

Wyedean Stages 2005

Our event started way back before Christmas, when Steve Jenkins approached Severnside Motorsport to see if they knew of anyone who was available to sit along side him, as his 'normal', and I use that very loosely, navigator declined the offer and that's where I come into the story, Mark Vaughan.

I accepted the offer, and spent a few days sorting out my sponsor to see if the financial backing was available, and a few more days with Andy at Severnside getting the Peugeot fitted with a new rear beam, as the old one was slightly knackered.

In the weeks leading up to the event, various jobs were done including fitting of new tyres on rims, new front wheel bearings and lots of washing and polishing of the car, and I must say that it was the cleanest rally car I have been in!

I had met Nick Giles and Steve at the garage the week before the event, and while fitting new sponsor decals on the car, was told that Steve had put an advert in the Forest Review thanking all of our sponsors. The following day a panicked phone call came from Steve saying that the Review wanted a press release from us to go in by Monday, so after a quick bit of typing and a very dodgy bit of photography the article was written and taken to the office.

Friday morning came and we all met at midday to load the van and go to Chepstow for scrutineering, this went off with no problems at all, and after several burgers later that evening we all went home to try and get some sleep.

7.00 am on Saturday morning, I was picked up and in convoy went to the Race Course, only then commenting to Nick that I hadn't actually sat in the car before! The first job of the day was to set the clock, after having breakfast. Mmm Bacon roll with brown sauce. Should I tell Steve that I had a Mexican for tea?????

The first stage went well, with not too much needed to be done on the notes, and a big shout from Steve when he realised that he beat last years second run through by 5 seconds.

Stage 2 went well, but with a couple of mistakes from me on the notes, but that wasn't going to happen again today! Passed quite a few cars in the stage and could not get over how cut up certain areas were already getting, even though only 35ish cars had gone through. The following stages up to service went well, with the notes being sorted and Steve getting back into his driving.

Stage 6 was going really well until we had a slight off on a tight right, but no harm done, and off we went. Somewhere in the stage, we managed to hit the inside of the front wheel very hard and damaged it quite badly, which meant that the next stage before emergency service was hard work, but Nick sorted the wheel out with the help of every ones favourite tool, the lump hammer.

How rough was stage 7! The poor car was lifted up and thrown out of the ruts, which was hard work for both of us.

Stage 8 went all OK now the wheel wobble was sorted, and in places the little 106 was flat on the boards, so if the two fat blokes in the car can loose some weight, the thing may go faster! Stage 9 was going swimmingly on the tarmac, but then the car refused to turn right at the end and just went straight on, even with the hand brake to help. Restart car and off too go. Way hay we finished. A very enjoyable day. The day for us had gone without a hitch, and apart from an error from me on the notes, and a very small off, we had a very good and clear run through all day.

Thanks have to go to all of our sponsors who, without them, we would have struggled to do the event and to our wives who let us go out and play.

Next event? Who knows – watch this space !!!!!!!!!!!