



Oxford Motor Club



July 2012 Magazine



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Cover : ‘Car Henge’ at Goodwood – courtesy of Ciara Thompson

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:

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

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



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

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

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

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

Editors Ramble

Wedding transport

On the 8th of June Annette and I got married and the car that took me from the church to the reception was the GT4 I have spent all my spare time rebuilding. In order to allow Annette to graciously enter the car, the roll cage had been purchased with removable door beams. The floor was temporarily carpeted and the seats are now recliners that allow a four point harness (which were converted from last year's 6 points). The car was of course painted white and all was well until a few days before the wedding. A grinding sound came from the engine which turned out to be the water pump. Replacing this is a nightmare but just finding one was a major challenge! One was found by the mother in law (of all people...) and Jon travelled up to install it while I went to work. All went well and I now have a wedding memento like no other.



Honeymoon transport

We had decided to go on safari just after the wedding and so flew to Nairobi for ten days, visiting four National Parks. I had expected the transport for this to be a Land Rover complete with rifle rack, but no, it was a Nissan Urvan minivan. The roads can be a bit of a challenge out in Kenya, and the tracks around the parks are more like a testing ground for quad bikes. The Nissan however was quite impressive, so a bit of geeky delving discovered that these are heavily modified vans, custom built for the conditions. Some of the mods include;

- Sump guards
- Snorkel
- Light guards
- Wheel nut protectors
- Windscreen clamps
- Safari roof
- HF radio
- Spare springs and two tyres



pummelling on the roads in pursuit of big cats – they truly are built to last. Our backs, however, are another story.

Dave Barbara



There are little touches all over the van that are reminiscent of the World Rally cars that competed in the Safari events. At times we were leaning over at what felt like 40 degrees without tipping over, never once got stuck, nor broke down, despite the hours of

Limited Company Update

On July 4th we held the EGM to approve the change of Club status to a Company Limited by Guarantee.

After a discussion on some important modifications to the Articles of Association and the Club Rules, the vote, at fourteen for and nil against, was overwhelmingly for the proposal.

You will find a set of the latest rules in with this magazine and the Articles and Memorandum are being sent to Companies House for the new Company to be Incorporated.

I would like to thank everyone who has helped me with this process both within OMC and other motor clubs that have gone through the same process.

OMC Window Stickers

In this magazine you will receive one of the new OMC window stickers. If you want anymore or some of the older long exterior OMC stickers please send me a SAE or, if you let me know I can get some to a club event you will be at.

John Blackwell – OMC Secretary

A marshalling life for me.....



At the end of 2011 I made a resolution to write more articles for the club magazine, and yes it's taken me until May to sit down at the laptop and tap out a few words about what I've been up to so far this year.

January - London to Capetown Rally

Well what better way to get the year off to a good start but to see off the cars heading off on an adventure of a lifetime. 44 cars competing in a 28 day rally covering several thousands of miles and as many countries as it takes to get from the UK to Capetown in South Africa.

The few of us from Oxford Motor Club headed off to Brooklands Motor Museum, in convoy to see the cars in scrutineering, and to have a look around the famous museum and the famous banked circuit, or at least what remains of it. I have to admit that I hadn't realised there was so

much to see at the museum, and will visit again sometime. There was time to have a look around a Vanguard plane (I think) or it might have been a Viking and a wander through one of the few UK based Concorde. Unfortunately the rain started to chuck it down at that stage.

A quick trip into London to park up inside the boundary of The Houses of Parliament. Zoe and myself were sent off to stand on Westminster Bridge to "catch" the competitors, get them back into number order after their spin up from Brooklands, and then release them in batches for the lads (David Smythe, Ben Rees, Steve Partridge) to park in the tight confines of the Parliament car park. There was plenty of interest on Westminster Bridge from the tourists, particularly in the 1923 Vauxhall OD 23/60 driven by a father and son team from Australia.

Having parked up, the competitors headed off to dinner, while we had a quick cuppa and sarnie, and an impromptu game of Frisbee – unfortunately the security services did not join in, so our game didn't last too long. All too soon the teams started to arrive back from dinner and the buzz of excitement became palpable. I chatted to the only Irish man in the pack – Sean Moriarty (sometime journalist for MotorSport News). He was navigating Chris Butcher in a 1974 Triumph 2500TC. I also had a chat to the Turner clan – dad Mike and brother Jamie waving off Owen and his navigator Matt Fowle, in their 2002 MG ZR – all regulars on the Bullnose Endurance Road Rally. Matt and Suze Endean also turned up to wave the competitors off.

44 competitors off the start line to head off into the highways and bye ways of Kent before boarding the Dover ferry in the early hours of the morning. Unfortunately Chris and Sean didn't make it out of Kent having met a tree rather quickly, so that was then end of their adventure. Pity. For the rest of January I checked on the progress of the rest of the competitors all the way to Capetown, on the official website. Amazingly, many of the competitors were updating their facebook and twitter accounts en route so there was plenty of feedback. Congratulations to Owen and Matt for winning the Kent Cup and for finishing in the top 5.

Later in January I attended the MSA Seminar (29.1.2012) with David Smythe and Zoe Turrell. I'm sure I should be describing what I learnt at this seminar, but not sure if I learnt much. There were some very interesting discussions and it was useful to hear what other clubs are experiencing such as the drop off in competitor numbers, the scarcity of marshals, and the potential proposal to have all marshals registered. I explained that for the Bullnose rally I'd happily drag passing rambles off a forest track if I needed, and that having to be registered might put off a lot of potential marshals.

February – Sunseeker Rally

February sees the first of what I term the “big” events in my diary – Sunseeker, Abingdon, Tempest, WRC. I was ably assisted on radio duties by Colin Minchin. We were joined on post by the extended RST team, and I am well jell over Andy's “kitchen” – he's rigged out the back of his 4x4 beautifully with a “fitted kitchen” complete with dining area (has to be seen to be believed). The mornings proceedings were halted briefly when the county fire brigade had to be called in to put out a fire under a log pile – honestly some spectators have a lot to answer for. Lunchtime saw us changing posts so the mobile kitchen had to be packed up mid-way through cooking lunch. However, poor Andy didn't have a good afternoon. A certain DS suggested to Andy that he could deliver a bacon butty between

stages, not going rally route, but by taking a short cut between the two posts, on a forest track shown on the stage map. However, after about 400m Andy's vehicle tried its hand at bog snorkelling. See photos. Fortunately there was sufficient time during one of the stages (caused by having to call in the county fire brigade AGAIN to put out the fire caused by a Suzuki Swift having an argument with some of the trees, and setting fire to some of the surrounding trees). See footage on Youtube. Sunseeker was followed by the OMC Awards Dinner in Eynsham. It's amazing how a girl can manage to get changed from rally clothes into "going out" cloths, in a dark lay-by at the end of the Sunseeker stage. A great meal was followed by the award ceremony. This year I won two awards – was only aware of one of them so it was a bit of a surprise when I had to go up to accept a second award.



March – Mid Wales Stages

Gary Mitchell, the stage commander I "play" with at WRGB invited his chums to assist him on running the Hafren stage of the Mid Wales Stages. So I headed off to Wales, following Rob Bowsher. Near Newtown we got a call to say that the team were heading up to the stage to do some setting up, and generally to have a nose around. Not having plotted the stage entrance, I was faced with trying to navigate myself and Rob. Three maps (road atlas, local Landranger map and stage plan) were not much use as we were sitting, in Lidl's car park, off the Landranger map and nowhere near the stage plan. However we did our best, and about 3 miles from the venue entrance I realised I knew exactly where I was.

We passed the Bluebell pub, which has been my venue for breakfast for the last 3 years on the Saturday morning of WRGB after spending the night doing sign on at Hafren. Pity no-one told me that the venue entrance for the Hafren stage was actually the entrance into Sweet Lamb – plumbed into my SatNav, so we could have avoided plotting in Lidl's!!! We spent several hours completing the set up – taping off, putting up arrows, setting up junction boxes until the light started to fade. Thankfully by that time we were near the end of the stage, and about 2 miles from our overnight accommodation – somewhere unpronounceable in Welsh, and not easy to find.

Sunday dawned, wet, windy, cold. Last minute setting up, and assisting with sign on, before heading off to my post – an uphill right handed, left hand hairpin and dip down, all on 3 foot deep of best Welsh mud, and right in front of the service / spectator area of Sweet Lamb. I always thought that Ireland had weird weather but Wales beats all – before lunchtime we had rain, sleet, hail, snow, biting wind, and glorious blue skies and sunshine. The competitors all stayed on the correct track and out of my jurisdiction. However, further into the stage, Rob Bowsher had to liaise with the stage rescue crew and the county helicopter which was sent to pick up a competitor who had decided to forward roll his car. That was probably the only excitement on the radio on our stage, thankfully as the radio controller had his hands / ears full with sorting out the air ambulance on our stage and county ambulance on another stage to deal with a spectator's eye injury.

March – Bovington Rally

Where would an Irish girl like to spend St Patrick's Day? Ireland? Yes please, but second best might be at the Bovington Stage Rally in sunny Dorsetshire. I was transported in the lap of luxury by Rob Bowsher – what a treat not to have to drive myself to an event. Friday evening we headed off to the accommodation – a “cabin” on a site a couple of miles from the venue. We joined the extended RallyStageTeam family as “support”

crew for Nick Townsend and his newly refurbished Escort.

Saturday dawned icy, frosty and with the promise of rain. Oh joy! Nick headed off to scrutineering while the rest of us set up the service area, and I got breakfast on, to feed the famished. My mate Pete Penycate came to fetch me mid-morning, as I was spending the day assisting him on radio duties. Our post was beside the spectator entrance, monitoring the spectator crossing. However it was car 33 that provided the interest.

Heading into a chicane complex, formed from concrete barriers, more used to stopping tanks going off course car 33 hit one of these concrete barriers head on, forcing the steering wheel up to hit the windscreen and slap the driver on the face on the way back down. The gear box moved about 6 inches further into the engine space than it should be. Thankfully both driver and navigator got out and were sent off to hospital for a quick once over. The rest of Saturday ran okay.

Sunday more of the same, except that I put the hex on Nick's car by commenting on the brakes. Apparently my comment caused Neil Cahill to overtighten some vital nut / screw / bolt / brass thing which snapped, and which Rob had to fashion a new one out of knicker elastic and chewing gum. The highlight of Sunday for me was the arrival of Mr Whippy – the ice cream

van for the service area had to be held with us while he waited for an escort to take him through the spectators to his patch. And the photo shows what the marshals in attendance got from him.



March – The Bustard ERRC Endurance Rally

Having been at Keevil more times that I can remember, I asked the organisers if I could be posted somewhere else – which they duly obliged, and put us at Ashton Mill – the fields at the back of Keevil which used to be the ordnance depot when Keevil was an active airfield during WWII. So, the journey down was fairly easy as I knew where to go. Unfortunately there was a lack of entry – only 32 cars competing so there wasn't as much action as we had hoped. Ashton Mill ran twice throughout the afternoon, with cars dropping out and re-appearing willy-nilly. Because of the erratic nature of the competitors (turning up when they had decided to retire) we were

late leaving Ashton Mill and therefore were going to be very late getting to our next venue – Worthy Farm, home to the Glastonbury Festival. My Sat Nav gave our ETA at Worthy Farm as 6.45 when the first car was in at 6.20 – ho hum. Contacted the organisers to be re-assigned which gave us an evening free to spectate at Worthy Farm and then grab a bite to eat at Rally HQ – at the lovely named Cannard's Grave.....

Back out in the evening we headed off to find our evening venue. Bearing in mind that I wasn't expecting to be here I had no idea where we were going, so we headed out bravely. The venue start was off the road, between Hardway and Kilmington Common – not difficult as there's no other roads leading off. HOWEVER, there were at least three if not four car parks – occupied at that dark hour of night by cars which might not have been involved in rallying!!!! Instructions came over the radio that they were near "Alfred's Tower" – great – it's pitch black, on a road, through a forest! Eventually we saw one of the front-running cars (Chief Marshal or Route Manager????) so we followed him for about ¼ mile down a very dark, down-ward track and found the start line.

We were down to less than 20 cars by that stage, and the early night time passed uneventfully. Just after midnight, some-one came over the radio to warn us that it was snowing on one of the local A roads – oops I

thought, better be careful on the way home..... Only to remember about 10 minutes later that the date had changed over to 1st April, April Fools Day!!! Left the venue about 1.00am, passed Stonehenge on the way – quite eerie in the moonlight, but a fitting end to a great day.

April – Ross Endurance Rally

Zoe and myself headed off early, which means only one thing – at some stage in the journey we’re going to have a funny half hour, where the early bust of energy has worn off, and you need to do something to keep yourself awake and interested in the road ahead. Ask Zoe about the rabbit in the field!!! Met up with Trina Thorpe, wife of competitor Dave Thorpe, and she kept us company, and kept us sane all day. We started off at Bishopswood 1+2, on the start line. Test Commander was David Smythe. Controlling competitors, and local farm workers entering the test was quite a challenge, and a bit scary when 6 farm vehicles appeared out of a thicket seconds before we put a competitor in!!!

Left Bishopswood, and tried to find somewhere for a late lunch. As I disappeared to use the facilities in the pub, my colleagues ordered me soup of the day..... Of the thin, tea type soup (kitchen had closed so no hot food). Still it was good to have a cuppa tea and access to proper toilets.

Onwards to Whitfield, with lots of OMC members – Kevin and his son, Zenya and Hayden, David Smith, David Smythe, Zoe and myself so quite a good turn-out. We were posted to the finish line of Whitfield 16/17/20/21. Oh what fun we had, trying to figure out, in the gloom of dusk, whether a car was on its first run or second run – of all three of us, Trina was the only one who got her bingo sheet right (checking competitors through the finish line).

Of the 39 cars who started, 28 finished the 21 tests over 41 miles, with the winners being Jamie and Mike Turner. I have to say that watching the way that Jamie handles his car, you can see why he wins so many events; there’s something a bit “Seb Loeb” about the way that Jamie and his car are as one.

Laugh of the day: Over the radio, late in the evening, we got a call to have an orange jumper ready for a competitor..... Dave Thorpe, navigator, hubbie of Trina was getting cold, and needed his orange jumper out of her car..... aw diddums.

April / May - Down Ampney

Over the course of about 6 weeks, I was at Down Ampney 3 times (feast or famine springs to mind). “Get it Sideways” Down Ampney 21 April 2012 with Colin Minchin assisting, “Corinium Stages” Down Ampney 5 May 2012 on my own, “EMCOS Stages” Down Ampney 26 May 2012

again with Colin assisting. It was really good to be posted at different junctions for each of these events, so no fear of getting bored. "Get It Sideways" really kept Colin and myself on our toes..... Lots of MkI and MkII escorts, and three minis with the same livery – green with cream roof, which gave a certain element of déjà vu. Looking down the entry list, I suddenly realised that the 21 year old Talbot Sunbeam was probably younger than some of the marshals standing around me..... yikes I feel old. Unfortunately, Colin couldn't get time off work to come along to the Corinium Stages so I was all alone. I was posted to Junction 6, which was quite complex, and changed three times throughout the day.

Between stages, I decided to keep myself occupied by clearing the mud off the outside of my car, with a sponge and some water..... four weeks later, at Down Ampney again, a marshal asked why I wasn't car cleaning today, I'd obviously given her something to remember me by. It was fascinating to see how three different car clubs used the Down Ampney complex in three completely different and competitively challenging ways. Rumours abound again about the lifespan of Down Ampney, under threat of gravel extraction and/or housing development, so not sure if we'll be back at there next year.

June - Abingdon Carnival

The Abingdon Carnival is one of my yearly highlights. I like Abingdon because people camp for the weekend, and you get the opportunity to chat to fellow marshals and competitors, that you normally see at some ungodly hour of the morning at sign-on, for a quick chat. Over the years, my friends have fallen into a fairly relaxed, but set routine: Friday afternoon help with setting up, evening dinner (either at mine or at a local pub), back to the campsite for a few beers / cuppa tea – we tend to do a "tent crawl", visiting Oxford, Bognor, Farnborough, Premier marshals throughout the evening. Saturday is the sprint, and I'm usually on the Abingdon course, as opposed to the Bentley course. I have to admit that sprints are not my thing, but I go along, for the company and the craic. Saturday evening we go to the BBQ, back to a tent, and then to the entertaining comedian in the marquee as it gets dark. Sunday is the rally and I'm usually "behind the wire" in the complex, which is always entertaining.

However this year I had a family event in Hereford so had to be out of Abingdon at 3.00pm. Alas and alack, that meant I couldn't marshal, so I turned out on the day, to be the catering corps for RST rally team (Nick Townsend and Tom Elliott – OMC members), with Rob Bowsher on spanners. Doing breakfast for about 8 adults and one child on a single gas

ring, and a George Forman grill, mindful of stage times, and re-fuelling was a challenge, but great fun. I was sorry to have to leave the venue at 3.00, and was delighted to hear that Nick and Tom put in a good time overall for the day.

July - Festival of Speed

Having sourced a couple of tickets (thanks Chris) myself and my niece Ciara headed down to the South Downs for a day of motorsport fun. We reached the outskirts of Chichester by 10.00am, and spent the next 75 minutes inching the next 6 miles to the venue. We entered at the top end – up by the Rally Stage so had a wander around the rally stage – sponsored by Skoda, and featuring this “sculpture” – it took us all day to figure out that it was “Stonehenge”. (see front page). We watched the rally stage, the off-road stages, and made our way slowly down the hill. The noise from the cars and motorbikes going up the hill, was immense, and the smell of hot brakes and clutches – should be bottled and sold worldwide!!!! Visited the Bognor Motor Club ten, where all the spectator marshals sign on, and had a chat to some old friends there. Over to the F1 paddock then, in time to see / hear the Typhoon jet display, ABSOLUTE FANTASY – I think I screamed out loud when the Typhoon came past our heads, upside-down. Check out some footage taken from the Halneker Windmill field, above Goodwood:

<http://www.youtube.com/watch?v=kbgLUK94-Vg>



Photos - Ciara Thompson



More meandering through the garages, and stopping to watch cars on the hillclimb, and back to the top rally paddock where we started off. The ferris wheel was calling loudly to my niece so we finished the day off with a trip into the air and took lots of photos, checked out the rally start / finish line, Goodwood horse racing circuit, and could even see as far as Butlins in Bognor Regis. Another great day of motorsport, thoroughly enjoyed by all. Thanks once again to Chris.

Karen Kearns

Bullnose Endurance Road Rally

Saturday 1st September 2012

Yes, it's that time of year again, does time fly.....

Following the massive success of the 2011 Bullnose Endurance Road Rally assisted by your good self, Oxford Motor Club has decided to rest the Oxfordshire venues we have been using for the past 4-5 years. In that vein, we have been scouting for venues around Buckinghamshire and are currently engaging with landowners to plan tests and regularity road sections.

In order to run the tests and regularity we need marshals, marshals, marshals. Our preliminary timetable is to start our first test at 11.00 and to be finished by 7.00pm, so a short day and no evening or night sections.

If you are available on that day, even for a few hours, contact the Chief Marshal, Karen Kearns on OMCMarshal@gmail.com. Thanks

*Karen Kearns
Chief Marshal
Bullnose Endurance Road Rally
Oxford Motor Club*

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Rally of the Midlands



Photo courtesy of BPA Rally

Leg 1 – Friday 22nd June 2012

Rally of the Midlands is our local rally and our first multi-venue event and my first event on pacenotes, a huge learning curve!

Headquarters for both servicing and scrutineering were held at Mallory Park on some stages on Friday and Saturday.

Friday proved challenging for us, the car decided not to start in the queue for scrutineering, forcing us to bump start the car in the torrential rain, much to other competitors amusement!

We managed to reach the service area to set up, sharing this area with another competitor. We had changed a coolant hose prior to the rally due to it weeping from a joint. This proved to be more difficult than anticipated and we ended up using a spare metal oil breather hose that fitted perfectly!

We then attempted to fix the starting issue. We changed the crank speed sensor and coil pack but this didn't solve it. We then ran out of time so once we had managed to start the car we headed for the ceremonial start in Camp Hill, Nuneaton.

After bump starting the car, giving a terrible interview and amusing the crowd with an exuberant start, we made our way from the ceremonial start to the first stage of the rally.

The first two stages were run through Arbury Hall. The first, taking it easy as we were warned it would be slippery. The second stage was a bit quicker, too quick over the jump as we landed so hard on the front that the car came out of gear!

Stages 3 and 4 were held at Mallory Park, fast stages, with a technical bit in the middle. We cut one of the corners that I thought we would be able to and smacked the kerb, luckily we got away with it. I was now settling into the pacenotes and we were enjoying it.

On the road section, our alternator light came on and we started losing power, we couldn't use the wipers and headlights at the same time, and did our best to save power.

The final stage of Friday was Argents Mead, a popular location with the spectators, with tight areas for racing, embarrassing should we get it wrong.

By the time we reached the time control, the charge light was on all the time. We had to bump start again and hope it survived to get back to service. We were on the handbrake on every hairpin and set a reasonable time, it wasn't as bad as we had feared.

We got into the evening service and managed to fix the charging problem (It turned out to be a loose connection on the starter motor). Once the car was in Parc Ferme, we headed home for pizza and bed.



Leg 2 – Saturday 23rd June 2012

Morning service was a quick re-fuel and then out to the service park to Arbury Hall for stages 6 and 7 which were repeat stages of the ones run on Friday. Stage 6 went well with fair times set. At stage 7 we had a 3rd gear spin, the corner was a 4 right caution slippery, and I cut it on the approach. This caused the car to snap sideways, I thought I'd rescued it but we did a full 360. Thankfully we survived and only lost 5 seconds.

After Arbury Hall, there was a 45 minute road section to MIRA for stages 8, 9 10 and 11. Stage 8 was fantastic, although we struggled with the straights due to us having a low powered car. Stage 9 and 11 were cancelled due to an accident, and

Stages 10 and 11 were a repeat of the previous ones.

Stage 12 was the first through Merevale, a short stage that caught us out on the first chicane as we locked up and overshot the junction. We didn't hit anything, but lost about 4 seconds. Stage 13 again, took us through Merevale.

Back at Arbury Hall, stages 14 and 15 were held. These were dryer than before, so we were able to take them faster, and the jump much cleaner. We were back at MIRA for stages 16 to 19.

Stage 17 was very fast and time was lost due on the long straights. As the tyres warmed up we struggled to handbrake turn as the back would not slide costing us more time through the tight hairpins.

Stage 18 led us to a massive spin, the scariest moment I have ever had in a car! We came through a fast narrow section that comes into a tight hilly section lined with Armco. We were going too fast and landed a jump hard on the front causing the car to snatch sideways and rub along the Armco! We were in 3rd and I was sure we were going to either roll or hit the Armco and go over the edge! Thankfully we survived that too!

Stage 19 was another run of the very fast Higham, we managed to get the car to slide through the hairpins this time.

Stages 20 & 21 were run in reverse, a much better setup for us and the car. There was then a final run through MIRA for stages 22 and 23. Stage 23 was our favourite stage of the rally, naturally - as we were 10 seconds quicker than our last run.

We returned to Mallory Park for final service, all our friends and family were there to greet us. We gave the car a quick spanner check and headed for the final stage. Both of us were nervous as we knew that we had nearly a 2 minute lead on the next car behind us in our class. If we just drove the stage neatly we would get 3rd in class. We finished 36th overall and 3rd in class!

We would like to say a huge thank you to our sponsors; Lifeline for the new door mirrors and Old Hall Performance for the parts that were donated and the use of the van. Thank you also to our service crew Ron, Dave, Colin and Jim and finally to the event organisers for such a brilliant rally. Photos courtesy of BPA Rally and Rally Feeling. Bring on the next rally!!!

Chris Temple



JRT Enville Stages 2012 at Anglesey Circuit -8th July 2012



Photos courtesy of Duncan Littler

After 2 retirements, (3 sisters with the diff failure sitting 4th o/a, and Weeton where we bent a lower front suspension arm and was unable to change in the service time), we were determined to get a good result this weekend.

After our excursion over the kerbs at Weeton, Willie Poole Motorsport spent several hours straightening the front of the sunbeam on his jig and then Ben was able to replace all the bent suspension parts.

As last year, the Enville Stages did not use any of the rough infield so we had Demon Tweaks make an exceptionally expensive pair of custom front springs that allowed us to lower the car by 25mm. We had no idea how this would affect the cars handling, so stage 1 would be entertaining.

On the Friday before the rally I had a panicked email from my co-driver Sam saying that most of Wales seems to be flooded and was the rally still running – I assured her that the sheep could

swim, so pack her wellies and all would be ok...

We were rather surprised to see the seeded entry list where there were 4 full blown WRC cars and a few serious Group A cars, not to forget the gaggle of very tidy Millington engine escorts. We were even more surprised to see we were seeded 22nd! There were lots of people complaining about their poor seeding but we thought we would say nothing and see where we were after stage 1 – let our results talk rather than hot air.

It was good to see all the Wallasey motor club entries on the entry list – 6 out of 55!

We expected scrutineering to be a formality as we had already done 9 events in the Lotusbits Sunbeam this year with no issues, but our learned colleagues from the island managed to send us back to service to put some duck tape over the positive terminal of our dry cell battery and loosen the pull cord on the fire extinguisher so he could feel it move. Frustrating after over 2 hours in the queue getting sun and wind burnt...

Back to the hotel and we met up with Andrew and his dad who had travelled down from North of Bradford to marshal on the rally. We had some food and beverages with Stuart and his father who were competing in the RWD Micra seeded ahead of us at car 17, followed by an early night.

In the morning we arrived early and set up the service area and contemplated tyre choice – Stuart went straight for hard X02s but we plumbed for medium X10s for Stage 1 after walking the course.

Off the line at stage 1 the car felt good and handled nicely round the left into the merge and stormed round the first open 180 deg right on the circuit onto the back straight into the 4th gear right hander where I lifted off but the car kept on pulling hard – throttle stuck open! So I had to take the corner rather quicker than planned. This made braking for the chicane interesting – thank goodness for the dog box so I could go down through the gears with the throttle open. We carried on round the stage with the brakes taking a hammering having to stop the car as well as fight the engine. The last two hair pins were very entertaining with the stuck throttle... It was a relief to kill the engine on the stop line and watch all the smoke come off the brakes.

In service Ben quickly discovered a wire harness connector jammed in the throttle linkage and cable tied it out of the way. We were very surprised to find we had taken 7 seconds out of Stuart in the RWD Micra after SS1.

The X10s were starting to chunk slightly on the front, so we changed to the X02 compound all round for SS2.

On SS2 we had a clean stage and took 7 seconds out of our SS1 time – When

some results were finally posted we found we were sitting 7th o/a – not bad from a seeding of 22nd.....

John Stone in the Skoda Fabia WRC had an issue on SS1 and was still behind us after SS2 despite setting the fastest time on SS2.

Keith Dowthwaite and Tony King were out in their shiny new Escort that they were starting to get to grips with. After a good first stage, they suffered with fuel issues on SS2 losing time.

By SS3 we were getting into the swing of the venue and started to take a second a stage out of the car in front of us (Mark Welch in Car 12, Escort Cosworth) on SS3 and SS5 matching him on SS4. On SS6 we were blocked by Car 27 for almost half a lap till we forced our way through. This cost us at least 5 seconds which dropped us back from catching Car 12. The driver of Car 27 was very apologetic when we had a chat in service – said he did not see us – we must need brighter lights and a louder horn! We had now dropped to 8th overall as John Stone had set several fastest times and moved up to the front.

We caught a truck tyre on the entry to the rough bits with the rear wheel on SS6 which flicked us up onto 2 wheels for a few moments. Ben and Sam had a good look at the rear suspension but could not find any damage in service. The front tyres were starting to go off, so we swapped front to rear for SS7 as we had nothing harder.



As we were going out to SS9 it started to rain and we were stuck on X02s, which worked ok initially as they were still warm from SS8, but soon cooled down with the rain and by the end of the stage were sliding around nicely. Towards the end of the stage the intercom became intermittent

For SS10 we swapped to uncut supersoft X22 tyres. In service we changed the intercom headset in the driver's helmet that initially seemed to cure the problem, but then the intercom died altogether.


The rain came on even heavier giving a thoroughly wet SS10 with no intercom, but the soft tyres really worked allowing us to easily catch car 30 on stage and then overtake car 20 – 3 series BMW - who started 30 secs in front of us! Sam struggled without the intercom shouting several bends at a time when we were off the power and under breaking, so it was quieter, and added hand signals for the splits

We were 15 secs quicker than our SS9 time and set the fastest time on SS10


at 5 mins 30! We were disappointed to notice when we got home that our time had been queried and we had been given another 10 seconds! This did not change our overall position but implied we were second to John Stone at 5 mins 34!

Overall we had a good day at a great venue with good organization and came away with a respectable result thanks to good all round teamwork and no major issues.

*Mike Taylor
Team Lotusbits*



OXFORD MOTOR CLUB
presents
JAMIE FELTON
— SINGER SONGWRITER —



COVERS & ORIGINAL MATERIAL

1st AUGUST from 8.00pm
at **KIDLINGTON GREEN SOCIAL CLUB,**
GREEN ROAD, KIDLINGTON. OX5 2EU

We have pleasure in inviting guitar player and singer songwriter Jamie Felton to perform on August's OMC club evening. Winner of the Talent Oxford and Talent Aylesbury competitions, Jamie loves to perform his own compositions and other artists' covers.

His music is varied and free ranging, with influences from The Beatles, Bon Jovi, and Guns & Roses. Entry will be from 8pm and the performance will begin at 8.45pm; the venue is Kidlington Green Social Club, OX5 2EU (MR: 164/494137). A fee on the door will be charged at £2 per club member, or £4 for members of the public, with entry for children under 16yrs at £1each. We will look forward to seeing you there!

Zenya

OMC Polo and Sweatshirts



Polo Shirt - £16

Sweatshirt - £20

All from a local
Oxford manufacturer

**Order yours from Tony Mytton
[tonymandcarolm@gmail.com]**

Mechanic and tools not included

Tech Spec – Endurance Rally Rover 200



I found this description of Matt Endean's Rover 200 on his website and couldn't resist sharing them with everyone – enjoy!

Dave, Editor

Shell :

- 1998 - Rover 200 shell in Tahiti Blue
- Fitted with a Fabricage 6-point FIA approved Roll cage, fitted by Fabricage
- OMP Record 2 Seat FIA Approved (with wrap-around head restraints), seat mounts welded in by Fabricage
- TRS 6-point FIA Spec 3" Harnesses
- DTM Mirrors
- Side Windows with FIA Spec safety film
- Cibie Super Bi-Oscar spotlights with quick-release connectors
- Alloy bonnet pins
- 10mm Dural Sump Guard - Rover Centre design
- Rover Centre design tank guard
- All major trim is retained for most events
- Most sound proofing has been removed
- Front & Rear strut-braces
- Front turrets have been plated & seam welded - K&C Smith Bodyshop
- Rear strut tops have been plated - K&C Smith Bodyshop
- Both front sub-frames seam welded

Engine & Gearbox :

- All standard, in line with the Endurance Rallying rules.
- Standard 1396cc Rover K-series engine, head has been skimmed and new head gasket fitted. Engine has now done over 120k miles. Running on CarPlan 5w-40 Fully Synthetic Oil. Now running with an Emerald K6 ECU, mapped by Dave Walker at Emerald - on the rolling road the engine was showing 121.9 bhp at the flywheel.
- Running with the standard OEM airbox (rules), with a K&N panel filter fitted.
- Rover R65 gearbox, with the late casing made by Gartrac and closer ratio's (only slightly though!), standard clutch. Additional gearbox mount on the front adding an additional brace on the bellhousing.
- FIA Spec Fuel Sample Valve
- All engine mounts are uprated with polybushes, rear gearbox mount has been modified to provide extra bracing - Rover Centre design
- OEM Exhaust manifold leading to a 1.8Ltr OEM exhaust system

Wheels, Suspension & Tyres :

Wheels :

- Compomotives MO's 14" 5.5J 45ET

Tyres :-

- Endurance Rallies : Sportway R1+ (Van based) 175/65R14
- Stage Rallies : Hankook Z209 T71 Soft (Rear) & T51 (Medium) Front 175/65R14
- Other events : Whatever is lying around, is black, legal and holds air.....

Suspension:-

- Front : Gaz 'Gold' coilovers with 'Rover Centre' Spec springs made by Coilsprings of Sheffield (designed for more travel and to stop the springs going coilbound)
- Rear : Gaz 'Gold' coilvers with progressive Eibach springs

Anti-roll bars:-

- Front : Rover 25 GTi 160 - 25mm
- Rear: Rover 200 'Touring'

Electrical :

- Standard Loom, apart from the rear hatch, which has been re-wired as I have removed the central locking, heated rear screen and rear wiper. Additional earth connected to the alternator.
- Electronic electric cut-off switch - FIA Spec
- Navigator's window converted to 'one-touch' down, for ease at controls. Driver's side 'one-touch' removed to save weight.
- Circuit Innovation 'big' clock with seconds
- Rover 25 dials with digital trip
- Brantz International Pro 2 Trip Meter with average speed & remote zero functions



Matt Endean
www.mattendean.co.uk



Article and picture from the website www.mattendean.co.uk
– pictures courtesy of M&H Photography.

Williams F1 Gala Evening

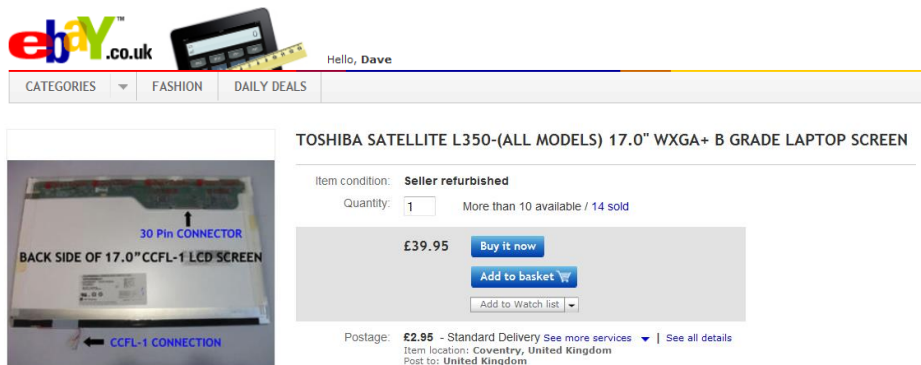
Save the children in association with the Williams F1 Team, are holding a Gala Evening on Saturday 15th September 2012 at the Williams Conference Centre, Grove, Oxfordshire, OX12 0DQ.

Put yourself in pole position for a place at this exclusive event at the home of the Spanish GP-winning Williams team.

On Saturday, 15th September 2012, the Grove based team will be opening its doors for a glittering event for International charity, Save the Children.

Tickets priced at £60 each, (10% discount on 10 or more tickets), are on sale just call 01993 842983 or email graham.evans29@btinternet.com to make sure that you are on the grid.

And Lastly, Things I Found on Ebay...



The screenshot shows the eBay.co.uk website interface. At the top, the eBay logo is on the left, and a search bar with the text "Hello, Dave" is on the right. Below the search bar are navigation tabs for "CATEGORIES", "FASHION", and "DAILY DEALS". The main content area displays a listing for a "TOSHIBA SATELLITE L350-(ALL MODELS) 17.0" WXGA+ B GRADE LAPTOP SCREEN". To the left of the text is a photograph of the back of the laptop screen, with blue arrows and text labels: "30 Pin CONNECTOR" pointing to the top edge and "CCFL-1 CONNECTION" pointing to the bottom edge. The text "BACK SIDE OF 17.0" CCFL-1 LCD SCREEN" is also visible on the screen. To the right of the photo, the listing details show "Item condition: Seller refurbished", "Quantity: 1" (with a note "More than 10 available / 14 sold"), and a price of "£39.95". There are three buttons: "Buy it now", "Add to basket", and "Add to Watch list". Below these, the postage information is listed: "Postage: £2.95 - Standard Delivery", "Item location: Coventry, United Kingdom", and "Post to: United Kingdom". A link to "See all details" is also present.

I now need one of these to repair my laptop, which died just before I wanted to start the magazine. Great timing!



WILLIAMS F1 GALA EVENING

in aid of  **Save the Children**

Saturday 15th September from 7.00pm
at Williams F1 Conference Centre, Grove, Oxfordshire OX12 0DQ

The Gala Evening will include:

- a tour of the Williams F1 Grand Prix Collection
- a presentation by Alex Burns, CEO of Williams Grand Prix Engineering
- the experience of driving a Williams F1 simulator (limited availability at extra cost)
- a sparkling wine Reception and Cocktail Buffet
- auction of two sets of tickets for two for Williams Full Hospitality Race Days at Grove for Abu Dhabi 2012 or any race in 2013
- raffle of significant prizes

Tickets @£60.00 available on a first-come first-served basis from
Graham & Pauline Evans (Save the Children) – 01993 842983



Impact Print & Design, Watford WD15 3QJ

Save the Children is registered charity N° 213890

Summer Autotest and Barbecue - Sunday, 29th July 2012

Once more Tim and Matthew Green have invited us back to Pusey Lodge Farm for this year's grass autotest. As last year we will be competing on the grass airstrip which, despite all this rain, should be dry. The competition starts promptly at 3 o'clock which allows plenty of time to get everyone through the tests before we break for one of John and Shirley Blackwell's legendary barbecues at around 5:00. The venue will be open from 2:00 pm for setting up so please arrive early to help set out the cones. There will be four tests and you will get two runs at each.

Last year's low numbers were very disappointing so please try to get along to this fun and sociable event. It's a great afternoon out with light-hearted competition and a free barbecue to follow. Bring your children, friends etc and help make this the big social occasion it usually is; the more the merrier.

While the barbecue is free, entry to the autotest will be £10 per person to cover permit and insurance costs. Regulations and entry forms will be emailed out to all members. While it will be possible to enter on the day, please give me a call so we know how many of you are coming to organise the catering.

Neil Lewis

07814-838657 neilslewis@yahoo.co.uk

Oxford Motor Club, 2012 Calendar

August

Wednesday 1 st	Club Night – Green Road Social Club, Kidlington – Table Top
Wednesday 29 th	Bullnose Brief – Green Road Social Club, Kidlington

September

Saturday 1 st	Bullnose Endurance Rally	David Smythe
Wednesday 5 th	Club Night - Green Road Social Club, Kidlington	
Friday 14 th	12-Car Rally: Dolphin	

October

Wednesday 3 rd	Club Night Green Road Social Club – Scatter	Haydn Marks
Friday 19 th	12-Car Rally: Oxford	Zenya Heap
Sunday 21 st	Autumn Autosolo - Silverstone	Kevin Belcher

November

Wednesday 7 th	Club Night – Green Road Social Club, Kidlington	Bob Muttram
Friday 9 th	12-Car Rally: Dolphin	
Wednesday 14 th	Carfax Brief – Green Road Social Club, Kidlington	Kevin Belcher
Sunday 18 th	Carfax Stage Rally – RAF Benson	

December

Wednesday 5 th	Club Night – Green Road Social Club, Kidlington	Tony Mytton
Friday 7 th	12-Car Rally: Oxford	