Karting championship as well as owning our own Kart for fun trips. We are also winners of the National Student Motor Sport Championship.

Wessex Motor Club is for fun, friendship, competition and cars, although **you don't need a car. You don't even need to know how to drive.**

**So what do we do?** Fortnightly throughout the winter season WMC runs competitive evening events on the lanes of Hampshire, finishing at a country pub. These events involve cryptic clues for navigators to solve which identify a location or route which can be driven to (or driven) where you will find proof of your visit. We call these Scatter Rallies and 12-car Rallies. These are fantastic fun and count towards our championships. The Plotters Cup championship is open to all students and our RUC trophy is only open to those of you new to motor sport. Many members have used these events as a stepping stone to competing in and organizing some of the all night national events held around the south.

For those of you interested in Karting we run regular social Karting trips, with a team attending the championship. We also attend Skid Pan Sessions, training at local race tracks to improve your car handling, Autotests, competitions in grassy fields (to test your car handling) and Production Car Trials (uphill events to test your car). A chance to get even muddier might be an off road trip in a Land Rover.

For the more demure among you, we run table top events (the cryptic clues and map reading, without the roads, the risk or the rain) or scalectrix evenings for a bit of indoor competition and trips to the motor show.

If when we said rallying you were imagining Peter Solberg/Colin McRae or Sebastian Loeb then we do that too. Wessex members marshal on local tarmac and gravel stage rallies as well as the International Rally in Wales (or Barcelona). Marshals are there for spectator and competitor safety, but are allowed free entry, prime viewing and a chance to drive the stage. Also a great way to support the ex students members that can afford to run a stage car.

Formula one needs no explanation, but there remains a great interest throughout the season, with F1 parties, heated debate and a recent trip to the BAR factory. We haven't yet run a trip to see the Grand Prix, but it's certainly an option if the interest is there.

For general advise on car maintenance, what car/tyres/insurance to buy, to get help or borrow tools. Just ask! Wessex offers a wealth of knowledge, opinions and random car bits.

If you can believe there is still time between all of that, then join us on a Thursday evening for a pub trip to some of Hampshire's finest establishments for pub grub and real ale. If it has wheels and an engine (especially if the engine needs fixing) then Wessex Motor Club is probably interested.

*Susan Broughall*

## British University Karting Championship 2004

The Southampton University Karting Team has been in action again this year, travelling all over the country under the organising hand of team captain, Calum Maciver. The British University Karting Championship (BUKC) uses two-stroke racing karts, and is unique in attracting competitors with all levels of experience, from complete novice to current Formula 3 and GT drivers. Some 43 teams competed in this year's championship, some taking it more seriously than others - Oxford Brookes even bring a team manager to each round!

Such seriousness would not be in the Wessex spirit, however, so the tried and tested approach of making pit stop strategies up on the spot, usually to the complete surprise of the driver, was continued for this year. The season started with a trip to Bayford Meadows in Kent, a new track for this year. All the team went well at this track, and we ended up with the A Team finishing 12th, and the B Team getting a very creditable 21st.

The second round saw a trip to Rye House, a tight and twisty circuit in Hertfordshire. Unfortunately the lack of experience of some of the drivers in the championship showed here with many

crashes and incident occurring throughout the day. The A Team was particularly affected, ending up in 20th place, whilst the B Team finished 22nd. Credit should go to Gareth Lewis and Adam Gorman who both put in super drives during the day. Rounds three and four saw a drive up to Newcastle to race at Warden Law. As if the drive up there wasn't going to be long enough to start with, Andy's car decided to break down, requiring the replacement of a gearbox oil seal (which had to be done twice due to a mistake the first time). We finally made it to the camping barn that Gareth had booked us 12 hours after leaving Southampton! A very cold night in what can only be described as a glorified cow shed (I don't think Gareth will be left in charge of accommodation again! ☺), we set off for the circuit.

The day's racing went well for both teams, with the A

Team finishing 22nd in round three and 6th in round four, and the B Team managing 18th and 25th. The round four A Team combination of Gareth Lewis, James Firth, Calum Maciver and Adam Gorman all deserve a mention for their drives to get 6th overall, as does Ewan Donald who travelled down from his parent's house in Glasgow to race for us!

The final rounds of the championship to place in sunny Dorset, at Clay Pigeon circuit. This is by far the fastest track we visit all season, with top speeds approaching 80 mph. Another generally good day saw the A Team finish 13th and 10th and the B Team 14th and 23rd.

At the end of the championship, the A Team were placed a strong 13th with the B Team one of the top rookies in 20th. Roll on next season!

*Chris Gage*



# WORDSEARCH

At the AGM you said you wanted puzzles in the newsletter so here you go!!!

Just find all the car manufacturers hidden in the grid!! Simple!!!!

O O W E A D T H A T O Y O T E L E  
O B C S M A R T A O P E L R E T H  
R E M A F L S T A E S H B X T E C  
E N M W E R A U G A J C U E O M E  
L E E O R P D M A T H S V O L V O  
S O M G R I E B B M E R C E D E S  
Y R I S A A U U E O O O C M R N I  
R T T U R W F S G C R P A I O I K  
H I S B I T S L T E R G A N F S U  
C C U A P L H K A A O A H I A S Z  
M A B R C U L Y L A H T D I E A U  
O D I U O A F O U O I I S N N N S  
R I S U R N B A T N V C A K O I N  
G L H F R E V O R U D A N D O H N  
A L I D S R U B U R S A B A A D N  
N A M T E L O R V E H C I A L N A  
T C A D Z A M R O L L S R O Y C E

Alfa Romeo	Audi	BMW
Cadillac	Chevrolet	Chrysler
Citroen	Corvette	Daewoo
Daihatsu	Ferrari	Fiat
Ford	Honda	Hyundai
Jaguar	Lamborghini	Lancia
Lexus	Lotus	Mazda
Mercedes	Mini	Mitsubishi
Morgan	Nissan	Opel
Peugeot	Porsche	Renault
Rolls Royce	Rover	Saab
Seat	Skoda	Smart
Subaru	Suzuki	Toyota
Volkswagen	Volvo	

If you would like to submit a puzzle for a future newsletter then please submit them to me (with answers) by email [jane@xenon.upton.biz](mailto:jane@xenon.upton.biz) Many Thanks.

# Introducing The Committee...

**President - Gareth Lewis**



Hi, I'm Gareth, and I'm this year's President. When I joined the club 3 years ago, I was primarily a karter, as numerous newcomers to the club tend to be, and I have enjoyed competing in the British Uni Karting Champs.

However, I gave road rallying a go, and am now thoroughly addicted. It is a real buzz, either as a driver or a navigator, and I urge all new members of the club to have a go. If you haven't got a car, navigate, if you do, don't worry about speed, you can build it up gradually. Either way, it's great fun.

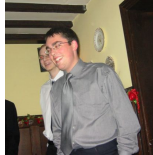
I tend to navigate on events, but drive a Belmont (Astra Mk2), which is a bit of a barge. As anyone will tell you, it's usually got something wrong with it, but it has lasted me 3 full years now!



**Social Secretary - James Firth**

A fitting role for the alcoholic of the club!! In between drinking and being sober enough to drive he studies geography.

**Treasurer - Chris Finch**



This is the guy who swindles the Union out of all their money to spend it on us. He'll also be after you all or your membership fees and other such payments as the year goes on. As far as we know he has no major record of embezzlement!!

**Secretary - Roger Buckingham**



I am studying Physics (4-year masters), and have just started my 3rd year. Bit too much like hard work if you ask me. First success in rallying was last year's RUC; not saying that much when for most the season we were the only crew!

**Karting Secretary - Andy Garrett**



If you want to know about karting and sign up - Andy's your guy!! In between organising karting events he pretends to study some subject that sounds rather a dross - he once mentioned something like 3 hours of lectures a week - one can only dream!!

**Website Editor - Richard Castanheira**



Hi my name is Rich and I run the website. I am Rogers' nav and last year we won the RUC (although to be fair we didn't have anyone else racing us till later on in the season.) I study physics.

**Newsletter Editor - Jane Haley**



Hi, I'm Jane and I put all the lovely articles you lovely lovely people write for me and put them in this - the club newsletter. I am currently studying for a PhD in chemistry/biology/biochemistry/microbiology/biomedical science type area with a bit of physics/electronics thrown in later for good measure - probably safer not to know!!

**Competition Secretary - Nick Clarke**

Nick is currently taking a year out from study, but is always available to help check nav's for us!!



## *Summer Scatter 2004*

*Each year the club invite all current and Ex-Wessex members to compete in a daylight scatter on a Sunday afternoon in early May. The event covers the whole of map 185. I'm sure it must be an incredible challenge to set. So thanks to all the committee who organised it. This year there were only about 12 cars; some PC regulars and annual summer scatter attendees, with a few new (and old) faces. Many following the custom of water pistol warfare, armed to the teeth this super soakers and water bombs. Any who dared proceeded to signing on with care.*

*Fortunately the weather was kind, but unfortunately this meant the moving targets were increased. There were many walkers, cyclists and Sunday driver out to enjoy the sunshine. We managed not to hit any (just). Do we get bonus marks for this?*

*The real bonuses at the controls varied, but oddly we didn't meet that many other crews on the way round. So I hope you all enjoyed running around the car parks looking for signs and taxing you brain remembering the WRC crews. We didn't manage to find anywhere that sold newspapers so invented to silly answers to the complete the headline bonus. (Jane perhaps you should include some of the funniest).*

*We didn't come close to our score of last year, but with my co-conspirators Jon Taylor and Phil Kendall we managed to take the shield home for a second year running. Closely followed by the husband and wife crew of Dave and Carine Pritchard (also taking 1st Novice). They claimed to be out of practice, after a long time away from the club, but I think they might have been in secret training. Paul Swindells and Dick took third overall. I'm sure they will use the excuse of a late night partying the evening before, but I think that applied to many of us.*

*Jonathan Hare & Dave Mills in a Renault Clio took the top Beginner trophy, but it was a close call with only 60 point separately the top 3 crews in that class. So congratulations also to Peter Wheatley & Nick Kendal and Nick & Brian Harper, all newcomers to the event. A certain little Red Fiesta (known by those who love her as Cecelia) did her best to be noticed. Getting stuck on a white road & covered in mud, then denting a tree on the way back to the finish. Taking away from Chris Gage and David Coles, what might have been a good event. Many more of you I'm sure will have stories to tell of your adventures, but unfortunately I had to rush off to get to work.*

*Susan Broughall*

## *Cecilia's Little White Road Adventure Summer Scatter 2004*

### **We should have known better!**

Only a few days before the Summer Scatter, several WMC members were sitting a pub laughing at the fact that Olly had just got stuck down a white road he had tried, without knowing that it "went". In fact he ended up so muddy that he didn't even join us at the pub – having been towed out, he went straight home. The initial plan for the Summer Scatter was for David and me to compete together in my Spitfire.

Unfortunately the car had to go to the garage a few days before the event, and despite the garage making promises to the contrary, was not finished in time to be able to compete. Onto Plan B – we'll use Cecilia, non-functioning handbrake and all (*It broke, again, as I parked up on their drive to pick Chris up*). The day was warm and sunny (a good thing given how many people had equipped themselves with Supersoakers), and despite David's best efforts to crash into a queue of traffic stopped at a red traffic light, we made it to the start unscathed. Signing on complete, including an obligatory drenching, we sat down to plot our grand plan on the best route to get to all of the marshal points as early as possible.



Come the start time, we headed off to see Jane and Keith. With me plotting as David drove we managed to get a couple of RCs before the marshal point opened. Next was a long drive up to see Andy and James, although we were hindered by Sunday drivers at every turn. We actually made it to the control about 5 mins outside of the maximum point's slot, but decided to take to clues so we didn't have to drive up there again. As it happened, Andy wrote down the wrong time, putting us into the maximum points time period as far as the markers were concerned. I'm not sure whether it was deliberate, or Andy just can't read a watch, but Cheers Andy! ☺

A lot of driving, and a few controls later, we had been to all of the controls, and collected all of the clues and bonuses. Unfortunately, we were now two hours into the event and had only visited a few RCs. The clues were taking quite a long time to solve, but we figured that other people would probably have got to more RCs than we had, so we decided to have some fun. As we were down in the bottom right of the map at the time, it was decided that we would visit a few RCs, but going via as many white roads and byways as possible. With the benefit of hindsight, this was possibly not the best idea in the world.... *(It wasn't?!!)*

Things started ok – we went down a few white roads, and were generally having a laugh when we came to an RC that was supposed to be in a lay-by just south of Cheriton. We stopped to have a chat to Richard (who was taking it even less seriously than us!), before deciding to move on. It was at this point we spotted the white roads in the area. David said something along the lines of “some of these definitely go, but I'm not sure which?”. Undeterred by this apparent lack of knowledge, we decided to give some of them a go anyway. *(well I was correct, some of them did go!!)* We found some deep, damp ruts fairly quickly, so decided to turn back and try one of the other roads. Very sensible we thought. The road we selected was pretty smooth, and completely dry, so things were going well. Then it headed down hill...

We saw some water ahead, and David sensibly decided that discretion would be the better part of valour, so stopped to reverse up. Little did we know that the clay we were on was also extremely soft, and as soon as we stopped the car sank into the ground! At this point we didn't really think it would be a problem – we had stopped before the REALLY wet stuff, so how stuck could we be? I would just jump out of the car, give it a push backwards and we'd be away again. It soon became clear that we were a little more stuck when I couldn't actually open my door! *(doh!)* Having clambered out of the other side of the car, it turned out that the car had sunk to its floorpan. Oops! Initial attempts to jack the car up failed, as the jack dug its way deeper into the ground rather than lifting the car. That problem was solved by using a spare codeboard (apparently standard equipment on a Mark II Ford Fiesta!) to spread the load. At the end of its travel, the jack had just lifted the wheels completely clear of the road. We filled in the holes we had dug for ourselves, and with the aid of Russ' tow (who had come to our rescue) we were free. Now, any normal person would, at this point, head back via the roads that definitely go, and take a direct route to the finish pub. Not David and I though – we're built of sterner stuff! We decided to give another white road ago. And promptly crashed into a tree!

I should point out that the reason for hitting the tree was to avoid another pool of water (which we now had an aversion to). *(The other reason for hitting tree was the fact we fell in the ruts we were halfway up the bank trying to avoid, and Cecilia's 145 tyres aren't that good in mud, or on anything for that matter, and we were just passengers into the tree at about 5mph or so)* No serious damage was done (ie it could all be fixed with gaffer tape), and at this point we decided, finally, that we should head to the pub.

Apparently we made it to the finish slightly OTL (can't imagine how that happened), so weren't classified as a finisher. David did, however, manage to lock his keys in his car *(Ok, so I was having a bad day!!)*. It was time for a pint! Fortunately Nick's keys also fitted Cecilia (high quality Ford locks!), so the keys were salvaged in time to hear that we had come dead last.

I think it is fair to say that despite the result, we had a complete laugh, and we exhibited an approach to the Summer Scatter that has never been seen before. I would also like to point out that had we been in the Spitfire, we would definitely NOT have got stuck down a white road! *(Had we been in the spitfire though we'd have not moved all day, Chris has had that car for a year now and I still reckon it's never moved!!)*

Chris Gage  
David Coles



# AN INTRODUCTION TO NAVIGATIONAL SCATTERS

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

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

## ***The Start***

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

## ***Solving the Clues***

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

## ***Route Checks***

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

## ***Control Marshals***

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

## ***The Finish***

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

## ***Scoring***

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

10 points are awarded for visiting Control Marshals.

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

The winning crew is the crew with the most points.

## ***Results***

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

### **Navigational Scatter Top Tips**

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





# WMC Events Calendar

14/10/2004

## Intro Meeting

Location: Physics Lecture Theatre B  
Meet at The Union at 19:45

19/10/2004

## How To Do A Scatter Talk!!

Meet at The Union 19.00

21/10/2004

Plotters Cup Round 1

Scatter

04/11/2004

Plotters Cup Round 2

Scatter

11/11/2004

## How To Do A 12-Car Talk!!

Meet at The Union 19.00

18/11/2004

Plotters Cup Round 3

12 Car

02/12/2004

Plotters Cup Round 4

Scatter

16/12/2004

Plotters Cup Round 5

12 Car

13/01/2005

Plotters Cup Round 6

Scatter

03/02/2005

Plotters Cup Round 7

12 Car

17/02/2005

Plotters Cup Round 8

Scatter

03/03/2005

Plotters Cup Round 9

12 Car

17/03/2005

Plotters Cup Round 10

Scatter

[www.wessexmotorclub.co.uk](http://www.wessexmotorclub.co.uk)