



Founded in 1903

OXFORD MOTOR CLUB

presents the



CARFAX STAGE RALLY 2012



Permission from Paul Hardy

SUNDAY NOVEMBER 18th
RAF BENSON.

A round of the Cotswold Motor Sport Group Stage Rally Championship
Association Central Southern Motor Club Tarmac Championship
Association South West Motor Club Tarmac Championship
Silverstone Junior Rally Championship





BGMsport are a leading specialist in rally, race, historic and performance cars in the UK. Our expert knowledge is based on nearly 30 years experience in the motorsport industry both on and off the track, which allows us to service, maintain and prepare the various racing formulae for today's competitive motorsport.

We understand the enthusiasm that competitive motorsport generates and if you love racing in all its disciplines then we have the expertise to support you. Whether you are looking for a long term build project, servicing and maintenance, preparation or restoration, storage, or on event support and hospitality, we have the resource and ability to tailor make the support to your needs. We can also provide full logistics and transportation both on the UK mainland and internationally.

BGMsport's facility is modern and fully equipped with a dedicated team each with specialist and unique knowledge.

Our premises are covered by 24 hours CCTV and highly secured enabling us to offer storage facilities at very competitive rates.

To find out more please call Ian or Sylviane Gwynne on 0844 243 7843 or visit our website www.bgmsport.com



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FOREWORD.

Welcome to the 28th running of the Carfax Stage Rally, organised by Oxford Motor Club. The event is returning to RAF Benson, in Oxfordshire. Last year's event was our first at Benson which was well received by all who entered. We will offer eight fast flowing stages, up to 65 stage miles, including the unique opportunity of night time running around this venue.

As with previous years the event will have a large element based around raising money for the Royal Air Forces Association – RAFA (Charity No 226686) and the Thames Valley & Chiltern Air Ambulance Trust (Charity No 1084910). We raised over £4500.00 last year and would like to top that in 2012.

We are also pleased to welcome continued partnership with **BGMsport**.

Ian Gwynne, MD of **BGMsport**, manages the company with his wife Sylviane, and is delighted to be involved with the rally again after last year's success.

The company has operated at a number of levels of motor sport and overseen a variety of projects with success and customer satisfaction always achieved in equal measure.

BGMsport is able to offer a full range of services for performance rally, race and road cars. Its committed and enthusiastic team has vast experience working with Group N/A/B, World Rally Car and Super 2000 technology, various racing formulae as well as road car servicing and maintenance.

Since the start of 2008, **BGMsport** has extended its service offering to provide expertise and knowledge in the restoration and enhancement of classic rally, race and road cars. The company specialises in restoring historic vehicles back to their original condition.

During the last 12 month a Ferrari Daytona 365 GTB/4 has been restored and prepared for Classic Endurance Race events in the UK and Europe, along with RS200 road car, Peugeot 205 T16 GpB, Sierra Cosworth, Fiat 131 Abarth Gp4, Vauxhall Chevette HSR Gp4, Alfa Romeo Giulietta Spirit.

This year's event is a round of several championships that include the Cotswold Motor Sport Group Stage Rally Championship, The Hamilton Classic Ltd 2012 ACSMC Tarmacadam Rally Championship, ASWMC Subaru WRC Spares 2012 Sealed Surface Rally Championship and Silverstone Junior Rally Championship. Entries will be set to 85 cars so get your entry in as soon as possible to reserve your place on this event.

If you are not able to compete on the rally, why not contact Karen Kearns (Chief Marshal) and come along and enjoy a day's marshalling? Remember spectators are not allowed so the only way to see the cars in action is to marshal.

We look forward to seeing you all on Sunday November 18th 2012 for this year's **BGMsport** Carfax Stage Rally.

The Organising Committee, Oxford Motor Club

1. **Announcement**

Oxford Motor Club will promote a National B Permit Multi Use sealed surface stage rally on Sunday 18th November 2012, at RAF Benson, Wallingford, Oxfordshire Map reference 164/625909.

2. **Jurisdiction**

Held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), and the Supplementary Regulations, and any written instructions that the Oxford Motor Club may issue for the event.

3. **Authorisation**

MSA National B permit number **73164**
Silverstone Junior Rally permit number **73166**

4. **Competitor Eligibility**

The event is open to competitors (whether Entrant, Driver or Co-driver) holding a valid MSA competition licence appropriate for the event, who are fully elected members of the clubs affiliated to either:

The Association of Central Southern Motor Clubs,
The Welsh Association of Motor Clubs,
The Association of West Midland Motor Clubs
The Association of South Western Motor Clubs.

All Competitor's License's, Entrants Licenses (where applicable), Club Cards and Championship Registration Cards will be inspected at signing-on.

Junior Rally competitors must comply with Silverstone Junior Rally Championship regulations.

5. **Championships**

The BGMsport Carfax Stage Rally 2012 is a qualifying round of the following Championships:

Cotswold Motor Sport Group Competitors Club Stage Rally Championship
(with B.P. Motor Bodybuilders and Engineers). – MSA Permit No 5703/2012
The Hamilton Classic Ltd 2012 ACSMC Tarmacadam Rally Championship –
MSA permit no. 60/2012

ASWMC Subaru WRC Spares 2012 Rally Championship – MSA permit no. 33/2012
Silverstone Junior Rally Championship – MSA permit no. 79/2012
The Oxford Motor Club Clubman's Championship

6. General

6.1 Timetable of the Meeting

September 2012	Entries open [with the publication of these SRs]
Friday November 9th	Entries will close at 21:00 hrs.
Monday November 12th	Final Instructions sent to Competitors
Saturday November 17th	Set-up 0900-1600, All welcome to help.
Sunday November 18th	
06.30	Venue opens
07.00 – 09.15	Scrutineering, Noise and Documentation.
09.00	Car 1 starts
17.00	Approximate finish time of last car.
18.30	Approximate time of Awards Presentation

6.2 Route and Format

Sound Test, Scrutineering and Documentation will all take place within RAF Benson. The Rally is scheduled to comprise eight stages with a total mileage of 68 stage miles, all on sealed (tarmac and concrete) surfaces. The stages will be timed to an accuracy of less than one minute in accordance with R31 (page 297) and R32 (page 298), Chart 32.2 page 313 (table of penalties). The first car will start at 09.15 hours, and the remainder will follow at 30 second intervals. All stages will start at 30 second intervals. The rally will continue until 17:00 which will be the latest due time of the last competing car, so competitors are advised that later stages may take place in darkness.

6.3 Official Notice Board and Rally HQ

The Rally HQ will be in the Service Area. The Official Notice Board will be displayed at Documentation. Provisional, and Final Results will be displayed on the Official Notice Board.

6.4 Out of Bounds Areas

Any persons associated with an entry found anywhere other than the service area and trailer park will be removed from the venue, and the entered crew will be excluded from the event. This SR does not apply to Competitors on any route given in the Road Book.

6.5 Vehicles in the Service Area

Because the Carfax Stage Rally runs so late in the year, we find ourselves in total darkness at both ends of the day. This gives us special concerns in the Service Area

-namely severe trip hazards caused by unlit, low car trailers. Trailers must be parked on the grass behind each service space.

Space is available in the service area for one van plus the competing car. Anyone with special requirements must discuss them with the Clerk of the Course. Note: Other than on the stages, a speed limit of 20mph must be obeyed at all times within the confines of the venue.

7. Classes

CLASS A:	Up to 1400cc
CLASS B:	1401 to 1600cc
CLASS C:	1601 to 2000cc
CLASS D:	2001cc and over
CLASS E:	4 Wheel Drive over 1300cc
CLASS F:	Historic category 1 & post historic category 2 & 3.
CLASS G:	Endurance Spec Cars (MSA Log booked) & F1000
CLASS H:	Juniors up to 1000cc

The MSA Technical Regulations must be complied with.

Any forced induction (petrol fuelled) vehicle will be classified to a capacity calculated by it's actual engine capacity multiplied by 1.7

8. Awards

1st Overall	The Carfax Trophy [kept by Oxford MC] plus Two awards
1st in class	Two Awards
2nd in class	Two Awards (Min. 6 starters)
3rd in class	Two Awards (Min.10 starters)
Best Turned Out Car	One award
Mark Donaldson Historic Trophy	Cup plus two awards.
Under 25	One Award
Best Oxford Motor Club Crew (both crew members having held continuous membership since 1/9/11 to date)	Two Awards

9. Entries

9.1 The entry list opens on publication of these Supplementary Regulations and closes at 21:00 hrs on **Friday 9th November 2012**.

9.2 The entry fee is £230.00. The entry fee for crews eligible for Best Oxford Motor Club Crew Award (see above) is £210.00.

9.3 This year there are two ways to enter and pay.

A- Printed entry forms accompanied with a cheque payable to "Oxford Motor Club" posted to the Entries Secretary.

B – Entry forms e-mailed to the entries secretary and a bank transfer payment to the Carfax account at Lloyds, Sort code 30-99-78 Account number 56535860.

Entries will be accepted **ONLY** when payment is confirmed. Please use the

reference CARFAX_____ where the blanks are the driver's surname, e.g. CARFAXBLACKWELL. You should allow the usual 4 working day period for the fee to be received.

9.4 Entries and payments received between 21:00 on Friday November 9th and 21:00 on Thursday November 15th, may be accepted at the organisers' discretion and will be subject to a surcharge of £20.00. **Under No circumstances will entries be excepted after 21:00 on Thursday November 15th.**

9.5 The Entries Secretary to whom all entries must be sent is:

**Shirley Blackwell, [01788] 339500
14 Matlock Close,
Brownsover,
Rugby,
Warwickshire, CV21 1LB.**

Email: shirleyblackwell@btinternet.com

Accepted entries will be posted on Oxford Motor Club's website (www.oxfordmotorclub.co.uk).

PLEASE NOTE: **NO ENTRIES WILL BE ACCEPTED BY FAX OR PHONE.** The maximum entry for the meeting is 85, plus reserves. PLEASE NOTE: **ONLY 85 CARS WILL BE ALLOWED TO START THE RALLY – RESERVES WILL BE CONTACTED TO CONFIRM IF A RUN IS AVAILABLE.** The minimum entry for the meeting is 40. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting.

ENTRIES WILL BE ACCEPTED ON STRICTLY FIRST COME - FIRST SERVED BASIS WITH THE EXCEPTION OF 10 PLACES, WHICH SHALL BE RESERVED AND ALLOCATED AT THE ORGANISERS DISCRETION. Our experience shows that our achieving fully completed forms mean that queues are much shorter at signing-on. Please help us by complying with this request.

Final instructions will be sent by e-mail only.

Refunds of entry fees will be made as follows:

- i] Entries withdrawn (received in writing / E-mail) before the closing date for entries will be entitled to a refund minus £20 to charity.
- ii] Entries withdrawn (received in writing / E-mail) after the closing date, for entries may be refunded (minus £20 to charity) at the organisers' discretion.
- iii] **If the organisers are forced to cancel the meeting, for any reason, entry fees will be refunded less any unavoidable expenses.**

10 **Officials**

Officials are listed on a separate page of these Supplementary Regulations.

11 Results, Protests and Appeals

After each stage it is our intention to declare Provisional Interim Results. If there are no protests or queries within thirty minutes of posting these Provisional Interim Results, these times will be declared Final and will not be subject to further discussion. At the end of the event Provisional Results will be displayed, and then declared Final in the normal manner. You are reminded that it is the Competitor's responsibility to check the times displayed after each stage. Queries may be lodged with the Secretary of the Meeting.

Protests and Appeals must be made in accordance with C5.1 to C5.4 (page 70 to 71)

12 Roadbooks

Entrants will be supplied a roadbook (giving details of Special Stages and the location of Controls) with the Final Instructions. Time cards will be issued at Documentation, after successful completion of Sound Test, Scrutineering and Documentation. These documents will provide all the information necessary to enable competitors to comply with R26 (page 293 to 5) (Route) R33 (page 298)

13 Vehicle Identification

Competitors will be identified by 11-inch competition numbers on each front door as per (R6.1 Page 278 to 9) (numbers). These must be in place prior to Scrutineering. These numbers will be supplied by the organisers and issued at noise testing. Rally plates will not be supplied for this event, however event sponsor door stickers may be supplied and detailed in the final instructions.

14 Controls and Timing (R30 & R31)

All controls will open at the due time of car 0, and close 5 minutes after the due time of the last car. Special Stages will be timed by digital clocks possibly operated by 'Automatic triggering' under the control of the Chief Timekeeper and the timing crews. Should any of the clocks fail, the organisers reserve the right to use alternative timepieces or to amend a recorded time using any means at their disposal if, in their opinion, there are timing discrepancies.

Crews must present themselves with their cars at all controls and it is their responsibility to ensure that all entries on their timecards are correctly recorded and handed in where and when required. Should any entry not be legible, or appear authentic, the organisers reserve the right to use any means at their disposal to establish a valid entry.

Main Controls [MTC]

At the start and finish of the rally.

Special Stage Arrival Time Controls [ATC]

Before each stage

Special Stage Start Controls [SSS]

The starts will be signalled by 'traffic lights', which will go from red, through amber finally, to green at the start time. Electronic beams will be used to determine jumped starts. In the event of equipment failure, the start procedure will revert to a manual system [but there will be no 30 seconds verbal warning].

Special Stage Finish Controls [SSF]

At the SSF a crew will be given their finish time in hours, minutes and seconds. Any crew that fails to stop at the Special Stage Finish Control must not, under pain of Exclusion, reverse to the Stop Line. One crew member must return on foot with the Time Card.

Additionally at the SSF, competitors will have their due time at the subsequent ATC / MTC nominated by a Marshal under the direction of the Chief Timekeeper.

Special Stages

A Bogey Time will be set at 75mph and a Stage Maximum Time is set at 30mph.

All competitors will receive penalties and accumulate lateness as follows:

- | | | |
|----|-------------------------------------|--------------------|
| a) | Bogey Time or under | :Bogey Time |
| b) | Over Bogey, but under Stage Maximum | :Actual Time Taken |
| c) | Over Stage Maximum | :Stage Maximum |

No extra penalty will apply for exceeding Maximum Time on a Special Stage. However, if lateness over Stage Maximum Time plus lateness at the subsequent SSF exceeds 5 minutes 59 seconds, a crew will be excluded.

15(a) Servicing

The service area will be **all on TARMAC**. All servicing must be carried out on ground sheets to protect the surface. Servicing is defined as work being carried out on the competing car by a person other than the competing crew, or the use of parts or tools not carried in the competing car. Servicing will only be permitted in the Service Area as denoted on the stage maps and can only take place between stages. Competing teams are advised to carry out a risk assessment of the servicing operation, before arriving at the venue. All servicing must be carried out on ground sheets to protect the surface. All other parts of RAF Benson [other than the trailer park and the toilets] will be out of bounds to service crews or vehicles. Service crews will not be permitted to go to the aid of competitors who break down on a Special Stage. Cars stranded out on the stage may have to remain there until the end of the event. The organisers will endeavour to recover cars back to the Service Area between pairs of stages.

Competitors are reminded of the requirements under the Health and Safety at Work Act regarding the servicing and refuelling of vehicles. All entrants must ensure that all people connected with their entry have read and fully understood the following statement: - **“Every person participating in this event, whether employed or voluntary, shall take reasonable care for the health and safety of themselves and who may be affected by his/her acts or omissions during the operation of the event”**

A Health and Safety Advice Sheet will be issued as part of the Final Instructions Package.

15(b) Parc Ferme

In the areas between the MTC / ATC and SSS is designated as “Parc Ferme”, the only work which may be carried out on a competing car by its crew is the cleaning of lights, windows and the changing of a wheel with a punctured tyre for another being carried in the same competing vehicle.

16. Sound Test

All cars will be required to pass a pre-event Sound Test as per R 4 and will be required to achieve 100dB(A) at 4,500rpm [measured at 0.5m from the exhaust pipe outlet (J5.18)]. There may be one or more subsequent tests during the rally.

The landowners insist that cars repeatedly backfiring must be excluded – “popping and banging” of all types - the use of **anti-lag** or **gear change systems** on cars leading to this type of noise will be treated in this way. Once having completed the sound test, exhaust systems can only be modified with the Scrutineers’ approval. Penalty for unapproved work is Exclusion.

17 Scrutineering and Tyres

All vehicles must comply with MSA Technical Regulations in particular R46 to R49. A current MOT Certificate must be presented for cars required by law to have one. At pre-event scrutineering, cars will be examined for compliance with tyre and vehicle safety regulations as well as class eligibility.

Particular checks will be made regarding:

MSA Log Books

Vehicle lighting must be fully operational.

Stages may run in darkness – cars will be rechecked for compliance with this immediately prior to these stages.

Legal Number Plates.

Fire extinguishers to R48.10.5 (page 305) refers to K3 (page 158-160)

Crash Helmets to K10 (page 162)

Fire Resistant overalls to K9 (page160)

Co-driver operated air horns must be fitted

A battery isolator of both internal and external operation must be fitted as per R48.10.3 9 (page 305) refers to K8 (page 160). Free operation of release cables **will** be checked.

Cars must carry first aid kit, warning triangle, SOS/OK board and a small spill kit.

Cars must be presented in a clean and tidy condition.

Wheels and Tyres (including Endurance Cars) to R48.5 (page 304).

18 **Damage Declaration**

Competitors at the conclusion of the event shall sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property, or alternatively give details of such incidents. Failure to comply will be penalised under R40.1.3 (page 300) Table 32.2.p (page 313) and may be reported to the MSA for further action. Competitors who retire will be required to submit this form to the Secretary of the Meeting before leaving the venue.

19. **General Regulations**

All other General Regulations of the MSA apply as written except for the following, which are modified.

- (1) Competitors may be required to carry advertising material supplied by the Organisers on behalf of their sponsors.
- (2) Competitors will be required to make up any lateness at Service Halts.
- (3) Only the first named driver on the entry form may drive the vehicle. A change of driver will be deemed to constitute withdrawal of an entry. A different entry will then be deemed to have occurred and will be placed on the entry list in order with this new submission. (R 5)
- (4) Controls will open on the due time of Car 0.
- (5) Maximum Permitted Lateness reduced to 5 minutes 59 Seconds.

20. **Penalties**

Penalties will apply as per (Chart 32.2 page 313) except for the following, which are modified or added.

- | | | |
|-----|--|---|
| (h) | For each minute over target time on a road section | 10 seconds |
| (m) | Excessive Sound | Exclusion |
| (o) | Breach of R38.1 – R38.4 | Exclusion |
| (w) | Contravention of SR 24 | Exclusion (and removal from the venue) |
| (y) | Striking chicanes (See SR 21) | 1 st Offence: 60 seconds
2 nd Offence: Exclusion |
| (Z) | Contravention of SR 6.4, 6.5 | Exclusion (and removal from the venue) |

21. Chicanes

Chicanes have been built to reduce average speeds on the stages. It is essential that these be treated with respect to maintain a fair competition. A penalty of 60 seconds will be applied to competitors striking chicanes: a subsequent offence will result in those competitors being Excluded from the rally.

22. Judges of Fact

Judges of Fact (J.O.F.) (G10 Page 109) and (R24.7 Page 292) appointed by the Organisers will be on duty throughout the event to observe and report upon any crew considered to be making excessive noise, observed in an Out of Bounds Area or to be in contravention of the service regulations and chicane infringements.

The following will be Judges of Fact for the entire event:-

All named Officials and Marshals who have signed on for this event. The signing on cards and forms will be available for inspection at any time during the event in the rally HQ.

23. Safety

Reversing on stage, or driving in the wrong direction on stage [Chart 32.2(p)]: Exclusion. Competitors should note this, particularly in the area of split / merge junctions. If a mistake is made at a split / merge junction, the competitors must follow the route that they have chosen out of the stage, and take stage maximum time. **This will be strictly enforced.**

Competitors are required to have driver's and navigator's windows open no more than 50mm, whilst on stage.

1st Offence - 60 seconds, 2nd Offence – Exclusion

Competitors are also reminded they must carry an A4 size SOS/OK board (R25.4) and a small spill kit (R46.1.5).

RED FLAGS

In order to maximise the safety of all Competitors and Officials, Competitors who are shown a red flag on a stage must cease competition and come to a standstill at the side of the road or track as soon as possible leaving room for emergency vehicles to pass. They must not continue until advised to do so by an Official and proceed to stage finish non-competitively. Competitors may only attempt a Special Stage once. Re-runs are not Permitted (R24.4.10)

24. Punctures

Any competitor that sustains a puncture whilst competing must stop and change it immediately. Anyone found running a punctured tyre/bare rim anywhere on the venue will be penalised as per SR 20(w). Exclusion (and removal from the venue).

25. Additional Information

a] No petrol is available on this venue. Competitors are advised to bring sufficient fuel (and tyres) for 70 stage miles.

b] Official Photographer - Andrew Manston - mandh_photography@live.co.uk
Official Video Photographer - Nigel Simmonds (4-Sport Video - 01252 836914).
Tyre Supplier - Andrew Knott at Slickstyres on 0114 2470485 or email andrew@slickstyres.co.uk
Catering - Bigger Bites Ltd — 01305 851817.

They can be contacted on these numbers should any competitor have special requirements – please contact them directly.

c] Competitors should not alter or clarify the data on the time card but query it with the Secretary of the meeting during the service time.

d] **No Dogs are allowed into the venue. This is a request from the landowners and will be enforced.**

26. Practice Event

A Practice Event will be promoted as a supplementary event, to permit competitors who retire from the main event, the opportunity to gain further experience of their vehicles, starting from Stage 5 in the main event. Competitors in the Practice Event will **not** be included in the results of the main event and no award will be presented. Competitors who wish to compete in the Practice Event must seek written authorisation from the Secretary of the Meeting and have their car re-scrutineered and sound tested before they are allowed to restart. It will **not** be necessary to sign-on again.

Competitors in the Practice Event will run in their original seeded order, within the main event. To identify these competitors, they will be given “one hundred plus” competition numbers – e.g car number 7 would become 107, and 62 would become 162 (numbers will be supplied by the organisers).

Competitors who have been excluded from the main event as a result of disciplinary procedures **will not** be eligible to restart the practice event.

Acknowledgements

Group Captain Richard Mason, RAF Benson Station Commander,

Squadron Leader Gordon "Fergy" Ferguson - RAF Benson

Squadron Leader Craig King – RAF Benson

Flight Lieutenant Ben Peterson – RAF Benson

Ian Gwynne – BGMsport

Sylviane Gwynne – BGMsport

Mark Donaldson

MSA

Care Rescue, Lofty Recovery and Wyeroc Recovery

Graham Ford & CMSG (Timekeeping Equipment and Watches)

All our Marshals, Timekeepers and Radio Operators



Subaru WRC Spares Ltd



About the Charities



Royal Air Forces Association (Charity No 226686)

The Royal Air Forces Association was formed in 1943 and has over 60 years of history. The RAF Association is a membership association of serving and ex-serving members of the RAF and also with those with an interest in aviation. With 70,000 members, it is the largest single service membership organisation in the UK.

They provide welfare and friendship support to serving and ex-serving members of the RAF and their families. Each year they help thousands of people offering a wide range of services ranging from residential care, convalescence, respite breaks and resettlement advice as well as advice on war pensions.

It needs to raise over £8 million per year to support their essential work. The fund is used to help people who served in World War 2 up to today's conflict in Afghanistan.

Thames Valley and Chiltern Air Ambulance Trust (Charity No 1084910)



incorporated

in

2000.

TVACAA was established in 1999 as one of six air ambulance charities sponsored by the Automobile Association (AA) for a period of three years. The charity itself was

In January 2007, the base for the helicopter was relocated from White Waltham Aero Club near Maidenhead to RAF Benson in Oxfordshire. In July 2008 we took delivery of the EC135 Eurocopter, liveried in a distinctive red and yellow colour scheme, with the registration of G-HBOB reflecting the three counties it serves. TVACAA functions solely to raise the funds required to keep the helicopter flying. Each mission flown costs approximately £2,000 with an average of 3 missions per day.

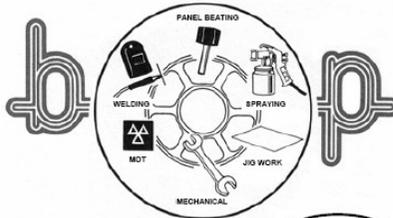
OFFICIALS

CLERK OF THE COURSE:	Kevin Belcher 07780 955720 compsec@oxfordmotorclub.co.uk
DEPUTY CLERK OF THE COURSE:	Simon Marks 01865 864038
SAFETY OFFICER:	John Blackwell 01788 339500 07857 403451
ENTRIES SECRETARY:	Shirley Blackwell , 01788 339500, 07842 205453 14 Matlock Close, Brownsover, Rugby, Warwickshire, CV21 1LB. Email: shirleyblackwell@btinternet.com
CHILD PROTECTION OFFICER:	Richard Austen 07775 921619
CHIEF MARSHAL:	Karen Kearns 07930 319578 Email: omcmarshal@gmail.com
SECRETARY OF THE MEETING & EQUIPMENT OFFICER:	David G Smith 01993 708418
STAGE COMMANDER:	David Smythe
RADIO CONTROLLER:	Dick Pease
MSA STEWARD:	TBA
STEWARDS:	Bill Hitchcock TBA
RESULTS:	Keith Norman & Bridget Lewis
TIMEKEEPER:	Graham Ford
CHIEF SCRUTINEER:	George Rolph
SCRUTINEERS:	TBA
ENVIRONMENTAL INSPECTOR:	Den Dubber 0208 979 9592

COMPETITORS MUST NOT TELEPHONE OFFICIALS LATER THAN 21.00hrs.

WEB SITE: www.oxfordmotorclub.co.uk

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Mobile 07990703573

Previous winners

1981 Martin Prew (Ford Escort RS1800)
1982 Charles Eveson (Ford Escort)
1983 Charles Eveson (Ford Escort)
1984 Charles Eveson (Ford Escort)
1985 Charles Eveson (Ford Escort)
1986 Roy Gillingham (Triumph TR7 V8)
1987 Martin Prew (MG Metro 6R4)
1988 Robin Herd (MG Metro 6R4)
1989 Derek Tyndall (MG Metro 6R4)
1990 No Rally
1991 Robin Rees (Ford Sierra RS Cosworth)
1992 Tony Rees (Ford Sierra RS Cosworth)
1993 John Eaton (RWD Ford Escort Mark IV)
1994 No Rally
1995 Mark Slater (MG Metro 6R4)
1996 Peter Lloyd (MG Metro 6R4)

1997 Peter Lloyd (MG Metro 6R4)
1998 Trevor Martin (Ford Escort RS Mark II)
1999 Jon Tainton (Mitsubishi Lancer Evo V)
2000 Peter Lloyd (MG Metro 6R4)
2001 John Eaton (Ford Fiesta Turbo)
2002 Tim Ball (Darrian T90)
2003 Tim Ball (Darrian T90)
2004 Tim Ball (Darrian T90)
2005 Simon Gudgeon (MG Metro 6R4)
2006 John Indri (MG Metro 6R4)
2007 No Rally
2008 Richard Edwards (Ford Escort Mk2)
2009 Simon Gudgeon (MG Metro 6R4)
2010 No Rally
2011 Simon Mauger (Ford Escort Mk2)



Mark Donaldson is donating a new cup for the Historic Class that will be used in future years and is in keeping with his business of selling historic cars of all ages.



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