



OXFORD MOTOR CLUB



Oxford Motor Club

Twisted Arm Autotest July 2016

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August 2016 Magazine

CONTENTS

ARTICLE	PAGE
OXFORD MOTOR CLUB CONTACTS	2
EDITORIAL	2
CARFAX - - -(LICK & STICK)	3
2016 CARFAX STAGES RALLY (Will soon be upon us)	4
2016 CARFAX STAGES RALLY (MARSHALLING)	5
FUTURE CLUB EVENTS	7
OXFORD MOTOR CLUB 2016 'EVENT CALENDAR'	9
NEIGHBOURING CLUB GETS MSA RECOGNITION	10
TWISTED ARMS - SUMMER AUTOTEST	11
YOUR CLUB NEEDS YOUR INPUT	13
SEEMED LIKE A GOOD IDEA AT THE TIME	14
SILVERSTONE: PUMA CUP RACING	16
COTSWOLD MOTORSPORTS GROUP	18
DEREK WITTS OBITUARY	18
WELCOME TO THE CLUB	19

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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.

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EDITORIAL

Time moves on a pace and the Carfax will soon be upon us.

Events like the Carfax require a huge amount of planning, co-ordination and manpower to put on, and that is where all Oxford Motor Club members can play their part.

Please keep Tuesday 2nd August evening free to come along and assist with the preparation of the event and competitor paperwork. The meeting is set for 7:30pm start at Green Road Social Club, Kidlington, Oxon OX5 2EU O/S Map Ref: 164 – 494 136 Sat Nav Ref: N 51.49.215 : W 1.17.086

Please do come along and assist, and if you have not already, please offer your services for pre-event venue setup, and on the day event marshalling, to help make the event run safely and smoothly.

Please also remember, that we are all very interested in anything you do, whether it is on our own events, other local, national, or for that matter International events. Pretty much everything to do with cars and Motorsports is of interest, so PLEASE take time to quickly knock together an email, (with pictures, wherever), and send it to me at magazine@oxfordmotorclub.co.uk

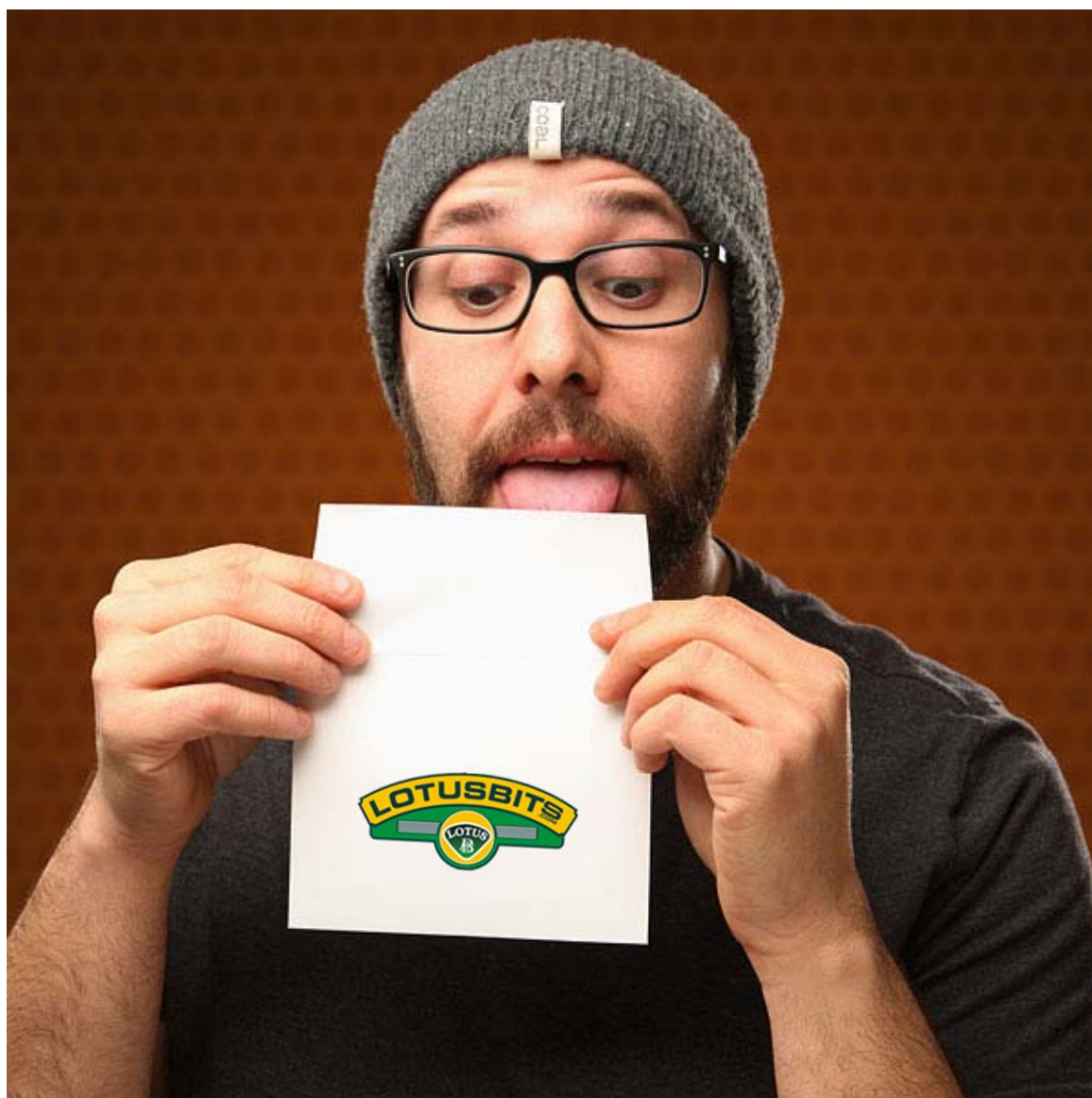
Steve

CARFAX - - - - (LICK & STICK)

Events like the OMC Carfax rally don't just happen.

They need a dedicated band of people, who are willing to make the jigsaw of event pieces to come together to deliver the final polished article.

“The event on the day”



**So please get yourself down the Green Road Social Club, Kidlington, Oxon OX5 2EU
for 7:30pm
on Tuesday 2nd August**

2016 CARFAX STAGES RALLY (Will soon be upon us)



The Carfax Rally is the premiere event for Oxford Motor Club and takes place on **Saturday, 6th August at Throckmorton Airfield near Pershore** which is about 45 miles from Oxford.

This year, in addition to being rounds of the ASWMC, ACSMC and CMSG stage rally championships we are pleased to host a round of the Historic Rally Car Register and their Mintex 'Old Stager' Championship 2016 incorporating the MINI SPORT Mini Cup. Previous rounds of this championship have brought a good entry of wonderful historic rally cars.

In an unprecedented time the rally filled the 75 places in a day over two weeks and, at the time of writing, we have 5 reserves with an expectation this will rise over the next weeks.

Of the 75, we have 16 historic rally competitors with 3 more on the reserve list with cars including many Mini Coopers and a Ferrari Michelotto 308. In the open classes we have a wide variety of cars including 18 Ford Escorts.

For those interested the full entry list is on the Club web site.

Whilst the organising positions have been allocated to experienced members of the Club there is an obvious need for as many club members to get involved to make the event a success. If you haven't already volunteered to be official, marshal, radio operator or helper then please read on.

For those not as experienced, there are many small tasks that are not difficult but do take up time and the assistance of club members is essential.

Starting on the Wednesday before the event we hold the 'Lick and Stick'. A name inherited from years gone by where everything was posted but is now a tradition even though everything is sent electronically. This is where we collate all the paperwork for officials, marshals and competitors and go through the final arrangements – particularly with Sector Marshals, marshals and those who are making time to help out on the Set Up day.

The Set Up day is the difficult one as we do this on a Friday which for many people is a working day. Most of the organisers who are working and not retired like me, take a day's holiday or work their shifts or flexi time to suit our timetable so you can see we really appreciate anyone who is prepared to spend the time to come along to Throckmorton to lay out the stages and set up the venue. Again, we work to a plan and if you have no experience you will be part of a group covering a specific task.

Laying out hundreds of cones, dozens of tyres and yards of tape plus arrows and stage signs needs a small army of volunteers. If you can help, even if just for a few hours, **PLEASE** let me know. We will be on site setting up between 10:00 and 16:00.

Saturday, the day of the event, can be a little more relaxing even though we start at 06:00. All the preparation is done and the officials take centre stage so you can get to see some of the action. The venue is designated non-spectator so this is the only chance to see any action.

However, come 17:30 everything has to be cleared from the airfield, reloaded onto trailers and brought back to the Club garages at Long Hanborough where it is unloaded and stashed away until next year.

With as many members help as possible we can get this done and be away back to Oxford by 20:00 with a chance of being home at a reasonable hour and, of course, with a Saturday rally, Sunday is free!

Whilst we have several experienced officials from within the Club organising the Carfax we should be looking to the future.

As in most clubs we tend to rely on the same members continuing to take on the responsibilities of being on Committees and running events, not thinking that one day we may need someone new, and then finding we do not have the required skills within the Club.

It is essential that more members become involved with events and Club life in general and the easiest way to find out if a particular role is to your liking is to volunteer. Talk to us, shadow us whilst we do our jobs, ask how you can help – just get involved. That's how we all started.

John Blackwell - Competition Secretary

2016 CARFAX STAGES RALLY - MARSHALLING

Dear Marshal

Thank you for your support of the 31st running of Oxford Motor Clubs, Carfax Stage Rally.

The date of the event is Saturday 6th August 2016. Carfax Single-venue Stage Rally at Throckmorton Airfield, Nr Pershore, 10 Miles Southeast of Worcester, 8 miles from the M5. Postcode WR10 2JH Sat Nav Reference N52'08.866 W02'02.744 (N52deg 08' 51" by W2deg 02' 44") Map reference 150/970498. Signing on 6.30am until 8.30am.

Please take the time to watch

The Oxford Motor Clubs marshals briefing video.

<https://youtu.be/w502kTWOSek>

Just over 5 ¼ minutes



And a couple of 5 minute marshalling videos

<http://www.motorsportsafetyfund.com/films/>



Signing on will be from 6.30am the gates to the venue will be closed at 8.30am.

We will need all the marshals in place by 8.30 am ready for the Stewards to inspect the stage.

When you arrive at the main gate you will be met by one of the organising team who will ask you who you are, tell him you are a marshal. He will direct you to follow the arrows to the Marshals Signing on which is in a Portacabin. Please park on the left hand side of the road on the grass. This road has to remain open to the businesses on the Aerodrome. Please treat the roads not used as part of the stage like a normal road but with a 15mph limit

Either Colin Minchin, Harvey Warner or David Smith will assign you to a Junction which will be an element of a

Sector Marshal

You are an experienced marshal and are prepared to be a sector marshal. Your job is to set the other marshals to look after junctions and hazards within your sector. You should make sure everyone knows how to respond to an incident and have a chain of communication to the Radio Marshal at your point. The Radio marshal will summon more help if needed and deploy someone to wave a yellow flag. We have sector marshal tabards for the day.

Foot Marshals

You should be either an experience and licensed Marshal if not then you should let the sector marshal know who should 'buddy' you with either himself or with the experienced marshal. As an experienced marshal you should have had sufficient training to cope with an incident as a first responder. You should support the Sector marshal in full please. You will not be dealing with spectators.

Drive from Signing On which is at Junction 12 and follow the orange route around to the Junction you have been allocated, drive stage direction to your assigned position and park up in a safe position, ideally 30M from the stage route. (In a position where a competing car is unlikely to hit your car.)

Please read all the documentation that you will be given. We are hoping to have a Short Video Marshals Briefing which might be emailed to you or will be running as a loop in the Marshalling Signing on.

Please introduce yourselves to the Sector Marshal, that person has a jacket identifying themselves, the radio marshal has a ½ metre aerial on the roof of their car and the other marshals of the sector.

You should have with you;

- Fluorescent high visibility Tabard or Jacket.
- Clip board and a pen
- Gloves and stout shoes
- A whistle, A first aid kit, a red warning triangle (these you should have but are optional)
- Provisions for the day

Your main job is of a first responder to an incident. Or to support the first responder, or report 'a happening' to the Sector Marshal or the Radio Marshal.

Your secondary job is to maintain the course without endangering yourself.

Hopefully there will be no serious incidents. Please enjoy the days sport

Colin Minchin Chief Marshal
Assistant chief Marshal Harvey Warner
David Smith Marshalling Co-ordinator

FUTURE CLUB EVENTS

AUGUST

Getting July out of the way and into August we are into a very busy couple of weeks as we get the **Oxford Motor Club Carfax Stages Rally** under way.

The event has been written about in several other places in the magazine , so don't leave it to the last minute to offer your help.

Please attend the 'Lick and Stick' meeting on **Tuesday 2nd August** where all the paperwork for marshals, officials and competitors is compiled and final arrangements are made, many hands make this task a lot easier.

Friday 5th is the Set Up day and with this being a Friday we rely on members being free during the week.

Last year we had 25 people helping set up the stages and I anticipate we will need at least as many this year.

On the day itself, **Saturday 6th**, the event gets under way and again, we will need many members as possible to help run and clear down so we can get the stage furniture back to Oxford and the get home at a reasonable hour.

Later in the month on the **21st August** round 9 of the CMSG Autosolo championship takes place. Organised by Bath MC and running at Keeble Airfield full details are on their web site. Contact for the event is Cathy Dyer, phone 01225 867475, Email-cathydyer@btinternet.com

SEPTEMBER

Moving into September and we start with a completely new experience for your enjoyment – a scenic drive.

On **Saturday 3rd** '**Drive to the Claydons**' is being organised by Simon Marks and is for Classic cars, more of which will be available later.

Starting with breakfast at the Cotswold Wildlife Park the drive takes the scenic lanes through the Cotswolds on its way back to the finish at the 'Cars in the Claydons' festival of motoring in Buckinghamshire where you will be able to visit the show. This is another new venture which hosts a vast but interesting selection of vintage, historic, classic and modern vehicles and racing cars.

As well as 'competitors' we will need a small number of marshals and organisers to help the event succeed.

Contact for this event at the moment is **Simon Marks on A340SCA@aol.com**

The Blackthorn Classic Car Show takes place on **Sunday September 4th**. Another local event with interesting vehicles to keep us all entertained.

Wednesday 7th is the Club Night at the Jolly Boatman, Thrupp and will centre on the Carfax Debrief.

The following **Friday 9th** the 12 car season resumes with the Dolphin 'Golden Leaves' 12 Car. Ian Harrison – Dolphin MC will be the contact.

Sunday 18th sees round 10 of the CMSG Autosolo championship hosted by Ross Motor Club. Contact details are not available at the time of writing but will be available on their web site.

Saturday 24th sees us back at Throckmorton Airfield for the HERO Challenge. A one day event which needs OMC's help to run one of the tests as timekeepers or observers. Colin Minchin the club Chief marshal will be the contact if you want to volunteer.

The following day **Sunday 25th** is the Patriot Stages Rally organised jointly by Forresters and SWAC motor clubs at the military training ground at Caerwent nr Chepstow. Forresters provide a great deal of help and assistance on the Carfax Rally and it would be appreciated if OMC could reciprocate this help.

On **Friday 30th** the next round of the CMSG Roadsport 12 Car resumes. Running on Map 163/164 and organised by Kevin Belcher and Paul Hardy. Details will be available nearer the event.

OCTOBER

The first event in October **on Sunday 2nd** is the OMC Boanerges Autosolo and PCA.

We are back at Finmere again and are round 11 of the CMSG championship. There will be an article in the magazine nearer the time but put the date in your diary.

Wednesday 5th is the Club Night at the Jolly Boatman, Thrupp.

To finish off a busy club week, on **Friday, 7th October** is the next OMC 12 car rally organised by Tony Mytton. Please note that this date may be subject to change as we try to avoid date clashes with nearby local clubs from whom competitors may wish to enter both events.

Finally, on the **28th October** is round 5 of the CMSG Roadsport 12 car championship. On maps 175/185 the event will be organised by Glynn Hayworth of Basingstoke MC.

OXFORD MOTOR CLUB 2016 'EVENT CALENDAR'

Information is correct at time of printing.

Dates may be subject to change so please check with organisers.

August

Wednesday 3rd	Oxford MC Club Evening	(Carfax Briefing/Lick and Stick)	
Friday 5th	Oxford MC Carfax Rally	Set Up Day 2	Simon Marks
Saturday 6th	Oxford MC Carfax Stages	Throckmorton	
Sunday 21st	CMSG R9 Autosolo	Kemble	Bath MC

September

Saturday 3rd	Oxford Scenic Tour		Simon Marks
Wednesday 7th	Oxford MC Club Evening	[Carfax Debrief]	Simon Marks
Friday 9th	Dolphin Golden Leaves 12 Car		Dolphin MC
Friday 18th	CMSG R10 Autosolo	TBA	Ross MC
Saturday 24th	HERO Challenge – Throckmorton		Colin Minchin
Sunday 25th	Patriot Stages Rally, Caerwent		Forresters MC
Friday 30th	CMSG Roadsport 12 Car #4	Map 163/164	Kevin Belcher
			Paul Hardy Oxford/Dolphin

October

Sunday 2nd	Oxford MC Boanerges Autosolo (CMSG R11)	[Finmere]	David Smith
Wednesday 5th	Oxford MC Club Evening	Jolly Boatman, Thrupp	164/480154
Friday 7th	Oxford MC 12 Car		Tony Mytton
Friday 28th	CMSG Roadsport 12 car # 5	Map175/185	Glynn Hayward Basingstoke

November

Wednesday 2nd	Oxford MC Club Evening	Jolly Boatman, Thrupp 164/480154	
Saturday 5th	HERO RAC Rally of the Tests	Throckmorton	Colin Minchin
Friday 11th	Dolphin Gun Powder Plot 12 car		Dolphin MC
Saturday 12th	Wyedean Rally		Forest of Dean MC
Friday 18th	CMSG Roadsport 12 Car #6	Map 175	Haydn Marks
			Brian Cammack
			Oxford
Sunday 23rd	CMSG R12 Autosolo	Throckmorton	60 & Worcs MC
Saturday 26th	Regency Stages Rally	Bath Showground	Weston-S-Mare MC

December

Wednesday 7th	Oxford MC Club Evening	Jolly Boatman, Thrupp 164/480154	
Sat/Sun 5th/6th	Rockingham Stages Rally		Middlesex / Thame MC
Friday 9th	CMSG Roadsport 12 Car #7	Map 162	Zenya Heap
			Richard Austen
			Oxford
Friday 16th	Oxford MC 12 Car		Chris Hambly

2017

February

Wednesday 1st	Annual General Meeting / Awards Presentation	OMC
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NEIGHBOURING CLUB GETS MSA RECOGNITION



As a matter of courtesy, I wish to advise you all that after nearly 61 years of independence, Northamptonshire's Blackbird Auto Club BBAC has become an officially recognised MSA club and is now an East Midlands Association of Motor Club (EMAMC) Member.

We have seen BBAC member crews out on OMC 12 car events, and we hope to see that continue in the future. Equally the BBAC have high hopes that OMC members might stray a little further north into Northamptonshire to enjoy their 12 car events.

Steve Newman

TWISTED ARMS - SUMMER AUTOTEST

Sunday 24th July, Oxford Motor Club, organised its annual Grass Autotest, PCA under the supervision and guidance of David Smith, and John and Shirley Blackwell arranged the excellent Club sponsored BBQ.

Held once again with the kind generosity and permission of OMC member Matthew Green, on his farmland at Pusey Lodge, Farrington near Witney.

David wrote

This years Twisted Arms Autotest saw a good entry of 27, with quite a few new faces.

Haydn Marks's Rover got a damn good thrashing with 4 participating drivers, whilst Matt Green gave his Ford Cortina Mk1 a once around, and then reverted to a Vauxhall Van for the rest of the day.

3 ladies had a go, 4 if you include Andrew Lees daughter, who had a few goes in the Peugeot 307 and did very well, without an excursion into the woods this year.

Andrew Lees was the fastest on the 3 layouts, we had to cancel the last test because of time. Andrew's total of the 3 fastest times in his Vauxhall Nova was 153 seconds. The slowest was Ben Stockton who suffered from 2 wrong tests on number 3 with 198 seconds.

The contingent from Witney Motor Club did their club proud with 2nd overall James Hall (Rover Metro), 3rd Simon Bradley ((Citroen Saxo) who was equal with Simon Philips (Suzuki Ignis), Haydn's Crew in the Rover 218-160 managed the following:-

- Charlie Walker 9th
- James Marks 17th
- Haydn Marks 18th
- Helen Tutt 22nd

I was 15th in the Computer controlled Ford Focus Edge, Hand brake turns, the traction control applies the brake to the outside front, which helps in the dry but in the wet promotes under steer and turns the engine to get you home mode.

The day started well where most got a good time in on the first test. It then had a rain for 15 minutes and those who had not got 2 runs in, were well handicapped.

The reverse of test one was generally quicker because the grass had been scrubbed off.

The third run was more difficult because you could not just follow the numbering you had to remember that there were 2 switch backs.

My thanks to Shirley and John for the BBQ which went down well between tests 2 and 3. Also a big thanks goes to Matthew Green for letting us use the Airstrip



David Smith



2016 Twisted Arms Autotest Results

Numbe	Name	Class	Car make	Test 1		Test 2		Test 3		Total of Best Times	O/A Posn	Class Posn
				Run 1	Run2	Run 1	Run2	Run 1	Run2			
1	Michael Stanley	D	Peugeot 205	56.4	54	50.2	73.1	63.3	59	163.2	12	D4
2	David Smith	B	Ford Focus 1.6	52.3	65.2	49.1	49.3	62.3	59.5	163.7	15	B5
3	Graham Moore	A	Citreon C2	51.7	52.4	48.4	48.6	64.1	63.3	163.4	13	A5
4	Kieran Belcher	A	Renault Clio 1.2	49.8	56.6	52.5	50.6	67.7	60.2	160.6	10	A3
5	Robert Hall	A	Rover 100 1.4	51.5	56.2	55.6	44.9	59.4	WT	155.8	5	A1
6	Ian Duncan	B	BMW E46	52	53	59.2	50.4	WT	WT(87.5)	189.9	25	B9
7	Simon Bradley	B	Citreon Saxo 1.6	51.5 + 5	54.8	55.3	44.2	60.1	55.4	154.4	3 =	B1=
8	James Hall	D	Rover 100 1.4	47.4	57.5 + 5	54 + 5	46.9	70	59.6	153.9	2	D2
9	Mark Bradley	B	Citreon Saxo 1.6	52.5	56.6	52	48.3	58.2	67	159	8	B4
10	David Lumsdale	B	Citreon Saxo VTR 1.6	55.4	52.4	59.9	51.5	WT	60	163.9	16	B6
11	Jamie Duff	A	Citreon C1	50	54.7	58.4	48.8	62.2	58	156.8	6	A2
12	Martin Moore	A	Citreon C2 1.3	59.1	60.5	57.4	51.6	62.1	61.3	172	20	A7
13	Derek Looker	B	Ford Puma 1.7	49.1	66.1	54	50.6	61.4	57.5	157.2	7	B3
14	Matt Green	B	Vauxhall Van 1.7	60	55.8	49.3	44.5	85.5	63.2	163.5	14	B4
15	Ryan Ewing	B	Peugeot 307	69.3	61.6	58.3	56.3	64.2	63	180.9	23	B7
16	Brian Murphy	B	Vauxhall Van 1.7	55.4 + 5	62.7	58.3	56.3	73.8	68.4	185.1	24	B8
17	Simon Phillips	B	Suzuki Ignis sport	49.2	56.2	52	47	59.9 + 5	58.2	154.4	3 =	B1=
18	Andrew Lees	D	Vauxhall Nova	50.7	58.3	50.4	45.9	58.7	56.43	153	1	D1
19	Charlie Walker	D	Rover 218-160 1.8	60.4	58.8	46	44.2	56.8	56.4	159.4	9	D3
20	James Marks	D	Rover 218-160 1.8	57.8	59.3	57.6	47.5	115 + 5	60.9	166.2	17	D5
21	Helen Tutt	D	Rover 218-160 1.8	57.7	59.3	56.5 + 5	52.4	69.7	107.5 + 5	179.8	22	D8
22	Haydn Marks	D	Rover 218-160 1.8	53.7	57	74.5	53.2	83.5 + 5	62.3	169.2	18	D6
23	Ben Stockton	B	Citreon Saxo VTR 1.6	59.2	58.7	57.5	51.2	WT	WT(88.2)	198.1	27	10
24	Robert Raines	A	MG ZR 1.4	54.4	68.7	58	44.1	63.6	64.6	162.1	11	A4
25	Becky Hodgson	A	MG ZR 1.4	74.2	WT	53.1	48.8	76.6	70.2	193.2	26	A8
26	Matthew Bridle	A	MG ZR 1.4	61.7	63.9	61.5	47.5	66.2	61.2	170.4	19	A6
27	Helen Wilkinson	D	Peugeot 307	60.4	61.3	55.2	54.9	66.7	62.5	177.8	21	D7

YOUR CLUB NEEDS YOUR INPUT!



Work continues behind the scenes with the club's plans for an informal working group to focus on the future development of Oxford MC.

We still need new ideas on how to bring in new members, Suggestions for new events and venues and also improve the popularity of the traditional monthly club nights. In fact we would just like any input to evolve the club.

We are closely studying the responses from the recent OMC member survey to determine if we can glean any clues as to what would be the most popular club member interests that are not at present being offered or delivered by the club.

Please remember, the guy with the fancy shades above knows that the club has a very bright future, but we do need for you to tell us about what you are looking for in the future anything or wish to get involved with the working group and help put the ideas into practice.

The same goes for anything and everything this great club does.

Email: chairman@oxfordmotorclub.co.uk

SEEMED LIKE A GOOD IDEA AT THE TIME

After my brother Paul's (Newman) exploits at the Blyton Trackday a month or so ago, the opportunity to indulge in a day's craziness at Curborough had me think, "Yeah, why not?"

So I trundled off to the Sprint Course at Curborough in my Proton Satria GTI, arriving just after 9:15am.

It's not the easiest place to find, even with the help of some well-meaning locals.

Pauls new Satnav in the Quantum had him on a magical mystery tour trying to find the venue too.

Having motored up at a heath speed on the M40 and M6 Toll roads, the GTI seemed on song and ready to go.

So we put in a few steady runs around the course, periodically taking time out to watch other people find the limits of adhesion of their tyres, with a couple of them spinning off onto the grass, which in the case of a Smart Roadster, meant backing into the barriers at undiminished speed (wet grass!!), doing the back end of the car no good at all.

Next for an early bath was a BMW who's transmission seemed to cry "Enough already" and was tugged out onto the local roads to be recovered by some oblivious vehicle recovery company.

Next to go was a Citroen Saxo VTR which shortly after a lurid spin, decided that the ignition pack made a much better under bonnet fireworks display with sparks going everywhere. So off to a local motor factors to get a replacement he went.



Well I thought, that's the bad luck for the day. Little did I know that on my next "energetic" run, the GTI seemed to fly, then die. "Oh Cr*p" thought I, "I haven't got any vehicle recovery in place for the GTI", as I cruised back to the paddock with no engine motivation following a somewhat "machine gun" like noise from the engine.

Having had noises coming from the hydraulic lifters before, me thinks, one of them has thrown in the towel.

So after letting the old gal cool down, I tried to fire her up. Hey presto running motor and no noise. So we run her up slowly through the revs and low and behold at 2300 rpm noise comes in but then goes away at about 2600 rpm.

The watching gallery all say, "That don't sound like ends, more like something high up in the engine, maybe lifters". Hope they are right me thinks.

Anyway, fast fun time was over, and I decided to try to tootle home below 2300 rpm in each gear. Paul stays on to get in a few fast runs which were now to be spoiled by a decent shower of rain.

A steady journey down the A38 to the A5 sees me making decent progress home, but after about 20 miles the GTI sounds like it's gone onto 3 cylinders, so I stop in a pub carpark to let her cool down.

After about 15 minutes she fires up again and seems quite happy, so off we go again. Feeling confident in my gentle treatment of the motor, all is good till I get just past DRIFT on the A5. Smelling a bit warm the GTI says, "**Need to stop**". 15 minutes later we are good to go again, and on this last leg I get all the way back to Bicester, taking the time to coast down hills with the motor still running.

Spent the night trawling the Proton Satria forums on the interweb, and didn't feel great about the feedback. Some people say lifter change will get the job done, others say they have had similar experience and it turned out to be an end that had gone when the oil pickup in fast right hand bends on circuit had starved the oil feed.

Ordered some lifters, crickey they are not cheap and some Millers Semi synthetic oil (the oil of choice for GTI owners), and waited.

Couple of days later lifters and oil arrive and so into the engine bay surgery I delve, learning to bleed, prime and bleed lifters again properly, followed by oil and filter change.

Crank primed oil pump with no ignition and fired up the engine.

Anticipated mini machine gun noise from lifters that gradually reduces with time. Warmed up oil and then moved revs on to 1500 rpm, sounds ok, then 2000 rpm still good, on to 2300 rpm and "oh cr*p again".

Looks and sounds like an end has gone west, but how bad. Interweb says not unusual, and there are even reports of changing rod end in situ from under car with engine in place. "Yeah right".

So what to do next?

1. Lump out, full dismantle.
2. Take sump off and peek at ends whilst still in car, then pull motor if news is V. bad.
3. Sell on and make it somebody else's problem.

I've now got a bit of cash tied up in the car and it would be a shame to not get any return on that investment, so I have my piggy bank open and trying to decide what to do.

More details next time

Steve Newman

SILVERSTONE: PUMA CUP RACING



So after years of thinking about racing, last year I finally took the plunge and obtained my race license.

A chance meeting with a race instructor who hired out clubman spec Ford Puma's had given me the opportunity to try racing, without the time, hassle, and money of actually buying a race car. And using my old 205 with its venerable 1360cc engine clearly wasn't going to cut it.

I first drove the Puma at a trackday evening in Brands Hatch. The car was remarkably capable with great handling which made it very easy to drive. With some experience under my belt, I entered my first race.

A shared drive around the Silverstone GP circuit. We were running in the Dunlop Puma Cup which was a class within the Classic Sports Car Club.

The cars are standard other than safety equipment, Gaz shocks, and Dunlop Direzza control tyres. Due to the size of the track most of the classes were running in the same race so the field consisted of over 50 cars. Everything from full blown M3's to very basic Puma's...

As a new driver, I had to speak with the CoC about the finer points of racing at Silverstone. When I told him it was my first ever race, his response was along the lines of 'you've picked a hell of an event for your first race'. Thanks for that...

The day consisted of 15 minutes qualifying and a 40 minute race, shared equally with my team mate Tom. With only 7.5 minutes to learn the track and put up a qualifying time, the pressure was on. This was made worse when the session was brought forward so that I was still in the pit garage talking Classic Fords with Paul the mechanic when Tom brought the Puma into the pits. After hurriedly getting into the car, I headed out onto the track for the first time. The track wasn't too busy but I soon realised how wide the track was, especially in a little puma. This made picking the correct line and judging entry speed pretty difficult.



I tried to push on, trying different lines on each lap but with a lap being over 3 miles long, I only managed 3 flying laps before the session ended. Surprisingly, we hadn't qualified last and it was my time that was the quickest in our car. Happy with that!

Once qualifying was over, everyone was out of their overalls and settling down for a three hour wait. A big contrast to rallying where you're on the go all day. Fortunately, as I live 5 minutes from Silverstone, I could head home for lunch and put the 205 onto the trailer ready for my trip to Yorkshire for the Melbourne stages the next day. (It seemed a good idea a month earlier...).

For the race, my team mate took the first stint as he was an experienced racer. I was fine with that as I'd miss out on cold tyres and any startline incidents. Unfortunately, by the time I was behind the wheel, the field was spaced out so I didn't really get to 'mix it' with the other puma's. It did however allow me to work on my lines, trying to carry as much speed as possible. The sticky Dunlop tyres and the wide, grippy surface allowing for plenty of speed to be carried into the corners once you had the confidence. The main entertainment came from trying to avoid the stream of much faster cars as they came by. One Clio 182 cup driver ended up spinning when I accidentally brake-tested him by braking too early at the end of the wellington straight. Oops..

After only 6 laps behind the wheel, the race was over. That made it difficult to build up a rhythm and learn the corners. When Tom came into the pits we were 4th in class. I managed to maintain that position but was surprised to find we'd finished 3rd in class. The car in 2nd place had retired with mechanical problems. We were lucky, but then that's motorsport.

So my first day's racing ended well. I had a pot to polish and I'd not damaged the Puma, so my deposit was safe!

I found everyone involved in the Puma Cup to be really friendly, with almost everyone coming over to congratulate me on winning a pot first time out.

My team mate Tom was a real gent. Really encouraging, and allowing me to keep the shared award for our 3rd in class.

Big thanks to Colin and Paul at Supatune who provided the car and support for the day. If you're looking to try your hand at racing as cheaply as possible, these are the guys to use.

As a rally driver I'd often thought about racing and I'm glad I've finally given it a go. In many ways it's actually cheaper than rallying as long as you choose a class with strictly regulated modifications such as the puma cup. If only there was a clubman rallying class with such restrictions to keep costs down...

Since competing on this event, I've also raced at Cadwell Park. I plan to write a report on that for next month's magazine.

Simon Phillips.



COTSWOLD MOTOR SPORT GROUP

2016 Championship Rounds **Highlighted**

Day	Date	Organisers	Event	Event Name	Location
Sat	06-Aug	Oxford	Rally	Carfax Stages Rally	Throckmorton
Sun	07-Aug	Devizes	Touring Assembly	Valleys & Villages Tour	
Sun	07-Aug	Ross	Car Trial	Wye Valley Trial	Revised Date
Sun	14-Aug	Stroud	Car Trial	Clifford Hooper Trial	
Sun	21-Aug	Bath	AutoSolo		Kemble
Tue	30-Aug	CMSG	Monthly Meeting	Includes dates Meeting	Cheltenham MC
Sat/Sun	03/04-Sep	5 Clubs	Hillclimb		Wiscombe
Sun	11-Sep	Go-Motorsport	Autosolo Display	Emergency Services Show	Hullavington
Sun	11-Sep	W'hampton & Sth Staffs	Car Trial	Gaby Mohr Trial	
Sun	18-Sep	Ross	AutoSolo	Autumn Ross Solo	CANCELLED
Sat	24-Sep	Tavern	Targa Rally	Exmoor Targa Rally	Exmoor
Sun	25-Sep	Forresters	Rally	Patriot Stages Rally	Caerwent
Tue	27-Sep	CMSG	Monthly Meeting		Cheltenham MC
Fri	30-Sep	Kev Belcher & Paul Hardy	Roadsport	Round 4	Map 163/164

Make sure that you support your local and neighbouring motor clubs

DEREK WITTS OBITUARY

We are sorry to have to report that Derek Witts sadly passed away on Saturday 16th July 2016, after a battle with a blood disorder and bowel cancer over the past 3 years. Derek was 81.

Derek was in the motor trade for most of his working life. The latter part of his working life he helped and supported companies with their Quality Assurance.

Derek joined Oxford Motor Club in the 1950's and was a very active competitor doing Driving Tests (Autotests), sprints and rallies. In 1959 he was elected to be Vice Chairman of the club. He won the

Woottens cup in 59 and 60 driving a Singer. He did production car trials in a Hillman Imp, and he was overall winner of Bruerns PCT in 1965.

He won local rallies like the Banbury Cross rally in 1963 (NOCC)

He did long distance International Rallies like the Coupe des Alpes 3 year running in the mid 60's, and National Rallies with the Walters of Wantage 'Team Imp'.

In 1965 he did the Oxford Circus driving test in a Ford Anglia.
Derek is pictured (right) getting into the Anglia



Derek also had a Private Pilot's license which he obtained in 2006

In 2007, Derek and Diane attended the Club's Centenary Diner at Eynsham Hall and made a contribution to Centenary Year book for which the club was very grateful.

David Smith

Centenary Secretary

WELCOME TO THE CLUB

We are very happy to have 3 new members joining us within the last month. So we welcome

- Paul Sainz
- James Stiff
- Roger Williams

We hope to see you at our upcoming events, and look forward to sharing tales from you motoring interests and activities.



REMEMBER - YOUR NEXT WRITUP REPORT GOES HERE

NEXT NEWSLETTER SEPTEMBER 5th



So PLEASE DO start typing now