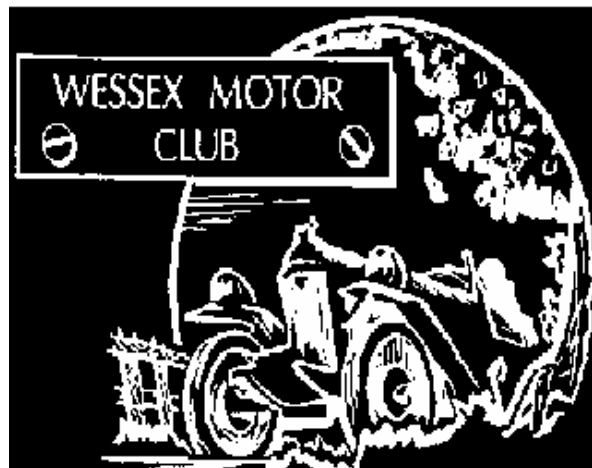


WMC Magazine

Issue 6 – May/June 2001



INTRODUCTION

Foot & Mouth may still be preventing us running amok on the roads of Hampshire, but that's not to say we've been dormant. Since Easter there's been a lot on. First was the skid control course at Goodwood. Personally, that was brilliant &, although I'm running the risk of sounding like one of my parents, it was useful fun! In the place of the Summer Scatter was the appropriately named Summer Not Scatter, deemed a fantastic Sunday afternoon/evening by all. Not only was it very well attended, but the weather held, which must nearly be a first for a British Bank Holiday weekend! As if that wasn't enough, to keep the racing spirit alive, we've taken to cars of a rather smaller scale on the Scalextrix track!

Foot & Mouth can't stop our Karting team, though. At the close of the season, they've finished a painfully close 3rd in the Inter-Uni championship 😊😊 Good work, guys!

I also feel it's my duty to briefly mention the F1 season. Not going to badly, is it? A certain Mr. Coulthard's so-called 'non-aerodynamic jaw' doesn't seem to be holding him back, does it?! Yeah, you can kill me later for reminding you all of the truth that DC's not going down, without a fight!

Exams loom, so all the best & here's to a Foot & Mouth free, motorsport packed summer!

Lizzie Pope

★ EARTH-SHATTERING NEWS! ★

OK, maybe that headline's rather on the sarcastic side, but *CONGRATULATIONS* all the same to Olly, our very own Website Editor for (somehow) getting an MOT for his new Mini. Well, I say 'new', when I should really say something along the lines of 'his new Mini concoction'. Only he knows how many Minis have gone into that 'beast'! It took a mere 4 attempts to get that precious certificate ... !!



PRESIDENT'S PIECE

I can't believe it's coming to the end of my first year here already; and somehow I was persuaded one night at the Burger Van to take over from Phil as President. It's a shame to end the year without having had any events for so long, but at least Foot and Mouth has given us all an excuse to go to the pub more often! (Even if it did involve several trips to the Crown!) Not holding the Summer Scatter probably saved a few cars, and the reunion at the Milburys was a great success despite not actually burning or stealing anything! Hopefully events will be back to normal soon and we can have an excuse to terrorise the local wildlife. In the mean time good luck to everyone who isn't hanging around to become an old fart, and have a good summer.

Elly Pryce

FOR SALE

1 large, navy blue, virtually new WMC jumper. Ideal for rallies, scatters, trips to the Burger Van & generally proving your allegiance to the uni.'s greatest club. For details contact David Coles
drc300@ecs.soton.ac.uk

IN THIS ISSUE:

Round Up of the 2000/01 Inter-Uni. Karting season

Summer Not Scatter

Skid Pan

Essex Charity Stages July 2000

Scalextrix

Andover Karting

Contacts

SKID CONTROL @ GOODWOOD

We'd only been back in sunny Soton a few days after Easter when we set off for Goodwood on April 25th to spend a not-so-sunny afternoon apparently learning how to control skids. I say 'apparently', as, not surprisingly, it didn't take us long to learn that spinning the cars was a lot more fun than actually catching the skids! Anyway, I digress. After a briefing in what can't be called anything other than a shed, we went onto the skid pan, an area of smooth tarmac adorned with a number of cones, to which oil & water had been liberally applied, enough lubrication to ensure that we skidded with the grace of Olympic ice skaters! Our machines for the afternoon were a pair of MOT failure, generally knackered Sierras, one manual, set up as a front wheel drive, & the other an automatic, rear wheel drive. The idea was that we'd go out in the front wheel drive with the instructor at our side, learn how to control those skids, then master the art of controlling rear wheel drive skids on our own, but, as we discovered, this plan suffered a number of permutations!

With the car (almost always) in second gear, as soon as we were reliably catching front wheel drive skids, our friendly instructor would knock the car into neutral & apply the handbrake – WHAT FUN!! After the initial shock, I was controlling them, so I imagine everyone else was too (well, with the exception of our esteemed President, everyone else was male, so *of course* you'd be able to drive better than a woman, wouldn't you?!). Although he's rather reluctant to admit it, a certain Mr. David Coles managed to introduce the car he was driving to a fence, much to everyone else's amusement (I was in the car so can guarantee the verity of that statement, in the event of someone trying to dispute the accusation!). And, if I recall, on the next lap, the rear end of his car enjoyed a brief excursion into the scenery as well! Any car that David drives obviously has an innate affinity with fences, hedges, footpaths, fields etc.! But the fun had only just begun!

Now for the rear wheel drive car with the sizeable reminder in it that it's not got a clutch. Definitely more rewarding to catch this one, as we generally failed to do so, although that was usually the idea. Without Mr. Instructor, riding in the back seat was almost as much fun as driving! I'd love to be able to impart a demon secret, but, as those who were in the car with me will testify to, any logic I tried to apply to catching these skids flew out the window. Sometimes it worked, sometimes not, but what fun we had. Every one of us tried to 360 the poor old thing ... but no one managed it, despite generous use of the handbrake (Olly!). It'd be hard to judge who got the nearest & as it'd probably cause rather to many arguments, I think I'll refrain from attempting to do so. The bumper had a habit of falling off this car, & for once that wasn't as a result of our reckless driving ... although Olly & David (funny how these names keep on reappearing!) were both cautioned twice. I think they were deemed as having too much fun. Whatever the reason, I found it rather satisfying as I got permission to hit David for disrupting my first drive.

Finally came the time trial, in which we had to do two figures of eight in the automatic. The instructor completed it in 50 seconds. I'll let the results do most of the talking, but I should explain that poor old James suffered a disqualification after taking the wrong route (*how?!*) & Phil's good time was marred by his 10 second penalty for touching a cone (he claimed to be taking the racing line & therefore clipping the apex ... hummmm).

A fantastic afternoon's entertainment was had by all, so many thanks to Andy for organising it. Unfortunately, and rather ironically, Elly had a small bonnet-denting incident on the way home. Luckily, not too much damage was sustained, except for superficial bodywork & having to wave farewell to a no claims bonus. At least it gave us even more to discuss on one of the many recent pub trips.

Position	Name	Time
1st.	Mark Spitteler	52.70 secs.
2nd.	David Coles	52.82 secs.
3rd.	Andy Kitchin	55.57 secs.
4th.	Lizzie Pope	59.34 secs.
5th.	Elly Pryce	1 min. 03.11 secs.
6th.	Oly Smith	1 min. 03.86 secs.
7th.	Phil Slater	1 min. 04.52 secs.
8th.	Ben Smith	1 min. 09.34 secs.
9th.	James Read	DISQUALIFIED

Lizzie Pope

The 2001 Inter-Uni Karting Championship

The start of the 2001 season was met with a real sense of excitement, as there was a real chance that the Southampton squad could take the title. The group of ten, which had been chosen after the team trials at Gosport in September 2000, were all perfectly capable of racing with the best, as had been shown during the course of the previous season, when the A and B teams finished 2nd and 12th respectively. An incredible result considering some of the bad luck endured, and especially for the B team which only competed in 3 of the 5 rounds.

Iain Back, Andy Davis, Chris Nelson, Jeff Pilot and Darren Tomes joined original team members Jem Barnard, Ashley Cromack, Nick Henry, Phil Kendall and Andy Wake. The squad, although inexperienced in terms of kart racing, quickly established themselves to be contenders, despite the championship reporting paying very little attention to them. There were 5 rounds to this year's competition, Gosport, Milton Keynes, Whilton Mill, Clay Pigeon and Shenington. Two rounds were of heat style 'Grand Prix' racing, and the rest were 3-hour endurance events.

Gosport

The first round at Gosport took place at the Go-Karting for fun facility, which was used for the team trials, so it was approached with a certain amount of optimism. This led to a 'must win' mentality amongst the team, and as the day dragged on, there was a slightly off-colour mood when problems arose due to karts, grid positioning and dubious tactics from one or two other teams. The final position was 6th for the A-team, and a slightly disappointing 18th for the Bs.

Milton Keynes

The second round at Daytona International in Milton Keynes was the first of the endurance rounds, and the start of the outdoor racing. This proved to be the coldest event, with the race involving rain, sleet, hail and even snow. After a wet qualifying session the A team was in 10th and the B team in an impressive 7th. Nick started for the A's with Jem in the B team kart. Both teams stormed through the field and for the first ten minutes little could stop them. Then, as the teams were running 5th and 6th, a slight loss of concentration from Jem allowed Nick to go through. After running slightly wide, the B kart had to go into the pits for a check, where it promptly stalled. This was the beginning of the end for the B-team challenge in the event. Meanwhile, Nick had fought his way to 1st, which was where he finished his stint. Southampton A then dropped back down to sixth, but that was to be the lowest they would be for the rest of the day. With some excellent driving from Phil in particular, the team worked their way back up to 3rd place at the finish, albeit two laps down on the leaders, and under pressure from Bournemouth B. The B team had a difficult afternoon, and several kart problems, including a sticking throttle, made it difficult to regain the early lost ground, and ended up finishing an unlucky 18th again.

Now, after two rounds of the championship, Southampton A had managed to jump up to 2nd place, equal with Nottingham A, and only 5 points behind Swansea A. However, Southampton B were left languishing down in joint 19th place, but we were still confident that we could improve upon that in the next rounds.

Whilton Mill

With the sun shining and tarmac glimmering, the third round at Whilton Mill started with some real promise. The members of both teams lack some experience at driving in the

wet, and so it made a change to be able to race in the dry. All of the squad proved throughout the day exactly why they were chosen to race for the university. With a particular commendation for Darren who drove his maiden outdoor race here, and performed superbly. The B-team out-qualified the A-team, which was initially put down to lack of throttle pedal travel. However, during the race the kart proved itself to have a serious misfire problem, and Nick dropped from 2nd to 15th. Unfortunately, this took 25 minutes and three pit stops to correct. With a new kart Nick started to lap over a second faster than before, the fight back was on. Meanwhile Phil in the B kart continued to battle it out at the top end of the field, until a back marker got in the way and forced Phil off the track. At Whilton Mill, this demands a pit stop to check the kart over; losing valuable time, and the hopes of a win were dashed. Ash took over from Nick, and Darren from Phil. Both continued to push their karts and gain the ground lost from the earlier problems. Jem and Jeff then took over the reigns, in the A and B team karts respectively. Both pushed hard to keep the teams in with a chance. Jem having a notable battle with one of Bournemouth's shiny suited karters, culminating in a 'round-the-outside' manoeuvre on one of the fastest corners. The two Andy's completed the driving. Andy Davis managed to keep the B team half a lap ahead of the A team kart, in the hands of a hard charging Andy Wake. The B team finishing 4th and the A team 5th, after the organisers had awarded compensatory laps to a couple of teams due to mechanical problems with the karts, including the A team and Kingston who were promoted to 3rd.

Karting 2

Clay Pigeon

The format at Clay was a 3-hour endurance race, with the mandatory fuel stop and a healthy dose of rain. The track at Clay is used for many national events and claims to be one of the fastest in the country, if not one of the oldest. The quick drying tarmac mixed with heavy showers led to very changeable conditions throughout the day. After a few laps of practise, Nick and Jem qualified the teams in 7th and 16th. As Ash and Jem then led the teams out for the rolling start the rain began to fall. After holding position with the leaders for a few laps the conditions got the better of Ash, running wide and being unable to rejoin until the rest of the field had past. Jem was having similar luck in the B team kart. After a rolling restart, due to a red flag incident, the teams began to fight their way back. Phil, Southampton's wet weather expert, managed to find the driest period during the whole day during the second stint. The B team kart was handed over to Chris and both drivers tried to make up time. Unfortunately, Soton's misfortune was about to strike again with both karts suffering punctures within a few minutes of each other. Valuable time was lost as the mechanics removed the offending wheels and found replacements. The A team handed over to Andy Davis, and Iain took over the B team kart, driving in his first out-door race and only his third kart race ever. Both teams drove steadily and handed over to Nick and Darren for the last stints, with the A and B teams running in 12th and 13th places respectively.

Karting3

As these final race stints started, the rain began to fall once again. The sudden, 5 minute downpour soaked the track, and made racing on the slick tyres quite treacherous. However, both Nick and Darren rose to the task, with Nick charging through the field to get the A team up to 7th place by the finish. Darren also managed to keep it all together, despite having his first ever wet race, and brought the B team kart home in 12th place.

With one round to go now things were looking very close at the head of the championship. Nottingham A looked fairly certain for the championship victory, but 2nd place was going to be a close run thing between Soton A, Swansea A, Kingston, and Cardiff A, with all four teams being within 2 points of each other. Shennington would be the deciding round, and we were confident that we could get a good result to give us 2nd in the championship.

Shennington

The longest day in the world... EVER. We knew that it may take a while to get the day finished, but I don't think anyone was quite prepared for this. Having left Soton at 7 o'clock,

the results were finally announced at the circuit at around 9pm!! Last year's A-team had competed at Shenington, but for the rest of us it was a new experience. The reports of a fast and challenging track proved correct, with long fast straights and braking zones when still turning providing the fun. The championship had returned to the Grand Prix format, each driver getting 4 heats of 6 laps with 'random' grid positions. Both teams had pole positions in the first round of heats, with the rest being at or near the back in 11th or 12th. The first few drivers got dry heats but then the rain started. The circuit was more forgiving in the wet than the Clay Pigeon circuit, with the corners offering up a surprisingly large amount of grip. However, the problem was the standing water on the straights. With karts aquaplaning and promptly spinning while travelling along the back straight the route had to be carefully picked. David Coles, the new recruit to the team, did well to cope with the conditions and steadily improved throughout the day. The best result of the day was the one-two Nick and Phil achieved after starting 11th and 12th on the grid. Jem also managed an 'enjoyable' wet race, lapping quicker than everyone else in the heat.

However, as the day went on, no one was quite sure how we were doing as a team, and how we were doing against our championship rivals. On first sight at the individual driver results, things were looking good for the A team, with Nick finishing 3rd overall, and Phil, Andy and Jem finishing 24th, 25th and 26th respectively out of 100 drivers. With these results the A team finished an excellent 2nd place, and this was our best result of the season. However, Soton A finished 3rd in the championship, as Kingston's 3rd place meant that they beat us to 2nd in the championship by one point! The B team had a bit more of a disappointing day finishing 19th, and lining up 17th in the final championship results. However, this disappointment was tempered by the fact that we had finished in the top 3 in the championship for the second year in succession – the first team to do so in the 4-year history in the championship.

So, now we look forward to the 2002 championship which, after 3 years being run by Cardiff University motorsport club, will be run by Nottingham Motor Club next year. Surely, after a 2nd place and a 3rd place finish in two years of competing, can Southampton University Karting Team make it to the top next year? With the majority of the current team graduating this year, next year's team will be somewhat different, but hopefully we'll be as competitive as ever, and still be same force that we have been over the last couple of years.

	TEAM	Race 1 - Gosport	Race 2 - Milton Keynes	Race 3 - Whilton Mill	Race 4 - Clay Pigeon	Race 5 - Shenington	Total	Best 4 of 5
1	Nottingham A	7	2	2	2	4	17	10
2	Kingston A	21	5	3	4	3	36	15
3	Southampton A	6	3	5	7	2	23	16
4	Cardiff A	2	17	1	9	7	36	19
5	Swansea A	3	1	10	17	6	37	20
6	Loughborough A	12	12	12	3	7	46	34
7	Bath A	10	15	7	6	12	50	35
8	Loughborough B	14	6	14	20	1	55	35
9	Swansea B	4	14	18	1	20	57	37
10	York A	9	11	13	5	13	51	38
11	Cardiff B	5	10	11	13	16	55	39
12	Bath B	8	13	8	16	10	55	39
13	Bournemouth A	10	9	6	15	15	55	40
14	UWE	20	7	9	8	16	60	40
15	Bournemouth B	13	4	15	10	18	60	42
16	Birmingham	1	25	18	20	4	68	43
17	Southampton B	18	18	4	12	19	71	52
18	Nottingham B	16	16	16	11	24	83	59

19	Nottingham Trent A	16	25	18	20	7	86	61
20	Bournemouth C	19	23	18	20	10	90	67
21	Durham A	25	8	18	20	25	96	71
22	Cardiff C	15	21	17	18	25	96	71
23	Bath C	22	19	18	14	25	98	73
24	Nottingham Trent B	25	25	18	20	14	102	77
25	York B	24	20	18	20	23	105	81
26	Reading	22	24	18	20	25	109	84
27	Bristol	25	22	18	19	25	109	84
28	Bournemouth D	25	25	18	20	21	109	84
29	Kingston B	25	25	18	20	22	110	85
30	Nottingham C	25	25	18	20	25	113	88

- Race points are based on the position finished, i.e. 1st place – 1 point, 2nd place – 2 points etc.
- Final Championship Results based on best 4 rounds out of 5.
- Team with fewest points are the winners.

Jem Barnard, Nick Henry, Ashley Cromack

Sunday May 6th 2001 should've been the WMC's 21st Anniversary Summer Scatter ... then along came Foot & Mouth (surprise, surprise! Never heard that one before, have we?!). However, us on the committee aren't known as party poopers, so, Ladies & Gentlemen, we present the unique

SUMMER NOT SCATTER

After a complete organisational nightmare, and far too much letter folding, I was happy to wake up and see good weather on the morning of the Summer Not Scatter, great for an all day drinking session in the sun! I was slightly worried when I got a call from a certain committee member at Monty thinking he was going to miss the minibus, as he woke up with a killer hangover about 20 minutes before he thought it was going to leave the Union.. Luckily it didn't actually leave for nearly an hour and Matt was kind enough to do a detour. Not only that but he also provided the committee with stylish name badges so that everyone could recognise us even though we didn't have a clue who half of them were! Oh, and how can anyone one the minibus forget the music we were driven to. Matt, we were grateful for your services, truly we were, but *that* music? I think not!

Things got more chaotic once we arrived as not a lot was officially organised, but I probably shouldn't have admitted that. I was pleased to have largely sorted out the WMC clothes in the space a fortnight, and even managed to flog some extra ones! Within no time loads of old farts (and some younger ones) had turned up, and in traditional WMC style, forced out any remaining locals hoping for a quiet Sunday afternoon drink. People quickly took to bashing each other on the Scalextrix track, and demonstrating why you shouldn't drink drive by throwing remote control cars from ramps and generally trying to turn them upside down!

The sunny weather made it possible for groups of people to stand around proper sized cars comparing stories and coming up with words of wisdom like "If it was blue it'd look like a whale!" For £25,000 you could probably buy a whale, but driving it just wouldn't be as good.

Throughout the day the Grand Quix (ie. the quiz – we tried to be witty!) ran really well despite lots of team swapping and people using mobile phones and road atlases. Using ingenuity is fine by me, after all it's what I used to find the quiz in the first place! The "Team of 86" won overall, including topping the charts on 3 rounds. They were incredibly kind in donating one of their prize bottles of wine back to the committee. I still have no idea where it went though. ☺☺

Thankfully we had a video camera to capture some of the interesting moments, like Zip admitting he was so pissed the night before he slept with his sister! Even more of a surprise was that unlike a certain other event at the Milburys nobody stole or burnt anything. We actually managed to keep the staff reasonably happy, except perhaps when about 20 people all decided to order food at the same time and the chef gave up! Naturally nobody was too bothered as it gave us a good excuse to fit in a trip to Mike's famous Burger Van on the way back (those of us that knew the way, anyway, not mentioning ant names local boy David!).

Thanks to everyone who came to the SNS, and especially to those who helped to organise it. Hopefully we'll all be able to bash some cars in the actual event next year and welcome back everyone who is off into the big wide world to get a proper job and become an old fart.

Elly Pryce

ESSEX CHARITY

STAGES JULY 2000

Well, I blame it on the driver of the Lancia Delta Integrale that wrote off the last car. It gave me the perfect excuse to build a new car to take Special Stage Rallying. For those that don't know-Special Stage Rallying takes place on closed land, i.e. there are no cars going to be coming the other way! This means that you can be a lot more committed through the stages-often with spectacular results...as Chris was to find out...(Just as an aside the car used was a Triumph Dolomite 1850, with a standard engine-giving anywhere between 20 and 120 bhp less than the other cars in the class I was running...a bit of a disadvantage!!)

The event I chose for my Stage rallying debut (!) was the Essex Charity Stages, run on the east coast of Essex. This had several advantages-not least that we could stay at Zip's parent's house on the Saturday night and go and get drunk!! The gullible ones that I managed to rope into coming with me were: Chris (aka Muppet) who very foolishly volunteered (?) to navigate for me; Rich who serviced and drove the 4X4 to tow the rally car, and Zip and Cosh who were also servicing (complete with flat cap and wax jacket in Zip's case!)

We arrived at our overnight halt (Zip's parents having very kindly allowed us to use their house) on Saturday afternoon, quickly checked over the cars before heading down to the pub...This after me insisting we weren't going out because we had to be up (and sober) at 3am Sunday...I finally conceded to going out for 'just one pint'...BIG MISTAKE. 'Just one pint' is not a phrase in Dick and Zip's vocabulary (as I should know)...needless to say people weren't exactly keen to get up at 3am due to having only gotten to bed an hour or two previously...

In spite of that everyone was up on time. (*ZIP: Muppet did, however have a fright in the morning, when he found something rather disturbing in my brother's bedroom – Andy in his underpants*). A blat around the M25 into Essex, and we arrived at the start in plenty of time to get a decent sized spot for servicing. The first thing to do was to get tyres put on some rims, by the tyre van. Doh! Muppet's mistake – there wasn't a tire van. Never mind. Next challenge was Scrutineering. Thankfully we went straight through (unlike the competitor in front of us in his Escort Cosworth who was busy arguing with the Scrutineer-not a wise move) and were soon lining up to start the first stage. At this point I remember thinking I felt amazingly calm, with myself and Muppet sat in the start queue making smutty comments and laughing our heads off-much to the bemusement of all the marshals! We had the somewhat dubious honour of being the most sideways car out of the first corner of the rally (caught on the video of the rally...!) then about ½ - ¾ mile into the first stage we caught the car in front, a MK2 Escort being driven VERY slowly. We couldn't find a way past due to the nature of the stage and ended crossing the stage finish alongside him (the only part of the stage wide enough). We then managed to start in front on the next stage, and were possibly a touch over exuberant, but still 30 secs quicker than previously.

Stage 3 was using all of stage 1&2 with an extra ¾ mile on the end, and it's starting to flow now with a fairly decent stage time. There's nothing hugely spectacular about the next few stages until we get to stage 6, which is a proper loose surface for the first time, really starting to get to grips with the car, setting up the pendulums before the corners, the car constantly dancing on the loose surface, plenty of opposite lock (at one point Chris is screaming "Power!Power!" trying to get me to put more throttle on mid-corner; I explain to him

afterwards that I'm already cutting the corner as much as possible and am nearly on full opposite lock, and if I try any more throttle we're going to be heading nose first into the field...)

(ZIP: (Something from a spectating point of view, like) In between servicing, spectating for the service crew was a good laugh. In Paulspeak, it was definitely 'mmrrrdolomitesideways', and the commitment was clear in his driving. We did get some funny comments, like 'Oh, so you're the people with the Dolomite', 'My God – why are you rallying that thing', and 'I've never seen one of them being driven that quickly before'. We had. Paul's parents were also there providing support and refreshments, and Nick Henry and co also turned up, adding to the fan club.)

esex1

Stage 7 was our downfall...this was Stage 6 running in the opposite direction, and I was really starting to take risks and push hard, I could smell (!!??) a top twenty stage time, the car was flowing so well...and then coming down a long straight into 90 left, I started braking from about 90mph (bearing in mind this is on a loose surface) and the back end started to come round...I realise there is no way I'm going to slow sufficiently, and can't get the car straight again, the corner is now about 20 yds away and I'm on full opposite lock-at least we were pointing the right way for the corner, but we were still about 15yds away at this point and completely broadside in the road, so I take the only option open to me and attempt to ditch hook (let the front n/s wheel drop into the ditch on the inside of the corner and hopefully drag you round) round the corner-it oh so nearly works, but the front wheel snags in the ditch and the momentum carries the back end round and we slither slowly backwards off the road with the rear wheels over hanging a stream, beached on the floor pan. With us stranded in the stage they have to cancel the remainder of the stage and we get dragged out by the course closing car (a Range Rover). We then drive the next stage (relatively) slowly, as we are unsure if there is any damage, into service.

Mid-event noise test shows a 1dB(A) increase, once we get into service we find out why-there's a large hole in the exhaust in the over-axle bend, testimony that Janspeed make good exhausts that even with a large hole in it's still quiet enough (for those who want numbers it gave 90dB(A)@0.5m at the start then 91dB(A)@0.5m with the hole-bit quieter than a Sunbeam!) Take it a bit more steady for the next few stages then on Stage 14 (same stage as stage 3) we hit a large (as in f**k off large) rock which unbeknownst to us at the time had taken a big chunk out of both the rim and the tyre on the off side rear. The main reason for not noticing this straight away was due to the fact that we had now 'lost' all gears apart from third...we drove to the end stuck in third, and then I managed to find 1st and 2nd (basically there was a problem with the gear selectors). We then do the road link section to the next stage (which was a closed road stage). I get out to give the car a quick check over and find that the o/s/r tyre has gone flat-no time to change it then so we drive that stage on a nearly flat tyre. We stop to change it at the finish, and it all goes horribly wrong (up until the puncture we were looking at possibly 27/28th place). We jack the car up, I take the wheel off, the wheel stud falls inside the drum, I then have to take a very hot brake drum off, which means Chris takes the handbrake off-and the car falls off the jack onto the axle...Chris sets about getting it back up in the air whilst I reinstate wheel stud and brake drum...we then find both the spares we are carrying are flat (due to a slight organisational oversight...not mentioning any names Muppet) so we have to drive the last four stages on a flat, putting paid to any hope of a top thirty result...We do, however, finish. Which is more than some people did! We ended up 31st overall and 17th in class, not that bad considering the power disadvantage (apart from the two 1300cc cars I think we were the least powerful car out there...!)

Thanks must go to everyone who helped out, Muppet, Zip, Dick and Cosh on the day, Zip's parents for letting a bunch of oily pissed bastards sleep in their house, Zip's sister (Rachel) for putting up with Muppet being a tart, Jeremy for letting us use the Mitsubishi to tow the car, and everyone else who lent a hand getting the car ready (Azzo), and finally Nick for taking some pretty good pictures of the event.

So (if it runs this year) if any of you are out in Essex on July 8th come along and support (or laugh at) us, we'll be out again, and, you never know, Muppet might even get his car ready too.....!

Paul Swindells

Ferraris, F1 cars & Fiestas, we had them at our fingertips ... the day we played

SCALEXTRIX!

The date: Thursday May 10th. 2001. The place: Crofton Racing Centre, Crofton Community Centre, Stubbington. Our quest: to satisfy our need for speed robbed by the MSA! In rotation, 11 of us raced on & marshalled the 6-lane figure of eight circuit. Speed may've been the name of the game, but if you spin out, that's the end of your race, & as we soon discovered, each class of car handles *very* differently! Starting with the 1:32 German Touring Cars we did 5 lap races, each marshalling in every position & racing each car. Points were awarded as follows: 1st = 6 pts., 2nd = 5 pts., 3rd = 4pts., 4th = 3 pts., 5th = 2 pts., 6th = 1 pt.

Over the course of a couple of hours we were also put at the 'wheel' of Karts, GT cars, 4 Wheel Drive Rally cars, 1:24 German Touring Cars, F1 cars and Fiestas (!!!). If only they'd been fully sized (although club funds probably wouldn't stretch to that!). In the words of David Coles, our Fiesta-driving PC champion, "The Fiestas were very realistic. They went straight on at corners and you had to really slow down to get round. Although I didn't crash one of them as there was a lack of foot paths to go down!!" Likewise, I avoided all white roads in *this* Fiesta! At least Matt couldn't grumble at me for that!

We, not surprisingly, retired to a pub, before going to the beach at chucking out time, the more insane of us (i.e. David & Paul!) running along the roofs of the beach huts. Apparently the rest of us are a bunch of gutless wimps! I'll leave that to you to decide. Once all back on solid ground, Matt rallied us to the Burger Van in the minibus, accompanied by music of a questionable quality. Cheese burger specials were scoffed and, erm, I was held upside down – thanks guys! The sadists seemed to enjoy hearing the screams of a helpless, distressed damsel at the hands of alcoholic males!! Once back in the minibus complete with our adopted traffic cone, it was homeward bound ... almost! Thanks to David for organising a brilliant evening's entertainment, and congratulations to Phil, who got a model Renault Megane Rally Car for his efforts, despite his state of inebriation! I think we're going to have to make a return visit!

The Vital Statistics:

	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Final Standings
Matt Hall	22	36	57	73	86	103	114	10th.
Phil Kendall	31	60	85	111	139	162	177	1st.
Darren Tomes	30	49	75	103	131	152	160	2nd.
Ben Paddick	27	51	78	100	124	150	158	3rd.
Ben Smith	14	35	52	78	104	121	136	6th.
Paul Lettington	16	34	57	74	93	117	127	7th.
John Thompson	17	44	66	93	111	136	147	5th.
David Coles	21	46	65	87	114	135	150	4th.
Lizzie Pope	21	39	60	74	85	110	117	=8th.
Olly Smith	10	26	44	59	80	96	101	11th.
Rupert Goodman	23	43	56	75	92	110	117	=8th.

Lizzie Pope

THE RALLY CAR

Like flying into hedges.

1. They say that people go to hell,
If they've been bad or naughty.
It's just the same for Rally Cars,
If they've been bad, they rally.
2. The car was once the pride & joy,
Of an oldie with rheumatic.
But then it fell into the hands,
Of a Rallying fanatic.
3. They stripped the engine,
bored it out,
Changed brake pads, oil & filter.
They rearranged the bloody lot,
To make the car go faster.
4. The little car has been transformed,
Into a monstrous creature.
No longer is he sly & tame,
He's now a Rally warrior.
5. The car is entered in a race,
The first time in a rally.
Let's hope he won't end up somewhere,
Like a lonely ditch or valley.
6. He tears along the countryside,
With the engine at full cry.
I really doubt that he can stop,
Even if he tried.
7. The trembling car goes hurtling on,
Through narrow lanes & bridges.
Let's hope that nothing else goes wrong,
8. The Navigator has the brains,
In a team made up of nutters.
He tries his best to read the map,
Whilst flying round the corners.
9. And next to him, behind the wheel,
Sits a careful, calm young driver.
It must be said that this young man,
Is classed as a grade 'A' nutter.
10. The rally goes all through the night,
Until all the cars come in.
And after all results come out,
They celebrate the win.
11. And in the pub you hear the tales,
Of handbrakes, spins and donuts.
Of tyre changes in the dark,
And losing all their wheelnuts.
12. The cars are left outside the pub,
With no consideration.
But they're the ones who ran the race,
With great determination.
13. Then dawned the morning after,
On a car park full of chrome.
Then all the drivers stagger out,
To make their own way home.

14. The car is driven slowly
home,
Unlike the night before.
He's had enough of
Rallying,
And hopes there won't be
more.

Until the time will come
again,
To win another Rally.

15. The car is left outside
the house,
Like a child's forgotten
dolly.

By G. L. H. Taken from 'The
Valley Services: Road Rally
21st & 22nd August 1999' for
the Llandysul Motor Club.

KARTING @ ANDOVER

22/4/01

When we arrived there the previous event was still in full swing and we were quite late starting. When the team from Bournemouth arrived we were all warned to expect some dodgy tactics from them and also to not make it too easy for them! The event began with a briefing as per normal when the karts and the track were explained to us. A couple of our group had never been karting before and it was only my second event. We also had some SUKT (Southampton University Karting Team) members with us so they obviously knew what was going on. We split into two teams with an even number of team members and beginners in each team. There was also another Soton team composed of, shall we say, more mature competitors. It was decided that an experienced racer would go first, followed by some of less experienced team members, before an experienced racer brought up the rear. Although I felt I was going fairly slowly I did manage to stay on the track all but once, when I went straight on into a barrier. I can tell you that that hurt the next day! (James, WHY were you going slowly? Are you really a WMC member?!! Ed.) After I finished my run - which was the penultimate run for the team - Nick Henry put me to shame by setting the fastest lap of everyone from Soton Uni. on his first flying lap! Many thanks to Ashley for organising a great day out. All in all it was a very exciting event.

James Read

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