



Oxford Motor Club



May 2012 Magazine



Contents

Page	Item	Author
2	Editors Ramble	Dave Barbara
4	2011 with the MG	Simon Phillips
8	Another Major Win in Jersey	Brian Cammack
11	Colin Felstead CMSG Championship Contender	Colin Felstead
12	Lotusbits Talbot Sunbeam Lotus	Mike Taylor
15	Email of Thanks	Simon Harris
16	SMC Stages	Mike Taylor
20	Get it Sideways 2012	Chris Temple and James Griggs
24	Carfax Charity Presentation	John Blackwell
Inside Back Cover	And lastly...	
Back Cover	OMC Diary	

Cover : Simon Philips, courtesy of RallyGallery.com.

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



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Editors Ramble

The threat of articles about my new garage have had an amazing effect! I'm editing the largest group of articles ever – all rally related – so keep them coming in. There are even bits I can't fit in, so I have a head start in July.

Two months have passed since I last put the magazine together which brings me two months closer to my wedding. The car that I am building for my wedding is a Celica GT4, the last of the 4WD homologation compliant variants before Toyota swapped to the Corolla body.

Packed into the standard road car are superb bits like four pot callipers up front and two pots at the rear, all with vented discs, the 'All Trac' 4WD system and a strong 2L turbo engine. But being a quality road car, Toyota added a sunroof, air-con and plenty of wiring.

To pass the MOT, a new suspension spring, among other parts, was needed, but it's only a little more for a set, so she now sits a little lower. The MOT test is not all bad? Helps to be MOT'd by a rally nut...



Most of the last two months have been taken up with preparation of the body-shell and especially the roof, which is now all steel. The cars now in for painting by a friend – let's hope I get it back in time for the big day.



Dave Barbara

2011 with the MG.



Photo courtesy of RallyGallery.com

After not writing an article for some time I thought I'd do 2 articles in 1. A review of my year's competing and also some details of my MG ZR rally car. After a number of years in my 205 rallye which I've used for enduros, auto solos, 12 cars and stage events, including the 205 challenge, the time had come to upgrade. With only 85bhp it's not competitive in class and I didn't plan on returning to the 205 challenge. Its replacement needed to be a more modern and powerful 1400, fairly standard and reliable, and capable of moving to a larger engine size

without major modifications if the mood took me.

Having seen the successes of the Rovers in endurance rallying, a Rover 25/MG ZR seemed a good choice.

After a few months of looking, an ex MG scholarship car appeared on Pistonheads. The scholarship cars were built by MG sport and raced during 2003. This car had been the spare but since the demise of MG the car had been through a few owners and had seen some action. Despite this, it was still a strong shell with some

good bits on it. A bit of TLC could bring it back to life.

As the car hadn't been used in a while I had some small problems to fix such as reversing lights not working (switch on gearbox faulty), electrical cut off cable seized, suspension balljoint boot split, and mount for roll cage on drivers side B-pillar missing. Also, 2011 regs needed the fitting of an MSA spill kit, the fitting of 4mm thick mud flaps and fitting clear film to the side windows. The latter being a nightmare to fit properly. Something I still need to sort out.

Once all the tasks above were done it went for its MOT. The car passed with the exception of the emissions which were way over. Fortunately I found a more understanding MOT tester who knew a trick to get it through (he removed the pipe between the brake servo and inlet manifold while running the test. This reduced it just enough...)

To give the car a shakedown and to start learning how to drive it I entered the Weston Rallysprint in March. At £92 for almost 30 miles of motorsport it was a cheap days sport. A lot cheaper than hiring a test venue. The car ran without

fault, the only issue being a damaged tyre after hitting a stone thrown out by the car in front. I finished 33rd overall, 4th in class.

The next event was the Abingdon Carnival in June with Rob Brook navigating. Again this was just to be a learning event. I didn't expect a good result up against the more modified 1400's in our class. On the day of the event the heavens opened, turning the surface into a skidpan with lots of standing water. I planned on keeping it neat but managed to spin twice early on. Also a couple of fumbles at chicanes and me not always listening to Rob's instructions hampered our progress. Trying to stay flat out on worn slicks at speed, with continual aquaplaning made for some interesting moments. Despite this, I like driving in the wet, and the conditions were a great leveller with the more powerful cars unable to put the power down. Our reward was 26th overall and 3rd in class. Again the car ran well other than the sumpguard rear mount starting to vibrate on the exhaust (a lump hammer sorted that). I also managed to smash the driver's side mirror off at a chicane (the ZR is a noticeably wider than a 205..) The footwells were also full of water.

After Abingdon the next event was the Bullnose. Over the summer I bought a Rover 25 non-runner off eBay and stripped it for parts. As well as a full set of spares (including driver's wing mirror..) I also had the all important standard gearbox with no LSD and all of the interior which needed fitting to comply with endurance regs to run on the Bullnose. After that was fitted I also patched some of the holes in the floor with tigerseal (amazing sealant but don't get it on your hands..).

Hopes were high of a reasonable result on the Bullnose now we had the more powerful MG but it wasn't to be. I didn't really get to grips with driving the car on the loose. Also, the car was running too low and we did quite a lot of damage to the underside with the tank guard ending the day wrapped around the exhaust. We also had a fuel fault causing a break down in the afternoon but that cleared itself. The biggest problem was the gearbox. Despite behaving itself when first fitted, it wanted to jump out of second gear on almost every corner. This cost a lot of time as I was either suffering the jump outs or holding it in gear and driving single handed.

After the Bullnose the front suspension top mounts were dead so were replaced by new standard mounts as rose jointed top mounts aren't allowed for rally first/group N.

I also wanted to check the fuel tank after the fuel problems we'd suffered. The in-tank fuel pump turned out to be fine but the fuel tank looked like someone had taken a lump hammer to it so the Rover 25 donor gave up its tank. I swapped the pump across, changed the fuel filter and put it all back together. I also got around to swapping the exhaust downpipe which had taken a hit at some stage before coming to me and had a huge flat in it. To make my driving position more comfortable I also fitted a steering wheel spacer to bring the wheel a little closer.

I'd hoped that the gearbox issue was sorted too. A large coolant pipe running near the gear linkage was missing a support clip and was able to swing into the linkage. A new clip sorted that.

The final event of the year was to be the Carfax. The inclusion of an endurance class giving us a chance to be competitive in class. Despite

it not being absolutely essential for one night stage I thought it was worth fitting my spotlamps. I had the spots but it seems no one makes brackets for this shape of Rover/MG. With Rover Centre wanting £180 and the car for the day I thought I'd fabricate them myself. A length of steel box section from the shed, old shelving brackets, plus two different types of old spot lamp brackets came together to make some quite presentable brackets. A pair of big jubilee clips for £3 to use as steadies being the only expense. I spent way too much time on them (and added a fair bit of weight), but was quite satisfied with the result.

A last minute reg change meant I couldn't use my old sportway endurance tyres and needed to switch to proper tarmac tyres. A rummage in the shed found four 15" part worn silverstone's that finished Abingdon, and two 14" yokohama's that last saw the light of day on Otterburn in 2007. They would have to do.

The class was quite small with two f1000 cars, and three endurance cars; one nova, one rover 200 and us. The first stage went well but it was clear the gearbox issue had not been fixed with it persistently

jumping out of second. Rob and I decided he would hold it in gear once I was down into second on the approach to a chicane/corner and hold it there until I was out the other side and going for third. Other than a couple of hiccups this actually worked well and didn't really bother us for the rest of the day.

The stages were really enjoyable. Fast and sweeping with chicanes tight but not too tight. By the end of the 6th stage the old 14" yoko's were finished on the front. We had almost a minute lead in the class and didn't want to lose it all with a puncture so decided to switch to the other 2 spare silverstone 15" tyres which were in slightly better shape than the yoko's. We also lowered the front ride height to keep the car level with the larger front wheels.

With the standard gearbox and 15" tyres, the gearing wasn't ideal and we dropped a little time but kept it steady till the end, finishing 33rd overall and 1st in class. We were also pleasantly surprised to get top Oxford motor club crew. Definitely not expecting that in a 1400, although we did benefit from a few retirements, most notably Dave Barbara in the Alfa

who was well clear of us before retiring.

Well done to everyone involved in the organisation of the Carfax. To run so smoothly at a brand new venue was quite an achievement.

So overall a pretty good year. The car still needs more work, most notably replacing the syncro's in the gearbox. The livery also needs sorting as it has way too many shades of green on it!

Plans for 2012 are to do a couple of BTRDA forest event and perhaps a national Tarmac round,

as it's mostly the larger events which have a Rally First/group N class. It's a shame more single venue events don't follow the Carfax or Richard Burns Memorial and run an endurance or Rally First class.

The next event for Rob and I is the Wydean on February 11th which is the first round of the BTRDA gravel championship. It's been a few years since I've driven in the woods so should be a real challenge.

Simon Phillips.



Photo courtesy of Zenya Heap

Another Major Win in Jersey!



The Paperclix Jersey Rally 2011 had a total of 29 stages run over the closed island roads. For the first time in its 29 years of being run, the event was run over two full days, making it even more challenging than usual.

Simon Mauger and Brian Cammack achieved their second win of the Jersey rally in 2010, therefore were running first on the road on the 14th of October 2011. This was not necessarily a good omen as Simon was yet to take the winners spoils whilst running with number "1" on the doors.

The Friday morning stages were damp following overnight rain, the roads were still very slippery so the crew adopted a cautious start, bearing in mind it was a long rally, and to finish would be an achievement in itself!

After the first 3 stages, Simon and Brian were 3rd overall behind event leader Dave Kynaston and Andy Russell in their 4wheel drive Audi A3 and local favourites Stevie Leonard and Sion Humphreys driving their 2.5 litre Mk2 Escort in second.

The Friday afternoon stages saw the crew steadily increasing their

pace, though an intercom failure on stage 5 cost them valuable time, allowing Leonard to keep the pressure on.

By Friday tea time, after another four stages, Simon and Brian were leading the rally by 23 seconds as the other leading crews ran into problems or various parts of the scenery. They were still closely followed by Leonard and Kynaston. Although as the roads were drying it was already starting to look like it would only be a two-way battle for overall honours.

The technical night stages that followed were very demanding and run in pairs, which is the usual Jersey format. The first of these was very fast in places with room to play with (unusual for Jersey) but the second was very technical and it was here that a good recce and notes would make the difference. Leonard and Mauger were trading fastest stage times, but eventually it was Mauger who would come away with the 37-second lead as the cars were left in park ferme overnight.

On the first stage of Saturday morning Leonard was on a mission and took 6-seconds out of Mauger's lead and the next stage was in Leonard's back yard with

the finish line on his doorstep. Despite that Simon & Brian got their heads down and attacked the stage with gusto. They posted the fastest stage time but it was not Leonard who stopped the clocks next as an overshoot cost them 17-seconds. Unfortunately this battle for the lead was to come to an early conclusion as Leonard's gearbox broke on the 4th stage of the morning which left Mauger with the best part of a 2-minute lead on Kynaston. With no dramas throughout the rest of the day Simon and Brian paced themselves for what eventually turned out to be a comfortable win despite having number "1" on the doors.



Major Motorsport were also delighted to win the team event: Dick Mauger (who has competed in 27 of the 29 Jersey events!) and Steve McNulty finished 32nd overall in their Escort Mk2. Nicky Mauger and Geno Gouveia achieved 3rd in class, 38th overall. Team member Melanie Holmes

also co-drove novice driver Chris Hamelin into a safe 23rd overall.

We would like to extend particular thanks to our Jersey sponsors, First Tower Car Services, Germ Busters, JC Motorsport Travel, AVIS car hire and Paperclix.

Next year is the rallies 30 year anniversary with talk of stages over three days. Just a little bit of pressure on trying to achieve three in a row along with that from the bank manager.

Brian Cammack



YOUR MAGAZINE NEEDS

YOU

AND ESPECIALLY

YOUR

ARTICLES

**THANKS TO ALL OF
THIS MAGAZINES
CONTRIBUTORS!**

**EMAIL TO DAVE@CBCRALLY.FSNET.CO.UK
DEADLINE – END OF JUNE**

Colin Felstead CMSG Championship Contender

My names Colin and I'm a 24 year old Inspection Engineer from Banbury, Oxfordshire.



I have been an Oxford Motor Club member for 3 years now and currently contesting my 2nd year at Stage Rallying, after a few years of co-driving in a MK2 Escort. I built my own car from a road car and it's a Saxo VTS. I have been into rallying my whole life after my Dad used to rally a red RS 3.1 Capri back in the old North Oxon Car Club days.

Our small family based team consists of me driving, my new co-driver Lizzy, Ian head service and Jamie, service crew. I also have good ongoing support from my friend Chris who used to co-drive for me.

I chose to compete in the CMSG championship because the venues are great and also local for us to travel to. I only did 5 events last year but only managed to finish a few due to electrical problems which have now been resolved.

This year the car is better prepared because we have learnt a lot from the previous year, and were hoping to do reasonably well in the CMSG calendar and score some strong finishes. My season starts at Down Ampney for the "Get it Sideways" Stages which is a great venue and suits my relatively low powered car very well.

I would like to take this chance to thank my team for the year ahead and all the hard work.



See you on the stages!

Colin Felstead

Lotusbits Talbot Sunbeam Lotus – Car 2 - Mike Taylor and Giles Dykes

Anglesey Circuit 18th March 2012



Photo courtesy of Ian Griffiths

The previous weekend we were competing at Three Sisters in Wigan, which gave us a few issues to resolve. We had a strange misfire that appeared when we left service and disappeared when we went on stage, then fine when we came off, but re-appeared when we left service for the stage. Back in the workshop we removed the plugs and found one black one and 3 normal ones so suspected injectors. We had the injectors

tested and found a 25% spread injector to injector – we obviously had a bad batch of PICO injectors – probably Chinese sh1t. We sourced a new set and took the car back to Northampton Motorsport and had it re-mapped – gained 10BHP!

Northampton Motorsport were very helpful fitting us in the next day after a panicked phone call. We also lost the Video camera at

Three Sisters and changing the fuse did not help, so we investigated to find that the fuse descriptions were incorrect – new list made, laminated and fixed to the car.

All ready to load the car on the trailer and depart when half of the service crew (Bogbrush Ben) decides to disappear for an emergency hair cut without telling anyone delaying us for an hour.

Eventually on the road an hour late we are in convoy up the M6 when we smell rubber burning and pulled into the services – the auxiliary belt tensioner on the Transit tow van had seized. Luckily with the service crew and all our tools we were able to strip off the tensioner bearing and open it up to find it had lost half its balls, but with a bit of grease and TLC it was made to turn freely and refitted. When the tensioner was back on, we tried to put the belt on, but could not remember the correct routing – there are so many permutations it was unreal – thanks to Sam with his I Phone – Google provided the belt routing. Onwards to Wales...

We arrived at scrutineering two and a half hours later than planned, but were relieved to find

there was still a queue of cars waiting. We found our co-driver Giles who was meeting us there and joined the queue.

Fortunately there were no issues with the car in scrutineering except some advice to re-route the harness rear belts around the roll cage to give a triple lock.

After scrutineering we checked into the hotel and headed to the bar and played the video footage from Three Sisters. We had noticed that the car under-steered badly on the Lunar bend on the event, but looking over the footage it was clear that the under-steer was more prevalent.

We had an eventful evening in the centre of Llangefni after Wales won the Grandslam and the town celebrated till the early hours until the fighting started and the police arrived to break it up.

We headed for the first stage in the morning with no further issues apart from a delayed start due to an accident on the A55 delaying all the marshals – more time for breakfast.

On SS1 it was immediately clear that we had a major issue with under-steer and the only way to

get round the corners was very slow in. We only had 10 mins between SS1 & 2 so no time to change anything. There were no results available till SS3 so we had to chat to the crews around us to find out where we were sitting. We were a second behind car 3 and 2 seconds in front of car 4 so not so bad.

On the longer break we changed the top arms on the front suspension to give 3 degrees negative camber instead of 2 degrees. This gave a minor improvement on SS3 but it still washed out leading to a spin over the top. The front dampers were fully soft on bump so we hardened the rear bump for SS4 – no gain. On SS5 we went to new tyres on the front – again no improvement.

On SS6 we put new tyres on the rear but part way into the stage we got a nasty vibration on cornering that progressed into a loss of power and constant vibration, so we decided to cut a loop and come in early as we thought the engine had let go. When we investigated in service we found a plug lead had come off

as the leads had been cable tied together too tightly. On hind sight we should have stayed out and not taken a stage max which cost us 3 mins 40 secs dropping us down to 28th overall.

As we were now out of contention for class and overall awards we decided to test different settings to cure the under-steer. We decided to harden the front shocks to where we ran the Micra last year which defied logic.

As we cut a loop we finished SS6 in front of Car 1 which meant we were first car on the road for SS7 & 8 – a new experience.

On SS7 the under-steer all but disappeared and we posted a 5th overall time only 6 secs off car 1, and on SS8 took a further second off our time. We ended up 17th overall, but gratifyingly for us, if the event was decided on the last 2 stages we would have been 4th overall

Time for a burger or 2...

Mike Taylor

Email of thanks

I know that our Chief Marshal will have thanked all the people individually, but I would also like to pass my thanks to all those from Oxford Motor Club who marshalled on the Ross Endurance Road Rally at the end of April.

Although the weather did its damndest to dampen enthusiasm, everybody seemed in good cheer - competitors and marshals alike. There have been many messages from the competitors thanking us for running the event and

complimenting us on the efficiency on the first running of it. We can't do that without efficient marshals, so those thanks are due to you too. Many of you marshalled during the day at various points and some stayed on to do a man a control on the night section too, hopefully you were finished just before the real rain started.

Thank you one and all.

*Simon Harris
Clerk of the Course*

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SMC Stages - Weeton Army Camp near Blackpool 2012



Photo courtesy of Phil James - pro-rally photography

After a poor result at Anglesey on the Lee Holland stages due to the handling issues and a stage maximum, we were going over the Lotusbits Lotus Sunbeam to prepare it for the next rally at MIRA. We received a phone call from the SMC stages entry secretary asking if we would like a late entry for Weeton on Sunday. It is not like us to enter an event at the last minute – we normally set the schedule at the beginning of the year...

It sounded a good idea but the rally was only 3 days away – we needed a co-driver and service

crew at very short notice. Service crew Sam was up for it, as his car was not ready for Santa Pod “run what you brung” and Ben got a pass out from Carly. Sam (Samantha) was up for co-driving as she wanted more ANWCC championship points to stay ahead of Heather Stamper. Game on!

We, thankfully, had an uneventful trip up the M6 arriving early. We unloaded and were the 3rd car in the queue for scrutineering – we needed to get through early as the Weeton Army Camp gates were closing at 4.30pm and we needed to leave the car and trailer there.

Unfortunately the noise test official was late and the noise test was left until Sunday morning, but the little Sunbeam passed scrutineering without a hitch.

We had an opportunity on arrival at Weeton to walk the course (with the permission of the chief marshal). This allowed Sam to prepare her maps early to reduce the rush on Sunday morning, we headed off to the hotel for a few beers!

As we put a late entry in, we were running car #35. The organizers decided to drop us in between 3 and 4.

Various wheel arches on the Sunbeam had been “modified” by the scenery and driver during previous events, a regular occurrence. The service crew decided to run a wheelarch sweepstake, each crew member naming an arch which they thought would be hit first!

Before the start we took the scrutineers advice and triple locked the harnesses around the roll cage bar. Off to the start only to be told off by the scrutineer as we had not removed the pin from the fire extinguishers!



Stage 1 was very slippery and many of the bends were covered in gravel. We caught and overtook car #3 on the first loop and car #10 on the second loop. We wandered over to the live results screen to find we were 5th overall after stage 1 – it could have been worse especially as there were 2 World Rally Cars ahead, this was more like it, the Lotusbits Sunbeam beginning to work as it should.

The video camera recorded SS1, unfortunately without sound, so Ben limbered up and threaded himself into the back to rectify a duff connection from the intercom.

Car #3 retired on Stage 1 and unfortunately Car #1, an Escort WRC retired on SS2, it would have been nice to compare times with a modern 4 wheel drive World Rally Car, our Sunbeam now running the Lotusbits development traction control system.

At the end of SS3 the flying finish was immediately after a 90 left which we took a little too enthusiastically and ended up having to reverse to the time control, much to the amusement of the crew of Car #5 – LHD Escort Cosworth.

After SS3 the front tyres started to overheat so we went onto a pair of 8s and headed out for SS4 – perhaps something to do with the driver locking up and flat-spotting them, more enjoyable enthusiasm!



After SS4 we had moved up to 3rd overall. Following SS5 and a really bumpy stage, the crew checked over the suspension and found a split and bent front lower arm that needed changing. Only 8 minutes between SS5 & SS6, not enough time, even for Ben and Sam. This was left until completion of SS6. As soon as we came in Ben and Sam set about the front corner, stripping out and replacing the bent arm – all done in 30 mins – a

fantastic job by the Lotusbits spanner monkeys! Note: more heat sleeves required as both Ben and Sam were branded by the glowing brake discs, that's a determined service crew for you!

Back out for SS7 the little Lotusbits Sunbeam remained 3rd overall. On SS7 the handling was not quite right and we went straight on at a junction collecting a cone and some tape – fortunately no damage. When we got back to service we found a couple of washers missing from the lower arm bush allowing the arm to push out the bushes letting the wheel flap around. Panic stations – we needed to get the inner mount off and replace the bushes properly – it sounds simple but not in 20 minutes. 2 minutes before we were due in to the time control we struggled to push the polybush back in. We ended up 6 mins late at the time control despite Sam and Ben's best efforts. Fortunately there were no road penalties applied for this. The downside was starting right down the field behind several 1000cc Micras. On SS9 we overtook 3 cars on the stage including the Micra who began 30 secs in front – who kindly and promptly let us through, although we lost a lot of time on the narrow nadgery bits

where we could not overtake safely.

Car #14 retired on SS9 with a broken diff, after smashing a rim on SS8 which left us in 2nd position overall.

On SS10 we started behind Steve Johnson in the White F1000 Micra who, when we caught him indicated for us to come through, which we lost no time in accepting only to overshoot the next junction going straight over the kerbs onto the grass! This allowed Steve back through in the process, we caught him again just before the flying finish...

It felt like the tyres were going off so we put 2s on the front for SS11, but on the stage we had front grip but no rear grip. We had a spin in front of the heavily bandaged

Manta losing 20 secs and dropping us down to 3rd overall. When we checked the rear tyres in service we found that they had no tread left and had lost a layer of canvas as well! So a new pair of 2s on the rear and we took 25 secs out of our SS11 time.

We finished 3rd overall – our best result yet!

Roll on Mira – The Lotusbits Sunbeam is currently with Willie Poole Motorsport Services on his jig, the front sump guard mounts need a tweak after the kerb adjusted them slightly!

www.lotusbits.com

www.lotusbits.blogspot.co.uk

*Mike Taylor and Samantha
Bartlett*



Photos courtesy of Phil James - pro-rally photography

Get it Sideways 2012

21st April 2012

Car 44

Peugeot 106 Rallye

Class B – 1600cc

Driver: Chris Temple

Co-Driver: James Griggs

Scrutineering

The Friday before the rally proved to be a busy one. This was to be the first ever event for my co-driver James and Friday was the day he was collecting his new car so was a bit distracted! The rally car still needed spanner checking, tracking and cleaning, and as we have not got a trailer we had to drive the car to the rally so it needed to be ready before we left. In addition to that we had not prepared any food and we needed to go shopping for some bits and bobs for the spares box. I spanner checked the car then took it to Protyre for the tracking. It took nearly 2 hours for them to set as we had fitted a new rack and James's car was delivered a bit late, so this put us behind schedule...

After quickly whacking the sump guard on and loading the 406 with all the spares, wheels, marquee and jack, we piled our overnight



bags, race suites and helmets into the rally car and headed for Cirencester. Luckily for us, my Grandparents live just down the road from Down Ampney so we had somewhere comfy (with my Grans amazing cooking!) to stay before the rally. We arrived at my grandparents house late, dumped our stuff, had a quick cup of tea and jumped back into the rally car to head to scrutineering which was based at BP Motors in Cheltenham. We passed scrutineering with no problems and headed back to my grandparents for a roast dinner and a couple of beers.

The Day of the Rally

We woke up early and after some breakfast headed to the petrol station in the 406 and the rally car to fill up for the day. When we got to the venue we met up with Istvan, our mechanic/tyre kicker

for the day and found our spot next to our friends Colin and Lizzy (car 43) in the service area. We had only brought 4 soft cut slicks and 5 road tyres that we had driven down on, and as it was dry-ish we decided to stick the slicks on for the first stages. After a quick pains-au-chocolate and a banana we were ready to start the rally!

SS1 was interesting, we had a small off after a chicane when we realised a bit too late how slippery it was and hit a barrier and some cones, subsequently lodging a couple under the back wheels causing us to spin on the next corner. We then caught 2 Escorts, and had to follow them for about 2 miles while they fish tailed about on the slippery surface not going very fast and getting in our way. We were right up behind one all the way down the long straight and despite us honking and flashing they would not let us pass!!! (this was very annoying!)

SS2, and 3 went much better as the stages started to dry out a bit. We were quicker than Colin and Lizzy on SS2 which we were pleased with but they were quicker on SS4 and 5. We smashed both our fancy new door mirrors to pieces through the tight

chicanes, which we found very amusing until one of the mirror lenses popped and came in through the slider spraying James in the face! We were improving steadily as James got to grips with the maps. Then just before SS6 it looked like it was going to rain... big time! So after a quick sneaky peak at what tyres Colin was putting on we decided to go for the road tyres. Just as we started fitting them, it started hammering it down!!! We got soaked, but we just managed to stick the road tyres on and make it to time control with seconds to spare. "Now go easy, this stage will not win us the rally, but could certainly loose us it" were the wise words from James as we sat on the stage start. I responded to his comments by setting 8th fastest stage time, in the wet, on road tyres... probably the best stage I have ever driven!

We were flying, I have no idea how we made it round some of the corners as the grip was so varied and we hadn't even set the tyre pressures so it was a bit wollowey.

We came into service confident that we had set a faster stage time than Colin, and we had! SS7 was not to go so well, we stuck with the road tyres and again were going very well until I started

getting a bit confident through the chicanes. This inevitably led to us hitting one. We caught a MK2 going through one of the rough sections, there was a hairpin left, a tight 90 right and then into a right entry chicane, we were in 3rd and going way to fast. I turned, braked but we just under-steered straight into the hay bale on the chicane! We hit it pretty hard, James's "meat 'n' two veg" took a battering from his harnesses, but the trusty little Peugeot fired up!!! With the windscreen wipers going to clear the hay we carried on. This was annoying as we lost about a minute, and the car took a beating. We damaged the bumper, bonnet, drivers wing, door mirror and door... the mint 106 was now not so mint.

Just before SS8 it rained again so we stuck with the road tyres. We were improving as a team and setting some decent times. After a quick re-fuel and a few Skittles we headed out for SS9, it was raining hard again which we were pleased with as this meant we could stick with our plan of taking it relatively easy and trying out the road tyres. Unfortunately Colin and Lizzy's diff exploded on this stage so they had to drop out of the rally, this bumped us up to 4th in class.

We went into the final stage feeling very nervous, we just wanted to finish so badly and it was a bit sad that Colin and Lizzy had dropped out. We drove the stage harder for this one, clipping a couple of chicanes but setting a fairly decent time. We were so excited to have finished... we even drove the car home after the rally!!!

What a rally, to date this was the most enjoyable event to drive, and a true credit to James who did fantastically, especially for his first event, and is now hooked!



We finished 14th overall and 3rd in class, my best result ever! Massive thank you to Ian, Jamie and Istvan for servicing and to our sponsors Lifeline and Old Hall Performance (Red Line Oil) for all their support. Next event is rally of the Midlands!!!

Chris Temple and James Griggs.

OMC Polo and Sweatshirts



Polo Shirt - £14

Sweatshirt - £20

All from a local
Oxford manufacturer

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

Mechanic and tools not included

Carfax Charity Presentation

After missing a year the 2011 Carfax Rally was a great success, not only for the Club but for our chosen charities – The **TVAC Air Ambulance** and the **Royal Air Forces Association**.

In January several club members went to RAF Benson to present the cheques, fortunately the weather although cold stayed dry and we were able to arrange a display of two club rally cars, a RAF helicopter and the Air Ambulance which luckily did not get an emergency call during our time there.

Receiving the cheque for the RAFA were Group Captain Richard Mason and Squadron Leader Gordon “Fergy” Fergusson, receiving the cheque for the TVACAA were Group Captain Richard Mason and the crew of the helicopter.

The cars were kindly provided by club members Mike Taylor [Lotusbits Sunbeam] and Gary Johnson [Seat Cupra]

Official photos courtesy of the RAF and we are grateful to Brian Woodham for the photograph of the cars and cheques.

*John Blackwell
Oxford Motor Club
Club Secretary & Membership Secretary*





And Lastly, Things I Found on Ebay...

Hello, Dave

CATEGORIES
FASHION
DAILY DEALS

Item condition: --

Compatibility: This information is not available.

Ended: 13 May, 2012 21:52:16 BST

Winning bid: **£31.00** [6 bids]

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Postage: **£8.00** - Standard Delivery See more services | [See all details](#)
Item location: Lancaster, United Kingdom
Post to: United Kingdom

Delivery: Estimated within 4-5 working days

Payments: **PayPal**, Postal order/Banker's draft | [See payment information](#)

Returns: No returns accepted

You're in safe hands when you shop on eBay

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Find out more

Should look good on my GT4. Just need a boss to fit the steering column.

Oxford Motor Club, 2012 Calendar

May

Sunday 13th Bocardo Autosolo –Silverstone
Friday 18th 12-Car Rally: Oxford

Kevin Belcher
Chris Hambly

June

Wednesday 6th Club Night – Green Road Social Club, Kidlington
Wednesday 13th Scatter: 164

Zenya Heap

July

Wednesday 6th Club Night: Green Road Social Club, Navex
Sunday 29th Autotest and BBQ Pusey lodge Farm

Kevin Belcher
Neil Lewis

August

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

September

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

David Smythe

October

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

Haydn Marks
Zenya Heap
Kevin Belcher

November

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

Bob Muttram

Kevin Belcher

December

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

Tony Mytton