



Oxford Motor Club



July 2015 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

As I start my Editor's Babbling I have just come back from helping Dolphin Motor Club with the timekeeping on their Autosolo at the Abingdon Carnival. I have done this regularly on our own Autosolos and this time I have come back thinking I must have another go at this.

I did enter one of our events a few years ago and thoroughly enjoyed it. Over-enthusiasm got the better of me on a number of occasions and on my final run approaching the last corner far too fast I spun through 270 degrees to be ideally positioned to just drive over the finishing line. Great fun but I felt I was too slow. I should have persevered.

I have watched it enough now to know that it is best to keep everything tidy so I should hopefully be able to do better. Provided I am sufficiently prepared for the 12 Car that Steve Partridge and I are organising on the following Friday I shall enter our October Autosolo.

To all of those members who haven't tried it I encourage you to do so. There's plenty of fun to be had and some who enter do it purely for that and aren't bothered about being ultra-competitive. On the other hand some are there purely to win their class and if you are like that then you will have to learn the skills involved, unless you are just naturally talented.

Tony Mytton

Zenya Heap.

After many years of enthusiastic service on the Committee of the Club Zenya has decided to stand down and take a well deserved break.

On behalf of the Committee and the Club I would like to thank her for her dedication and hard work on your behalf. We will all miss her input and knowledge of the 12 cars, Road Rallies Solo's and other events that she helped organise and take part in as well as the many social events she organised for club members in addition to the ever present cheery smile.

As if motorsport was adrenalin enough she is raising money for Alzheimer's Society by taking part in a tandem skydive. If you wish to sponsor her go to <https://www.justgiving.com/ZenyaHeap>.

John Blackwell - Vice Chairman



Lotusbits Carfax Stages Rally

Oxford Motor Club will be running its annual **Carfax Stages Rally** on the 8th August 2015 sponsored again by Mike Taylor and Cathy Sewart of Lotusbits.com.

We are running the event for a second year at Throckmorton Airfield near Pershore and would very much appreciate any assistance from club members with the set up and running of the event.

Unless you have ever been involved it is hard to imagine the amount of work this one day creates for the organising team for benefit of Oxford Motor Club.

You may have already contacted the Clerk of the Course **Simon Marks** to offer your time but a reminder email to **a304sca@aol.com** would be appreciated. If you haven't and find you will be free on FRIDAY 7th and/or SATURDAY 8th August then come along and help your club.

For the set-up we deploy about 500 cones, tyres, arrows and other stage equipment around the airfield and if ever there was a case of many hands making light work this is it.

On the event itself we have several jobs that need filling for which you do not have to have any experience as we will have a team of experienced people looking after you. You just need common sense and a willingness to help out and get involved in a day's motor sport for your motor club.

There must be many members of the club who will one day hopefully be filling our places on the committee and event teams who would love the chance to be involved.

If you need any more information or want to volunteer your time please contact me on **compsec@oxfordmotorclub.co.uk** or ring me on **07857 403451**

John Blackwell compsec@oxfordmotorclub.co.uk

Membership Drive

We are half way through the year and membership numbers are down a little compared to last year. This seems to be a continuing theme over the last few years although it has to be said that we are not alone in having reduced membership.

The Committee has decided to launch a Membership Drive and for the rest of this year we are offering single membership for £10.00 to anyone who has not been a member of the club in 2013 or 2014. Family membership will continue at £17.50.

If you know of any prospective members please encourage them to come along to a Club Night to find out more about us, in fact even if you don't know anyone please come along yourself to find out more as attendance is generally low. Increased numbers will clearly attract prospective members more than if there are only a few members about.

To back up the Membership Drive the committee is producing a new flyer to promote Oxford Motor Club. If any club members would like to have a supply, either for specific individuals or to display where they may be seen by prospective members would they please email me on secretary@oxfordmotorclub.co.uk

At the end of the year the Committee will review it in order to determine whether to continue with the reduced rate in 2016.

Tony Mytton



12 Car Navigational Rallies

12 Car Rallies are another form of grass roots motorsport for which you only need a normal road car.

Many of you who read this will be familiar with 12 Car Rallies but this article is aimed at those aren't. Last year Oxford Universities Motorsport Foundation ran an event under the auspices of our club and I put together a number of bits of guidance about how to stage an event. I also produced the article below to help them understand what a Navigator has to do.

I am no expert at navigation but if you like a challenge this may be of interest to you. Navigators are generally in demand so if you don't know anyone who wants to drive for you there may be someone who is looking for a navigator. If however you want to drive then you will have to interest someone in navigating for you.

Guidance for Beginners

The **objective** in a 12 Car rally is to work out the correct route to each Time Control (TC) at the correct time and to note on the time card the code boards that you see. As a Beginner you will receive a marked map so you do not have to work out the route but after three events you would have to enter as a Novice and then you have to work out the clues.

The code boards are usually two letters or numbers cut out from an old white or yellow number plate, screwed to a stake that is stuck into the verge on the left hand side of the road. With your headlights on they should be easily visible.

When you 'sign on' for the event you will receive a **time card** that will show you the time at which you should arrive and leave each control. If you arrive at a control early wait until your allotted time before checking in or go up to the control and ask for the time in whole minutes (seconds are not relevant) that you want, assuming that it has not already passed. Always wait until the marshal tells you can go. This should be as soon as you are on your minute. If you are late at a control you must take the time that you arrive. Your lateness can build up and result in you being OTL (over time limit) and excluded. This time limit builds up as the event progresses to a maximum of 30 minutes and is shown on the time card.

If you arrive 2 minutes late at a control you have dropped 2 minutes. If you arrive at the next control 2 minutes later than the time on your time card then you have not

dropped any more time. You could therefore continue to arrive at every time control 2 minutes late and not lose any more time because you are not taking longer than you should to get to the controls. If you continue to drop time you will be OTL if your total lateness is more than 30 minutes. Early in the event OTL may be less than 30 minutes so make sure you look at your time card.

You can however make up time you have dropped, but not the penalties you incurred, if you are able to check in early enough. The time card will show you how much time you can make up (MU) on each section. Do not make up too much time though as you can be penalized for checking in too early.

For each section the time card will show the minute you should arrive / leave followed by a sequence of the subsequent 29 minutes. The last minute shown is usually the last minute on which you can arrive and not be OTL. The boxes below the minute rows for each section are where you mark the code boards. Mark the first one in the left hand most box and so on. NB Early in the event OTL may be less than 30 minutes. Look at your time card for later minutes that have been greyed out.

When you arrive at a control (you should hopefully have seen a Control board approximately 50 yards earlier as a warning) you have to ask for the time you want and get the marshal to circle the minute you requested and sign to show that you approached from the correct direction and that, if you are a Novice or Expert, you have not opened your envelope giving the clues for the next section. Only open the envelope when told you can do so.

Although you will have a marked map you will also receive a set of clues. You do not strictly need the clues but it is wise to look at them just in case there is extra information such as Quiet instruction at a certain point.

As a Novice, when you receive your envelope with all your instructions and clues there will probably be a sheet with grid references and possibly whole grid squares to avoid. Mark these clearly on your map so that you can avoid them later when plotting your route.

In your envelope you should expect to find sealed envelopes with clues for novice navigators, these will be worth looking at after the event as you will soon be a novice. Try plotting them at home. If you cannot understand them try to contact the organiser of the event you have just done. He / she will be happy to help you.

You may also find an Event Permit (everything is authorised by the Motor Sport Association – MSA so the event has full insurance for third parties), a letter to the public and possibly a copy of a letter notifying the police about the event. You will also have a damage declaration to complete after the event to confirm you have not been involved in an accident or incident with a third party. There may also be a copy of the Final Instructions giving any last minute info you may need. This may or may not have been emailed already.

Other points to remember:

- Keep to the speed limit, especially in villages
- Only use dipped headlights in villages.
- Read the event regulations (the regs) and look out for clarification about stopping at junctions – you could be penalised for not coming to a complete halt.
- Remember to attend the driver's briefing, usually 10 minutes before the start. There may be important info that the organiser only discovered when he /she put out the code boards earlier in the afternoon.
- Also try not to arrive just a few minutes before the start. Give yourself time to prepare and to sign on. Ideally you need at least 30 minutes.
- When plotting your route remember you **cannot go back over or cross where you have already been**. You may however approach a crossroads and turn left and then later approach it from the opposite direction and turn left again. You do not therefore actually cross the route.
- Try googling 12 Car Rally Navigation. You will find a number of documents that have a lot of useful info, particularly about what equipment you need, things like a pencil, rubber, romer and map light / head torch (they don't cost much) to be able to plot accurately and also the type of clues that are used. If you have a little familiarity with them it will be much easier when you are sitting in the car.
- Last but not least - this is meant to be fun, so don't worry about making mistakes. We all do it!

Tony Mytton

OMC Annual Grass Autotest and BBQ.

Oxford Motor Club will be running its annual Grass Autotest at Pusey Farm on the 19th July 2015.

We will be running Clubman and PCA events.

The PCA is designed for our younger members aged between 14 and 18 with certain provisos on vehicles and passengers and will be a chance for them to drive a competition in a controlled environment.

Entry to the Autotest is £10 per person and the barbeque is free to members, friends and potential new members.

Come along and have a go or just take a look at the club. The event will start at 2.00pm with signing on and the competition will commence from 3.00pm. The Barbeque will start around 4.30pm and we should all be finished around 7.30pm – 8.00pm.

If you want any more information please ring me on 01993 708418 or **John Blackwell** on 07857 403451 or compsec@oxfordmotorclub.co.uk.

In order to make sure we have enough food we would appreciate knowing if you are coming along.

David Smith.



Marshal's Training

Harvey Warner recently attended a Marshal's Training Day to get an update following the tragic events on the Jim Clark Rally last year. It is a long read but if you are interested in marshalling you should have a look at this article.

Tony Mytton

On Sunday 19th April I attended a Marshal's Training Day at Brookes University, Wheatley. Although I had been marshalling for many years and undergone some formal training in the late 1990s I only returned to the sport in 2014 after many years absence I thought it wise to get some more formal training to get up to date on things.

This course was run by the British Rally Marshals Club with the support of the MSA and the British Motor Sports Training Trust. The BRMC hold courses nationally and were invited by Brookes University to hold one locally this year. This was to be the last formal training course to be held during 2015. I signed up to attend as soon as I saw it advertised.

On arrival, after we had signed in, we reported to the Course Administrator who checked on our marshalling experience and directed us to which ever section of the course we needed to be in.

There were separate sections for Beginners, Experienced Marshals, Timekeeping, Radio and Senior Officials. I was put in the Experienced Marshals team. We assembled in the large Lecture Theatre and were introduced to the days Tutors.

I think we all remember that during last year's Bullnose Rally we first started to hear news of an incident that had happened during the Jim Clark Rally in Scotland, the result of which three people received fatal injuries. So, it was during the introduction that the Lead Tutor announced the course content was being driven by the outcome of the Scottish Government Motorsport Event Safety Review and 29 Recommendations that had been accepted by the MSA. Following that we were then shown to our lecture room to start the training.

After introductions the Tutor started with the usual "What is a Marshal", an Enthusiast, a Volunteer and "THE LIFEBLOOD OF MOTORSPORT", very gratifying. It soon became clear that Experienced Marshals were to be regarded a leader and that when you were on Stage you could be expected to be delegated to manage a

group of others, usually newcomers, who might have little or no experience of an event such as you were on.

Emphasis was made on Leadership and Communication with the usual list of abilities; Leadership, Charisma, Shapes and Directs, Innovation, Ambiguity? And Risk Taker?? What those two were about I have no idea; surely you don't need ambiguity and risk taking? This went on to your abilities as a Manager - to get things done, to optimise your authority - seek continuity, stability and intolerance of uncertainty, value systems and standard procedures, principal functions, planning, staffing, directing, feedback, control and organising.

We went through sections on team development, team effectiveness and development needs. These concentrated on people who were new to the sport, how they would need to be directed, their control and supervision; how novices would need to be coached, directed and supported; how experienced people should support, praise and listen to the less experienced; how Sector / Senior Marshals should delegate and turn over day to day decision making. All serious stuff.

Next, we went on to Leadership and Teamwork.

This was broken down into:

Roles – know your role and responsibility.

Decisions – authority and decision making lines should be clearly understood and followed.

Effectiveness – work together effectively and efficiently and most of all ENJOY.

Success – know clearly when the team has dealt with an incident successfully and share this equally and proudly.

After a break we returned to a session concerning Communications. Again, we were told, within the role of an Experienced Marshal you are expected to be able to communicate effectively with others, particularly in the case of incidents that have occurred in your sector.

Their definition of communications was that it was a way to send a message, to encode, to send, to receive and to decode. That would entail to know your message and what to transmit, to work out how you want to transmit the message, how to send the message and how to know the other person has received the message. The Tutor highlighted Marshal Briefings with a series of photos which appeared to show a briefing in progress and a good number of those present appearing to be showing no interest. The lesson was that whether it was a formal or informal



briefing, an incident In Stage or a debriefing, we needed to be sure that ALL those involved were fully aware of the circumstances and what was expected. If you were put into a position of authority you had to know how to prepare your message, formulate a check list, determine the attendees, calculate how long the briefing should take, formulate an agenda, prioritise tasks, formulate a structure, emphasise priorities, be prepared to take questions, anticipate objections, work from notes, not a script, above all, Make Your Message Stick.

We went on to key aspects;

We should be prepared to brief all Marshals at the Start of the Stage (or your Post). Debrief at the end. Detail expectations. Look after your Team. Relay all information. Communicate to other Posts.

Emphasis was made on good communications between Stage Marshals and Radio Marshals. If there is a limited number of Hand Held Radios available, all Rally Marshals should be aware of and use the Track Marshals Hand Signals, particularly when dealing with an incident. If a Stage Marshal can see a Radio Marshal's Post and has no other method of communicating, they should use the approved hand signal to summon whatever assistance required:

Arms outstretched level with shoulders – Rescue Unit.

One arm held up above the head – Doctor.

Arms crossed at the wrists above the head – Ambulance.

There are others, with certain provisos, but that's all we need here.

Before Lunch, we went on to First Marshal on Scene (FMOS). Here we were informed about Fire and how to fight it in the Rally and Cross Country environment.

The Tutor explained what Fire is and how it occurs. How extinguishers put it out. Explained the types of extinguishers commonly used and how they operate. And ensured Marshals are aware of fire safety. He went on to explain the Triangle of Fire and if one of the elements is removed the fire will extinguish. We talked about the likely causes of fire which in our case could be: Direct, Exhaust, Turbochargers, Brakes, Conduction, Radiation, Spontaneous or Chemical. We learnt about the Classes of Fire - Class A – Combustibles; Class B - Liquids; Class C – Gasses. He spoke about Non-Standard Fuels and how to identify them, particularly Ethanol as they burn without visible flame, which may be used in vintage cars, there should an Orange Circle displayed near the Completion Number and that you should exercise extreme caution when approaching one of these cars. Caution should be displayed after a fire has been extinguished as certain components on the car may liberate

Hydrofluoric Acid when involved in fire. If this is in contact with the skin it has a corrosive effect which can only be stopped by amputation of the affected limb.

The Tutor spoke about Fire Extinguishers, their types and uses. For a Class A (Combustibles) use Water or AFFF (Aqueous Film Forming Foam), Class B (Liquids) use Dry Powder, AFFF or CO₂, Class C (Gasses) use Dry Powder or AFFF. Then about what effect the extinguishers have on a fire, how you should use them and their limited operation, i.e. a Dry Powder usually operates for 20 seconds, it knocks down flames but has no cooling effect, so be prepared to have back-ups on scene to contain the fire until help arrives.

We moved on to how an Experienced FMOS (First Marshal On scene) should react; They should be assessing the incident on approach.

Operate any on board systems, if required.

Obtain and display the on board Warning Signs, if required.

Make an assessment of the Driver/Co-driver. Look them in the eyes, ask their names. If unresponsive, check for a pulse. If responsive ask if any loss of feeling, if so tell them not to move. Keep them immobile until specialist help arrives. Only move them if there is a risk to life.

If they are responsive / unresponsive.

Summon the appropriate Emergency Units, if required.

Assess if by-standers are involved and react accordingly.

Depending on the event you are on cars will be running at One Minute or Thirty Second Intervals, so you need to plan accordingly.

Post a look out with whistle.

Assemble adequate numbers of fire extinguishers.

Be prepared to deal with a crowd of onlookers.

Ensure your team have suitable personal protective equipment

Which side of the car it is best to work on – Drivers or Co-drivers?

Be prepared to deal with any debris, spillages etc.

Make sure you have a seat belt cutter to help extricate the crew.

And anything else you may think of.

After your initial assessment you should: Inform Control; give the location; the competition numbers of the car/s involved; exact location and damage of the car.

Stage blocked or clear.

Remain in control.

Actively control the scene.



Continue to send relevant radio messages.

Next competing car, can they help or hinder, if in a remote location get them to stop, pass all relevant details and requests and get them to pass it on at the next Radio Point.

If the crew are still in the car and require extraction speak to them and reassure and maintain confidence.

If they become unresponsive, check breathing, ensure an airway and check blood circulation – remember ABC – Airway; Breathing; Circulation.

If there is bleeding apply pressure.

Immobilise head and spine.

DO NOT REMOVE HELMET.

If the competitor is out of the car, don't grab them, talk to them.

Turn off the electrics or get the driver to do it.

Guide them to safety.

Keep someone with the competitor.

Don't let them wander off.

Don't put the competitor in your car or any other nearby – they will suddenly find they have neck pains and you will find you will be driving home in a convertible instead of a hatchback.

This was a full on session. After questions, it was recommended the all Marshals should have a First Aid Certificate, It was also recommended that Rally Marshals should have some form of Live Fire Training. This can be difficult to arrange as there are strict conditions of where cars can be burnt and the fire water run off contained. Ideally Rally Marshals should try to get onto Fire Training sessions for Track Marshals.

After Lunch, we reassembled as a whole. Then we were divided into two groups. Our group went into the next door lecture room and were treated to a lecture on "Conflict Resolution". The tutor was a BRMC Trainer who in real life was a Police Inspector in the West Midlands. Much of the content of the session seemed to be taken from a Police Training Lecture dealing with how Officers were expected to deal with angry members of the public and Public Order situations. The tutor said that normally this presentation was one and a half hours which he had reduced to forty five minutes.

What this boiled down to was that during your marshalling career it would be highly likely that you would be confronted with angry; drunken; angry & drunken

spectators who take things out on you if the stage is cancelled; they can't stand where they always have; you have told them to move then a press photographer stands there; you tell an angry press photographer to move, etc. Again, this was all heavy duty stuff. Not really what I had expected.

After everyone had had the Policing Lecture, we reassembled for a role playing session. We were broken down into teams of three and presented with a scenario where we were expected to use some of the new skills we had been taught. That was not as easy as expected and even the Senior Officials team came unstuck, but Hey-Ho its only role play.

The day wound up with everyone back in the Main Lecture Theatre. The closing address was from the Senior Instructor. He said that they were being observed by a delegate from the MSA. He again emphasised the seriousness of the recommendations made in the Safety Review and how this is going to affect us all. The MSA had published the Recommendations on April 15th and drew our attention to Item 5 for the Registration/Accreditation/Training of Marshals and how it was expected to be achieved by 2017. The impression I got was they thought this was going to be a very tall order particularly as this was the last session for 2015 and, at that time, the next training courses were due to begin in January 2016. The good news was that Brookes had invited the BRMC back next year. There was then a long queue of people to get their Record Cards signed and then we were given a pretty Certificate of Attendance. After which we departed, pondering what comes next.

Interestingly, a few days later the MSA published the Multi-Venue Stage Rally Safety Requirements. After reading this document through several times a lot of what had been gone through during the course became clearer. In particular is *Section 7 Para 74 through to 84 – Arrangements to Apply In 2015 To The Training And Briefing Of Marshals*. Para 74 states that the MSA has accepted the recommendation that, in future, all rally marshals should be registered (i.e. accredited or licensed) and receive training within a set time scale. This applies to both new and existing marshals. There then follows a series of Instructions, all of which had been touched on in the training course. So, had they had prior warning of this and applied the training accordingly? Possibly.

So, conclusions. Was attending the course worth it? Yes, but with reservations, in hindsight. It seemed very middle management based. Do they want Rally Marshals to be more like track marshals? Probably. Did it seem to be an introduction into the shape of things to come? Certainly. How will it affect Club Members? I don't know.



We need to know what is going to be expected of us. Those of us who marshal regularly will soon be aware how things are panning out. Will we need to start training sessions on Club Nights? Possibly. There is a lot to be done and if the implementation date of 2017 is to be achieved; we need a lot more guidance from on High of how they expect this to happen.

We are living in strange times and this is just the start. The recommendation is for everyone to get registered and get onto all the training courses possible. Good luck.

Club Championship Points

Club Championship points continue to be amassed, albeit somewhat slowly and I know a lot of members are competing in or involved in a large number of events throughout the country so PLEASE let me know what you have been doing.

The spreadsheet is too large to publish in this newsletter but can be found on the club web site at www.oxfordmotorclub.co.uk/championship

I've listed the current section leaders for the relevant awards as of July 1st but on the spreadsheet they are highlighted in gold, however things can change very quickly.

Don't forget that you must marshal or organise or be part of an organising team for at least one club event during the year to be eligible to win an award.

The next major club event, Carfax Stages Rally on August 8th will provide opportunities for you to come along and help and get involved in club activities and score valuable points.

The next update will be on the 1st October, send in your points and see how far you can move up the chart. We need to see some new faces on the trophies.

John Blackwell points@oxfordmotorclub.co.uk

Clubman of the Year

1. Zenya Heap 365
2. John Blackwell 295
3. Alan Wakeman 250
4. Tony Mytton 220
5. Shirley Blackwell 210

Marshalling Cup

- Speed Cup
 Wootten Trophy
 Rallies Cup
 Newcomer of the Year

Simon Marks

- Alan Wakeman
 Zenya Heap
 Kieran Belcher
 Gemma Muttram

12 Car Driver Expert

12 Car Driver Novice

12 Car Co-Driver Expert

12 Car Co-Driver Novice

Richard Austen

Tony Mytton

Bob Muttram

Kieran Belcher

Road Rally Driver Expert

Road Rally Driver Novice

Road Rally Co-Driver Expert

Road Rally Co-Driver Novice

Richard Austen

Tony Mytton

Zenya Heap

Kieran Belcher

Stage Rally Driver

Stage Rally Co-Driver

Mark Cooper

Michael Hughes



Items for Sale

Metallic Burgundy 1.6 Quantum 2+2 E 506 VTT



- Mileage when purchased in 2011: 22,300 miles
- Current mileage as of 15th May 2015: 24,800 miles
- So 2,500 miles travelled in 4 years
- Body work – Good. Paint scuffed on rear bumper
- Alloy Wheels
- Quantum Roll over Bar fitted
- Electric Windows & Electric Mirrors
- Central locking and Immobiliser with 2 x Sets of Keys. Separate Alarm and Electrical Isolator
- Removable Hard Top : Black with Heated rear screen
- Soft Top : Black
- Tow Bar with electrics (Not Tested)
- Interior - Black & Red with recent New Red/Black fabric Seats
- CD/MP3/SD/Bluetooth Phone link Radio with Sub-Woofer under Drivers Seat. New Electric Aerial
- New front discs and pads, battery March 2013, Starter motor Feb 2013
- Stainless steel QUANTUM engraved sill kick plates fitted
- New std XR2 front struts and springs fitted

- New std XR2 rear shocks and springs, bump stops, rear anti-roll bar links fitted
- Yellow performance poly bushes fitted to some suspension pickups, some still to be fitted.
- Oil & Filter change less than 1200 miles ago
- MOT till February 2016
- Build Manual and Associated Documents

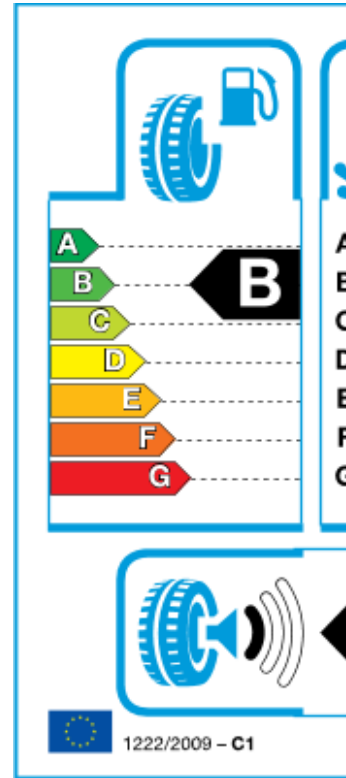
Drive it away for just £800

Contact: Steve Newman on 07769 292631

or email azzadad@gmail.com



For Sale



**Pair of Dunlop SP Sport BluResponse 185/65/R15 88H
tyres .**

Purchased in error and have done less than 70 miles on the road

The pair are yours for just - £60

**Contact: Steve Newman on 07769 292631
or email azzadad@gmail.com**

Items Wanted

- Sheet aluminium 1 metre x 1 metre (6-8mm) thick, suitable to make a rallycar sumpguard
- "Silverstone Style" Rear Roll Cage to fit Proton Satria GTI (Mitsubishi Colt Mk 4)
- Cheap Rover/MG ZR - 15 inch Alloy Wheels like this please



**Contact: Steve Newman on 07769 292631
or email azzadad@gmail.com**

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

July

- Wednesday 1st Oxford MC Club Night
 Sunday 12th CMSG Bristol MC Autosolo at Chepstow Racecourse
 Tues 18th HERO 1000 Mile Challenge - Bicester Heritage – Ian Butcher
 Sunday 19th Oxford MC Grass Autotest & BBQ at Pusey – David Smith

August

- Sunday 2nd Oxford MC Carfax Stages Initial Set Up Throckmorton
 Wednesday 5th Oxford MC Club Night – Carfax Briefing / Lick & Stick
 Friday 7th Oxford MC Carfax Stages Set Up Day
 Saturday 8th Oxford MC Carfax Stages at Throckmorton
 Sunday 30th CMSG Bath MC Autosolo at Kemble

September

- Wednesday 2nd Oxford MC Club Night – Carfax Debrief
 Friday 4th CSMA 12 Car
 Friday 11th Dolphin MC 12 Car
 Friday 18th Cheltenham MC 12 Car
 Friday 25th CMSG 12 Car – Ross / Simon Harris

October

- Friday 2nd CSMA 12 Car
 Sunday 4th Oxford MC Autosolo at Finmere
 Wednesday 7th Oxford MC Club Evening – Scalextric Night Ramsden Village Hall
 Friday 9th Oxford MC 12 Car – Tony Mytton & Steve Partridge
 Friday 16th Cheltenham MC 12 Car
 Friday 23rd CMSG 12 Car – Oxford / Brian Cammack & Haydn Marks
 Friday 30th Dolphin MC 12 Car

