



Oxford Motor Club



February 2011 Magazine



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**Cover – OMC's man in Finland, Jorma Pekkanen,
courtesy of JX Foto.**

**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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	Chris Hambly	hamblymotorsport@excite.com	

Editors Extended Ramble

For me the year has just started. In reality, it started at the Brean stages in late January but im going to ignore that - more later. Those that know me know the Alfaru. It used to be a 1700 Alfa 33 P4, but we were bored, so popped a subaru Impreza engine in. Now its quite lively, because we kept the turbo!

2010

We started with the Clwydian Car Stages. This was like a tiny Epynt and our lack of local knowledge

and reluctance of right foot meant a simple finish. Still, it was a good test of the car and a nice weekend camping. It was also the turning point for the Van, my old blue Transit I bought for £750. The hills in Mid Wales were more than a challenge for my 'tranny' and we decided to get a new van...



Next was the Abingdon Carnival. Unusually, we didn't camp over, due to a wedding (not mine – I would have avoided that particular weekend) but the event went well and we recorded our best result to date. The power to weight advantage of the car gave us 37th overall. It was also the last (slow) outing for the Transit.



We do like new events and there are plenty to choose from. Colerne is close to where I work at the moment, so having taken the opportunity pop over, I sent my entry in for the Wugging Stages. This we enjoyed, and finished 23rd with little incident. Good, fast stages with plenty of tight corners - just what we needed to improve our run of best-yet results. More importantly, it was the test of the new van, our Iveco 35S12. The Iveco however had other ideas, and before I got to Newport we had a blown turbo. In the end we shoved four tyres and a jack into

Steve's 4x4 and cracked on. Needn't have worried, this year the Alfaru ran faultlessly.



At the end of the year we stuffed a new turbo onto the 'Vekky' and headed down to Smeatharpe for the Prima Motorsport Stages. This is an annual event for us because my parents live in Exeter but we also like the stages. We were rewarded with 22nd overall and a successful test of the new van.



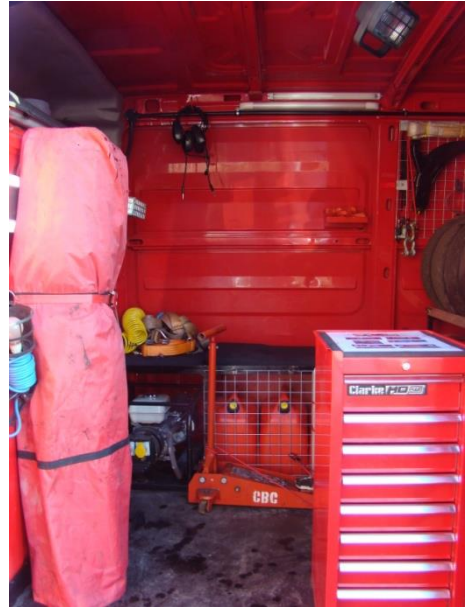
The Iveco

I've always wanted a red, Italian rear wheel drive thorough bred turbo monster, I just didn't expect it to be a van. We knew what we wanted. Or at least Jon, my uber-mechanic did. BIG, heavy payload, good engine, comfortable and cheap. A Merc Sprinter would be nice, but the budget choice is the old (only just) 35S12 Daily.

We found an ex Parcel-Force example with one seat and an open load area. Onto eBay, and in went the front seats, a bulkhead, tow bar, front trim and the old stereo from my last tank. Then we bought ¼ Ton of angle iron and welded up a frame to take the boxes of parts we had developed. A stunningly clever design from yours truly was executed to perfection inside the van and painted to hide the messy bits (Steve's welding). The result is a bespoke van that fits eight tyres across the internal rack and all the kit, while maintaining the weight between the wheels. In the back is a kitchen area that even Mr Oliver would be happy to spend 30 minutes in.

The only down side is a 20 MPG return, but that's the trade off for 120 BHP and 3.5 Ton. There's still

a bit to do, like windows for the catering crew, but I don't know which I enjoy more – the drive to or the drive on the rally!



2011

At the start of the year we popped in to Shrivenham to test our new suspension on the static rig. It gave us a chance to look into all the dynamics and set the dials on our new 3-way AVOs. Slow and fast bump, rebound and height gives you a few options! Many thanks to the experts who donated their time and allowed us to learn in one day what would have taken us a month at the track.



So we started 2011 with high hopes. A rebuild over the winter meant bills for the new suspension, gearbox rebuild, vented rear brakes, refilled fire extinguishers and so on. So what was left to go wrong?

Brean Stages was another new event to us. Slippery tight stages around a caravan park with plenty of accommodation that turned out to be superb. But the rear diff blew, although it took us some time to identify it as it only became an issue under power, not in the service park. We don't have a spare, so we enjoyed the static caravan we had booked and had a

relaxing breakfast instead of a stressful further six stages.

What we did discover was an incredible lack of rear grip. Old rear tyres that were second hand gave us oodles of power oversteer (which probably didn't help the rear diff) and made the tight stages a little bit scary but we would love to go back next year for the mix of social and motorsport over two days. Its good value really.

The next 11 months should see us at the Regency Stages (another new event to us) along with old favourites Abingdon, Azimghur and Smeatharpe. Maybe a return to Rockingham if we're feeling bold (and rich). I also fancy heading down to Santa Pod, seeing as we have fixed the oil leaks for the moment. A new, bigger diff has been sourced and fingers crossed we will return to the faultless days of 2010.

Dave Barbara



2010 Award Winners

The 2010 awards dinner was a great success and thanks to Zenya Heap for organising the event. Most of the award winners turned up to collect their pots and a fun night was had by all.

The award winners were,

Stage Rally	Driver	Chris Hambly
Road Rally	Driver	Kevin Belcher
Road Rally	Navigator	Paul Hardy

Rallies Cup Overall Winner	Chris Hambly
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Wootten Cup	Tonya Heap
Sprint Cup	Kevin Belcher
Team Shed	Kevin Belcher
Marshal Award	Karen Kearns
Newcomers Award	Kieran Belcher
Ladies Award	Zenya Heap
Under 21 Award	Kieran Belcher

12 Car Championship

Overall Driver	Neil Lewis
Overall Navigator	Zenya Heap
1 st Expert Driver	Haydn Marks
1 st Expert Navigator	Bob Muttram
1 st Novice Driver	Ding Boston
1 st Novice Navigator	Jack Smith

Clubman of the year 2010

First	Kevin Belcher
Second	Zenya Heap
Third	Haydn Marks
Fourth	Chris Hambly
Fifth	Tonya Heap

Kev Belcher

My rally seasons 2010 and 2011

Hi everybody. A short survey of my rallysport during last season.



The international homologation of MG ZR 160 did end 31 Dec 2009. So I got a change to move my car into very free, National Group F. The F-cup is the most popular rally series in Finland, no matter what indicator you use. 250 cars are in the series and both competitors and spectators love these rallies. There are two classes for expert class drivers; under and over 1600 cc. Same for junior-A and junior B drivers. For Senior drivers there is no cc limit. This is a series for 2wd cars only, having old Grp 1 or 2 or

N or Grp A homologation which have ended already.

Technical rules are very free. NA engines only, engine block must be a standard one, and no long stroke cranks. Gearbox from any car, but only 5 speed H-gate is allowed. When 250 - 300 hp Volvo, MB 190 or BMW M3 are coming it's very spectacular, and top drivers are really taking huge risks for a victory.

Events are one day, "blind", or "as you see" driven rallies. Mostly

from 6 to 10 special stages about 60 to 70 stage miles. No pace notes, not any kind of practise at all, just nail the throttle and have a go.... A real mans job....

My class is Senior Class. It is for drivers older than 45 years. For last season over 40 drivers registered, and 36 got series points. We do have three rallies during the winter season and another three during the summer time.

I entered the series, but because of a loss in our family, I had to forgoe the first two events. Also my new Grp F engine was only half built for the same reason. Co-driver for this new rally series is Heikki Holli, my ex co-driver from seasons 1995 to 2002. He did accept the use of a standard VVC engine, so we actually did the last winter rally on 6th of March 2010. I'll have to say that we did have some butterflies in our stomachs, because I have not done a blind rally during last 6 years. As old men we had a mutual agreement, that we were not going to take any stupid risks. Just basic driving on the middle of the road looking how fast class leaders are driving. I was hoping to be inside the top 10 with the standard engine because the gear ratios of my new dog box

(made in Finland) are so good for rallying.



A pleasant surprise came when my service crew, after the second stage, sent a message that we were actually leading the class by 4.7 seconds. Our start position was the last in class (no points yet), so it was easy to find out how things were developing. We do have special stage time chart beside the time control after every stage finishing line. The third stage was a partly smooth and fast local road and before the service pause we were leading by 19 seconds. It was a real shock for top 10 drivers, because they haven't noticed our ZR at all before the event started. The 4th stage was very twisty, but I managed to improve our lead up to 25 second. The 5th stage was too fast for our standard engine. Veeery fast local main road - we had to drive with 5th gear "against the rev limiter" for some kilometres. Top sped with a

standard MEMS ECU and our winter tyres was only just over 100 mph. Got only 3 seconds advantage.

The last stage was very difficult for me. Too long, too fast main road section, again driving a long way with the revs at max. First drivers in our class could drive it on daylight, but when we started it was getting dark. I couldn't have any help from extra lights yet, and my old eyes couldn't see exactly where to go, so we lost all we got from the 5th stage.

Most important for me was that we won the Senior Class by 25 seconds. I was very happy to do this against all those with a lot more powerful Escorts, BMW's and Corolla GT's. A bonus was that with just one event under our belt, we had got 8th position in the series. In summary, it was nice to find out that my skills are "still in there". The MG ZR 160 is very good little car to drive. It does have a good basic (Bilstein), long travel suspension and reasonable brakes. Gripper diff will tighten the line in sudden cases, and the new dog box made it possible to change gears up and down without any touch of the clutch pedal. As it should, because I use my left foot only for braking, and

steering by brakes.

This was a proper win for the only ZR in Finland. I do finally have an in-car video around stage 2 on Youtube;

<http://www.youtube.com/watch?v=mAAiHy601Js>

if this won't open search for MG ZR 160 rally , there is 10 minutes 10 seconds of an Oxford MC man in action on the snow.

The new group F engine is 1.9 with all "goodies". With 60 to 80 hp more our ZR will be a flyer. I can have 25 km/h more top speed, more rapid acceleration out from corners, which is very important during rally stages. Big power will also help in curves, because then I can draw the ZR into the wanted direction more efficiently.

My co-driver on the Carfax rallies, Martin Head, came for a short winter holiday a few days after the rally. We couldn't do any ice-racing last March, but a long drive with snowmobiles was a new exiting experience to him.



Season fall down

At the beginning of May after a short team meeting we decided not to drive the first summer event, because we both had more important things to do instead. For family reasons I decided to have a summer without any rallying. Fortunately I got a chance to drive rally rides with the ZR and Top Star Marketing during MG-Live in Silverstone. The ZR of Rally-Matt, Matthew Stephens, do have a bit different specification and the steering wheel is located on wrong side of the car. Have to say it was a great fun. I drove three long days and got a lot of miles under my belt. UK weather was great, and I found out that Silverstone Rally Track wasn't too bad - not a Mickey Mouse stage. Not bad at all - I really did enjoy those days. I also met some members of XPowerForums, which was very nice.

In the end of July Matt came for WRC Neste Rally Finland. We watched 7 famous, traditional 1000 Lakes Rally stages. A good, relaxing weekend. Ok, maybe too hot...+ 37 C. Later in August I visited Lydden Hill Racing Circuit during the birthday party of Martin Head. Another very pleasant weekend in the UK. And

at least with some motorsport friends if not actually racing.

In the end of the summer my co-driver had a serious seizure during his holiday in Turkey. Heikki was very lucky to survive, but it was the end of our rally season. I'm happy to tell you that he has made an amazingly quick recovery, but his doctor did not give him a promise for a competition licence for this winter's season. My car needs still some finishing work before rolling road day. I do have two old relatives to nurse daily, so I don't have much time of my own at this moment. Also I'm too old to spend nights in the garage, so my car is ready when it is ready.

2011

2011 rally season in F-cup rally series did start in the end of January. Salpausselkä rally was the first and for this season. There are also 3 winter and 3 summer season rallies in the series. The first summer time rally is 21st May 2011 at Uusikaupunki, on the west coast of Finland. Roads are very fast and mostly in excellent condition. I have done it four times in the Finnish Open Rally Championship during past years so it's our target now. During last season we had in Senior class over

40 entries. Now there are 51. Instead of two M3s there are now 7 of them. Also 7 very powerful BMW 325s not to speak of the amazingly quick Corolla GT's. Only 11 of all the cars are FWD rally cars. Will be very interesting to join them again.

Martin is coming soon for a short winter holiday. We will spectate a FRC rally, because it is at the same time in my home town. It's a new point of view to him about rally sport in Finland. We might do some iceracing if it is possible and of course a long (100 miles) journey in Finnish forest with snowmobiles. We do now have even more snow than last year. Nearly one meter now over here.

I'm ready for voluntary work during next MG-Live at Silverstone

if Matt will need an extra driver for his customers. Another nice extra thing would be to drive the F-cup Vetomies Rally, which is driven inside of Neste Rally Finland as a one day national event. Vetomies race will use traditional stages during the events Saturday route. I have also saved some days of my holiday for the Carfax Rally. I don't know if it is possible to be drive in there, but it is in my calendar anyway.

Let's hope that we meet during Carfax Rally if not before...

Best regards,
The most remote member

*Jorma Pekkanen
Alias; Snowy Senior
Finland*



*Photo
Courtesy
Tony
Rogers*

WHAT'S ON

Club Night – TBA – Wednesday 2nd March

DVD's of rallying at Rockingham and Tarmac stuff from Ireland.

Cumnor Cricket Club

20:00

MR 164/460040

CMMSG Roadsport Round 1 – Friday 4th March

Kevin Belcher is organising round 1 of the CMMSG Roadsport championship, on maps 164 & 174, The event starts at 2015 and will cover about 60 miles. Competitors and marshals are needed.

Kevin Belcher

07780 955720

kevin.belcher@abbott.com

RosSolo – Sunday 6th March – Ross & District MS Ltd

The spring autosolo is round 2 of the CMMSG Autosolo Championship and is held at the lorry park at Strensham Services off the M5. It's a popular event and entries fill quickly.

Simon Harris

01531 820761

simonharris@lineone.net
www.cmmsg.co.uk

www.rossmotorsports.co.uk

Dolphin 12 Car – Friday 18th March

Paul Hardy is organising the Dolphin Spring Rally on map 174, The event starts at 2000 and will cover about 60 miles. Details will be e-mailed out soon. Competitors and marshals are needed.

Kevin Belcher

07780 955720

kevin.belcher@abbott.com

Charity Autosolo – Saturday 19th March – Devizes & District MC

The charity autosolo is round 3 of the CMMSG Autosolo Championship and is held at Castle Combe race circuit. It should be another popular event and entries will fill quickly.

John Rogers

01225 782358

ddmcsec@blueyonder.co.uk

www.cmmsg.co.uk

CMSSG Roadsport Round 2 – Friday 25th March

Rob Brook is organising round 2 of the CMSSG Roadsport championship, on maps 175 & 174. The event starts at 2030 and will cover about 60 miles. Competitors and marshals are needed.

Kevin Belcher

07780 955720

kevin.belcher@abbott.com

Tour of Caerwent Stages – Sunday 27th March – Forresters Car Club

CMSSG Stage Rally Championship Round 3.

This will see the first stage rally of the year to take place at the Caerwent Training Area – the disused munitions facility just west of Chepstow and the Severn Bridge. 8 stages and 80+ stage miles are on offer over the challenging, narrow, kerb lined maze of roads between the building are that can (often literally) trip up the less than inch-perfect amongst the entry. Expect to see cars from the Welsh championships as well as CMSSG.

www.forresterscarclub.co.uk

Great Bustard Endurance Rally – Sat/Sun 2nd/3rd April– S & S CC

Round 1 of the Endurance Rally Championship. Salisbury & Shaftsbury Car Club are organising this event which starts in Frome Somerset and will use old favourites like Worthy farm and Stourhead. Regs and event information available from their website.

www.sandsccl.co.uk

Club Night – TBA – Wednesday 6th April

Quiz night at the cricket Club. Chris Hambly will be running a general knowledge quiz.

Cumnor Cricket Club

20:00

MR 164/460040

Get it Sideways Stages – Saturday 9th April – Cheltenham Motor Club

CMSSG Stage Rally Championship Round 4.

This will be the first stage rally of the year to take place at the Down Ampney Airfield. 8 stages and 55+ stage miles are on offer over the old disused airfield. A local event to us so come out and help. Sign – on from 7.00am.

www.cheltenhammotorclub.co.uk

rally@cheltmc.com

Bovington Stages – Sunday 13th March–Bournemouth & District Car Club

Bournemouth and District CC are running this event over the Bovington military ranges. 70 miles over 8 stages are on offer and the event forms part of the ACSMC and ASWMC championships.

www.bdcc.org.uk

CMSG Roadsport Round 3 – Friday 15th April

Bob Muttram and Ian Harrison are organising round 3 of the CMSG Roadsport championship, on maps 175 & 174, The event starts at 2030 and will cover about 60 miles. Competitors and marshals are needed.

Kevin Belcher

07780 955720

kevin.belcher@abbott.com

Corinium (Economy)Run –Sunday 17th April – Cirencester Car Club

Any petrol or diesel vehicle is eligible to take part and the seventh running of this event starting at the Highwayman Inn, on the A417, north-west of Cirencester (a few entries remain at time of writing). A social run starting from 9.30am of approximately 120 miles in the scenic Cotswolds with a choice of lunch venues in Lacock, Wiltshire, before returning to the start venue. A round of the HRCR Scenic Tours. For more information please contact Martin Saunders, quoting 'Corinium Run' by email corinium@cirencestercarclub.com

Martin Saunders 01285 821425

Start/finish: Highwayman Inn, Elkstone

Simon Marks 01865 864038

www.cirencestercarclub.com

Navex – Wednesday 27th April – Oxford Motor Club

Graham Dunn is running the first navex of the year and will use map 164. The event details will be posted on the yahoo group but expect it to take place north of Oxford.

Kevin.belcher@abbott.com

07780 955720

Corinium Stages – Saturday 30th April – Cirencester Car Club

CMSG Stage Rally Championship Round 5.

This will be the second stage rally of the year to take place at the Down Ampney Airfield. 8 stages and 55+ stage miles are on offer over the old disused airfield. A local event to us so come out and help. Sign – on from 7.00am.

www.cirencestercarclub.com

ted163@gmail.com

Club Night – TBA – Wednesday 5th May

Natter & Noggin at the cricket Club.

Cumnor Cricket Club	20:00	MR 164/460040
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Bocardo Autosolo – Sunday 8th May – Oxford Motor Club

CMSC Autosolo Championship round 4. This is our first Autosolo of the year at Silverstone Race Circuit. The entry will be open to 60 cars so all hands to help out will be needed. Regs will be out in March and details as ever will be sent out on the yahoo group and will appear on the website.

Kevin.belcher@abbott.com	07780 955720
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Minutes of the Annual General Meeting

Held at Cumnor Cricket Club, Oxford Wednesday 2nd February 2011

Call Meeting to Order

The Chairman Kevin Belcher called the meeting to order at 8.30pm.

Members Present

Dave Barbara, Kev Belcher, John Blackwell, Shirley Blackwell, Rob Bowsher, Graham Dunn, Chris Hambly, Dominic Hodge, Bill Hitchcock, John Jago, Karen Kearns, Neil Lewis, Tony Mytton, Steve Partridge, David Smith, Jack Smith, David Smythe, John Thornton, Nick Townsend, Zoe Turrell.

Apologies for Absence

The following have apologised for their absence:

Richard Austen, Paul Hancox, Richard Hancox, Tonya Heap, Zenya Heap, Haydn Marks, Paul Woodhams.

Read and approve the minutes of the 2009 AGM

The 2009 AGM Meeting minutes were proposed as a true record of last year's meeting by **David Smith** and seconded by **David Smythe**.

Matters Arising

There were no matters arising from last year's minutes.

Chairman's Report

2010 was a very mixed year for Oxford Motor Club. For me the big loss for 2010 was the cancellation of the Carfax stage rally. With Longcross now gone myself and Chris Hambly have been pursuing different leads throughout the year without success. We are still looking for this year. The Carfax is the big event we need to organise as this gives the club long term financial stability and allows us to afford items such as the radios and gazebo's.

That said the Bullnose Endurance Rally had its most successful year since its conception. The event had a near full entry and we had a new start venue in Bampton. A new test and a short night section were added to give a different look to the event and the general consensus was that it was still one of the best endurance events many had taken part in.

A large amount of work went into this success especially the week preceding the rally. A big thank you should go to new C of C David Smythe who managed a great team of people with the help of Simon Lassam and Karen Kearns, and the set up crews that assisted, Dave Smith and Rob Bowsher to name a few. We also raised an impressive £2350.00 for the Chiltern Air Ambulance. Thanks should also go to the RPS (Simon Ayris) and Kernahans for their sponsorship of the event.

Autosolos continued to thrive in 2010 and we ran two very successful events again at Silverstone Race circuit, using one of the main car parks. Both events were rounds of the CMSG and BTRDA Autosolo Championship and that attracted full entry of 60 in April and 55 cars and in October.

The event's ran smoothly and received a lot of praise from the drivers taking part. Again we had great support from those members that came out and helped with set-up, timekeeping and general running of the event.

Committee meetings have been well attended; however we are still looking to get new people involved in the running of the club and events that we organise.

The Club ran many other events during the year with five 12 cars, two scatters, three navex's, summer autotest and a table top rally.

Among the organisers Tony Mytton and Jon Sargeant organised their first 12 car, Zenya Heap ran two 12 car's and a scatter and Neil Lewis organised the autotest & navex.

We have seen a drop in numbers at Club nights which is a shame because we have organised a steady mix of video and quiz nights along with the scalextric racing and the traditional natter'n'noggin.

On a more positive note it was also encouraging to see many of the membership still out competing and marshalling in different events and championships, here are some of the highlights.

The CMSG events were well supported by Oxford members with Haydn Marks and Brian Cammack winning the Roadsport expert title, and myself and Paul Hardy retaining Roadsport overall championship for a third year.

We also had Zenya Heap, Tonya Heap, Haydn Marks, and me doing the CMSG Autosolo championship throughout the year with some good results from all and again taking good positions in class 3, with me re-taking the overall championship. It was also good to see other club members competing on various events around the country, Chris Hambly and Paul Woodhams competing on stage rallies, and Bill Hitchcock, Martin Kernhan, Simon Ayris, Paul Hardy and myself on endurance events.

We must not forget those that represented us on marshalling and officiating duties throughout the year, with Karen Kearns and Dave Smith flying the marshal flag along with John and Shirley Blackwell having retired from recovery and taking up radio marshalling and noise testing.

Well done to all our members that got the Oxford MC name out there.

In conclusion I would like to thank the outgoing committee for their support and those members that helped to make 2010 another decent year for the club, however in 2011, we saw the return of the Hogmanay Autotest and I would like to see the return of the Carfax Stage Rally and the continued success of our events.

Treasurer's Report

The Treasurer presented an overview of the 2010 Club accounts, balance sheet attached, and provided several notes on major transactions adding that for the first time for many years we had made a trading profit.

- '*12 car, navexes, scatter*' fees are to be increases to £7.50 (£8 for non-members) with a £40 cap on organizer expenses.
- '*Admin*' contained a pre-payment of £2573.25 to Silverstone Circuit to reserve the costs of the AutoSolo and to avoid the VAT increase.
- '*Assets*' were affected by the purchase of new fire extinguishers, hand held radios and spare batteries.

- The '*Bullnose Rally*' made a good profit even after donating £2047,50 to the Air Ambulance. Added to this were donations from Dominic Hodge of his scrutineering fee and from Competitors making a total of £2370.00
- '*Magazine*' costs are reduced now we only publish 6 editions a year.
- '*Membership*' income is down partly because there was no Carfax Rally to generate new members.
- '*MSA Insurance refund*' is a 13.74% refund of all insurance paid to the MSA during the year.
- '*Noise Meter*' has been re-calibrated and we have added extra channels to the radios and paid for licences.

If we had not pre-paid the Silverstone fee the club would have made a trading profit of £834.93.

John Blackwell added that if the Carfax does not run again the membership will probably have to rise.

Election of Oxford Motor Club's Nominated Officers for the Year 2010

Honorary Executive

The President and Vice Presidents were contacted by the outgoing Secretary to ask if they would stand for re-election.

President

Graham Dunn

Vice Presidents

John Jago

Bill Hitchcock

Simon Marks

David Smith

The following people have been proposed and accepted for nomination to the committee.

Club Officers

Chairman *Kevin Belcher*

Vice Chairman *David Smythe*

Treasurer *Shirley Blackwell*

Secretary *John Blackwell*

Club Executive Committee

Chief Marshal *Karen Kearns*
Child Protection Offr *Richard Austen*
Competition Secretary *Kevin Belcher*
Magazine Editor *Dave Barbara* Membership Sec. *John Blackwell* Merchandising & Clothing
Tony Mytton
Public Relations Officer *No nomination*
Social Secretary *No nomination*
Web Master *Nick Townsend*

Club Executive Committee

Assistant Chief Marshal *Rob Bowsher*
Equipment Officer *David Smith*
Points Collator *Kevin Belcher*
Committee Member *Zenya Heap* Committee Member *Chris Hambly* Committee Member *Zoe Turrell* (Co-opted onto Committee at the meeting)

All the above were voted in *en mass*, as there was no competition for any of the posts, by a show of hands.

Proposals

Zenya Heap proposed that ***‘the role of Public Relations Officer be removed from the Committee positions’***.

- **John Jago** argued that the club needed someone who could sell the club in a positive manner. He also asked if, should there be an incident, who from the club would provide a statement.
- **Neil Lewis** said it was easy to place information electronically into the press.
- **David Smythe** said electronic communications were the future and preferred method of the generation we are aiming to recruit.
- **Jack Smith** said an ideal way to promote the Club would be to place information on ‘*You Tube*’. **Chris Hambly** added that it would be possible to have our own channel.
- **David Smith** commented that he had difficulty gathering information for the Centenary and it was essential information was gathered and stored. It need not necessarily be the same person, we all had a responsibility to maintain records.
- **John Jago** asked if part of the role was to attract new members and if the position was abolished what other methods could be utilised.
- **Karen Kearns** asked if we abolish the position do we need to wait until next year’s AGM to resurrect.
- **Nick Townsend** suggested we keep the position but rename it to MEDIA OFFICER to be more representative of modern needs and methods.

After further discussion vote was held and the proposal was not carried. An amended proposal was then put to the meeting; that '**the position be kept but be renamed *MEDIA OFFICER***'.

Proposed **Nick Townsend**, seconded **Karen Kearns**. The vote was unanimous and the amended **proposal carried**.

- **Karen Kearns** asked if we now needed to elect someone, the Chairman replied that we could co-opt.
- **David Smythe** added that in the short term the individual event Clerk of the Course should be the point of contact.

Any Other Business

- **John Jago** asked if the Club would be interested in running an Economy Run. He said the MSA felt it would be beneficial if a championship was formed.

Following a discussion of how this type of event works the Chairman said it was something the Committee would consider.

- **Nick Townsend** explained that the web site is currently difficult to manage. It is becoming increasingly apparent that we need to rebuild the site.
- **Dave Barbara** added that a reconfigured site would merge in the magazine and the new Media Officers role.
- **John Blackwell** explained the responsibilities of the President and Vice Presidents. John Jago suggested the definition be amended and David Smith said he would research the original wording. This would then be published in the magazine.
- **Jack Smith** asked if we should link advertising onto the web site.
- **Nick Townsend** explained this was potentially dangerous and not always beneficial to the Club. Any contributors must be thoroughly vetted before considering them and it is best to rely on personal recommendation.
- **Steve Partridge** asked, as a newish member, what the Carfax was? The Chairman explained the format and requirements and the steps we have taken to resurrect the event since the demise of Longcross. This led onto a discussion on a replacement venue.
- **David Smythe** gave a in depth report on last year's Bullnose Rally followed by a vote of thanks to the team that had helped make the event another success. He then outlined the preliminary plans for the 2011 event which is intended to follow the successful format of previous years.

The date is set for Saturday 3 September 2011. Once again we are a round of the Endurance Road Rally Championship. As with 2010 the event will take a lot of organisation and voluntary support not only on the day, but in the months leading up to the day. Anyone who is interested in providing such support should contact David Smythe, contact details inside the front cover of the magazine.

Members are encouraged to assist on these other rounds where possible to ensure reciprocation of support in September.

- **Nick Townsend** said it must be recognized that the 'Endurance Rally Association' ERA are promoting the championship.

- **Shirley Blackwell** stated the Club has opened sub-accounts for the *AutoSolo*, *Bullnose*, *Carfax* and *Membership* and we are also looking at Internet banking.

President's Address

The president, **Graham Dunn** addressed the Club by welcoming in the incoming Committee and thanking the outgoing Committee for their work and commitment to the Club.

He said that while marshalling on the Bullnose Rally he spoke to many competitors who were full of praise for the Club and the way we ran events.

He commented on the proposed sell off of the forestry and the potential detrimental effect this may have on motorsport causing an even bigger demand on the remaining venues.

Closure of the meeting

The meeting closed at 22.00

Next AGM

The next AGM is to be held on 1st February 2012 at Cumnor Cricket Club, at 8pm for an 8.30pm start.

Event News

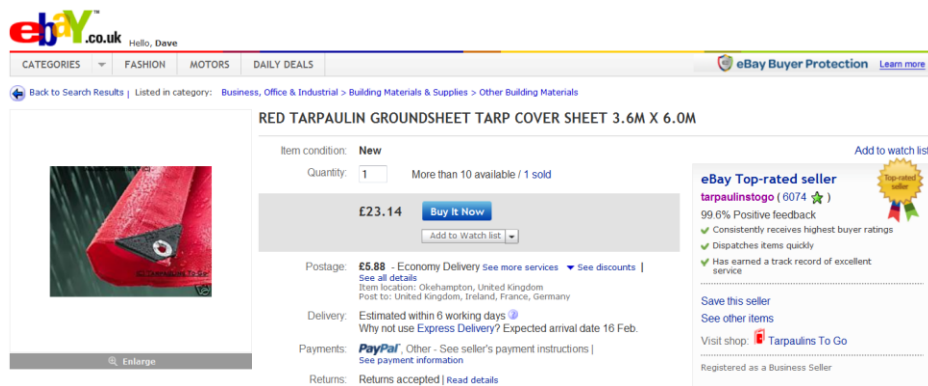
We are still looking for a new venue for the Carfax Stage rally scheduled for November 20th. Ideally a tarmac venue within 50/60 miles of Oxford. A couple of enquiries are out at present but they cannot be relied upon. If you have any ideas please pass on the contact to a committee member, or you could approach the landowner in the first instant to make contact.

The first big event of the year will be the Bocardo Autosolo held at Silverstone on Sunday May 8th. As ever we need help with time keeping, radios and results. Please put this date in your diary. Other events that need both competitors and marshals are the 12 car's. The following dates that both CMSG and Club events are 4th March, 25th March, 15th April and 20th May. Again any help will be welcome.

For other event details please look at the *What's On*.

Kev Belcher

And Lastly, Things I Found on eBay...



The screenshot shows an eBay.co.uk listing for a 'RED TARPULIN GROUND SHEET TARP COVER SHEET 3.6M X 6.0M'. The item is in 'New' condition, with a quantity of 1 available (more than 10 available / 1 sold). The price is £23.14, with a 'Buy It Now' button. The listing includes a 'Postage' section for £5.88, 'Delivery' information (estimated within 6 working days), and 'Payments' via PayPal. The seller is 'tarpaulinstogo' (6074), an 'eBay Top-rated seller' with a 99.6% positive feedback rating. The listing also features a 'Visit shop' link for 'Tarpaulins To Go' and a 'Registered as a Business Seller' badge.

Well, I found one in the end, a thick red tarp for less than £100 which doesn't blow all over the place without tyres on every corner. Mine is a bit bigger but this size is great. They have loads of colours for the co-ordinated among us.

Dave Barbara

Great Bustard Rally – 2nd & 3rd April 2011

Following the success of the Great Bustard Rally in 2010 the Salisbury and Shaftesbury Car Club will again run the event as a round of the 2011 Endurance Rally Championship. The rally will be based near Frome in Somerset. We will start on the Saturday morning with selectifs on farms, woodland and airfields as used on the 2009 & 2010 Bustard.

MARSHALS AND RADIO OPERATORS NEEDED - Great Venues, Top Competitors,

Please contact - Worth Birkhill 07823 554246 worth@bigfishhooked.com

Or Mike Gray, 07884 446489, mikeg@derltd.co.uk

Co-promoted by the Salisbury & Shaftesbury Car Club Ltd and the RAF Motor Sports Association Run by competitors for competitors.

We need plenty of Marshals to ensure the event runs smoothly. If you cannot compete, or if you are competing but have friends who would like to be 'part of the action' please think about helping out. Remember, there will be no spectator information issued so the only sure way of seeing the action will be to marshal.

Please complete this form and return it to the Chief Marshal or give him a ring.
Would your club or group like to take charge of a whole Selectif or section?

Name.....No in party.....

Address.....

.....Postcode.....

e-mail.....

Phone.....

Mobile Phone you will bring on the day.....

Are you experienced in manning?	Passage controls	Yes / No
	Time controls	Yes / No
	Selectif start/finish	Yes / No

Are you available on?	Saturday day	Yes / No
	Sat night/Sun Morning	

Are you experienced with Liege Timers?	Yes / No
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Please return this form to the Chief Marshal Worth Birkhill or Mike Gray

Oxford Motor Club, 2011 Calendar

February

Wednesday 2 nd	AGM – Cumnor Cricket Club	
Friday 18 th	12-Car Rally: Oxford	Dave Smith
Friday 25 th	CMSG – Roadsport R1 – Oxford Area	TBA

March

Wednesday 2 nd	Clubnight – Cumnor Cricket Club	TBA
Friday 18 th	12-Car Rally: Dolphin, 174.	Paul Hardy
Friday 25 th	CMSG – Roadsport R2 – Oxford Area	Kevin Belcher

April

Wednesday 6 th	Clubnight – Cumnor Cricket Club	TBA
Friday 15 th	CMSG – Roadsport R3 – Newbury Area	Bob Muttram

Wednesday 27 th	Navex: Sturdys Castle	Graham Dunn
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May

Wednesday 5 th	Club Night – Cumnor Cricket Club	
Sunday 8 th	Bocardo Autosolo –Silverstone	Kevin Belcher
Friday 13 th	12-Car Rally: Oxford	Chris Hambly

June

Wednesday 2 nd	Club Night – Cumnor Cricket Club	
Wednesday 15 th	Scatter: TBA	Paul Woodhams

July

Wednesday 6 th	Club Night: Cumnor Cricket Club, Navex	Kevin Belcher
Sunday 31 st	Autotest and BBQ Pusey lodge Farm	Neil Lewis

August

Wednesday 3 rd	Club Night – Cumnor Cricket Club Table Top	
Wednesday 10 th	Scatter: 164	Zenya Heap
Wednesday 31 st	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