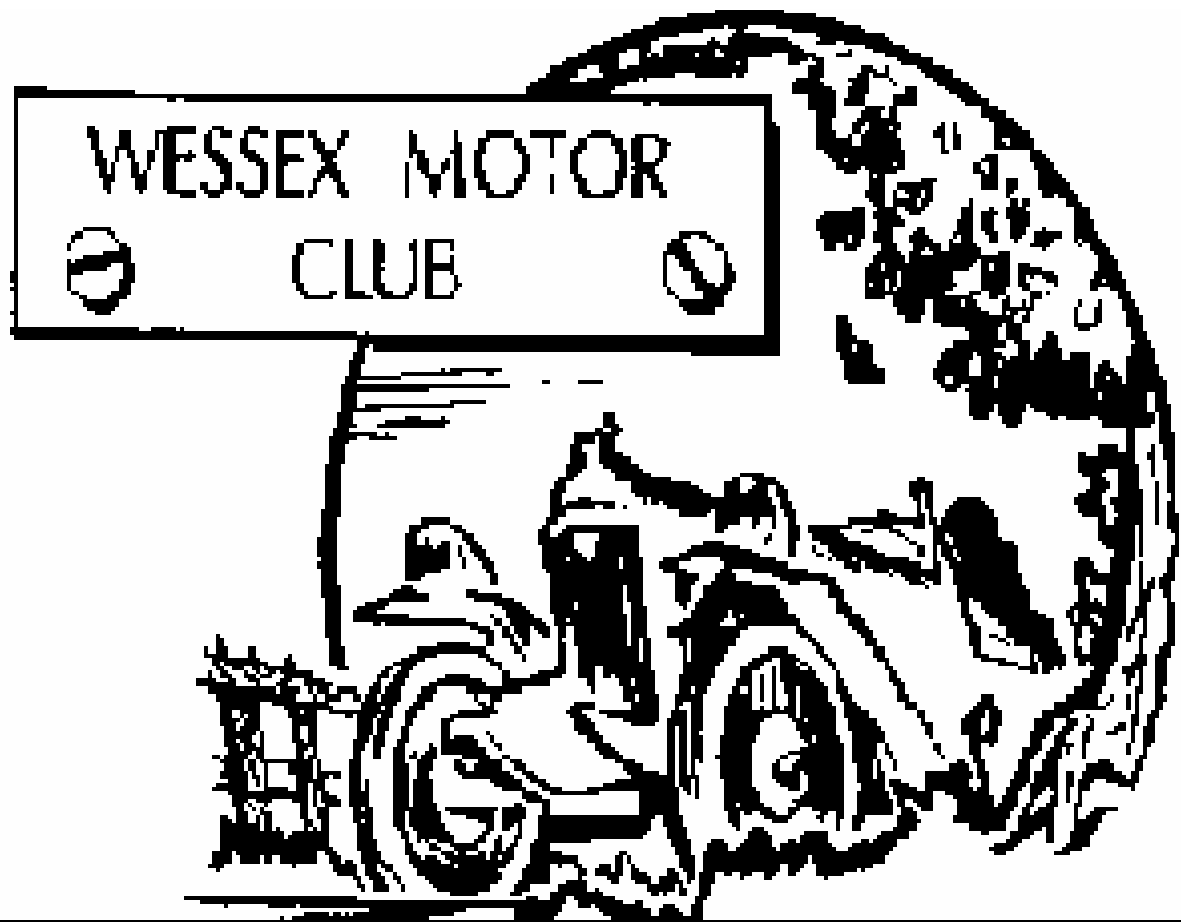


# WMC Magazine

Issue 8 – November 2001



## INTRODUCTION

Hello again. I hope everyone has enjoyed the opening events of the 2001/02 season. Thank you all for supporting the events. PCs 1 & 2 had the biggest turnouts for a very long time & gave us some really close results. If this continues this year's championship will be excitingly tight & it should be a very good season. We'll certainly give the local pubs good custom, but will the car parks cope?!

I'm also pleased to be able to welcome a new member to our committee. Chris Field is our new secretary (the sucker!), so hopefully we'll soon be able to place orders for the new club clothing just in time for Christmas, which would be good! Good luck, Chris from all of us!

On pp. 3-4 of this issue you'll find tips on how to do a 12-Car Rally. The 1<sup>st</sup>. of these is PC3 on November 15<sup>th</sup>. As only 12 cars can participate, it's first come first served, but as this is the first of the season, RUC crews have priority, so get your name down!

We hope you enjoy the events. Let us know what you think; it'd be good to hear from you. Drive carefully...

*Lizzie Pope*

## PRESIDENT'S PIECE

I hope all the new members (and the rest of you) are enjoying themselves having done 2 Scatters now. I'm still amazed by how many RUC crews there are. So many people turned up at the Burger Van after PC1 that Mike ran out of chips!! The first 12-Car (PC3) is running on the 15<sup>th</sup>, and I'm not sure any PC crews will get a look in!

I did my first Road Rally, the Pheasant Plucker 2 weeks ago, and it was brilliant fun. (See the article in the next issue. Ed.) The Wessex crews who went did really well and won 2 out of the 4 classes! I'd recommend anyone getting involved in Road Rallies. They're normally about 3 times as long as a 12-Car and so 3 times more fun!

We have now elected a new secretary (Chris Field) and soon we will be taking orders for Wessex jumpers (and hopefully hoodies for Lizzie!). Coming up on the 6th December is the Christmas meal at the Milburys so look out for more details soon.

Good luck in PC3 everyone, and don't forget PC4 on 29<sup>th</sup> November.

*Elly Pryce*

## WHO'S WHO?

So we've got a new secretary, but who is he? Let's ask him:

"I'm originally from Poole and am in my 2<sup>nd</sup> year at Southampton, studying Mechanical Engineering. When I'm not fixing it I drive a red 1972 MKIV Triumph Spitfire. I used to have a Mini but it was a beige Mini estate." (Well, he is a cider drinker!

Enough said!! Ed.)

For anyone who's not sure who the rest of the committee are, go to our website at

[www.soton.ac.uk/~motor](http://www.soton.ac.uk/~motor) where the magazines are available online & take a look at issue 5.

*Lizzie Pope.*

### 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](mailto:drc300@ecs.soton.ac.uk)

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**PC1 Report & Results p. 8**

**PC2 Report & Results p. 10**

**and more...!!**

# WMC CALENDAR FOR THE 2001/02 SEASON.

## 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* ★ ★



It's that time of year again. "What time?!"  
I hear you cry. Time for...

# **THE WMC CHRISTMAS** **MEAL!**

Yes, once again Christmas is almost upon us. In honour of the festive season we're holding this year's meal at The Milbury's (where PC2 finished) on December 6<sup>th</sup> & look forward to you joining the celebrations. Full details will be announced in due course, so watch the e-mail list, but until then, here's the set menu for your perusal, just to wet your appetite.

## **STARTERS:**

- ★ Chef's homemade winter vegetable soup
- ★ Poached salmon with a lemon cream mousse accompanied by a citrus & herb dressing
- ★ Crisp breaded brie wedges with a rich cranberry & port sauce
- ★ Creamed garlic mushrooms served over a crisp herb crouton

## **MAIN COURSES:**

- ★ Traditional Hampshire roasted turkey with all the trimmings
- ★ Fresh salmon fillet with a lime & coriander butter glaze
- ★ Noisettes of lamb with a redcurrant and rosemary juice
- ★ (V) White & green tortellini with spinach & ricotta filling, topped with a creamed tomato & mushroom sauce

## **DESSERTS:**

Traditional Christmas pudding with brandy butter

OR

Chef's special selection of desserts



# AN INTRODUCTION TO 12-CAR NAVIGATIONAL RALLIES

## ***What is a 12-Car Navigational Rally?***

A Navigational Scatter allows you to choose your own route between a number of points within a specified time limit. 12-Car Navigational Rallies specify the route you must follow, again keeping to a time schedule.

Road events must comply with the regulations set down by the Motor Sports Association (MSA) in the Blue Book. However, if an event is limited to twelve cars, the regulations governing the event are less stringent than in normal navigational rallies. 2 important rules must be applied:

- 1) Only a driver & a navigator are allowed. No passengers can be carried.
- 2) The driver must have special insurance cover. You must have an approved NES proposal form. The cost of the extra insurance is subsidised by the University's Athletic Union.

## ***The Route***

The route is fixed & divided into sections. At the start of each section there is a ***Time Control*** (TC). All navigation is given out at the start in sealed envelopes (one for each section). When you arrive at a TC, a marshal will sign your ***Timesheet***. You are then allowed to open your envelope for that section. Inside the envelope will be clues that have to be solved in order to obtain the route from the current TC to the next. The navigation normally continues:

***Current TC*** grid reference ⇨ ***Next TC*** & grid reference ⇨ ***Time allowed*** for the section ⇨ ***Type of road***  
e.g. 'CRO' (Coloured Roads Only) ⇨ ***Route instructions*** to the next TC.

## ***Driving***

Keep a look out for ***codeboards***. These are letters on boards placed approximately every couple of miles. Write the letters in the space provided on your Timesheet. If the letters are in the correct order, you have driven the correct route. ***You must stop at every Give Way***. This is an MSA regulation & some Give Ways will be marshalled. As per Navigational Scatters, ***Quiet Zones*** require ***highest possible gears, no spot lights & no excessive noise***. A 12-Car route will not take you through Black Spots.

## ***Schedule Notes***

Cars will leave at one minute intervals.

***Each TC is open to you for 30 minutes***. Your 30 minute window is your ***Schedule Time*** & you must visit the TC within this time span. Late arrivals are ***Outside Time Limit*** (OTL) & collect ***3 fails***. Scheduled Times for each section are based on a ***30mph*** average (i.e. a 5 mile section will have an allowed time of 10 minutes). Times are recorded to the preceding whole minute. 22:00:59 is recorded as 22:00. Marshals' watches will be set to BBC time & it is up to you to synchronise your watch before the start.

In short, just arrive at each TC before OTL & you can't go wrong!!

## ***Time Penalties***

Your ***Due Time*** is the time you will arrive at a TC if you have driven the section at an average of 30mph. If you arrive at a TC 5 minutes after your Scheduled Time, your Due Time at the TC will also be 5 minutes after your Scheduled Time. On your Timesheet, your Due time at the next TC is directly below

your **Arrival Time** at the last TC. Arriving before or after your Due Time incurs a penalty of **1 mark per minute**.

**Marks** are only used in scoring to decide a tie, therefore don't worry about **marks** on your first event. Just try to stay as close to your Due Time as possible.

## Scoring

Crews will be given fails as follows:

- ★ 1 per missed codeboard;
- ★ 1 per wrong codeboard;
- ★ 1 for wrong approach to TC;
- ★ 1 for not showing marshal an unopened envelope for the section;
- ★ 1 per missing marshal signature;
- ★ 1 for a Quiet Zone or Black Spot infringement (*exclusion for 2<sup>nd</sup> offence!!!*);
- ★ 1 for failing to stop at a Give Way (*exclusion for 2<sup>nd</sup> offence!!!*).

**Missing a TC completely incurs 3 fails (1 for missing marshal signature, 1 for incorrect approach & 1 for not presenting an unopened envelope).**

**The winning crew is the one with the least fails.**

### 12-Car Top Tips

- ★ If the navigation is ambiguous, drive the shortest route consistent with the route instructions.
- ★ No through roads & roads that go off the edge of the map can be ignored. Roads that turn into whites can be ignored on CRO sections.
- ★ If you can't solve the navigation, simply drive straight to the next control (the grid reference will be given in the navigation).
- ★ If you arrive at a TC close to your OTL you will risk being OTL at the next TC. A missed codeboard incurs 1 fail whereas a missed TC incurs 3 fails so it is better to cut route to arrive on time.
- ★ If you can't get to the TC on time even if you cut route, then you will have to miss out that TC. Open the envelope for the next section & cut to the next TC.







# Bullnose Rally 2001

## By Bob and Zip in the different fonts

Just over a week before the rally, it was looking unlikely I was going to compete in the Bullnose, which was a shame since this was a local event for me. But then I received an email from Zip asking me if I had found a navigator. A few phone calls later and we had our entry sorted, competing in my recently acquired Nova 1200, "the beast". The event was the first local road rally since the lifting of the Foot & Mouth ban that had been in place from just after the Kent rally. Unusually for a local event, the route was short at only 110 miles, all in one stint, i.e. with no petrol stops. The organisers reckoned that the good turn out on the event was due to the short format with the event finishing early. Personally, I think that if you're gonna go to the trouble of doing a road rally, 160 miles and 2 petrol stops (Pheasant Plucker) seems like much more of a man's event.

Just up the road from Zip's house in Oxford was the start of the event, situated somewhat unusually in a Sainsbury's car park. After (easily) passing the noise test we proceeded to scrutineering, which went fairly smoothly, although a rear light required a little tap to work in front of the scrutineer. Thankfully there was no rewiring of the electrics on this occasion! There was an impressive line up of 40 cars starting the event, ranging from the ever popular 205 GTI (5 in total) to the seemingly never out of fashion MK2 Escort (7) and everything in between including a Subaru Impreza, 2 323 Turbos, a Renault 5 GT, some Astra and Nova GTEs, and a Mini. Ahem – it looked as if our 1.2L Merit was going to have to work hard this evening. One 205 GTI was even trailered to the event by a crew from Bournemouth Motor Club. This is in contrast to my road rally experience when I have been trailered back home in 205s at least 4 times. We were the only current Wessex members competing, but I recognised at least 3 former members, including PRAR, who are all regular experts on the road rally scene. PRAR was navving a Corolla GT, and featured a new, slick but drastic haircut. "What's with the new haircut?" I asked him. He said, "Well, I thought I might as well get one that would last me." Typical PRAR. We also chatted to a very friendly policewoman who was somewhat intrigued by what we were doing, after explaining roughly what a road rally involved, she asked why we did it, to which Zip replied: 'because we are very sensible.' !!!

As we queued up at the start, one of the marshal's son threw us into panic by declaring that our envelopes had been given to someone else, although this was quickly sorted by an adult who had more of an idea what was going on. Unfortunately Zip made the mistake along with another competitor (I am reliably informed) of opening the first envelope instead of using the bit of paper given to plot the first run out of Oxford. In the panic at the start, I instinctively opened the first envelope and plotted TC2, which was basically transport along an A road. Whilst he tried to work out why he couldn't plot the route, I lapped the roundabout until he worked it out. Although we arrived at the start of the first competitive section in plenty of time, we realised what had happened when the marshal asked for our envelope. Although the marshal, the president of Oxford University MC, and also a friend who has navved me before, had been in exactly the same situation on the Pheasant Plucker last year, he rightfully refused to turn a blind eye to our mistake. I couldn't believe how stupid I was. It was then that Bob and I realised that the rest of the event was "just for fun".

With the first section plotted on the map we drove to the next TC in plenty of time, obliging the photographer on a LWR delta on the approach to the control with a handbrake turn. The event carried on Westwards over the Cotswolds on maps 163 and 164 going through such picturesque places as Bourton on the Water and around Stow on the Wold; although there was no time for sightseeing! The route also took a trip past the Benneton F1 factory in Enstone, although Zip who works for BAR was more interested in looking at the map, than his rival's premises. The roads were generally quite interesting; varying from the nice and twisty variety with grass in the middle to the dead straight sort that many

people including ourselves were taking at motorway speed! Personally I prefer more of the twistier stuff, as found in Devon and Wales, but the organisers did the best with what was available to them. The Bullnose unlike most events in the south attracts a few spectators at various points along the route, and this year was no exception, the only problem that you are never sure whether these people are entirely approving of our activities.



### ***Throwing the car into a LWR $\Delta$ - how did Bob get the car this sideways on such a narrow track?***

The first time card of four was clean, with exception of the big X at TC2. The nav wasn't that difficult, but it didn't click naturally for me, and I had to think fairly hard. Although we got there on time for most sections, I couldn't get a proper solution for three sections during the night, one on each of the other timecards, and 'persuaded' the clues to fit different routes. This resulted in us going along all kinds of weird and wonderful routes often seeing codeboards the wrong way as well as going head on with rally traffic!

Having progressed westwards and then to the north, we started on the return leg, from nearby to Cheltenham. This part of the rally used some of the best local narrow yellows, including some that Bob knew from previous events. We had chance to test out my waterproofed electrics in the shape of a reasonably shallow ford. After a previous ford on a rally resulted in doing terminal damage to my last Nova, I was determined to take this one nice and easy. But when I arrived and saw the waiting photographer I threw caution to the wind and went through the Hartford ford somewhat faster than I should have, to ensure a good photo. No matter, the engine carried on running albeit on somewhat less than 4 cylinders, but soon dried out within a few miles.



***Nicely through the ford. Bob didn't get stuck in it this time!***

The most exciting part of the event, no question, was following an RS2000 only for him to pull over and let me through – and then having to negotiate some very tight roads involving chicane type cattle grids and plenty of square bends. Zip was accurately bend calling (I don't think I was), and the MK2 Escort with double my horsepower and better road holding was struggling to keep up. But I can fully understand the owner's caution with his classic Ford, which must be worth at least ten times more than my Nova.

The only real moment of the event then came, when Zip announced we had missed a slot and we needed to do a U turn. In a moment of madness and doing around 50 mph I handbraked the car round – and instantly regretted it – although fortunately we didn't come to any harm! By near the end of the event, the three sections we had struggled with had resulted in us being right on OTL. We cut two sections to make up some time, I had also noticed we were running very low on petrol, even though we had started the 110 mile route on nearly a full tank, I don't even want to think about the mpg the car returned. We passed the last photo point, and finished the last competitive section and returned to where we had started in Oxford. We were one of the very few crews who waited around for the results which took an unusually long time, partly down to the high entry but also to the lack of computers in the borrowed kebab van they were using to calculate the results. Final result 27 o/a but we enjoyed ourselves after a long break from rallying and importantly brought the car home in one piece! Oh, and we nearly forgot to mention that we also beat the RS2000.

The event was won jointly by Mike Biss and Ian Buxton in an Astra estate, and a novice crew who had easier nav. Overall, we had a good laugh, and the event was useful to get back into the swing of things. The lanes were decent enough, although I prefer the really tight, twist or three-dimensional stuff on a wet muddy surface, with a longer event format. It was also a little disappointing that the finish was in a cold Sainsbury's car park, not a pub, as we all really appreciate a beer and a plate of lard at 6am, don't we?

**To see these pictures in colour visit our website at [www.soton.ac.uk/~motor](http://www.soton.ac.uk/~motor) & follow the links to Issue 8.**

# PC2

Olly and I set PC2 ages ago (contrary to popular belief, we did actually have moments of organisation!). We decided that it wouldn't be a bad idea to set an event over a larger space than that of PC1 in an attempt to get competitors acclimatised to selecting the best points. It was good that we had the side of the map that was going to be nice and slippy, so that we could have fun getting to the marshal posts, and maybe follow up from Dave with another foolhardy error (as it turned out, this did happen, although the error would appear to be on the part of Ordnance Survey).

The days in the run up to the event were blessed with good weather, so there was not too much concern about the state of the roads. The only thing to think about as far as we were concerned was whether or not CMA was big enough to accommodate all the entrants (loads had been out in PC1). We decided to wing it.

Clues were confirmed at 3:45 on the day of the event. We got up to uni. at 4:00 to find the AU office was shut, and therefore copying the required 350 or so sheets was difficult. The copying centre was the next port of call, but Olly hadn't done one of the clues properly (a lack of tulips), so it was back to the house (time 4:45) to fill in the gaps. Next stop the copying room at Murray. Oh dear, and surprise! It was shut. So, into ECS, for Olly to do it all, and for me not to be asked for ID (no authorisation is a problem there, I'm told).

Anyway, after *another* screw up was identified (we were short on CMB and CMA clues), I went up to the concourse, not knowing what I was doing, forgetting such things as pens, and something, but I've forgotten what it was...

Anyway, CMA was reached at a nice pace by Stephen (my nav for the evening) and me to find Phil, Ed and Mark in the Focus up there. I'll blame the fact I was out of batteries, and we had to follow Steve and Steve in the Imp down Allington Lane ... at 45mph. Yawn.

CMA was crowded fairly quickly, and all the Marshals did a good job of keeping everything vaguely under control (despite the manoeuvres at the far end, with Belmont attacking (and rolling over) Civic's rear bumper. Surprisingly, the only complaint received at CMA was something about a route check being situated near a red route (apparently not normal procedure).

CMA closed, and so we decided to make a move to CMB, which was a fair distance away for marshals, let alone entrants. With Olly behind, we went in convoy; passing various entrants following randoms (I didn't pay much attention, as we spent more time than is comfortable on the wrong side of the road. Note to self, when overtaking, fifth is a useless gear! [Male drivers, tut, tut, tut!! Ed.]

CMB provided Olly with entertainment value, as there was plenty of space for handbrake turns and other acts of hooliganism... Again, competitors were well behaved (despite Dave's pathetic attempts at running me over- there's always the verge, see) and only slightly mad (Carl in the Rover being notable for the number of visits and flypasts: I counted three). I did the usual thing of stopping a random, thinking he was a competitor (in a Mitsu 3000GT?!?). He wasn't totally peeved, until the third car left in front of him!

It was around this time that I got word from Rich that the Nova had piled into a concrete post, and was being driven to the finish. At least Olly and I had set an event that had a nice screw up in it!

Come the end of the event, everyone appeared to have enjoyed themselves, which was good, and after initial controversy over the results, things have been resolved to the satisfaction of all.

Thanks to Stephen, Phil, Ed and Mark for helping marshal from Olly and myself. It was definitely needed, and thanks to all those who competed and made it son much fun.

*Rupert Goodman*

## PC2 PC/RUC Results

Position	Driver	Navigator	Points	Classification	Car	RUC positions
1	Dave	Elly	68	PC	Fiesta	
2	Ben	John	56	PC	Polo	
3=	Darren	James	55	PC	MG Metro	
3=	Jon	Calum	55	RUC	Cavalier	1
5	Richard	Anthony	54	PC	Volvo 440	
6=	Richard	Chris	51	RUC	Saxo	2=
6=	Russel	Tom	51	RUC	Nova	2=
8	Michael	Phil	45	RUC	Corsa	4
9	Carl	Tom	42	PC	214GSi	
10=	Mario	Simon	41	PC	Pug 106	
10=	Chris	Tom	41	PC	Spitfire	
12=	Chris	Toby	40	RUC	Mini	5
12=	Chris	Gareth	40	PC	Belmont	
14	James	Elaine	34	RUC	Fiesta	6
15	Colin	Ali	26	PC	ZX	
16	Tom	Steve	22	RUC	Golf	7

## PC2 NE Results

Position	Driver	Navigator	Points	Car
1	Phil	Cosh	78	309GTi
2	Steve	Steve	73	Imp
3	Jerry	Dick	59	Golf
4=	Paul	Bob	53	Civic
4=	Paul	Susan	53	Dolly Sprint
6	Jonah	Sion	52	205GTi
7	D Campbell	S Mccoriston	44	850 T5
8	Gordon	Lizzie	42	Imp
9	Daniel	Andrew	16	Nova

# PC1

When PC1 arrived we were all wondering how many people we were going to get out. When 28 turned up on the night it was wow ... and ahhhhhhhh!!!!!!!!!!!!!! Why? Because I had to sign all of them on, sell membership cards, maps and romers, all in under 45 minutes for a 7 o'clock start. The 28 cars apparently equalling the greatest ever turn out on a Plotters Cup Round??

The event itself ran smoothly with only a few hiccups to overcome. We were all standing at CMA when we hear that James and Darren had rolled, but were thankfully okay. This caused some crews some problems, but everyone seemed to manage OK. Well done to Ash and Nick for stopping and helping out and thus ruining their event. Bob and his trusty NOVA (or not) managed to break down and had to get the RAC out. So after all this 25 cars made it to the finish.

In a very tight result with just 14 points covering all 18 PC crews, three crews shared the win. They were Chris Wilkins and Toby Jeffries, Jon Taylor and Calum Maciver, both RUC and in there first event, and Olly and Ben Smith. Well done to all the new RUC crews who competed very well with all the more experienced PC crews, and were not disgraced. Nearly everyone managed to get a few 1, 2 and 3 pointers, so well done to everyone there for getting the hang of the clues. Well done to Jonah and Paul for Winning NE in the barge (is that 2 events it's finished without breaking??!!) and also to Phil and Steve in the Imp who came second proving that you don't need to be able to go fast to do well; they were restricted to no more than 45 - 50mph all night!

Thanks to Matt Hall for his help in setting some of the event, and to Lizzie for helping to check the points, as well as to the marshals on the night, Rupert and Nick (once his event was over).

*David Coles*

## PC1 NE Results

Position	Driver	Navigator	Points	Car
1	Paul Swindells	Jonah Nuttgens	85	Barge
2=	Steve Barnard	Phil Kendall	81	IMP
2=	Andy Coshan	Tom Jenkins	81	Sunbeam
3	Muppet	Elly Pryce	71	Peugeot 106 Rally
4	Simon Smith	Steve Porter	41	Sierra Xr?l
5	Dave Campbell	Bhavin Shah	36	Volvo
6	Dan	Andy Garrett	35	Nova
	Bob Wisniewski	Susan Broughall	DNF	Nova

## PC1 PC/RUC Results

Position	Driver	Navigator	Points	Passengers	Classification	Car	RUC positions
1=	Chris Wilkins	Toby Jeffries	45		RUC		1=
1=	Jon Taylor	Calum Maciver	45		RUC	Cavalier	1=
1=	Oliver Smith	Ben Smith	45		PC	Mini	
4	Ben Paddick	John Thompson	43		PC	Polo	
5=	Richard Lawley	Chris Cage	42		RUC		3
5=	Simon Cox	Mario Giallombardo	42		PC		
7=	Simon Read	Gareth Lewis	41		PC		
7=	Richard Sinden	Anthony Froude	41		PC		
9	Michael Mifsud	Phil Mudge	40	Chris Knott	RUC		4
10	Russell Goodrum	Tom Chicken	39	??	RUC	Nova	5
11=	Tom Westbury	Steven McDowell	38		RUC		6
11=	Carl Gibbs	Tom Richards	38		PC	Rover	
13=	Ally Bennett	Colin Davis	37		PC	Mini Clubman	
13=	Mark Spitteler	Ed Dennis	37		PC	MG	
15	J. Garrett-Sinclair	Elaine Freer	32		RUC	Fiesta Mk3	7
15=	Chris Field	Tom Barratt	32		PC	Spitfire	
17=	Steve Cowan	Stephen Saunders	31		RUC		8
17=	Chris Thomes	Matt Crumpler	31		PC		
	James Read	Darren Tomes	DNF		PC	Peugeot 205 D	
	Ashley Cromack	Nick Henry	DNF		PC	Peugeot 205 GTI	

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