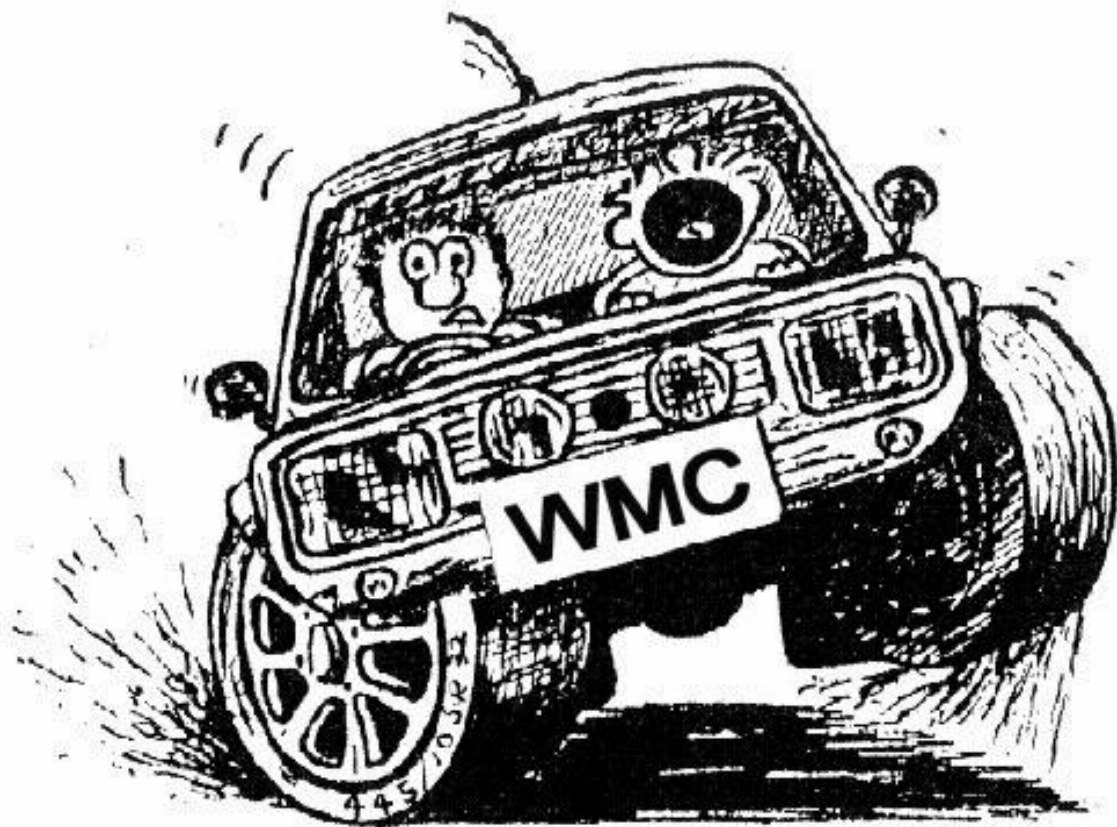


# WMC Magazine

Issue 7 – October 2001



UNIVERSITY OF SOUTHAMPTON

---

**Welcome Back!!!**

## INTRODUCTION

Hello & welcome to a new year which we all hope isn't plagued by Foot & Mouth as the end of the last was. A special welcome is extended to all our new members: may you enjoy your first year of uni. motorsport.

Before the season gets underway with PC1 on October 18<sup>th</sup>, we're having a 'How To Do A Scatter' talk on the 16<sup>th</sup>, & you can also check out the related article in this issue. The full season's calendar can be seen on p. 7 of this issue.

This is also the first anniversary of the magazine. I hope you enjoy it. If you've any comments to make or questions to ask about this or any other aspect of the club, don't hesitate to contact a member of the committee. Our details are on the back cover of this & every magazine.

Well, I don't know about anyone else, but I'm raring to go after a summer where motorsport action has amounted to sitting in front of a TV or computer! Good luck to everyone. Enjoy the season & see you at the pub!

*Lizzie Pope*

## PRESIDENT'S PIECE

Welcome to another (or your first) Wessex Motor Club season. This magazine will be full of helpful hints for newcomers, funny stories & some lessons from which we can all learn.

Hopefully all of this year's road events will be run without a fuel crisis, an outbreak of Foot & Mouth or floods getting in the way! Keep your fingers crossed! We're looking forward to another successful season in the Inter-Uni. Karting Championship – the team trials will begin soon...

As well as our club events to look forward to, there's the Pheasant Plucker Road Rally to compete in, the RAC to watch, some new designs of club jumpers & of course the drunken escapades of the Christmas meal.

RUC competitors should keep a look out as we'll be looking for an RUC rep. to join the committee just before Christmas.

I hope everyone has a fun season & *please* try to stay on the road!

*Elly Pryce*

## ★★KARTING★★

Once again we're entering 2 teams into the Inter-Uni. Karting Championship. After finishing a strong & painfully close 3<sup>rd</sup> last year & an impressive 2<sup>nd</sup> the previous year, our first full season, we're all hoping that this year will be our lucky one. This year's trials will be on **November 14<sup>th</sup>** at the **Bournemouth** track that's known for its lack of rear end grip! These trials are open to any members & it's a good chance to show us what you're made of. Transport to & from the event will be organised, so there's no excuse for not coming. Whether you make it into the team or not, it will be a fantastic afternoon. But if you can't wait until then, visit the SUKT website, by going to our website at **[www.soton.ac.uk/~motor](http://www.soton.ac.uk/~motor)** & clicking on 'Karting'. Good luck!!

*Lizzie Pope*

### IN THIS ISSUE:

**WMC Championships ... p. 3**

**An Autotest Report ... p. 5**

**This Year's Calendar ... p. 7**

**Contacts ... p. 8**

# WMC CALENDAR FOR THE 2001/02 SEASON.

## OCTOBER '01

- 11<sup>th</sup>: Introductory Talk  
16<sup>th</sup>: How to do a Scatter Talk  
18<sup>th</sup>: *PC1* – scatter.

## NOVEMBER '01

- 1<sup>st</sup>: *PC2* – scatter  
8<sup>th</sup>: How to do a 12-Car Talk  
15<sup>th</sup>: *PC3* – 12-Car  
29<sup>th</sup>: *PC4* – scatter

## DECEMBER '01

- 6<sup>th</sup>: Christmas Meal  
13<sup>th</sup>: *PC5* – 12-Car



☆☆ CHRISTMAS HOLIDAYS ☆☆

## JANUARY '02

- 10<sup>th</sup>: *PC6* – scatter



✎ ✎ EXAM BREAK ✎ ✎

## FEBRUARY '02

- 7<sup>th</sup>: *PC7* – 12-Car  
21<sup>st</sup>: *PC8* – scatter  
28<sup>th</sup> AGM (provisional)

## MARCH '02

- 7<sup>th</sup>: *PC9* – 12-Car  
21<sup>st</sup>: *PC10* (scatter)



☆☆ EASTER HOLIDAYS ☆☆

*\*All dates correct at time of going to press.*

# WMC CHAMPIONSHIPS

The **Plotters' Cup** is the club's rally championship. All student members of the club are eligible. The championship is made up of 10 rounds spread throughout the first & second university terms.

Two types of event make up the rounds: **Navigational Scatters & 12-Car Navigational Rallies**.

A **Navigational Scatter** is like a treasure hunt in a car done to a tight time schedule. Competitors solve clues to plot locations then visit as many points as possible in the time limit. For further details, see 'An Introduction To Navigational Scatters'.

A **12-Car Navigational Rally** is a more traditional rally event. Competitors follow a fixed route that they have to work out as they go along. Whilst doing this, competitors have a very strict time limit to stick to. Further details will appear in next month's magazine.

In addition to the Plotters' Cup, all newcomers will be battling for the **RUC Shield**. (RUC stands for Really Useless Cup!) The RUC Shield is a separate championship that runs alongside the Plotters' Cup. Competitors in their first year of motorsport can score points for both the Plotters' Cup & the RUC Shield.

## Essential Equipment For A Rally Crew

- ★ Maps;\*
- ★ Romer – for accurate map plotting;\*
- ★ Sharp pencils & eraser;
- ★ Good torch & spare batteries (all events are at night!);
- ★ A long ruler & a pair of compasses;
- ★ A brain;
- ★ Beer money (or lemonade money if you're driving, of course!!).

\*Available at a reduced cost from the club.

## AN INTRODUCTION TO NAVIGATIONAL SCATTERS

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

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

### ***The Start***

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

## ***Solving the Clues***

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

## ***Route Checks***

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

## ***Control Marshals***

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

## ***The Finish***

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

## ***Scoring***

- ✦ 1, 2 or 3 points are awarded for visiting RCs.
- ✦ 10 points are awarded for visiting Control Marshals.
- ✦ Additional points can be earned by completing a bonus task handed out at a Control Marshal.

The winning crew is the crew with the most points.

## ***Results***

The results will be announced at the finish pub as soon as possible. They will also be displayed on the club notice board within three days of the event.

### **Navigational Scatter Top Tips**

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

If you fancy turning your hand to other motorsport events where do you start? Well read this & maybe you'll find some inspiration!

## **HOW TO DO AN AUTOTEST?!**

### **Step 1 - Make plans.**

I was hard at work (we had a particularly nice customer visiting that day) when the bleep of an email interrupted my daily window cleanliness inspection. The email was publicising a grass autotest that, as luck would have it, is just down the road from my mum's house in Kent - I could tie the autotest in with a visit, I thought. So I emailed Chris to see if he was interested in competing and before long we had a plan together of myself and Chris competing in the Fiesta and Paul entering in the Dolomite - with Elly coming along for the ride. I offered the use of my mum's house for crashing space. We had a quick chat, and with a 2 hour drive we decided that we should leave somewhere round about 5 or 6pm on the Saturday after meeting around my place to pick up any extra tools etc that we might need, such that we could get to Kent in time for a couple of drinks at a pub etc. and not have to get up too early in the morning. A little time passed, and so with 4 days to go Chris phoned up the organisers and said that 3 entries would be along to compete.

### **Step 2 - Car preparation.**

The Friday evening, Paul started work getting the Dolomite ready - leaving it a little bit late if you ask me, and on the Saturday morning I started work on the Fiesta. The Fiesta preparation included tightening the drive shaft bolts, bodging up the exhaust blow again, fixing the gear linkage so that the correct gear could be obtained at the correct time - very useful for an autotest, changing the fuel pump gasket to stop the oil leak and cleaning out the oil filler cap. Early afternoon, I drove over to Mayfield and all seemed to be well apart from I was still burning a lot of oil on hard right-handers changed the oil filler cap. Paul's preparations seem to have gone well and on Saturday afternoon Paul turned up with a Dolomite full of spares, tools and knobbly tyres - he was going to cheat!

### **Step 3 - Getting there.**

The short version ...

Chris was buying a different car - a Peugeot 106 Rallye, which we were going to pick up on the way back, but as he was selling his, he wanted to get it valeted so we had to drop his car off. The next few hours went something like this: Chris pratts around getting ready; we drop his car off and get back to mine for 6pm, Paul and Elly are there waiting for us; change of plan, we were not leaving by 6pm; I have a quick bite to eat, get ready, load the Fiesta - which is still burning oil, so I do a few mods to check how much oil is coming out of the breather. In one last fit of paranoia Paul decided to go out and make sure his Dolomite was still working - if not properly then the way it was designed to. On first inspection all looked ... well OK. However after the fourth or fifth trawling with the fine tooth comb, Paul spotted a splungy centre prop shaft bearing rubber, which also contained a slight crack - Dolomite was again declared totally unfit for human occupation. Change of plans - 20 minutes of discussion passed with 30 minutes of apathy crammed into it got us to the decision that Chris was going to pick his 106 up early - i.e. that evening - and he and Paul would do the autotest in that. Excellent we thought - just one problem ... Chris needed to get the cash to get his new car, and as usual his wallet was empty. We all clubbed together and with various cash cards managed to get enough cash together for Chris to buy his new car. We agreed to meet at Mayfield so that Paul could drop off the Dolomite and so we could pick the Citroen up to get the Peugeot. I arrived at Mayfield to find that Paul had run over a large patch of apathy on the way home and didn't want to do the autotest after all

- something to do with feeling a bit under the weather and not knowing how to drive front wheel drive cars :-). The Fiesta was still burning oil and it wasn't coming out of the breather - it was leaking from somewhere on to the exhaust. Paul's apathy was contagious and I caught a mild dose - I wanted to fix the Fiesta - a toss of a coin revealed a trip to Kent was on the cards after all. I left in the Fiesta at about 7:40pm - Paul took Chris to get the 106. I arrived in Kent in time for a couple of drinks and missing about a litre of the oil that I started the trip with. Chris arrived in Kent in time to give me a lift back from the pub. :-) My mum had gone on holiday - my sister was house sitting with my 2 year old nephew. Change of plans - we were going to be getting up early!!

Sunday morning, September 9th, got up early. We had a trip to the supermarket to get a gallon of cheap oil. It became evident that Chris' bargain buy red 106 Rallye also had a slight oil leak - nothing serious. Had a quick cup of tea, then left down the lanes to go to the autotest. It was an uneventful trip to site of the autotest - took it easy due to oil leaks and daylight. We arrived to find a reasonably smooth tufty grass surface on a slight incline.

#### **Step 4 - Signing on & getting ready.**

We changed the wheels on the Fiesta & got the trolley jack out. It had an oil leak and couldn't keep it up, so had to borrow one to get the wheels changed. We signed on, but couldn't blag our way into the novice class or out of the mini's class.

#### **Step 5 - The Autotest**

The test diagrams were not very taxing - a five second glance would have been enough to get the routes memorised. Not that it mattered. The organisers didn't seem to be marking for incorrect route, hit cones etc. It didn't help that they couldn't be bothered to watch the tests. The sound of an engine behind them was enough for the brain to break off from the conversation with his mate Bill and press the button on the stopwatch. Still, I wasn't sure what kind of time you'd get as they were using analogue stopwatches and didn't seem to be too sure how they worked. I was tempted to try driving out of the start gate and into the finish gate to see if I would get away with it, but didn't (try it that is). The first couple of tests were ... slippery! Turned out to be more of a test of traction control than car control! I started off with 20lb in the front tyres & ended up with 12lb in them ( I'd decided bald front tyres were not going to be an advantage). Apathy had followed us - this time Chris had caught it. As we weren't really enjoying the autotest, we did the first couple of tests & decided it was time for breakfast. We headed to the motorway services for a burger, over which we decided we'd see how it went on the next couple of tests. We returned, did the tests, & then they sprang a lunch break on us, complete with Bar-B-Q. Maybe we should've held off with the breakfast!

The surface was beginning to dry & we were both enjoying it a little more so we decided to carry on. During the afternoon test, the gear linkage started to play up. Again, there was no apparent reason why, but needless to say, on about 10 percent of occasions you got first when you wanted reverse and vice versa. Chris beat me on 2 out of the 8 tests, one mainly due to the fact that on his run he moved 2 cones 2 foot closer together, without getting penalised. That aside, Chris was getting the hang of the Fiesta towards the end and times were getting closer. I'm not sure what the results are, just that I beat Chris!! :-)) If I'm the top non-mini, then I'll be even happier!

#### **Step 6 - Going home.**

This was uneventful. We only lost a quarter of a litre of oil this time - the dirt must have clogged the leak. All in all, it turned out to be an enjoyable day, despite the fact nothing went to plan.

Tom Jenkins

# 2001/2002 Committee:

## **President**

**Elly Pryce**  
ep500

## **Treasurer**

**James Read**  
jar100/james\_a\_read@hotmail.com

## **Competition Secretary**

**David Coles**  
drc300@ecs

## **Karting Secretary**

**Darren Tomes**  
dst199

## **Social Secretary**

**Rupert Goodman**  
rrg199

## **Magazine Editor**

**Lizzie Pope**  
emp100

## **Web Site Editor**

**Olly Smith**  
oes100@ecs

*For the latest news, information, championship tables and much more, check out our website:*

**[www.soton.ac.uk/~motor](http://www.soton.ac.uk/~motor)**

*Have a question that needs answering? Why not contact the committee at:*

**[motor@soton.ac.uk](mailto:motor@soton.ac.uk)**

*Any interesting, embarrassing or insane stories that you'd like the rest of us to enjoy? If so, get it in the magazine!*

*Trying to sell something? Advertise right here, right now.*

For submissions, please e-mail [emp100@soton.ac.uk](mailto:emp100@soton.ac.uk)