

Feb Fox 2014

Event Report

Many thanks to everyone who took part in the 2014 Feb Fox either as competitors or officials.

If it was possible to retrospectively re-name an event it would have been more appropriate to call this the Feb Fox Regatta - there was so much water.



Graham and I drove round the original route last Sunday afternoon. At a cost. Graham collected two punctures in a single pot hole while slowly driving around one of many dog walkers who seemed to think it better to walk on the sodden roads than across the impromptu lakes using paths that could not be seen below the water. The rear n/s went flat within minutes of the pot hole so on went the spare. It took around another 30 miles for the front n/s to follow, but follow it did.

Then there was the innocuous looking flood between TC6 and TC7. No rivers, brooks or intended lakes anywhere nearby so not marked as a flood risk on my drive round maps. All seemed OK as Graham slowly entered and accelerated gently to build a bow wave. But three quarters of the way across the bonnet was under water! Well done Graham for great driving as we got through – somehow. So first route diversion with 5 days to go.

Then the heavens opened again. I “borrowed” Sue’s Impreza to put the boards out and do a final route check on Friday afternoon.

Two hours in and I just couldn’t get to TC4. Having helped an elderly (even older than me) lady driver turn around on an island in-between 2 floods I then had to lead her back to the B3349 once she’d decided that home in Ascot via the M4 was a better bet than persevering in her attempt to get to her Osteopath in Grazeley.

At this point I called Graham to say that I thought we may need to cancel the event but I’d look for possible diversions in the hope that we might still go ahead.

No less than another 4 diversions were necessary adding several miles to the intended route. The top 2 crews – Robert and Pash the winners and second placed John and Glynn – did a fantastic job with no fails and just 11 and 18 minutes respectively. Curious that Pash managed to record 2 CBs that had disappeared in the re-routing but there doesn’t seem to be anything in the Regs regarding phantom CBs.

All crews that made it to the pub were declared finishers. Technically, cars 3 and 4 were non-finishers for not appearing at MTC9 – a main time control. However, they together with car 6 who declared themselves as retired at MTC9 having come across the control on route to the pub, have all been given relative places in the Results.

There was some criticism of the navigation at the pub and I accept that it was on the difficult side, made considerably worse by having to deal with 5 diversions only one of which was planned before the day. If anyone needs an explanation or has further comments do let me know.

While the event needed all competitors and officials I’d like to single out a few officials without whom it wouldn’t have happened. Graham Skeggs is a great Meeting Sec to work with – he just gets on and does things! Jan and Wally Holder checked and where necessary corrected my navigation. Admittedly, Jan did question my parentage in respect of one novice handout but she’s forgiven.

Finally, Phil Woods stepped in at the last minute to drive me round as Course Opener in his mighty Audi AWD. Thanks Phil!

Bill Mexson, CofC.