

# OXFORD MOTOR CLUB



*2019 Race RetroShow – David Wood's Peugeot205 rally car on display on Motorsport UK's stand*

## March 2019 Magazine



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Brain Cammack	Committee Member	

## EDITORIAL

Firstly I'd like to thank everyone who has contributed to the magazine, without your content, the magazine would be far less interesting. For the last few years we haven't had a magazine editor, so I've taken over the roll and will do my best to produce magazines when time and content allow. 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)

It's already been a busy year for me, some of the more interesting jobs include running Mark Higgins in a Subaru Impreza GpA at the Autosport Show Live action Arena and Race Retro, where I was looking after 5 cars on the live stage. I was also nice to be asked to provide a car for the Motorsport UK stage at Race Retro, gave me much needed motivation to put it back together! My calendar is looking pretty full already, a mix of rallies, rallycross and hillclimbs as well as clubman events. Hopefully I'll get to compete on some too!

## YOUR CLUB NEEDS YOU!

For the 2019 Club Year we are, as always looking for 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.

We have exciting plans for new events for 2019, so keep an eye out for opportunities to get involved.

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! Please let us know what you want from the club and what we can do for you.

Chris Hambly

## Chairman's chatter

Hello and welcome to the first club magazine of 2019.

Now that spring is on its way (well, almost), the motorsport world is waking up, and Oxford Motor club is no exception. Over the next few weeks we are running a number of local events to get you out competing.

First up is the Road Rally Navigational training night on April 2<sup>nd</sup>. This is being run by Brian Cammack and is designed to guide people to learn the skills of a road rally navigator. Good navigators are a scarce resource and drivers are always looking for navigators. For those that can learn the skills required (and don't suffer from the dreaded car sickness), there's plenty of opportunities to compete for far less than the cost of driving.

Almost as if it were planned, you can then put your new-found skills to good use on our April Fool's 12 car on April 12<sup>th</sup> run by Chris Hambly and myself. Some over enthusiasm meant the initial route was over 80 miles. Thankfully it's now down to something closer to the usual 60 miles..

Then on April 28th we are holding our Bocardo Autosolo at Finmere Airfield. This is a great Autosolo venue and is always well received by competitors. A change for this year means that you can now carry a passenger and still enter the main Autosolo class rather than just the PCA.

For a full list of our events, head over to the [website calendar](#).

And for those of you looking to get out and marshal, please keep an eye out on emails and our [Facebook group](#) for information from our Chief Marshal, Harvey Warner.

Whatever you do this year, whether competing, organising or marshalling, don't forget to claim your points towards the club championship.

Finally, we have had some success with potential new venues over the last few weeks so hopefully we'll have a new event (or two) to announce in the coming weeks and months.

Here's to a good year in motorsport.

**Simon Phillips**

**Chairman**

## **Next Oxford MC Events**

### **Road Rally Navigational Training** **Tuesday, 2<sup>nd</sup> April.**

For our April social evening we are running a training session for Road Rally Navigation.

The session is aimed at beginners who want to move up from marked maps and novices who want to expand their knowledge.

The session is being run by expert, experienced navigators who will be able to work with you and answer any of your questions.

The venue is **The Lion Public House at Wendlebury nr Bicester OX25 2PW**  
**Map Reference 164 / 561½196½.**

We expect the sessions to fill up quite quickly so if you are interested **please let John Blackwell know asap to reserve your places.**

### **“April Fool’s” 12 Car Rally Friday, 12th April**

The next OMC 12 car is being run by Chris Hambly and Simon Phillips starting and finishing in Brackley. The event aims to be an enjoyable night of motorsport, using interesting roads and sensible navigation.

**Regulations & Entry form are available to download from the 12 car page of the OMC website.**

**Also please get in touch if you are able to marshal on the event.**

### **Bocardo Autosolo and PCA Sunday, 28th April**

Once again, we are running the Bocardo Autosolo at Finmere airfield. Regulations & Entry form are now available on the Autosolo page of the OMC website. Timekeepers are also needed, so please get in touch if you are available to help

## Club Championship

For those of you at the AGM you will have seen the Club Championship awards being given out and hopefully you were one of the recipients.

I've recently become aware that quite a few members, especially our newer members, are not fully aware of what the championship is all about and so do not take part.

Members are able to claim points for just about anything club or motorsport related. These points accumulate over the year.

We have two main sections, competitive and non-competitive to give everyone an opportunity to take part and in addition to these we have awards for the Newcomer of the Year, Best lady member and an Under 21 award.

As you would expect the competitive section includes any form of motorsport event. Some of the more popular events such as 12 Car / Road Rallying / Autosolo are well supported as a lot of members take part in these. Other more specialised events include stage rallying or racing but members are able to claim points for their performances against their fellow club members.

The non-competitive section as the name suggests includes just about everything else including marshalling, organising events, writing magazine articles, attending the AGM or taking part in a social event.

As it is a club championship the points allocation has a bias towards club events to encourage your participation and for events outside of the club we do ask that you enter, where possible, as Oxford members.

In addition to the individual awards we have a number of Club Perpetual Trophies, some of which go back nearly 100 years, which are also awarded to members winning that category.

There is a full explanation on the Club web site which lays out in detail what is claimable along with a claim form.

If you have any doubts about whether what you have done qualifies, don't hesitate, send in a claim and we can sort it out.

The more members that take part the more interesting it becomes.

**John Blackwell** - Club Championship Points Collator

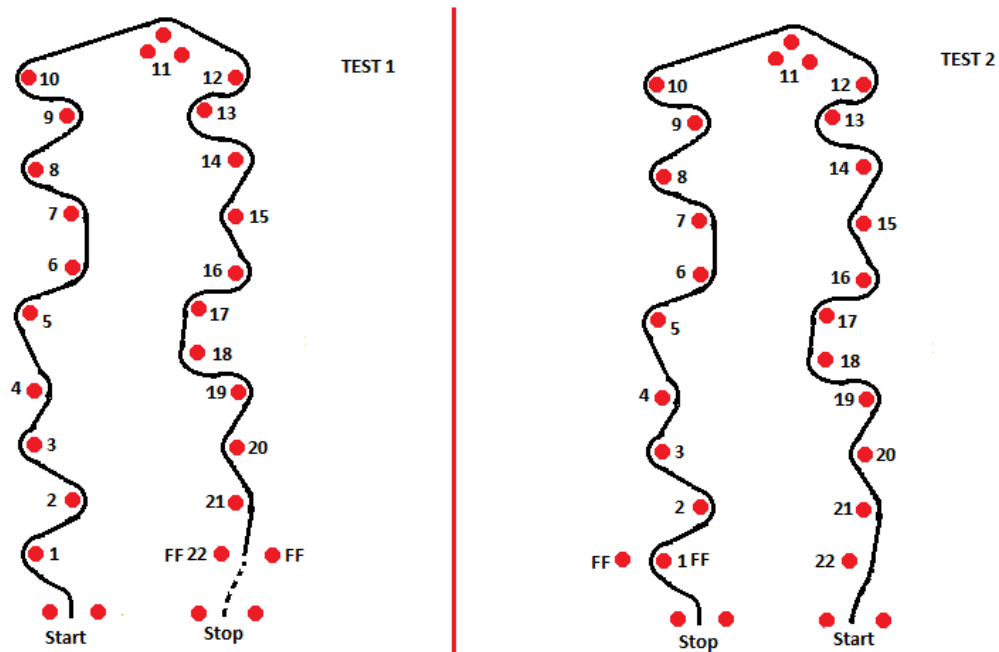


# An Introduction to Autotesting

This discipline has been around for a long time. Its entry level competitive motor sport.

Autotest's have a section in the Motorsport year book with a tried and tested format with flexibility to allow the less strict format from the real national competitions.

Tests used at Pewsey on grass



A picture of the start stop area. Event HQ and Bar-b-que. Numbers on the cones, have come from Autosolo'ing



The Twisted Arms Autotest originally was just one Autotest event of four that the club ran in the past. These events faded away because of the venues which were car parks, were being used 24/7. Sunday trading put pay to Oxford Motor clubs Autotest events.

Roman Way Carpark at Pressed Steel, now the Mini plant and Hartford Motors Botley, now HSBC's office block.

Twisted Arms Oxford Mail and Times Autotest championship at Roman Way 1979



The Twisted Arms Autotest 40 years on is a grass event meant to be a fun day out without any award for winning except the kudos for the overall winner. The main point of the event is to be a thank you to club members for their efforts in promoting the club and a social with a barbeque which is subsidised by the club. It has the elements of a proper Autotest in that you sign on and fill in the entry and pay a small fee which covers insurance for the day (Just in case!)

Below Diagram of a Hartford Motors Autotest in 1964. You had to fill in the route and remember it as well.

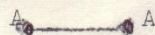
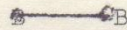
This demonstrates how much easier it is these days using electronic devices. Most of us could not type.

Motor sport was much more difficult to do and organise. This would have been typed on to a waxed master and hand drawn the obstacles. If you made a mistake on the waxed master sheet it could not be rubbed out. The Lithographic machine did have a motor but the club did have a hand wound one.

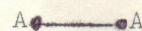
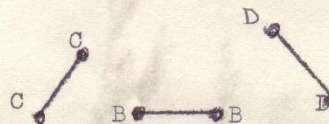


Other equally messy spirit based methods were available at the time Very few pictures of these events, the club has in its archive.

David Smith



Forwards over A  
Forwards over B  
Reverse clear of B and into garage C - all four wheels.  
Forwards over D and stop before E.



Forwards over A  
Forwards between BB and over D  
Reverse clear of D between BB  
Forwards between BB and finish astride C.

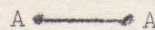


Z

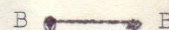
Y

X

W



Forwards over A, between XW into B.  
Reverse clear of B between XW into C.  
Forwards clear of C between XY and YZ.  
Finish astride D.  
All four wheels must be inside garrages B and C.



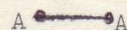
X

Y

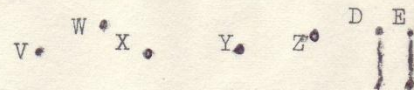
Z



Forwards over A, Y on right, Z on left, Y on right, X on left; circle Y in anti-clockwise direction and finish astride B.



Start with engine switched off.  
Forwards between BB and over 6.  
Reverse clear of C and over BB.  
Clear of BB forwards and over C to finish astride D.



Forwards over A and into B (all four wheels)  
Reverse clear of B between VU and into C (all four wheels)  
Forwards, U on right, V on left, W on right, X on left, Y on right; circle Z anti-clockwise, over D and stop before E.

## BTRDA 2019

Following last year's success in BTRDA Rally First we decided to step up to the Fiesta ST Championship this year which is a one make championship that runs within the usual BTRDA calendar.

After I'd managed to find a car in Ireland I was keen to get a test done before the first round of the year (and technically my home rally) the Cambrian Rally in Llandudno. Sadly every testing venue in the country seemed to be booked up so we decided to use the event itself as a test.

Whilst the Fiesta's are Group N spec they run full Reiger suspension and a Sadev dog box. Whilst getting used to those two was probably going to be a revelation, driving a rally car with a diff was going to be the biggest change but one that I was looking forward to.

The first few stages we took fairly steady as I'd only done my seat fitting the day before and hadn't had any time to get used to the car. The times steadily improved throughout the day and I was pleased to see we dropped in a few times alongside some of the R2 cars in the afternoon loop of stages which gives us a strong base on which to build for the rest of the year.

We finished the day 5th out of 9 ST's which I was fairly pleased with all things considered. We'll likely be doing the full BTRDA and Welsh Championships this year with a view to developing the pace and trying to push a bit more towards the sharp end in 2WD if we can.

Matt Baddeley





# RALLYDAY

Here are some photos Tony Mytton took at Rally Day 2018. The Manta is ex Jimmy McRae used in national and international events before having more success in privateer hands such as Cyril Bolton. The Lancia Delta was originally a Martini Lancia factory car for Juha Kankkunen before being used by Jolly Club and Griffone satellite teams. The Chevette is ex Russell Brookes and was used in national championships as well as European events.. The Mk 1 Escort was a replica of the Roger Clark LVX 942J and was driven by his son Olly Clark, who is a fast driver too. The Eaton Yale Mk 2 is obviously meant to be a Hannu Mikkola car but again it is a very nice replica. The Alpine Renault doesn't appear to have any period history, but is a lovely example of these fantastic cars. The Fiesta was initially used by Elfyn Evans in WRC events before being used by William Hill & Richard Crozier amongst others. The car was also used by Craig Breen to win the recent 2019 West cork Rally.

Photos :Tony Mytton Text : Chris Hambly













## JERSEY RALLY 2018

As many of you know, the Jersey Rally is my home event and I try to compete most years. I really wanted to drive the rally again in 2018 but despite my enthusiasm, I just didn't have the budget to enter myself. Despite not entering, I decided to go over anyway, and rather than spectate, I offered my assistance to the organisers if they had any use for me.

I soon got a reply from one of the Stage Commanders saying that they could really do with some help doing stage set up and I agreed to do this. I arrived on the Island on the Monday and enjoyed a relaxing day with my family before getting a request to help a Driver Recce the stages as his navigator had not yet arrived. So I spent half of Tuesday and most of Wednesday on the Recce. The marshals and officials signing on, was held on Wednesday evening. This is where I first met the stage co-ordinator Michel, we had a chat about what needed doing, I signed on and received my pile of paperwork. On this evening, there is a marshals briefing and training session. I got drafted in to help with this and started sorting out equipment before getting home at midnight. I said that they could just give me a call if anything extra needed doing!



On Thursday morning I got a call already! Could I get up to the club store as soon as I could because they were short handed, so I jumped in the car and headed up, via the Roberts fuel station, where I used my kindly supplied Roberts Rally fuel card to fill up....much appreciated. First task was to sort out all the large equipment like foam barriers, chicane A frames, Chevron boards etc. After loading up the club Luton, we drove round the stages dropping off the equipment where required, so it was ready to put in place once the roads were officially closed. This took most of the day and once finished, I got a request to take some equipment up to Rally HQ, then do a bit of running around as needed. Once this was done, I was straight back up to Rally HQ where I continued my Scrutineer training by working with Chief Scrutineer John Cooper. This all went well and we were done by 10pm, with just a bit of clearing up left to do....then head home for some much needed sleep. As soon as I arrived home, I got asked to head up to the first stage early in the morning as they needed extra help setting up and some equipment collecting from the club store.



Compared to a single venue event, closed road rallies generally use much less equipment, one of the main tasks in Jersey, is taping up all the roads, driveways, paths and field entrances along the route....and there are lots of them. We also have to arrow all the junctions, put out all the mandatory boards as well as deal with enquiries from the locals while we are working. The idea is to have everything in place so that as soon as the road is officially closed, set up crews go in a various junctions, pull the barriers across the road, set up the box junctions then start pulling across the red and white tape that is already in place. This is when things get busy! We only have a few minutes to do our allocated bit of the stage, so you are zooming down the road, jumping out, do your task and speed off to the next spot. With closed road events, you just can't afford to be running the stage late, so everything has to be done by a strict timetable to ensure the stages start on time.

Now my first stage of the day was set up ready for the lunchtime start, I went back to one of the junctions that seemed to have a lot of spectators and thought the

allocated marshals may need some help. I arrived with time to have my lunch as the course inspection cars were coming through and soon the stage was live. It didn't take long for the entertainment to start. We had a display of skilful driving with a few crews pushing just a little too hard. Then the Renault Twingo of Kevin Newman came into the square right corner, attempted to handbrake but caught the bank slightly, causing the car to spin across the road. When I say across the road....I mean completely wedged between both banks and blocking the stage. The marshals jumped into action, ensuring the crew were ok and working on a plan to get the car extracted so that the rally could keep going. I went in the other direction as I knew the incident would be unsighted till the last second. I flagged down the competitors and got them to stop momentarily while the marshals and spectators worked hard to get the little Twingo clear of the stage. The queue of cars was starting to grow, and I was concerned my location was getting closer to a blind corner, thankfully, the resident where I was standing, saw my predicament, and let me run up her bank, through her front door, through the house and out the back door! I was now safely on the other side of the corner enabling me to slow the last couple of cars before the blockage was cleared.....this is the normal behaviour for residents in jersey who are on the whole very pro rally.



Just as the excitement was over, I headed off early to the evening stage to check what I was due to be closing off and setting up. As I arrived, I got a call saying the Stage commander was way behind and could I help him out! Basically 2 hours before the road was due to be closed, there was almost nothing set out, due to hard work by all the set up crews, we got it done in record time, having done about 6 runs of the stage in the process. As I left the stage finish for the last time, I realised I had only a couple of minutes to get round to my junction ready for the road closure time. I arrived bang on time, again zooming from junction to junction, taping everything off and setting up anything that had to wait for the road to be officially closed. Again we got everything done just in time for the course inspection to enter the stage on their due time. I thought it was time for a quick break, so I drove to an accessible junction

that was mid stage where I could watch a bit but could get away if needed. This was a good spot to watch and was less dramatic than the afternoon, only a poorly Subaru to assist when they pulled off at the junction, some advice and loan of tools saw them get back going again, but sadly they didn't make it through the night. While stood here, my phone rang, I was getting used to this! I got asked to head to one of the stages that would be run on Saturday Morning and make a check on any last minute jobs that I could see would need sorting in the morning.....then headed to bed as it was gone midnight.



Saturday morning was an early start, I think I was on stage at 6.30am, getting the last few bits of kit put out and back to the start ready for the road to be closed. This stage was very hard work and I had a large section to do, thankfully I got caught up by the stage inspection car, which helped do a few junctions too as they can't pass me until everything is done anyway! Once I finished my section near the start of the stage, I pushed on so that I could help further along if one of the other crews were struggling too. I did a few bits towards the end but did enjoy a speedy run through most of the Waterworks stage, probably the best stage of the rally.

As I had a bit of time to spare before heading to set up the afternoon stages, I decided to go and watch/marshal at a junction where I could easily get away if needed. I arrived with a few minutes before the first car was due, so took the opportunity to have my breakfast that I had taken with me. The first cars were coming through on time, and now running in the reseeded order for day 2.





After the about 15cars, there was a call over the radio to deploy red flags due to a serious incident needing medical attention. After noticing the radio marshal's poor attempt at stopping the stage, missing the first two cars, I took the flag from him and stopped the remaining cars, passing on the verbal message to proceeded slowly and stop at the next junction. This procedure is often used on closed road events, to stop everyone being held up in a narrow road and be stuck until the incident is cleared. This enabled the stopped cars to exit the stage at a convenient point, avoiding the incident and as this was the 2<sup>nd</sup> stage of the loop, return to the service area. My last job at this point was to relay the relevant information to the Chief Scrutineer so that he could visit the incident site if required.

As there would be a delay before the stage got going again, I headed off to set up my last stage of the event. I arrived with plenty of time and got started with tapping up the entrances and paths that were unlikely to be used before the roads were closed. Marshals were being dropped around the stage by minibus, so as with earlier stages, I briefed them in how they could help us set up their area once the road was officially closed. After a couple of laps of the stage, I headed to my first junction and had a few minutes break. As soon as the road closure time started, I got to work, putting out barriers, cones, tape etc. On this stage, the marshals had really helped to get the work done and as I was doing the section near the end of the stage, we also had help from some of the other setup crews.

Whilst doing my set up work, I was clear there wasn't sufficient marshals at the spectator point, so I headed there to assist with marshalling. I was glad I decided to do this as just as I arrived, the MSA delegate wasn't happy with the amount of marshals and with addition of me being there, gave the minimum cover, so the stage

was go. I just had time to grab my packed lunch before the first competitors came through and also a couple more marshals arrived to spread out the work.

This was a good place to watch at, with it being a long fast straight into a deceptive hairpin. The front runners were impressive with their speed and control, where the backmarkers were full of enthusiasm, probably more that they should have had! On the 2<sup>nd</sup> run, the 0 course car came to a halt and had to be pushed into a residents drive way to clear the stage. Several people had good attempts at knocking down the wall in front of us but all thankfully missed it, one must have only been my millimetres.

After the last of the four runs of this stage, the course closer came through. Time to start clearing up all the miles of tape, moving the barriers out of the junctions and putting the equipment to one side ready for the equipment vans to collect. Once this was done I headed to the rally hq just in time to see the finish ceremony followed by some celebratory donuts. Also worth of note, were two crews who pushed their cars uphill to the finish, just to get classified, great rally spirit. My work was not yet done for the day, I helped sort out the rally hq, moving equipment around and taking down the finish arch. I was very pleased to be heading home at 7pm.

However, there wasn't much time to rest as it was time for a quick dinner, a much needed shower, then off to the rally awards party at the Merton Hotel. This isn't the usual stuffy presentation, more a comedy routine. There are different awards given out to, such as the hotly contested best handbrake award, top Guernsey, spirit of the rally and the usual class and age categories. After the awards, the video highlights were shown and much drinking was to be had.....think I got home at 4am!

Sunday morning was a much needed lie in before driving the stages yet again, picking up any stuff that had been missed or noting anything that was too big to fit in my estate. The only job left was to head to the club store and empty out a week's worth of tape (new and used), cones, stakes, arrows, chevrons and all the other clutter we all gather over the course of a rally.

Finally having a car devoid of rally equipment, I met some rally friends at the Merton and then did some touristy stuff before having dinner at a lovely historic pub. Finally I felt like I was on holiday!

So that was my six days of assisting with the jersey rally. A combination of Navigating, equipment, setup, marshalling, scrutineering and anything else that was needed. Did I enjoy it, in a very exhausting kind of way yes. When we are all competing, there is always others doing these kind of jobs so we can enjoy ourselves, so I feel it doesn't hurt to help out occasionally too!

Next year though, I'm hoping for an easier rally, I plan to enter instead!

Chris Hambly



## Miglia Quadrato

*The truly unique, central London motorsport event that's been running for over 60 years. What's it all about?*



I discovered the Miglia Quadrato whilst at university in Bristol in 2006. An overnight dash to, around and back from London seemed like the perfect distraction from the exam revision I should have been dedicating myself to! The event first ran way back in 1957, when petrol rationing was still in place, leading to the desire for an event which would give a whole night's competition using less than a gallon of fuel.

The Italianate name takes its name from the venue – the Square Mile of the City of London. And the format is disarmingly simple: five hours, sixty grid references, with a “fill-in-the-blanks” clue to answer at each location, all of which use pre-existing text found within the streetscape.



These sixty clues range from easy (the text might be on an easily-found plaque, or shopfront) to much tougher. Difficult answers could be found etched backwards inside glass windows, or within the faded stained-glass windows of an ancient church, requiring a torch to be shone just right to reveal it. Knowing the answers are all there in plain sight makes it very difficult to give up on a location – especially so when another team turns up, searches for ten seconds, then gets back in the car and drives off, presumably having found it straight away! Of course, there is great satisfaction when the tables are turned, and you spot a clue which others are oblivious to, despite standing right on top of it!

Although any car goes, there are always an interesting selection of other vehicles out competing. A 1920s fire engine often features the crew in period costume as it clatters and rattles around, whilst in recent years Imperial College's 1902 James and Browne, "Bo", has lined its paraffin headlights up alongside DeLoreans, Maseratis and Allegros at the start in Finsbury Circus. Traffic lights, speed limits, one-way systems (and the very compact area within which the event is held) all act as a leveller – the manoeuvrability of a Fiesta makes it handier than a Ferrari (though of course, you might prefer to spend the event in the latter given the choice!)

Aside from the competitive element, being in the heart of the mostly-deserted City in the small hours of a Sunday morning gives a totally unique perspective on its fascinating layers of history – and the locations of the clues help this, taking you down alleyways, into churchyards and garden squares which you would never have explored otherwise.

A team can be anything from a pair (there are separate awards for crews with only two people) up to six people squished into a people carrier. My fiancée Caroline and I will be out on the event this year in the competitive debut for our 1987 Austin Metro. Every year I come back wondering why more people don't participate this wonderfully unique British event – it's not been well-publicized over the years, and as a result nobody hears about it, so numbers have dwindled to unsustainable levels. I encourage you give the Miglia Quadrato a go while you still can – it's unlike any other event, and you won't regret it!

*This year's Miglia Quadrato is on the night of 18/19 May, from midnight until 5am. Entry is £30 per car, which includes an Ordnance Survey map at 1:10000, tailored to the event. Info, example clues and regs/entry form can be found online at [uhulmc.org](http://uhulmc.org) – or email me at [simonlytton@gmail.com](mailto:simonlytton@gmail.com) and I'll happily send you a copy of the regs; answer any questions etc.*

## How To Save Time In Controls

Controls are a necessary evil, fundamentally to give us times for sections, make sure the event doesn't get strung out and to make sure we're on the right route.

There are all sorts of Controls to understand, just make sure you spend as little time as possible with the nice people at Controls – If the Controls are in a Test, you'll be losing time. You'll always lose time at Controls, just make sure you do everything you can to minimise that time loss.

There are additional factors to consider at night/low visibility.

Here are a few thoughts from experience, for Drivers and Navigators, which could help.

Events will have a wide range of Controls, but I'll focus on the most common varieties

- Master Time Controls
- Test Starts
- Test Finishes
- Passage Controls
- Stop/Go
- Code boards
- Time collection

I won't get in to Regularity Controls as few Targas include Regularities, something maybe for the future.

### **Master/Main Time Controls – Start, Regroups. Fuel halts, Meals, Finish**

Just make sure that you report to an MTC within your time schedule, especially the first one! You normally have a lateness period you can use – typically 15 minutes early in the event, 30 minutes later. Reach the MTCs inside your time schedule. You usually have to visit the MTCs to qualify as a finisher.

### **Test Starts**

Where the action starts! Navigator, make sure that the correct start time is entered on your card, especially is starting at 30 second intervals. Having a clock in the car set to Rally Time is a major benefit. Ideally have more than one clock, plus a digital watch with the same time.

Driver, you may think that you just have to put your foot down, but there's more than that. First, try to line up as straight as possible to the direction you want to go, the car normally goes far better off the line (and elsewhere) with the wheels straight. This may mean that you aren't straight at the Start line, but do what you can.

If you're on asphalt/concrete then look for the areas where there's most grip, try not to start with either wheel on mud/grass/mould, you'll just get wheelspin. If there's little grip then don't just drop the clutch and spin the wheels, you'll just sit there.

Sometimes it can be quicker to start gently then build up speed to avoid wheelspin. If the surface is clean, then some wheel spin can be beneficial to get a little heat in to the tyres, every little helps.

If you're on gravel then you may have less options, especially if you're running down the field. You may only have ruts to choose from, but try to avoid them if possible as you could be dragging the bottom of the car away, slowing you down. However it may be loose away from the ruts, try to choose the firmest base you can for the start. Not too close to the ruts as you'll drop in to them anyway. Sometimes you just have to choose the ruts!

Make sure your wheels are pointing where you want them to go, especially if you've been manoeuvring to get straight/avoid ruts.

Both of you take a look at the Test Diagram/Book to identify any dodgy parts, with the Navigator confirming how they'll call it. As a Driver, I try to memorise as much of the Test as possible, especially where I have to be cautious/can really let loose – can be easy on smaller events, tough in the forest and larger events.

Again as a Driver, I normally begin my start process 15 to 10 seconds before the Test start. The Marshal should give you 15 and 10 seconds warning, but have a clock visible as well to make sure. Being in gear is the main issue, allied with a clear idea of how you're going to leave the line – flat out or cautiously to find grip. I normally put the car in gear then bring up the clutch to the bite, to make sure some forward motion will happen when I release the clutch.

I also want to know how far to the first manoeuvre and what I need to do there. Try to tell me as much as possible along with studying the map/tulips. How the Navigator communicates with the Driver is probably worth another FAQ 😊

The Navigator should count down along with the Marshal so that the driver can hear exactly when to start. This can be reinforced by the Navigator also counting down on their fingers where the Driver can see their hand.

Out of the Control, you're normally searching for grip. If it's wet/muddy, this could mean creating a new line where there can be more grip. Experiment. If you have wash boarding out of a Start then back off it little, it'll save you and the car!

## **Test Finishes**

Normally a stop astride between two cones. Stop astride, get the nod from the Marshal that you've stopped, then drive on to the Marshal some yards after the Stop line to obtain your time on the Time Card. The Marshals should be at least a few cars length away from the Stop line so that you can clear the line quickly if another car appears behind you. A slightly cautious approach is usually worthwhile as the

surface may be slippery/scrubbed by other cars. The penalty for sliding over the line is normally greater than slowing a little early.

What happens if there's somebody else already there on the Stop Line.? Stalls often happen at Stop lines. You should clear the Stop line as rapidly as possible after the Marshal has indicated that you've stopped. If you find the line already occupied, then pull alongside if there's space on the likes of an airfield. On more narrow Tests you may have to pull up behind the car on the line, the Marshal should be able to give you the time you would have reached the Stop line if the other car hadn't been there.

The protocol for another car being on the Stop line can vary, check with the Event Organisers at the Briefing.

Code Boards in the Test will normally be signed for at the next manned Control or the Finish of a Test – make sure you have the codes written legibly on the Time Card. If you don't have the Codes in the right box then the Marshal will put a line through and you'll be penalised for not visiting/recording that Code Board.

Make sure that you write your Test time down somewhere, normally in the Road Book. You'll probably have to hand your time cards in at some point so will lose the times. You can compare with others, with later runs and make sure that the Results Team have their times right 😊

## **Manned Passage Controls**

These can be just a signature on your Time Card or the Marshals full name and family tree 😊 They are normally preceded by a Control Board where you have to stop, then enter the Control. This is to make sure that you don't demolish the Marshals!

This is where you can save a LOT of time by getting your Control procedure right, involving Driver and Navigator. Have the Navigator's window down rapidly, Time Card on a board, right way up for the Marshal, on a solid surface at signing height (usually the bottom of the window aperture), light shining on the time card if needed, Nav's finger pointing to the box to sign.

I normally control the Nav's window when driving so they can focus on the time card. Down quick, back up again after we've left the Control. Yes, if I need a little more control with both hands then the window goes down a little earlier or goes up late.

Bear in mind that some Marshals can be left handed, so be ready to adjust the position of the board holding the Time Card if necessary 😊

Ideally the Navigator should inform the Driver what they should do immediately after the Control.

As an asides, it always amazes me when time and cost is spent on polycarbonate windows with sliders, saving a little weight and in theory a little time, but it's more than lost when a Marshal has trouble manipulating the time card through the slider, has nowhere to rest the board and has no light in the dark. Standard electric windows may be heavier, but are usually far faster through a Control.

## **Stop/Go**

Another way to slow you down or protect a Merge on a Test. You normally enter a "box" of four cones or a line to stop at. You'll be stopped for typically either 5 or 10 seconds. The Marshal holds a "Lollipop" or flag in front of you, counts down, raises the flag, off you go.

Step one, make sure you stop. If you're still moving then the Marshal won't start the count down. Stop rapidly as soon as you're in the Control.

Be gentle with the car on these Controls as gearboxes and clutches get seriously abused at these Controls. Take it gently, to win first you must finish, be gentle on the car.

Navigator should let the Driver know what to do after the Control while waiting to leave.

Just as with Test Starts, the Navigator should count down with the Marshal so the Driver knows exactly when to leave the Control.

## **Code boards**

Make sure you know what a Code Board looks like, they should be displayed at Signing On/Briefing/Start. The boards can be facing directly towards you and clearly visible, but usually aren't like this as they won't slow you down.

Most codes are at 90 degrees to the direction you're travelling, normally hidden behind another board, making you stop or at least slow significantly.

How to be fast through a Board – split the activity. The Board is normally on the Navigator's side so the Driver can only see the top of the code. Driver remembers the first part of the code, Navigator the second half. I try to remember it all and keep of repeating to the Navigator until they get it down. Use the phonetic alphabet – p sounds like b, but papa is very different to bravo. Practice and learn your phonetic alphabet.

Sometimes the code board can be on the Driver's side, especially when lapping – Code Boards are in the middle of the track, first time you go one side, second time you go the other side to pick up two different Code Boards.

As mentioned earlier, write the Code Boards in the correct box on the Time Card. If you don't write them on the Time Card then the next manned Control will put a line through the box, meaning you hadn't visited the Code Board, even though you had 😊 Unfortunately this will mean penalties.

As before, the Navigator should let the Driver know what to do after the Control ideally while approaching the Code Board.

### **Time collection**

Nice and easy, usually just involving handing over the time cards used so far and a download of times if using a "chip". Just remember to write your due time on the next time card as it's normally on the bottom of the card you've just handed in!

### **Time Cards**

Keep your Time Card on a separate clip board, stored in a location where you can find it and reach it easily – a door pocket or on your lap. An elastic band at the bottom of the board to hold the Time Card down also helps the Marshal, especially if it's windy.

### **Darkness, another factor to consider.**

Light is the answer, but not too much at the wrong time.

The Navigator needs light for maps, tulips and the time card. Keep this as covered and localised as possible – as a driver, if there's too much light on the Nav's side, I can't see the side of the road, especially at bends, and have even passed straight past code boards as I couldn't see them!

Marshals have eyes as well, don't blind them! From a selfish perspective, you want to spend as little time as possible in a Control. If you've just blinded the Marshal coming in on full beam, then you'll waste time as their eyes readjust to the dark.

You'll also annoy Marshals if you don't dip your lights and they may have "accidents" as a result, dropping their pen, signing in the wrong place, ... The Marshal is your friend, but you don't want to spend too much time with them 😊 Make it as easy as possible for them to sign your card, then get out of there!



The same basic technique applies as with daylight – window down, time card on a board at a height where the Marshal can sign easily, Nav pointing to where the signature should go. In the dark, add light so the Marshal can see exactly where to sign. A strip of LEDs around the door or a light shining at the board is best, ideally controlled by a foot switch for the Navigator and/or a switch the Driver can reach. Not too much light so as not to affect the Driver's night vision.

Polycarbonate windows with sliders are even worse in the dark as it's tough to shine light on the time card. I HATE polycarbonate windows with sliders on Events where Marshals have to interact rapidly, they lose so much time and can be a real faff for Marshals.

Good luck out there.

## Frequently Asked Questions for Targa Road Rallies

Q. What is a Targa Rally?

A. The full name for a Targa Rally is a Targa Road Rally as it runs under Road Rally Regulations. This means an average speed of 30mph hence the reason for Controls, Code Boards, Chicanes and other features to keep average speeds low. These low speeds mean that a great deal of safety equipment isn't required, keeping costs down and Targas accessible to a wide range of people. However the likes of roll cages, harnesses, seats and extinguishers can be used if desired.

Targas can be single venue or multi venue events. Many single venue events enable both members of the crew to drive and both to navigate, providing great value sport. Multi venue events usually use the public road in between Tests and are generally "bigger" events in all respects. Double driving/navigating is not normally possible on multi venue events.

Targas are a great first step for those looking to start in Stage Rallying, building experience and making sure they enjoy the sport at low cost before progressing. Others may want to "downsize" from Stage Rallying for various reasons to take part in lower speed Targa Rallies.

Q. Can I use a standard car for Targa Rallies?

A. Yes. On smooth Targas you can use a standard car as long as it is road legal (MOT, Tax and Insurance), has no dangerous parts, has internal trim, solidly fastened battery (standard mounting is usually sufficient) and the seats don't move around (apart from standard fold/tilt). You'll need some yellow insulation tape wrapped round the earth lead from the battery. You'll also need such things as a warning triangle, spill kit, first aid kit and OK/SOS board. A tow rope could also be useful, as well as strong towing points (standard is normally fine).

Rougher Targas will need a sump guard and tank guard, how robust these are depends on how rough the Targa is that you're competing on.

Some events, normally due to Landowner requirements require at least a rear roll cage and at least four point harnesses.

One of the beauties of Targa Rallies is their differences, many bringing new challenges, surfaces, venues, etc. Each event needs to be considered in their own right, so check event Supplementary Regulations carefully. If in doubt, add more safety equipment and guarding, within reason.

Q. What are the engine and transmission regulations?

A. These are all documented under Section R 18.2 on page 306. The highlights are – maximum of four cylinders, only two carburettor chokes or standard injection, single cam unless multi-cam standard with standard induction, no turbos over 1500, adequate silencing, only H pattern gearboxes. Read R 18.2 to be absolutely sure regarding compliance.

Q. What about Historic Cars?

A. Some events run a Historic class and waivers can be applied for to cover some areas such as number of carburettors and engine size if proven to be used in period. Event Regulations will cover this area.

Q. How do I prepare my car for Targa Scrutineering?

A. A video covering Scrutineering requirements can be found at:  
[https://youtu.be/tq8OLUc2S\\_w](https://youtu.be/tq8OLUc2S_w)

Q. What is the best Targa tyre.

A. Targas vary considerably in surface. Standard road tyres are suitable for the majority of events, and are required on some. Winter tyres can be appropriate for some events. Rougher events require a gravel tyre, but many events prevent the use of gravel tyres to protect surfaces.

Tyres on List 1C and tyres on the FIA Asphalt Tyre List (mainly moulded slicks) cannot be used.

Tyre requirements can vary a great deal dependant on the event/surface. Check Event Regulations to make sure that your tyres comply with the event. If in doubt then ask.

Q. Do I need E marked tyres?

A. No. Non-E marked tyres can be used legally on the public highway. However they cannot be sold specifically for day to day road use.

Be aware that some Events/Championships may require E-marked tyres, be sure to check all Event and Championship Regulations.

Q. Where do I find the Regulations for Targa Road Rallies?

A. Regulations for most forms of Motor Sport can be found in the Motorsport UK Year Book (the Blue Book). This can be viewed and downloaded from the Motorsport UK web site under Publications. Specific Regulations are under the Road Rally section in Section R (Rally), starting at paragraph 18.4.

The 2018 Year Book can be found at: <https://www.msauk.org/assets/bb2018completelow-res.pdf>

The specific sections to review start at R 7.1 on page 299. Technical Regulations are at R 18 starting on page 306.

Event Regulations can add and change some of these Regulations, so be sure to read the specific Regulations for the event you're doing.

Q. Do I need a Competition Licence?

A. Today, most Targa Rallies run as Clubman events, meaning that just a Club card is required. Championships will require at least a Non-Race Nat B Competition Licence.

Q. What Colour can my car be?

A. For events between 07:00 and 22:00 the car can be any colour(s). Outside these hours the car must be one colour or the manufacturers original paint scheme.

Advertising/stickers are limited to 1250 cm<sup>2</sup>, so the size of a sheet of A4 paper on each side of the car.

Q. Do I need a Tripmeter?

A. A Tripmeter can be useful, but not essential. Many events provide a map handout for Road Sections and Test diagrams, so a Trip is of little use except for estimating mileage. A Trip can be useful on Tests where Tulip diagrams with distances are supplied. Similar on Road Sections, but there are usually other indications to identify the correct route. Of course if you miss/overshoot a junction then the following intermediate mileages will all be wrong! Make sure you know how to make the trip work backwards in this situation. Set up your trip on the Organiser's Measured Mile on the same tyres you'll be using at the same pressures. For accuracy, fit sensors to non-driven wheels to avoid the effects of wheel spin.

Q. Do I need a helmet?

A. No. Targas are run under Road Rally Regulations and helmets cannot be worn.  
Communication headphones can only be used for those proven to have hearing difficulties.

Q. What clothes should I wear?

A. There are no Regulations for clothing worn (some is always recommended ). Fire retardant clothing is not required. Practical clothing should be worn to keep you warm and safe. You may be changing wheels/working on the car so leave your best clothes at home! Drivers should use shoes comfortable for driving, but also resistant to the weather and conditions. Robust shoes with tread may be preferred for Navigators, especially as they may have to push 😊

Q. Can my Navigator drive as well?

A. Some events allow double driving, usually with the driver/navigator swapping roles. Car sharing is possible, or the use of two cars – one driving one car, one driving the other.

Q. What age do I need to be to take part?

A. As a Targa Rally is a Road Rally, drivers must hold a full driving licence.

Navigators can compete from the age of 12.

## For Sale

Clarke Strong Arm Folding Workshop Crane

**Model CFC 100, Man Part No 7611005**

**Maximum lifting capacity 1000Kg**

**4 Jib positions 250Kg; 500Kg, 750Kg; 1000Kg**

**Excellent condition, little used. £80.00 ono**

Buyer to collect from Rugby – please contact **John Blackwell – Club Secretary**

Email [secretary@oxfordmotorclub.co.uk](mailto:secretary@oxfordmotorclub.co.uk)

Single alloy wheel to suit Peugeot 205, 14" with half worn Yokohama. £40



Single Dunlop SP Sport, 225/45 ZR17 with 6mm of tread £40



Set of four 17" alloys to suit VW Golf. Two with as new winter tyres, two with part worn Dunlop SP Sport, £150.



Thanks, Brian Cammack [brian@top-specs.com](mailto:brian@top-specs.com)

# Oxford Motor Club 2018 Calendar

## March

Friday 22nd CMSG Roadsport 12 Car Rally Round 2 Reg Salway / Ian Hawthorne

Sunday 24th Marshals Training Day BRMC Derby University  
[johnjones10@btconnect.com](mailto:johnjones10@btconnect.com)

Sunday 24th CMSG Autosolo Round 2 Devises & District MC Kemble Airfield

Sunday 24th Tour of Caerwent Stage Rally Forresters MC Caerwent

Friday 29th Spring 12 Car Rally Dolphin MC April

Tuesday 2nd **OMC Navigator training evening Oxford MC The Lion Public House at Wendlebury nr Bicester OX25**

## April

Saturday 6th Get it Sideways Stage Rally Cheltenham MC Down Ampney

Sunday 7th Marshals Training Day BRMC Brookes University, Oxford  
[johnjones10@btconnect.com](mailto:johnjones10@btconnect.com)

Sunday 7th CMSG Autosolo Round 3 Bath MC Kemble Sunday 7th Hobbs Car Trial Stroud

Friday **12th Brackley Bash 12 Car Rally Oxford MC Chris Hambly Simon Phillips**

Friday 26th CMSG Roadsport 12 Car Rally Round 3 CMSGCC Newbury  
Bob Muttram / Peter Cox

Sunday 28th Bocardo **Autosolo & Production Car Autotest CMSG Round 4 Oxford MC Finmere Airfield**  
**[secretary@oxfordmotorclub.co.uk](mailto:secretary@oxfordmotorclub.co.uk)**

Sunday 28th Cross Trophy Car Trial Pegasus CC Dundry

Sunday 28th Bicester Scramble "Drive it Day" Bicester Heritage  
<https://bicesterheritage.co.uk/events/>



## May

Saturday 4th Wells Masonary Stages rally Cirencester MC Down Ampney

Sunday 5th CMSG Autosolo Round 5 60 & Worcs CC Cheltenham Racecourse REVISED DATE

Tuesday 7th **Club evening Oxford MC**

Saturday 11 / Sunday 12th Land Rover Show British Motor Museum Gaydon <https://www.britishmotormuseum.co.uk>

Sunday 12th Warwickshire Car Trial Coventry & Warks CC

Sunday 12th Kemble Targa Rally Bath CC Kemble Airfield

Sunday 19th CMSG Autosolo Round 6 Bristol MC Westonzoyland

Sunday 19th Spring Fling Car Trial Ross CC

Saturday 25th Red Dragon IT Stages Rally EMCOS MC Down Ampney

Saturday 25th / Sunday 26th **Speedmachine World RX Speedmachine Silverstone**

Saturday 25th / Sunday 26th Land Rover Legends Bicester Heritage <https://bicesterheritage.co.uk/events/>

## June

June 2019 Date to be confirmed Flywheel Festival Bicester Heritage <https://bicesterheritage.co.uk/events/>

Sunday 2nd Marshals Training Day BRMC South East - venue to be confirmed [johnjones10@btconnect.com](mailto:johnjones10@btconnect.com)

Tuesday 4th **Club evening Oxford MC**

Saturday 8th / Sunday 9th Classic & Vintage Commercial Show British Motor Museum Gaydon <https://www.britishmotormuseum.co.uk>

Saturday 8th Car-nival Autosolo CMSG Round 7 Dolphin MC Abingdon

Sunday 9th Car-nival Stages Rally Team Tempest Abingdon Sunday 9th Wyre Forest Car Trial Kidderminster CC

Sunday 16th Midsummer Caerwent Forresters CC Caerwent

Sunday 23rd Wye Valley Car Trial Ross CC July Tuesday 2nd Club  
evening Oxford MC Jolly Boatman

Sunday 7th BMC & Leyland Show British Motor Museum Gaydon  
<https://www.britishmotormuseum.co.uk>

Sunday 21st Old Ford Show

Sunday 7th Summer Car Trial Stroud Sunday 28th Grass Production  
Car Autotest & Club BBQ Oxford MC Puzey Lodge Farm, Faringdon

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