



Oxford Motor Club



2015 Carfax Stages Rally Winner Dave Willetts and John Davies

Photograph by Andy Manston [mandh_photography@live.co.uk]

September 2015 Magazine

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The views and opinions expressed in this magazine are those of the authors and do not necessarily reflect the official policy or position of Oxford Motor Club.

Club Contacts

| Name | Position | Email |
|-------------------|--------------------------|-----------------------------------|
| Chris Hambly | Chairman | chairman@oxfordmotorclub.co.uk |
| John Blackwell | Vice Chairman | johnblackwell14@btinternet.com |
| Tony Mytton | Club Secretary | secretary@oxfordmotorclub.co.uk |
| Shirley Blackwell | Club Treasurer | shirleyblackwell@btinternet.com |
| Colin Minchin | Chief Marshal | marshalling@oxfordmotorclub.co.uk |
| John Blackwell | Child Protection Officer | johnblackwell14@btinternet.com |
| John Blackwell | Competition Secretary | compsec@oxfordmotorclub.co.uk |
| [Position Empty] | Magazine Editor | magazine@oxfordmotorclub.co.uk |
| [Position Empty] | Social & Media Secretary | |
| Charlie Walker | Membership Secretary | membership@oxfordmotorclub.co.uk |
| Tony Mytton | Merchandise Officer | secretary@oxfordmotorclub.co.uk |
| John Blackwell | Points Collator | points@oxfordmotorclub.co.uk |
| Keith Norman | Webmaster | webmaster@oxfordmotorclub.co.uk |
| Harvey Warner | Committee Member | warnersfamily@live.co.uk |
| Karen Kearns | Committee Member | karenkearns@hotmail.com |

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Editorial

We are half way through the club year and most of us recovering from the Carfax Rally.

Seen by many as one of the best rallies we have put on, as the comments received show, it was both very enjoyable but very tiring and not just due to being run on one of the hottest days of the year. Planning starts many months before the day and although it may seem that it all runs smoothly a lot of hard work by many club members and those outside the club make it appear so.

In my role of guest Editor I'd like to express my appreciation to all club members who gave so freely of their time and considerable efforts to make the event such a success.

Another event that enjoyed the sunshine was the Grass Autotest. The Clubs appreciation goes to David Smith who resurrected the event from near cancellation to being one of the most enjoyable autotests for a while.

Our next major event is the Autosolo on October 4th held again at Finmere Airfield near Bicester and I hope many of you will be able to come along, either as competitors of helpers. You will be very welcome.

As an addition to the social calendar the club, through the kind efforts of Colin Minchin is organising a coach trip to National Motor Museum at Beaulieu in the New Forest.

The day is planned for Sunday 25th October and is open to full and family members plus friends. Full details can be found on page 21.

The AGM in February may seem a long way off but now might be the time to start thinking about what you can do for your club.

As well as all the event roles mentioned in my article the Committee of the Club has several vacancies, including this Magazine Editor post, and we are looking to co-opt anyone who may be interested in joining us and further into the future we will be looking for people to take on some of the Committee posts.

For more details of what is involved please contact Tony Mytton – Club Secretary at secretary@oxfordmotorclub.co.uk or any committee member.

2015 Lotusbits Carfax Stages Rally

I would like to thank absolutely everyone that was involved in this year's Lotusbits Carfax Stage Rally for their help in making the 2015, our 30th running of the event an absolute stunner – one of our best.

Nineteen club members and friends took Friday off work to set up the stages on the airfield. About 900 cones, plus signage and old tyres were arranged to set out the stages and, other than a small area that was in use by Drift Elite – a drifting school that uses the airfield every week, we all left at teatime with everything set up.

After last year's hurricane, the weather forecasters had the predictions absolutely right this year and we all gathered with the sun rising over the old V bomber airfield. The set up crews finished off where the drift school had been and sound testers, scrutineers and signing-on team worked hard to get through the field of 72. The first car went into SS1 at 9.15hrs, as planned..

Though an unusually large number of cars took a wrong direction at the split on the first stage, things quickly settled down and whilst many marshals had a lot of running about to do recovering and repositioning clipped cones at some junctions, we really did have a trouble free day with no serious incidents requiring a stage stoppage and most of the retirements either took place in service or with cars that were able to self-recover from the stages so the few recoveries that were left were easily accomplished during the stage change times between the pairs of stages.

Thank you to all competitors for their respect for the course markers. As an organiser, one of the biggest fears is all the stage markers being scattered and destroyed by passing cars and for this not to have taken place, Oxford Motor Club is very grateful. The stage change crews managed to effect their changes in a timely fashion and all ten planned stages ran – giving a total stage distance of some 66 miles.

On such a hot day, and with the (primarily) concrete surface offering a lot of grip, gearboxes and transmissions were the primary reasons cited for most of the 31 retirements during the day. Head gaskets also suffered – a couple most spectacularly during the stages with the

cars leaving vapour trails and the Havens' historic Ford Escort RS2000 totally disappearing in its own oily smoke cloud on the finish line!

The last car finished SS10 at 17.27 and provisional results were posted on the notice board at 17.31hrs. The awards were duly presented half an hour later.

David Willet and John Davies took the win with their well driven Ford Escort Mk2. Second overall were Carl O'Grady and Ian Davies in the Nissan Sunny F2, despite struggling with poor steering lock on a couple of the tight hairpins on the course. In third place was another Escort Mk2 – this one crewed by Robert and Nicola Davies. It looked as if you needed at least one Davies in the car to get a podium!

The hard working Oxford Motor Club team had the venue cleared down by 19.30hrs and with everything strapped down, the convoy of cars, trailers and caravan headed for home (or unloading at the club store) at 20.00hrs.

On behalf of Oxford Motor Club, I would like to pass on a huge **THANK YOU** to all the organising team, to the marshals (whose appearance all moved up three or four shades of red on the colour chart under the relentless sunshine), to the radio crews, Paramedic, Rescue and Recovery Crews, to our ever-enthusiastic sponsor, Lotusbits and, finally, to the landowner and their Site Manager for continuing to let us use this excellent venue.

Simon Marks - Clerk of the Course

Some of the positive comments we have received from some very satisfied competitors:

Congratulations to all, it was a great club effort.

Thanks to all at Oxford Motor Club, for a top event, our first time at the venue and it won't be our last.

Thanks to all at Oxford MC for a great day, it was a well run event and I enjoyed the stage layout, also thanks to all the marshals who braved the heat all day [not often you get to say that]

Thank you to all the organisers and marshals for a great day at the Carfax. The work you have done at the venue was definitely worth it as it was soooo much smoother than last year. Top marks for a having a ladies only loo!

I'll be back next year, great event, great people, club and venue.

Well, what can I say, an absolutely fantastic day, big thanks to Oxford Motor Club, all the marshals etc for putting on such a splendid event.. really enjoyed it, great fun all round.

I would just like to say a massive thank you to all at Oxford motor Club for what was probably one of the best single venue rallies I've done. Brilliantly organized, marshalled etc. the stages were fantastic, fast flowing with a great variety.

I was really impressed by the way Simon had planned the stages then arranged stage and equipment change rounds, and with all the marshals and officials organization, it all seemed to run slickly. A great event, thoroughly enjoyed the day, helped by good the weather.

Would just like to say that I have been competing on events over the last 10 years as a co-driver, this was my first time competing on this event, and it was by far the best!!! Stages were superb, well arrowed, well organized, and not too much time in between stages, and results were up asap! Great value for money. Everybody from Oxford Motor Club, the marshals and other competitors were extremely helpful and friendly

Will definitely be doing this event next year and will drag a few of my friends to compete on this event as well. 10 out of 10!!

Just wanted to say a big thank you to you and all the organisers for a great event, and for all the help you have been with the arrangements. A lot of clubs can learn from your example!!

Many, many thanks for running a brilliant rally. Thoroughly enjoyed it and the variation of the stages flowed well and were challenging...which was great.

Thank you all for a brilliant day's rallying and appreciate all the hard work that goes into organising the event.

Many thanks to you and the team as it was a really good event yesterday – we both had a great day and the weather was so much better than last year!

Many thanks to Oxford MC for a very well run event and thanks to all the marshals for the help they provided.

2015 Lotusbits Carfax Stages Rally – Marshals Report

A big thank you to all who were involved with this year's Lotusbits Carfax Stage Rally 2015; the competitors, the organising team, the MSA officials, our venue hosts, and our sponsor Lotusbits.com but not forgetting you, the **marshals**.

Thank you for making the Carfax Rally a great success, without you putting yourself out, we could not entertain running this successful event.

This year we tried two new initiatives.

Firstly we tried to pursue every Marshal who signed on, to sign up to be on the MSA Marshals Register. The point of this exercise was, to gauge the amount of interest in being a full recognised motorsport marshal. We had application forms available that just needed names and addresses, the club would endorse the applications and bulk post these forms onto the MSA. This was met with some enthusiasm but mainly apathy and some resistance. There are moves afoot from the MSA and their various committees to try and make marshalling compulsory. In my view this will be an uphill struggle

Secondly with much more success was the marshals briefing video. With concerns about making sure everyone was briefed and the time this may take, Simon Marks the CoC made a 5 minute video which was then put on 'YouTube' The video covered all the points that would have been verbally passed on in the normal briefing manner. Details of the video link were sent to every marshal when they confirmed their attendance and it was shown on a loop recording at signing-on on the morning of the rally. Nearly everyone who had pre-booked had taken the opportunity to watch and it was well received.

The video is still available to watch if you go to <http://youtu.be/awh44ED0C0w>

By coincidence, a couple of days after the rally, Simon was at an MSA Clerks meeting where this initiative was discussed and met with a lot of enthusiasm so another first for ***Oxford Motor Club and the Carfax Committee.***

I hope you all had a good day, some more eventful than others. After a full day setting up on the Friday, my day as Assistant Chief Marshal and then Competitor Liaison Officer started busy with signing on, I then spent the event itself running time cards back to the results and posting the results on the Burger Van in the paddock after each stage. This year I had very few questions from competitors about their times, so much better than last year in the wind and rain where I was inundated with query's.

I did manage to watch some of the competition from a distance around junction 14 and 3, probably about 14 cars on the course from 14th car to the 14th from the last car. The speed difference was quite amazing between the top few cars coming up to the finish and the cars splitting to do the first lap.

The remainder of my day was spent clearing up then shoehorning the contents of Simon and Haydn Marks's trailers into our garages. My trailer had to wait until Monday to be

unloaded, that's after I had sorted the first two lots. Unloading Chief Marshal Colin's trailer had to wait until the following weekend which will then be the end of the Carfax 2015 for Colin and me. A well deserved rest is now in order before I start on the October Autosolo.

Last year's event had a warm monsoon, this year was just very warm. The hot conditions and very grippy surface conspired to find weaknesses in the competing cars. We had a number of drive train failures and also had some engine failures.

Stage Stats

Accumulative times for Car 2 who won 68 minutes 15 Seconds and for the Class A winner who came 13th 75 minutes and 59 seconds Horse power difference is unknown but 100bhp would be a reasonable guess. 73 cars started the event and 41 completed all 10 stages. The 32 dropped out at a steady rate throughout the event.

Marshalling Stats

69 signed on in total, 43 as un-licensed marshals.

26 Radio Marshals signed on - 5 put down no grade, 7 signed on with just a Licence number and no grade, the remaining 19 were un-registered marshals.

We had marshalling support from the following clubs

| | | |
|-------------------|-----------------------|-----------------|
| 60 & Worcs [5] | Cheltenham [8] | Cirencester [2] |
| Craven [3] | CSMA [1] | Dolphin [3] |
| Hants & Berks [5] | Kidderminster [5] | Mercian [1] |
| Middlesex [2] | Newtown [1] | Owen [2] |
| Oxford [15] | Quinton [2] | Redditch [3] |
| Tavern [2] | Weston super Mare [1] | |

There were 30+ officials and In-club appointees including Colin and Myself.

Colin Minchin, David Smith and Harvey Warner looked after the marshals signing on and Pete Henness and Cedric Etwell ran the Radio Control.

David Smith - Assistant Chief Marshal, Carfax Rally

OMC Annual Grass Autotest and BBQ.

The 'Twisted Arms' Autotest and barbeque was organised by Oxford Motor Club, and held on a grass airstrip on Pusey Farm on Sunday 19th, and it certainly required the twisting of some OUMF arms to assemble a few crews to join in the fun!

The temperature was already climbing in the hot sun as the four OUMF entrants, in 3 cars, met at the HQ in the morning to put a few things in the van, and Phillips Tyres signs on both sides, before setting off for the venue some 20 minutes away down the A420 towards Swindon. Ahron was driving his Toyota MR-2 with Sally in the passenger seat, Dom was in his Morris Minor, and I was in my 1 litre, 3 cylinder Corsa, and was to be sharing the driving with Ding who led the way to Pusey in the van.

We arrived at the airfield rather later than planned due to some interesting navigation on the way. It was immediately clear that some of the cars participating were in a rather different class (i.e. road rally spec!) from the largely unmodified MR-2 and Corsa, but unperturbed we signed on, paid our £10 set out our table and NGK Spark Plugs chairs and prepared for the event.

Autotesting, as far as I understood it, is basically the art of driving as fast as possible round a tortuous low speed course, doing everything they said not to do in your driving lessons. Then – even better – instead of getting told off, you then get a second chance to ignore your imaginary driving instructor by doing it all again and having another run!

The first test was a relatively simple series of tight turns, not really needing much handbrake use, with the fastest strategy appearing to be to drive smoothly and neatly. This was then done twice in the opposite direction for the second test. The long spell of dry weather and bright sunshine meant that the grass was soon well-worn away under spinning tyres and each run produced an increasingly large dust cloud to add to the spectacle.

Jamie Higgins turned up on his bike to watch the fun – just in time for the excellent barbeque lunch provided by John and Shirley Blackwell, with deliciously fresh salad and fruit, straight from their allotment. While we tucked in, we were treated to the multicoloured vapour trails of planes performing aerobatics above the Fairford Airshow on the horizon.

After lunch, the layout of the numbered cones stretching away up the field was changed for the third test – and things got decidedly more brilliant. As we all walked the course it became clear that a good proportion of the third test was a series of super sharp hairpin turns, and hand braking was looking to be absolutely necessary in order to negotiate these without the use of reverse. With half the OUMF team off to practice their handbrake turns at the other end of the runway, and me trying to make my handbrake actually work with hurried use of a spanner, there was no way this could end without hilarity. The size of the Corsa was better suited to this layout than I had expected, and my handbrake sort of worked too – if one pulled it on with everything my left arm could muster – so now I just had to get my timing right... As before the test was then run twice in the opposite direction, and I can quite honestly say I have never had so much fun in my life, and I am definitely looking forward to another event such as this.

With the exception of Ding, who's past experience prompted him to try so hard to persuade us to have a go, I don't think any of us were properly prepared for the car related fun that was about to ensue – least of all Ahron and I who completed the last test in rear-wheel-drive-related hysterics.

The event was so fun that it was hard to be competitive (unless you are sharing the driving with Ding!), but at the end of the day, the results found my Corsa (driven by Ding) the Class winner, and 4th overall, and my Corsa (driven by me!) 2nd in Class (6th overall), with Dom's Morris bringing up the rear – but only by 0.8 seconds over 4 tests, and Ding thought it was easily the most fun to drive too.

Ahron managed to lose his timecard altogether in the dusty chaos, but Ding managed to pilot the MR-2 to 8th place overall and the Morris to 12th place overall.

This was my first experience of real 'grassroots' motorsport (in every sense!) and I would like to thank David Smith for organising it so efficiently, John and Shirley Blackwell for their wonderful food, Dick Hall for his timing skills, rally-mad farmers Tim and Matthew Green for the great venue, and all other members of the Oxford Motor Club for their help in making it a fantastic afternoon's entertainment. It was unbeatable value, and I gained driving skills and had fun in equally large quantities. I also gained a lot more respect for the capabilities of my puny Corsa!

This event has definitely got me hooked and I can't recommend it highly enough – or wait for the next one!!

James Martin OUMFMC



Getting Involved in Motorsport

In the last edition Harvey Warner explained about the future of marshalling and the changes we may expect from the MSA following the Scottish review.

If you do not compete in any of the forms of motorsport available through your club and beyond then in addition to marshalling there are other avenues for volunteers to get involved with the sport.

Depending on your ambition, particular interests and skill level there are many, many ways to give something back to the sport we all enjoy.

All events need a number of officials to make them work and all these jobs start off with ordinary club members wanting to get involved. Some positions are licenced by the MSA but many are not. There is full training provided by the MSA in the way of training courses and a mentoring scheme and lots of help is available from within your club. If we cannot help you then we will know a man who can!

Just because we are seen as senior officials with lots of experience remember we were all beginners at some time.

Taking the Carfax Rally as an example, but the majority of these roles flow through to many other events, I'll run through the positions, in no particular order, so you can see just what is involved and where you may find an interest.

At the top of the list is the

Clerk of the Course.

All events from large National events to minor club events need to have a Clerk of the Course, who is licenced by the MSA, to oversee the whole event. He is the person who has overall responsibility for the safe and sporting running of the event and makes sure the event has suitably experienced people in the relevant posts.

Depending the size and status of the event the Clerk may be assisted by one or more

Deputy and/or Assistant Clerks of the Course.

The persons are responsible providing advice, helping oversee the event and deputising for the Clerk where necessary. The Deputy must be a licenced official as he may have to take over the event whereas the Assistant can be a person experienced in the type of event or a trainee going through the licencing process. A Deputy Clerk of the Course can make decisions in the Clerk of the Course's absence, an Assistant must be just that.

Within Oxford Motor Club we are fortunate to have two licenced Clerks and one member who is just about completing his training so we have plenty of experience to pass on to anyone interested in this category..

As in all companies, behind the scenes is the person organising everything

The Secretary of the Meeting

The MSA description of the SoM is “the person who is responsible for the organisation of the meeting in terms of all material and notices required”.

I have filled this role on the Carfax for the last few years and, after discussions with the Clerks and other officials, I write the regulations and final instructions for the event, write the safety plans and risk assessments, apply for the permits, book any officials for the event, arrange any planning meetings, take and circulate notes on the progress of the event, liaise with the MSA and Club Stewards other Officials and Competitors and do all the other jobs that need doing.

For an event to run we need entries and to collate these we need an

Entries Secretary

As the title says, this person is responsible for everything to do with the entries to an event.

Once the event planning starts we then need people to run the event and all the marshals that are needed are recruited and deployed by the

Chief Marshal

This person is responsible for recruiting, co-ordinating and allocating marshals to the relevant stage locations, issuing tabards, instructions and specific responsibilities for each marshal and for briefing the various personnel about any specific issues that may apply to a particular event. At this year’s Carfax we utilised over 70 marshals and radio operators from 18 different motor clubs.

The marshals under his/her control fall into three categories

Marshals who will be positioned at specific locations around the venue to ensure the event runs safely and complies with the Safety Plan.

Most competitive events by their very nature will have an element of timing to determine the results and to do this there is a need for

Timing Crew who operate the controls overseen by the Chief Timekeeper. Timing on an event varies from our Autosolo's and stop-watches to sophisticated traffic lights and timing beams. Although this process at the upper end may seem daunting to the newcomer with practice and experience it can be rewarding.

The third group of marshals are the

Radio Operators who will be situated at all relevant stage radio points and other intermediate points in order to form a radio communication system for the stage. These will be under the control of an experienced and registered radio controller.

Within **Oxford Motor Club** we have a Licenced Radio Controller who is able to advise you and a number of MSA safety frequency radios for use by members. This is one area where a newcomer can get involved fairly easily.

Harvey went into detail of the marshal's role on an event so I won't repeat it but I'll briefly explain about the grading procedure. Race and Rally differ considerably as the roles required vary so much but the process of learning and experience helping you move up the ladder remains the same. As **Oxford Motor Club** is primarily a rallying club I'll explain the hierarchy process for licencing on Rally and Cross Country Marshals Grading Scheme

There is a MSA Marshals Register for all disciplines, at the moment voluntary but this may change in the future, where all marshals are graded and licenced depending on their capability.

We start with **Cadet Marshals**, aged between 11 and 16, as you can imagine the roles available for the cadets is restricted but it gives them an insight and experience of the sport in general and is an excellent way to get them involved. After 16 you become a **Trainee Marshal** with event attendance and training criteria to meet before you move up to **Rally/Cross Country Marshal**. Moving on up with more events and more training modules, this time more role specific you become a **Rally / Cross Country Timing, Radio and Sector Marshal**. Next rung on the ladder is **Senior Stage Marshal** and as the name implies this you need experience in many roles including stage set up before reaching the top rung as **Stage Commander**.

There are two more additional positions which are **Senior Official** covering such roles as Secretary of the Meeting, Safety Officer, Competitor Liaison Officer etc and an **Examining Rally/Cross Country Marshal** which is an MSA appointed position.

All details of this scheme are available on the MSA web site at www.msauk.org.

For the last few years David Smith has been the **Competitor Liaison Officer**

Acting as a go-between, this person co-ordinates any queries from competitors and the results. An effective Competitor Liaison Officer makes a great difference to the efficient running of an event as he/she will deal with the vast proportion of competitors' enquiries without interrupting the Organising Team's work. Ideally, a CLO will be an experienced competitor / organiser who will have the knowledge to deal with most of the queries and decide when a more official response is necessary.

With everything that has been in the news of late, event safety is of prime importance.

Depending on the type of event this area is covered by the

Event Safety Officer

Although not a MSA Licenced position, this person should have experience of the type of event and is responsible for ensuring we have the correct cover in respect of Medical, Rescue and Recovery services and see that they are deployed correctly in line with the safety plan.

They will be in close contact with the Clerk of the Course and advise on any safety related issues.

For this year's event, in line with MSA guidelines we ran a

Event Safety Car

This team of experienced rally officials has the responsibility of ensuring the stage is safe to run by ensuring all stages are laid out correctly and safe to run, all controls and marshal points are correctly equipped and manned and any yellow flags correctly deployed.

Previously, on larger events this vehicle may well have been known as Car 00 or 000 and runs before the *fast course car* [Car 0]. Moving away from “Course Car” to “Safety Car” is an ongoing change and it is becoming less usual to see a fleet of enthusiastically driven rally cars preceding competitors on stages.

In charge of the Special Stages is the

Stage Commander

This official has responsibility for the preparation, set-up and running of a Special Stage.

It is not a MSA Licenced position but I understand it, along with the Safety Officer, is one of the areas the MSA are looking at for the future.

Every MSA registered Club has to have a

Child Safeguarding Officer

Now a Licenced MSA position, the role of the MSA Club Child Safeguarding Officer is to be the first point of contact for all child safeguarding enquiries within the club and to ensure that children’s welfare is considered in all aspects of the club activities.

To ensure any event is run correctly our rally was overseen by the

Stewards.

Two **Club Stewards** are appointed by the organising club, and, although not a licenced position, they should be thoroughly experienced in motorsport and in particular of the type of event they are overseeing. At least one of these Club Stewards must be a person whose motorsport activity is not confined to the host club and is not an official of that club.

Depending on the status of the event the MSA appoint an **MSA Steward** who is the MSA’s representative on the day and acts as a second judicial body at any event and are responsible for hearing and adjudicating upon any appeal against a decision by the Clerk of the Course or other event Official.

Before the events starts each competitive vehicle has to comply with the relevant MSA requirements and these are checked by the

Scrutineers.

Falling into two categories the **Vehicle Scrutineer** will ensure the vehicle meets the technical criteria for that specific event as well as checking that the competitor’s overalls and helmets meet the current regulations.

All events, from our club autosolo and up to International status need a scrutineer. As experience is gained you are able, by re-assessment and training, to move up the ladder.

With public relations being a problem throughout motorsport is it essential the any vehicle, regardless of event, complies with specific sound regulations. The testing is carried out by the **Environmental Scrutineer**.

Both of these positions are licenced by the MSA and along with all other licenced posts there is training available and a mentoring and licencing process that ensures you will be able to carry out your duties properly.

Within Oxford Motor Club we have a Chief Vehicle Scrutineer and several Environmental Scrutineers and our own sound testing equipment.

Should you be mechanically minded and scrutineering, in either role, be of interest to you then please give me a call.

There are two important roles within motorsport that are of particular interest to me and that no rally such as the Carfax can run without them being present and these are

Recovery and Rescue

These two disciplines are licenced by the MSA but are all owned and manned by volunteers and are all in need of extra personnel to ensure all events can run safely.

Recovery Units

This is where my motorsport interest started from the early days of Land Rover and Off Road clubs. Going back 30 years any car that crashed or just broke down on stage was left to the service team or anyone with a vehicle [sometimes] big enough to pull it out and as you can imagine this was rather chaotic and in some cases dangerous. I've seen Land Rovers with a long kinetic rope hooking up to a vehicle way down a bank and just pulling and spinning the wheels until it came out, a lot of the time in a worse condition than when it went off.

The MSA couldn't allow this practice to carry on and set in motion the licencing of all rally recovery vehicles and personnel. It would be many more years before it became compulsory to use licenced units on all rallies and I'm proud to be the first recovery operator to be licenced and instrumental in bringing in the compulsory use of licenced units.

Race circuits tend to use garages with flat bed vehicles as the incidents they deal with are slightly different to the chances of a rally car disappearing down a 100ft bank.

But, we are all getting older and this discipline, as with Rescue and all aspects of our sport, needs new blood to ensure its future.

If anyone attends rallies regularly you will have seen the variety of vehicles and equipment in use. The requirements are relatively simple, a four wheel drive vehicle capable of doing the job and the skills and equipment to recover a vehicle from any position.

There is training, mentoring and licencing process to ensure you are capable of doing the job correctly.

Rescue Units

This is the one discipline where it is unlikely you will be able to get a Rescue Unit up and running from scratch [unless the lottery favours you] without a lot of effort. Most units are

run by a group of like minded people with an interest in the safety of the sport. They cover all events, race and rally and are in great demand.

Again, there is training, mentoring and licencing process to ensure you are capable of doing the job correctly.

This is where you can come in, to cover all the events both these disciplines need crew members so if your interest is in the safety aspect of an event then please contact me. I can let you know in far more detail of what is involved and pass on your details to the relevant people.

The officials will all have come into their posts from a variety of directions. Often, they are competitors who have realised the efforts of the Clubs and Officials that have put on events that they have enjoyed and have volunteered to put something back themselves. Sometimes, the officials believe that they can improve the events and take on the roles to enhance standards, often because of specific skills that they have learned in their own working lives. Sometimes, particularly with respect to Recovery, Rescue and Scrutineers, a keen interest in the mechanical / technical side of things proves the impetus to get involved.

If you do decide that you might like to offer your services, I am sure that you will quickly find that you will be enthusiastically received and encouraged by everyone from your motor club peers, right through to the MSA staff who are available on the telephone during working hours.

John Blackwell

2015 Boarnerges AutoSolo and PCA

Oxford Motor Club is running our next AutoSolo and PCA at Finmere Airfield on October 4th. A round of the ACSMC and CMSG championships we need the usual mix of competitors and timekeepers.

The Solo has two categories, a National B event and a Clubman event and along these we are running Production Car Autotest [PCA].

The PCA is aimed at younger drivers aged 14 -16 and persons over 16 who do not have a RTA Licence and gives them an opportunity to drive competitively but in a controlled environment. They must be accompanied by a passenger who meets the MSA criteria as must the car being driven. If you have a young member of the family who would like to get involved in this level of motorsport then please give either myself [07857 403451] or David Smith [01993 708418] a call.

Club Championship Points

Club Championship points continue to be amassed, albeit somewhat slowly and I know a lot of members are competing in or involved in a large number of events throughout the country so PLEASE let me know what you have been doing.

The spreadsheet is too large to publish in this newsletter but can be found on the club web site at www.oxfordmotorclub.co.uk/championship

I've listed the current section leaders for the relevant awards as of September 1st but on the spreadsheet they are highlighted in gold, however things can change very quickly.

Don't forget that you must marshal or organise or be part of an organising team for at least one **Oxford Motor Club** event during the year to be eligible to win an award and we are running out of events.

The next major club event, Boarneges AutoSolo on October 4th will provide opportunities for you to come along and help and get involved in club activities and score valuable points.

After that we will have just one 12 car rally.

The next update will be the final one on the 5th January, send in your points and see how far you can move up the chart. We need to see some new faces on the trophies which will be presented after AGM on February 3rd 2016.

Clubman of the Year

1. John Blackwell 480
2. Richard Crozier 380
3. Tony Mytton 380
4. Alan Wakeman 370
5. Zenya Heap 365

Marshalling Cup

- Speed Cup
- Wootten Trophy
- Rallies Cup
- Newcomer of the Year

Simon Marks

Alan Wakeman

David Smith

Richard Crozier

Gemma Muttram

12 Car Driver Expert

Richard Austen

12 Car Driver Novice

Tony Mytton

12 Car Co-Driver Expert

Bob Muttram

12 Car Co-Driver Novice

Kieran Belcher

Road Rally Driver Expert

Richard Austen

Road Rally Driver Novice

Tony Mytton

Road Rally Co-Driver Expert

Richard Crozier

Road Rally Co-Driver Novice

Kieran Belcher

Stage Rally Driver

Cathy Sewart

Stage Rally Co-Driver

Michael Hughes

John Blackwell points@oxfordmotorclub.co.uk



Repaying a Favour

The Carfax Rally relies heavily on help from other clubs to run safely and satisfactorily. This year was no exception and there are a couple of events coming up organised by clubs that provided help for us where help from OMC will be gratefully received.

On the weekend of September 19th/20th the Mercian Road Rally is taking place. Starting at Southam, at the north of our area, the event covers 150 miles on maps 151 and 152.

First car is due to leave at 23.45 on the 19th and finish at 05.45 on the 20th

If you not are intending competing then, as with all events, they are in need of marshals. Contacts are Dave Barratt [07919 365790 dave@bubbler.co.uk] and Ingrid Brew [07791 876459 ibrew@btinternet.com]

All marshals will receive a free breakfast and entry into a prize draw.

A week later, on the 27th September, Forresters Car Club are running the Patriot Stages Rally at the MOD facility at Caerwent near Chepstow.

They are looking for marshals and radio cars and the person to contact is Richard the Chief Marshal at caerwentmarshal@gmail.com.

As this event is on MoD land it is a no spectator event and admission is strictly controlled so don't just turn up on the day.

A Day at the Museum

COACH TRIP TO NATIONAL MOTOR MUSEUM, BEAULIEU in the NEW FOREST on SUNDAY 25th OCTOBER 2015.

Oxford Motor Club is organising a coach trip day out, organised by Colin Michin, our Chief Marshal, to the National Motor Museum at Beaulieu in the New Forest.

The coach will be picking up in Oxford and surrounding area leaving and leaving at 09.00 on the morning of Sunday 25th October 2015.

Travelling down to Beaulieu, arriving about 11.00 and leaving at 16.30. Returning to Oxford about 18.00/18.30. Don't forget to change your clocks on Saturday night.

£3.00 discount off all tickets for OXFORD MOTOR CLUB MEMBERS*

Adult Fare / Ticket of £28.00,

Senior 60+ Fare / Ticket of £27.00,#

Youth 13-17 Fare / Ticket of £18.00,#

Child 5-12 of Fare / Ticket £14.00,

Children under 5 Free when with two fare / ticket paying passengers.

*= Incl Family Members Please quote your membership when booking.

= id will be required.

Price includes Coach travel to and from OXFORD and (surrounding areas depending on numbers) and admission to The National Motor Museum at Beaulieu and its Abbey grounds. All Seats / Tickets are not reserved until paid for in **full** by the Sunday 11th October 2015. Minimum number required 20 adult / senior persons.

Please reply with interest to Colin at colin.minchin@gmx.co.uk and payment details will be forwarded on.

Oxford Motor Club Team Wear



Jumper: £22.00 Polo shirt: £18.00

Get yourself an OMC jumper or shirt and show off our motor club when you're wandering through the service park! They look great with a pair of Ray-Bans...

Order yours from Tony Mytton Email: secretary@oxfordmotorclub.co.uk

Send in your Articles!

Your club magazine needs you! Please send any articles, reports and pictures from events you've attended or may be preparing for. The club would love to hear about them. Are you currently building a car, or continually fixing one? Or have you any great projects on the go? If so, let us know. It doesn't even have to be motorsport related!

Without your articles there can't be a magazine, so get writing and you're your articles and information to magazine@oxfordmotorclub.co.uk, preferably in MS word format.

The deadline for the next issue will be notified in due course.

What's On

September

| | |
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| Wednesday 2nd | Oxford MC Club Night – Carfax Debrief |
| Friday 4 th | CSMA 12 Car |
| Friday 11 th | Dolphin MC 12 Car |
| Friday 18 th | Cheltenham MC 12 Car |
| Fri 19 th /Sat 20 th | Mercian Road Rally – Rugby Motor Club |
| Friday 25 th | CMSG Roadsport 12 Car Round 6 – Oxfordshire / Zenya Heap & Richard Austen |
| Sunday 27 th | Patriot Stages Caerwent – Forresters Car Club |

October

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|----------------------------------|--|
| Friday 2 nd | CSMA 12 Car |
| Sunday 4th | Oxford MC Autosolo at Finmere [CMSG R11] |
| Wednesday 7th | Oxford MC Club Evening – Scalextric Night Ramsden Village Hall |
| Friday 9th | Oxford MC 12 Car – Tony Mytton & Steve Partridge postponed |
| Friday 16 th | Cheltenham MC 12 Car |
| Friday 23 rd | CMSG Roadsport 12 Car Round 6 – Oxfordshire / Brian Cammack & Haydn Marks |
| Sunday 25th | Outing to Beaulieu Motor Museum – Colin Minchin |
| Friday 30 th | Dolphin MC 12 Car |

November

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|---------------------------------|---|
| Wednesday 4th | Oxford MC Club Night – Noggin and Natter |
| Friday 6 th | CSMA 12 Car |
| Friday 13 th | CMSG Roadsport 12 Car Round 7 |
| Friday 20 th | Cheltenham 12 Car |
| Friday 27th | Oxford 12 Car Chris Hambly |

December

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|--|--|
| Wednesday 2nd | Oxford MC Club Night – Seasonal Noggin and Natter |
| Friday 4 th | CSMA 12 Car |
| Sat 5 th /Sun 6 th | Rockingham Stages Rally |
| Friday 11 th | CMSG Roadsport 12 Car Round 8 |
| Friday 18 th | Cheltenham 12 Car |

