

OXFORD MOTOR CLUB



Rob and Julie Clifton on the Rally of the Tests

November 2019 Magazine



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| Brain Cammack | Committee Member | |
| Suze Endean | Committee Member | |

EDITORIAL

Welcome to the last OMC magazine of 2019, I am sure for many of our members it has been a fun filled and enjoyable year of motorsport.

I am quite glad that things have got quieter recently as its been a busy time up till now, especially in September.

I offered to help out at the Three Shires Stages and this started early Friday setting up the stage with a few other OMC members helping out later in the day. Then on Saturday we were back finishing off the set up at 6AM as there were several tasks we were not allowed to do in Friday. The stage was ready with time to spare and with several OMC member manning the stage, I hoped we would have a trouble free day. Thankfully, that was exactly what we got, other than having to move a bale and push a broken car. It seemed to be a very enjoyable day and the organising team did a great job to run their first closed road events.

September got very busy with work, it started with running a car in the RAC TT Celebration race at the Goodwood Revival. We were running the AC Cobra of owner driver Chris Wilson and shared with Ex F1/Le Mans winning Andre Lotterer. Chris did most of the first qualifying session with Andre just doing a couple of familiarisation laps at the end. Andre did all of the second session and on his first full lap he went the quickest the car had ever been round good wood. He then proceeded to put the car on pole buy a margin of over a second which was the fastest lap for this category in Goodwood history.

The decision was made for Chris to start the race and he got a reasonable start and did his best to keep professional drivers behind him but eventually dropped to 10th place as he came in for the driver change. Just as we strapped Andre in the car, there was an incident that brought out the safety car, which meant the pit lane was closed to driver changes. This was perfect for us as the pro drivers already out couldn't make any progress and delayed the amateurs putting in their pros. Once the safety car came in, Andre got down to business and picked off the cars quickly and after 10 laps was fighting for the lead with Roman Dumas, his ex team mate form Audi. Andre just put pressure on him till the tyres on the lead car were crying enough, allowing Andre to get past and into a lead that was not to be beaten. It was great to be part of the winning team on one of the most important races on the Historic Calendar, and most importantly for me, the car was reliable!

The following day from our Goodwood race, it was time for something different. We headed off to Walters Arena in South Wales for 3 days of testing and filming. We took 5 rally cars, a Colin McRae Subaru Legacy GpA and Impreza WRC, Focus WRC also driven by Colin, an ex works Skoda Octavia WRC and our customers new toy, his Fiesta R5.

Along with these great cars, we had a great selection of drivers including Jimmy McRae, Alister McRae, Max McRae (Alister's 15yo Son), Markko Martin and also Nicky Grist was there for co-driving duties. As well as the legends, we had the cars owners come along for some fun and enjoy driving their cars. Much of the time was

spent doing filming work and look out for a video being released very shortly on social media.

It was a fun few days, the weather was lovely and the cars behaved as well as they should. Everyone raved about driving the Fiesta R5 and how well it drove compared to the older WRC cars.

We got back to the workshop late Thursday and back first thing Friday.....no rest for the wicked they say! This was because we had to reprep the cars we took to Wales as they formed part of the 21 vehicles we took to Rallyday at Castle Combe later that day. It was certainly a feat of logistics, especially as our fleet included three retro service vans. It was another enjoyable day but it was also very nice to get home that night!.....it had been a hectic ten days!

Soon after this I headed to Jersey for my annual visit for the rally, this year I wasn't competing myself, but I got asked to be Deputy Stage Commander on one of the first stages. This involved spending Wednesday and Thursday setting up the stage I was on. I was also a scrutineer on the Thursday evening. Friday was rally day so it was a case of doing the last few jobs and waiting for the roads to be closed to finish the final few jobs. Our stage ran well but we did have a few issues which meant one of the four runs of the stage got cancelled. It was good to have Simon Marks running the Radio Control as we knew it was in capable hands.

Once our stage was cleared up, I got a call to sort a couple of issues on one of the evening stages, then another plea of help to help set up a Saturday afternoon stage that was nowhere near ready, this was all done by midnight.

On Saturday morning we went and watched a couple of stages, however this got interesting when one crew rolled near us, needing a little help and we cautiously waited on standby with our large extinguishers as there had been a lot of smoke and a few flames!

We left the morning stage to go and help on the afternoon one we'd been setting up the previous night. This ran ok until there was a rally car blocking the stage, embarrassingly, the car was driven by the rally chairman! Once we got the stage cleared up it was time for a quick change before heading to the awards party and some much needed beer.

I got home from Jersey on the following Saturday morning and the fun didn't stop there, it was the Bullnose Targa on the Sunday, meaning another early start.

After doing the scrutinnering, I helped out as required for the rest of the day. This was another good event which was the results of lots of hard work from the OMC team on their first running of a Targa event.

It's been nice to have an easier time over the last few weeks, I've even found time to work on my own rally car. There was a trip to the Bovington Stages, servicing for Simon Phillips and Matt Baddeley. They had a trouble free day and I think some renewed enthusiasm for stage rallying.

Joust this magazine to finish and a quiz to organise, hopefully see you there!

Chris Hambly

2020 Club Committee

Another year on, the AGM is fast approaching and I'm still trying to find a new way of saying the same old thing which is why you may remember a very similar article last year.

During 2019 the Committee had consisted of just nine members filling the seventeen positions which, at times, has been a struggle especially as this went down to eight at the end of the year.

Committee members have had to take on several roles which have taken their toll on time and lifestyle.

As a club we are extremely grateful and appreciative of the considerable time and effort Committee members spend on your behalf.

All of the current Committee stand down at the AGM but fortunately we are all eligible for re-election.

In an ideal world all posts could be filled by someone new. Now there's a thought.

Please don't feel you are pushing anyone out by applying. New ideas, new ways of thinking and fresh enthusiasm are the way Oxford Motor Club is going to prosper for another 116 years.

PLEASE, if you are interested, speak to one of us [preferably the post holder if a named post interests you] to see what is involved and in the case of Club Officials [Chairman, Vice Chairman, Secretary, and Treasurer] which are much more involved, a period of shadowing during the previous year would certainly be an advantage.

If you do not feel confident to take on one of the named posts yet we have five ordinary member positions where you can take part and learn the roles for possible future involvement.

If you feel that you could spare a few hours a month taking on one of the roles then please let me know. The more of us there are then the easier it will be.

We have Committee meetings every six weeks at the Jolly Boatman with event meetings, if necessary, taking place as and when.

With the demise of the Carfax Rally [until we find a new venue] the number of pre-planned club events is at minimum, just two Solo's, an Autotest and the Bullnose Targa Rally are on our 2020 calendar plus a few ad-hoc events throughout the year.

Events usually have their own organising team.

| Post | 2019 Committee |
|----------------------------|---------------------------------------------|
| Chairman | Simon Phillips |
| Vice Chairman | Chris Hambly |
| Secretary | John Blackwell |
| Treasurer | Shirley Blackwell |
| Chief Marshal | Harvey Warner |
| Child Safeguarding Officer | John Blackwell |
| Competition Secretary | John Blackwell |
| Magazine Editor | Chris Hambly |
| Media Officer | Simon Phillips |
| Membership Secretary | Chris Hambly |
| Social | Vacant |
| Webmaster | Simon Phillips |
| Committee Members | David Smith Brian Cammack Suze Endean |

plus 4 vacancies

Points Collator [non-committee post] John Blackwell

There is a full explanation of each Committee role on the web site on the 'Get Involved' page but **please** call me if I can reassure you of what is involved or what is expected.

I'll be sending out the AGM notice and Committee proposal forms very early in the New Year ready for the AGM on February 5th 2020 at the Jolly Boatman and we look forward to getting some positive replies.

John Blackwell – Club Secretary

Playing with Fords

No, this article is not about the Henrys I&II, Detroit, Dagenham, the Model 'T' or those wonderful BDAs. Not even the famous Ford v Ferrari duel featured in the recent cinema release, *Le Mans '66*. But it *is* about fords, in and around the county. They always elicited a small twinge of excitement whenever I discovered a water-crossing had to be negotiated on a nav-ex, 12-car or all-nighter (*little things?*).

Dating back to 900AD, members of the 'Oxenaforda Waggon Association' would have had to coax their bovine charges through one of several fords to in order get goods to the colleges. (Bet there was a sneaky code-board close-by.) Any town or village with the suffix 'ford' in its name (Shillingford, Wallingford, Swinford, etc.) would have primed navigators-of-yore that a water-crossing was lying in wait.

Traitor's Ford (151/33653645), half-a-mile from Sibford Gower, lies on the Oxfordshire/Warwickshire border and is probably the most well-known ford in the region. One theory is that the name derived from *Trader's Ford*, so-named because of its location on a busy trading route. Another theory is that a 'traitor' was hung at the site following the great English [Civil War battle of Edgehill](#), when several local [Parliamentarian](#) sympathisers were executed by [Royalists](#). We know it simply as a 'splash-and-dash'!

There is a deep ford located in the centre of Middle Barton (164/43352555). The last time I attempted cross this was after I'd visited my uncle, Denis Mortimer, who lives in the village. Denis often used to include this ford in nav-exs and treasure-hunts. My advice is not to chance it in inclement weather. *But you will, won't you?*

Ford (n): *a shallow place in a stream or river where it is possible to cross safely without using a boat.* (Collins English Dictionary)



The tiny village of Bainton (near Bicester) used to boast a trickling ford (164/57692681), as did Little Chesterton (164/557203) and Drayton St. Leonard (164/97059635). Many moons have passed since I've journeyed to these off-the-beaten-track locations, so the fords might have been, like so many nowadays, piped under the road.

Which brings us to Shilton, between Burford and Carterton. Oh, what memories I have of this particular crossing (163/26750851). It cost my driver Steve Clayton and I a navex winners' trophy back in the day. On a wet and windy Wednesday night we came upon this ford – or as it appeared through the rain-streaked windscreen, a river in full-flow. A couple of dare-devils in a Mini had already 'had a go' and came close to being swept away downstream towards the Thames and London. But for some reason that night we were in a Jag and thought: 'It's a long way to plot our way round to the other side, we have a bigger vehicle, so let's just dip the nose in and see.'

Engine died. Had to push the car out (with help). Parked up, dried out the distributor cap etc. and waited. Didn't get our five points for making it to the finish and, as a consequence, sacrificed the championship that year!

On a scatter organised by the Camel Vale Motor Club earlier this year, my son Paul and I, in our MG ZR, came across a fast-flowing ford. We did hesitate momentarily before driving through, but it transpired there was only about nine inches of water to deal with. Looked a lot deeper in the glare of our Hella 2000s. (Remembering light is refracted by water.) *Still got that twinge however...*

No doubt, OMC members will know of other fords in the OS 164 region. If so, I would love to hear about them.

Next time: Gated roads, most famous of which is Downing Street. Have a great Christmas!

Richard Sumner
OMC Cornwall Correspondent



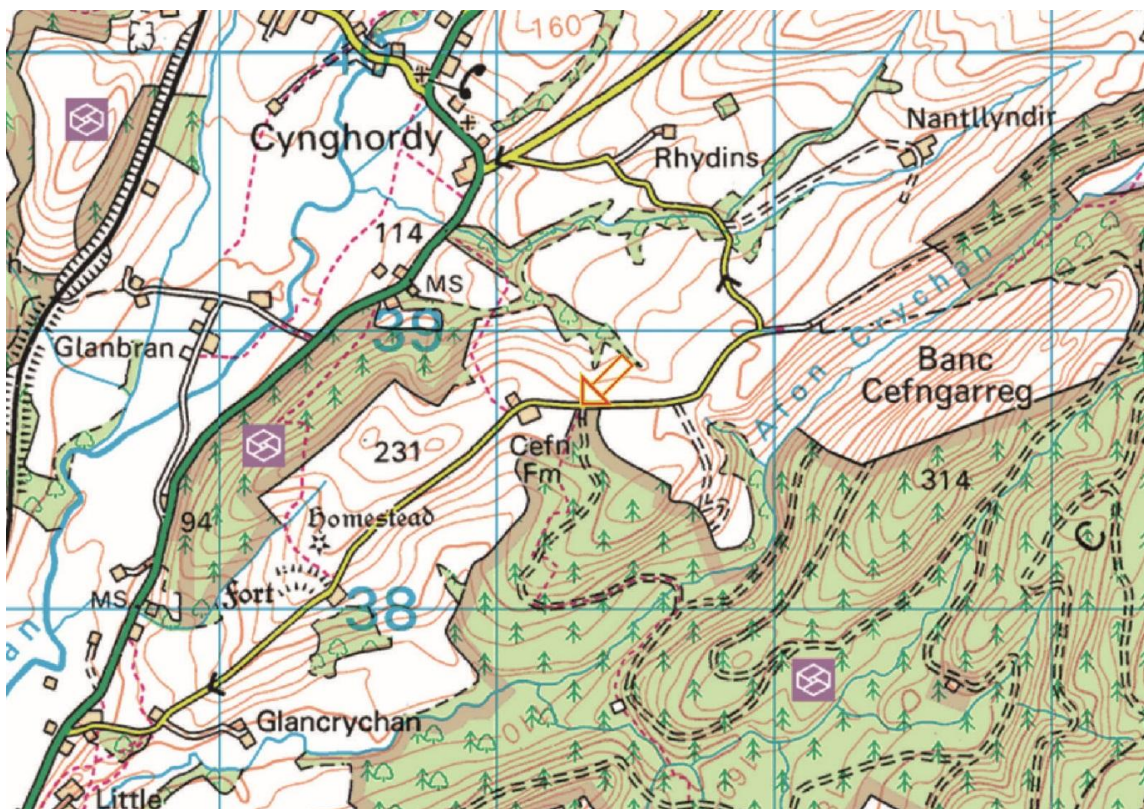
WHAT3WORDS

I was made aware of this a little while ago in a news report. It read: “Police have urged everyone to download a smartphone app they say has already saved several lives”. What3words is a geocode system for the communication of locations with a resolution of three metres. What3words differs from most other location encoding systems in that it displays three words rather than long strings of numbers or letters.

What3words uses a grid of the world made up of 57,000,000,000,000 squares of 3 metres by 3 metres. Each square has been given an address composed of three words. The addresses are available in 36 languages according to the what3words online map (as of April 2019), and the addresses are not translations of the same words.

What3words has a website, apps for [iOS](#) and [Android](#), and an [API](#) that enables bidirectional conversion between what3words address and latitude/longitude coordinates. As the system relies on a fixed [algorithm](#) rather than a large database of every location on earth, it works on devices with limited storage and no Internet connection.

Having read about this, I thought that I really ought to download the app but, of course, never did! I am running a stage on the Roger Albert Clark Rally and one of my techy marshals sent me the What3Words locator for our stage entrance. I wrote to Chris and said I did not have the app to pinpoint “**linen.bookshop.gripes**” but was told that I did not need the app – just go to www.streetmap.co.uk. I did this and, sure enough, on entering the three word algorithm, there was the Stage Entrance (arrowed on the map below)



I think this is so clever and someone in trouble anywhere, can locate themselves on their smartphone and sending the three words to the Emergency Services will have them pinpointed to an accuracy of 3m. Handy when you have fallen many metres off a mountain in a blizzard – assuming that you have enough mobility and are conscious enough to use your phone!

Back to the news article:

- South Yorkshire Police used it to find a 65-year-old man who became trapped after falling down a railway embankment in Sheffield.
- North Yorkshire Fire and Rescue Service found a woman who had crashed her car but was unsure where she was.
- Humberside Police were able to quickly resolve a hostage situation after the victim was able to tell officers exactly where she was being held.

<https://what3words.com>

<https://what3words.com/products/what3words-app/>

Simon Marks

Club Championship

As we approach the end of the year can I ask you all to send in your points claim for the year.

Details of what can be claimed for and a claim form is on the web site but if you have any questions just ask.

Also, any claims can be sent by way of an email, giving event name, type and date and your performance figures. If you are in doubt send in your claim anyway and I'll sort it out.

I have all the information from our club events so it's all your out of club activities I need to know about

Response during the year has been sparse so to encourage more participation next year I have developed an on-line form which will be available via the club web site in the new year.

Awards will be given out at the AGM on February 5th.

John Blackwell – Points Collator

RPS Bullnose Targa Rally. 20th Oct 2019



This year saw the return of a famous Oxford Motor Club event, the Bullnose Rally. The Bullnose had previously been a road rally before morphing into an Endurance rally, last running in 2014. Its latest incarnation saw it return as a single venue Targa rally, held at Finmere Market.

With the growing popularity of Targa rallies, the club had been looking to run a Targa for some time but as with all events these days, finding suitable/affordable venues posed the greatest challenge. A number of venues were considered but lack of availability or restrictions on the area we could use put paid to most of them. Initially Finmere seemed be too small but on closer inspection, use of the existing Autosolo area plus the unused parts of the old runway would bring the mileage up to an acceptable level. A call to the site manager confirmed that we could use these other parts of the site and that our preferred date of October 20th was available. With club member Simon Ayris of [RPS](#) kindly offering to sponsor the event, plans could now begin in earnest.

David Smith designed the course layouts and John Blackwell applied for the MS UK permit and began preparing the regulations and online entry form. With our aim to encourage grass roots motorsport, the regs did not require cars to have a roll cage fitted and competition tyres were not permitted. There was concern from some competitors around the tyre regulations but due to us wanting to protect the venue for future Autosolo use, we had to ensure overly aggressive tyres could not be used.

Entries opened late August and the event was half full within 5 days, almost reaching the maximum of 50 before a number of last minute withdrawals.

With the Boanerges Autosolo running at Finmere two weeks before the Targa, it gave the organising crew time to start the setup. A fair amount of grass cutting and pruning was required to clear the previously unused parts of the venue to make it passable for competing cars, with greenery above bonnet height in many places. Laying out the course was also done where possible to reduce the amount of setup on the weekend of the event.

With less than two weeks to go we still had very few marshals but a last minute push by Chief Marshal Harvey Warner resulted in over 50 marshals turning out on the day. The last minute loss of our Clerk of the Course was also overcome when club President Kevin Belcher very kindly stepped into the hot seat.

The day of the event saw us blessed with dry weather and no wind. Perfect rally conditions. A good mix of experienced and novice crews faced 8 tests, ranging from 1 to 1.4 miles in length. The tests consisted of tight and twisty sections on the older/broken concrete, and more flowing sections on the area normally used for the Autosolos. Initially it seemed the decision to run at 30 second intervals might be a problem as a number of cars were caught on the first test. Fortunately, the slower runners seemed to speed up on subsequent tests so this problem soon resolved itself. The older concrete sections did cut up a little toward the end of the day but there were only two retirements. I was running course closer so was able to enjoy driving the tests, although a Landrover Discovery isn't the most agile through the tight sections. I'd love to have given it a go in my Peugeot 205!



With John & Shirley Blackwell handling the results, the final results came out within minutes of the final car to confirm that Ben Griffin/Steve Conner had taken victory, with the same crew swapping seats to also take second overall. Feedback from the crews was very positive throughout, with many saying it was the best event they'd done all year. The event also raised £400 for the [Thames Valley Air Ambulance](#), and the club made some money too. A successful day all round!

Many thanks to everyone that helped during the build up to the event and on the day. Without your support, the event simply couldn't happen.

Discussions for next year's Bullnose Targa have already begun with plans to move to a summer date and to potentially expand the event into a multi-venue rally. We have a number of potential venues to investigate but if you know someone who has a suitable venue in our area, please let me know. Often a personal contact can make gaining access to a venue much more likely.

Simon Phillips

OMC Quiz Night

OMC are running a fun quiz at our December club night on the 3rd December at the Jolly Boatman in Thrupp, starting at 8pm.

It will be a mixture of motoring, motorsport and general knowledge questions.

Everyone is welcome and the club is providing a small buffet too.

If you are coming, please let me know so we have an idea of number to expect.

Chris Hambly – hamblymotorsport@gmail.com



Thames Valley Air Ambulance

For several years the TVAA has been the clubs charity and we have raised money for them from our events.

In this magazine is a certificate from 2019 showing we raised **£1,721.03** from the Speedmachine weekend, the Autosolos and the RPS Bullnose Targa Rally and in total, since 2008 we have raised the amazing total of **£10,249.78**.

It is an amazing total but putting it into context the £1,321 raised from the Speedmachine weekend will keep an emergency response vehicle on the road for three and a half weeks and the £400 keeps one of their emergency response vehicles on the road for eight days.

It costs £3,325 to send the helicopter on each mission.

In appreciation of our efforts we will be having a speaker from the TCAA at a club social evening to tell us all about the organisation and the work they do and it promises to be a very entertaining evening.

It will be either at the March or April evening and this will be confirmed as soon as another ongoing social evening event is arranged.

We will in touch as soon as we have any news.

Shirley Blackwell – Club Treasurer.



**Certificate of thanks to
Oxford Motor Club
for raising
£1,721.03 in 2019
Thank you for your support**

Stokenchurch House, Oxford Road,
Stokenchurch, Buckinghamshire, HP14 3SX
Tel: 0300 999 0135 Website: www.tvairambulance.org.uk


**THAMES VALLEY
AIR AMBULANCE**

Jersey Rally 2019

With the effort of being one of the Stage Commanders on the Cheltenham Motor Clubs Three Shires Stages now fading, I took myself, and one of my previous Drivers over to the Jersey Rally. This particular driver I navigated with for many years. Some drivers I navigated for just the once!

There were several competitors on the Jersey Rally who'd also competed on the Three Shires Stages. Despite the increased organisation and complexity, as we lose more venues like the 2nd world war airfields, are closed road rallies the way to go?

I've been a regular to the many motoring events on the Island, and the closed road events in particular, since my Daughter moved there about 15 years ago.

Our crossing on the Wednesday before the event on the now infamous "Liberation" was dramatic to put it mildly. Our crossing had been brought forward several hours to avoid the worst of the weather apparently. Quite a number of passengers were using the big white telephone to speak to their respective gods; others made do with the bags provided. I put on my noise cancelling headphones and read a motorcycling magazine. The many years as a navigator toughens your constitution, or is it the other way around?

We had several Competitors on the trip from Poole to Guernsey, A very smart Lotus Sunbeam of Peter Heatherington, who was actually first reserve, and an equally smart Mk11 of Mark Kelly among them. When we docked at Guernsey, several more competing cars and their support vehicles joined us for the 1 hour trip across to Jersey. Guernsey now has a closed road rally of its own, chatting to the locals there is a lot of demand for more motorsport events on Guernsey, their hill climbs and sprints are usually well over subscribed.

The service park was relatively calm by previous year's standards; I tried to get a picture of the Corner's cars before they remodelled them, but couldn't get around to the front of their service area, so made do with one from the rear showing the two drivers. Andy is on his knee, probably replacing his throttle cable. Dan is blagging a fag off the guy in the Transit.

A Proton Satria Millington's had its bonnet up which shows how little of the original bulkhead remains with the 4WD installation. The engine in the Peugeot 306 Maxi lays back a bit more than the installation in the Proton and the Pug is only front wheel drive. The Peugeot Maxi's engine is a Smith and Jones version of the aluminium casting of the Cosworth YB block used by Millington, they are both rated at about 260bhp in rally trim.



Out on the stages on Friday afternoon we'd elected to go the steep uphill hairpin on stage 2 Grouville sponsored by Ernie's trade centre, which also was to become stages 4&6. As things transpired stage 4 was cancelled due to accidents on stage 3 holding up proceedings. The picture doesn't do this junction justice it was much steeper and sharper than appears, so much so that several cars had great difficulty getting around it at all. The severity of the slopes meant that cars had diagonally opposite wheels off the ground if they stopped mid corner. Most of the 2 wheel drive cars then didn't have enough grip from the one wheel in contact with the road to move forward, despite their LSD's, and the Subaru's looked to have too much grip to get the backend round. This caused several delays for the following cars and meant they had the same issue when they got to the junction with a lack of momentum. One car went off at the bottom of the hill trying to avoid the back of the queue, jumped a ditch into a front garden and remained there for the rest of the day.

Local lad, Ed Fossey in car 14 the Pug 208 R2, was one such victim, seen in the picture at the back of the car. His lack of momentum and the limited steering lock meant he simply couldn't get round without the momentum and a large yank on the handbrake. He wanted to reverse down the stage to get enough momentum to take the junction, but was warned by the marshals this would mean exclusion and reporting to the Clerk of the Course. There was one report of an electrical issue on his car at this point, but it started OK after his stall at the junction? He made the wise choice to retire at the junction; this was the end of his main event, reappearing on Saturday in the trophy rally.



So the standings after the afternoon's 6 stages were:

First Car 4 of Steve Leonard and Sion Humphreys, 28 seconds adrift in second, Car 1 of Ross Le Noa and Domonic Volante, both these two being multiple previous winners. Car 5 the Pug 306 Maxi, (the only non Mk11 in the top 5) of Chris West and Robbie Hannah was in 3rd a further 14 seconds back, then Darrel Morris and Steve Gully (second on this event for the last 2 years) just 3.4 seconds back, then Jeremy Baudains and James Ollivro another 6.1 seconds adrift. On the dryish roads of Friday afternoon, it looked as though Steve Leonard was stamping his mark once more on an event he knows well.

For the Friday night stages we decamped to just behind my daughter's cottage and stage 7, St Clements sponsored by Derek Warwick, which also became stages 9 and 11. We'd chosen a 90 left at a cross roads with a deceptive camber if taken too wide and a big dip on the apex, so line was critical through the junction. The leaders all came through the first run without incident, some of the later cars making quite a hash of the junction as we'd thought they might.

Before the second running of the stage it started to drizzle, dampening the roads quite quickly with the edges of the roads having been damp all day making them really greasy as there was a lot of debris on the roads from the incessant rain. In fact they'd had rain on the island every day since the States of Jersey said they were turning on the desalinisation plant as the reservoirs were so low back in early September.

Chatting to Chris West's service crew they said this rain would play into his hands as he'd been struggling with grip on the damp edges of the roads. The track on the Pug 306 Maxi had been widened from the large 6'2" to even wider 6'4" between the outside of the rims for the event!

The second running proved relatively straight forward, if quite a bit slower on the wet roads for the leading crews. The mistakes by the latter crews however were manifest; one crew tried a big cut to the corner putting the car on 2 wheels and pulling a large granite rock, a bit bigger than the size of a building block, into the centre of the course. This was hit full on by the next 4 cars, despite spectators pointing and shining torches on the obstacle, eventually an MG ZR hit it while breaking and slid to the edge of the road with the block clearing the track.

In service the damage caused by the errant rock ranged from the same MG with a drive shaft ripped out of the gearbox with damage all around the front right suspension, to a small pile of badly broken rims with shredded tyres from the various other unfortunates.

By the final run through, stage 11, it was quite treacherous just about everywhere on the stages, with more debris and standing water on the course. The leading drivers were rightly being very cautious in the last run through, and there were fewer cars as

the rate of attrition increased. One who fell by the wayside in the night stages was leader Steve Leonard who clipped a wall and went into a tree side on (Navigator's side, obviously) ending his event. The fact that someone of his experience had gone off shows just how bad the conditions were.

After the night stages had ravaged the field, the standings after stage 12 were; Ross Le Noa leading by 21.1 seconds from Chris West, with James Russell (in a Mk11 in case you wondered) a further 38.8 seconds behind Chris, Jeremy Baudains + another 14.2 seconds, Mark Kelly + another 6 seconds, Darrel Morris a further 29.8 seconds and Dan corner (Pug 205) + another 11.7 seconds.

This last place of Dan Corner was something of a surprise, as the Corner's usually remodel Jersey fairly early on in a rally ending way. As I'd not seen Andy Corner since fairly early on and Dan had come through stage 2 at the hairpin with red and white tape trailing from the front of his Pug, I thought normal service had been the order of the day. Now here he was in 7th place, in front wheel drive Pug, all be it a 2.3litre one.

Saturday morning and it's raining fairly persistently, the tyre man in service, Roberts Garage the main event sponsors, are doing a roaring trade in wet tyres as you'd expect. The Greve de Lecq stage, stage 14 (then 16, 18 and 20) sponsored by Jacksons, is our first of the day, we've picked a spot with a clear view of some sweeping bends that culminate in an open 90 left. The front runners are in a frantic search for grip on the roads and the pressure is really starting to show on Ross, as Chris has fitted some "Special Michelins" on the front according to his service crew and he's taking big lumps of time from Ross.

With 52 of the original 78 starters still in the main rally, they have been joined by the trophy rally which not only covers those who failed to finish on Friday, but also Gary Le Coadaou in his Hyundai i20 WRC, last seen on the Three Shires Stages.

After the second run though, stage 16, Chris has taken the lead, unknown to us, his father, and part of the service crew, are stood next to us and his father is trying desperately to calm him down on the phone. His father built the car back in 2006 and competed himself in it until recently. It looks as though the evenly wet roads and the magic Michelins have indeed played into Chris's hands.

Gary Le Coadaou had a problem with the i20 on stage 14, the handbrake which also activates the launch control broke off and fell into the navigator's lap as he made his start. This made the following stages really difficult with no launch control, and on roads this tight with limited lock and no handbrake, they were desperate to get back to service and make a repair. The car is now 4 years old and things are showing their age according to Gary's son.

The wet conditions were proving very challenging, and most of the field were having moments big and small with a lot of cars now sporting gaffer tape corners and

missing front and side parts, not to mention different coloured wings and some dubious if inventive indicator and lighting solutions. Car 17 comes through with enough mud in the front grill to fill several planters.

After stage 20, Chris West is firmly in the lead and still increasing his gap back to Ross. Mark Kelly has moved up to third with Darrel Morris in fourth. There's some confusion after this as several competitors have not completed all the stages due to blockages from accidents and incidents. Something the organisers will have to spend a while working out with notional times, but we are away from service to go to the last loop of stages each run 4 times to give 28 stages in all if they all run. For a while the notional times seem to put some unlikely candidates in the top 10, but things were sorted out by the start of the later stages.

Our final stage was Stage 21 (also 23, 25 and 27) Trinity sponsored by Sign Solutions.je. We'd picked two positions, the first gave us a view of a 60 right up hill into a junction 90 left then up another steep hill which was very narrow with high banks on both sides and rocks at one side on the exit of the junction so needed good car control to get through without hitting anything. This location was interesting but not very spectacular as it was taken very gingerly by all competitors in the pouring rain. We moved to our second location with a series of 90 lefts and rights all clearly visible from in a field nearby. This was extremely narrow with shallow banks and too tight for hanging the back out with an Escort without getting the car jammed between the banks. So again not such an exciting vantage point in the wet. By the second time through it was raining really heavily and we were wet in the neck and feet areas despite our wet weather gear, we only watched the first 20 through for the third time before calling it a day and heading for a warm dry bar.

Chris West and Robbie Hannah won by a not inconsiderable 43 seconds, this was Jersey man Hannah's 15th consecutive Jersey Rally, although Chris hasn't competed on that many to my knowledge. Ross Le Noa and Domonic Volante were second in their 2.5 Millington Mk11, Followed by UK crew Mark Kelly and Neil Colman similarly mounted. Jeremy Baudains was fourth, his 30th consecutive year of competing on the Jersey Rally, with James Ollivro alongside him. This is the first time for many years that a front wheel drive car has won this event, 45 of the original 78 starters finished the event. Local lad Ed Fossey won the Trophy rally in his Car number 14 208 R2.

So the weapon of choice in recent years, the venerable Mk11 Escort with either a 2litre red top Vauxhall or a 2.5litre Millington, was firmly put in its place by a front wheel drive 306 Maxi. Apparently the Smith and Jones engine has been added without alteration to Maxi's original transmission to maintain the equal length drive shafts of the original. This limits the torque steer I'm told. It's certainly wide when you see it in service, and it completely fills many of Jersey's narrow roads width wise.

Dave Followell

Stage Commander, Cirencester Car Club

Rally Of The Tests

This is one of the toughest events on the HERO Rally calendar for navigators as 24th and fifth place Prologue finishing navigators Martin Phaff and Gary Evans explained, Martin; "It really is relentless, there is so much to do, everything is in a whirl. The time control sections on private land with one, two or three minute controls, then on the second lot like Swinerton you have passage checks as well. Stopping to get signatures probably takes 15 to 20 seconds, then the information from code boards, sometimes stopping if they are hard to read, then putting the information down in ink takes time. Add all those together and it is valuable seconds, you are trying to do it quickly. "This is the toughest classic rally in the UK, if you can do this one well, you can do any rally". Gary Evans who has already won four night rallies this year and enjoys the dark, still believes it is easy to go wrong. "At night on such a difficult event as this, you tend to get overloaded, from test to regularity, the clock and trip have to be synced or you can start the regularity badly, this event piles on the pressure. You have to deal with speed changes and integrate your information from your test diagrammes and so it goes on. It is really a question of keeping cool. "For example, we only got instructions for first test half an hour before, then we plotted two regularities, certainly time for head scratching." Both navigators believe the seeding is very important. Martin; "The Prologue is important, you need to be in the earlier part of the rally with crews who tend to know what they are doing, that way you to get fewer cars coming back towards you when they have gone wrong as an example." Gary; " You need to get a decent seeding otherwise you can catch stragglers, it becomes difficult to pass when it's narrow or you can get stuck behind them at a control and you can't do anything about it. We wanted to do our best today for the seeding, fifth place is good." Just as there is a major battle for honours at the front and throughout the classes, there are still many crews out to learn and just enjoy the experience. One such team are the husband and wife crew of Rob and Julie Clifton in their very different rally car, a 1972 Vauxhall Viva X14. They are quite new to the sport having just started to climb the HERO ladder this year. Rob; We've recently come off two wheels, touring and endurance events to convert to four wheels. We started at the first HERO Challenge with the navigational classes then the event, but we think we have found our hobby of choice, it stretches us and I have to be honest and say, we are addicted! We weren't going to do The Rally of the Tests but I got a nudge at 4.30 in the morning from my wife Julie saying we should do it!

Torquay to Chester - thurs to sunday. 1100 miles. 77starters, 64 finishers we were 51st.

HERO/ Rob and Julie Clifton





Dear Club Member,

From January 2020, Motorsport UK will be introducing a requirement for all competitors in Motorsport UK permitted events to hold a Motorsport UK competition licence in addition to your club membership.

This will be at a minimum the new RS Clubman licence, this applies to new competitors as well as to anyone previously competing solely with a club membership card.

The good news is that this entry-level, RS Clubman licence, will now be free. This initiative is being introduced by Motorsport UK to encourage participation at grass roots level as well as to ensure that all competitors are covered by comprehensive public liability and personal accident insurance. It replaces the Non-Race Clubman licence, (which in 2019 cost £29).

All licence holders will have access to the Member Benefits Programme which provides substantial discounts on well-known brands' products and services, and can offset the costs of competing.

If you have not previously held a Competition licence or not renewed in 2019, it will also be a requirement to apply for a new RS Clubman licence in order to compete or be a passenger in Club events. This is free of charge and applicable to Autotests, Autosolos, Trials, Cross Country and Road Rallying including Targas, 12 Cars and Scatters.

Please note: an RS Clubman licence is not required if you are already in possession of a current 2019 Competition licence.

You can apply for an RS Clubman licence from the Motorsport UK website from 18 November by using the link <https://www.motorsportuk.org/2020-rs-clubman-licence/>

The following Q&A document explains all your questions,

John Blackwell – Club / Competition Secretary



Questions and Answers on the Recently Licence

Changes

Below are answers to some of the frequently asked questions to help you understand these changes. We will also be publishing a more detailed Q&A on our resource centre.

The simplification of the permit structure, and introduction of the RS Clubman licence are one element of Motorsport UK's new Investment Strategy, introduced to safeguard the future of the sport following a long consultation with members and clubs.

What is Motorsport UK trying to achieve with these changes, and why now?

Above all, we want to inspire and enable more people to participate in our sport in a safe, fair, fun, inclusive and progressive environment.

The investment strategy and restructuring of permits and licences aims to create a sustainable future for our sport and address a number of fundamental risks which are causing a decline in membership numbers, particularly at grass roots level. This includes a lack of investment in grass roots motorsport, to help clubs grow their membership

How do the permit changes and new RS Clubman licence benefit the sport?

The simplified permit and licence structure aims to create a more accessible and easier to understand route into the sport for new competitors.

Permit cost increases cater for enhanced personal accident and public liability insurance, and allow more investment into the grass roots of the sport to help clubs grow their membership and encourage greater participation in motorsport.

The RS Clubman licence will not only allow us to understand who is competing with our insurance – which is a requirement – but it will allow us to engage with grass roots competitors and encourage repeat participation to create a closer relationship with the sport.

The RS Clubman licence will enable all grass roots competitors to benefit from our comprehensive Member Benefits scheme, which can save you hundreds of pounds on motorsport and general motoring costs every year. For more details on our Member Benefits Scheme [click here](#).

Why are permit costs going up for clubs?

Over the last 20 years or so Motorsport UK clubs have benefitted from a relatively stable insurance market. For 9 of these years the permit insurance per capita remained static. Unfortunately the motorsport insurance market has now changed and we have had to renegotiate our cover, which accounts for the majority of the change in price. For example, public liability insurance cover for clubs has now been increased to £100million. There has also been an enhancement to personal accident insurance for members.

Why has the price increase been a flat on across all permits?

Permits are increasing by a flat fee of £5 across all events.

At a grass roots level, this can represent a higher proportionate increase. With the introduction of the free RS Clubman licence – for which many people pay in the existing equivalent licence type – the financial contribution from the competitor will be made via permits, representing a shift to a ‘pay-as-you-play’ system.

In general the shift better reflects a fair differential between the various permit tiers

What new financial benefits are there for members in 2020?

We always listen to the feedback we receive from members and look to develop commercial partnerships and benefits that will help everyone in the sport. Thus, in 2020, we are extending member benefits to include reduced cost fuel, reduced cost tyres, free eye tests, discounts at Halfords, reduced insurance premiums and many more money saving deals.

In addition, if you are racing and over 45 you no longer need to have an annual medical until you are 60, thus saving you on average £100 per year.

Your personal accident insurance cover has improved substantially to offer you peace of mind, and everyone in the sport is now covered by a £100m public liability provision.

And if you enjoy track days, then up to five days a year are covered for personal accident insurance included with your licence.

Have Motorsport UK members been consulted on this?

Yes. We've done a lot of surveying and gathering feedback from clubs and members over the last year to understand where we should focus our efforts and investments.

The changes are a direct result of the feedback received and everyone's wish to help ensure a sustainable future for the sport.

How do I know what type of permit to get, or which licence is required to enter?

Chart 26 in the 2020 yearbook outlines the new minimum licence requirement for different types of event.

What are the benefits to having an RS Clubman licence?

RS Clubman licence holders will receive the full member benefits package including reduced cost fuel, reduced cost tyres, free eye tests, discounts at Halfords, reduced insurance premiums and many more money saving deals. For more information on member benefits [click here](#).

Members will receive comprehensive Motorsport UK personal accident insurance for the Motorsport UK permitted events they take part in.

Will there be more admin at signing on?

The admin will only differ slightly. There will be a reduced size 2 page RS Clubman application form which includes personal details and a brief medical self-declaration. This can be submitted to Motorsport UK after the event.

Submitting a photo will not be a mandatory requirement for the RS Clubman licence. The licence form can be completed and activated by club officials on the day of the event, if not already fulfilled.

Do all passengers require a RS Clubman licence? Why?

Passengers of 18 years old and above will require a licence at Motorsport UK permitted events.

Passengers will not require a licence if an event has a certificate of exemption.

Will having an RS Clubman licence negate the requirement to be a club member or a member of an invited club?

No. Competitors and passengers previously using their local club membership card alone will now need the new RS Clubman Licence along with their local club membership card. This only applies to Motorsport UK grass roots events run on a Clubman permit.

The new free RS Clubman licence will include comprehensive personal accident insurance and access to the Motorsport UK member benefits scheme. For more information [click here](#).

Will the new RS Clubman continue to be a free licence in future?

Yes. There are no plans to introduce a charge for the RS Clubman licence in the coming years. The principal is that members pay as they play via their permit and so there is no intention to charge for the licence.

Calendar

| Date | Event | Club |
|---------------------|-------------------------------------|----------------------------|
| November | | |
| Friday 29th | Gwyn Jones Memorial 12 Car Rally | Farnborough & DMC |
| Friday 30th | Bustard Targa Rally | Salisbury & Shaftsbury MC |
| December | | |
| Tuesday 3rd | Quiz Night at OMC Club Night | Oxford MC |
| Friday 6th | CMSG Roadsport 12 Car Rally Round 7 | CMSG CC |
| Friday 13th | Last Chance 12 Car Rally | Oxford MC |
| Sunday 29th | All Forward Production Car Autotest | EMCOS |
| Sunday 29th | Autosolo & PCA | Bristol Pegasus Car Club |
| January 2020 | | |
| Tuesday 7th | Club evening | Oxford MC |
| Friday 24th | Frostbite 12 Car Rally | Newbury Dolphin Motor Club |
| February | | |
| Tuesday 5th | OMC AGM | Oxford MC |

| Date | Event | Club |
|--------------------|---------------------------------|--------------------------|
| March | | |
| Tuesday 3rd | Club evening | Oxford MC |
| Sunday 15th | Donington Rally Stage Rally | Dukeries Motor Club |
| Sunday 29th | Tour of Caerwent Stage Rally | Forresters Car Club |
| April | | |
| Tuesday 1st | Club evening | Oxford MC |
| Sunday 26th | Bocardo Autosolo and PCA | Oxford MC |
| May | | |
| Sunday 3rd | Dixies Challenge Stage Rally | Forresters Car Club |
| Tuesday 5th | Club evening | Oxford MC |
| June | | |
| Tuesday 2nd | Club evening | Oxford MC |
| Sunday 28th | Midsummer Caerwent Stage Rally | Forresters Car Club |
| Sunday 14th | MG Live Autosolo | MG CC / Oxford MC |
| July | | |
| Tuesday 7th | Club evening | Oxford MC |

| Date | Event | Club |
|-------------|-------------------------------------|---------------------|
| Sunday 12th | MG Live Autosolo | VBOA / Oxford MC |
| Sunday 26th | Grass Autotest & BBQ | Oxford MC |
| August | | |
| Tuesday 4th | Club evening | Oxford MC |
| September | | |
| Tuesday 1st | Club evening | Oxford MC |
| Sunday 6th | Two Rivers Scenic Tour | Forresters Car Club |
| Sunday 27th | Caerwent Patriot Stages Stage Rally | Forresters Car Club |
| October | | |
| Tuesday 6th | Club evening | Oxford MC |
| Sunday 4th | Boanerges Autosolo and PCA | Oxford MC |
| November | | |
| Tuesday 3rd | Club evening | Oxford MC |
| December | | |
| Tuesday 1st | Club evening | 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.