

# WMC ?????????

December 2004

Issue 25



**So what is it then!!!!?**



## Introduction

Hello and welcome to the last edition of this publication for 2004. It been a good season so far with lots of cars out for each event with relatively few incidents (not sure Chris's wallet would agree tho!) Hope to see you all back again ready and raring to go in The New Year when we start back with PC6 which promises to be another fab event.

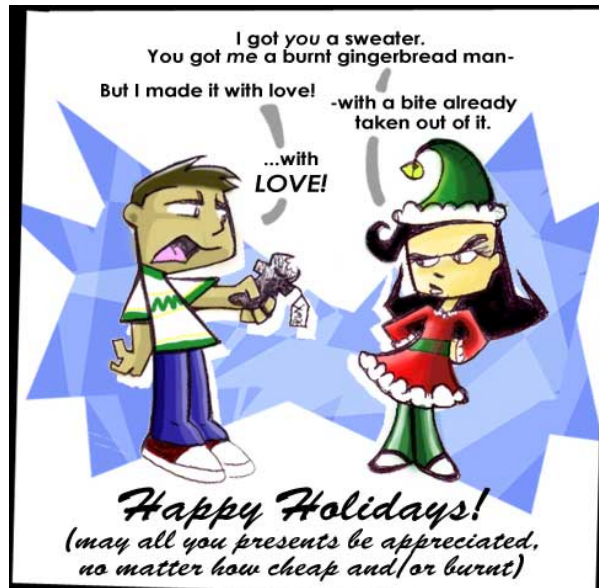
Hopefully in the new year this publication will also be back with a new name chosen by **YOU** that will perhaps end the long dispute as to whether this is a magazine or a newsletter – see later in this issue for how to have your say!!

All that remains to be said is keep those articles coming in!!!

And of course – have a very Merry Christmas and a fab New Year. Hope santa brings you all what you asked for!!!

See you in 2005

Jane



## The Regis Rally – Saturday 9<sup>th</sup> October

It was an early start. And I got that awful feeling when my alarm went off at 4:40am. You know the one. “Where is that noise coming from? What’s going on? Why is it still dark?!” At least that’s the printable version.

Why was I getting up early? Bognor Regis Motor Club was running a historic rally, and in my wisdom I’d decided to go along and marshal. When put like that, it sounded like I didn’t want to go, but I did, and the early start was worth it, but hindsight’s a great thing.

So Olly arrived at mine just before 6, and we Pugged off east along the M27 to the start which was at the Amberley Working Museum, which is north of Arundel, Sussex. We arrived at about 10 past 7, went and signed on, then wandered round salivating at the various sexy cars taking part. The Renault Alpine was rather exciting, the Elite was just MMMMMMMMMM, and I didn’t think Daimlers went rallying but the one there was really lovely. **But the best-looking car there by far was a little green Ginetta G4, similar to the Elite but even smaller.**



Maybe 10/15 minutes later, Susan & Nick turned up in Susan’s rather nice old car, hoping to get a chance to go topless for the day (as it were). When they signed on we realised we’d been given consecutive controls to marshal in the afternoon (**it was actually deliberate**), but had a good 5 or so hours to kill before then. So after a bit more socialising & ‘oooo’-ing & ‘aaahhh’-ing at the cars, we decided to trundle over to Midhurst where the first special test was being held, to see what goes on at these historic events.

We had far more time than we needed to get to Midhurst, so whilst Susan & Nick travelled in style and went the sensible route, Olly & I decided to be a little more adventurous. Armed with a 197 and a vague knowledge as to which whites went, we set off to experience the full might of diesel power.

Well, most of the whites went, although we got the feeling that the last thing to have run down some of them was a river. It was certainly an interesting route to take, and the handbrake seemed to work well, which is always a bonus. And what's most important is that we made it to Midhurst in one piece... **although your exhaust sounded even more like a tractor than before!**

The special test was in a car park, and was marked by cones. It's a bit like an autotest – a tight-ish course to complete against the clock. There was some time to kill before the competitive crews arrived, so Olly & I decided that we just *had* to test the course. That was fun! OK, so we went the wrong way at the end – totally my fault, I'd lost all sense of direction in a screaming 106 being chucked about!! – but that aside we got round in 26 seconds (thanks to Nick for timing it!). And anyway the mistake only disadvantaged us time-wise, so there was room for improvement. I wonder what it looked like from outside the car? The benchmark had been set...

We'd gone to Midhurst with the intention of spectating and ended up running the test! Nick & I counted the cars down & timed them, and Susan & Olly wrote stuff down. Most crews went the right way, and when they hesitated they could see us 4 jumping up & down & pointing, so would've realised that they were about to go wrong! There were a few amusing moments, such as one crew going round one cone twice for no reason, and another crossing the finish line with a bit of a tree hanging from the car's bumper. When all cars had gone through, a small Peugeot still (unofficially!) topped the timesheets. Strange that...

Once this was done & we'd helped clear the course away, it was about time to head over to our marshalling points. **Having de-roofed the Spitfire to fully enjoy the Autumn sun.** For those of you who know the area, Susan & Nick were in a layby just down from the Hog's Lodge, whilst Olly & I were near Froxfield. Off we went, hoping yet again to take an interesting route. With Susan & Nick in tow we had some fun on a selection of yellows, found a few deltas, then convinced Susan to do a white (it helped that I knew it went), and I think the Spitfire loved it!!

Lunch was munched at our control, then Susan & Nick pootled off down the road to set up shop there. We parked, Olly shoved the control board in a hedge, donned marshal jackets and got poised to mark cars in. This part of



the day worked pretty much the same as if you were marshalling a 12-car. We had a clock that you can freeze the time on – it was timed to the second – and we had to enter the time on each crew's timecard, sign it, and off they went. No moments to report, and fortunately no-one splashed us despite the muddy puddles! **The clocks really came into their own when you had 3 cars turn up almost at once, on a section timed to the second. We also found the best sort of random local, as the owner of the house behind our control appeared with cups of tea 😊**

Once the course closer had passed through, we were reunited with Susan & Nick, then wended our way home via as many whites as we could think of on 197 & 185. **After they disappeared, we headed off to the event finish to see the nice old cars again, and socialise some more, our route taking us via lots of sunny lanes and another white, proving that the Spitfire is now a proper Wessex car. We also decided that we had won the event, as we were the first car back to the finish.**

All in all it was a very enjoyable day. The early start was well worth it, we got to see some lovely cars, and a day out in the fresh air – with no rain! – is generally a good thing for mind, body & soul. I'd recommend it to anyone who'd like to see a different type of motorsport. And conveniently enough there's another rally, the Palladwr, on October 31st in Wiltshire, Dorset & Somerset. See the Wessex site for more details.

Lizzie Pope & **Nick Clarke**

# Plotters Cup – Round 1

## Tales of PC1

As the evenings get darker and students everywhere mourn the end of the summer, there is, some, good news. It's the beginning of the rallying season. PC 1, the first round of our Plotters Cup championship, saw 13 cars competing on the country lanes of the Test Valley (aka bottom left 185). It was great to see a good turn out of new members and, as always, welcome back current members. I hope you all had a good time.

Richard Lawley, trying out his new car (a rear wheel drive BMW) competed with RUC navigator Jon Hare. Despite his rookie status, it seems they didn't get lost, managing to finish first student crew. Mike Saywell and Matt Slipper also newcomers came in second in their Seat Leon Cupra. Giving them top RUC championship points.

It was however very close at the top with 5 crews within 10 points of each other so perhaps we should watch out for the others on the next event. The three man crew of Dan, Si and Jim took third place. Jim joined us for a single, dramatic pub trip in a previous season. Nice to see you back. Chris Newman, also finished well, navigated by David Curd and Andy Ralph (in Andy's car!!). Close behind was Paul Adams, having recovered from the recent Wessex pub crawl (disappointingly the only RUC representative) assisted by James Kedge and Richard Nash.

The crews of both Roger & Toni and Marlon & Marcus missed control marshals, but successfully found the finish. Perhaps due to a student "pub finding" instinct but giving them a finish none the less. Marlon and Marcus also joined the convoy to the burger van, but admit to needing to remember more jumpers next time.

Of the ex student members David and Tom showed what can be done scoring 73 AND managing to arrive to the finish in time. Dave has had problems with in the past with arriving over time limit (OTL). This year James and Calum made that mistake, taking from them what would otherwise have been maximum PC points. If it hadn't been for the help of Lizzie and Paul in the white 309, Rich and Jon might not have taken that honour, after they got beached on a bank while reversing out of the way of a lorry and had to be towed off. Russell and Gareth also had a good score. As did Nick and Chris, the only people to damage their car, taking off the number plate as they drove through a ford.

Congratulations to all those who finished. Glad to see you all managed to score maximum points on the bonus (5 things beginning with D), usually by presenting a classic student car. Doors, dashboard, digital clock, dials, dirt and in some cases damage or dents.

Susan Broughall

OA	PC	RUC	Driver	Navigator	Car	Status	Points	Passengers
1			David Coles	Tom Jenkins	Ford Fiesta	NE	73	
2			Russell Goodrum	Gareth Lewis	Ford Fiesta	NE	62	
3			Paul Swindells	Lizzie Pope	Peugeot 309	NE	59	
4			Christopher Finch	Nick Clarke	Peugeot 205	NE	57	
5			Dean Upton	Jane Haley	Ford Fiesta	NE	49	
6	1		Richard Lawley	Jonathon Hare	BMW 325i	PC	48	
7	2	1	Mike Saywell	Matthew Slipper	Seat Leon Cupra	RUC	45	
8	3	2	Daniel Underwood	Simon Smith	VW Golf	RUC	44	Jim Colton
9	4	3	Christopher Newman	David Curd	Honda Civic	RUC	40	Andy Ralph
10	5	4	Paul Adams	James Kedge	Renault Clio	RUC	38	Richard Nash
11	6		Roger Buckingham	Toni Gowland	Citroen Saxo	PC	28	
12	7	5	Marlon Tucker	Marcus Nassial	Ford Focus	RUC	17	
OTL			James Firth	Calum Maciver	Vauxhall Nova	PC	56	

## An RUC view

The outlook was looking bleak for my first PC event with the club as both my nav's (Dave) and my car were off the road and it wasn't looking like we'd be doing any driving this event. It wasn't until enough persuasion and loving up to my partner had been done, to convince her that we could take her car out instead...

PC1 was a really fun, and I absolutely enjoyed every minute of it, especially as we were only ranked 3rd in the RUC, being just 5 points behind the leading position! We definitely got into the role very quickly, but our skills compared to some of the old-timers are a bit questionable!

Now comes the fun part, PC2. Now that was an eventful evening! I was foolish enough to check the road ahead of me when I went around a tight corner, only to realise that there was a big metal fence going down the middle of the lane I'd just tried to go down...

The car wasn't seriously damaged. It looks worse than it is, and we even managed to finish the event too! (It will cost enough to fix though!!) It also looks better now than when I was wedged into the fence as I've straightened things out a bit!

There was also the satisfying crunching sound made when I dismounted the fence!

Enough to say that my partner won't let me take her car out again for quite a while now anyway!

Well, I'm looking forward to PC3 now, my first 12-car scatter, we've only got to try and get another car on the road first. Now that might prove be a little bit trickier.

Chris Newman

## Palladwr 2004 – 31<sup>st</sup> October

So what is historic rallying? Put simply, it's what you do with rally cars (and sometimes competitors) that are too old or valuable to risk on proper road rallies.

Daytime historic events involve several regularity sections, where competitors have to stick as close as possible to a set average speed (usually about 24 mph), interspersed with a series of special tests, which are the fun bits (because you can go FAST).

The Palladwr was the last daytime event of 2004, and a group of experienced Wessex marshals were asked to help out with some of the tests. Naturally we agreed, as it was felt that someone ought to go and check out the tests, purely for safety's sake you understand!



As with the Regis a few weeks before, an early start was required, although the overnight clock change helped by giving us an extra hour in bed. (You hadn't driven from Essex the previous evening!!) Having driven down to Southampton the previous night, I set off with Susan in her almost-historic Triumph Spitfire (If the car is older than me it must be OLD!!), topless in spite of the chilly weather. (Topless is the only way to drive...). We trundled across to a small village near Frome (via a white road that turned into a deep river... so we turned around). Here we met up with Paul, Chris and Gareth, before heading up to the Frome Showground. Soon Lizzie and Ollly joined us with their diseasel (diese-silly) (*or perhaps even diesel?! Ed.*) Pugs.



Once the gates had been opened, and we had signed on, it was time to check out the test. The first time round, it was clear that people might not get clear of a narrow gap before the next car arrived (mainly because as I was about to leave through the gap I was confronted with an enthusiastic 309 and 106). We had to go round again to time that section (and because it was just TOO much fun.... and I had been impeded by the aforementioned 106 and 309), and then a third time to check with the chief marshal...

This particular test was a gravel track through a muddy field, with the cars looping round various cones on and off the track, so each passing car dragged more mud onto the track and more gravel off it. In the rear-drive triumph, this was particularly fun, though strangely the only person to spin unintentionally was Paul in the front-drive 309 (**who, me..!?**).



Soon it was time for the competitors to start. We had special computerised clocks that could load their times onto a chip on the competitors' clipboards, making life for the results team much easier. From our post, we also got to watch the cars spin round the last cone on the course, something some did better than others, with many ending up facing back the way they came. Well, not everyone were at the finish. Olly & I were at an observation point making sure that all the crews took to correct route round the cones.

There was a nice variety of cars there, from the more common Volvos, Triumphs and Minis, to much rarer vehicles such as the very committed Lotus Elite, the unusual pink Citroen (was that the car that looked like it was out of Thunderbirds?), and the rather nice little Ginetta G4.

Each car came through the test twice, giving us a good display of what you can do with an old car if you try! We had some problems with slower cars being caught up by faster ones, as they were being set off at 30 second intervals rather than the usual minute. This meant that we often had to get the slower cars out of the way very quickly as they finished (this makes for a good test of brakes and of guts, due to the risk of going into the back of the car in front). There was also considerable confusion as several cars tried to enter through the test exit, and were frantically waved round to the other gate (fortunately avoiding any collisions).

Once the competitors had finished, we were left with some time until the start of the next test we were marshalling. Of course, if you leave a group of Wessex people and cars in a field, the result is obvious (... we ate lunch... and played in the cars...). Susan very kindly let everyone have a go in the Spitfire, and Paul let Gareth have a go in the 309, causing much confusion as Gareth tried to figure out the fly-off handbrake (finding it very effective a brake and stopping dead...). We were also joined by Bournemouth Motor Club's Graham Dance, who took Lizzie for a ride in his LHD Alfa (well, we had to shut the gate at the test start (any excuse)... no fishtailing or doughnutting at all then?! (No poorly executed ones anyway... they were highly skilled ...).



Once we had all finished playing (and caking our cars in clay-mud stuff... Yeah!! My Close is now resurfaced with a thick film of mud..... from me washing off my car), and eaten lunch, we headed over to the afternoon test. This one began with a loop round a farmyard, a concrete track round a hill, then down through a water splash to the finish (stopping twice along the route at a stop astride where the cars have to come to a halt with the line between their wheels). First time through, Susan drowned out in the water, and had to wait for the car to dry before continuing (WHOOOPS). Again we decided to go round for another go, as obviously we thought we better warn the people at the start about the splash. This time I drove the Spitfire, and found that one of the corners on the track was a bit slippery (I did warn you!!), sliding off the track just after the bend and demolishing a fence post (TRIUMPH:ONE – FENCE POST:NIL... She escaped with minor cuts and bruises... does anyone have an elastoplast?). The 309 also almost came to grief at the same corner (it was very slippery! Too much cow S\*\*t) (**Nah, that was fine, nothing a quick tweak of the handbrake couldn't cure...** )

Again we were marshalling the test finish. And again not all of us were there. Susan, Gareth, Olly & I marshalled the 'stopastride' not far before the finish (being on the bend several cars skidded in slightly askew) and the only crew to topple a cone was that of Susan's Dad (I blame the parents!)

This, as with the previous one, was a 'stop astride' finish, meaning that the cars had to stop with the finish line between their front and back wheels. As the finish this time was at the end of a long straight, the approaching cars were considerably faster, resulting in some interesting braking manoeuvres. Several cars overshot the line, but the most impressive was the Elite, which came skidding and fishtailing in, causing me and Chris to leap back out of the way. Paul stayed where he was, proving that he's either very brave or very foolish (**No comment**). One other car complained, saying they thought it was a 'stop a-slide' due to the slippery nature of the track (hehe).

We also had some spectators at this test, who had come from a nearby house to see what was going on. Again all the cars came through twice, and the fast approach made it even more important to get them out of the way quickly.



Once we had finished, Susan, Lizzie and I decided to go and watch another test, while the rest headed off home, getting stuck in traffic on the way (but fortunately warning us). Deciding it was too cold at the last test (wusses, it was fine... OK I'll bring more jumpers next time), we continued to the finish pub for a nice (HOT...mmmm) cup of tea and a chat with some of the competitors (all of whom had had a fantastic day), before picking a different route home. A severe lack of signposts on the way resulted in a wrong turning, taking us several miles off the map (I thought you were a good navigator Nick!) before we found the right A-road to get us back to Southampton.

Nick Clarke, Lizzie Pope (and Susan Broughall) (**and a few comments from Paul**)

## Plotters Cup – Round 2

November 4th saw PC2 2004; the 2nd event of the Wessex Motor Club's PC season. We decided to set some relatively easy nav. as it was only the 2nd event of the season and we didn't want to put too many RUC teams off! It seemed as though we managed this as most could solve a good portion, if not all of it. Thankfully, it seemed that all of the nav. plotted correctly, just some discrepancies about which telegraph pole people were supposed to be looking for and whether there were 4 gates or in fact 2 pairs of gates welded together and therefore only 2 gates...whatever, it looked like 4 to me!

We saw a reasonable turn out of 12 cars, 1/3 of which were RUC which was pleasing, and everyone got some respectable scores on the board (85 was the total amount available), even Chris & David & passengers in their Honda Civic managed to get 4th RUC arriving at the pub by 22:20 after having a little incident with a gate just after leaving CMB!

At only 2 events into the season the PC & RUC championship tables are bound to be close, but at least there's a healthy amount of people on both of them...I however seem to be very close to the bottom of the PC table right now and Rich not even on it, lets hope the 1st 12 car is easy enough for us to do well on!

Thanks to everyone who turned out, and especially to Steve who left his pint at the pub to come with me to help out Chris & David & passengers at Portsdown Hill!

Roger Buckingham & Richard Castanheira

OA	PC	RUC	Driver	Navigator	Car	Status	Points
1			Paul Swindells	David Coles	309	NE	77
2	1		James Firth	Andy Garrett	Nova	PC	74
3			Richard Lawley	Nick Clarke	BMW 325i	NE	64
4			Carl Gibbs	Lizzie Pope	MR2	NE	62
5			Phil Kendall	Susan Broughall	309	NE	61
5			Rupert Goodman	Dick Howatt	306	NE	61
7	2	1	Mike Saywell	Matthew Slipper	Seat Leon	RUC	53
8			Toby Jeffries	Charley Miller	Astra	NE	47
9	3		Chris Knott	Toni Gowland	106 XSi	PC	46
10	4	2	Daniel Underwood	Jim Cotton	Golf	RUC	44
10	4	2	Paul Adams	Carolyn Asher	Clio	RUC	44
12	6	4	Christopher Newman	David Curd	Honda Civic	RUC	35

## An RUC view

After being the first RUC team in PC1 we had a great deal to live up to in round two of the plotters cup and, just to pile on the pressure we also had a passenger, so word of any mistakes would soon spread!

We received the questions at 7pm as usual and spent about 10 minutes solving and plotting the clues, after which we took off for the Leon in haste. Barring a close call with a certain Toyota the first couple of hours were relatively plain sailing, the car was running well (turbos adore cold weather) and it felt like our speed and accuracy were improving. Largely down to improving our terminology and timing for calling corners and junctions.

From CMB we went to Nelson's Monument, soon after which we had our first road-rallying "moment". Matt was busy plotting a route leaving Mike to do the driving when we came over a crest and were presented with a 90 degree bend! We half drove, half slid around the corner accompanied by a great deal of squealing from the tyres. I'm sure this is a routine occurrence for many of the Old Farts however it was an area of the Leon's handling that Mike had not previously explored!

In total we amassed 53 points, enough to duplicate our PC1 result of first RUC and second PC. Quite how we will fare in the first 12-car remains to be seen, expect us to lose time on any rough sections trying to preserve the cars underside and paintwork!

Mike Saywell (Driver),  
Matt Slipper (Navigator)

# Karting Trials – 10<sup>th</sup> November

The test day went really well with some high quality and fast driving.

So to announce the team then that will be competing in this years BUKC 2005 Championship:

Andy Garrett  
Calum Mciver  
Stephan Scully  
James Firth  
Pete Buschhaus  
Sarah Pearce  
James Hayward  
Tommy Joseph  
Balbo Enrico  
Richard Nash  
Andrew Canning  
Jon Curry



Andy G

Karting was great fun, I managed to take 9 seconds off my time so i'm happy. I just want to know since when have cars had their throttles on the left, isnt that where the clutch is? I swear the guy said 'remember its the reverse to a car' - there I was pressing the brake peddle wondering why it wasn't going anywhere...

Marlon

## Committee Email

Just a reminder that the email address for the committee has changed and is now:

[committee@wessexmotorclub.co.uk](mailto:committee@wessexmotorclub.co.uk)

# SPOT THE DIFFERENCE

Can you spot the 6 differences between the 2 pictures below?



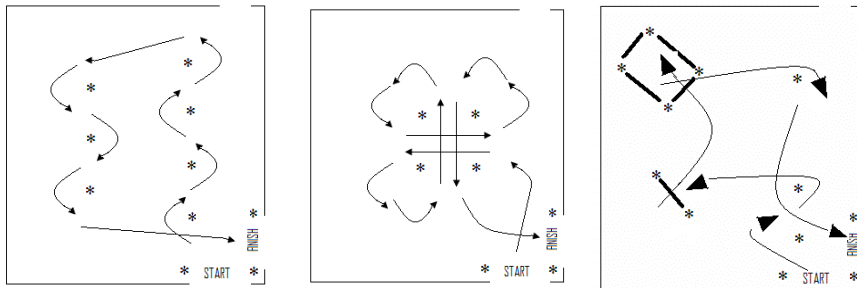
If you would like to submit a puzzle for a future newsletter then please submit them to me (with answers) by email [jane@xenon.upton.biz](mailto:jane@xenon.upton.biz) Many Thanks.

# Sunday Funday – Sunday 14<sup>th</sup> November

A good time was had by all. If you missed it don't worry we'll run another (i hope ... if they let us back). I'm sure you have all seen the videos/picture [www.rally.ing.co.uk/sundayfunday](http://www.rally.ing.co.uk/sundayfunday) and have seen it was really just a harmless skittles game. Below are diagrams of the courses to see what they were supposed to be (though I think there were a few unplanned courses).

My thanks goes to Paul Murray for allowing us to use the car park, all of you who officiated (starting, timing and replacing cones), to the CSMA for loan of the cones etc and to those of you who helped with eth organisation and information (esp Phil Collings) and with fixing the Nova (Nick, Gareth, Chris Knott and Andy).

Susan Broughall





Fun Day - It certainly lived up to its name!  
Time for some new tyres, I think!! (*that's what you get for burning rubber playing around doing tonnes of donuts creating lots of tyre smoke :P Ed.*)  
\*blush\*

Dean



A handbrake-tastic afternoon, good fun, even with a hangover.. ;-)

Paul Swindells



## The Ilfracombe – 20<sup>th</sup> November

Well, I wasn't going to do the Ilfracombe, but then I was sat there at work bored out of my skull when I got an email from John Stringer from Southsea MC asking if I wanted to do it the week before... So being thoroughly bored I thought what the hell, why not?! In the end I was quite glad I did...

John hadn't had the best start to the day, as he couldn't find the appropriate map anywhere; so spent the day trawling round all the shops trying to find one. Eventually got hold of one and set off over to mine, running a bit late by this stage! So we duly jumped in to the 309 and set off. Got through scrutineering and noise fine, so off we went to sign on etc. Nice to see some friendly faces at the start, with Toby, Susan, Andy, Oily and Lizzie all making the long trip to Devon to marshal. The only other Wessex crew out were 2004 SECS Championship winners Phil Kendall and David Coles, seeded at car 7, with myself and Jonno seeded at car 12, never having competed together before... In fact, this was my first event with a non-Wessex nav.. and I was actually a little nervous!

Don't remember too much about the start of the event, first thing I remember is puncturing on the first white, only 10-15 miles in to the event... Thought it had suddenly become very rough, then back onto tarmac and it was all over the place, pull over and we're onto the rim with a big hole in the sidewall, there goes a tyre with only 160 miles on it! Changed it, dropping 5 mins in the process. At this point I think both Jonno and I thought there was no chance of a good result, but we pressed on regardless. Quickly got back up to speed again, and started overhauling the cars in front (have a memory here of shouting at the car in front to get out of the way as I rapidly caught them on a white, at which point John pointed out it may be a good idea to back off a bit, as we no longer had a spare... Good point!), although we loosened the bumper in a ford, which parted company with the car on the next white (weight saving!).. Not long after this we hit the first of the fog, and the Pug's mysterious misfire returned too... Basically limiting us to about 3500rpm and only part throttle, and then we lost the spots. Managed to get the spots working again after a bit though. This was some real pea-soup fog in places, and I was constantly imagining corners everywhere, you could barely see the sides of the road, thankfully John's calls were accurate and a big help in the fog, though it was nice when the fog cleared allowing us to get back on the pace again. Not long before halfway we were mightily surprised to hear we were the 2nd car on the road, with the only car ahead of us being car 7, yup it was a Wessex Pug 309 1-2 at that point! We were re-seeded into petrol, Phil/DC 1st, car 9 (a ZX) 2nd, with us 3rd (as at the time recovery we had to let the ZX re-start ahead of us). Then into the second half, and not long in we came upon a very deep and wide ford, with the ZX drowned out and blocking the road... We dropped several mins here whilst the ZX was cleared, then we

pushed on again, desperate to make up for lost time, only dropping 2 mins on the timecard. Quite a lot of fog again in the second half, although I don't really remember too much, other than loads more trouble with the engine, having to stop in a couple of TC's to re-set the electrickery again. Think it was around mid point of the second half I kept on trying to turn the opposite way to the way Jonno was directing me, thankfully Jonno was having non of it, and kept us going the right way ;-). We eventually got to the finish, somewhat tired, but having enjoyed ourselves, and we were the second car in to the finish, behind Phil/DC. I then went and fell asleep on the floor not really sure what to expect results-wise, when I heard Jonno saying it looked like we were on for the win! Sure enough when results were announced Phil/DC were second, on 22mins, with Jonno and I first on 21mins!! We'd won! Woohoo! My first ever Nat B overall win. Of those penalties, we'd dropped 5mins on the first time card due to the puncture, then 14 mins on the second timecard, and the remaining 2 mins were from the ZX that drowned out, so effectively we'd only lost 14mins on the road!

Paul Swindells

Well done to Paul Swindells and John Stringer for winning the Ilfracombe Road Rally over the weekend. They finished on 21 minutes with myself and Phil Kendall on 22 minutes just behind in 2nd. It was a very competitive and tough night and we both beat a host of expert historic and south western crews. Richard Arnold and Graham Yates were also out and I believe they finished high enough to win the SECS Novice championship, although this is still to be confirmed.

It was also nice to see some friendly faces out there marshalling – namely AndyG, Lizzie, Olly, Susan and Toby.

David Coles

Congratulations to all on a wessex first and second. We had a fun night marshalling with lost crews going this way and that. Very entertaining. Congratulations also to Phil and David for winning the championship outright (though I believe that was decided before Saturdays event).

Susan Broughall

## Plotters Cup – Round 3

A great route, with good variety of narrow lanes, and fast open stretches. The mud was fun, and my car is now a different colour. (As was my navigator at the end!) Great!

Dean.

OA	PC	RUC	Car#	Driver	Navigator	Car	Status	Fails	Mins
1			8	Marlon Tucker	Susan Broughall	205	NE	0	0
1			1	Tom Jenkins	Phil Kendall	Escort	NE	0	0
1			7	Paul Adams	Gareth Lewis	Clio	NE	0	0
1	1		3	Richard Lawley	Calum Maciver	BMW 325	PC	0	0
1			9	Andy Coshan	Jonah Nuttgens	Fiesta	NE	0	0
1	1		2	James Firth	Andy Garrett	Nova	PC	0	0
7	3		4	Roger Buckingham	Richard Castanheira	Saxo	PC	0	1
8			6	Dean Upton	Jane Haley	Fiesta	NE	1	5
9	4	1	5	Mike Saywell	Matthew Slipper	Pug	RUC	5	6
10	5	2	12	Daniel Underwood	Jim Cotton	Golf	RUC	6	30
OTL			11	Marianne Broughall	Carolyn Asher	106	NE	4	

## RUC Representative

At the Christmas Meal, 9<sup>th</sup> December, a vote was taken for the committee position of RUC rep.

3 people stood:

Tom Jenkins - none RUC but seems to be a tradition for him to stand anyway :-S

Paul Adams - Clio driver

Daniel Underwood - Golf driver

Congratulations to Paul Adams on a successful win and welcome to the committee!!!

## Plotters Cup – Round 4

Despite getting hideously lost and not getting to the CMA in time, had a great time.  
Carolyn

The highlight for me had to be whilst on the phone to the AA:  
Me: "I've just driven through a ford and the car won't start"  
AA man (slightly startled): "Have you been in an accident sir?!"

Special thanks Chris and David for stopping and helping, although it was your idea to drive through!! Cheers, Mike

OA	PC	RUC	Driver	Navigator	Car	Status	Points	Passengers
1			Phil Kendall	Susan Broughall		NE	81	
2			Tom Jenkins	Nick Clarke		NE	75	
3	1		James Firth	Andy Garrett	Nova	PC	74	
4	2		Roger Buckingham	Richard Castanheira	Saxo	PC	54	
5	3		Chris Knott	Toni Gowland		PC	48	
6	4	1	Daniel Underwood	Jim Cotton	Golf	RUC	45	Simon
7			Steve Barnard	David Coles	Triumph Dolly Sprint	NE	43	
8	5	2	Christopher Newman	David Curd	Honda Civic	RUC	42	
9			Jane Haley	Dean Upton	Vectra	NE	40	
10	6	3	Paul Adams	Carolyn Asher		RUC	31	
DNF			Mike Saywell	Matthew Slipper		RUC		

And of course we couldn't let this go without a mention of the blonde at the burger van!!

Not one of us I hasten to add. She starts reversing back to leave – looking a bit impatient since Steve was behind her. So she's reversing and hits something (Steve's car), most people would stop here and perhaps even go forwards – but no – she carries on reversing!! Even with everyone shouting at her to stop. When asked she said she didn't see him!! It's people like that that give us blonde/women drivers a bad name!!

# PC Championship

Pos	Name	PC1	PC2	PC3	PC4	Total	Best 6/8
1=	James Firth	OTL	10	10	10	30	30
1=	Andy Garrett	SET	10	10	10	30	30
3	Daniel Underwood	7	6	5	6	24	24
4=	Mike Saywell	8	8	6	DNF	22	22
4=	Matthew Slipper	8	8	6	DNF	22	22
6	Richard Lawley	10	-	10	-	20	20
7	Roger Buckingham	4	SET	7	8	19	19
8	Toni Gowland	4	7	-	7	18	18
9	Jim Cotton	-	6	5	6	17	17
10	Richard Castanheira	-	SET	7	8	15	15
11=	Paul Adams	5	6	-	4	15	15
11=	David Curd	6	4	-	5	15	15
11=	Christopher Newman	6	4	-	5	15	15
14	Chris Knott	-	7	SET	7	14	14
15=	Jonathon Hare	10	-	-	-	10	10
15=	Calum Maciver	OTL	-	10	-	10	10
17	Carolyn Asher	-	6	-	4	10	10
18	Simon Smith	7	-	-	-	7	7
19	James Kedge	5	-	-	-	5	5
20=	Marcus Nassial	3	-	-	-	3	3
20=	Marlon Tucker	3	-	-	-	3	3
22	Charley Miller	-	-	-	-	0	0

# RUC Championship

Pos	Name	PC1	PC2	PC3	PC4	Total	Best 6/8
1	Daniel Underwood	8	8	8	10	34	34
2=	Mike Saywell	10	10	10	DNF	30	30
2=	Matthew Slipper	10	10	10	DNF	30	30
4	Jim Cotton	-	8	8	10	26	26
5=	Paul Adams	6	8	NE	7	21	21
5=	David Curd	7	6	-	8	21	21
5=	Christopher Newman	7	6	-	8	21	21
8	Carolyn Asher	-	8	NE	7	15	15
9	Simon Smith	8	-	-	-	8	8
10	James Kedge	6	-	-	-	6	6
11=	Marcus Nassial	5	-	-	-	5	5
11=	Marlon Tucker	5	-	NE	-	5	5

## WORDSEARCH - ANSWERS

Answers to the wordsearch in issue 24

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

# What is this publication?

Is it a newsletter?

Is it a magazine?

This always seems to be a topic for debate – so perhaps its time to bring it to a conclusion?

So looking to the dictionary for some help:

**Newsletter** – A printed report giving news or information of interest to a special group.

**Magazine** – A periodical containing a collection of articles, stories, pictures or other features

So I guess that still leaves the debate wide open as we appear to fit the definition of both!

So how about a total change? At the AGM last year it was suggested (by Steve if memory serves correct) that we give the newsletter/magazine a new name. A few suggestions were made 'Nuts and Bolts' being the only one I can remember!

So get your thinking caps on over the Christmas break and think up some fab new names – then email me with your suggestions ([jane@xenon.upton.biz](mailto:jane@xenon.upton.biz)).

Closing date for entries 23.59 Wednesday 12<sup>th</sup> January 2005.

On Thursday 13<sup>th</sup> all suggestion will be emailed out to the list for your votes, Voting will be open for 1 week after which the name with the highest vote shall become the new official name for this publication.

If you object to change or just like old name feel free to suggest 'WMC Newsletter' or 'WMC magazine' again as it has been known up till now.

In the case of 2 or more people entering the same name the person who emails first will be the entrant of that name.

You may enter as many different names as you can think of.

And to encourage entries I shall offer a prize!!!

Whoever is the entrant of the winning name will be award a pint of beer!! (or other suitable beverage if like me you can't stand beer!)



# The Preston Rally – 4<sup>th</sup> December

## That damn Sierra..

Well, the grand plan.... To use my old Sierra on the Preston, and kill it.. Plans started early, got the car 6months before, surely that would be plenty of time...!? Alas it was not to be, as the Sierra was just too rotten...

So it was, with only a couple of days to go, decided that we would use my 309 for the Preston, not without some trepidation!

So, having booked Friday off work, I set to doing the best I could to 'Prestonify' the car, including strengthening the sumpguard, making a (very makeshift) tankguard, and fitting a plating kit to the brake and fuel lines.. Dick then came round Saturday morning to give me a hand, including making some top quality splash guards for the lights, out of some old lino left-over from my kitchen, sadly they were totally ineffective-bigger ones next year!!

So we arrived at the start (3 hours drive away in East Anglia) feeling totally inadequate amongst all the well-prepped cars, and quite nervous (hell, I had to use the car to get to work on Monday!). After chatting with a few folk, we decided to enter a team, the "M&H Virgins & Pros" the M&H for Andy Manston from M&H photography (runs the rallying forum [www.mandh-photography.co.uk/forum](http://www.mandh-photography.co.uk/forum), well worth a visit if you don't know it), and as 3 of us were new to the "One and Only Preston", and 3 were old hands, we thought it quite apt... Other team members being Rob Reynolds/John Stringer and Phil Kendall and his driver, sadly Rob/Jonno were to retire early on with a damaged radiator.

Into the first section and I was amazed by how rough it got, the tank guard was ripped off on the 1st or 2nd section, and we got overtaken by 3 cars, although ½ mile further up the road we saw 2 of them parked up looking distinctly broken... The road tyres on the back were struggling in the deep mud, and I was having fun trying to keep the car on the track at times...In the 3rd section (Caxton Forest) we rolled one of the rear tyres off the rim, after going sideways through a deep hole, see piccy>>



We ran the rest of that loop on the rim, then finally stopped to change it on the second loop, dropping us quite a bit of time (well over 5 minutes). That said at the start of the section we had the marshals running for cover as I struggled to keep the car out of the trees, the

First bit of real fun came later, on the first running of the old airfield stage, Knettishall 1. Good fun as it smoothed out a bit, and could actually get on a bit-set 25<sup>th</sup> o/a fastest time, just a shame I couldn't go flat down the straights, as there were still some big holes and ruts across the road. Good fun all the same, with a couple of nicely sideways bits ;-)

Not long after we lost the spot lights, in a repeat of the problem suffered on the Ilfracombe-the exhaust melted through the rear number plate light wiring, which blew the fuse, also controlling the circuits for the dash lights and the spots.. Combined with the headlights being caked in mud, we could see naff all, we even had to stop in stage to wipe the lights as it was getting bl00dy dangerous. Can't remember too much of the middle, more of the same, some fun stuff, but not being able to commit because as soon as you sped up, you'd hit a big hole! So, carry on trudging on slowly.. One section around here had me going from full opposite lock one way to the other as quickly as I could wind it round for a good half mile or so, by the end of it my arms were nearly dropping off! Then we had Knettishall 2, again good fun, setting our quickest time, 22<sup>nd</sup> o/a. Again though, some big holes and no lights meant we couldn't get on with it on the quicker bits. As we got to the 2<sup>nd</sup> Petrol Halt (this is a 220 mile event, lasting best part of 8 hours!) the field was getting quite depleted, and we started to realise we may actually finish!

The rest of the event saw more the same, some tip-toeing around (at about 20mph) and some quicker bits we could press on-on the last stage there was deep sand which was entertaining with me nearly putting the car off and into a fence post as the back end nearly got away from me..! Time to concentrate again, only ½ mile to the finish! Thankfully I averted any further moments... ;-)

So, against expectations we managed to finish the Preston in what was essentially a standard Pug, with just a sumpguard! In the aftermath, having had a quick look over it, total damage so far is 4 tyres, knackered rear beam, and the wishbone bushes too...oh, and I've split the front box section where the sumpguard mounts, and bent the floor a bit more...

Paul Swindells



**Merry Christmas Everyone**

**Have a great holiday and enjoy  
Christmas and New Year.**

**See you all in 2005 ready for PC6 !!!**

**From**

**The Committee**





## WMC Events Calendar

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)