



OXFORD MOTOR CLUB



**Hayden Marks and Helen Tutt on the OMC Bocardo
Autosolo**

**May 2019
Magazine**

Contents

Club Contacts	1
Editorial.....	2
Rally GB 1995	4
OMC / OUMF ‘April Fool’s’ 12 Car Rally – report	12
When Poti-Training Goes Wrong... ..	15
AGBO STAGES RALLY.....	17
The Donington Historic Festival Report May 3-5th 2019.....	19
Speedmachine.....	24
Upcoming OMC Events	25
Oxford Motor Club Calendar	25

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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

It's been a busy couple of months for me since the last magazine. I've been out scrutineering on two rallies at Down Ampney and doing the Noise test at Clacton too.

I was at the Silverstone rallycross looking after some of the Suzuki Swift championship cars which was interesting for my first involvement with rallycross. I've been out servicing for our Chairman and Matt Baddeley at Down Ampney which unfortunately ended earlier than planned with an electrical failure. At Clacton I was also servicing for club members Nick Deighton and Gareth James in their Golf and 205 respectively. Nick had a good run with only a gearbox issue which he repaired between stages. Gareth also got to the finish after having a few teething problems, it was the first time after a lot of development work on the 205 over the last year.

As well as the stage events, Simon Phillips and myself ran the April Fools 12 car which was well attended by competitors and a big thank you to the marshals that came out too, without them the event just wouldn't run. Brian Cammack ran a well attended navigational training evening which saw an excellent turn out and it was nice to see many new faces involved.

The Autosolo had a bumper entry and was a good event despite a pigeon racing related issue to start the day, well done to David Smith and his team for putting on the event.

The club is running the Autosolo passenger rides at the Speedmachine event at Silverstone soon, there is still the chance to get involved with that.

One interesting event I've been to, is the launch of this year's Ralli 22 Hillclimb series, which saw a gathering of Subaru WRC cars at Prodrive in Banbury, there was a good turn out and many stories of "the good old days" were told.

I've finally got my rallying mojo back and getting stuck into preparing my own car ready for some stage rallies in the second half of the year.

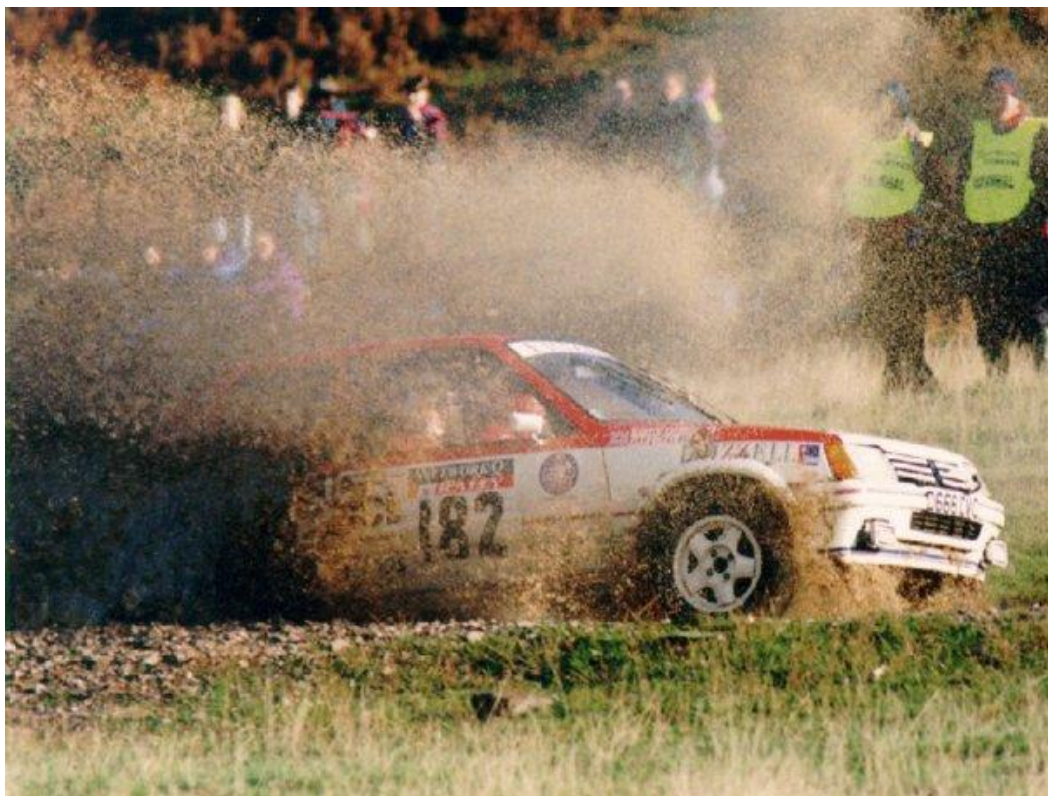
If Marshalling is your thing, the club have been asked to get involved with the Three Shire Stages, a new closed road event in the Ledbury area. Simon marks is running a stage and Harvey Warner is trying to get a team of OMC marshals to help run the stage. Please get in touch with Harvey if you can help.

Please don't forget the club holds monthly social nights on the first Tuesday of the month. It would be good to see more people attend these nights. Come along and meet some of the members and have a chat over a pint.

A selection of photos from the Ralli22 gathering at Prodrive and the Navigational Training Club Night



Rally GB 1995



I was first attracted to Rallying when I was travelling for University interviews. I was a motorbiker before that, mainly off road. But I'd read all the bike mags and papers, so picked up a copy of Rally Sport Magazine.

Rallying looked great and very accessible at the entry level. I started plotting ☹

But there was one event which really leapt out, the highest level of Rallying in the UK – the Lombard RAC Rally, the British round of the World Rally Championship.

As soon as I could, I became involved. We used to travel the country following the event. Four of us packed in a Fiat 124 Special T. We thought it was so exotic as it had a twin cam engine! We all slept in the car, ate in the car, and stank in the car ☹ We also ended up under the back of a lorry when our driver fell asleep, but no major damage.

We followed the event by whatever means we could – radio and TV. That took effort to tune in at the right time to catch coverage. William Woolard was the man, presenting updates on TV. How things have changed with devices, networks and web sites providing updates from almost anywhere.

We watched everywhere we could. I saw cars limping with days to go, would they make the finish? But the challenge had struck me. I wanted to compete on the RAC Rally and finish. That was my first conscious bucket list item!

The event ran overnight back then. It was always interesting to hear who had gone off, who had had problems, who was leading, ... So much could change overnight. There were also many drivers in a variety of cars which could take the win.

After spectating, I moved on to Marshalling. My first experience was at Donington Park, Marshalling with Potteries and Newcastle Motor Club (I was at Uni nearby). I was young and fit, so was a runner taking time cards from the finish line to the results building where the times were phoned through in batches, technology!

Donington was the first time I heard a Quattro being driven in anger. I thought Mikkola's example had blown up on the Stage, I wasn't familiar with how turbo engines sounded. But of course he continued. Then Blomquist's Quattro sounded the same, I learned what "normal" was!

I'd driven the stage the day before when we set up. It was dry then, it poured for the live stage. I ended up with a good time in my standard 850 Mini! I also learned a VERY important lesson about driving FWD that day – get all your braking done before the corner and get on the power early to pull the car through the corner. I was safer and a lot faster with that knowledge, learned just by playing on the gravel.

I then spent many years Marshalling with CSMA, getting to know Clumber Park and Chatsworth very well. I used to continue North, sleeping in the car. I still enjoy a night in the car, especially when it rains and I'm warm and dry inside. I didn't enjoy the freezing nights, where I had to wear many, many layers in a high end sleeping bag to stay warm, topped up with running the engine to make sure I didn't freeze. But I'm soft now, I prefer my Motorhome with blown air heating throughout ☺

The desire was still there to take part. I'd been out driving on many stage rallies over the years, starting in the Lada Challenge (another story there) and the original Peugeot Challenge when Richard Burns emerged. The experience was there.

Then the opportunity arose in 1995. CSMA (Civil Service Motoring Association) always ran a team on the RAC Rally, sponsored by Frizzell, the Club's insurers. I'd purchased an ex-works 205 GTi (D666 CVC), mainly driven by Louise Aitken Walker, but Colin McRae, Malcolm Wilson and many others had driven the car. How I wish I still had that car, one of my major regrets, but NEVER have regrets!

I applied, I was selected, yeehhhhhaaa!

Then the planning and preparation started. The car had seen a hard time that year, out most weekends. The car was maintained by Storm Autos in Witney. We had links to various F1 teams and initially made use of their crack testing facilities, we weren't

taking any risks! We also found that many of the “standard” parts on the car weren’t actually that standard, so some machining was required.

I received just over £6k in funding from CSMA. I also obtained some very generous discounts on Michelin tyres. In addition, the team had a fleet of Toyota Previas for general chasing and food. Each car had their own chase car and service barge. Hotels were booked and paid for us. We received Nomex overalls and Team clothing. “De Luxe” to quote Alan Thomas (watch the video, details later).

Before the event proper we had a week of recce, every stage to be driven twice. Speed limits were applied to the stages – 30 mph max – how can you judge jumps and bumps at 30mph? The penalties were severe – warning for the first event, £75 for the second, then £350, £2000, then exclusion! There were a few radar guns, but many Marshals slowed us down by holding up their thermoses!

The start of the recce was at Donington Park. Registration was in a small Portakabin. We had to squeeze in. I asked if I could pass someone, it was Carlos Sainz. We were all in the same boat, just wanting to start.

There was no order to which order you ran through stages – first one there was first on the road. We ended up with Malcolm Wilson in front and Colin McRae behind. We were driving around the Donington Park Race Track at 30mph, it was just wrong. We went down through the Craner Curves and down to the Old Hairpin. Colin couldn’t hold himself back any longer and passed us at speed. Malcolm Wilson followed. We had to give chase in our £250 205 GTi ☹️ Not great for making pace notes, but great fun. You didn’t need notes on a race track anyway, or did you? It was dark by the time we reached Donington. The lights were set up with not much spread – I couldn’t see the edge of the track, just its flat surface which included the grass. We survived and even passed a works Trabant!

A little about the 205 recce car. The previous December, somebody tried to kill me by turning right across me. That was in my first road going/road rally 205 GTi. My Navigator found a cheap 205 GTi. The Skip Brown engine and gearbox with Quaife LSD from the original 205, plus guards, was transplanted in to the new shell. The engine and gearbox from the “new” 205 was sold for £250, free rolling shell ☹️

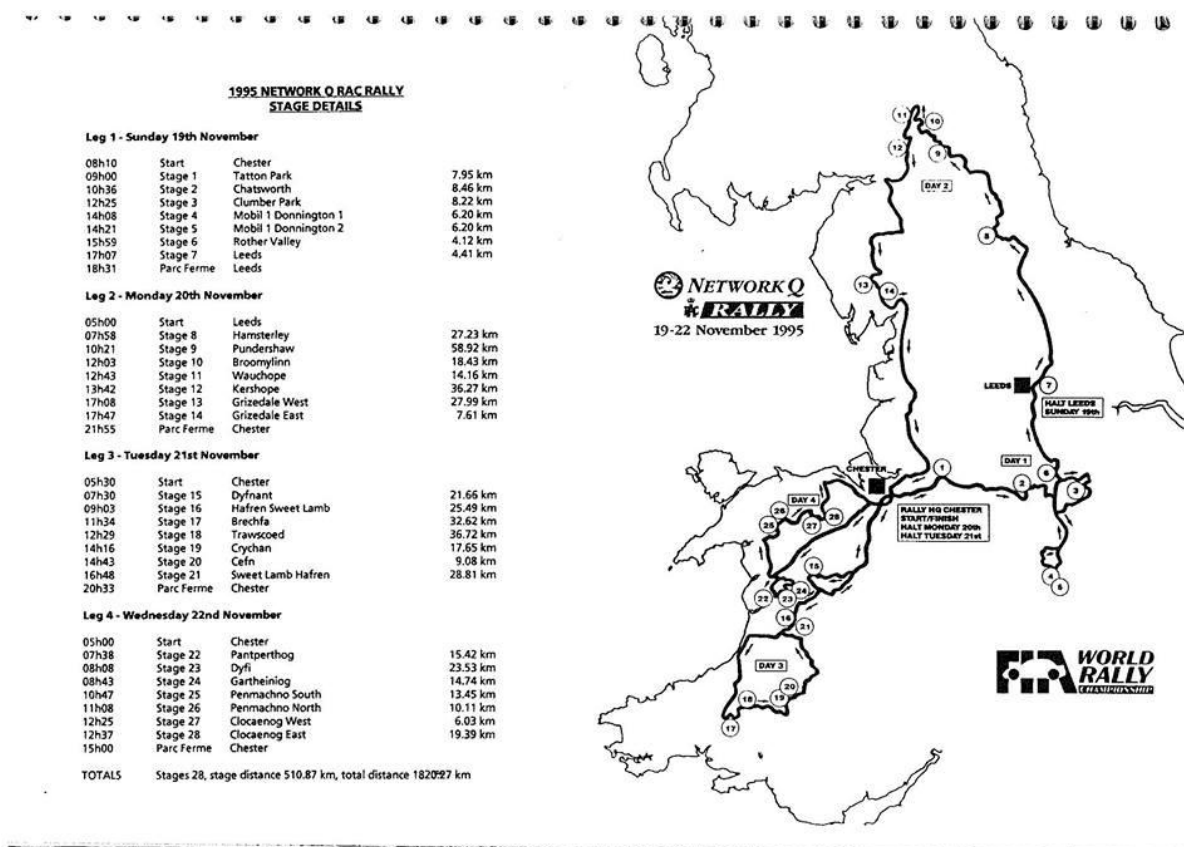
The 205 ran without problem all recce week, despite some rough sections in stages. 205s without tank guards were falling by the wayside with holed fuel tanks! We broke a rear shocker, but that was it. The chock was quickly changed by our service crew – we had a chase car for all three cars in the team. We also finished off some old gravel tyres and had great fun on some classic roads, especially in Wales.

Other cars made the recce rough as well. We arrived at every stage as early as possible, so we were running with some “names”. We had Carlos Sainz break two Imprezas in front of us, but another was always waiting for him.

Some extreme lines were being tested, especially in Kielder. Gwyndaf Evans dived deep in to ditches, checking where he could ditch hook. One dive in to the depths of a ditch dragged a huge rock out in front of us. We couldn't miss it, ouch, but no problem.

I enjoyed the recce more than the event itself as there was no pressure. We could mix with everyone, where we would be running hours behind the guys at the front on the event – we were car 182.

We stayed at a terraced Guest House in a small Welsh village which was the Tardis – it just went on and on and on, ... We went out to eat and found Kenneth Ericsson sitting on his own in a small café. That was a good night.



Post recce, it was a quick visit back home, then off again for the event itself. We started with a photo shoot for the team at Lookers in Chester. Then on to Scrutiny which took forever. The noise test was tough as we were in an enclosed area. We'd never had trouble with noise at previous events, but brillo pads were needed up the exhaust. One of our team mates needed more effort, but the Scrutineers had gone by the time they returned. All resolved after a major panic.

Michelin tyres were fitted to wheels, including some narrow snow tyres, just in case. Popping the narrow tyres on to the wheels with an explosion of air was great!

I must admit that I didn't like the Michelin M4s. For some reason they made the car very sideways on tarmac. I preferred the Yokohama A017s which I was being given by winning my class on events.

The first stage at Tatton Park was terrifying. What would happen if I threw the car off the road on the first stage? All that time and effort to get here, just to last a few minutes. Well I didn't crash the car, but I buzzed the engine! I missed a gear, right in front of some relations from Chester. I saw them in the crowd so had to push. I missed a gear! The engine survived, but that was scary. A 26 mile stage in Kielder was amazing, the longest stage in the WRC that year. Sweet Lamb/Hafren in thick fog was tough, but a pleasure on our own notes.

I made my first 999 call during the event. A crew went to the toilet at Chester Race Course before we started the Welsh loop of stages. The toilet was at the top of the stands and took forever to reach. The driver tried to speed up his return by jumping off a tier of the stand on to the concrete below, but it was an old canopy, not concrete and he went straight through, dropping two tiers. It looked awful. He was fine ☹️ This was the driver of a Volvo which used to be a Taxi, so he had a blow up passenger in the rear!

The days were long, starting early and running in to the night. The worst part was the drive down the M6 from the Lake District – a noisy car and low gearing was tiring. Just staying awake on the long run down to Chester was tough. I had to get out of the car and run around to wake myself up, more than once!

What an event, superb. So many different types of stages. The Sunday "Mickey Mouse" stages were fun, being able to entertain the crowds. Starting the car was always stressful first thing in the morning – would it start? Would we pick up penalties? Leeds was the worst with a hard frost. But I felt at home as soon as we were in Wales, I'd driven most of the stages on events earlier that year.

We'd put a lot of effort in to PR before and after the event, using a PR Agency in London. We had some great meetings in the palatial Frizzell office near Buckingham Palace.





A young media student was preparing his Dissertation, a video of the event itself. A great video, featuring the event, the Team individuals and also the topical news at the time. Fantastic stuff. The video is on Youtube, but it was converted from tape so isn't great quality, but still very watchable.

Part 1:

<https://youtu.be/pb6kSky7uHs>

Part 2:

<https://www.youtube.com/watch?v=uUG59UKyvhM&t=287s>

Look at that timing system and the stage start, very different today.

The videos tell the story of the event itself, but inevitably there's a lot more. The emotion I felt on the last Stage, Clocaenog East, was immense. I would have carried the car to the finish, but I didn't need to.

The last stage was something like 12 miles, but the whole stage was lined throughout. Inevitably everyone was there mainly to see Colin McRae win the World Rally Championship, but they stayed for us. 12 miles of applause was fantastic, even though I heard none of it ☹️

A tear came to my eye as we turned the last corner and could see the flying finish of the last stage. There was a long straight beforehand and we easily slotted in to fifth

gear. The joy of getting on to the radio and declaring “cleared Clocaenog East, heading for the Finish” was immense. A tear still comes to the eye. A major objective achieved.

But the event wasn't over, we still had at least at least an hour driving back to Chester Race Course. We also had a holding control at an industrial estate outside Chester. We were held there for one and a half hours while McRae et al crossed the line and received the plaudits. From the constant go, go, go of the last two weeks, the waiting took off the edge. Many still had to limp to the finish – a 205 with a broken clutch cable was struggling. It was dark by the time we reached the finish ramp. Second Club team and a Finish, 88th overall and 6th in Class, that'll do. We didn't set the World on fire, a finish was the main objective.

Then the celebrations began! I don't normally drink whisky, but it was flowing in the hotel bar!

We were interrupted by the baby monitor – my young sons were sleeping upstairs – one aged three, the other just over a year. I went upstairs to check on them. I was met by my three year old, standing dominantly, hands on hips. He started with “I'm not very happy” ☹ He then gave me a telling off for making noise, drinking and taking too long to come up to the room. He hasn't changed! But that three year old is now 27 and has won rallies overall as a driver! He's way quicker than me, but finds Motorsport too two dimensional, he prefers jumping his mountain bike ☹

What a fortnight. But that wasn't the year finished, we had a Championship to win! The last round of the Cotswold Motor Sport Group Stage Rally Championship was the week after Rally GB. It was the Carfax at Longcross! We needed to finish second to our main competitor to win the Championship.

Somehow, we borrowed a converted coach to carry the car and act as a motorhome. We slept on a garage forecourt not far from Longcross. The whole Rally GB service crew was with us.

We didn't touch the car, just bolted on some Yokohama A021 tyres, which I used as wets. It rained, and rained, and rained, ... I loved it. We were lifting rear wheels everywhere with gravel suspension.

Our competition for the CMSG Championship was Richard Shorey in his Escort. We'd been trading points cores all year, it was close. Then Richard entered the Carfax in a 1900 205 GTi, I was only in a 1600 205! In theory he should be quicker, I had to try.

Richard was running immediately in front of us, I could keep an eye on him ☹

What would happen? I wanted to be the first person to win the CMSG Championship as a Navigator and Driver (I'd won the Navigator's in 1987 mainly with Peter Stojanov on his Escort BDG, but had sat with others when Peter couldn't make events.

Stage 1 was full attack. We came across a 205 GTi which had spun in a chicane and had got stuck. It was Richard!! We overtook Richard, we had at least 30 seconds on him, we'd been trading seconds on event all year, 30 seconds was huge.

We continued to take time out of Richard on the following stages as he got to know the 205 and tried to overcome the rear brakes unbalancing the car. We still had to finish, but we had fun in the conditions. The confidence from Rally GB and great grip from the Yokos meant we could play. We were well inside the top ten overall, but then it started to dry and more powerful cars went past us. But 10th overall was great. There was much finger crossing in the last stage, then rejoicing as we crossed the flying finish going up the test hill. Championship won. What a few weeks.

Of course I had to try Rally GB again, this time to try to get a result, not just driving for a finish. But we didn't manage to get one in 1996. Quite fortunate actually it was very icy. We ended up running a Finnish Team on the Historic event, including Nico Rosberg's Aunt who was navigating in a Mk2 Jag, but that's another story ☺



OMC / OUMF 'April Fool's' 12 Car Rally – report

On this rally, OUMF were represented by three crews: Oli Grantham and Isaac Jarmarkier in the Fiat Cinquecento; Luke Cozier and Rob Dawson in the BMW Compact, and Ding, Andy Doyle and myself in the TOYO Golf Gti.

We converged on the OUMF HQ and completed all the pre-rally checks on cars and equipment in good time, and we were ready to go to Brackley for the start of the rally...but Andy was running late. In the end, with Oli and Isaac requiring their maps to be marked by the organiser before the start, they and the BMW had to set off for Brackley...leaving the Golf waiting for its co-driver.

About 45 minutes afterwards Andy finally arrived at HQ, leapt into the car, and we set off in unseemly haste on a record breaking run to Brackley. Just as well the weather was good and dry, and we arrived in the nick of time to Sign On, just a minute or two before the Drivers Briefing. While that was being done, I scrambled to reattach the passenger door window winder which had fallen off on the journey. (Being able to open the passenger window is 'useful' at the time controls – so that the marshals can mark the time cards!). With everything prepped and ready to go, we all tucked into some mini chocolate eggs that Isaac had kindly handed around.

Sitting on the start line, I was feeling very excited as I had never been involved in a 12 Car Rally before – and even after the introductory enthusiastic drive to the start, I was unsure of exactly what to expect. Early into the first stage, when we were still getting in the groove, Ding fortunately noticed the first code board which was part of a car number plate and read 'ERK'. This was carefully written down, and we concentrated hard on spotting these 'correct passage checks' for the rest of the evening – as there are usually around 20 to 30 of them in the course of the rally, and it's a 10 minute penalty for every one you miss. Our luck stayed with us as, shortly afterwards, we rounded a bend - and narrowly missed a large buzzard that was feeding on a dead rabbit in the middle of the road.

During the next stages, we made good progress, and while there were a few wrong turns, they were mostly quickly realized and we were able to continue on the correct route. By this time, I was getting more familiar with how the driver and co-driver work together and I was slowly taking on more responsibilities. I was chiefly able to assist Andy by keeping hold of his clipboard, spare map and the sealed envelopes containing the clues – easy to lose in the dark. All this helped Andy work more efficiently on solving the clues, with no need for him to try and hold everything else at once. Also, to

my delight, I was the only one of us to spot a particular code board during one of the stages - which I admit was lucky at that rate of travel!

For many of the latter stages, we spent some time either chasing or being chased by a fellow competitor in a Ford Puma. During one of these chases, we were ahead and needed to take a right turn, but we were unsure of quite how far it was until the junction. So we took a right, and the Puma followed. However, this led to a housing estate, and as we both turned around, the Puma managed to get out and on to the main road before us. The next right turn we encountered, we followed the Puma down it, only to discover that it led only to a local pub. Yet again, we both turned round, and again, the Puma managed to get out before us. At the third time of asking, we found the correct road!

Bar some swift driving, there were few other dramas before the last control and the finish of the rally, and when the Golf arrived at the pub, it was one of the first cars back and we were confident that we had made good time overall.

As the 'co-co-driver' in the rear race seat of the Golf I was extremely impressed that throughout the rally, the Bilstein suspension worked wonders over the very bumpy roads around north Oxfordshire, and in tandem with the incredibly grippy TOYO R888R tyres, the car delivered a surprisingly comfortable ride.

After the rally, as drivers arrived and gathered in the aptly named 'Chequered Flag' pub in Brackley, we found out that during the fourth stage, Luke and Rob were threatened by a man with a baseball bat who had stopped them in the middle of the road of a small village. Beating a hasty retreat, they had to find a different route, avoiding the village. Unfortunately, this effort lost them a lot of time, and as they were the last car to start, and therefore on the road, they were too late to reach the fifth control, and found that the marshals had already left. So, they 'cut and run' and so made their way to the final control where they explained their incident. However, having missed one of the controls, this meant they were recorded as DNF, but I think we can all agree that it was not through any fault of their own.

After the scores were calculated, the results were revealed by Chris Hambly, the enthusiastic rally organiser. Luke and Rob with a DNF (did not finish), Oli and Isaac in eighth, and Ding, Andy and myself came third. (We were tied on points with another car for second, but we lost out on distance covered without penalty, a tie break rule known as 'furthest cleanest'). A very good result for OUMF overall, and we were quick to thank both Chris the organiser and all the OMC members that helped stage the excellent event, and of course the vital marshals – as none of these exciting evenings could go ahead without their selfless and voluntary presence.

Despite the baseball bat incident, everyone thoroughly enjoyed the evening and I personally had a lot of fun - and I hope to try my hand soon at co-driving in a future rally!

James Collins.

2nd Year Motorsport Engineering, Oxford Brookes



Photos by Billy Johnson

When Poti-Training Goes Wrong...

Accidents can happen!

It had been an enlightening day. In the company of three colleagues from the Production Department, I journeyed by company car from Oxford to Kearsley, near Bolton, to visit a paper mill. Employed by Pergamon Press, a publishing company in Oxford (Robert Maxwell, remember?), we were pleased to be afforded an opportunity to discover how paper is made.

After a fascinating tour round the mill we departed Kearsley mid-afternoon and headed back south, encountering heavy traffic around Birmingham. So we were running late. Not that time should have been a factor, it's just that Adrian Baggett and I needed to be back for the start of a navigational exercise (Navex) run by Oxford Motor Club.

For this particular event the intention was that I would pilot my Ford Escort whilst Adrian tried his hand at navigation, a precursor to some 12-car events and full-blown road rallies.

Unfortunately, by running late there simply wasn't time to drop off the others of our party, collect my Escort and get to Islip for the start. So, having said goodbye to the ladies, we made the decision to use the company car – a nice, shiny Cortina Estate – for the Navex. This was a contingency plan, which is why we had maps and other navigational equipment with us. *Just in case...*

We arrived at the designated lay-by with minutes to spare yet OMC members were milling around, looking perplexed. There was no sign of the organiser, everyone wondering where he could be. Finally, one of the drivers got through on his CB radio. It transpired that the organiser had provided the wrong map reference! We needed to be five miles along the B4027, near Holton. A convoy of cars, resembling the Cannonball Run, thundered east...

The event was going to start late; the last of the autumn light had gone and I was thinking things will be tricky with Adrian new to the maps. Besides, Navex championship points were at stake. Therefore, we decided to swap seats: Adrian would drive the Cortina whilst I plotted the route on O.S. 164.

We would have to push on as there was far less time available, and though the roads were familiar to me, they were less-so for my driver. Turning off the B480 by Charlgrove, we headed toward Rofford and Little Milton. Three-quarters of a mile on from the junction there is a long right-hand bend – not sharp, but with a double-crown.

Just as we reached it we came against a vehicle on main beam. Adrian was dazzled, we lost the road and went off...

The car bounced over a ditch and towards a hedge. 'Let there be no tree', I prayed. There wasn't. The car barrelled through foliage and came to rest in a field of spuds. After a few silent seconds Adrian and I turned to each other with one word and a shared thought.

We spent the next shaky minutes devising a cunning plan; this is a company car, after all. Gathering evidence that could tie us into a motoring event (route-cards, pencils, map and map-light), we had little choice but to hike to the nearest village – Stadhampton.

After two miles in the pitch black (plotting like mad, but not a route) we arrived at a phone-box (no mobiles back in the 1980s) whereby Adrian called his girlfriend to beg for a lift. Then, over beer and crisps in The Crown PH, we rehearsed our story...

And this is it: because we had departed Kearsley later than expected and got caught in rush-hour jams, we were obliged to take a comfort break at a service station; then, having dropped off our colleagues (one in Oxford, the other in Charlgrove), we cut across country towards my home in Wheatley where my Escort was waiting. It was then the accident happened. *Tangled web?*

The following morning the Transport Manager listened in silence. He couldn't prove otherwise – so we were off the hook. Two mechanics were sent to recover the Cortina. Later, the battered vehicle arrived back at Pergamon, hitched to a pick-up truck. Employees rushed to the windows to gawp. Inspecting the damage (it was a 'write-off'), the mechanics looked from Adrian to me with a wry smile. They knew, didn't they?

At the end of the week a memo was circulated to all Heads of Department stating that, until further notice, all travel on the company's behalf must be made by rail, taxi or coach.

This is a very long time ago but do take the utmost care when Poti-training. And children: never, ever, tell lies!

Richard Sumner
OMC Cornwall Correspondent

There is a codicil to this tale: one of the afore-mentioned mechanics bought the car back from the insurers, repaired it and ended up with a very nice motor.

AGBO STAGES RALLY



The Jasper's Bakeries
AGBO STAGES RALLY
OWEN MOTORING CLUB



Last weekend was the first race of the season for the Arnaud Tortel Racing team, participating in the Heart of England Rally Championship in the Ford Fiesta R2. Driver, Arnaud Tortel and co-driver, Chris Baines were competing in the challenging AGBO Stages Rally in Weston Park on the 17th of March.

Due to the rain from the day before the conditions were tricky on all stages, with slippery roads and muddy corners. They started the rally cautiously into the first stage with the road being very slippery. Then half way through the second stage, they spun at low speed into a tight corner causing some time loss. Back to the service park, some setup changes were done on the suspension to correct the behaviour of the back end of the car into corners. As the day went on, the pair were increasing their pace and starting to get some competitive times in their class. Unfortunately, on the eighth stage, pushing a bit too hard, they went sideways into the grass causing a time loss again. After a challenging day, they were happy to finish the rally having learnt a lot on the car during the first rally of the season.

A word from the driver at the end of the rally:

"Overall, we are really pleased with our rally, we improved our pace throughout the day, setting up some interesting times. We are looking forward to compete in the next rally in June!"

Arnaud Tortel

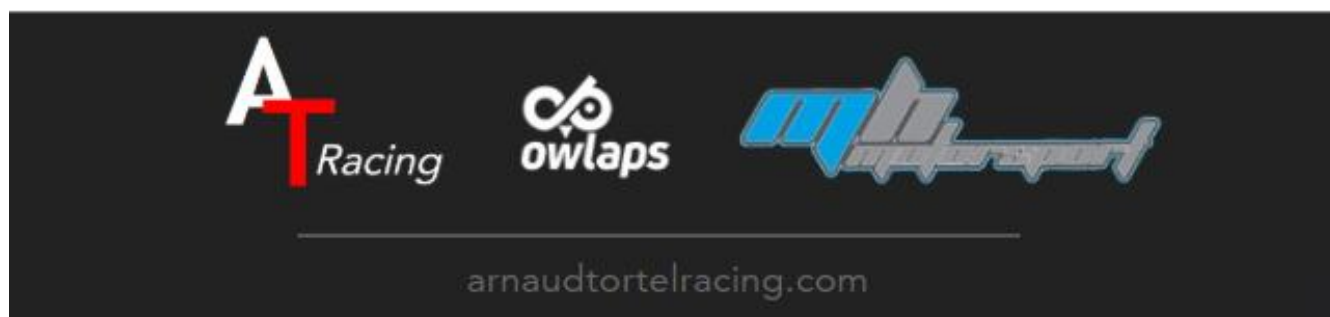


(<https://arnaudtortelracing.com/>)



Agbo Rally Video:

<https://www.youtube.com/watch?v=M80HbIPfrEk>



The Donington Historic Festival Report May 3-5th 2019

The OUMF student team competes in the HRDC 'Touring Greats', 'Allstars' and 'Coys 100 Trophy' races

After a very successful opening to our HRDC season at Silverstone, it was soon time to head back to the track for one of our most important events of the year, the Donington Historic Festival, for no less than three, 45-minute races – which, including the 75 minutes of practice/qualifying, totalled the most track time the OUMF 1959 Riley 1.5 historic racing saloon car has ever faced at a single meeting i.e. 3.5 hours!

After our twin wins at Silverstone, the Riley had returned with no mechanical issues which meant that the team could concentrate on getting the Sebring Sprite closer to being ready to paint, and simply fine tune the Riley for Donington. The first issue was that we discovered we had close to no camber on the front left wheel! With an emergency full team effort to sort the suspension and a trip to Phillips Tyres for tracking, we were then ready for the significant packing and logistics operation that is needed for the whole three-day festival. It seemed that everything bar the kitchen sink was squeezed into the van, the weight of all the kit making itself known as myself, Nikita Volkov and Ding negotiated the many hills on the road to Donington.

We arrived at the track well before 5:00 pm on Thursday, securing a large paddock space for the OUMF team's Riley and the two cars of Julian Crossley. We quickly built the 'OUMF Palace', next to 'The Tony Hall', signed on and got the Riley to the Scrutineering bay, where we were joined by James Martin and Tolga Karabetca. Thankfully the car passed, in spite of the cracked windscreen, and Dom Norman met the rest of us at the Hardinge Arms in Melborne that evening for a meal. This made up the OUMF advance guard - that would also be joined by Andy Doyle the next morning – who would run the Riley during its Friday qualifying sessions.

At the start of the week, weather forecasts had promised a 20-30% chance of light rain on Friday. The team woke up on Friday to find that this meant 100% submarine racing. Despite the rain and rivers running through the paddock, the car was still thoroughly checked, and adjustments made for the wet qualifying sessions. We were extremely thankful for the fresh set of Dunlop 'L' section tyres for this weekend from Phillips Tyres as fully treaded tyres were absolutely needed in the conditions we faced. Despite this and continual tweaks to the setup, we simply could not find as much grip as usual in the wet conditions and qualified lower down the order than we would have liked to in both the 'Allstars' and 'Touring Greats' qualifying sessions. The rain halted long

enough for a dry line to develop at the start of the 'Coy's 100 Trophy' session, which saw the Riley set its best lap and take pole position in its class.

With the busiest day of the meeting finished, we were joined by Oli Grantham, Vlad Ardeleanu, Ben Scothern and Isaac Jarmarkier, the last team members to arrive following their obligatory 'on line' exam in Oxford, and we headed to the near by Bull's Head pub, in Wilson, for dinner, having abandoned the original plan of a barbeque due to the weather. Unfortunately, everyone else in Donington had the same idea. Finding that there was 'no room at the inn', we reverted to Plan A and headed into Melbourne to buy BBQ supplies. We were having the party despite the weather! My parents had arrived from Ireland with a great variety of food which was laid out, along with two disposable BBQ's, under the OUMF marquee.

The party (and smoke) attracted attention in an otherwise wet and windy paddock, with Shaun Rainford and the CCK team, several Westbourne mechanics and even a track marshal joining the fun. Shaun had shouted a summons to James from his motorhome across the paddock, and James and several others went to see what the fuss was about. They returned 15 minutes later, with the CCK team and a well known professional trumpet player, Rupert Cobb. I don't think it was ever fully explained why Rupert was with the CCK team, but he proceeded to entertain us (and half the paddock) playing jazz on the trumpet, and even playing Happy Birthday for me. Eventually, by around 11pm everyone had eaten and drunk their fill and we retired to bed.

With only one race on Saturday afternoon, we were allowed a little lie in after the fun of Friday night, until the planes and race cars woke us up anyway. Saturday was thankfully much dryer than Friday but still windy. After checking over the OUMF Riley in the morning, attention was then turned to Julian's Jowett Javelin.

The Javelin had been misfiring in qualifying and OUMF engine experts Dom and Ben Scothern led the efforts on Friday and Saturday to fix the problem in time for the 'Touring Greats' race. This was one of many cars in the paddock that received OUMF assistance during the weekend, with OUMF members helping with brake issues on Julian's Mini, a Lola Mk1 Climax sports racing car, an A40 gearbox rebuild and doing driver change pit stops for five different HRDC cars during the races.

Our single HRDC race on Saturday was the 45 minute 'Touring Greats' race. After our qualifying, we were hoping to make up lost ground in the dry conditions. Ding got off to a blistering start, overtaking about 8 cars off the line, and it was all looking good until the Safety Car was deployed about 10 minutes into the race. The track returned to 'green' just as the pit window opened, leading to most of the field to pit at once. In the resulting melee on the pitlane, we received a penalty for not switching off our engine during the stop - but Ding knew nothing of this as he flew out of the pits and back into the race. With further uncertainty about which car was the recipient of the black flag, it

took a couple of laps before Ding realised it was for him and came back in to serve the stop-go penalty. We were not the only ones in this position: several cars had to serve similar penalties and many black flags were flying from the pitwall. In the confusion, Ding pitted again, believing he had been shown another black flag - but it was for another car. Very frustrating, and after a brief but animated chat with James he was on his way again, but the damage was done, and consequently we finished 4th in Class. At least our adopted Jowett Javelin finished on all four cylinders - and we won the race to the pub that evening.

No doubt to the joy and relief of our paddock neighbours, no trumpet player when we returned from the pub meant we had an early night on Saturday, as we were the first cars on track on Sunday morning for the 45 minute 'Allstars' race. This race was in the dry and turned out to be almost the exact opposite of the 'Touring Greats' race the previous day. Despite getting blocked on the start, the Riley was flying, and we saw it do its best ever lap of Donington of 1.28. The pitstop was flawless and Ding brought it home 2nd in class – despite having no brakes for the final 3-4 laps.

We had little time to celebrate the result though, as we had a serious brake issue that needed to be fixed for the 'Coy's 100 Trophy', the big closing race of the Festival. The Riley had indeed lost its brakes and all the brake fluid to the rear wheels in the last stages of the race. Niki and Oli worked to track down and resolve our brake leak, which was traced to a T-piece on the axle becoming untethered and loosening a brake line. Meanwhile, I checked over the rest of the car to find what else was working its way loose. With our new Arrow crank, we were now revving higher and producing more power than ever, which was great for our lap times but was literally shaking the bolts off the car! Great care and diligence was required after every session to find what had been shaken loose and to tighten everything back up (and to make sure they didn't come undone again with a healthy dose of Loctite). One of the extreme examples of this was one of the exhaust mounts which had been broken off due to the vibrations. This left two small holes in the exhaust which I was able to swiftly "make good" – using a coke can and jubilee clips.

With coke cans attached and braking restored, we lined up first in class for the last race of the meeting. Ding got off to a classic flying start but spun it on the first lap trying to overtake Julian Crossley's Mini at Copse. This sent him to the back of the pack, making the team on the pit wall quite worried as we waited for him to emerge from the chicane. With unforecast rain in the air, a greasy track and worn tyres, we were noticeably down on pace but still made up ground as other cars retired. The busy weekend is hard on cars and several let go in this last race, most spectacularly a huge yellow Ford Falcon driven by our great Racelogic sponsor, Julian Thomas. It let out a series of loud bangs as it thundered down the pit straight, covered the pit lane in a smoke screen, and finally came to rest at Redgate corner. Despite a slow, but legal, pit

stop, Ding fought his way back up to 2nd in class, and thereby gave us the second of two class podiums at this prestigious race meeting.

After collecting our trophies at the prize giving, we all thanked Julius Thurgood for his continued patronage of the team, and also Chris Routledge, CEO of Coy's Auction house, and his wife for sponsoring the 'Coy's 100 Trophy'. Then, with everything packed, we headed back to Oxford after another wonderful Donington Historic Festival.

As always, we have to thank Julius, Paul Phillips, Victor Riley and all our sponsors and supporters that make weekends like this possible and bring us precious experience, along with memories of a lifetime. We can't wait to be back out on track again, and the next meeting is at Lydden Hill in Kent, for another bit of motor sport history - the first ever all HRDC Race Festival!

Niall Geoghegan. Motorsport Engineering student, Oxford Brookes





photo by Peter Baker of Retro Speed

Speedmachine

Hi all, Do you have anything planned for the next Bank Holiday weekend?

How would you like to attend Speedmachine, with the British Round of the World Rallycross Championship at its core? There's a lot more - food, music, eSports, Passenger Rides, ...

Oxford MC have again been asked to run a Passenger Ride Autosolo at Stowe Corner, to give people a taste of club Motorsport, to raise funds for Charity and hopefully to have some Fun!

We need people to assist with the running of the Passenger Ride Autosolo - registration, installing people in cars and pulling them out after their run, Test Marshals plus people to talk to potential Passengers around the event. Little/no experience is required. We are also looking to have a small static display of competition cars to showcase the wide range of club Motorsport activities.

You can attend for both days or just one day. In return, you'll receive a weekend event ticket for yourself and another for somebody else.

For Marshalling, please contact Alan Wakeman at compsec@oxfordmotorclub.co.uk

If you're interested in bringing your car along to the display, please contact myself at chairman@oxfordmotorclub.co.uk

More details can be found at <https://speedmachine.com/what-speedmachine>

Many thanks,

Simon Phillips

Upcoming OMC Events

Our next event is Autosolo Passenger rides as part of Speedmachine, at Silverstone on May 25th/26th.

**The Twisted Arms Grass Autotest and BBQ
is on Sunday, 28th July**

Oxford Motor Club Calendar

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

Updated Calendar available at www.oxfordmotorclub.co.uk/club-events

May			
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 /	Land Rover Legends		Bicester Heritage

Sunday 26th			
June			
June 2019 Date tbc	Flywheel Festival		Bicester Heritage
Sunday 2nd	Marshals Training Day	BRMC	South East - venue tbc
Saturday 1st / Sunday 2nd	Bath RPS Autocross	Bath MC	Long Newnton, Glos.
Tuesday 4th	Club evening	Oxford MC	Jolly Boatman
Saturday 8th / Sunday 9th	Classic & Vintage Commercial Show	British Motor Museum	Gaydon
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	
Saturday 15th	MG Live	MG Car Club	Silverstone
Sunday 16th	MG Live Autosolo	MGCC / Oxford MC	Silverstone
Sunday 16th	Midsummer Caerwent	Forresters CC	Caerwent
Sunday 23rd	Falcon Classic Tour	Falcon MC	South Northants / North Bucks
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
oxfordmotorclub.co.uk facebook.com/OxfordMotorClub @OxfordMotorClub			

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
August			
Sunday 4th	CMSG Autosolo Round 8	Bath CC	
Sunday 4th	National Metro & Mini Show	British Motor Museum	Gaydon
Tuesday 6th	Club evening	Oxford MC	Jolly Boatman
Sunday 11th	Clifford Hooper Car Trial	Stroud	
Sunday 11th	Hatsford Targa Rally	Ross	
September			
Tuesday 3rd	Club evening	Oxford MC	Jolly Boatman
Saturday 7th	Three Shires Closed Roads Stage Rally	Cheltenham MC	Based at Eastnor Castle, Ledbury
Saturday 7th / Sunday 8th	Retro Truck Show	British Motor Museum	Gaydon
Sunday 8th	Gaby Mohr Car Trial	WSSCC	
Sunday 8th	CMSG Autosolo Round 9	Ross MC	Mitchledean
Sunday 15th	CMSG Autosolo Round 10	Bristol MC	Westonzoyland
Friday 20th	Autumn Leaves 12 Car Rally	Dolphin MC	
Sunday 22nd	Devises Targa Rally	Devises MC	

Friday 27th	CMSG Roadsport 12 Car Rally Round 4	CMSGCC	
Friday 27th	Harlequin 12 Car Rally	Farnborough & DMC	
Sunday 29th	Patriot Stages Rally	Forresters MC	Caerwent
October			
Tuesday 1st	Club evening	Oxford MC	Jolly Boatman
Sunday 6th	Boanerges Autosolo & Production Car Autotest CMSG Round 11	Oxford MC	Finnere Airfield
Sunday 6th	Sunday Scramble		Bicester Heritage
Friday 11th	October Outing 12 Car Rally	Oxford MC	
Sunday 13th	CMSG Autosolo Round 12	60 & Worcs CC	Cheltenham Racecourse
Friday 25th	CMSG Roadsport 12 Car Rally Round 5		Oxford
Saturday 26th	Exmoor Targa Rally	Tavern MC	
November			
TBA	Stage Rally	Herford MC	Builth Wells Showground
Tuesday 5th	Club evening	Oxford MC	Jolly Boatman
Friday 8th	Gunpowder Plot 12 Car Rally	Dolphin MC	
Saturday 9th	Bustard Targa Rally	Salisbury & Shaftsbury MC	
Saturday 9th	Autumn Car Trial	Stroud	

Friday 22nd	CMSG Roadsport 12 Car Rally Round 6		
Friday 29th	Gwyn Jones Memorial 12 Car Rally	Farnborough & DMC	
December			
Tuesday 3rd	Club evening	Oxford MC	Jolly Boatman
Friday 6th	CMSG Roadsport 12 Car Rally Round 7	CMSGCC	
Friday 13th	Last Chance 12 Car Rally	Oxford MC	

***Oxford events in bold**

***[P] Provisional Date**

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

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