

# OXFORD MOTOR CLUB



*2017 Brean Stages – David Wood and Chris Hambly*

## July 2017 Magazine



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## EDITORIAL

Firstly I'd like to apologise for the lack of any magazines recently. Unfortunately the club doesn't currently have a magazine editor so members of the committee are taking it in turns to produce an edition. We are looking for someone to take over the role full time. Please get in touch if you want to know more about the role.

It is nice to be able to produce a magazine with a mixture of content from different club members and covering a mix of disciplines. Please keep on writing articles whether long or short and send them in to [magazine@oxfordmotorclub.co.uk](mailto:magazine@oxfordmotorclub.co.uk)

As always I've been really busy, highlights have been competing on my first stage event as a navigator, a week long rally in Italy, Goodwood Festival Of Speed. I've also been running my hire car in the MSV Circuit stage rally championship, looking after an AC Cobra on Historic races and generally working on cars 25hrs a day, 8 days a week! Things have steadied slightly at work so I'm back on with a long term project, a favourite of mine, a full rebuild of a Ford Escort RS 1700T (yes a real one)

Chris Hambly

## YOUR CLUB NEEDS YOU!

For the 2017 Club Year we need extra help from the club members, we need new faces on the committee and also helping on the events the club organises.

The current committee and organising teams are struggling with the workload at present. Without new support the club is not going to keep up putting on the excellent events that we do.

Any contribution is welcome no matter how small. No experience is required to join the committee and if you wish to know more please get in contact with any of the current committee members. You do not have to be on the committee to help out, all you need is enthusiasm!

Our aim is to put on events that the members wish to do and evolve the club to attract more members. We want to make the members more active within the club by giving you what you want!

Chris Hambly

# OMC Cars to the Claydons 2017

Entries for the Cars to the Claydons Run have been open for a couple of weeks and entries are now well into double figures. Nearly 1000 fliers have already been distributed to classic car owners at local shows and club meetings so it is to be hoped that we will soon be heading for our maximum entry of 60 cars.

The format is settled and the venues are confirmed

- The start is at Chinnor Railway Station where participants will receive a hot drink, a breakfast roll and can have a ride along the preserved railway line to Princes Risborough – and back, of course.
- The first section of the route takes them along the Chiltern Edge (including running up Kop Hill) and looping out onto the flatter land to the south of Aylesbury.
- There is a refreshment stop at the World's End Garden Centre at Wendover. Here, there is a checkpoint plus a Costa Coffee outlet, well-stocked garden centre and gift shop.
- The second section of the route runs up Aston Hill (that contributed to the Aston Martin car name) then passes Tring, Mentmore and Wing on the way to the Claydon Estate.
- Once there, the Cars in the Claydons motoring event awaits and participants will be free to spend their afternoon there enjoying the show and the surroundings. Our cars will be parked together and will be featured in the programme as one of the event's attractions.

The roadbook is nearly ready – another quality item produced by Keith Norman and Bridget Lewis. In addition to this, a rally plate will be produced (to be fixed to the front of the vehicle) and souvenir awards will be presented at the Finish.

Of course, we will need people to help on the day.

- At Chinnor, we need about eight people to meet, greet, eligibility check, park, sign-on and start the crews. The marshals will be required at Chinnor Railway Station at 7.45am. We intend to let all the Officials have refreshments and the train ride. Cars leave Chinnor from 9.45am.
- Three or four of the folk will then run on to The Worlds End Garden Centre to manage the parking and run the checkpoint there. Cars should be at Worlds End between 11.00am and 12.30pm
- The course opening car crew plus two or three others will set up at the Claydon Estate to welcome participants and give out the finishers' souvenirs. Cars should be at the finish from 12.15pm to 2.00pm
- All marshals can meet up at the Finish and have a look round the Cars in the Claydons Show.

We have one important local Classic Car Show that needs Oxford Motor Club members to cover with regard to leaflet distribution. I am already committed to a Scenic Tour on the date (Sunday 13<sup>th</sup> August) at which I will, of course, be handing out fliers myself. The show is the Cowley Classic Car Show and is to be held this year in Cutteslowe Park. There are lots of (mainly Cowley built) cars attending, plus other vehicles – around 300 cars in all. I have been to this show as a visitor in the past and there are lots of cars that are not regular Scenic Tour participants. I believe

that we need to target these people to try to see if they want to move forward from showing their cars to actually driving them. At least with Cars to the Claydons, they will be back into their comfort zone at the end of the event where they will be able to enjoy another car show. When I attend the classic car shows, I generally start handing out leaflets (or placing them in the cars, or under the windscreen wipers) around 11am once all the cars are in place. You get to speak to some of the participants who are there and I find that the time goes quite quickly and have 200 fliers out in about two and a half hours. I really would be grateful to hear from volunteers and I will, of course, get fliers to you, plus a "what to say" sheet for when people are by their cars. There will be a small entrance charge which Oxford Motor Club will happily refund. Please let me know if you are able to cover this – I simply cannot be everywhere.

**Simon Marks**

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Photos from last year's show and the start venue

# **BREAN STAGES 2017**

## **Sitting in the wrong seat!**

Club member and good friend of mine, Dave Wood decided to enter this year's Brean Stages held around the Brean holiday park. He asked me to service crew as usual and I was happy to help out. After trying to find a co-driver for several weeks without any success, Dave suggested I gave it a try. I thought.....why not.....about time I sat in the other seat. (He was clearly running out of time and getting desperate) We twisted the arm of club member Nick Deighton to take up the role of service crew, to make it a full OMC team effort.

The event runs around the static caravans at Brean Sands over 2 days. Friday was scrutineering at the local college. This was a trouble free affair but I was glad to get it done so we could head to the rally HQ to sign on and take my first look at the paperwork. This again was straight forward and looked through the maps and time cards whilst having dinner at the adjacent restaurant. There is a package deal for the event, this includes, accommodation in a static caravan, as well as breakfast and dinner.

On the Saturday morning, we got out inclusive breakfast, then went to the briefing before the final tinkering with the car. The weather was a bit damp so went with wets all round.

Strapped into the car and heading off to SS1 I started to feel slightly nervous as I didn't want to let Dave down. The stage went ok but not great, Dave was a bit rusty and I got lost, at the only landmark on the venue I did know!

Heading to SS2 seemed a lot less daunting and this time everything clicked on both sides of the car and we were pleased with the stage.

When we got to the stage arrival control for SS3 we put on our helmets and did the usual, can you hear me? A shake of the head and lots of crackling was the answer, the intercom was starting to fail. With no time to do anything about it we started the stage and as we left the line, the intercom gave up completely. I now resorted to hand signal and it was going well until we had a minor overshoot at a junction, In Dave's haste to get us going again, the combination of too much lock and too much throttle caused the driveshaft to make a break for freedom.....and cause us to retire from the main rally. We now had to wait for the remaining days stages to finish before we could be towed back to service.

It was now very dark and we were about the only crew in service, we got stuck in and quickly made the repairs, now we could look forward to the Sunday practice rally. Now we were happy with the car, a quick clean up was had before we sat down

for the inclusive carvery and evening entertainment. Oh and a drink to drown our sorrows from the days retirement!

The Sunday was looking to be a very wed day, and it pretty much didn't stop pouring all day! Once we had re-scrutineered and signed on again, we headed off to the 1<sup>st</sup> stage of the day.....Dave was now using a different helmet that Nick had luckily bought with him, just in case!

With the benefit of having a working intercom again we were out to enjoy ourselves and have fun, whilst remembering not to push too hard as we would not be in the final classification. Dave drove excellently and I was feeling much more confident with my navigating.

We did have lots of fun and the wet weather suited the lower power of the 205 Gti. Other than a cracked exhaust, we had a trouble free day and were the only finishers in the practice rally.....I consider that makes us the outright winners 😊

The only thing left to do was to pack up in the storm, everything including us was soaked and even the puddles had waves in them!

Whilst the event didn't go to plan, I'm pleased I finally gave navigating on a stage rally a try, I've only driven for 20 years! I would definitely do it again as whilst it was challenging, it was also really enjoyable.

Dave.....best get the car ready for the next one!

Chris Hambly



## **SUMMER AUTOTEST AND BBQ**

The annual OMC Twisted Arms Grass Autotest & PCA plus Club Sponsored Barbeque will be held on ***Sunday, July 30th 2017*** at Puzey Farm, Nr Farringdon, Oxon. by kind permission of Matthew Green. David Smith would be please to hear of any further entries as soon as possible.

Most cars are suitable for taking part and no experience is needed. Even if you don't want to take part, you are welcome to just come for the social side and BBQ.

**Regulations and Entry Form are available on the club website under Autotest**

## MODENA CENTRO ORE

With my job, I get to do some interesting events and go to amazing places. One of these events was this year's Modena Centro Ore even in Italy. This event is a 4 day mix of Races, Hillclimbs and Rally Stages, all linked in with timed road sections.

Two of our customers had decided to take part in the competition section, there are also regularity and touring options, for those who wish to take a slower pace.

Chris Wilson and Will l'Anson were using the recently restored Ferrari 308 GTB Group B rally car while Tim Summers and Max Girrado were using the striking Ferrari 365 GTB/4 Daytona Race car.

We arrived in Italy on the Monday morning, collected out hire minibuses and travelled from Bologna to Rimini, the Start town, on the east coast. One there, we met up with the transporter, off loading the cars and loading up our vans to use as chase vehicles!.

The Tuesday was taken up by final preparation to the cars ahead of scrutineering and documentation. We also spent some time going through the event paperwork and road books, making plans for the rest of the event. Servicing is allowed almost anytime and anywhere so we had to plan to meet the cars after every stage and hillclimb as well as before and after each race. I was going to be a hard and busy event for sure!



On the Wednesday, we had an early start from the piazza in Rimini and headed to Misano circuit for the 1<sup>st</sup> race of the event. Unfortunately we had a couple of minor car issues but completed the races before heading to the next stages via the scenic route. This took us via San Marino. The lunch break was held at a stunning Franciscan Monastery, unfortunately for us this is our chance to work on the cars rather than enjoy the views. After some more special stages we arrived in Florence for the overnight halt, with the cars being parked up in the city centre.



Thursday saw us head out to a hillclimb and then onto a race at Mugello circuit. This went well for both cars and was a sign of a move up the leader board. Max finished 2<sup>nd</sup> in the Daytona. Some more stages in the afternoon took us back to Florence for a 2<sup>nd</sup> night.



Friday started with a run out to the stunning Mugello circuit where the Daytona one its race and the 308 also being on the podium in its race. We then headed to a mountain side resort for service and a quick lunch. The 308 was moving up the leader board but nursing a slipping clutch wasn't ideal! The Daytona was surprising everyone with their pace on the twist stages, not the sort of place you would expect the car to be competitive.



The afternoon had special stages heading towards the west coast resort of Forte Del Marmi. These stages were on a compact route and the pace was fast. This was old school style rallying with chase cars working as hard to get to their spots as the competitors were! This made Friday the most enjoyable day of the event.

However as Chris got to the end of the last stage of the day and met us at the management spot, we could see he was stressed. He had worked his way up to 2<sup>nd</sup> overall but now the clutch had failed, he thought he was out of the event. I wish I'd had a picture of his face when I explained that we had a spare clutch and as long as he got to the Piazza in Forte Del Marmi, we'd get it changed ready for the big push on the last day. His expression must be what lottery jackpot winners look like!

With the car safely back in the service zone, we worked away changing the clutch and re-prepping both cars. This gained quite a few spectators. We weren't the only team working hard, there was a camshaft change of a Ferrari 250 GTO and a gearbox swap and a Porsche 908 going on. By the time we'd finished it was almost midnight, so a quick bite to eat, beer and bed!



The Saturday only had 2 stages on the way to Modena. The leaders, who were also in a Ferrari 308, were 14 secs ahead of the Chris and Will and the Daytona was in an excellent 3<sup>rd</sup> place.

The first stage saw Chris slash the deficit to 1.2sec but Tim had a spin and a stall and dropped to 4<sup>th</sup>.

One last stage with everything to play for. Both drivers gave it their all, sadly the leaders increased their lead to 2 sec leaving Chris and Will a very close 2<sup>nd</sup>. Tim and Max had a storming run and regained their 3<sup>rd</sup> place.

All we had to do now was complete the road section to Modena on time, via the lunch stop, which was the first one we could actually take our time at and enjoy the lovely food we'd be missing most of the week!



There was one last moment on the run to the finish though! The 308 pulled over with smoke coming out of the engine cover...Oh no...not this close to the end.....what's wrong we thought! I carefully opened up the engine cover and quickly diagnosed the issue, In the excitement at the end of the last stage, a nomex glove was dropped onto the exhaust manifold by the crew! With that quickly removed we arrived on time in the Stunning Piazza, where there was a bit of a party and we celebrated the amazing 2<sup>nd</sup> and 3<sup>rd</sup> results which was a great team effort.

The only thing left to do, was to head home and attempt to catch up on several days of missed sleep!.....and plan for next year's event!



## Puma Racing

After hiring a Ford Puma for a couple of races over the last 2 years I decided last autumn to buy my own race car. Hiring is convenient but costly. I'm used to maintaining a rally car and have my own trailer, so it seemed the obvious next step once I knew I wanted to do more racing. Fortunately, a friend of mine, Rob Barr is another would-be racer and we agreed to race together and share the running costs.

With the puma proving to be a surprisingly effective race car and useful in both the Puma Cup (run with the Classic Sports car club), and the Track day trophy (tdt), both of which allow double drivers, I looked around for a suitable race prepped Puma. With nothing suitable on the market I asked Colin Tester if he was thinking of selling the green Puma I'd hired. As luck would have it, he was, so in mid November I headed down to Kent to collect it. The car was ready to go and with Rob keen to get some experience behind the wheel before race day I booked a half day track day at Cadwell Park. The trackday was only 2 days after collection, the car not even making it off the trailer between Kent and deepest Lincolnshire. The trackday was full of rally cars practising for round 2 of the MSN Tarmac championship so I felt right at home. It was wet early on but slowly dried out through the morning, giving us both a feel for how the car handled in all conditions. We didn't play around too much with suspension or tyre pressures as we planned to do a couple of trackdays before the season started.

As 2017 was to be a learning year we decided to focus on the tdt with a few Puma Cup rounds thrown in. The tdt calendar suited us better, is more focused on beginners, and the events are cheaper than the Puma Cup. They also give you a free track day, ideal for shaking the car down and learning to set up the car.

Unfortunately this didn't go to plan. Through a combination of our pre-season trackday being cancelled due to the mobile dyno breaking down (tdt classes are based on power to weight ratio), and my back injury becoming so bad I couldn't drive for two months, we headed to the first round in Cadwell Park in late April with no time on track since November, and with the car only having a quick check over, oil change, and a race transponder fitted.

The Puma sits awkwardly between class D and E. With a heavy driver or ballast it's in class E. Alternatively it's at the lower end of class D.

With it being Rob's first race, we decided to run ballast in class E to give ourselves the best chance of picking up a pot. Rob had made up some ballast sheets which would give us the extra 10kg we'd need.

Unfortunately the ballast was steel, not lead as more normally used. With Rob living in Cheshire we couldn't mount them beforehand and drilling mounting holes was not easy at the venue with battery powered drills. To add to our problems the engine cut

off pull cable on the scuttle had seized solid so we failed scrutineering. I'd loosened and lubricated it during the week before but rain the night before seemed to seize it completely. Fortunately we had a spare and passed scrutineering just as qualifying was about to start but alas without the ballast. To combat that we just fuelled the car up to full.

As Rob wasn't keen on throwing the puma off on cold tyres, we decided I'd take the first stint in qualifying and the race. Qualifying is 30 minutes, so after 15 minutes I headed into the pits and Rob took over. We both did reasonable times, and qualified 14<sup>th</sup> out of 17. Top of class E (it was only us...), and surprisingly, 2<sup>nd</sup> in class D, although the class leader was some way ahead.

Rob was called onto the weighbridge immediately after qualifying. With him the lighter of us, he was way under weight for class E. We needed to add weight...a lot of it. The scrutineer suggested we mount a wheel instead of the ballast to give us the weight. However, he then promptly failed us as the wheel could not be mounted securely enough for his liking. Reluctantly, we knew Class E was not an option. We'll just go into Class D. Errr....no. As we'd qualified as class E, we apparently couldn't move to class D without everyone in the race agreeing to it. And as the tdt guys couldn't be bothered with that, we had to run in the guest class. If only I'd ended the stint we'd have been heavy enough for class E...

I was disappointed for Rob but we had no choice but to forget the pots and just enjoy the race.



When the race got underway I made a reasonable start, certainly better than the BMW in front of me who I nearly hit. Fortunately I pulled round him quickly enough. I tagged onto a Civic running in front but the start fumbling BMW was soon on my tail. Thinking like a rally driver rather than a racer, I assumed he would be much quicker than me to let him by, only to discover he wasn't that quick at all. I then spent the next 5 or so laps tucked up behind him as he struggled unsuccessfully to pass the civic. If I'd not let him by I probably could have passed the civic myself. After a few laps the civic picked up the pace and pulled away, the BMW following it. This seemed to coincide with slower lap times by me. I'm not sure if that was tyres overheating or just me losing concentration. Just before my stint ended I started being caught by the leaders so dropped a little more time.



To remind me of when to come into the pits I have a cooker timer velcro'd to the steering wheel. With the time almost up, and me wanting to ensure the pit stop was no longer than the required two minutes, I tried to reset the time to a 2 minute countdown. This isn't easy on such a twisty track. I managed it without launching the car into the Armco but it probably cost me a few more seconds. Lesson for next time: Let the guy in the pits time the 2 minutes!

I pulled into the pits and got out, ready to strap Rob in. It's surprising how quickly 2 minutes can pass. Rob was understandably a little nervous and I needed to adjust

the harnesses for him. With literally 3 seconds to go, Rob pulled out of the pits. It was now my time to relax on the pit wall. Although it's hard to fully relax when someone is ragging your car around a race track.

Rob pulled out to be greeted to yellow flags. This at least gave him time to warm up. With the yellow flags gone Rob made steady progress, his lap times continuing to improve right till the 45 minutes and race end.

Ironically, the class D leader retired, spinning off just in front of me, so if we'd been in class D, we'd have won that.. Oh well...

Despite the trials of the day, qualifying and the race had gone pretty well. The Puma was still in one piece and Rob and I were still on speaking terms.

From Rob's perspective it was nice to get his first race over with. We definitely learnt some lessons, and will hopefully be more prepared next time out.



**Simon Phillips**

# **Oxford Motor Club 2017 Calendar**

## **OMC Twisted Arms Autotest and Club Barbeque 30<sup>th</sup> July**

Held at our usual venue of Puzey Lodge Farm, Faringdon, nr Witney courtesy of club member Matthew Green this event is running on Sunday afternoon and is open to all club members.

As well as the main grass Autotest we are also running a Production Car Autotest which is aimed at our younger competitors as drivers can be 16 and navigators can be 12 providing certain qualifying criteria regarding the adult driver/passenger and car are met.

The barbeque is free for club members and you don't have to enter the competition but I would ask that , if you intend coming along then, you let me know so I can make sure we have sufficient food for you and again let me know if there are any specific dietary requirements.

As well as competitors we appreciate any help from club members to act as marshals and timekeepers.

## **OMC Cars to the Claydons Scenic Tour 2<sup>nd</sup> September**

Our second running of this event which is open to any club members that owns or runs a classic car registered before 1997 but we willingly accept entries from younger cars that are of specific interest.

The start will be at Chinnor Railway station where participants will enjoy a breakfast roll and a ride on a Diesel Rail Car along the preserved Chinnor and Princes Risborough Railway prior to getting in their cars to start the run. The first section is 35 mile run along the Chiltern Edge (taking in Kop Hill) and out onto the flatter land to the south of Aylesbury. New for 2017 is a half-way refreshment stop – at the Worlds End Garden Centre – where toilets will be available and there is a restaurant and Costa Coffee outlet for those who would like to partake. The second half of the run returns to the Chiltern edge and the famous Aston Hill prior to turning west to the finish at Claydon House where you will have admission to the “Cars in the Claydons” classic motor show and time to browse the displays.

As well as competitors we appreciate any help from club members to act as marshals.

### **OMC Boanerges Autosolo & PCA 1<sup>st</sup> October**

This is our second Autosolo of the year at Finmere and is open to all club members. As well as competitors we appreciate any help from club members to act as marshals and timekeepers.

Autosolo's are the ideal way to get into motorsport as no experience is needed, you can use any car and the entry fee is minimal. An ideal family day out on an event which is designed to test your car handling skills and be non-vehicle damaging.

As well as the main Autosolo we are also running a Production Car Autotest which is aimed at, but not limited to, our younger competitors as drivers can be 16 and navigators can be 12 providing certain qualifying criteria regarding the adult driver/passenger and car are met.

For the more serious competitors we are a round of the ACSMC, ASWMC, BTRDA and CMSG AutoSolo championships you DO NOT have to be championship contender to take part.

### **OMC October 12 Car Rally 6<sup>th</sup> October**

Some way off and back to the Friday night format we will need competitors and marshals. More details will be available nearer the event and hopefully, after the cancellations of earlier in the year we can have a successful event.

Information is correct at time of printing. Dates may be subject to change so please check with organisers

If any member has information on an event that may be of interest to the club please let the Competition Secretary know so it can be added to this list.

Date	Event	Organiser/location
JULY		
Sunday 2nd	Midsummer Caerwent Stage Rally - Forresters MC	Caerwent
Wednesday 5th	Oxford MC Club evening	Jolly Boatman, Thrupp
Sunday 9th	Autosolo - Buller Barracks	Fanborough DMC
Sunday 9th	Grasshopper Autotest	Boundless by CSMA
Sunday 9th	CMSG Autosolo Round 8 - Bristol MC	Westonzoyland Airfield, Bridgewater
Monday 10th	HERO 1000 Mile Trial	HERO, Bicester Heritage
Saturday 22nd	Ross Traders & Historic Targa Rally	Ross MC

Date	Event	Organiser/location
Sunday 30th	Twisted Arms Grass Autotest/Club BBQ	Puzey, Faringdon. David Smith/John Blackwell
AUGUST		
Wednesday 2nd	Oxford MC Club social evening	Jolly Boatman, Thrupp
Sunday 20th	CMSG Autosolo Round 9 - Bath MC	Kemble
SEPTEMBER		
Saturday 2nd	Cars to the Claydons Scenic Tour - Oxford MC	Oxfordshire
Wednesday 6th	Oxford MC Club evening / Carfax debrief	Jolly Boatman, Thrupp
Friday 15th	12 Car Rally - Dolphin MC	Dolphin MC
Sunday 17th	CMSG Autosolo Round 10 - Ross MC	Mitcheldean
Sunday 24th	Patriot Stages Rally - Forresters MC	Caerwent
Sunday 24th	Piston & Props Classic Tour	Dolphin MC.
Friday 29th	CMSG Roadsport 12 Car Rally Round 4	CMSG
OCTOBER		
Sunday 1st	CMSG / Oxford Boanerges Autosolo Round 11 - Oxford MC	TBA
Wednesday 4th	Oxford MC Club evening	Jolly Boatman, Thrupp
Friday 6th	12 Car Rally	OMC
Sunday 22nd	CMSG Autosolo Round 12 - 60 & Worcs MC	Throckmorton
Friday 27th	CMSG Roadsport 12 Car Rally Round 5	CMSG
NOVEMBER		
Wednesday 1st	Oxford MC Club evening	Jolly Boatman, Thrupp
Friday 10th	12 Car Rally	Dolphin MC
Friday 24th	CMSG Roadsport 12 Car Rally Round 6	CMSG
DECEMBER		
Wednesday 6th	Oxford MC Club evening	Jolly Boatman, Thrupp
Friday 8th	12 car Rally	OMC
Friday 15th	CMSG Roadsport 12 Car Rally Round 7	CMSG

Information is correct at time of printing. Dates may be subject to change so please check with organisers

more details available on [www.oxfordmotorclub.com](http://www.oxfordmotorclub.com)

# **CLUB CHAMPIONSHIP POINTS**

Please don't forget to let me know of every motorsport or club activity you or any registered family member have been involved with.

There is an explanation of what you can claim for and a claim form on the club web site but a simple email to [points@oxfordmotorclub.co.uk](mailto:points@oxfordmotorclub.co.uk) will be more than enough.

We saw a few new faces picking up awards last year and it would be good to continue this for 2017. You can claim for all sorts of competitive events both in and out of club, marshalling on in and out of club events, helping on events, attending training etc. Give me a call or email if you have any questions.

John Blackwell – Points Collator