



# OXFORD MOTOR CLUB



**Oxford team at MG Live AutoSOLO**

**July 2018  
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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## Editorial

Welcome to the latest edition of the club magazine. It's been a hectic few months for the club. So much so that I'm only now finding time to write this. The busy period began at our April club night where Chris Hambly ran a session explaining the process of organising & running a 12 car. The event was very well attended, and hopefully demystified the process of organizing such events. I've since documented the process and this is now available for anyone within the club to help them run their own events.

April 22<sup>nd</sup> saw the first of our two visits to Finmere Airfield for the Bocardo AutoSOLO. The weather gods were kind to us, with glorious weather all day. Entry numbers were good and the event was very well received, with numerous positive comments via email and social media.

With the AutoSOLO over, there was no rest as we were straight into preparations for the first of two new events. The first was a request from the MSA to run AutoSOLO Passenger rides as part of the Speedmachine World Rallycross event at Silverstone at the end of May. This was a two day non-competitive event to give the public an opportunity to experience cheap motorsport for themselves. The weekend was a great success with over 600 individual passengers signed on and over 1500 individual passenger rides given, including MSA Chief Executive, Rob Jones, and MSA Chairman, David Richards. Many thanks to all the volunteers for all your hard work in making the event such a success.



Only a week later we were back at Silverstone to run an AutoSOLO as part of the MG live show. MG Car Club had asked us to help run their event after hearing of our good reputation of running AutoSOLO's. The day ran well and a hard core of club members turned out to make the event a success.



While running events on consecutive weekends isn't ideal, the opportunity to promote the club and raise our profile was hard to turn down. The events have led to some new members and the club is to be featured in the July edition of the MSA magazine. The MSA's Southern Regional Development Officer, Andrew Bisping, has penned an article highlighting the positive things we've done this year, and to serve as an example to other clubs on how they should promote themselves. High praise indeed!

That's enough from me. I hope you enjoy this edition of the magazine.

**Simon Phillips - Chairman**

## Puma Cup Racing – The season so far

My first full season of racing ended in November last year at a pretty low point. My teammate Rob had just quit due to cost pressures and it looked like the final race of the season at Brands would potentially be my last before being forced to sell the car. Qualifying went well, despite losing my fastest lap for exceeding track limits, but on the second lap of the race, after making a good pass and challenging for another position, the driveshaft inner joint let go and I was out. I'd been helped that day by Ian Scruton of Ford Foundation racing, and a chance comment with one of his friends, John Bateman led to a potential new team mate for 2018. John had damaged his Fiesta race car irreparably the day before and was considering a move to the Puma Cup. After some more discussion over the next few weeks, John and I agreed to share the car for the full Puma Cup season with me continuing to own/prepare the car and with on-event support from Ian. It's funny how things can turn around so quickly. John had been willing to buy the car outright, but the chance of another season's racing was too much to resist. If I stopped now, would I ever come back to it?

So, after a long winter wait, and two cancelled trackdays due to the snow, John and I would not get to drive the car until the CSCC pre-season track day at Snetterton on March 29<sup>th</sup>. Test days are often too expensive but this CSCC event was discounted. We also both needed seat time. The first race was Snetterton only a week later and I'd never driven the track before and John, an experienced Fiesta championship racer, knew the track but not the car. After sorting John's seating position (2 dust sheets covered by 2 carrier bags to push him forward in the seat), we were all set. The track time was sessioned so we had 30 minutes every 1.5 hours. Initially we did a driver change at 15 minutes but this lost too much track time so for the afternoon we had a whole session each. Our pace improved through the day and I was quicker than John and the 2 drivers in our sister car, driven by Ian Scruton and team-mate Dave Elsom. Encouraging, especially with the car running Nankang trackday tyres instead of the stickier control Dunlop Direzza's. Towards the end of the last session of the day, I pulled onto the Bentley straight and went to grab third, but third wasn't there. In fact, I couldn't select any gear, but the car was still moving in 2<sup>nd</sup>. I limped back to the pits hoping the linkage had just come loose, but upon inspection, the selector inside the gearbox had broken. A gearbox out job. That ended the day but we'd not really lost any time. With only just over a week before the 1<sup>st</sup> race, I tried to find a spare gearbox but with it being a bank holiday weekend, I just couldn't get one in time. Fortunately, Ian had a spare gearbox and was willing to bring it to Snetterton and help me fit it the night

before the race. Not ideal but John was willing to take the risk, so, the following Friday, we headed back to Snetterton with the broken Puma. Terrible Friday afternoon traffic meant we didn't arrive till around 5pm. With a Birthday meal booked for 7.30pm we were under pressure. Fortunately, the gearbox swap, despite a few seized bolts, went well, and the car was ready to race.

Race day dawned bright and dry but just before quali started the dark clouds began to roll in. We decided John would run in quali first. Rain began to fall heavily around 10 minutes into the 30 minute session. By the time I took over at 15 minutes the track was wet. John's time was good enough for us to qualify 4<sup>th</sup> Puma out of 6. At least I'd now driven Snetterton in the wet and knew how slippery it was, especially through bomb hole, where a few sideways moments were experienced.

Typically, the race was completely dry. I started the race, which was a rolling start. Timing your acceleration on a rolling start is hard but I managed to hang onto the car in front. At the end of the 1<sup>st</sup> lap I was still in 4<sup>th</sup> and looked like I could challenge for 3<sup>rd</sup>, but 3<sup>rd</sup> slowly started pulling away. Also, the car in 5<sup>th</sup>, after dropping back initially, was now closing in. The final few laps of my session were pretty hairy as I tried to keep him behind me, without blatantly blocking him. Prolonged wheel to wheel moments like this are what I find most difficult about racing, as I had to resist the rally driver's natural urge to just let the faster car through! I did manage to keep him behind until I came in for the driver change.



With John now out on track I headed to the pit wall to watch his progress. We'd lost 4<sup>th</sup> place during the pit stop and due to a slower pit stop were too far behind to make the position back. John kept it clean till the end and we finished 5<sup>th</sup>. We were a bit disappointed with the result but the car had survived and John and I had worked well together.

May 5<sup>th</sup> saw us head to Silverstone for our next race on the International circuit. I'd driven most of this track once before but this time we were in the international pits. It was nice to be in the F1 garages, although my support team was slightly smaller...



### Before the race

This time I was out first for quali, with John then first in the race as John is good at the starts. I was trying to scrub in new front tyres so took it fairly easy while also learning the track. John then took over but didn't really have a clear lap. This was becoming a theme of our race weekends. With Puma's being the slowest cars on our grid we were continually blue flagged. Slowing down to let someone pass who then hesitates often costs 2-3 seconds. Despite this, John got our fastest lap but only 6<sup>th</sup> from 7 Puma's. Other than the exhaust flexi flowing, the car seemed fine.

I find the waiting between quali and the race particularly difficult compared to rallying where you're on the go pretty much all day. Nevertheless, after a lengthy 4 hours, the race finally started. I waited patiently in the pits for my turn. Unfortunately, on the third lap John didn't appear. I had a nervous few minutes waiting for news, but eventually heard he was parked up at the far end of the circuit by Stowe corner. It sounded like a mechanical failure, so at least he was ok. After the race ended I spoke to the Puma driver running behind John and discovered it was a mechanical failure, but a fairly spectacular one. Coming around Stowe (a 70+mph corner in the Puma), the nearside rear hub had sheared, releasing the wheel under the car which pushed the rear into the air and launching the car into the gravel trap. John played the incident down when he returned to the pits, but on seeing the in-car footage and footage from the car behind, it was a pretty big incident, with the car close to rolling. Kudos to John for keeping calm and guiding the car as best he could to the Armco. The in-car can be seen here: <https://youtu.be/lx8TEFqxba8>

The car came back to the pits on a flatbed recovery truck, having been hoisted by its roll-cage (a testament to a strong cage) and dropped straight onto my trailer. It was in a pretty sorry state. Fiesta/Puma's have been known to destroy rear bearings/stub axles but not for the whole hub/drum to shear. The stub axle and hub nut was still attached but the wheel/tyre was destroyed, fuel pipes had been dislodged, the drum backplate was bent, the rear floor had been pushed up and the backbox had been snapped off. Oh, and the rear bumper was loose and scratched.



**And after...**

Thoughts of tossing a match into the car flashed through my mind as I drove home from Silverstone. The 3<sup>rd</sup> mechanical failure in 4 outings was getting tiresome, and I lacked the spare time required to repair it. Despite this, I began to assemble the parts required to get the car off the trailer: Hub, backplate, brake cylinder, rear shoes, rear bearings, and a new stub axle. The fuel pipes just looked to have been dislodged by the wheel so I re-secured them after straightening the rear chassis leg as much as possible with a lump hammer. After about 3 weeks of evenings the car was back in one piece so I took it to get the exhaust flexi replaced. When taking the car off the trailer at home after collecting it my wife noticed fuel leaking. Closer inspection showed that the fuel leak was from the filler pipe on the tank which was weak with rust and had split when the filler pipes were hit and only leaked when the car was tail down. With Oulton Park only 3 days away it was decision time whether to withdraw. Fortunately, I managed to find a tank and pump in a Swindon dismantlers. So 8am on Thursday morning I was at their door to pick it up, and by Thursday evening the tank was in. Yet another last minute fix.

So, we headed to Oulton Park on June 3<sup>rd</sup>, hoping for more luck than last time out. As the car was untested, I decided to drive first in quali. As the one who'd fixed the car, if something wasn't right, it was only fair I be the one to find out. Neither of us had driven the circuit before so it was yet another new experience. We'd considered doing the test day beforehand but the cost of testing is so high it couldn't be justified. Alas the top guys all test the day before so we'd just have to accept the disadvantage. I was nervous I'd find some strange handling vice after the hammering the car had taken at Silverstone, but the car drove fine.



Quali was very wet but I at least started to learn the track. Oulton Park international is a great circuit with some really challenging medium/fast corners and lots of elevation

changes. John jumped in for his stint but only had about 2 laps before the session was red flagged due to an incident on track. With us being the last race of the day at 5.30, we had a long wait. At least it allowed the weather to improve, and by the time we were racing, the weather was glorious. We'd qualified 4<sup>th</sup> and John made a great start and moved up to 3<sup>rd</sup>. Unfortunately he lost the position but stuck with the 3<sup>rd</sup> place man until he came into the pits. Again we lost time in the pits, as adjusting seat positions and harnesses for a different person is always slower than the same person jumping out, then back in. Despite this we still held 4<sup>th</sup>. With a pretty clear track for once, it almost felt like a test session so I focused on my lines and braking and tried claw back some time to 3<sup>rd</sup>. I could see the 3<sup>rd</sup> placed Puma at Island each lap as he was going through Brittens but we seemed to be posting similar times. Oulton in the late evening sunshine is a sight to behold and I had to ensure I didn't just enjoy the view on the way round! All too soon it was over and we'd finished 4<sup>th</sup>, but encouragingly, my fastest lap was just quicker than that of 3<sup>rd</sup> place, so, bar the pitstop we could have challenged for 3<sup>rd</sup>.



### **John making a great start**

Needless to say, I was feeling more positive than after Silverstone. There's always more work to do on the car (new disks/pads for a start) but at least it has 4 wheels and no fuel leaks. Our next race is at Brands Hatch on July 14<sup>th</sup>, a track both John and I know well, so hopefully the bad luck is behind us and we can push for a podium, although, based on this season so far, I'd settle for bringing the car home in one piece.

### **Simon Phillips**

## TSH Stages, Portreath

### *Big Bores to the Fore?*

Over the weekend 19/20 May, South Hams Motor Club (SHMC) held its *Subaru WRC Spares* TSH Stages Rally, providing much mileage for money at RAF Portreath airfield, on the north coast of Cornwall. Paul and I signed up to marshal, promoting HERO and Oxford Motor Club respectively.

There are no aircraft to be seen now but back in WWII, Spitfire, Hurricane and Mustang squadrons operated out of Portreath. These days, the airfield is a highly-sensitive area. There is much 'stuff' underground. It is however a perfect location for a single-venue stage rally; no one living close-by to complain about 'unwanted sound'. I have deliberately avoided the word 'noise' because we petrol-heads just love an Escort RS at full chat.

Our main mission – aside from performing marshalling duties with aplomb – was to avoid the 'Rally Bore'. We all know them. A couple of years ago at the Boconnoc Festival (also run by SHMC) Paul and I were well-and-truly landed. Our job that day, as at Portreath, was to be vigilant, not distracted by a verbal outpouring of: 'I used to own this, I drove one of those...', 'Been there, done that...' etc. etc.

It doesn't end with things motorsport. The Rally Bore also likes to impart 'too much information' about his personal circumstances and family life (yes, he can be married). Always, of course, he 'knew' Roger or Colin, or *knows* Elfyn and Gwyndaf. In truth, he (the Rally Bore is always male) just happened one day to find himself in a portaloos next door.

Dear readers, I am pleased to report that we managed to avoid the Rally Bore at Portreath. The event itself? That was won by Josh Payton/Marcus Mizen in their hard-charging 300 BHP Escort MKII.



***Paul King/Alicia Miles did their best to hold on to the tailpipe of the winning Escort***

A final thought: during an enforced break due to an incident requiring a car to be removed from a stage, an orange-clad member of the Marshals' Club wandered over to our little corner of the airfield for a chat. Nice fellah. Paul engaged him in conversation, regaling him with tales of rallies he had attended, events he had entered, people he knew. A lot of name-dropping in a short space of time. At which point it dawned on me that perhaps I had been in the company of an apprentice Rally Bore all the time!

**Richard Sumner**  
**OMC Cornwall Correspondent**

## The Warwickshire Trial

So we found ourselves with a rare full weekend off over the bank holiday weekend and decided to see what Car Trials is all about as it seemed a nice day to be out in the countryside.

The event was held in the beautiful surroundings of the Long Compton Hills and is accessed via a series of farm tracks, which was an adventure in itself! The organisers were Coventry and Warwickshire Motor Club and the event was part of the BTRDA Trials and Allrounders championships.

There were 2 categories. National B and Clubmans. In each category there were different classes to cover age of car, fwd or rwd and modified/sports cars. Depending on the specification of your car, there is also minimum tyre pressures, which is in place to try and make it an even playing field.

The event is a laid back and friendly affair, despite it being very competitive between entries!

Marshalling or Observing as it's also known is an enjoyable way to spend your day, it's a lot less stressful compared to manning a time control on a stage rally for example. You start the cars when they are ready and watch them attempt the route. You hold their time card and note how many gates (a pair of stakes) they were unable to complete. Sometimes you'll have another marshal on the test which will confirm from a different viewpoint. The experienced marshals used a series of hand signals to convey the scores, which I just about understood by the end.

The biggest class was for modern FWD cars, such as VW Lupo, Suzuki Swift and Vauxhall Corsa. The modified class included several Dutton Kit Cars which understandably were the most competitive and were managing clean runs.

The event had 32 tests run over 4 layouts in the morning and 4 amended layouts in the afternoon. There was an excellent display of car control from young and old drivers.

We very much enjoyed our day out and expect this won't be our last trip to a Car Trials event. Just hope the weather is a nice next time. Might even enter.....

**Chris Hambly and Donna Humberstone**



## General Data Protection Regulations 2018

Thank you to all the members that replied to my request for the new opt-in decision. Along with just about every other organisation we found our way through the reams of regulations and we are now compliant with the new set up.

The changes were difficult to implement as the new rules came in after all our renewals were sent in but from 2019 everyone will complete the new membership form which will eliminate any problems.

**John Blackwell – Club Secretary**

## 2018 Club Championship

At the midpoint of the year the current positions are listed below.

Points claims being sent in are very sparse so I can only record the few that I get and those members that I see on events. I'm sure there are many missing BUT IF YOU DON'T TELL ME I CANNOT RECORD THEM.

There cannot be many members that do not know about the Club Championship but for those new members and those that have shied away from taking part and are perhaps unaware of just what can be claimed I'll give a brief outline.

Full details for all the categories can be read on the club web site.

You can see the relevant competition categories listed below and points can be claimed for ANY event you take part in. For our championship you are competing against fellow club members so your finishing position on the event is irrelevant. For instance, if you are the only OMC member then you get maximum points, if there is more than one OMC member then then points are calculated correspondingly.

As well as individual awards all the competitive sections are combined to give an overall top three.

For the members that do not compete on events then we have categories to cover all aspects of club life.

There is the Jubilee Cup for marshalling but this is not restricted to MSA registered

marshals and anyone who helps out as a timekeeper on events such as the HERO rallies or an autoSOLO qualifies for points.

Also while there is not specific award for some categories such as, but not limited to, attending the AGM, writing a magazine article, organising a club social activity, attending a training day, working on an event such as scrutineering all carry a points potential.

For new members we have a Newcomer of the Year cup where all points are combined. A Best Lady award which is self-explanatory and for our younger members we have an Under 21 award.

As well as individual awards all the non-competitive sections are combined to give an overall top three.

To encourage members to take part in club organised events we have weighted the points given towards OMC events and there is an overall criteria that to win an award you **MUST** have taken part in or on a club organised event or activity at some time during the year and this rule is applied at the end of the year so things can change.

I know there are members taking part in all sorts of events so PLEASE let me know what you have been doing. If you not sure what you qualify for I can sort it out for you but only if you tell me.

Award	Category	Level	Role	Name
	12 Car [OMC/Dolphin rounds]	Expert	Driver	Richard Austen
		Expert	Navigator	Brian Cammack
		Novice	Driver	Charles Neal
		Novice	Navigator	
		Beginner	Driver	
		Beginner	Navigator	
	Road Rally	Expert	Driver	Kevin Belcher
		Expert	Navigator	Brian Cammack
		Novice	Driver	Phil Garrett
		Novice	Navigator	Kieron Brown
		Beginner	Driver	
		Beginner	Navigator	
	Stage Rally		Driver	Dave Barbara
			Co-Driver	James Crossland
	AutoSOLO			Alan Wakeman

	Other Speed Events			Alan Wakeman
Davis Cup	Speed Events			Alan Wakeman
Wilfred Matthews Cup	Expert Road Rally Navigator			Brian Cammack
Wootten Challenge Cup	Navigator [other events]			Mark Snelling
Motivation Cup	Competitive Events		1 <sup>st</sup>	Alan Wakeman
			2 <sup>nd</sup>	Brian Cammack
			3 <sup>rd</sup>	Richard Austen
Jubilee Cup	Marshal of the Year			David Smith
Batchelor Cup	Newcomer of the Year			James Crossland
Boanerges Cup	Best Lady			Shirley Blackwell
	Under 21			Kieran Belcher
Macclesfield Cup	Non Competitive Categories		1 <sup>st</sup>	John Blackwell
			2 <sup>nd</sup>	David Smith
			3 <sup>rd</sup>	Harvey Warner

## John Blackwell – Championship Points Collator

## Upcoming Events

### Twisted Arms Grass Autotest, PCA and Barbeque

On Sunday July 15<sup>th</sup> we have our annual Grass Autotest and PCA at Pusey farm near Kingston Bagpuize. This is very much a relaxed event. Standard cars are suitable on the smooth grass and it's a great introduction to low cost Motorsport. If you aren't competing, come along and Marshal and enjoy the BBQ.

Regs and entry form can be found at <http://www.oxfordmotorclub.co.uk/grass-autotest-2/>

Please let John Blackwell know if you are coming, and how many are in your party, to ensure he caters for enough people.

**Simon Phillips**

## Akeman Jogularity Rally

2017 saw the first running of this new to the Oxford / Dolphin 12 Car Series and we hope that you will join us for more of much the same this year.

The start venue will be **Major Farm Services** near Bicester as last year and there will be a couple of tests there to wake the drivers up. The route is yet to be confirmed but on map 165 and who knows there may be an extra test or two for your enjoyment.

We have changed the date so that we don't clash with the British Grand Prix. I'm sure that we'll clash with something but if you are free on **August 19<sup>th</sup>** then please give us your support.

The Road Sections of the route will be run using a simplified Regularity Route Card which all crews managed to follow last year and which gives you a flavour of what a Classic / Historic Road Event is like.

Signing-On will be from 09:00 with the first car starting at 10:00 and we hope to find you a better finish venue this year for Sunday lunch and results.

Regs and entry form can be found at [www.oxfordmotorclub.co.uk/12-car-rally](http://www.oxfordmotorclub.co.uk/12-car-rally)

**Brian Cammack (Clerk of the Course)**

## Oxford Motor Club 2018 Calendar

**Information is correct at time of printing.**

**Dates may be subject to change so please check with organisers.**

**Oxford Motor Club Events in RED**

Updated Calendar available at [www.oxfordmotorclub.co.uk/club-events](http://www.oxfordmotorclub.co.uk/club-events)

Date	Event	Club	Location
<b>July</b>			
Tuesday 3rd	Club evening	Oxford	Jolly Boatman, Thrupp
Sunday 8th	CMSG AutoSOLO R8	Bristol	
Sunday 15th	Grass Autotest and BBQ	Oxford	Pusey
<b>August</b>			
Sunday 5th	CMSG AutoSOLO R9	Bath	
Tuesday 7th	Club evening	Oxford	Jolly Boatman, Thrupp

Sunday 19th	Akeman Jogularity 12 Car	Thame	Bicester
<b>September</b>			
Tuesday 4th	Club evening	Oxford	Jolly Boatman, Thrupp
Sunday 9th	CMSG AutoSOLO R10	Bristol	
Sunday 16th	CMSG AutoSOLO R11	Ross	
Friday 21st	Autumn leaves 12 Car Rall	Dolphin	
Sunday 23rd	Patriot Stages	Forresters	Caerwent
Friday 28th	CMSG Roadsport 12 Car Rally R4		
<b>October</b>			
Tuesday 2nd	Club evening	Oxford	Jolly Boatman, Thrupp
Sunday 7th	Boanerges AutoSOLO/CMSG R12	Oxford	Finmere Airfield
Friday 12th	12 Car Rally	Oxford	
Saturday 13th	CMSG AutoSOLO R13	60 & Worcs	
Friday 26th	CMSG Roadsport 12 Car Rally R5		
<b>November</b>			
Tuesday 6th	Club evening	Oxford	
Friday 9th	Gun Powder Plot 12 Car	Dolphin	
Friday 23rd	CMSG Roadsport 12 Car Rally R6		
<b>December</b>			
Tuesday 5th	Club evening	Oxford	
Friday 7th	12 Car Rally	Oxford	
Friday 14th	CMSG Roadsport 12 Car Rally R6		