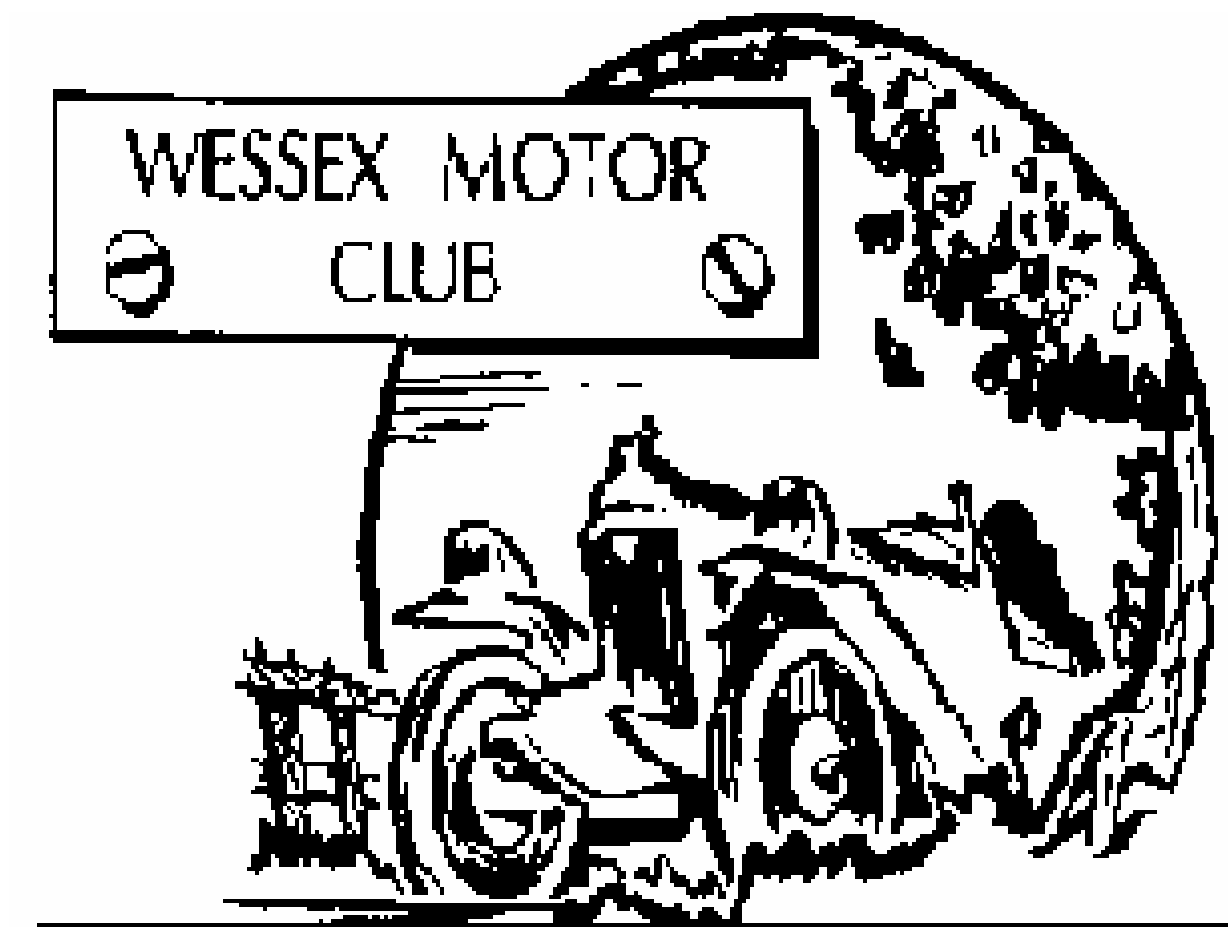


WMC Magazine

Issue 9 – December 2001



HAPPY
CHRISTMAS !

INTRODUCTION

It's Christmas already & I can hardly believe it! It's been a busy few weeks with the Christmas Meal & PC4. Hope everyone enjoyed PC4 – it was the first event I'd set & was sure something HAD to go wrong! It was stressful & nerve-wrenching but let's hope it was worth it! Thanks for driving carefully! Well done to all the RUC crews who competed in PC3. We saw some impressive results for a first 12-Car!

The Christmas Meal was certainly memorable & a huge thanks to Rupert for organising it! I think he aged in the process!!

The most important thing I have to draw to your attention is the new calendar. We've had to change a few things around, so take a look & change your diaries!

In this issue we've got reports of this year's Pheasant Plucker rally from a variety of perspectives plus reports on all our events.

Thanks to John O'Neill, Olly Smith, Richard Lawley & Paul Swindells for the photographs used in this edition

I hope everyone has a fantastic, relaxing Christmas & we'll see you all in the New Year.

Lizzie Pope

PRESIDENT'S PIECE

I was going to write this at the Christmas Meal, but then I got too drunk and forgot! I had a really good time, and I hope everyone else did too. I was really pleased with the effort (almost) everyone made to look smart, and we'll probably encourage everyone to dress up again next year. Well done to Chris Gage for becoming RUC Rep. In February's AGM we will be electing a new committee, so anyone who didn't get voted in last week has another chance to get involved.

This term has gone really quickly, and the championship is well under way. To promote some club interaction Paul and I did a CSMA 12 car last Friday along with Dave & Olly and Phil & Susan. We were all severely hungover and sleep deprived after the meal but nothing a can of Red Bull didn't fix. Shockingly both Paul & I, and Dave & Olly cleaned the event and beat their entire club! I'm not sure they're going to ask us back again! Naturally we celebrated or win with a trip to the Burger Van, and then again on Saturday night. This just goes to prove how good Wessex crews are!

HAPPY CHRISTMAS!!

Elly Pryce

COMP SEC'S PIECE

**** IMPORTANT

As a result of the Resolution Road Rally running on the 12th/13th January, we cannot use maps 185 & 186 before or after the event. This has required a change to the Calendar. PC6 will now be a 12-Car on 10th January instead of a scatter. The 14th February (yes I know its Valentine's Day, but sacrifices have to be made!☺) is now PC7 and a Scatter. PC8 is the following week, 21st February, as before, and is another scatter. PCs 9 and 10 remain as before. We are hoping to run something on 7th February (the week after exams), possibly a Scaletrix evening, to make up for the disappointment of moving PC7. We still hope to see as many people out as possible (12) for PC6 straight after Christmas.

David Coles

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PHEASANT PLUCKER RALLY: 20 & 21/10/01

This year's Pheasant Plucker was quite a Wessex Event as it turned out! Let's see how everyone did.

WHAT PLEASANT PHELLOWS!

The Saturday after PC1 saw the third (and final) round of our regional Road Rally Championship, most of the other rounds having been cancelled due to Foot and Mouth Disease.

The Pheasant Plucker Rally, run by Guildford MC and Basingstoke MC, started and finished near Alton with 185 miles of rally route to keep us busy in between. Wessex MC were well represented, occupying 6 of the 40 cars.

Paul had kindly offered me a lift to the start since my driver, from Kent, would meet me there. We left Southampton in good time to collect Phil from Fareham, which was as well since we then dashed back to Southampton to collect Paul's MOT certificate which he had conveniently forgotten to bring. Anyway, we reached the start still with plenty of time to spare. I met up with my driver, Chin, and we went through the usual palaver of scrutineering and signing on.

The pre-plot information was extensive, with 60 map references to plot giving Blackspots and Quiet Zones, plus a couple of Neutral and Transport (i.e. non-competitive) sections. Interleaving this with food and drink from the bar meant that there was little time to chat to the other crews. At 2215 we had a short briefing then we were left to sort ourselves out ready for the start at 2250.



Paul & Phil #1

The first section was Transport and simply took us away from the start, across Alton and into the country lanes ready for the rally proper. The navigation was simple (certainly simpler than most Wessex 12 cars) but the short sections, sometimes only 2 miles long, meant that plotting time was more significant than on a 12 car rally. The fourth section took us down a hill into a LWRNAM lay-by, which briefly foxed many competitors according to the marshals who manned the Passage Check there. We were now on map 185, using many lanes that were familiar from Plotters' Cup rounds and Basingstoke 12 cars. In fact it was quite nice to be able to warn Chin of bleeding great kerbs on a sharp left rather than just reading the bends from the map. We fiddled around the Wields, Micheldever and Oakley then eventually made our way onto map 174 and up into the fog. The navigation from TC19 was a little more time consuming than what we had been used to so far and we managed to overtake the car in front while they were sat plotting. I was still solving the clue when we came to a rather tricky junction which included a slot onto a white road. Chin negotiated the tight bend just before the white slot (and smiled for the photographer) but I became momentarily disoriented whilst writing down the codeboard and confused by the "strange old bloke standing at the side of the road". Thus we missed the white slot and ended up going up the yellow

slot directly after it; of course the car we had overtaken earlier managed to take the white slot first time thus negating any advantage we had gained. Immediately realising my error I instructed Chin to go back but we lost a good minute finding somewhere to turn round (having travelled too far up the slot to reverse safely). We headed back to the route, meeting another competitor coming our way, mimicking our error. We regained the route and I then realised the “strange old bloke” was actually another photographer hoping for some action. By now we were running late on this 3 mile section and had little chance of getting in on our minute. We did our best to minimise the loss but ended up at TC20 about 20 seconds into the next minute. Fortunately, the marshals spent what seemed an eternity to deal with the car in front (over a minute since they had to do a Noise Test). So when we finally managed to talk to the marshal, we explained that we had in fact got in on our required minute and had been waiting for ages for him to sign our sheet. He believed this slight bending of the truth and so we were still clean of penalties (assuming we’d not missed any codeboards). It was now just a short drive to the first petrol halt and a chance for a short break.

Having refuelled the car and availed ourselves of the public conveniences, we had a bit of time to chat to the others before heading off again on a Neutral section to restart at NTC22. The restart after Petrol is often a difficult time. The adrenalin that had been flowing has subsided and of course it is now about 3 o’clock in the morning so keeping awake is a battle, let alone concentrating on solving clues and navigating. It was also still quite foggy and so any stimulus that might have been provided by driving fast was lacking due to the lack of visibility. We gained TC24, booked in, opened the envelope and then I instructed Chin to park up. I couldn’t solve the clue. Chin consulted and agreed that he couldn’t make it work either. Judging by the number of cars parked at the next junction, we were not alone in our bemusement. This was really annoying, I had never come so far on a road rally without any time penalty and now our score was to be sullied by a clue that I couldn’t do. I tried all sorts of weird and wacky ways of doing it, none of which I was confident about. Eventually, I guessed a route and directed Chin along it, leaving several cars behind us still sitting at the junction. Three junctions into my contrived route, we found a codeboard, which gave us some confidence that we had probably done at least some of the correct route. We arrived at the next junction and my guessed route ran out (I’d hoped to find the TC before the junction). So we had no option but to open the envelope. I plotted TC25 and we drove straight to it (since I still couldn’t make the TC24 clue work even given the location of TC25). Of course, we had lost a barrel-load of time and also would be penalised for the open envelope. Shortly later, we found TC25 unmanned. Joy of joys, no marshal there meant no penalty for the open envelope and also we had a chance to make up some of the time we lost. I solved the clue to TC26 whilst Chin made haste to lessen our time deficit. Despite the fog, we managed to lose only 4 minutes between TC24 and TC26 (with 18 minutes allowed) which was quite pleasing, particularly given how many other cars must have had trouble.

Paul & Phil #2



As we made our way down off the high ground and back onto map 185, once again we felt that we were doing pretty well. The route then took us through some really enjoyable (and little used) lanes NW of Andover then across the top of Andover into the second petrol halt at TTC37, on the A303. This was only a short stop, with enough time to top up the tank and the potential to make up 15 minutes for those who were late. Thus we could restart back on schedule, but we found that two cars were still clean at this

point. Nevertheless we still felt that a good result should be on for us, assuming we didn't cock it up in the final 11 sections.

The last part of the rally was a fairly linear route (but still using some good lanes) back onto map 186. This time we managed to stay clean, although only just on a few occasions. We finally gained TC48, which was back at the start venue, and went in for a well deserved fry-up.

The rest of the Wessex crews turned up not long later, all having really enjoyed themselves. Olly, David and Elly had now completed their first road rally and seemed rather pleased with themselves. In fact Olly and David had even had to do some emergency repairs to the Mini's exhaust system, which were sufficient to get them through the second noise test. Poor old Phil, on his first outing in the LH seat, had also struggled with the TC24 clue, lost loads of time and went OTL at several subsequent TCs. Unfortunately the route was rather linear in that area and there was little opportunity for cutting to get back within schedule. But Phil and Paul still seemed to have enjoyed themselves.

When results were published, several of us were rather chuffed:

<u>Driver</u>	<u>Navigator</u>	<u>F</u>	<u>m</u>	<u>OA</u>	<u>Class</u>
<u>Experts and Semi-Experts</u>					
(Chin)	Andy Coshan	0	4	3	3 E
Dick Howatt	Zip	0	40	7	1 SE
Bob Wisniewski	(Rehan Ali)	0	95	12	5 SE
Paul Swindells	Phil Kendall	4	163	17	8 SE
<u>Novices and Clubmen</u>					
Chris Moore	Elly Pryce	0	62	1	1 C
Olly Smith	David Coles	1	150	8	6 C

Incidentally, the event was won jointly by two crews who both cleaned it (i.e. zero penalty), one of whom had an ex-WMC navigator (Roger Davidson), and ex-WMC driver Doug Kingsley managed 5th overall.

Watch this space and the e-mail list for details of forthcoming road rallies offering opportunities for WMC members to marshal or compete. Also watch out for the Funky Elephant, a local road rally organised by Wessex MC in collaboration with Basingstoke MC.

Andy Coshan



Plucking Pheasants in a Mini...

Olly & I embarked on our first National B and my second nav in the Mini. The event went quite well once we got going, and we were not dropping much time. We missed a couple of codeboards early on, but were thoroughly enjoying ourselves. Then going into the first petrol stop there was a nice bumpy white road section which helped to loosen the Mini's exhaust bracket that had been beaten on an earlier section, proved by the fact that our noise test had risen from 96db to 98db, the limit being 98db. We were feeling quite lucky. Before the next petrol stop, as the fog descended, the exhaust mount finally broke and the exhaust decided it wanted to rub along the ground. About 15 minutes and one bodge later the very hot exhaust was back on the car, and we were off, just with a little less ground clearance! We drove carefully around for the rest of the night missing a TC somewhere in the fog and a couple of codeboards. We made it to the finish to find a massive big queue for the fried breakfast. We swapped stories with everyone else while we waited for the results. Overall we finished 8th, and 6th in the clubmans, beating all of the other Minis, a feat of which Olly was very pleased. We thoroughly enjoyed ourselves and would recommend to anyone that they get into National B road rallies.

David Coles



Dave doesn't look at all scared...!



SMILE!!!! 😊😊

...& in a Nova.

This was the third event that I did with Rehan Ali from Oxford University Drivers Motor Club, and I was particularly hoping that we would finish it, and not end up retiring due to a mechanical breakdown or accident which had occurred with the two previous events we had done together. Thankfully this event

proved to be third time lucky. Again I was in my 1.2 Nova, which had successfully negotiated the Bullnose Rally in early September. We passed noise and scrutineering easily, even though I didn't bring an MOT certificate which was technically required.

The rally got underway around 11 pm and we were the second (partial) Wessex crew on the road, with Chin and Andy Coshan way up front, Rich and Zip right behind, and Paul Swindells and Phil Kendall right behind them. Olly Smith and David Coles were further back with Muppett and Elly badly seeded near the end of the field. Out of the car park and through Alton on the neutral run out – and the first moment – approaching a big roundabout and following car 19, a Mondeo. I looked and saw nothing coming and didn't slow down, the 'Mundano' did however and when I looked straight-ahead saw him parked stationary with me hurtling towards an embarrassing crash. As a damage limitation exercise I applied the brakes – wondering whether we would be able to continue to do the event or whether we would sustain excessive damage to the headlights and front end.

To Rehan's great surprise and mine we actually stopped short of hitting Phil Collings' company car, and what a relief. The rally started properly at TC2, and I quickly got into the swing of the event, as the route went west onto 185 and north onto 174 we went through some familiar territory, although unlike last year most of it was fairly new stuff to me. We were clean on time right up until TC19, although we had missed a codeboard early on, and between TC19 and TC20 gone fairly wrong, and paid the price with another missed codeboard and dropping 6 minutes. The roads were fairly fast and flowing, although slippery in places – causing a bit of oversteer at one point. The only problem with the 40-car entry is that PR problems are more likely, and we encountered a couple en route. An old chap on a bike wasn't too impressed, neither was some women wandering around with a torch. The women in question decided to come across to me and presumably enquire as to what was going on, when were stationary at a T-junction working out which way to go. I wasn't so keen on this and fortunately we went off just as she was approaching the car. The only white of the evening came just before halfway and was reasonably rough and potholed - but we took it fairly fast anyway! Into petrol at Tot Hill services just off the A34, south of Newbury and we had half an hour or so to talk to everyone else and see how they were getting on.

Out of petrol and the navigation stepped up in complexity with lots of crews getting large penalties on two sections. Car 19, the Mondeo I nearly crashed into, proved most helpful and we were able to get a tow on many sections, where the nav was tricky. He had more power and therefore was able to climb the hills quicker, but I was more committed in the bends and narrow stuff and was able to keep up. The weather was also giving the drivers a hard time with thick fog down several sections, reducing speeds and increasing frustration. I really didn't enjoy these sections, and was playing it fairly conservatively. As the rally went on, a mixture of tough nav and thick fog meant we dropped time on several sections, as well as missing another codeboard.

We then had a 2nd petrol stop somewhere on the A303. This was really just a quick lateness recovery and an opportunity for a splash and dash for the thirstier cars. Just after 2nd Petrol I became aware of some serious brake problems (on later inspection the right hand brake pads were virtually non-existent) and the rest of the rally would require careful nursing to the finish. We also suffered more oversteer problems – sometimes this was entertaining, on one occasion it was very scary resulting in us actually spinning the car, but we escaped with only slight damage to the near side front wing. Near the end we encountered some water, and the engine went down to 3 cylinders, with Paul and Phil in the BX behind taking bets on when we were going to splutter to a halt. Religious waterproofing of the electric's had yet again proved successful and we were soon firing on all cylinders. Finally we made it back to the golf course and at last a road rally finish for Rehan and me! Final result was 3 missed boards and 35 minutes dropped – total of O fails and 95 minutes gave us 12 o/a and 5th in class. Oh, and we beat the Mondeo.... !

Bob Wisniewski

KARTING @ RYE HOUSE

On Sunday 18th November a few members of the karting team plus some others went to Rye House kart track for a test day in some Club 100 2 strokes. With the Inter-Uni championship using these more powerful karts this year, it is essential that every member of the team attends a test day. A second test day is scheduled for February, but we took the opportunity to try out the new karts early.

At first glance the speed of the karts does not look too different from that of the usual Thunderkarts and Prokarts. After a long wait and a safety briefing we finally got to try out these new karts on a greasy, drying track. Gareth Lewis was first out in our kart and the first main difference from normal karts became obvious: the 2 strokes are direct drive and so have to be bump started. This means that if you spin the engine will cut out and you have to get a push start from a Prokart. After Gareth came in Nick Henry went out and as usual set our team's fastest time. With the track now dry I got my first go. After getting out of the pits I put my foot down and found out just how quick these karts are. At first it was quite scary and I had to take it easy to get used to the speed. After a few laps my confidence grew and I found another major difference. When coming out of a slow corner if you put your foot to the floor acceleration will be slow, but if you use more progressive throttle work, the engine won't flood, and the acceleration out of the corner is much better. This makes the karts much more of a challenge to drive.

Later in the day the weather turned against us and a small amount of drizzle made the track incredibly slippery. If driving the karts was not hard enough to start with it was now becoming almost impossible. People were spinning at every opportunity and the pusher Prokarts had their work cut out to get every going again. Now that speeds were reduced round corners the engines on the karts would struggle to keep going and so it was now even more important to use progressive throttle work.

At the end of the day everyone had had a great time and for those of use who had not been in a 2 stroke before it was real eye opener. The only unfortunate thing was that with so many novice drivers on the track it was almost impossible to get a clear lap without being held up by yellow flags.

DRIVER	BEST TIME
Nick	44.78
Calum	45.71
Gareth	46.12
Jem	47.24
Andy	47.63
Ashley	47.82
Darren	48.68
Adrian	58.72

From our times it shows that experience counts with these karts with our top 3 being the only people to have been in these karts before. On overall lap times we came 11th out of the 32 teams entered which is respectable considering our lack of experience.

Darren Tomes

KARTING @ BOURNEMOUTH

It was on Wednesday November 14th that a large number of WMC members descended on Bournemouth's karting track for this year's SUKT (Southampton University Karting Team) trials. I was particularly excited because I'd only been karting once before, and that was several years ago. Much to our annoyance, we were kept waiting for ages beforehand, as the Bournemouth Uni. team completed their session, but fortunately we were compensated and allowed 6 laps per heat instead of 5, and a longer final. Once Bournemouth had finished, we donned overalls and assembled for our briefing where we were made aware of the rules of the circuit. Apparently karting is a non-contact sport, or so the marshals declared, and unfortunately a few over-zealous competitors fell foul of this rule, which was at times questionably applied. However, it was not long before the first heat went out.

Everyone did a heat from each position on the grid, so we each completed a total of 30 laps in the course of the afternoon, providing much entertainment. As our confidence grew, our lap times fell, although unfortunately we couldn't get a copy of everyone's best times. I feel I can speak for everyone when I say that it was a fantastic afternoon that left many of us begging for more. Having had little previous experience, I was not expecting great things and, as the results show, I wasn't disillusioned!! In my defence I would like to point out that my kart died on my final heat and that on two previous heats I lost positions due to collisions with other karts. Coming to think of it, most pile-ups seemed to happen when I was on track! Less said, I feel! Darren was slightly annoyed at his final position (6th), because had he not been disqualified in one heat, he would've finished 2nd. All incidents, nonetheless, were accepted in a truly sportsmanlike (or sportswomanlike!) manner, and credit given where it was due.

When it came to the final, the rules were modified. Previously, drivers were cautioned for bumping, but as those in the final were deemed to be the best, if anyone violated that rule, they were disqualified, and so as the lights went green, everyone was on their best behaviour. Many congratulations to Gareth who came 3rd, Calum who came 2nd and to Nick who not only claimed 1st place but also did the fastest lap of the afternoon. It was a good race with a very well deserved, if slightly predictable result. All in all it everyone had a brilliant afternoon. Many thanks to Darren for taking the time to organise the event, and let's hope it leads to another successful season for the SUKT.

Lizzie Pope

RESULTS OF THE FINAL:

POSITION	DRIVER	FASTEST LAP
1	Nick Henry	21.89
2	Calum Maclver	22.44
3	Gareth Lewis	22.41
4	Tom Pocock	22.53
5	John O'Neill	22.71
6	Darren Tomes	22.45
7	Toby Pereira	22.68
8	Guillermo Martin	22.56

The finalists. From left to right:
Gareth, Nick & Calum



OVERALL RESULTS :

POSITION	DRIVER	POINTS
1	Nick Henry	24
2	Calum MacIver	21
3	Tom Pocock	21
4	Gareth Lewis	20
5	John O'Neill	19
6	Darren Tomes	18
7	Guillermo Martin	18
8	Toby Pereira	18
9	Toby Jeffries	18
10	Andrew Garrett	17
11	Ashley Cromack	17
12	James Hayward	17
13	David Coles	16
14	Alasdair MacMillan	16
15	Tim Holden	16
16	Tom Barrett	16
17	Chris Cage	16
18	Russell Goodrum	15
19	Chris Wilkins	15
20	Sammie Chan	14
21	Matthew Gaunt	13
22	Faraan Mithani	13
23	Chris Field	13
24	Marcel Gadau	12
25	Robert Sharp	11
26	Simon Cox	11
27	Patrick Tapley	10
28	Richard Lawley	10
29	Phil Tomlinson	9
30	Alison Bennett	8
31	Mario Giallombardo	8
32	Marie-Claire Blake	8
33	Elizabeth Pope	6

For more pictures of
the event visit our
website at
www.soton.ac.uk/~motor
& follow the links

For further
information
about the SUKT
go to our
website & click
on 'Karting' to
access their
website

PC3

PC3 was the first 12-car navigational rally of the season. It was set with newcomers in mind, and as a result the route and navigation was fairly simple.

We had a full entry of 12 cars with most of the competitors being completely new to this kind of event, and everyone seemed to get the hang of it after the first section. The event was extremely competitive with cars 1, 3 & 7 only being split by a couple of minutes here and there up until TC8. Between TC8 and TC9 car 1 collected 1 fail by missing a codeboard that dropped them to 3rd place. Cars 3 & 7 had still collected no fails putting them 1st and 2nd respectively. The top three places remained unchanged until the last section when car 7 missed the final passage check dropping them to 3rd behind car 1.

All the other competitors had extremely good events for their first attempt at a 12-car. The competitors only collect a few fails throughout the night and they all managed to reach the final control before their OTL time.

Car 3 (Jon & Calum), on their first 12-car, took the win with no fails and just three minutes, a remarkable achievement for this RUC crew.

The event was very well supported by the rest of the club. There were 13 marshal cars out on the night which allowed us to man all the controls, put in some passage checks, and even have three photo points along the route. Thank you to all the people who helped with the setting and running of the event.

Phil Kendall

PC3 Results:

Pos.	Car #	Driver	Navigator	Car	Fails	Marks	PC Pts	RUC Pts
1	3	Jon Taylor	Calum Maciver	Cavalier	0	3	10	10
2	1	Gareth Lewis	Elly Pryce	Belmont	1	3	8	-
3	7	Richard Lawley	Chris Gage	Saxo	1	8	7	8
4	9	Simon Cox	Mario Giallombardo	106	2	19	6	-
5	8	Ally Bennett	Colin Davis	Mini	3	29	5	-
6	6	Russell Goodrum	Tom Chicken	Nova	5	18	4	7
7	4	Chris Wilkins	Toby Jeffries	Mini	5	26	3	6
8	5	Carl Gibbs	Tom Richards	Rover	6	21	2	-
9	2	Olly Smith	Ben Smith	Mini	8	29	1	-
10	10	Michael Mifsud	Phil Mudge	Corsa	10	29	1	5
11	11	James Garrett-Sinclair	Elaine Freer	Fiesta	32	16	1	4
12	12	Ben Paddick	Bhavin Shah	Polo	34	31	1	-

PC4

PC4 was a first for a number of reasons: it was the first wet event of the season; it was the first cross-county event; it was the first event to use 2 maps; it was the first event of late to be run by two females (YAY!); and it was the first event that I'd set. Elly & I began setting it some time ago and I'd like to think we were quite organised. Luck really wasn't on our side, but we got there, with an hour or so to spare!

The day of the event dawned and, to my horror, I woke to find rain ... & it didn't stop. I had horrible images of crews skidding off roads into ditches, fields, hedges, concrete posts etc. (I wouldn't put it past you guys to stick cars in even more obscure places!). I must give credit to all drivers, because fortunately my fears were never realised, with everyone sticking to the black stuff (& if you didn't, I don't need to know!). Elly & Paul had been out the previous night checking clues until goodness only knows when, so I had the pleasure of spending Thursday afternoon in the AU Office doing hideous amounts of photocopying, and forgetting to get the machine to staple the Answer Sheets, which I had to do at home by hand (DOH!). Before anyone makes a women and technology joke, yes, I did have help working the photocopier because it *is* just all too complicated. Sorry to be such a cliché.

Everyone congregated in the concourse from 18:15 as usual and as signing-on finished, we had 17 crews, less than at the first two rounds, but still a decent turnout that promised some close results. After a wet-weather briefing and a warning about CMB, everyone got their first set of clues and were soon on the road, leaving us marshals to wend our way to CMA.

It was at CMA that we decided to change to finish time from 22:20 to 22:30 (and 59 seconds), and also had the slightly frantic job of sorting a few clues. That aside, we managed to squeeze everyone into the car park and the marshals did a good job of signing sheets and giving out clues. Before long, crews departed so we made our way to CMB.

I'm pleased to say we had no problems with the entrance to CMB (a white off a red road), and with more space we easily accommodated every car. Everyone seemed pretty happy, although it did start raining again at one point, but fortunately that didn't last long. Whilst the crews solved their next set of clues, us marshals munched biscuits (cheers Chris!!), and soon it was off to the pub.

As the results show, a number of crews finished on equal points, which will hopefully make the championship very competitive. Some crews sadly lost out by being late for or missing Control Marshals, losing a valuable 10 points (it really is worth going to them!). Congratulations to Dave & Darren for winning PC (& for getting that Fiesta through its MOT & ready for rallying!), to Calum & Jon for topping the RUC sheets and to Jonah & Steve for winning overall and heading the NE class. I hope everyone enjoyed it.

Thanks to Elly for setting the event with me (we did it!), to Paul for helping with clues & checking points, to Chris for giving me wheels when I had none, to the photographers for coming out (sorry that I haven't got their names!), and to Tom, Tom B, Tom J, Carl, Chris & Paul (sorry if I've forgotten anyone!) for doing a good job as marshals and helping the event run smoothly. Finally, thanks to all the competitors for driving carefully – hope it was worth it!

Lizzie Pope

PC4 Results:

Driver	Navigator	Champ.	Points from RCs	RUC place	PC place	Overall place
Jonah Nutgens	Steve Barnard	NE	70	-	-	1
Andy Coshan	Phil Kendall	NE	56	-	-	2
Dave Coles	Darren Tomes	PC	52	-	1 (10)	3
Andy Garret	"Ali"	PC	47	-	2 (8)	4
Ed Dennis	Mark Spittler	PC	46	-	3 (7)	5
Calum MacIver	Jon Taylor	RUC	44	1 (10)	4 (6)	6
Richard Lawley	Chris Gage	RUC	43	2 (8)	5 (5)	7
Olly Smith	Ben Smith	PC	42	-	=6 (4)	=8
Tom Chicken	Russell Goodrum	RUC	42	=3 (7)	=6 (4)	=8
Chris Wilkins	Toby Jefferies	RUC	42	=3 (7)	=6 (4)	=8
Steve Porter	Simon Smith	NE	41	-	-	11
Ben Paddick	Matt Wolfenden	PC	38	-	9 (1)	12
Susan Broughall	Chris Knott	PC	37	-	=10 (1)	=13
James Garrett-Sinclair	Elaine Freer	PC	37	-	=10 (1)	=13
Gareth Lewis	James Read	PC	35	-	12 (1)	15
Richard Sinden	Anthony Froude	PC	23	-	13 (1)	16
Alison Bennett	Colin Davies	RUC	18	5 (5)	14 (1)	17

NOTE: Championship points are in brackets in the respective columns.

A Cavalier Attitude to PCs 1 to 4.

It might seem a little odd to only start motor club in the third year (particularly given university work loads), but I thought I'd have a look at the WMC at the bunfight. The intro meeting sounded okay, and I found my nav (Calum) at the pub following the meeting. We were both new to road events, but I learnt to drive around the Forest of Dean, and chucking a car around small twisty roads has always been fun. The advice given before PC1 seemed to be pretty comprehensive, and the event itself went well. Despite not having a clue what we were doing, the results on the night gave us second place, and after a recount, this improved to a tie for first (both PC and RUC). By the end of PC1, everyone had learnt to recognise the car - it was the stink of brakes that arrived shortly before the car that most noticed...!

PC2 went in a similar fashion, and after a couple of scares/slides, we were looking forward to the first 12-Car of the season, PC3. Everything seemed to be intimidating about 12-Cars. Firstly, there's a lot more to remember: the regulations are a lot tighter, there are all the times to worry about, and also nav to solve. There are also no CM points to let the brakes cool down (which is what I was worried about). But the advice was to get round the course and not worry about keeping time. It was getting those oh-so-important codeboards that mattered. Off we went, and somehow made it to the first couple of TCs on time. The biggest problem was not knowing how far to expect codeboards to be spaced out, so every time we got a long run with no boards, we got worried that we were off route. We dropped some time early on having taken a wrong turn, and being in a quiet zone, couldn't make it up until the next TC. As we got round to TCs 10 and 11, everything seemed to be going far to well - we were keeping on time, and the brakes hadn't melted (though marshals were making comments about needing gas masks...). On arrival at the final TC, we were still on time, but how many boards had we missed? Olly and his Mini had been plagued by TC2 - exhaust problems(?), so our main competition was Gareth and Elly. A tense waiting time was passed in the pub, as both crews had only dropped 3 minutes. The final result was a shock. Gareth and Elly had missed a codeboard, meaning that Calum and I had won our first 12-Car, getting zero fails in the process! (And were promised that on PC5 there was no chance of a clean run!)

PC4 was a change to the previous events (at least for us). It was the first wet event to start with, and my car is a liability in the wet. Before we got that far though, fate intervened, so it was my turn to nav with Calum driving (in a Mini almost as loud as Olly's). We found a lot of the clues very hard, and time pressure seemed a lot worse than in PCs 1 and 2. Struggling into CMA, we gave up on most of the 2 and 3 pointers, and pushed on to CMB (having been told it was a good idea to get there early). Taking the north route round to CMB proved a mistake as many clues from CMB solved near where we'd already been. With the finish extended to 10.30 though, we spent a lot of time in CMB trying to solve as much as possible, and were one of the last crews to leave. Getting into the finish, everyone was waiting to see if Dave would OTL in his new, improved (and only 50 quid) Fiesta. Sadly (for some), he made it with about a minute to spare, and proved he's used his time wisely by winning the PC. Despite Calum and I not being happy with the event, we had made 1st RUC.

What have I learnt over the first events? Trust your nav, rev limiters are there for a reason, and big cars drink lots of fuel (15mpg on PC3). Oh, and have fun!

Jon Taylor

Xmas Meal

Well, that was a good evening, wasn't it? I shall hereby pat myself on the back for a job well done! Despite me making the evening more difficult before it started by forgetting to count the total orders I'd given the Milburys against who had said they were coming (doh!), it went rather well. The coach was booked ages ago, and it was decided that we would implement a dress code (well, the women of the committee needed an excuse to dress up, in the way of all women). Suffice to say that, with only a little coercion of us men, we thought it would be good to wear smart clothing. I'm delighted that everyone took the effort to dress up for the occasion, and think that this idea may be employed in the future.

The coach arrived on time (one stress over!) outside the Union, just as I was walking up in fact: timing is everything (!!!!© Ed.). Our driver, Tony was nice and cheerful, happy to be taking us (poor misguided man), and watched with some amusement as everyone got on, and I failed miserably in my efforts to count everyone on. There followed another count, at which point I thought, "sod it", and we left. We didn't get lost (despite my rudimentary directional skills), and arrived in good time. At the pub, for the few of you that weren't there, we had the nice room, with spaces for 43 people, the number that Len was catering for. First problem, and the major one, as far as I was concerned: there were 44 of us... Hmmm, not right, that! I took the decision that everyone would eat as per normal, and I would have a standard meal (lasagne, as it turned out). I think everyone enjoyed the food, and drink (no one complained anyway), and it was soon time for the couple of items on the agenda. First, I have to say I was a little tipsy, and so memories are vague (save the manic grinning for the cameras!). Well done to Chris on getting the RUC Rep. position on the committee, after facing stiff competition from Tom Jenkins! I haven't seen such an experienced RUC member, I must say. James got the Roll of Dishonour (the first in a long time) for his spectacular efforts at spreading his possessions all over the road whilst in a roll on PC1 (congrats to you sir, I salute you...). Darren made known the next testers for the karting team, and then came time for the coffee...



The most senior of all RUC rep. candidates!!



James & his trophy for the award he'd rather he hadn't won. Pity he can't look at the camera!!

...Or not! It turned out that Len had 18 cups (even my shoddy maths works that out as not enough for 44 people). Instead, to the satisfaction of all, he offered half pints to those who preferred it. A great compromise!

In the run up to the meal, I had been asked by many to get the coach to stop off at the Burger Van. Having never been to a Christmas meal myself, I was not sure that this had been tried with 40 odd drunk people before. Tony, friendly, nice bloke that he is, agreed to the drop off, provided we left five minutes ago. I have *never* seen people drink up so fast (including pub crawls). We were off within a couple of minutes. What was shocking was that most of us had left our glasses behind, bar the exceptionally

determined (Andy Garrett being the one I remember most). So, onward to the Burger Van for a most satisfying end to the evening, I hope?!? (Definitely! Many thanks. Ed.)

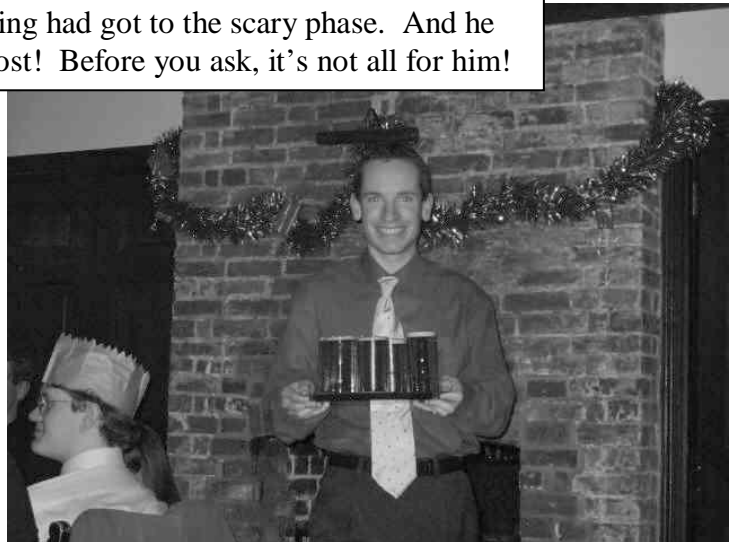
I have a couple of morals to this story, children:

- ★ NEVER become a teacher. You have to supervise group outings on coaches and this is *not* a good thing for the blood pressure!
- ★ IF you think being SocSec is easy, think again. I now know the meaning of the word stress. Thankfully the wine damped it til the next morning...
- ★ NEVER catch a lift from the Union to our house with Dave: Fiestas do **not** (despite one's best efforts) do lift off over-steer when six up. It is a lost cause, and merely breaks everyone's bones! (And crushes our internal organs! Ed.) Leave it to us Peugeot boys, please (Yeah, right!!!! Ed.).

I hope you all enjoyed it, and good luck to my successor, in advance, `cos, whoever you are, you'll need it!

Rupert Goodman

Rupert's smiling had got to the scary phase. And he looks like a ghost! Before you ask, it's not all for him!



The Committee 2001/02





I'm not even going to ask!

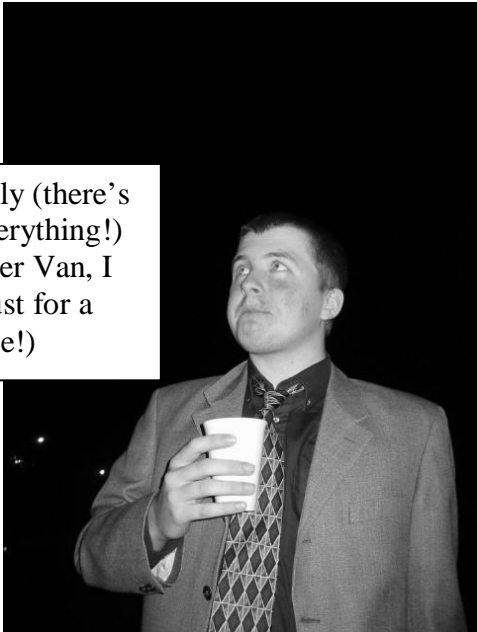
Happy Eaters!



Our new RUC rep.



A pensive Olly (there's a first for everything!)
At the Burger Van, I believe (just for a change!)



EVENT REPORTS

Oxford 12-Car:12/10/01

We were standing in the Crown on the evening of the Introduction talk when we heard someone mention a 12-Car that was happening on Friday night. Intrigued as ever, I went to find Zip and ask what was happening.

It turned out that there was a 12 car being run by Oxford Motor Club. Olly was interested and with us doing the Pheasant Plucker National B the following Saturday we were in need of some practice having never done an event together before. So the next day I phoned the organiser and got us an entry and Olly got to work fixing the car.

We set off for Didcot, just up the road from the Williams F1 factory. We arrived just before the start which was a bit rushed. Also there from Wessex were Zip and Dick in the Capri (practicing for the PP as well) and Phil Kendall and Matt Parker. We all set off into the first section, which seemed unusually to go straight through a housing estate. The event itself was quite straight and used a lot of coloured roads and seemed to miss a lot of the best looking roads on 174. The nav was not that difficult although I managed to miss a few of the subtleties that resulted in us missing a loop or two. The nav also didn't quite work in places and thus resulted in us dropping more codeboards. We arrived at the finish with the car still in one piece and with us a little bit more ready for the PP. Of the others, Phil and Matt had to retire as Matt managed to warp a brake disc, but Zip and Dick faired a little better than us finishing 6th (I think) to our (10th, 2nd Novice crew). The event was quite fun but a little disappointing nonetheless.

David Coles

CSMA 12-Car: 9/12/01

What do you do when you've been to the Motor Club Christmas meal, then stayed up til 8 in the morning finishing your coursework, got 2 hours sleep, spent the rest of the day in lectures and labs? You buy a lot of red bull and do a CSMA 12-Car of course!!!

It had been decided earlier in the week that several crews were going to head up to Salisbury and do a 12-run by the Salisbury CSMA group. In the end it was Phil Kendall and Susan Broughall (who told us about the event as her dad does them), Elly Pryce and Paul Swindells (their first event together, how big would the marital be?) and Me and Olly (would the exhaust stay attached to the car? Yeah right!!) Olly spent the afternoon changing the CV joints on the Mini (a nice bit of major work before an event) and off we set at about 6 o'clock. We arrived at the Plough in Pitton (PC4 finish venue) for a 7:30 start with plenty of time. Here we found Paul adjusting the lights on his new 309. Off we all set running cars 2 through 4. We followed each other around for most of the night with the nav not being too challenging. The timing was quite relaxed as well with the straight, wide and fast 184 roads not proving too much of a challenge, although they were fun to drive. It was quite a short event lasting just under 2 hours over 6 sections. We all arrived at the pub at about the same time and the sat around for the results discussing the night's events. Susan and Phil were not too hopeful, but us and Elly & Paul were hoping for a good result. In the end we both finished with 0 fails and 0 minutes, thus meaning a tie. However ties are split on engine size and so the smaller size of the Mini engine technically means a win for Me and Olly in the Mini. Phil and Susan finished 8th after missing a couple of codeboards and incorrectly approaching a TC. An enjoyable night for all, although whether we are invited back remains to be seen. And where to for the celebrations? The Burger Van of course!!

David Coles

★ NEW & UPDATED!! ★

WMC CALENDAR FOR THE 2001/02
SEASON.

JANUARY '02

10th: *PC6* – 12-Car



  **EXAM BREAK**  

FEBRUARY '02

14th: *PC7* – Scatter

21st: *PC8* – Scatter

MARCH '02

7th: *PC9* – 12-Car4

21st: *PC10* – (Scatter)

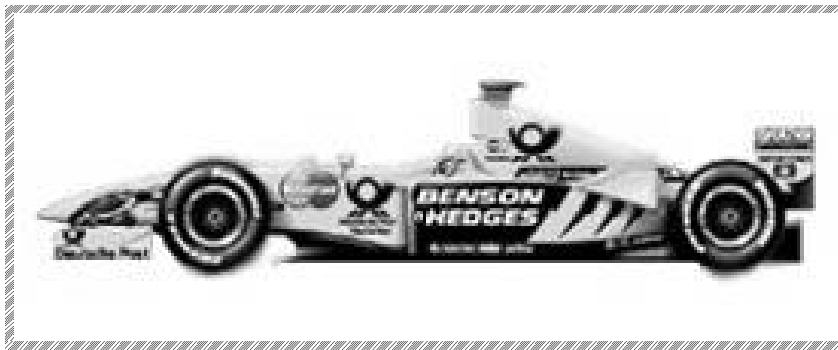
★ ★ EASTER HOLIDAYS ★ ★

A DATE WITH JORDAN!

At the beginning of June I was lucky enough to be able to visit the Jordan Grand Prix factory at their Head Quarters. This was a visit organised by Southampton areas IMechE, open to members young and old. The factory is situated in Silverstone, Northamptonshire, right next to the Silverstone circuit, home of the British Grand Prix.

From the outside, the building is unremarkable; it is, after all, over ten years old. It is only when you step inside the reception that you appreciate that you have entered the world of Formula One. The Jordan EJ10 (last year's challenger) sat in the foyer, immediately catches the eye, as do the trophy cabinets containing trophies from Jordan's three wins in all their splendour, for driver and constructor (except Hill's '98 win at Spa – he has that one).

Unfortunately, Eddie Jordan, Heinz-Harald Frentzen and Jarno Trulli had all left for the Canadian Grand Prix (doh!). The closest I got to meeting a celebrity was to chat with John McQuilliam, the Chief Designer. It was amazing being able to talk to him, however. His role in the team is to co-ordinate design of the car as a whole. There are many other designers within the team, but most of them focus on specific tasks and design areas. Mr McQuilliam also explained the history of the team and the factory, as well as answering questions about the car and the design that is involved.



What followed was a tour of the factory floor. This is an immaculate area, a white marble floor, on which were components and wings laid out - not at all your average garage workshop! At the time, two cars were being assembled, but it looked more like a surgical operation. The mechanics even wore white coats! The cars are assembled first of all on the floor, but then they are raised onto a jack from which the remaining build is done. The Works Honda engine sat quietly beside the car, covered over – we weren't allowed any photos of it. One of the cars we saw was to be run in tests on the Silverstone circuit, the other was for 'in-house' tests. The factory contains a test rig used to simulate the forces on the car during a lap of a particular circuit (similar to a Wind-tunnel, in principle), so that during Grand Prix weekends the factory team can test the car (day and night) in preparation for Qualifying/the race, giving the team at the race circuit extra information to set the car up with.

As well as the factory floor, we were shown the carbon-fibre composite area, in which some of the carbon-fibre components are manufactured. The monocoque is not made in the factory because it is too big and expensive, they cost hundreds of thousands of pounds each, hence we saw one of them being repaired after an accident (I think it was HHF's crash in Malaysia!). The carbon-fibre manufacture is slow, each part was to be 'layered' several times, and then put in a pressure chamber for curing. The resulting part is very impressive, however.

Finally we were shown the design office. This wasn't all that different to a standard office, except it was full of about 10 engineers using 3D CAD software.

The whole experience lasted about two hours, and it was definitely worth it, especially as I got some free stickers! It was unforgettable and intriguing, I would certainly visit other teams if I had the chance. So that's one team down, eleven to go.

CHAMPIONSHIP TABLES

PC CHAMPIONSHIP

Place	Name	PC1	PC2	PC3	PC4	Best 6 of 8	Total
1=	Calum Maciver	10	7	10	6	33	33
1=	Jon Taylor	10	7	10	6	33	33
3=	Chris Gage	5	4	7	5	21	21
3=	Richard Lawley	5	4	7	5	21	21
5	David Coles	Set	10	Set	10	20	20
6=	Elly Pryce	NE	10	8	Set	18	18
6=	Chris Wilkins	10	1	3	4	18	18
6=	Toby Jeffries	10	1	3	4	18	18
9	Darren Tomes	DNF	7	-	10	17	17
10	Ben Paddock	6	8	1	1	16	16
11=	Ben Smith	10	-	1	4	15	15
11=	Oliver Smith	10	Set	1	4	15	15
13	John Thompson	6	8	-	-	14	14
14=	Gareth Lewis	3	1	8	1	13	13
14=	Russell Goodrum	1	4	4	4	13	13
14=	Tom Chicken	1	4	4	4	13	13
17=	Mario Giallombardo	5	1	6	-	12	12
17=	Simon Cox	5	1	6	-	12	12
19=	Anthony Froude	3	5	-	1	9	9
19=	Richard Sinden	3	5	-	1	9	9
21=	James Read	DNF	7	-	1	8	8
21=	Colin Davis	1	1	5	1	8	8
21=	Ali Bennett	1	1	5	1	8	8
21=	Ed Dennis	1	-	-	7	8	8
21=	Mark Spitteler	1	Marshal	-	7	8	8
21=	Alasdair Macmillan			Marshal	8	8	8
21=	Andy Garrett	NE	NE	Marshal	8	8	8
28=	Michael Mifsud	1	2	1	-	4	4
28=	Phil Mudge	1	2	1	-	4	4
28=	Tom Richards	1	1	2	Marshal	4	4
28=	Carl Gibbs	1	1	2	Marshal	4	4
28=	Elaine Freer	1	1	1	1	4	4
28=	James Garrett-Sinclair	1	1	1	1	4	4
34	Simon Read	3	-	-	-	3	3
35=	Steven McDowell	1	1	-	-	2	2
35=	Tom Westbury	1	1	-	-	2	2

35=	Tom Barratt	1	1	-	-	2	2
35=	Chris Field	1	1	-	Set	2	2
35=	Chris Knott	Pass	1	-	1	2	2
40=	Stephen Saunders	1	Marshal	Marshal	-	1	1
40=	Steve Cowan	1	-	-	-	1	1
40=	Matt Crumpler	1	-	-	-	1	1
40=	Chris Thomes	1	-	-	-	1	1
40=	Bhavin Shah	NE	-	1	-	1	1
40=	Matt Wolfenden	-	-	-	1	1	1
40=	Susan Broughall	DNF	NE	-	1	1	1
47=	Lizzie Pope	Marshal	NE	Marshal	Set	0	0
47=	Nick Henry	DNF	-	-	-	0	0
47=	Ashley Cromack	DNF	-	-	-	0	0

RUC CHAMPIONSHIP

Position	Name	PC1	PC2	PC3	PC4	Best 6 of 8	Total
1=	Calum Maciver	10	10	10	10	40	40
1=	Jon Taylor	10	10	10	10	40	40
3=	Richard Lawley	7	8	8	8	31	31
3=	Chris Cage	7	8	8	8	31	31
5=	Chris Wilkins	10	5	6	7	28	28
5=	Toby Jeffries	10	5	6	7	28	28
7=	Tom Chicken	5	8	7	7	27	27
7=	Russell Goodrum	5	8	7	7	27	27
9=	Phil Mudge	6	6	5	-	17	17
9=	Michael Mifsud	6	6	5	-	17	17
11=	Elaine Freer	3	4	4	5	16	16
11=	James Garrett-Sinclair	3	4	4	5	16	16
13=	Steven McDowell	4	3	-	-	7	7
13=	Tom Westbury	4	3	-	-	7	7
15=	Stephen Saunders	2	Marshal	Marshal	-	2	2
15=	Steve Cowan	2	-	-	-	2	2
17=	Tom Richards	NE	NE	-	-	0	0
17=	Ally Bennett	NE	NE	-	-	0	0
17=	Chris Knott	Pass	NE	-	-	0	0

THE RALLY CAR

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.

The car was once the pride &
joy,
Of an oldie with rheumatic.
But then it fell into the
hands,
Of a Rallying fanatic.

They stripped the engine, bored
it out,
Changed brake pads, oil &
filter.
They rearranged the bloody
lot,
To make the car go faster.

The little car has been
transformed,
Into a monstrous creature.
No longer is he sly & tame,
He's now a Rally warrior.

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.

He tears along the countryside,
With the engine at full cry.
I really doubt that he can
stop,
Even if he tried.

The trembling car goes hurtling
on,
Through narrow lanes &
bridges.
Let's hope that nothing else
goes wrong,
Like flying into hedges.

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.

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.

The rally goes all through the
night,
Until all the cars come in.
And after all results come
out,
They celebrate the win.

And in the pub you hear the
tales,
Of handbrakes, spins and
donuts.
Of tyre changes in the dark,
And losing all their
wheelnuts.

The cars are left outside the
pub,
With no consideration.
But they're the ones who ran
the race,
With great determination.

Then dawned the morning after,
On a car park full of chrome.
Then all the drivers stagger
out,
To make their own way home.

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

The car is left outside the
house,
Like a child's forgotten
dolly.
Until the time will come
again,
To win another Rally.

2001/2002

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