



Oxford Motor Club



August 2011 Magazine



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Cover :.ERRC Open Day, photo Lizzie Pope, ERRC

Disclaimer : The articles in this magazine represent the views of the authors and are not necessarily shared by the Club as a whole.

Oxford Motor Club is a motor club affiliated to the Motor Sports Association UK and is a member club of the following Associations and Group:

Association of Central Southern Motor Clubs (Secretary: John Oliver, 01264 353972)

Association of South West Motor Clubs (Secretary: Howard West 01297 551375)

Association of West Midlands Motor Clubs (Secretary: John Arnold, 01952 770211)

Welsh Association of Motor Clubs (Secretary: Geoff Field, 02920 891314)

Cotswold Motor Sport Group (Secretary: Ken Sheather, 01242 231902)

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Have you joined the club's Yahoo Group yet...?

...If not, you will be missing out on club news.



In between the bi-monthly magazines, regular updates on club events and other relevant snippets are distributed via the Yahoo Group. There are two ways you can join:

1. Visit <http://sports.groups.yahoo.com/group/oxfordmotorclub> and click on **Join This Group!**
2. Send an email to oxfordmotorclub-subscribe@yahoogroups.com

Please wait a few days for the application to be accepted and you will then receive the emails to your inbox. These include news on events, regulations and entry forms etc. You will not be inundated and the content isn't always replicated in the magazine so you will be missing out if you don't join.

If you need assistance contact Nick Townsend, the new webmaster, via webmaster@oxfordmotorclub.co.uk.

Editors Ramble

Well, I'm still moving house but I am properly in now. I managed to integrate moving stuff with the summer autotest, because the Alfaru still lives in Wales – so the van was loaded with furniture while we collected / returned from Pusey.

The Autotest went well, right up until the first test. A navigational dispute with Annette resulted in a wrong test and a very slow run (as I parked to explain how maps work) but picked up later with two fastest times. I really enjoy the club autotests and I'm looking forward to the next one already! It's also a great opportunity to frighten Annette – the chosen tactic this year is power-sliding the back round (the LSD at the rear makes it easy) in order to line up after a tight corner. The 4WD gives awesome traction and there's no shortage of power on what were quite long straights. Annette squawks.



It is a lot of hassle for a club event, but I own all the kit and it's a shame not to use it more often. While I'm on the subject I've still yet to try hill climbing, so anyone heading out to one?



Back to the house move. As this is my second garage, and I'm a bit obsessive about these things, I've plotted the floor space and started a list. The much shortened version doesn't look so bad but there is a lot of work. Over the next few months I need to

- Paint the concrete floor
- Whitewash the walls
- Re-wire the distribution panel
- Install conduit, wiring and sockets
- Replace the lighting
- Empty the loft and board for storage
- Build racks and benches
- Move all of my tools

In the long term, I need to

- Dig a trench and install water and a better power supply
- Lay a concrete slab and move the two post lift
- Install a metal roller door

And then I can

- Build a new trailer
- Strip, cage and repaint the GT4
- Replace the Alfaru's box

If you look at how much we have just spent on a kitchen, I shouldn't have a problem with Annette authorising expenditure on my man-cave.

The new acquisition of a front LSD (almost by accident) from two Polish eBayers means I will be able to install Impreza Suretracs at both front and rear with the DCCD in the centre. For those that don't have a clue what I'm on about, the Suretrac is Subaru's equivalent of the Quaife limited Slip Diff – rather clever bit of kit and with the Driver Controlled Centre Differential in the middle I can choose how much torque I send to each end. When it gets there, it should then grip rather well. At the moment, the

car feels like a rear wheel drive machine with loads of power oversteer. Although it's great fun, I prefer a more neutral drive so this is the first step. In theory we can choose what proportion goes each way, but at the moment it puts a lot of stress on the system which doesn't feel so good to drive on, especially in the corners. It's a bit like driving a Land Rover on tarmac with locked diffs – horrible!



The next event for me is probably the new Regency Stages – I have a place, or if I can fit it in we may head to Smeatharpe – both in October. We love Smeatharpe for its tight twisty bits that suit us and it's close to my parents. The Regency Stages are organised by the same club as the Brean Stages – we thought that was great so here we go.

Dave Barbara

OMC Aunt Sally Evening

Wednesday the 3rd August saw Oxford Motor Club's first ever Aunt Sally evening at Cumnor Cricket club. For many it was the first time they had ever played and they did surprisingly well at this game which is much harder than it looks.

Basically, you stand 30 feet away from a wooden "doll", a little bigger than a coke can, sat 2 feet 6 inches off the ground on a metal pole. You have to try and knock the doll off it's pole by throwing 6 oversized rolling pins at it. Usually the game is played with 2 teams but on this particular evening it was an all against all match.



During the game there was only a couple of "incidents". Firstly, a rather erratic throw from Tonya Heap resulted in the flood light above the pitch taking a good whack, then later on Bill Hitchcock also hit the same flood light, but his strike must've shaken the bulb back into place as it turned on and we could then see what we were aiming at!

After three legs, the final scores were:

Haydn Marks	7 dolls
Zenya Heap	4 dolls
Kevin Belcher	4 dolls
John Thornton	3 dolls
David Smith	2 dolls
Stewart Talbot	2 dolls
Martin Buckley	2 dolls
Bill Hitchcock	2 dolls
Tonya Heap	0 dolls
Karen Kearns	0 dolls

Haydn Marks

ERRC Open Day

In the run up to the Bullnose Endurance Road Rally, OMC were invited to assist in a new venture by the Endurance Road Rally Championship, an Open Day held at the Motor Heritage Centre, Gaydon instigated to get people together in the long break between the Bustard and the Bullnose rounds.

In addition to being given the opportunity to market the event we were asked to run a Production Car Autotest in one of the Centre's bowling green smooth car parks, but not before we had been treated to some excellent presentations on road navigation, regularity and car preparation by active ERRC contenders not forgetting "My life in motorsport" by local personality Stuart Turner.



The ERRC forum highlighted issues on tyres, forestry fees, entry

levels, event formats and costs, few of which are issues encountered on our event.

The autotest was a simple exercise based on the diagram available in the Blue Book elongated to take account of the rectangular shape of the venue. Differing from normal PCAs numbers were added to the cones to give the navigator something to do.

Smithy dusted off some Bullnose equipment so that entrants could get used to our style of furniture and 10 cars, many double and triple driven consisting of a BMW 3 series, BMW Mini, Micra, Golf, Rover, Corsa, Mondeo, Porsche, MG V8 and Escort Mk2 on some very new nobbly tyres not entirely suited to the tarmac, enjoyed demonstrating the difference between oversteer and understeer to great effect.

Results were handled by Tony Michael of Chelmsford MC who has agreed to do our results this year.

My thanks to Karen, Zoe, Dave Smith and Steve Partridge representing the Bullnose resplendent in their "Red Shirts"

and also to Simon Harris of Ross DMC for helping on the autotest.

*David Smythe
Clerk of the Course –
Bullnose 2011.*

Keep an eye out for future events like these, they are well worth attending.



Photos – Lizzie Pope ERRC



**YOUR MAGAZINE NEEDS
YOU
AND ESPECIALLY
YOUR ARTICLES
THANKS TO ALL OF
THIS WEEKS
CONTRIBUTORS!**

Members Cars: Rover 214 - The Scrappage Scheme Survivor



As many of you know, I've been involved with Oxford Motor Club for a fair few years now, but it's only in the last couple I've started to regularly compete in events, the main ones being Autosolo and 12 Car. With the increased amount of competition, I thought it would be a good idea to invest in a car which I could mainly use for motorsport. I'm fortunate enough to have the use of a company vehicle for work, so if I break the car it's not going to upset my life too much.

So, last August, I set myself the following criteria; It has to be cheap, easy to work on, easy to obtain parts for and have a small engine so I can compete in the

lower classes on Autosolos.

The obvious choice for me was a Rover 214. I've had 2 before so I know what excellent little cars they can be. I kept my eye on Ebay and Autotrader and soon came across a part exchange clearance vehicle for sale at a second hand car dealer's just outside Aylesbury. Advertised for just £250 was an N reg 214Si with 97000 miles, 6 months MOT, new exhaust and a CD player. I went and had a look round it and was very, surprised, but pleased it had ABS as this meant I wouldn't have to faff about swapping the tiny solid front disc brakes for a vented set up from a 220 like I did the last time I owned a 214.



It had plenty of scratches and little dents over it but for a car that I was planning to thrash down country lanes on Friday nights, this was probably a good thing! Money changed hands and I took my new little toy home and threw on a set of alloys I already had in stock.



Over the next few days I gave it a full service, fixed a couple of little things on it and then put in electric windows and a half leather interior from an SEi. Again these were items I already had lying around at home. It soon got treated to spot lights, air horns

and I ordered a set of 4 point harnesses, a map light and some Tarox Corsa brake pads. Once this little lot was done, it was ready for a 12 Car.



After a few weeks of ownership, the Rover was chucking quite a lot of steam out of the exhaust on cold starts and it was using water. Usual K series Head gasket failure. Not too much of a worry as I'm reasonably handy with the spanners, so off came the head which I gave to a friend of mine at F.J.Paynes in Eynsham to check over and skim for me before rebuilding. Bob phoned me the next day and told me the head was cracked. Inconvenient, but not the end of the world, as I already had a spare engine so I put that in instead. Replacement engine in and running fine so Zenya and I put in an entry for a BTRDA autosolo at Curborough sprint course as a bit of a shakedown for

the car before the CMSG autosolo championship started again. It performed reasonably well but the alternator started to die causing a bit of a misfire once the battery drained too much. We managed to complete all our runs but as we left the car running whilst waiting for results, so that we wouldn't have to bump start it again, the fan failed to come on as the thermostatic switch was dodgy. Luckily, I was able to limp the car back home once it had cooled down enough. It was quite a quick limp though, as satnav was saying 1 hour 30 minutes, it would probably start to get dark before then and no alternator meant no lights!



Unfortunately the overheating had blown the head gasket. I changed it, but the head had warped so it went again about a month later. Third engine in 4 months was required! Wasn't too much trouble for me as taking the engine out

again would actually make the next part of the story easier for me to do. I bought a Quaife straight cut, close ratio gearbox with limited slip diff from Nick Townsend, along with all the bits to make it fit. Driveshafts, mountings, gear linkage, clutch, flywheel, starter motor and sump.

Nick also had a suitable engine for sale too. I took the car off the road for just over a month and steadily worked on it a when I had time and felt up to braving the cold weather. It was all worth it though, as that first run up the road with the straight cuts whining away was brilliant. It sounded like a rally car now, well almost! Now all it needed was a fresh MOT and it'd be all go for the 2011 CMSG Autosolo championship. All was well apart from the emissions. Miles over. Tried all the usual sensors and bits and bobs but the car was over fuelling a fair bit and I couldn't get it sorted in time so the first event had to be done in Zenya's Audi. Nevermind, it made it to the next autosolo at Ross after taking it to a more understanding MOT station. On the solo, I quickly realised that I would have to learn how to drive the car all over again as up until then, I had never driven a car with a limited slip diff before and

wasn't used to all the extra grip. It was clear I wasn't driving it anywhere near as quick as I should as Kev beat me by miles in his standard 214. I was also struggling with the handling, the amount of body roll is almost boat like. Still managed to get the 2nd in class award and 9th O/A so by no means a bad result. Best of all, nothing broke! I've continued to remain competitive with the car at solos throughout the season, taking a trophy home from each one and most importantly, it's proving a reliable little motor, not missing a beat despite being abused by Zenya as well as myself. I did notice the tappets were occasionally a bit noisy after a run so I invested in a nice baffle plate for the sump and it stays quiet all the time now



On 12 Cars, the gearbox really is great to use. Especially when you're getting a bit close to your

minute and you need to push on a little. The ratios seem to suit the powerband of the engine really well so when given the next gear it just pulls straight away.

Recently the car has been treated to freshly powder coated white Rover GTI wheels, after market twin round tailpipe back box and rear anti roll bar and stiffer dampers from a Coupe. It still rolls a lot but not quite so easily and the roll bar has dialled out nearly all the understeer.

I've had no problems with the car for the past couple of months and I think I've even sorted the over fuelling problem with a new ECU. Then I did the grass autotest at Pusey during motorsport week and had a bit of an off. I decided it would be a good idea to take the first part of one test flat out. I was wrong. I got into a massive tank slapper and kept my foot to the floor to try and straighten things up. This failed, it just meant I hit the tree faster. Luckily, I didn't hit the tree full on, I just clattered it with the front corner which wrecked the wing and smashed the headlight and indicator. It also bent the bumper a bit.

I was a little bit annoyed with myself for running out of talent in

such dramatic fashion, but soon got over it and fixed the car up the next day from my vast stock of spare Rover bits. Didn't have a blue wing so green will have to do for now.

Future plans for the car include a strut brace, sump guard and learning to drive it properly!

Overall, I think cheap little cars like these are perfect for the things we do as a club, it just goes to show that you don't need to spend a lot of money to have fun on 4 wheels.



Haydn Marks.

Haydn is on to something here – not Rovers (trust me, I've been there too with a 220 GSi and a 216 GTi that's had a fair few engine swaps). No, I mean the article...Who wants to showcase their car for the next edition?

Call me or drop me a line on dave@cbcrally.fsnet.co.uk – you don't have to do all the work yourself and it doesn't have to be a rally car – anything with wheels and an engine!



OMC Autotest

Hi Everyone

Sorry for the delay getting the Autotest results to you. I went off on holiday as soon as the autotest was over and have just got back - the things I do for the Motor Club :-)

The results are as they were on the day apart from the inclusion of proper wrong test scores. Those move Dave Barbara up the order slightly.

I hope everyone had a good afternoon out.

It was disappointing that we didn't have the number of entries we've seen in recent years. I'm wondering if we should move the event into August so that it doesn't clash with the first two weeks of the school summer holidays. What do you all think?

Finally I'm sure you'll join me in thanking Haydn Marks (with help from Shirley Blackwell) for running the barbecue on the day.

Neil Lewis



Results are inside the back cover



Event News

Lincoln Green Stages Rally - Saturday 10th of September

This is the first time the highly experience Lindholme MSC organising team have put on a stages event since the Robin Hood.

Blyton has race track grade tarmac which is fast, but with chicanes and a jump ! the organising team have promised this will be the best event run there.

We need you, Marshals, Radio Marshals, Timing crews and set up help, please come along and join us in what is building up to be a very enjoyable day out.

Where - Blyton Park Driving Centre, near Gainsborough, Lincolnshire

When – 10th September, signing on times on application

Web Site - www.lincolngreenstagesrally.co.uk

Who – Contact Chief marshal, Martin Pullan

01422 345887, 07714 122195

ChiefMarshal@Lincolngreenstagesrally.co.uk

The rally is a round of two Regional Association Championships:

- The Rainworth Skoda EMAMC Multi-use Championship and
- The Roadrunner & Phoenix Awards ANEMMC Multi–use Championship

The rally has the enthusiastic support of Martin Copcutt and his Toyota dealership, and you will see Martin competing on the event in his bright red Aygo.

Patriot Stages

I have rallied here a few times and it's a great event, but mistakes are punished hard! No great spectating and strict access so to get to see the action, volunteer to Marshall – Ed.



**BOURNEMOUTH & DISTRICT
CAR CLUB
PRESENT**



Prima Stages

Probably my favourite even of the year – twisty, slippery and loads of different speeds of corners in one venue. Its good value at £180 but bring a wind-proof. Regs are online - Ed.

The Prima Motorsport Stages



Sunday 9th October 2011

Castle Coombe Rally Day

Saturday 17th Sept.

'Autotest experts can be seen in action performing incredible car control at Rallyday in a dedicated area near Avon Bridge within in the main paddock. 5 minute demonstration by Autotest competitors every 30 mins. '



Autumn AutoSolo

Sunday 23rd October – Silverstone – Organised by OXFORD MC!

And Lastly, Things I Found on Ebay...

ebay.co.uk Hello, Dave

CATEGORIES FASHION DAILY DEALS

[Back to My eBay](#) | [Vehicle Parts & Accessories](#) > [Car Parts](#) > [Subaru](#)

SUBARU WRX STI GEARBOX TYPE R / RA DCCD

Item condition: **Used**
Ended: 31 Jul, 2011 20:15:37 BST

Winning bid: **£333.00** [10 bids]
[Add to list](#)

Postage: **Free local pick up** | [See all details](#)
Item location: Reading, United Kingdom
Post to: Local pick up only

Payments: **PayPal** | [See payment information](#)

Returns: No returns accepted

eBay Buyer Protection
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As I mentioned at the start, I found this on Ebay. Not that great as the main box has worn syncros, but the 'spare' box has a lovely LSD in it. Bargain. Over to Chris for a once over...

Oxford Motor Club, 2011 Calendar

August

Wednesday 31st Club Night – Cumnor Cricket Club – Bullnose Brief

September

Saturday 3 rd	Bullnose Endurance Rally	David Smythe
Friday 16 th	12-Car Rally: Oxford	Tony Mytton
Friday 30 th	CMSG – Roadsport R4 – Malvern	Richard Austen

October

Wednesday 5 th	Club Night: Cumnor CC - Navex	TBA
Friday 14 th	12-Car Rally: Oxford	Zenya Heap
Sunday 23 rd	Autumn Autosolo - Silverstone	Kevin Belcher
Friday 28 th	CMSG – Roadsport R5 – Ross Area	Simon Harris

November

Wednesday 2 nd	Club Night – Cumnor Cricket Club	
Friday 11 th	12-Car Rally: Dolphin	Bob Muttram
Wednesday 16 th	Club Night – Cumnor Cricket Club – Carfax Brief	
Friday 18 th	CMSG – Roadsport R6	TBA
Sunday 20 th	Carfax Stages	Kevin Belcher

December

Wednesday 7 th	Club Night – Cumnor Cricket Club	
Friday 9 th	CMSG – Roadsport R7 – Cheltenham Area	Dave Cooper
Friday 16 th	12-Car Rally: Oxford	Kevin Belcher