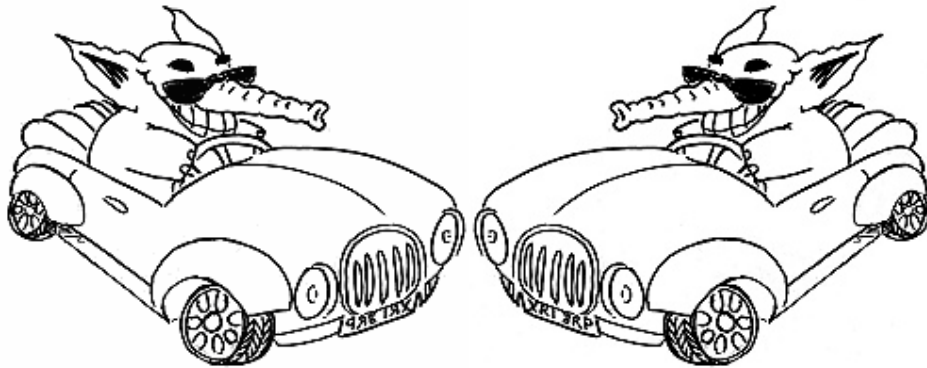


# WMC

# MAGAZINE

ISSUE 26 / MAY 2005

## FUNKY ELEPHANT SPECIAL



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## Presidents' Piece

Hello and welcome from your new President, who is wondering exactly what it is he is supposed to write here! It's slightly scary that in the previous issue I was writing about my PC2 experiences and my first rallying moment in the Leon... Oh how things have changed since then! 2 cars, 8 PC events and many more moments later I'm writing the President's Piece! Eh? How'd that happen? I'm not entirely sure!

Anyway, back to the task at hand, what to write? As a well trained researcher my first reaction was to look at previous newsletters and see what I could plagiarise. Unfortunately we seem to be somewhat out on our timing with this edition so my choices were slightly limited. Still, I think I can adapt...

So, instead of the traditional comments on how close the RUC championship is I'll say a few words about how close it was. In the end all that Matt and I had to do was finish in order for me to be first RUC overall. A task we thankfully managed, achieving our first PC win at the same time! Commiserations to Dave and Chris for the tree - been there, done that!

Of course the PC championship was pretty much decided yonks ago, still, congratulations go to Andy and James for their flawless performance.

This years Funky Elephant has been and gone and I can honestly say that I've never had so much fun, shame on those of you that missed it! Indeed, shame on me for almost missing it! A huge thanks goes to Dave, Phil, Plett, Susan, Andy, Olly, Cosh and everybody else involved in organising it. I've heard only positive feedback, you seem to have found an event style that really suits the Hampshire lanes.

By the time you read this the awards evening shall have passed, or perhaps you are there right now reading this in boredom, wondering if the food you ordered will ever arrive and wishing you'd ordered the same as the person next to you who received theirs an hour ago! Only joking Dave, the Highfield is an excellent choice, if only because it's within walking distance of my house! Anyway, congratulations to those who have, are about to or are in the process of winning awards.

Before I finish I would like to thank the outgoing committee for all their hard work and for keeping things running so well with reduced numbers! Hopefully the new committee and I will keep up the good work.

Mike Saywell

# Editorial

Hello, firstly I would like to apologise for this 'Editorial' you are about to read, it's my first one ever, so bare with it (hopefully they'll get better). I would like to thank everyone for their input of articles, its very much appreciated, but saying that, doesn't mean you can stop writing em! Keep them coming to my inbox!

A little about myself, I am a ECS student currently in the first year (soon to be second) studying Software Engineering. I originally plan was to help out with the website, but I got roped into doing the editing of the magazine as well. I am currently wrestling with MS Word as I had forgotten how irritating it can be, so please excuse the really bad formatting of the headings and so forth. Not to mention my woefully bad grammar and spelling, but what do you expect – I'm a programmer.

This issue covers the main events of the season, such as the Funky Elephant, and Summer Scatter. All of which were very well organised and many thanks goes out to those of you who helped organise and marshal them.

On a completely different topic, after smashing my wind mirror on a fence post on the Friday the 13<sup>th</sup> Gymkhana I vowed not to rally the my new Astra. So, I stepped up my search for a 2<sup>nd</sup> hand car, preferably RWD. After spending a few weeks on ebay, I almost brought a completely stripped, race prepped 309 GTI with up rated suspension, however after talking to Dave who I knew had experience with 309s, he mentioned that the car has to have an interior to compete so I didn't buy it. All went quiet for a few week until I saw a ad in the local paper – "Peugeot 505 v6 auto - £5750ono", now I knew these were RWD and this had 170bhp so after a quick email to Steve asking him what he thought and what to look out for I went and had a look at it. After about 5 minutes of looking at it, I knew I had to get it; it had no rust apart from a small spot underneath the car which he thought was probably due to a runoff from the sunroof being blocked, plus the sunroof works (just) which Steve seemed adamant it wouldn't do. So after shaking hands and doing the deeds, the car is now parked in my halls' car park, after doing some research, I then found out how many right hand drive pug 505 v6 automatics were imported to the UK... an ore inspiring 6... yes 6, 1 of which I now own, which now leaves me in a dilemma, I now own a VERY rare car with no rust and 46k genuine miles on the clock, and is worth much more than what I paid for it. And so I have decided that I can't rally it – which leaves me back to square one, with quite a large dent in my account. But all is not lost, I have to give back the Astra in 2 ½ years so I'm hoping to store it until then, just got to find somewhere to store it lol.

Anyway, I'll leave you to enjoy the rest of the magazine (and very challenging games hehe) hope you do – if you have any suggestions on how I could improve things, please email me on marlon\_tucker@hotmail.com. I would also like to thank Nick C for saving me from even bigger embarrassment by reading through my 'prototype' issue – was missing quite a lot of stuff lol.

Marlon Tucker

## PC Standings:

Pos	Name	PC1	PC2	PC3	PC4	PC5	PC6	PC7	PC8	PC9	PC10	Total	Best 6/8
1=	James Firth	OTL	10	10	10	SET	10	10	10	-	-	60	60
1=	Andy Garrett	SET	10	10	10	10	10	10	10	SET	-	70	60
3	Mike Saywell	8	8	6	DNF	-	7	DNF	SET	8	10	47	47
4	Roger Buckingham	4	SET	7	8	8	6	7	8	-	8	56	46
5	Richard Castanheira	-	SET	7	8	8	6	7	-	-	8	44	44
6=	Richard Lawley	10	-	10	-	OTL	3	8	SET	10	-	41	41
6=	Calum Maciver	OTL	-	10	-	10	3	8	-	10	-	41	41
8=	Toni Gowland	4	7	-	7	7	6	6	7	-	-	44	40
8=	Chris Knott	-	7	SET	7	7	6	6	7	SET	-	40	40
10	Daniel Underwood	7	6	5	6	DNF	-	-	6	7	-	37	37
11=	David Curd	6	4	-	5	6	8	5	-	6	DNF	40	36
11=	Christopher Newman	6	4	-	5	6	8	5	-	6	DNF	40	36
13	Matthew Slipper	8	8	6	DNF	-	-	-	SET	-	10	32	32
14	Paul Adams	5	6	-	4	-	4	DNF	8	-	-	27	27
15	Jim Cotton	-	6	5	6	DNF	-	-	6	OTL	-	23	23
16	Simon Smith	7	-	-	-	-	-	-	-	7	-	14	14
17	Marlon Tucker	3	-	-	-	-	-	-	-	8	-	11	11
18	Jonathon Hare	10	-	-	-	OTL	-	-	-	-	-	10	10
19	Carolyn Asher	-	6	-	4	-	-	-	-	-	-	10	10
20	Nicholas Humfrey	-	-	-	-	-	7	-	-	-	-	7	7
21	James Kedge	5	-	-	-	-	-	-	-	-	-	5	5
22	Oscar Li	-	-	-	-	-	4	-	-	-	-	4	4
23	Marcus Nassial	3	-	-	-	-	-	-	-	-	-	3	3
24	Russell Champion	-	-	-	-	-	-	-	-	OTL	-	0	0
25	Charley Miller	-	-	-	-	-	-	-	-	-	-	0	0

## RUC Standings

Pos	Name	PC1	PC2	PC3	PC4	PC5	PC6	PC7	PC8	PC9	PC10	Total	Best 6/8
1	Mike Saywell	10	10	10	DNF	NE	8	DNF	SET	10	10	58	58
2=	David Curd	7	6	-	8	10	10	10	-	7	DNF	58	52
2=	Christopher Newman	7	6	-	8	10	10	10	-	7	DNF	58	52
4	Daniel Underwood	8	8	8	10	DNF	-	-	10	8	-	52	52
5	Matthew Slipper	10	10	10	DNF	-	-	-	SET	-	10	40	40
6	Jim Cotton	-	8	8	10	DNF	-	-	10	OTL	-	36	36
7	Paul Adams	6	8	NE	7	-	7	DNF	NE	-	-	28	28
8	Simon Smith	8	-	-	-	-	-	-	-	8	-	16	16
9	Marlon Tucker	5	-	NE	-	-	-	-	-	10	-	15	15
10	Carolyn Asher	-	8	NE	7	-	-	-	-	-	-	15	15
11	Nicholas Humfrey	-	-	-	-	-	8	-	-	-	-	8	8
12	Oscar Li	-	-	-	-	-	7	-	-	-	-	7	7
13	James Kedge	6	-	-	-	-	-	-	-	-	-	6	6
14	Marcus Nassial	5	-	-	-	-	-	-	-	-	-	5	5
15	Russell Champion	-	-	-	-	-	-	-	-	OTL	-	0	0

## **Funky Elephant 2005: 23rd/24th April 2005**

This year was the fourth running of the Funky Elephant Navigational Rally and the third round of the Sebron Rally 2005 South East/Central Southern Road Rally Championship.

We must say a big thank you to all of the marshals who came out on the night and helped us enormously in the successful running of the event. You are all very much appreciated and we hope we can continue to support each other in the years to come.

Whilst planning this year's event we looked to improve on last year's event, continuing and building on the successful aspects, whilst improving the less popular ones. Last year we achieved a very demanding event which meant crews had to work hard all night long. We wanted to keep this aspect, challenging both the driver and navigator, but achieve it without the unpopular difficult navigation. In finding this format we examined what worked on local and national events and also looked at what we enjoyed as competitors. The format we came up with was to use very short sections all night long, much simpler navigation and a significant increase in white mileage. We hope that this format achieved our aim of offering a highly demanding, competitive night's motor sport, attractive to both newcomers and experienced competitors.

Congratulations to Mike East and Roger Davidson for winning this year's event. They came out on top from Paul Swindells and Dick Howatt after a night that was made more challenging after a significant amount of rain in the days leading up to the event made some of the whites much slippery and muddier than they had previously been. Chris Winter and Matt Fowle finished third and was the only other expert crew not to miss a board. In the Semi Expert class Carl Gibbs and Lizzie Pope came home first epitomizing the keep going spirit after enduring a difficult night having got stuck several times in the very low MR2. Back in the novice and clubman classes Rob and Andy Fields followed up their class win on the Kent with first place in the Novice class. First in the clubman class was Roy Cuthbert and Glynn Hayward, who despite taking the expert nav in preference to the easier novice, still came home ahead of their nearest challengers Clive Richardson and Mark Saunders in the Hillman Hunter.

Again, many thanks to all competitors for coming out and competing on the event and to all marshals for supporting the event. In order to improve the event for next year we need to know what you think. Whether you are a competitor or marshal we would like to hear from you, both about what you didn't like but also what you did.

Taken from WMC site

A few quotes courtesy of Susan:

From an organiser's point of view, road rallies are a lot of work, but we enjoy ourselves and we have a few laughs along the way. Thought these might amuse.

Our best PR complaint

"I'm a petrol head too, have a great time, but remember there are a lot of deer around, please try not to hit any"

I also find it amusing that someone complained that a 12 car had woken him up 2 years before (but not the one the night before when we all drove past on a Salisbury event).

Worst excuse for not competing

"It's my birthday". A true wessexite would rally on they're birthday, even their 21<sup>st</sup>. Happy birthday to Richard anyway. And to Paul, Bob, Susan and Marianne whose birthdays were somewhat engulfed by the Funky.

Our best entry

"My parents have seen the light and realise that my time would be used much better to be rallying than out having a posh meal"

While printing some of the paperwork slyly at work, towards the end of the day, a colleague looking stressed kept wandering past, on enquiring the matter he said "I need to get this contract printed. I used the printer that no-one uses and elephants keep coming out, hundreds of elephant and I CAN'T MAKE THEM STOP!!!!"

Always good to see well informed and actuate marshals who reported on returning that "at 433.5 451 there's two mars bars and a couple of packs of crisps."

And great to see the competitors enjoying themselves, it's what makes our hard work worthwhile. "Those whites were soooo much fun"

So thanks again to all the organisers and marshals without whom these events would not be possible.

## **Funky Elephant Rally, 23rd April 2005**

Right from the first initial discussions back in the autumn, the Funky sounded like it was going to be good, with as many whites as possible being used. Being without a regular driver, I initially arranged to nav Jon Taylor, whose regular nav was on the organising team. This plan soon came unstuck, however, as Jon had to sell his rally car due to an impending house move.

I was then informed that Ken Pape was navigatorless for the event, having just got his Mk1 Escort back on the road, and a quick email secured me the left seat. Proper RWD car as well as all the whites - it was looking even better!

Come the week before the event, and the day before the 'shakedown' 12 car, I was informed the car was broken. Not a good start! Having then managed a dreadful result on that event, with Chris Finch standing in with his 205, I hoped for a better night on the real event. Fortunately, the car was fixed in time, or so it appeared...

After a wet morning, the weather cleared up for my drive down to Soton, where I met up with some of the organisers before walking up to the start, probably the only time that will be possible on a road rally! This, however, meant a rather long wait before anything was to happen, then the usual signing on, plotting of stuff, chatting, and popping down to Asda for food.

Eventually, it was time to set off, and I had my first experience of how loud the Escort was from the inside. After a short transport section out the start, due to an unfortunate relocation after PR issues, we were off. The event was to use easier navigation than the previous year, but had the added difficulty of very short sections, and all the aforementioned whites, complete with a white road book, giving the all-important cautions to keep the cars intact.

We started badly, dropping time on the second section, and stalling at the first photo point, as Ken got reverse instead of first on the way round the delta. Shortly after this, we got our first wrong slot of the night, missing a hairpin right on a white, and going up a farm driveway, this being even with the local knowledge of the road from frequent Wessex 12 cars.

Soon we reached the first of the big whites on the event, and soon found how useful the road book was, as I called 'bumps' just before we hit a series of potentially car-breaking ridges across the road, along with the familiar sight of Andy Manston's 'Foto' board just before a water splash. We continued along the white without problems, even getting the confusing double-delta halfway along right, and finding the 'long way round gate' at the end.

Four more whites followed in quick succession, with two cars in front of us vanishing off in the wrong direction at the beginning of the second, slightly confusing Ken as I shouted "T right" with them shooting off to the left. Not entirely sure where they were going, but my assurance paid off as the white we drove matched what I was expecting, leading up to another photo point on a 90 left, with the photographer's car parked in what appeared to me to be a rather dodgy place, straight on at the next corner!.



The last of that set of whites was slightly hidden, being very narrow, but was just after a control, making it easier to find. A couple more yellows (and another wrong slot) took us up to the first time recovery, and the first break in what had been a non-stop event so far.

A short transport through a village took us straight back onto the whites, with the first really sticky one, which fortunately didn't cause us any problems. This was followed by a couple of CRO sections, with some VQ sections through farms, then a short main road blat. These and the next few sections were uneventful, then we had a couple of cock-ups, firstly turning right earlier than we should, and going up a farm driveway instead of the road, along with the Astra of Hollingham/Collings, and then missing a LWR, which cost us our only fail of the night.

Next was a rather fun section with a small maze of NAM whites, and a mass of rally cars all going in opposing directions, and Andy Manston once again leaping round snapping the confusion. I knew the roads, and so had worked out where I was going, resulting in much annoyance when the Astra stopped blocking the road in front of us while they worked it out. From here we went round a short loop, then back up to the maze again for another photo, before heading off up a different white away from it.

A fast wide yellow took us up to a very tight hairpin LWR onto a B road, then a bigger as-map one, where we came rather close to a deer that leapt out in front of us at the same moment that the back of the car decided to kick out.

Slotting off the B road onto yet another white, we saw the Scooby of last year's winners, Rob Reynolds/John Stringer, who were running car 1, and so should have been well ahead of us! After seeing a hard to spot slot, which several other cars missed, we then managed to cock up again, by turning into someone's driveway instead of the road we intended!

We then caught up Paul Swindells/Dick Howatt, in their knackered 309, who were having a rather good event, especially considering how un-enthusiastic they had been at the start. We proceeded to site behind them for the next few sections, into the petrol halt, and a much needed break.

At petrol, we saw what was to be a very common sight all night - people changing wheels. We also found that the Escort had a problem, as the oil leak had returned, looking rather like the previous week's fix hadn't...

This was topped up, but was to carry on leaking for the rest of the event, almost a repeat of last year's FE, where Toby's Nova had been leaking coolant for the entire 2nd half.

Out of petrol, and we were straight back onto a white again, with a narrow slot straight off the dual carriageway. This was followed by another A road blat to get us back to more lanes again. As we started on the next white, we caught up another car, however this was not a competitor, but a security guard, who then proceeded to stop, get out, and start asking us if we had permission from Lord someone-or-other to drive down the public right of way. Ken assured him that we did, and we continued.

The next few sections were an uneventful mix of yellows and whites, with a little bit of red thrown in for good measure, then a short bit of Brown. The hairpin slot off this road caused us no problems, but was to be the undoing of two crews lower down the field, who collided there.

We then had another long white, where once again the road book proved itself useful, and a short white we nearly missed, as we overshot it.

A few more uneventful yellow and white sections took us to the final make-up section, which we turned into an impromptu service area to top up the oil again, as did Paul and Dick who were having electrical problems. Shortly after this, and with only 10 miles to go, an odd noise halfway down a white revealed we had picked up a puncture, costing us several minutes to change at the next control, and knackered the wheel.

The next section took us up past Winchester services, then confused me as the nav appeared to end before the end of the section! I managed to guess it right first time, and only later realised that the grid ref of the end control was given!

This took us to the last couple of sections, and by this time we were both very tired, Ken was being cautious as he was worrying about the car, and we were just about ready to finish. We met Phil K and Susan marshalling at the end of a long white, but they didn't have a cup of tea ready due to a lack of milk, not that we would have had time for it anyway. Then followed the last section, and a long run back to the finish pub, and an even longer wait for some much needed food.

Once it got light, a quick look out the pub window revealed a large puddle under the front of the Escort, and Ken decided to fill the sump again and limp it home.

When results were announced, we had come 5th, a reasonable result considering that we had picked up a fail. Credit must go to all those involved with organising, PR'ing and running what turned out to be a thoroughly enjoyable event, the combination of fantastic roads and very short sections meaning that we were under non-stop pressure the entire night, and absolutely exhausted by the end.



By: Nick Clarke

## Funky Results:

Car	Crew	Cl	Timecard 1		Timecard 2		Timecard 3		Timecard 4		Timecard 5		Total		OA	Cl
			F	m	F	m	F	m	F	m	F	m	F	m		
4	East/Davidson	E	4		2		2		3		5		16		<u>1</u>	1
10	Swindells/Hovatt	E	8		3		4		7		5		27		<u>2</u>	2
5	Winter/Fowle	E	6		5		3		8		13		35	3	<u>3</u>	
3	Dance/Dance	E	6		2		4		6	1	8		1 26	4		4
7	Pape/Clarke	E	6		2		1 3		5		19		1 35	5		5
11	Woodham/Wilson	E	6	1	4		2		17		11		1 40	6		6
6	Hollingham/Collings	E	9		5		3		8	1	16		1 41	7		7
2	Hunt/Greenfield	E	3		4	1	5		4	1	8		2 24	8		8
1	Reynolds/Stringer	E	9		10	1	3		7	1	5		2 34	9		9
12	Gibbs/Pope	S	8 33		12 7		11 7		4 17		2 23		37 87	10		<u>1</u>
8	Butler/Barnard	E												DNS		
9	Popperwell/Jaggs	E	7		7								14	RTD		
13	Daltry/Fillis	S	17	1	11		11 13		1 16				13 57	RTD		
14	Lawley/Taylor	S	19	1	6		9		19				1 53	RTD		
15	Aslett/Arnold	S	20		15		10 7		16	4	22		14 80	OTL		
17	Fields/Fields	N	12		7		6		9		8		42	1		<u>1</u>
16	Cuthbert/Hayward	C(E)	16	1	12		6		9		14		1 57	2		<u>1</u>
18	Baker/Gibbs	N	25		11		8	1	16		10		1 70	3		2
29	Richardson/Saunders	C	8		11		16	1	9	1	9		2 53	4		2
20	Crook/Findlay	N	18		15	1	8		15	1	15		2 71	5		3
24	Freestone/Kennedy	N	1 7		1		7	1	2	1	3		3 20	6		4
28	Saywell/Curd	C	1 17		7		6	2	10	4	17		7 57	7		3
19	Freeth/Mines	N	16		9	10	8	1	14	2	9		13 56	8		5
22	Glanville/Bueno	N	1 16		7		7	7	35	7	14		15 79	9		6
27	Pead/Pead	C	3 20	13	6	15	2	2	8	1	24		34 60	10		4
26	Green/Richards	C	3 24		17	29		5	15	2	19		39 75	11		5
31	Bennet/Bethell	C	14	1	13	2	7	24	4	15	10		42 48	12		6
21	Parmenter/Merchant	N	21		13	1	8	1	11				2 53	RTD		
23	Chin/Kilby	N	2 9		6		10	3	13				5 38	RTD		
25	Moss/Wisniewski	C	12		6								18	RTD		
30	Rees/Rees	C	1 27										1 27	RTD		

Overall positions are given for National B Experts and Semi-Experts.

National B Novices are not entitled to an OA position since their navigation was simpler.

Unofficial, notional OA standings are shown for Novices and Clubman crews for sake of interest only.

# Summer Scatter 2005



## 8th May. – Stage Rallying

Jonah and Phil, after long hours preparing the 205, competed in their second event at Hixon airfield. The event was a single venue 'tarmac' stage rally held at a disused airfield. On cut slicks tyres all day, when gravel tyres would have been better...it made for some very slippery driving conditions. Supported by Cosh and Swindells they had no major dramas, to finish mid field, although they had to borrow headlights to make the car legal to drive it home again.

Susan Broughall

## Friday 13th May - Gymkhana

Perhaps it was the rutts perhaps it was the date, but a large Wessex contingent showed out for this BMC event at Andover with an unfortunately high attrition rate. A couple of incidents with the fence dented the pride if not the cars of Calum, Phil and Gareth. DRU (Mike's 205) had a good run being multi driven by various people as did the RWD BMW of Richard Lawley (popping a gear linkage on route). Some new members had fun in their golf and all in all the feed back has been good. "the fun'ist thing I have even done in my life" (please note this is a direct quote and I am aware of the poor grammar) and "don't know what has put a grin on my face for so long"

Susan Broughall

## Miglia Quadrato 14/15th May

For a scatter with a difference, the narrow alleys of the square mile was the site of a furious battle while London sleeps. The young Mr Garrett attempted once again to beat the wiser more experienced team (his parents). Competing with him were Calum, Paul Lettington and Susan who had given up the 405 due to a broken Clutch cable and swapped drivers (putting a women driver behind the wheel). On a more even playing field there was competition between the Broughall sisters with Mary, David Coles, Nick Clarke who had drafted in rookie Mike to drive his Seat Leon. There for the fun of it Olly and Lizzie took the top down on the MX5 (doesn't it make the map blow around?), while on time out for his job at BAR, Zip competed with friends for work. 60 cars, 5 hours, 60 questions of varying difficulty to find. Although I'm unsure of the all the rankings, in reverse order, Zip had fun but was shown up by the experience of the MX5 crew, the four man (person) crew navved by David put them ahead, but top Wessex (showing promise) Andrew's team took third overall (but his parents still beat them).

Susan Broughall

## BMC 12 car 18th May 2005

1. Marking will be as follows:

Arriving late at a TC, per minute	1 min
Arriving early at a TC, per minute	2 min
Each missed Passage or Route Check	1 Fail
Each wrong approach	1 Fail
Each open envelope	1 Fail
Each missed Control or OTL	1 Fail
Not being Quiet in a Quiet Zone	1 Fail
Driving a French car	1 Fail
Being a student	1 Fail
Having ginger hair	1 Fail
Ginger student in a French car	Exclusion
Females with short skirts and long boots (Who says we don't encourage women in motor sport!)	-1 Fail

Tied in first, with a clean score sheet were Richard Lawley & Phil Kendall with 3 other crews. Mike and Dave Curd had problems understanding the different timecard, giving them a poor result.

David Coles competed with his brother, in Matt second event to take 2 minutes on novice nav (who thinks Dave could have done as well on his own...). Chris Knott and I (the exclusion not being held for the Ginger student in a French car) dropped 11 minutes due to navigator brain fade and the rain, plus easing up on the throttle to Cosh for marshalling.

Susan Broughall

Pleasant Phu... errr, I mean Pheasant Plucking with Lizzie (our first time together)

By Paul and Lizzie

Well, I'd decided that after DNF'ing the Barbara Carter before the summer, I was suffering from rally-withdrawal (painful don't you know), so it was time to put in an entry to the Pheasant Plucker Rally, organised by Guildford MC. Having done this event several times in the past, I always enjoy it, good fun lanes covered in muck, straightforward nav and good organisation. So it was that me & Lizzie put an entry in for it, Lizzie's first time navving me, and it was to prove quite an eventful night..



*What can I say? His reputation precedes him! Yes, the 2004 Plucker was my first event alongside Mr. Swindells, and it was a helluva good night ;o) But, this is Wessex Motor Club, so don't go expecting a tale without a few twists. Whilst sat waiting for Paul to collect me, I got a call. Dick & Zip had gone out for a play in their new, secret car for the event ... and had broken it. I forget how, but that's really beside the point. Paul was going to rescue them, so I had to make my own way to the start, so Andy kindly gave me a lift up, and hopefully my driver would arrive not too long afterwards.*

The night started eventfully, as I got a call from Zip & Dick about 30 mins before I was due to leave, to say they'd been out trying their borrowed car, and now the handbrake was jammed on, could I come and rescue them!? So I duly ran round, grabbing everything I thought I'd need (including a spare jack for them as they didn't have one-when am I gonna get it back?!), and set off.. Found them out in the lanes (on the second pass, Dick failed to mention the slot right they were actually down) and set about giving them a hand. It transpired the handbrake had forced the shoe to jump it's adjuster, and jammed the shoe against the drum. Then managed to get it all together again. All set, only thing was now I didn't know where I was going, so had to follow Zip & Dick through the lanes all the way to the start, as it happens we did a couple of bits of route too ... all good fun, nice and slippery out there! This also showed what I suspected, my dampers were totally shot, with the back of the car all over the place..

*So, we got there. And sometime later so did Paul. The noise and scrutineering boxes were ticked, the pre-event information was plotted, and all we had to do was wait until it was time to hit the road. In the meantime we found out what Dick &*

*Zip were in. Having really wanted to compete on what is always a great event, but not having any rally-able car, one of the organisers had given them the loan of their car, a pretty well prepped Astra with what looked like a lovely red light over Zip's head (no comment!). What a trusting owner that car has.*

Anyway, finally met up with Lizzie at the start, and so we got duly signed on etc etc. *And into the rally and the first section ... the least said about that the better. Call it a blond moment.* Lizzie was so intent on finding a white on the first section, we thought we'd put an extra one in the route, dropping us a bit of time, and then *Paul had his 'first section moment'* with me pushing on we had a bit of a moment on the first 60 right on the lanes, requiring a little opposite lock ;-). *we survived and carried on at a pleasingly swift pace. Things seemed to be going rather well, if memory serves.* We then started to catch and pass a few of the cars that had got ahead with our, um, re-route (*ooops*)... At this point we got stuck behind Dave Bushby (*a recurring theme in my road rallying career*), and then Jon T came up behind us, we finally both got past (it may have been here I pushed the bottom of the fuel tank about half way up to the top, reducing the tank's capacity somewhat!), and set off to make up some time again, with Jon T right up behind me... I remember thinking at the time 'damn it, I can't shake Jon off' even though I was driving on sight as Lizzie was still plotting. Chatting to Jon at the start of the Preston, he was apparently thinking 'damn it, I can barely keep up', so a bad case of us each pushing the other along quicker and quicker - apparently the back end of my 309 was quite entertaining viewing though, with no damping it was all over the place-I was having to work damn hard! *Unfortunately for Messers Taylor & Garrett their 309 had an unfortunate coming together with a fence post which - I think - punctured the radiator.*

Not long after this was nearly the first spin of the night and the first of my life (mine too, aww, how sweet, our first time together), but thankfully a big grass embankment jumped out and saved the back of the car with a (very!) loud THUMP, just within earshot of the next TC apparently, as when we came in Matt Fowle (who was marshalling that TC) said he'd heard us, and thought it was us! Not long after this there was no grass bank to save us, just after overtaking another competitor, those rear dampers bounced the back end all the way round, no way to catch it and we headed backwards straight for a solid looking bit of earth, lots of swearing and praying and little bit of driving input, and we avoided it, and managed to block the road enough that we could rejoin ahead of the other competitor.. Good fun! We then headed up to Barnetside, *And then the curse of the Wessex Peugeot struck us, which I hope Paul will explain...* the engine cried enough!, and started misfiring, same problem as the Babs Carter, 3500rpm and getting worse, dropping to 2500rpm, *in the end we stopped at a TC that Cosh was marshalling, opened envelopes and cut lots and blagged it through the first half...*so we ended up cutting most of these sections to Petrol, picking up 5 fails on the way, crawling at about 15mph.. ;-(

Into petrol and we partially resolve the problem, so let the fun recommence! *In the second half I think it was true to say we were flying. Somehow the nav worked (the navigator and the navigation working together? What a rare combination!), and probably the best moment of the night was when we got to a TC manned by Olly (who by then had been joined by Andy) and we were told we were running 4th car on the road. WOW!! Sorry to Paul, Olly & Andy if I deafened them at that point, but I was really, really excited!! WOW!! WOW!! I might be getting repetitive now*



***but WOW!! I think I figured that everyone else had to have really screwed up for us to be running that high, but that didn't matter because ... WOW!! - It's the effect I have on women, what can I say..?! Caught up the car ahead on the first white, and spent quite a bit of time swapping with them, and Zip/Dick and a couple of other cars over the next few sections, stopping to re-set the electrics every few sections stop the misfire getting worse.. Somewhere around here was our second spin of the night, on a tightening downhill 80 left, whoops! Spin it back round and off we go again... The knowledge that we were running 4<sup>th</sup> car on the road spurred us on throughout the second half, despite recurring car issues and an interesting but memorable '80-left-with-bank-on-inside-and-big-drop-and-trees-to-the-right-with-the-back-end-sliding-towards-the-precipice' moment. Ah, forgot that bit, was actually an open 60 right (nav's side towards the trees! *That's right, endanger the nav, as ever*), which I had nightmares about afterwards...! (*Nightmares - that's the effect I have on men!*) (Nah, I won't tell you the effect you have on me! ;-P ) Then it got interesting, the brakes failed! I'd felt the pedal getting worse, and then about 5 sections from the end it went straight to the floor, so handbrake only for the next 45mins to an hour, massive concentration required! Then the misfire returns, but not long left, a few more sections and we finish, woohoo! *Another small blond moment on the last section caused a few more dropped minutes but we made it back in one piece, and were feeling quite good about things.* Don't remember that one! We then crawl back to the finish, kangarooing along with no brakes, hazard lights flashing, as Zip/Dick come up behind us, and overtake us going up the driveway into the finish carpark –by this time we've slowed to less than 10mph, and we're barely moving! But we finished-amazingly-and were 8<sup>th</sup> o/a and 2<sup>nd</sup> in class, a good result, especially considering all the car trouble we'd had! Most importantly of all, I think it's fair to say we both had a damn good night's rallying, and thoroughly enjoyed ourselves.. Roll on next year...! *Let's hope not...*hmm, shouldn't say that should I?!***

***When the results came in we were 8th overall, 2nd semi (wooo, a trophy! :o)). OK, so that doesn't sound like an amazing result but I was really chuffed, and had thoroughly enjoyed the night, so many thanks to Paul for keeping up the pace, staying on the road and putting up with my navigational skills or lack thereof. Hey, you were fine - hell, you're the first nav in a while that hasn't asked me to slow down... ;-) I should say that Dick & Zip brought their borrowed car home a few places ahead of us, so well done lads. (6<sup>th</sup> o/a from what I recall) And Phil & David, after a tightly-fought battle came second to Doug & Ben who took their maiden road rally win, which I think all would agree was very well deserved.***

***So, thanks to Paul and 309 for getting us round. That may've been our first event together, but it won't be our last. You've got to try harder to scare me!! Now that sounds like a challenge! ;-D TR will be back on the road next year too.... Congrats to the organisers for putting on another terrific event. And many thanks to the large number of Wessex marshals who came out. For a quick and hopefully comprehensive name check, it is thank you to: Olly, Paul (Lettington), Nick, Chris (Finch), Cosh, Susan, Marianne, Ed, Gareth – renegade photographers - and possibly James (were you there James?!). I hope I've not left anyone out! It's always fab to see familiar faces in the middle of nowhere at the dead of night.***

## Kent Rally, 19th February 2005

Having rolled out of the Carpetbagger, and being a bit short of money, I wasn't initially intending to head over to Kent, but was very easily persuaded when Rich asked me to take the maps in the Bimzim's first foray into National B rallying. The entry was sent off, and plans made. As is usual, these plans quickly fell apart, as a large accident on the M27 caused us to leave an hour late, beating even Toby's record. Making good time round the M25 regained us some of this time, and we arrived at the start with plenty in hand.

The start venue was somewhat austere, and while there was a nice covered and well lit area for scrutineering, the signing on area was just a corridor! Scrutineering itself was nice and easy, a quick light check and peer under the bonnet and we were through. Having signed on we retired to the car to plot the pre-plot sections, then donned hats and gloves before braving the cold for the usual pre-start socialising. Here we learned that the Wessex contingent had been augmented by Lizzie, who was standing in for Borough 18 Member Ben Greenfield, who had to pull out due to injury.

Soon it was time for the event to start, and we were beginning car 6, behind a somewhat impressive top 5, although that had been made slightly less daunting by the last minute change of Navigator in car 2. The first few sections were pre-plot, and we started well, until the 3rd section, where we got caught up behind another competitor who was trying to turn round to go back for a missed codeboard. This resulted in us losing a minute on that section, to our disappointment.

Reaching the end of the pre-plot section, my job got slightly harder as I then had to solve the clues as well. These, however were generally pretty easy, although I did have a momentary mind blank on the first one! At this stage we were running level with cars 4 and 7, both of whom had quicker drivers, leading to Rich pulling over several times to let them pass. We also soon caught up Doug and Lizzie, only to see them disappear off in the wrong direction a couple of junctions later, hotly followed by the Mexico (car 7).

Shortly after this, we came to a delta that wasn't there, which foxed us for a moment, despite the amendment that had told us it was missing, and which I had promptly forgotten! I also had another mind-blank, on a section which I should have got instantly. Fortunately the timing was slack enough to allow for these minor delays. We continued via a considerable number of deltas, which did well at slowing us down, as the Beemer's handbrake wasn't working, and reverse was needed almost every time. This, and the lack of a 'Foto' board resulted in us being spectacularly boring at every photo point.

As we neared halfway, the route took us down a byway, which turned out to be rather bumpy. A lack of underbody protection caused us to slow down considerably here, and we reached the end of the white with only 15 seconds or so to spare. The other Wessex BMW fared less well here, as Ed took a different white and was forced to retire after taking out the sump, exhaust and rear suspension of his E36.

A make up section just after this got us back just behind the top 5, where we remained for the last couple of sections into petrol. A long break here allowed us plenty of time to warm up inside the petrol station shop, and to chat with the other crews and marshals. We had dropped one minute by this point, while Phil and Dave had not. We, however, had got a code-board on a delta they had forgotten to put in the nav, which many other crews hadn't, however this was scrubbed and so had no bearing on the result. At this point Ed was the only retirement, although another car had got stuck on the same white, but got out without any significant damage.

While the first section out of petrol passed without issue, the second was not to. The navigation for this section told you to cross neither 26 nor 29, meaning the grid lines, however the correct route passed a spot height .29, which caused considerable confusion, with only Phil and David getting through without penalty, although we only lost one minute to it. The result of this was that, for the next couple of sections, we were running second car on the road, with just the 309 in front to wake up the marshals.

Several more sections passed without incident, and with some of the faster cars managing to catch us again, until we passed the section with a photo point and several sharp bends, one of which was to cause the demise of the only other remaining BMW, which failed to make the bend and rolled into a coppice, fortunately without any injury to the crew. I could sympathise with this, being very similar to mine and James' Carpetbagger retirement. The next section caught us out, as the navigation consisted of a herringbone which started later than I expected, resulting in us taking a wrong slot, which lost us a couple of minutes as we got back on route. We then continued badly by missing a slot on the next section!

This left us slightly disheartened as we headed down to the pre-plot section on the Pevensey Levels, as we knew that the timing was loose enough to make it unlikely that the top crews would lose much time unless something went wrong. The levels were interesting, with narrow roads, very tight corners, and often deep ditches beside the road to catch anyone who fell off. There were also several very narrow brick-walled bridges just waiting to wipe out someone's front corner if they went too wide on the way in. It was also getting icy, just to add to the fun. Fortunately we got round this without incident, and headed round to the last couple of sections on the coast.

We had been warned about this bit, as there was a stretch of A-road with a white running parallel to it, and several tiny slots between them. There were also a couple of very narrow yellow loops off the A-road, although in some places these were worse than the whites! These were all very difficult to see, resulting in us missing several of them at first, and losing 2 minutes on each of the two sections. Goodness knows what any randoms on the road would have thought of all the mad rally cars coming and going all over the place here!

We then moved onto the very last section, a blat along a wide yellow towards the finish. This gave us a bit of a shock as we headed towards a bridge that was shown dead straight on the map, but in real life had very sharp 90s either side of it. Heading into the finish, the final challenge of the rally was to find where we were supposed to park, solved when we saw a couple of filthy rally cars sitting on the sea front out the front of the hotel. We parked up with them, and headed in for the usual sleepy

breakfast and post-event chat. We found that two of the cars ahead of us had retired, and that Phil and Dave had broken their clutch, losing them 5 minutes over the last few sections. This news gave us slightly more hope of a good result. We also found that the other Wessex car, the 309 of Jon & Andy, had also finished fine. When results were posted, we were very surprised to find that we had finished second, just one minute behind Phil and Dave in first, as we had lost less time than we had thought. Doug (an ex Wessex member) and Lizzie had finished Third to complete a Wessex top 3, with Jon and Andy in 5th. The Southsea crew of Andy and Rob Fields finished 1st Novice, rounding off a very successful event for the South Hants clubs.



By: Nick Clarke

## Wessex's Winning Ways

**Recent awards evenings at both the Southsea Motor Club and the Salisbury CSMA were dominated by some well known Wessex members. Southsea, who also run a season of 12 Cars and Scatters presented awards to David Coles and Susan Broughall for best overall Driver and Navigator respectively, with Phil Kendall also taking the scatter trophy. It was a similar story at the CSMA awards with David and Phil get overall driver and navigator awards, having won the first 4 rounds of the 12 car championship, but their dominance was shadowed by wins from Andy Garrett, Chris Knott, Mike Saywell and Nick Clarke in the last 2 rounds. Congratulations to all.**



## Removing gearbox from pug 205... Simple?

As I'm sure most of you know I had the misfortune of buying DRU, a 205 XS which has had not one but 2 previous Wessex owners! DRU has a reputation of being broken most of the time, yes even more than most Peugeots!

One of the things wrong with it when I bought it was the gearbox which had a distinct lack of synchro in 1st and 3rd. Not the end of the world, but annoying especially as I hadn't quite mastered the art of double declutching.

Then one day I spotted an XS on ebay being broken for spares. A round of emails later and I've secured myself a replacement gearbox.

I managed to persuade David Curd into coming along for moral and physical support. Neither of us had ever attempted such a feat of mechanics before, but we had a haynes manual and it looked straight forward enough...

Things started off badly with the owner putting us off till 4pm, which I thought might be leaving things a little late but decided to press on regardless.

Finally we get down to business. The head had already been removed which made access a bit easier and we wasted no time in stripping things off as per haynes, having the usual fun and games with those infamous ball joints. For future reference a 22mm spanner works really well for levering them apart, however be careful not to damage the gaiters.

At last we start to get near to working on the gearbox. Only to discover the bolts used to secure it are a hex drive (I now vaguely recalled being told about this in a pub so perhaps that was my own fault).

1 quick trip to the local hellfrauds later and I have a set of hex bits.

By this point it's starting to get quite dark so we press on quickly.

Next is engine mounts.

Undo rear one, check.

Support engine with jack, check.

Remove battery tray and undo nearside mount, check.

Read next bit in haynes manual...

**\*THUMP\***

Err what was that? Turn around to find the engine block has chosen the express route straight out of the bottom of the car!

The single remaining engine mount had sheared in two and the entire engine had seen-sawed where we had supported it. It finished up at about 45 degrees with its alternator in the air and the gearbox in the mud.

At this point the guys' mum walks out and says "Blimey you still here, everything going OK?", whilst peering into the bonnet. We sheepishly reply "Erm yes, although we seem to have removed a bit more than we intended". To which she cheerfully says "Oh that's OK it all needs to go anyway" and walks back indoors whilst we try not to crack up. Fortunately she doesn't see the mini-oil slick we've created with our express engine removal!

So after a fair bit of faffing about with jacks and brutally attacking anything still attached to both the block and car and we manage to fully lower and drag the block and gearbox from underneath the car.

It was then quite easy to undo the remaining bolts and remove the gearbox. Having since fitted the gearbox onto DRU I can safely say that this process is significantly easier outside the car, perhaps not very practical though.

By now it's pitch black and we're working by Leon headlight.

Finally we put the lower suspension arms back on to give the owner half a chance of being able to move and steer the thing. This takes much longer than it should mainly because we can't see the bolts we took out earlier :(

As our parting gift we dump the engine block in the boot, not quite a 205 T16 but about as close as a TU engine is likely to get.

Like any good story there is a happy ending. The gearbox is now safely installed in DRU and happily changes smoothly into every gear and I'm glad to say that I managed not to remove the engine this time!

Our thanks go to Fleet Services where we stopped to clean up, leaving them 2 black sinks in a row of otherwise pristine white ones, and to the bottle of Head and Shoulders which was used to wash copious amounts of gearbox oil out of my hair!

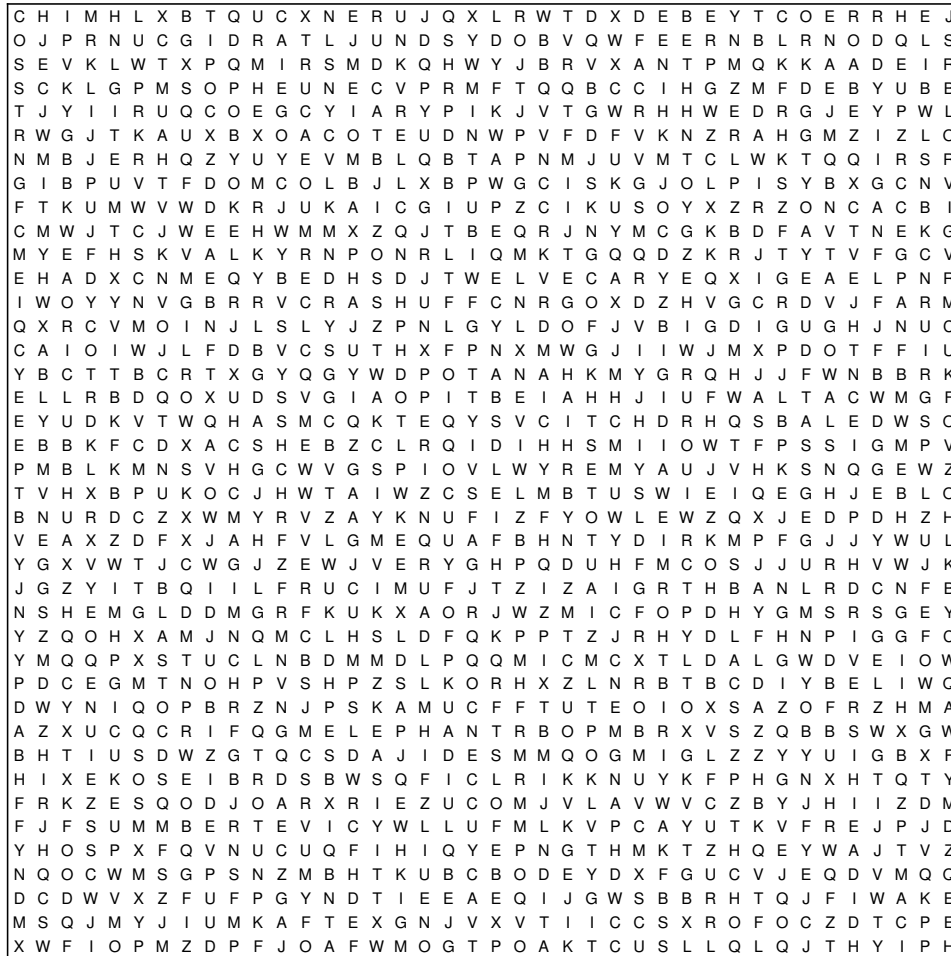
The end!

Written by: Mike Saywell

# Games!!!

Name \_\_\_\_\_

## Word Search



Navigator	Driver	Road Rally	Twelve Car	Wessex Motor Club
Gymkhana	Autotest	Crash	Funky	Elephant
Scatter	Summer	Ice Cream	Food	Beer
Drifting	Fields			

Created with the help of Worksheets - [www.Qualint.com](http://www.Qualint.com)

(Sorry for the miss-spelt summer)



# Sudoku

## Rules

- Place a number from 1 to 9 in each empty cell.
- Each row, column and 3x3 block bounded by bold line (nine blocks) contains all the number from 1 to 9.

		<b>4</b>		<b>5</b>			<b>6</b>	
	<b>6</b>		<b>1</b>			<b>8</b>		<b>9</b>
<b>3</b>					<b>7</b>			
	<b>8</b>					<b>5</b>		
			<b>4</b>		<b>3</b>			
		<b>6</b>					<b>7</b>	
			<b>2</b>					<b>6</b>
<b>1</b>		<b>5</b>			<b>4</b>		<b>3</b>	
	<b>2</b>			<b>7</b>		<b>1</b>		

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