

OXFORD MOTOR CLUB



2016 Classic Nostalgia at Shelsley Walsh

November 2016 Magazine



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OXFORD MOTOR CLUB CONTACTS

Name	Position	Contact e-mail
<u>OFFICERS</u>		
Chris Hambly	Chairman	chairman@oxfordmotorclub.co.uk
John Blackwell	Vice Chairman	compsec@oxfordmotorclub.co.uk
John Blackwell	Club Secretary	secretary@oxfordmotorclub.co.uk
Shirley Blackwell	Club Treasurer	treasurer@oxfordmotorclub.co.uk
<u>EXECUTIVE COMMITTEE</u>		
Colin Minchin	Chief Marshal	marshalling@oxfordmotorclub.co.uk
John Blackwell	Safeguarding Officer	compsec@oxfordmotorclub.co.uk
John Blackwell	Competition Secretary	compsec@oxfordmotorclub.co.uk
<i>Vacant</i>	Magazine Editor	magazine@oxfordmotorclub.co.uk
Charlie Walker	Membership Secretary	membership@oxfordmotorclub.co.uk
John Blackwell	Points Collator	points@oxfordmotorclub.co.uk
Simon Phillips	Webmaster	webmaster@oxfordmotorclub.co.uk
<u>NON-EXECUTIVE COMMITTEE</u>		
Harvey Warner	Committee Member	warnerfamily@live.co.uk

EDITORIAL

Firstly I'd like to thank Steve Newman for all his hard work with the magazine, raising the quality and dedicating the time to editing the magazine.

Steve has decided to stand down from the role of Magazine Editor so we are looking for someone to take over the role full time. Please get in touch if you want to know more about the role.

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

Sorry for the lateness of the magazine but I've been very busy recently, last week I was at the Cadwell Park stages servicing for two cars and now getting 3 cars ready for the Rockingham Stages next weekend.....sometimes I wish I'd followed my father's footsteps into lawn bowls!

Chris Hambly

YOUR CLUB NEEDS YOU!

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

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

Any contribution is welcome no matter how small. No experience is required to join the committee and if you wish to know more please get in contact with any of the current committee members.

We also have an informal club development group which is open to everyone, the aim is to put on events that the members wish to do and evolve the club to attract more members. We want to make the members more active within the club by giving you what you want!

Chris Hambly

OMC BRACKLEY BASH 12 CAR

The Brackley Bash 12 Car is being held on Dec 16th December. The event starts in Brackley at 8pm. Regulations and entry form are included in this Magazine. Please get in touch if you would like to know more, want to enter the event or are willing to help marshal on the night. Contact Chris Hambly – chairman@oxfordmotorclub.co.uk or call 07720 839244

HOGMANY RUN

Hogmanay Run – Thursday 29th December

With Oxford Motor Club having put on the Cars to the Claydons Run this September, we have the basis of a roadbook to offer Oxford Motor Club members (and anyone else who may be interested) a Road Run to take place between Christmas and New Year. The date will be Thursday 29th December. It was felt that the originally proposed New Year's Eve could be problematical with other functions / commitments: A classic car gathering in the centre of Brackley on Tuesday 27th (I might well go along to this one)!, Wednesday 28th is a run by the Fairford Classic Car Club and Friday 30th is the VCCR's Historic Rally on Salisbury Plain.

We have decided to call the Tour the "Hogmanay Run", resurrecting the name often used by Oxford Motor Club for New Year's Day autotests in years gone by.

Any road registered and legal vehicle will be welcome - you should not need special insurance to take part in a Touring Assembly (the MSA's classification of a Scenic Tour) - but the onus will be on you to check with your insurer. There is no time schedule, other than cars will be started at one minute intervals and we will have a mid-way checkpoint to re-establish gaps to avoid bunching of participants. These are ideal events for wives / husbands / partners to come along as the navigation is straightforward and there are no time pressures so they really can come along and enjoy the ride out.

We will be starting outside the Burford Golf Club with first car away at 10am. I have confirmed with the owner and the usual food van will be there (where tea/coffee and hot rolls can be purchased).

We would then follow the Cars to the Claydons route via the Barringtons, Little Rissington, Kingham Station, Ascott-Under-Wychwood, Leafield, Finstock, Charlbury, Kiddington, Middle Barton, Lower Heyford, Ardley, Stratton Audley, Poundon and Twyford before continuing south past Calvert, through Edgcott and Grendon Underwood to finish at the Akeman Inn, on the A41 at Kingswood. The route will be about 70 miles (I have yet to complete the roadbook for the final few tulips for an exact distance). With the leaves going from the trees / hedges, there is even more to see as the route is driven compared to earlier in the year.

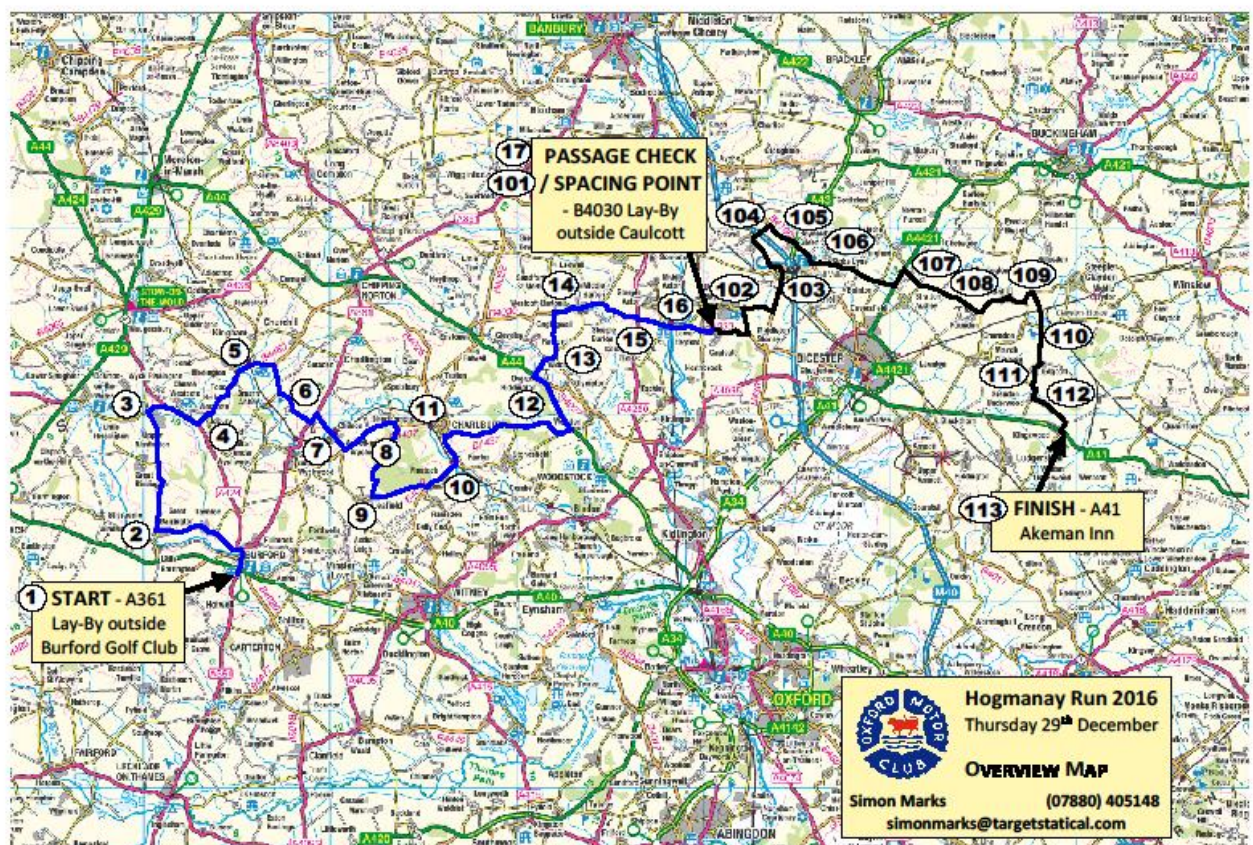
I have attached the overview map that has been approved by the local CTRA Route Liaison Officer for information. I think that the route will take about two and a half hours to complete. As has been said before, there is no timing so there is no penalty should folk want to take longer to soak up the sights (and smells?) of the countryside.

The finish at the Akeman Inn will allow participants to enjoy a drink in the bar and have whatever they fancy from the extensive menu for lunch. My initial approach left the Manageress saying that for 40 people arriving, they would have to put on a buffet – and the cost was rather prohibitive. However, whilst I was at the Akeman Inn,

people were turning up and getting tables within a short while. I was there for about a quarter of an hour waiting for the Manageress and half a dozen tables were found without problem. We have decided to arrive as “normal” customers as a reservation for 40 could not be made on our terms! Therefore, if participants want to eat, they should book their own tables at the Akeman Inn and all should be OK - though it seems that tables for 2 or 4 can also be had on arrival at the Inn. The venue’s website is: akemaninnkingswood.co.uk and the menus can be viewed there. The food looked, and smelt good!

The entry fee will only £12.00 to cover Permit and Admin costs, sorting out the ends of the Run and Roadbook (of the same easily read, high quality format of that prepared for the Cars to the Claydons Run). If participants want a souvenir rally plate (I will come up with a “Monte Carlo” style design to be used on the car on the day, then retained by them) we would be able to add this for another £5. The costs of teas/coffees etc. at the start and drinks / lunch at the finish will not be included.

Regulations and Entry Forms should be out by the end of this week (by 26th November). Shirley Blackwell will be the Entries Secretary and is looking forward to receiving your entry. The number of participants will be restricted to 20 cars (to suit the finish venue) so a prompt response is advised as word has spread outside Oxford Motor Club and some entries will be coming in from such enquiries. If anyone has any questions, please come back to me, Simon Marks, via A304SCA@aol.com or (07880) 405148 – the latter before 8pm, please



TWO NEW SOCIAL EVENINGS FOR YOUR ENJOYMENT

Hello all,

I've two items that may be of interest to some of you that are due to take place in the next couple of weeks or so.

On **November 28th**, Witney MC have invited OMC to join in a **KARTING** evening. **Simon Phillips**[\[webmaster@oxfordmotorclub.co.uk\]](mailto:webmaster@oxfordmotorclub.co.uk) has all the details and is your contact for this so please email him directly as soon as possible if you are interested. I'm not sure of numbers so don't delay.

The second is slightly further afield but looks well worth the effort of travelling.

On the **10th December** *Hills Ford of Kidderminster* are holding a **Motorsport Memories Evening** at their premises in Kidderminster and amongst the luminaries invited are Phil Collins, Gwyndaf Evans, Howard Davies and Bryan Thomas, as well as Osian Pryce. There will be a small entrance fee of £5.00, which will go to the Air Ambulance and the British Motorsport Marshals Club, but irrespective of this it is a small price to pay to get the chance to meet and hear from guys whose involvement in British motorsport is now legendary. With Collins and Davies also in close proximity to each other it's almost certain the evening will never go to plan!

For more details please follow the link below to the Hills Ford announcement.

<https://www.eventbrite.co.uk/e/motorsport-memories-registration-28858168559>

I hope some of you will find these two events enjoyable.

I AM THE STIG (WELL FOR ONE WEEKEND ONLY)

The Classic Nostalgia event held at Shelsley Walsh was a brilliant weekend of speed hillclimbing combined with high speed demonstration runs and static displays.

BGM Sport where I work had two cars entered in the Group B car section, a Ferrari 308 GTB Group B rally car and the Ex-Works Ford RS200 used in period by Stig Blomqvist. Both cars are iconic and fantastic cars which the crowd loved, along with Quattro's, 6R4, Renault 5 Maxi, 205 T16 etc....a really amazing line up of group B machinery.

Unfortunately, the owners of the cars were unable to attend the event, so myself and my colleague "HAD" to drive the cars instead. So for just one weekend I got to join drivers including Jimmy McRae, Russell Brooks and Dai Llewellyn.

I got to drive the RS200, which is the most original factory rally car left. It was a fantastic opportunity to drive such an important car which the crowd loved seeing in action. Certainly one of the bucket list items ticked now!

The whole event was excellent and enjoyed by everyone. The cars were a mixture from chain driven specials like the GN Spider to the turbine powered Manic Beattie. There was lots of off track activities too like dancing in the square and vintage style fancy dress competitions.

If you haven't been to the venue before, it is a lovely location and well worth the trip to see some different motorsport.

Chris Hambly



CADWELL PARK RACE



After my Cadwell Park trackday I then had a two month wait until the race. Fortunately the time passed quickly (it always does when you're trying to find the money needed). The race was a round of the MSV Trackday Trophy. Classes are based around power to weight ratio which means that whatever vehicle you have, from an old track day car to a dedicated race car, if it complies with MSA safety requirements, there's a class for it. Cars are usually double driven, with drivers sharing a 30 minute qualifying session and 45 minute race. For me, a last minute change of plan meant I'd be racing the car alone as Colin couldn't find a second driver. Fortunately we struck a deal which made the day just about affordable for me.

The day of the race dawned clear and dry. It couldn't be more different from the wet conditions of my track day. Gotta love the British weather.. Supatune were running two Puma's at Cadwell; the black Puma shared between Paul and Colin, and me in the green machine.

My first task was to sit in the car while wearing my new HANS device and Stilo helmet to ensure I could get comfortable. I'm glad I did. With the HANS device and helmet on, I couldn't lift my head up enough to see over the dashboard. This was overcome by tilting the rear of the seat back which just about gave me just enough view of the road. Just the first of the 'gifts' the HANS would provide.

Qualifying was late morning so I was soon in my romper suit and heading down to the paddock where the next HANS challenge came to light. Due to the small collection area at Cadwell, the cars need to be reversed into line. The HANS doesn't allow you to turn your head so it was mirrors only. With plenty of blind spots I was just waiting for the crunch. Fortunately it never came.

As we waited to be let out onto the track I decided to take it steady for the first lap but coming out of the second corner I had the car sideways. I quickly corrected but it was clear how easy it is to be caught out by cold tyres. Something to remember for the race. During the first few laps I built up the speed gradually, getting used to the grip levels and later braking points of the dry track. After pitting on the 7th lap for the guys to check tyre pressures, I then pushed on a little harder, with my final three laps being my quickest. The time wasn't bad. Despite being in the lowest class I wasn't last, although I was 5 seconds off Colin in the other Puma.

Between qualifying and the race, I spectated on the other races. Watching at the hairpin just after the Hall bends, I noticed how many different lines people were taking into that corner. Some were coming in really wide to get their exit speed right but leaving a huge gap for the car behind to squeeze by, but apparently no one passes there...

Soon it was time to form up on the grid. After a lonely second stint at Silverstone, I hoped this race would be more entertaining. I wouldn't be disappointed. The lights went out I made a pretty good start. A Porsche who'd had problems during qualifying tore past me, but before I'd even crossed the start line, there was a cloud of smoke and cars facing all directions. A crash up front and the ensuing avoidance of cars behind virtually blocked the track. Being close to the back meant I had time to react, and managed to squeeze past. From there I had to put the incident out of my mind and press on, but before I'd made it half a lap, the red flags were out. Race to be restarted. At least I was getting to practice my starts!

After around 25 minutes, by which time the HANS was already getting uncomfortable, we started again, this time without incident. The first couple of laps were frenetic but I didn't lose any places and was soon catching a Peugeot 106. I thought I could pass him easily but he soon settled down and began driving a little better. I was quicker in the corners but he was quicker on the straights. For lap after lap I tried everything to pass him. He was getting pretty ragged at times but held onto it pretty well. With my rallying hat on, if you catch someone, they get out of the way but here, he was just costing me time every lap. My frustration grew to the point where I begin to think 'if I damaged the car in a do or die pass, so be it'. I'd gladly pay Colin for a new wing. After being unable to pass at the normal passing places (end of park straight, entrance to 'the mountain'), I decided to try my luck at the old hairpin. I was quicker than him through the chicane preceding it and lunged to the right as he went left to take the racing line. I was alongside him on my first attempt and slightly in front on the next but each time he had the power to pull in front and cut me off at barn. It looked like the only way to pass him was in the pits so I decided to come in earlier than planned. Annoyingly the Supatune crew were attending to the other Puma which had also arrived early. With the pit stop being a compulsory 2 minutes, I had to guesstimate how long I was there. To be certain I didn't get penalized for a short pit stop I stayed in too long and when I rejoined the circuit, the 106 was well clear of me. However, in the distance I could see the black Puma, now with Paul at the wheel. I was catching him but there was a Golf GTi between us. My lap times were getting better and I closed on the Golf. With only 3 laps to go I tried another risky overtake at the old hairpin, and this time it stuck, with me emerging in front of the Golf onto the pit straight, much to the cheering of the supatune crew on the pit wall. I now set about passing the black Puma. I was almost within touching distance of him and willing the car on but lost ground due to being lapped by the leaders. At the hairpin I was just too far away to make a pass. I'll get him on the next lap, or so I thought, as I saw the chequered flag being waved. I crossed the line half a cars length behind Paul. If only I'd had one more lap. If only I hadn't taken too long in the pits. Ah well. That's racing as they say.

With both cars doing well and being so close at the finish. The mood in the team was pretty euphoric, with spontaneous hugging occurring in the pit lane. An added bonus was that the black Puma was running in a different class so I'd won my class. A trip to the podium and spraying of sparkling white wine ensued. Boyhood dream realized!

It had been a great days racing. My times were getting pretty close to Colin's toward the end which was pleasing, and I'd experienced some really close racing. Despite the bruised shoulders, courtesy of the HANS device, I made the long drive home with a smile welded to my face.

My thanks to all the guys at Supatune for providing one of the best day's motorsport I've ever had.



RACING SIMULATORS @

OXFORD RACE HUT

So as some of you may know the Oxford Motor Club joined forces with the Witney Motor Club at the race hut in Oxford to have a go at the race simulators.

Myself and Simon Phillips headed down to the race hut together unsure of what lay ahead of us but we were really looking forward to the night out either way. As we arrived we realised it isn't just a problem for OMC to get members to show up at events, as there was a shortage from the Witney camp too.

The building itself was easy to find and as we headed inside we realised it wasn't your usual set up of Sega rally that we had been playing those many years ago, faced by roughly 25 race simulators with TV screens surrounding them, it looked pretty special. We signed on and had a full briefing being told we would be racing rally cross cars (my eyes lit up as it's something I always wanted to try) the briefing was intense with track layout car controls and best braking points being explained. I looked at Simon and said it can't be that hard it's a computer game. (How wrong was I!)

We sat in the cars for our first 15 min practice and headed out the pit lane, full throttle it was for all of about 10 seconds at which point I spun the rather lively Subaru around and found myself going backwards down the track with Simon heading towards me on his roof.

These simulators are very realistic and after 5 min's I started getting used to the car and really feeling the reality of it all, every near crash gets your pulse racing and after 15 min's of practice I was as hot and sweaty as I would be if I'd just stepped out of a rally car.

The racing was just as exciting with 3 drivers battling it out for the lead Simon and myself included with a 3rd, a 2nd and 1st under my belt I was feeling pretty sure I had found my calling until we got told we are now changing vehicles, "next race you are all in a Ford Escort Mk2" well that made a difference after a 4wd Subaru. The rear wheel drive Escort sounded and handled just like the real thing and was hard to keep facing the right way. Amazing fun.

A second in that race and a second in the final race put myself on the 2nd step of the overall podium with Simon on the 3rd step.

A really good night was had by all and I cannot wait to go again I just hope we can get more members to go for more battles up and down the field. Witney Motor Club have a championship set up for this which I think is a really good idea and a great way to get out for cheap fun for any age something OMC could look into doing if we had a good enough turnout.

Thanks to OMC and WMC for inviting me.

Michael Stanley

WHAT, NOT IN AN ESCORT !

The preparation for the Jersey Rally 2016 started at least two months before the rally but it was with just two weeks to go that we really got down to business. My driver Simon has been very busy this year running the Vauxhall Junior Team in the BRC which has left him with no time to prepare his own Escort but, an association with Spencer Sport had led to an opportunity to run their Mitsubishi Mirage. This car has been built to R5 specification but is yet to be homologated and though they have had some good outings on the loose the car had yet to see much development on tarmac.



Just for a minute lets go back a year, as Jersey 2015 did not go to plan. Because Simon's Dad was ill we missed any pre event practice which usually takes the form of the Patriot Stages at Caerwent. That effectively put us on the back foot and to cut a long story short, on what was a short rally for us, a very solid Jersey wall brought about an end to our event.

2016 would be different. We made it to Caerwent with the Mirage and lined up as car 4, surrounded by World Rally Cars. Unfortunately we broke the off side front drive shaft on stage two which took out the drive belt. That aside we had a good day putting the car through its paces, playing with the set up, learning how to drive it and finding that the throttle response was like a switch, On or OFF. That aside it all worked very well though we could do with some remapping before we took to the narrow Jersey lanes.

Nikki and I had an early start on Wednesday 12th October; 03:30 to be precise. I will spare you the details of our final packing and journey timetable but it was about 10:30 when Simon and I with Nikki in the back seat got out on the stages to begin our recce. Save for a cup of tea and a sandwich it was about 17:30 when we called it a day, having covered all eight stages two or three times. A shower, a meal and some work on the notes took me through until after 23:00, that's a 20 hour day for starters!

On Thursday we could rise at a far more humane hour though it was still quite early for me with more work to be done on the notes before breakfast. We were back out on the stages by 09:30 for a final run through to check my changes to the notes and make any final alterations, but we had a deadline as our vehicles were due to dock

at St. Helier harbour at around 13:30. Fortunately for me scrutineering was not until 20:00 so now it was at last time for a little R and R.

Breakfast was at a reasonable 08:30 for the whole crew on the Friday morning with the Service Park opening at 10:00 and a drivers briefing at 10:45. The drivers briefing for the Jersey Rally has to be witnessed to be believed but let's just say that it is comprehensive and left us with just about enough time to get changed for the line up at 12:00 before the off at 12:15.



In Jersey they run stages in pairs, generally repeated four times to make the best use of road closures before moving on to the next pair. First up this year were Brabant which started about a mile from our hotel back in St. Helier and Martin which was a completely new stage to the North East of the island. The total of just 7.3 miles for a pair of stages doesn't sound like very much but trust me they are so technical that they seem far longer. We made a steady start, adjusting to the car, getting the tyres to work and trying to make sure that we did not repeat last years' early bath. Simons biggest problem once the tyres had started to work was the On / Off switch that was the throttle.

At this point the times did not matter too much as long as we were not too far away and did not make any mistakes. As we left the first 10 minute service (yes that is correct 10 mins only) car 1 was not in front of us and we guessed that he (Jeremy Baudains) might be using a minute or two of penalty free lateness to make an adjustment to the Escorts' set up. We have become used to running first on the road in Jersey but it does have its drawbacks and I was certainly kept on my toes. The timekeepers seemed to have their issues with the timing system and on several occasions I was given an incorrect stage finish time. The stage times were downloaded electronically from the timing beams and so I was fairly confident that they would sort themselves out, but I was keen to make sure that we stayed on our correct road time and avoid any unnecessary issues. To that end I was also taking a photo of my timecard as I came into service; you never know.

After four stages, Simon Chapman & Neil Colman in the Proton held the lead but we were settling in nicely and following another generous 10 minute service and a change to intermediates we would set a string of four fastest stage times to take a

1.6 second lead going into the tea time rest halt. Just 20.2 seconds separated the top five crews but car 1 had been forced to retire with an ECU problem brought about by a faulty sensor. The cars were readied for the Friday night stages (lights on) which would be run over Hetres and Rossignol which lie to the West of the island.

Simon knew that he was starting to struggle with his night vision (it's an age thing) but we managed to hold our own pretty well. On the first loop of two stages we bagged ourselves one third and one fourth fastest times with our only real issue coming on the road section as we departed the Rossignol stage. Unfortunately I had failed to notice that the Road Book had a junction missing at the stage finish. This led to me wrong slotting and a bit of frustration in the car as it's impossible to see to reverse these cars along a narrow road in the dark. Fortunately we had a longer road section (4.5 miles) and though we lost a couple of minutes service time no harm was done.

The final loop for the night included five stages back to back. We had a tidy run and managed to set the fastest time on the final stage, SS.15. The other stages were split between Chris West / Robbie Hannah in the Peugeot 306 Maxi and Jersey man Ross Le Noa with Domonic Volante calling the notes in the Escort. Now it was time for our second proper service with plenty of time to fettle the car for the following day and something more substantial to eat. As we left the service area at 23:00 we did not know the exact results as the times were not finalised but we knew that we were in the hunt so it would be an early rise to be back at 07:00 in the morning.

It was another hour before the restart which gave us time to discuss the tyre options as it had rained during the night and to find out the restart order as we had been reseeded overnight. Chris West now held a 14.6 second lead over us with Ross Le Noa just 5.9 seconds behind in third place. The next crew were over a minute back so the winner was likely to come from one of the top three.



© Alan Huelin photography

Saturday mornings stages were to the North of the island. First up was Sorel which has a mix of, very tight and twisty at each end with a lovely flowing coast road in the middle; followed by Platon which utilises the hairpins of the Bouley Bay hill climb but in the wrong direction (down). Both stages are 3.5 miles long and the fastest times were split between us and Chris West / Robbie Hannah though Ross & Domonic were slow to wake up and lost 10 seconds on the first stage. So we had gained all of 0.6 seconds but Chris seemed to be having a few moments. Part of the rear bumper was now missing on the Maxi and he had smashed a rear alloy near the end of one stage. This loop was repeated a further three times with the customary 10 minute service between and we slowly chipped away at the leader.

By the time that the lunch halt came around we had notched up five fastest times from eight to move very close to the leader Chris West. You can't get any closer without it being a tie, just 0.1 seconds was the gap but what had happened to Ross in the Escort. He was still there but had been given so many wrong times that we were unaware of the gap: this would be an issue as the afternoon unfolded. The final pair of stages, Waterworks (usually a favourite of ours) and Laurence which both lie fairly centrally on the island were 4.8 and 3.2 miles long respectively. These stages would provide a real sting in the tail with two loops of four stages, which meant that we would be away for four hours with just one ten minute service.

The first pair of stages went OK and though we didn't know it at the time we took the lead briefly before Chris & Robbie moved back to the front with a 0.7 second lead after the first run through Laurence (stage 25). Crucially it was our turn to have a moment on this stage as we lost control on a downhill section and clouted the O/S/R wheel on a rock, and then as we lined up for the second run through Waterworks the heavens opened. On this one stage Chris & Robbie extended their lead to 22.8 seconds and though we held our own against Ross & Domonic in the Escort, Simon felt that the rear diff was not behaving as it should making the car unpredictable, maybe as a result of clouting that rock!

Where as we were already on Wets, Chris had Inters on the front and Wets on the rear. A smart move as this allowed him to swap them over to suit the conditions. This he did on the road section before stage 27, the second run through Laurence, which meant that we were first car on the road again. There was a delay at the stage start and when Chris did not arrive Simon made a call to find out what had happened. Having changed tyres he had then broke a driveshaft at an impossible hairpin on the way to the stage. This was really hard luck on them after a terrific drive but I have to say that we were quite relieved; it also left us with a two and a half minute lead, at least that's what we were told!

When we got into service the times were still all over the place, both ours and those of Ross & Domonic. I had even been given a 30 second road timing penalty which I believed to be wrong (it was) and so my best guestimate was that we had about two minutes in hand. However it was not all over and whatever tyres Ross bolted onto the Escort at service, I want some. I admit that Simon was struggling with the car but we did not expect Ross to catch us and pass us on the third run through Waterworks. So we knew that we had lost about 40 seconds to him in one stage and though our time through Laurence was competitive we still had to survive a further run through Waterworks. He all but caught us again and we had no idea what the gap between us was, that is if there was one and in whose favour.

On the way to the final stage Simon managed to contact the service crew and eventually we learnt that our lead was now a slender 8.5 seconds. Well this was it, all or nothing, no room for mistakes but we had to go for it, however the car was handling or we risked losing out at the final hurdle. On the road section after the stage I believe that my words to Simon went something like this; "Well mate, whatever the outcome you did your best", and we shook hands not knowing whether we had done enough or not. Then the news came through that we had it by a mere 4.7 seconds. After two hours and eleven minutes on the stages that's close. We still had to await confirmation but there were no more errors and our record breaking sixth win on this rally was now a reality.

Simon Mauger / Brian Cammack





Oxford Motor Club Committee Minutes

Held at the Jolly Boatman Pub, Thrupp, Oxford on 7th November 2016

Meeting opened at 20.00

Present:

John Blackwell **JB**

Shirley Blackwell **SB**

Chris Hambly **CH**

Colin Minchin **CM**

Simon Phillips **SP**

Harvey Warner **HW**

Apologies:

Charlie Walker **CW**

Minutes of Last Meeting:

CM raised the following amendments –

CM was recorded as being at the meeting and as an apology, in fact he was not at the meeting and

SN was recorded as an apology, in fact he was at the meeting

Following these amendments the minutes were accepted as a true record of the last meeting

Proposed **CH** Seconded **HW** Vote: **Unanimous**

Matters Arising:

Since the last meeting **SN** has tendered his resignation from the committee.

There were no other matters arising not covered by the Agenda.

Correspondence:

MSA News & Assn Minutes – circulated via email.

CH had been contacted by a company offering vinyl graphics, **CH** to ask if any discount could be available for members.

CM had an email from a non-member offering to marshal on the December 12 car.

HW had a letter from the BRMC advising the MSA are considering random checks on marshal's record cards to ensure compliance with training and event.

HW reported that anyone taking the MSA Marshals On-Line Accreditation in the early period may not now be able to print their certificates [printing was not available at the time] but a certificate can be obtained by sending an email to Alan Page [MSA Training]

HW found the only 2017 marshals training available at the time of the meeting was in Cambridge on March 4th.

Regional Associations:

CMSG & ACSMC minutes circulated via email.

AWMMC meeting is on 8th November – **JB** & **SB** intend going.

AWMMC are searching for someone from a member club to take on the *Heart Of England Rally Championship*.

If no one found then there is a possibility it may not run in 2017.

Haydn Marks [**HM**] has stood down from running the CMSG Autosolo championship.

Haydn Marks was part of the winning Inter-Association Autotest team, other drivers were Stuart Harrison and Mike Biss.

No other Association reports.

Treasurers Report:

The bank accounts are all in a healthy position. The treasurer requested that any claims be submitted by 21st December to allow the books to be finalised for the end of the year.

The Boanerges Autosolo had an excellent entry and made a reasonable profit.

An A3 inkjet printer has been purchased for club use, will be needed for any Autosolo results.

David Smith [**DGS**] reports that the second club laser printer needs servicing, a maintenance kit and more ink, all of which makes it uneconomical to repair. We still have the original printer for use.

Simon Marks [**SM**] is getting quotes for replacement stage furniture.

Section Reports

Championship Points:

JB said there was still little interest in the Points Championship, only **HM** is regularly sending in claims.

As it is the same faces always winning **JB** suggested [if the championship continues] that we could exempt winners for one year to encourage others to take part. Maybe this could be discussed at the AGM.

Competition Secretary:

Carfax Rally:

HRCR have decided we will not be part of their 2107 championship as their competitors wanted to do less tarmac rallies. We remain part of the ACSMC, ASWMC and CMSG championships.

QuinetiQ have a new on-line booking system which is live for 2107.

Scenic Tour:

SM has offered to run a scenic tour during the Christmas break [exact date to be decided depending on response].

Membership and interested parties have been circulated and 18th November is the decision date.

AutoSolo:

Finmere is now unavailable so another venue is needed.

DGS & JB will visit Bicester Heritage to see if this venue is suitable and any previous concerns about noise can be sorted.

Autotest:

SP will contact Witney MC to discuss whether they would be interested in joining or co-running the proposed summer autotest series.

SB will contact **Matthew Green** to discuss what land could be available.

12 Car Rally:

October 14th event was organised by Tony Mytton. Good turn-out of competitors and marshals.

December 12 car will be run by **CH** and be based around Brackley. The venue for many years is now unavailable so a new start/finish venue will be needed.

Magazine:

With **SN** leaving the Committee **CH** agreed to take over until the AGM with the help of the rest of the Committee.

SP has word document version of the magazine and will circulate to **CH & JB**.

Next issue to have membership renewals and early notice of the AGM included. **CW & JB** to contact **CH**.

Media:

OMC has 441 followers on Facebook and 442 on Twitter.

Membership:

Following the Autosolo we now have 83 Full and 47 Family members , +5 and -4 on this time last year.

Social:

The next social event is a Race Hut meeting on 10th November following an invitation from Witney MC. Still poor attendance at the monthly Club nights, November turn-out was 3 members.

Web Site:

SP is continuing to enhance the web site pages to make them more informative and user friendly.

Working Focus Group:

No one turned up at the November meeting but several members sent apologies. **SP** will circulate updates as and when they are available.

SM is investigating another speaker for a social evening.

Any Other Business:

JB reported that he had received a comment that there were no contact emails on the web site.

Witney MC have invited OMC to a Karting evening they are organising on November 28th.

The Jolly Boatman will be the venue for the AGM. We will use the restaurant area and they will provide a buffet.

A brief enquiry on future intentions showed that **CM** will not be re-standing as Chief Marshal at the AGM although all posts will be open to members and we hope to encourage more members to join the committee.

The meeting closed at 21.30.

Next meetings: **December 13**; January 17. 2017 AGM February 1.

These minutes accepted on

Oxford Motor Club 2017 Calendar

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

Oxford Motor Club Events in **BOLD** – more details available on www.oxfordmotorclub.com

<u>Date</u>	<u>Event</u>	<u>Organiser/Venue</u>
<u>December (2016)</u>		
Wednesday 7th	Oxford MC Club Evening	Jolly Boatman, Thrupp
Friday 16th	12 Car Rally – OMC Brackley	Chris Hambly
<u>January</u>		
Wednesday 4th	Oxford MC Club Evening	Jolly Boatman, Thrupp
Friday 13th	12 Car Rally – Dolphin MC	Ian Harrison
<u>February</u>		
Wednesday 1st	Annual General Meeting / Awards Presentation	Jolly Boatman, Thrupp
Friday 10th	12 Car Rally – Oxford MC	TBA
Sunday 19th	CMSG Autosolo Round 1 – Devises CC Kemble	
Friday 24th	CMSG Roadsport 12 Car Rally Rd 1 – map 150/162/163	Dave Cooper
<u>March</u>		
Wednesday 1st	Oxford MC Club Evening	Jolly Boatman, Thrupp
Friday 10th	12 Car Rally – Dolphin MC	Ian Harrison
Saturday 11th	CMSG Autosolo Round 2 – Bristol MC	Chepstow Race Course
Sunday 19th	CMSG Autosolo Spring RosSolo Round 3	Mitcheldean
Friday 24th	CMSG Roadsport 12 Car Rally Round 2 – map 151/163	Matt Langford
<u>April</u>		
Saturday 1st	Get it Sideways Stage Rally – Cheltenham MC	Down Ampney
Wednesday 5th	Oxford MC Club Evening	Jolly Boatman, Thrupp
Sunday 9th	CMSG Autosolo Round 4 – Bath MC	Kemble
Friday 14th	12 Car Rally – Oxford MC	TBA
Sunday 23rd	CMSG Bocardo AutoSolo Round 5 – Oxford	Finmere

Friday 28 th	CMSG Roadsport 12 Car Rally Round 3 – map 174	Ian Harrison
Saturday 29 th	Wells Masonary Stages Rally – Cirencester MC	Down Ampney

May

Wednesday 3rd	Oxford MC Club Evening	Jolly Boatman, Thrupp
Sunday 21 st	CMSG Autosolo Round 6 – 60 & Worcs	Throckmorton
Saturday 27 th	Red Dragon IT Stage Rally – EMCOS	Down Ampney

June

Wednesday 7th	Oxford MC Club Evening	Jolly Boatman, Thrupp
Saturday 10 th	CMSG CARnival Autosolo Round 7 – Dolphin	Abingdon
Sunday 11 th	CARnival Stage Rally – Team Tempest	Abingdon
Sunday 18 th	Midsummer Caerwent Stage Rally – Forresters MC	Caerwent

July

Wednesday 5th	Oxford MC Club Evening	Jolly Boatman, Thrupp
Sunday 9 th	CMSG Autosolo Round 8 – Bristol MC	Chepstow Race Course
Sunday 23rd	Twisted Arms Grass Autotest and Club Barbeque	David Smith / John
Blackwell		

August

Wednesday 2nd	Oxford MC Club Evening – Carfax Briefing	Jolly Boatman, Thrupp
Friday 4th	Carfax Rally Set Up – Simon Marks OMC	Throckmorton
Saturday 5th	Carfax Stages Rally– Simon Marks OMC	Throckmorton
Sunday 20 th	CMSG Autosolo Round 8 – Bath MC	Kemble

September

Saturday 2nd	Cars to the Claydons Scenic Tour	Simon Marks
Wednesday 6th	Oxford MC Club Evening – Carfax Debrief	Jolly Boatman, Thrupp
Friday 15 th	12 Car Rally – Dolphin MC	Ian Harrison
Sunday 17 th	CMSG Autosolo Autumn RosSolo Round 9 – Ross MC	Mitcheldean
Sunday 24 th	Patriot Stages Rally – Forresters MC	Caerwent
Friday 29 th	CMSG Roadsport 12 Car Rally Round 4 – map 163/164	Kevin Belcher / Paul Hardy

October

Sunday 1st	CMSG Boanerges AutoSolo Round 10– Oxford MC	Finnmere
Wednesday 4th	Oxford MC Club Evening	Jolly Boatman, Thrupp
Friday 6th	12 Car Rally – Oxford MC	TBA
Sunday 22 nd	CMSG Autosolo Round 11- 60 & Worcs	Throckmorton
Friday 27 th	CMSG Roadsport 12 Car Rally Round 5 – map 174/185	Glynn Hayward

November

Wednesday 1st	Oxford MC Club Evening	Jolly Boatman, Thrupp
Friday 10 th	12 Car Rally – Dolphin MC	Ian Harrison
Friday 24 th	CMSG Roadsport 12 Car Rally Round 6 – map 175	Brian Cammack / Haydn Marks

December

Wednesday 6th	Oxford MC Club Evening	Jolly Boatman, Thrupp
Friday 8th	12 Car Rally – Oxford MC	Chris Hambly
Friday 15 th	CMSG Roadsport 12 Car Rally Round 7 – map 162/163	Richard Austen / Zenya Heap

CLUB CHAMPIONSHIP POINTS

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

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

We saw a few new faces picking up awards last year and it would be good to continue this for 2016. You can claim for all sorts of competitive events both in and out of club, marshalling on in and out of club events, helping on events, attending training etc. Give me a call or email if you have any questions.

John Blackwell – Points Collator

Oxford Motor Club

Brackley Bash 12 Car – 16th December 2016

1. The Oxford Motor Club will organise a Clubsport status 12 Car Navigational Rally on Friday, 16th December 2016.
2. The meeting will be governed by the General Regulations of the MSA (incorporating the provisions of the Sporting Code of the FIA), by these Supplementary Regulations and any written instructions that the organising club may issue for this event.
3. MSA Exemption permit 98023 has been issued.
The MSA's CTRA route authorisation is not required.
4. The event is open to members of the Oxford Motor Club, Dolphin MC, Blackbird AC, OUMDC, Mercia Motor Sports, Witney Motor Club.

Club Membership cards will be inspected at signing on.

Membership to Oxford Motor Club will be available, a full year's membership is £15.00.

MSA Competition Licences are not required.

5. Entries open on publication of these Regulations and close on receipt of fifteen entries (three of these will be of reserve status) or at 13:00 on Friday, 16th December 2016, whichever is earlier. A maximum of twelve cars will compete. The minimum will be six entries. Valid fully completed entry forms will be accepted strictly in order of receipt. Entries must be made on the official entry form and be accompanied by the entry fee of £8 for OMC members and £10 for non members. Any cheque should be made payable to "Oxford Motor Club". They should be sent to the Secretary of the Meeting:-

Chris Hambly, 15 The Glebe, Daventry, Northants NN14HR

You will be telephoned or emailed soon after receipt of your entry to inform you of acceptance, reserve or refusal status. Final Instructions will not be posted.

6. Other Officials: Clerk of the Course – Chris Hambly
Driving Standards Observers – t b a

All Officials and signed-on marshals are Judges of Fact.

7. The event will start and finish from The Chequered Flag PH, Lark Rise, Brackley NN13 6JR MR 152/581380

8. The programme of the event will be as follows:-

19:15 Signing-on opens
19:45 Signing-on closes. Competitor's briefing.
20:00 Start Time of Car 0
22:00 approximate finish time of first car.

9. Competitors not signed on before 19:45 will not be allowed to start.

Cars will start at one minute intervals.

10. The route will be about 60 competitive miles. The correct route is the shortest distance on yellow class roads or above (white triangles and lay-bys may be used) following the information given on the route cards. Do not use white class roads unless specifically allowed to do so on the route card. Ordnance Survey Landranger 1:50,000 Map 152 (D1 or newer) will be required. No marking on the maps will be allowed, highlighting of certain existing information is permitted.

11. The entries will be split into two classes:-

Expert Has, as a navigator (not a beginner), who has won a 12 car in the previous three years or finished in the top five of a navigational ('plot & bash') National B road rally in the last three years,.

Novice Not an Expert or a Beginner

Beginner A new comer to 12 car rallying with limited previous experience who requires a marked map to complete the route.

12. After successfully signing on, crews will receive their timecards, give-way junction & blackspot lists etc.
13. Cars will be identified by vehicle registration numbers.
14. The event will use scheduled timing using watches and clocks set to BBC/Telecom time of the day. If competitors arrive early at a control, they may enter the control area and wait for their due time. Do not block the road for other road users.
15. The organiser's times and mileages are deemed to be correct and are not subject to protest. Any other protest must be lodged in accordance with MSA General Regulations.
16. Three types of control will be used on this event:-

Main Control. At the start and the end of the event.

Time Control. At various points along the correct route.

At both the above, the time of arrival (disregarding any seconds) will be noted on the timecard, along with the direction of approach.

Passage Control or Check. At various points along the correct route, where a signature will be required. Some passage controls may not be manned and, at these points, a Control / code board will be placed. The onus is on competitors to record the character(s) from the board on their time card.

17. Controls will open 5 minutes before the due time of arrival of Car 0. They will close at the due time of arrival of Car 12 plus maximum lateness at that control.
18. Penalties will be applied using a modified version of the MSA 'Time' system as summarised below:-

Not visiting a Main Control	Retired
Not visiting or reporting OTL at a Time Control	1 Fail
Not visiting a Passage Control or Check	10 Marks
Opening route envelope before control (Experts only)	30 Marks
Arriving at a Time or Main Control after due time	1 Mark per min
Arriving at a Time or Main Control before scheduled time	2 Marks per min
Exceeding make-up (see below)	2 Marks per min
Wrong approach to or departure from a TC or MC	20 Marks
Wrong approach to or departure from a manned PC	10 Marks
Failing to stop at Give Way (1 st /2 nd offence)	1 Fail/Exclusion

Competitors late at one Time Control may be the equivalent amount late at succeeding Time Controls without further penalty; OTL notwithstanding. Competitors may make up some or all lateness without penalty using the '¾ rule'. on sections longer than 4 miles Maximum penalty free make-up will be shown on the time-cards. Cutting a control or controls make up at the next control visited is excepted in full

19. The organisers may re-classify a Time Control into a Passage Control or cancel a particular section if they deem it fairer to do so, Force Majeure notwithstanding.
20. Competitors will be required to stop at all standing give-way and stop signs/lines, as well as at any give-way junctions issued, where that part of the event is held after 22:00. This means that all road wheels must stop rotating and the vehicle must cease forward motion behind the appropriate line or lines on the road at that point.
Before 22:00 treat Give Way junctions according to the Highway code.
21. To classify as a finisher, competitors must visit both TC 1 and Final TC within the maximum lateness shown on the time card without having suffered the penalty of exclusion.

22. Any ties for position will be resolved by reference to 'furthest cleanest'.
23. Results will be announced as soon as possible after the end of the event. Awards will be presented to the first in each class.
24. All vehicles must be road legal. The event is for standard vehicles only, it is not for full-blown Rally Cars. The organisers' decision as to vehicle eligibility is final. If in doubt, contact the Clerk of the Course.
25. Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to their existing motor policy for the car or purchased via the event organisers.

If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase cover via the organisers, they can do so prior to the event providing they comply with the following:-

 - Age 19 years or over.
 - Has held a full licence for a minimum of six months.
 - Has fewer than 9 points on their licence.
 - Has had two or fewer fault claims in the last three years.

Any competitor who falls outside these parameters may be offered cover at the standard (or a higher) price depending on circumstances and must obtain agreement from REIS prior to the event. Please contact the event organiser for more information. The event organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance. The insurance premium for a driver with no loading is £15.00.
26. Some of the types of navigation which may be used include – map references, grid lines, clock faces, spot heights, tulips, herringbones, map symbols, directions of approach and depart, marked map etc.
27. The Clerk of the Course. Chris Hambly. Tel; 07720 839244. E-mail hamblymotorsport@gmail.com . Please only phone between 6pm and 9.30pm except on the day of the event
28. If a competitor has to retire before the finish please phone in your intentions to the C of C.

12-Car Rally – Friday 16th December 2016

PLEASE COMPLETE FULLY IN BLOCK CAPITALS – PLEASE ENTER FULL NAMES, NOT INITIALS!

Driver

ADDRESS

Passenger

ADDRESS

POSTCODE

POSTCODE

PHONE NO.

[evening]

PHONE NO.

[evening]

[mobile]

[mobile]

CLUB

CLUB

PERSON TO BE
CONTACTED IN
THE EVENT OF A
SERIOUS ACCIDENT

Include Phone No.

PERSON TO BE
CONTACTED IN
THE EVENT OF A
SERIOUS ACCIDENT

Include Phone No.

Class Entered

EXPERT / NOVICE / BEGINNER

Vehicle Details

CAR

COLOUR[S]

REGISTRATION NUMBER

Payment

Entry Fee £8.00 OMC Members £10 Non Members

I require REIS event Insurance£ 15.00

* My own insurance covers me for motor sport activities.

Please sign on line if using own insurance.

Total _____

*** Please delete where appropriate**

Indemnification

A motoring event held under the General Regulations of the RACMSA Ltd.
(incorporating the provisions of the International Sporting Code of the FIA) and the
Supplementary Regulations.

I have read the supplementary regulations issued for this event and agree to be bound by them and by the General Regulations of the RAC Motor Sports Association Ltd. In consideration of the acceptance of this entry or of my being permitted to take part in this event, I agree to save harmless and keep indemnified The RAC Motor Sports Association Ltd., such person, persons or body as may be authorised by The RAC Motor Sports Association Ltd. to promote or organise this event and their respective officials, servants, representatives and agents from and against all actions, claims, costs, expenses and demands in respect of death or injury to myself howsoever caused arising out of or in connection with this entry or my taking part in this event, and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

Furthermore, in respect of any parts of the event on ground where third party insurance is not required by law this agreement shall in addition to the parties named above extend to all and any other competitor/s and their servants and agents and to all claims, costs, expenses and demands in respect of loss or damage to the person or property of myself, my driver(s), passenger(s), mechanic(s), or associated personnel.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads defined by the law.

My age (if under 18)

Signature of Driver

My age (if under 18)

Signature of Navigator

If the Driver or Navigator is under the age of 18 years on the day of the event then that person's parent or legal guardian must complete the following :

This entry is made with my consent

Name

Signature

Relationship to Driver/Navigator

E-mail Address _____