



Oxford Motor Club



January 2016 Magazine

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

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Editor's Babbling

When I edited the July newsletter I made a commitment to enter the club's Autosolo in October.

I duly entered and had a great time on a wonderfully sunny day at Finmere. I experimented with increasing the tyre pressures but realised too late that it was best to go straight to the highest pressure and then gradually reduce them as the tyres and in this case the temperature got hotter.

Not unexpectedly I started the day by over-driving but eventually reined myself in duly went quicker. I therefore set my most competitive times at the end of the day. I thoroughly enjoyed myself and would encourage anyone who hasn't tried it to have a go.

You can see from the first page that I wasn't the only blue MG ZR competing; this is club member Ian Hazelton.

I have continued to enter 12 Car rallies and if you read my article on page 19 you can find out why one of them turned out to be wetter than expected.

Tony Mytton

Brackley Blast 12 Car 18th December 2015

Firstly, thank you very much to all the competitors that gave me a good entry and marshals that made the event happen! Thankfully the rather mild weather for the time of year was in our favour! We had people traveling from Kettering, Malvern and Newbury so quite a travel for some people!

The event started and finished from Brackley and headed south towards Finmere, then near Silverstone and Towcester before heading back to Brackley. The route was 60 miles and we had 10 crews out. One notable entry was the Morgan Plus 4 of Charles Neal that showed the true spirit of rallying.

Apart from my error of not telling the expert crews to go round certain triangles, the event seemed to go well and there were many smiling faces at the finish. It was nice to see some new and different faces out on the event.

=1st Kieran Belcher/Derek Looker OF 0M
 =1st Richard Austen/Paul Hardy OF 0M
 3rd William Johnson/Rob Sharpe OF 10M
 4th Haydn Marks/Brian Cammack OF 10M
 5th Phil Garratt/Kieron Brown OF 10M
 6th Barry Young/Cameron Young OF 16M
 7th Steve Newman/Bob Muttram OF 22M
 8th Ding Boston/Andy Parsons OF 50M
 9th Charles Neal/Oliver Simpson OF 55M
 10th Huw Durham/Richard Crozier 3F 8M

Results are sorted out using furthest cleanest rule where there is a tie.

Chris Hambly



The Year Ahead

We have a fairly full calendar of events planned for your enjoyment during 2016. A full list will be on the club web site event calendar page which will be updated when more information is available.

12 Car Navigational Rallies

In conjunction with our neighbouring club Dolphin MC we run a series of eight 12 car navigational rallies, four organised by each club on alternative months through the early and late parts of the year.

The first is organised by Dolphin is on January 29th with the February 12th event organised by Oxford MC two weeks later. Steve Newman is running this [his first] event for the club.

Dolphin again in March and then its Oxford's turn on April 29th. As yet we do not have an organiser for this one so if you are interested please contact me.

These events are open to any club member regardless of experience as there are classes [expert, novice and beginner] to suit all and there is a wealth of experience within the club to help you.

Alongside these club rallies are seven further 12 car events organised by other motor clubs in our area which form the Cotswold Motor Sport Group [CMSG] championship.

Autosolo & PCA

We are running two club Autosolo and PCA events during the year. The Bocardo on April 24th and the Boanerges on October 2nd. Currently these are run at Finmere Airfield, to the north of Bicester.

Again, these events are open to all club members regardless of experience. We run a National B class for the more experienced drivers from around the country and a Clubman class for club members who just want a day's motorsport.

As the name implies, Autosolo events are for solo drivers competing around a course laid out on a sealed surface venue against the clock. The minimum age is 16 so it's an ideal entry point into motorsport for our younger members and an opportunity to drive the family car as the same car can be entered twice with different drivers. Any car being used has to be road legal and driven to the venue.

The PCA [production car autotest] which runs alongside and around the same course as the solo on our events is slightly different. Other club's autotests may include a reversing element on their tests but ours are forward direction only.

The vehicles have a crew of two – a driver and navigator – with the minimum age for drivers being 14 and the passenger being 12 so again it is an ideal opportunity to encourage younger members to get involved. Both these age limits have a qualifying safeguarding criteria with regard to the ages and qualification of the other person in the car to ensure everyone safety.

The vehicles used on a PCA must be classed as a touring car, has to be safe with regard to operation but does not need to be taxed or MOT'd and can be brought to the venue on a trailer.

All the vehicles are scrutineered before the event to make sure they are acceptable to compete.

Alongside these club events are a further ten Autosolo and PCA events organised by other motor clubs in our area which form the Cotswold Motor Sport Group [CMSG] championship.

Carfax Stage Rally

The Carfax Stage Rally is our single venue, sealed surface National B rally and attracts competitors from all over the country.

In our third year at Throckmorton Airfield, near Pershore the event is looking to maintain our reputation as one of the most enjoyable and well organised rallies.

As well as being a round of the ACSMC, ASWMC and CMSG rally championships we are pleased to announce we will be a round of the HRCR Old Stagers rally championship and should attract a wide range of historic vehicles.



Marshalling

As you can imagine these events cannot run themselves and, as well as competitors, we always need members to volunteer to help organise and/or marshal them all.

Marshalling involvement can be as little as a couple of hours on a Friday evening on a 12 car, a day or half a day timekeeping on a Autosolo to a full day out on the Carfax rally.

12 cars and solos need a small team to set up and run and can be more relaxed events but helping to organise the Carfax is far more time consuming.

There will be an initial meeting for this event organising team shortly after the AGM to discuss the results of the MSA Stage Rally Review to see how it will affect our event and start the recruitment of officials then more in depth meetings as the event gets under way.

Rally marshalling, following the MSA review, is being studied closely and it would appear that MSA licencing will become compulsory. There are a number of MSA seminars early in the year and there will be more information on this subject as it becomes available.

If you want more details on any of these events or how you can help on any of them please give me a call.

John Blackwell – Competition Secretary

Haydn's Thames Path Challenge

Some of you may know that last year I had been training for the Thames Path Challenge, a 100km walk starting from Bishop's Park in Fulham, following the river Thames all the way back out to Henley. I signed up for it as I successfully completed a 26.2 mile marathon walk in 2014 and decided to do something a little bit more serious in 2015.

Training mainly consisted, rather unsurprisingly, of lots of walking. During training, I didn't do any massively long walks, the longest only being 18 miles, but more concentrated on consistently walking most days to get my body used to constantly being on the go. There were also a few overnight walks to prepare for the pressures of not sleeping when your body wants to do nothing else but stop.

As the year has progressed I noticed a definite improvement in my general fitness with the ability to walk further and further, without batting an eyelid, ever increasing. The closer the event got, the better I was feeling, right up until the last couple of days, when what I'd taken on seemed to start properly sinking in. As I packed my brand new CamelBak bag, complete with its built in hydration system, it dawned on me that most of the items going in were to potentially stop me from getting injured or possibly dying.

The day before the event, I was in London so I utilised the opportunity to sign on early and pick up my starter's pack in order to save time in the morning. Then it really hit home that it was happening and with all the sponsorship money I'd already raised, backing out now just wasn't an option. So I went home, tried to eat a sensible healthy dinner, but nerves were setting in an appetite was non existent. Tried to go to bed early but sleep wasn't very forthcoming with all the thoughts and what ifs? running through my mind.

So, the day of the event finally arrives. It's Saturday 12th September 2015 and the 5.45am alarm is not appreciated. 6.20am and my mate Dave arrives to give me a lift to London, after a bacon roll and a cup of tea of course.

8am I get dropped off at the gate to Bishop's Park and I strap my bag on and make my way down to the start area. Signing on the night before seemed to have been a good plan as it was pretty busy. At 8.40 my group was called into the warm up area. Turns out I'm not very good at Zumba. It just makes you look stupid but I suppose jumping about a bit to loosen up was no bad thing.





9am and my walk to Henley began. I settled straight into a good pace fairly quickly. Fully aware of the distance afoot and the duration, I wasn't looking to push on too hard and risk an injury early on. The first 28km to the first major rest point flew by. I was feeling pretty good still so just sat down for a little while, whipped the walking boots off to make sure my feet were still ok before helping myself to the vast amount of free snacks on offer and refilling with water.

I continued on and the further I was leaving the city behind, the more peaceful and rural the scenery was becoming. The weather was perfect too, warm and sunny with a gentle breeze, everything was good in my world. I once again settled into a nice pace and kept going. The 50km halfway stop was at Runnymede, just outside the M25. I arrived there just before 7.20pm, 10 hours and 20 minutes after starting earlier that morning. This checkpoint had hot food available which I welcomed as tiredness was starting to kick in and a few blisters were starting to show themselves. I wanted to rest for a bit but I was keen not to stop for too long and risk seizing up so I ate what I could, plastered up my blisters as best I could, changed into a fresh pair of walking socks and headed off for the next section.



Leaving Runnymede just after 8pm it was now fully dark and the temperature was starting to drop. We were supposed to stay in groups during the night time but as everyone was walking at different paces, everyone soon spread out again and it wasn't long before I was alone in the pitch black with just my head torch to brighten things up. Loneliness was now starting to set in but I soldiered on, fuelled by adrenaline and glucose tablets for nearly 3 hours until I got to the next rest stop. I'd now been awake for about 17 hours and walked about 65km, it was dark, a bit cold and my legs were starting to ache. With 35km still left to go, self doubt was also starting to creep in now. I knew it was now a case of mind over matter so I refilled with water and continued on into the night.



The next section was just horrible. Everything was hurting and it seemed to be taking longer and longer for the distance markers to come into view after each kilometre. I didn't see many people, but despite feeling a bit lonely still I wasn't really keen to talk to anyone. Other people's voices would've only been an irritation to me.

The last major checkpoint was at Cookham, about 77km in and this was another stop with hot food. I stumbled in at 2.20am, exhausted and aching a fair bit but grabbed a well earned jacket potato and promptly smothered it with cheese and beans. I stopped there for about 40 minutes in total and this time getting going again was very hard. I could quite happily have jacked it all in here but I really didn't want to let my supporters and sponsors down and besides, it was only 11km to the final rest stop. An agonising 11km. I made it there sometime shortly after 5am and really was starting to struggle. I didn't stop long this time, just a few minutes to use the toilet and then it was just a final 12km push to the finish.

That final 12km was probably the hardest 12km of my life. Everything hurt, I was a broken man and my body was screaming at me to stop. Just before I got to the 93km mark I got a text message from a friend asking how I was. Truth be told, I had nothing left to give and was now literally in tears. I was so tired and in so much pain and really didn't see how getting to the finish was going to be possible. Despite all this, I pulled myself together and hobbled on. Eventually Henley-on-Thames loomed into view. This gave me some hope so I kept going and made it to the finish line, completing the course in a not too shabby 23 hours, 1 minute and 52 seconds raking 298th out of 701 finishers. I think I'll settle for that considering I'm by no means an athlete of any sort.



The rest of the day was spent, after the best feeling shower in the world, either on the sofa or in bed grabbing a little bit sleep and trying not to let my legs completely seize up solid. Getting out of bed on Monday was certainly a challenge but by Tuesday, I'd regained full use of my legs despite a slightly awkward walking style in order to keep pressure off those freshly burst blisters.

Now I've had a while to reflect on what was undoubtedly the biggest challenge of my life, the question I find I'm asking myself is what's next? In all honesty, I don't think I want to top it; 100km is more than enough to prove what I'm capable of. I've always enjoyed walking and have no intention of giving it up, although I am going to ease off for a while. I will probably still continue to do marathon distance events as they're easy! In fact, I've just signed up to do the Shine Walk again this coming September, an overnight 26.2 mile marathon through London. I might do the 100km again next year. Maybe. We'll see.

I'd like to say a huge thank you to all those who have supported me through this in some way. Whether it be making a generous donation to the charity I have done the walk for, Cancer Research UK, or just kind words of support spurring me on during the event, without them all, there's no way I could've done it. It was all very very much appreciated.

Haydn Marks

The Brackley Blast – Friday 18 December

With my regular driver Pete Collins unavailable for this event, I had intended to compete as a single occupant competitor (allowed by some club), however, I was advised that this was not possible, there had to be two competing occupants in the vehicle.

So organiser Chris Hambly notified me that Bob Muttram was without a driver and perhaps we could link up to compete. In the week prior to the event, Bob and I did arrange to compete together and our entries were adjusted to reflect that fact.

I've not driven on a 12 Car for more than 20 years, so this was going to be entertaining.

Come Friday I took the short run from Bicester to the pub at Brackley where the event was to start from. My Satria had been running fine on the last event I entered, but a hesitance on acceleration started on the trip over, and there was not time to investigate further.



Bob had organised everything at sign on so I just put my chicken scratch on the sign-on sheet and we got Bob settled into the navigator's seat as time was getting short. I was pleased to see that Billy Johnson and Rob Sharpe from another car club against whom I compete had travelled down from the Rushden area to take part in their Lexus IS200.

The hope was that the route Chris had planned for us would go over familiar Map 152 roads for the Satria and Lexus crews.

I always find it odd starting from a pub carpark and running competitively out through built up areas, but Bob dropped onto the 1st route card map reference route quickly and we were off and away towards Hinton in the Hedges. Some crews reported later that a gate was close on the route here, but it was open for us.

Looping round the triangle leading down to Croughton saw us arrive at the 1st control on time.

The next route card took us out towards Souldern, where somehow we missed a codeboard before turning over the A43 bridge towards Tusmore Park and on up to Cottisford village. We didn't use the popular loop around Shelswell Plantation but instead headed straight towards Coldharbour Farm.

The next routecard Turn Left – Turn took us for a quick squirt up the A421, looping through Mixbury, where we picked up a slow moving Joe Public who delayed us down to the Fulwell House Junction and part way up the road to Finmere. When they turned off we pressed on out along the road to Water Stratford to the next control. By now the engine was cutting out under load from low revs, and I suspected dirty fuel was causing filter blockage, anyway we carried on regardless

The next section took us to the A422 turning left down to the Shalstone junction, then up through the village to the Biddlesden road leading up to Turweston Airfield. Marshal 4 gave us a herringbone route card which was to ultimately be our undoing, as so far we hadn't lost any time, (but had missed a codeboard). We pondered on the route and did nearly go the right way through Syresham but at the junction in Grid Square 6343 we took the right turn instead of the left. The loop out to Slapton and back to regain the right route lost us 12 minutes when we arrived at John Blackwell's M5 control.

Regrouping for the next section I was on familiar roads and plumped for an instinctive route while Bob confirmed my suspicions on which way to go. The experts had some LWRNAM instructions omitted from their route cards so we missed going round the triangle outside of Weston heading for the Woodend field road loop, finding the next control in the gravel layby shortly after passing Southfields. Richard Crozier ran up to us at the control asking if we had a tyre pump as the Puma had a flat. Unfortunately we could not help them.

We were within a couple of miles from where I grew up as a kid, so I knew the next section well other than going the wrong way around the triangle at Greens Norton to get the codeboard. The darn traffic lights were against us at the Pub junction in

the village so we got held up. A quick blast along the Caswell road lulled us into a false sense of security when I tried to approach the Foxley road from the wrong direction, a route retrace around the Cold Higham – Grimscote loop put us back on track.

The next routecard took us around the back of Litchborough, through Maidford, down towards Blakesley and then back out to Asdton, and Canon's Ashby and the next control. Love these roads, as I travel them several times a week when visiting my daughters.

Anticipating that we might go up the Crockwell Farm white on the right hand side of the road here, I held back until Bob told me we were using the back road around Morton Pinkney on the left just past the entrance to the white. The shortest route took us down the rough broken up road to Culworth then looped back out to the Banbury Lane near Greatworth.

Not unexpectedly the route took us down the fast narrow road west of Greatworth in Grid Square 5442, looping away from Marston St Lawrence, then down the Halse road to the finish back in the pub.

Other than the hiccup around Syresham and the codeboard "guidedog required" moment around Croughton we had a good run.

Enjoyed the run out with Bob immensely, bet he is an absolute demon on home turf, we didn't quite get the result we hoped for, but we did have fun. Billy and Rob in the Lexus running as Novices managed a fantastic 3rd, despite a spin and curb nudge on route that messed up the cars Traction control. They declared that they enjoyed the event immensely, and subject to acceptable travelling distance to the starts, will be out on other events.

Many thanks to Chris and all the marshals who turned out on the night. You have our gratitude for allowing us to enjoy a pastime we love so much. Long may it continue, and bring on the next event.

SR Neesman

Some Useful Internet Information Links

There are many sources of information, or just generally useful stuff on the internet, but they are not always easy to find. These are just some that I have come across that have proven to be both informative and useful. Maybe you would like to share your own information gems with other club members in future issues.

Calendars, Time Zones, Weather, Timers, Calculators	http://www.timeanddate.com
View Motorway Cameras by road	http://www.motorwaycameras.co.uk
Edit web pages to display & print specific information	http://www.printwhatyoulike.com
OS Map display (OS Openspace API)	http://www.fonant.com/osmap.html
Open Source Alternatives to Commercial Software	http://downloadpedia.org/alternative/
Send notes that will self-destruct after being read	https://privnote.com
HD PC Screen Wallpapers	http://hdw.eweb4.com
The simplest way to learn computer subjects	http://www.inpics.net
Free VLC Media Player software	http://www.videolan.org/vlc
Free GIMP Image processing software	http://www.gimp.org
Discounted Software for Students	http://www.software4students.co.uk
Free Software for Windows	http://www.filehorse.com
Bank Phishing Scams	http://www.akwatts.co.uk
Make your own grid paper	http://gridzzly.com
Computer software info and fixes	http://www.gegeek.com
Ordnance Survey Leisure Maps Summary Lists	http://www.watsonlv.net/50k.shtml
Motorsport Venues of Great Britain and Ireland	http://www.watsonlv.net/tracks.shtml
Chris's British Road Directory	http://www.cbrd.co.uk
Computer tutorials	http://www.inpics.net

Steve Newman



Coming to some roads near Oxford on Friday 12th February, 2016

The Oxford Motor Club's 'Minions Meander'

We look forward to hosting an event that has the right sort of challenges for all you Road Rallying fans, so get yourself entered ASAP. Please support the event as you all know how much effort has to go into organising them, and we really need to get a good entry level (8 or more cars) to truly make all the effort worthwhile.

The route runs entirely on Map 164 Edition D2, and Starts and Finishes at "The Oxfordshire Inn", located in Heathfield Village, just off the A34 at MR 164 / 521167.

If you have any questions regarding the event or would like to offer to marshal please contact Steve Newman on 07769 292631.

A Note from Simon Marks

Ordnance Survey Maps - Good Selection at Go Outdoors

I recently had need of an Ordnance Survey map at short notice and found one at Go Outdoors - the large camping / clothing etc. store just off the Abingdon Road and the A4123 Southern ByPass by Redbridge Park and Ride. They carry a large selection of 1:50,000 Landranger maps as well as 1:25,000 Explorer sheets. The address is 426 Abingdon Rd, Oxford OX1 4XN and, as well as there being a large free car park, the shop is open 9am until 8pm in the week, 9am until 6pm on Saturdays and 10.30am until 4.30pm on Sundays. Much more convenient than trying to get into the centre of Oxford for me. Recommended!

Simon Marks

Wetter Than Expected

Ian Harrison organised Dolphin Motor Club's Golden Leaves 12 Car Rally on 30 October and it was very aptly named. You may recall that at the end of the month lots of trees seemed to drop their leaves very quickly. As a result there were many slippery country lanes where the leaves had gathered.

With Steve Partridge navigating for me we set off from the car park at Snelsmore Common Country Park northwest of Newbury. The route took us south and then east below Newbury and up towards the M4. For obvious reasons I was conscious about the risk posed by leaves on the road and endeavoured to be reasonable cautious when there appeared to be any trees about – difficult in the dark I know.

Between TC3 and TC4 there was a long straight lane followed by a 20 degree left a further short straight and what on the map looked like a 50 degree right going past a farm. I lifted off approaching the bend and probably was going slightly too quick. When I saw the bend it was clearly sharper than expected so I applied the brakes. Instant lock up, absolutely no retardation as there was mud and slime on the road, straight through an old two bar fence and down a couple of feet into a pond. As I had not slowed down at all the car was 30 feet across the pond. Fortunately there was no sign of any ducks!

The water level was such that it was just trickling into the exhaust and needless to say we were up to our knees in it as well when we got out. Even though the engine was still running there was no chance of moving without help.

Amazingly that help arrived two minutes later in the form of Simon Fudge and David Roper who were competing in their Mitsubishi Pajero. They stopped and offered to help. Unfortunately my tow rope snapped on the first attempt at recovery (it had already given good service when I had to be recovered once before when the gear linkage broke on the Focus I used to have). At the second attempt with two proper tow ropes and the engine revving to keep any water out of the exhaust the car was hauled out no more than 10 minutes after it went in.

Part of the front bumper had been torn and a fog light was smashed. All the other lights were still working, the temperature gauge was normal and everything else seemed ok (I discovered the next day that the cross member had been pushed back against but not into the radiator) so we tore the loose bit of the bumper off and set off again. At first the fan belt must have been slipping a little as it squealed from time to time, but after 20 minutes or so it had cleared. Although the water didn't get into the car when we were in the pond our soaking jeans and shoes dripped onto the mats and certainly made the car smell; it also misted up more than usual as we dried out.

Initially we were classified as finishing in fifth place but unfortunately Ian Harrison realised the next day that we had gone OTL and so we went down to ninth.

Early the following week Ian went back to the farm on my behalf to offer to pay for replacing the fence as no-one had come out of the farmhouse on the night. The farmer wouldn't take any money but agreed to our suggestion to make a donation to a charity. He nominated Cancer Research so I donated £30. He was actually pleased that someone had come to 'own up' because it seems that someone else had gone into the pond the previous week and not 'owned up'. So this actually turned into a good PR exercise and the farmer was interested to know more about Dolphin Motor Club.

I have given Ian the receipt for the donation and this was sent to the farmer and his wife with a Christmas card.

I was obviously very lucky to have been pulled out of the pond so quickly, but after Ian's visit to the farm I discovered I was even luckier. The pond was due to be dredged a few days later

Finally I want to record my thanks to Simon and David. They made a difficult situation much easier than it could have been.

Tony Mytton

Club Championship Points

We are now at the end of the clubs year and I'm finalising the club championship points in preparation for the awards presentation which immediately follows the AGM on February 3rd.

The deadline to submit your claims is **JANUARY 14th**. Sorry to say, anything submitted after that date will be too late as I have to get the awards ordered and engraved for the meeting.

There is a claim form on the club web site but details in an email will suffice.

John Blackwell



Oxford Motor Club Team Wear



Jumper: £22.00 Polo shirt: £18.00

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

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

Send in your Articles!

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

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

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

What's On

January

Wednesday 6th	Oxford MC Club Evening	
Friday 16 th	CMSG Awards Presentation	Ken Sheather [CMSG]
Friday 22nd	Dolphin Frostbite 12 Car	Dolphin MC
Sat 23rd/Sun 24 th	Brean Stages Rally, Brean Leisure Park	Club Rallysport West
Friday 26 ^h	CMSG Roadsport 12 Car Round 1	

February

Wednesday 3rd	Oxford MC AGM & Awards Presentation	
Friday 12th	Oxford MC 12 Car	OMC
Friday 26 th	CMSG Roadsport 12 Car Round 2 Map 150/162/163	Dave Cooper,
Cheltenham		

March

Wednesday 2nd	Oxford MC Club Evening	
Saturday 5 th	CMSG Autosolo Round 1	Chepstow Racecourse
Sunday 13 th	CMSG Autosolo Round 2	Bristol MC
Friday 18th	Dolphin Spring 12 Car	Ross MC
Sunday 20 th	AGBO Stage Rally	Weston Park, Telford
Friday 25 th	CMSG Roadsport 12 Car Round 3 Map 151/163	Owen MC
Sunday 27 th	Tour of Caerwent Stage Rally	Matt Langford, Chelt.
		Forresters MC

