



Oxford Motor Club



October 2011 Magazine



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Disclaimer : The articles in this magazine represent the views of the authors and are not necessarily shared by the Club as a whole.

Oxford Motor Club is a motor club affiliated to the Motor Sports Association UK and is a member club of the following Associations and Group:

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Association of South West Motor Clubs (Secretary: Howard West 01297 551375)

Association of West Midlands Motor Clubs (Secretary: John Arnold, 01952 770211)

Welsh Association of Motor Clubs (Secretary: Geoff Field, 02920 891314)

Cotswold Motor Sport Group (Secretary: Ken Sheather, 01242 231902)

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Have you joined the club's Yahoo Group yet...?

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



In between the bi-monthly magazines, regular updates on club events and other relevant snippets are distributed via the Yahoo Group. There are two ways you can join:

1. Visit <http://sports.groups.yahoo.com/group/oxfordmotorclub> and click on **Join This Group!**
2. Send an email to oxfordmotorclub-subscribe@yahoogroups.com

Please wait a few days for the application to be accepted and you will then receive the emails to your inbox. These include news on events, regulations and entry forms etc. You will not be inundated and the content isn't always replicated in the magazine so you will be missing out if you don't join.

If you need assistance contact Nick Townsend, the new webmaster, via webmaster@oxfordmotorclub.co.uk.

Editors Ramble

Sorry for the delay in getting this month's magazine out – it's down to three things;

1. Very few articles sent in, except John Thornton's!
2. I'm back competing again
3. I've spent a lot of time away from home

Last weekend (as I write this) was the Regency Stages Rally, in Shepton Mallett – not far from me. Having got through that without damage, I then did the Fat Albert Stages at Keevil Airfield.

Regency Stages

This event, held at the Bath and West Showground, was new to the calendar and attracted an impressive entry, including some superb cars and big names. Our little Alfaru was seeded 67th and some limited prep proved the gearbox checked over by Chris was good to go (checks actually consisted of a full throttle launch on the gravel outside my house and only served to prove how far you can throw gravel backwards).

The ten stages included a yump and night stages. The yump was

not that incredible, and advice to back off was ignored as we took it full throttle. All was well. The night stages were much more interesting. The lamp pod was dusted off and gave loads of spread, so my 'on stage tunnel vision' wasn't severely hampered. It is a long time since our road rally days, and the night stages take some getting used to – but are well worth the extra effort.



The stages themselves were rather short (not many roads to choose from) and were mainly squares (sharp 90 degree bends) which suited the smaller cars but not us. The corners predictably were rather cut up and the lack of all but one straight meant we were barely into fourth. The marshalling was excellent and the service area was spacious.

What set it apart from many other rallies was that it was spectator oriented. There was always something to see, even fireworks

at the yump and a professionally produced Rally Guide. This attracted extra visitors and made it much more fun for our crew, too. It is something that is often overlooked, probably for reasons of health and safety or venue restrictions. It reminded me of Brean (Weston Super-Mare Motor Club) which is a good event for the whole team, even if the stages are a little simple.



Still, we ended up 52nd which is a bit far down for my liking. My results always get better when I've had a short gap from the last event, so with that in mind we called the organisers of the Fat Albert stages and put an entry in.

Fat Albert Stages

The Fat Albert rally was completely different. Set up on an airfield 30 minutes from my new house, it has two sides to it. Within each lap (three to a stage) there are both long fast sections and tight twisty bits. They are

poles apart. The long sections saw an Alfaru first – rev limiter in fifth while the twisty bits, known as the nadgeries, were some of the tightest and slipperiest of all. These saw us and others overshoot and spin, especially in the morning when the road was dirty and damp.



The fast sections gave us a real chance to stretch our legs despite tip-toeing through the slow bits we overhauled the smaller engines to a 25th overall. That's more like it! The crew were happy, as flat airfields allow them to see what's going on and only a rear driveshaft needed changing all day.

Both events highlighted the need for good marshalling at the queue for stage start. In both cases there was plenty of space and lines were formed in an orderly fashion. Numbers on the rear windows would help, but at the end of the day it's the marshalls that keep you sane. A ten minute stage can

take 45 minutes from leaving to returning to service – I know this because my video camera is in the back, so it runs for a while.

All in all, my congratulations to the organisers of both events – we shall definitely be back.

Dave Barbara



OMC Bullnose Report

44 crews gathered in anticipation of another enduring day out around Oxford at a new for 2011 Rally HQ of The Oxfordshire Inn. Last years skill test of driving a trailer through a tight gateway was removed with the freshly cut field adjacent to HQ providing a lumpy venue for scrutiny and assembly.

I am certain that many people were wondering about the volume of codeboards being used, a point that was consistently made following the 2010 event. Any fears of this were to come to nought as the event possessed only 1 (or should have done!).

Car 1 was dispatched at 10:01 to use the customary high quality roadbook, which together with the Test diagrams were developed by

Ben Rees. Our route manager of previous years was growing accustom to the navigators seat in a certain white NOV4 A and wanted to continue this trend. Sadly for Ben he was unable to be involved on the rally due to his sister having decided that the 3rd was the day she wished to get wed.

Burleigh Farm, a double run test across stubble, new to the Bullnose, from which the straw had been safely gathered in on the Friday morning, seemed to be the gentle introduction for those who were new to the formula, of which we had a few. This simple test was later to play a much more important role later in the day.

After a hasty reroute due to a devastating fire in a Grade 2 listed building in one of the transited villages competitors tackled Dix Pit, a construction waste transfer station where the layout of the test could have changed day by day in the week running up to the event. The threatened codeboard never appeared, a setting up error seeing that off, to the surprise of the first crews as the news didn't reach them at the start line.

A variation on tests run in previous years followed, with the 5 mile Cow Common using 3 new fields proving popular to many followed by a trip up to Green Down for 11 miles. Sadly due to the poor summer many landowners harvested later than usual and therefore areas were off limits and we had to reduce the running width on some venues so overtaking may have been more difficult than in previous years.

The Oxfordshire Inn effectively fed all competitors to make it there a well received meal before the crews departed on a gentle evening regularity.

Meanwhile Tony Michael and Paul Barrett were busy producing results, eased substantially

through the lack of daytime queries experienced in previous years and, after what many acknowledge as a hard days rallying, first place was a tie and the final positions were determined under further cleanest. Congratulations to all finishers, but especially to Graham Dance and Charlotte Cooke in car 21.

My thanks to you all for coming out to Oxfordshire to compete and to all of our marshals for your boundless enthusiasm, making this the most competitive Bullnose to date. My thanks also to all the redshirts who worked tirelessly, often leaving work and personal commitments behind, to continue to shape the event into the success it continues to be.

David Smythe



It's Grim Up North !
or
Pirtek Lindisfarne Stages, Otterburn, and how we failed to
finish.



The Skoda Felicia prior to the rally.

I recently re-joined OMC following a 10 year absence. By an odd coincidence work has brought me back to south Oxfordshire and my time is now divided between here and my home in York. Anyway, that's not what the article is about.

In recent years I've reduced the road rally activities I used to be quite involved with (navigating,

marshalling, event organising and so on) to almost zero, and tried to do more stage rallies. Time and budget limitations have meant that I've typically only been able to do a couple of events each year. A venue which has lured me back for many of these has been Otterburn in Northumberland, where the triumvirate of rallies which traditionally run are the Tyneside (July/August), Lindisfarne

(September) and Cheviot (October). Of these, it's the latter I've done most often and more-or-less every year since 2005. In all cases I've partnered my friend James from York Motor Club and we've alternated between his Skoda and various of my Minis, depending on which has been the least broken, swapping driver/co-driver roles to suit. (Another odd coincidence is that we were once acquainted as Mini-owning undergraduates in York, but I digress.) Regrettably, James's previous Skoda - an ex-'challenge' spec. Felicia - was demolished in an incident on the Cheviot in 2008 when a minor roll left the car stranded upside down in a shallow ditch. While the damage first inflicted was not serious, some minutes later another competing car suffered a similar incident and rammed the Skoda in the side, breaking the welds on the cage and badly bending the shell. It's taken James very nearly three years to build a new car, using many of the remains of the old, but also fitting a new multi-point bolt-in cage to a low mileage shell. The motor is a modified 8v Skoda Fabia type running on throttle bodies and was used briefly in the previous car. I've contributed a little to the re-build but cannot claim much credit. Anyway, the

Lindisfarne Stages of 11 September was to be the new car's inaugural outing, which we approached with more than a little trepidation having not competed since the 2010 Cheviot when we had finished second from last in my semi-historic Mini.

The car's new log book arrived on the Friday just a few hours before we loaded the trailer in readiness for driving up to Otterburn the following day for recce and scrutineering. I find the recce a useful exercise and it gives opportunity to annotate the pacenotes (obtained from Patterson's agency) and add landmarks and so on. The landscape of the MOD ranges is somewhat bleak, to say the least, although we are becoming increasingly familiar with the roads. The format of the rally was to be a clockwise loop of four stages followed by a short service halt and then a repeat of the loop to form stages 5-8. Later, longer stages (9,10 and 11) would run in the opposite direction, each punctuated by a service halt. Total stage mileage was to be about 90. We reced one run of the SS1-4 loop, then one of the reverse loop, this taking well over two hours on Saturday afternoon.



The crew. (I'm the one that can still fit in his suit.)

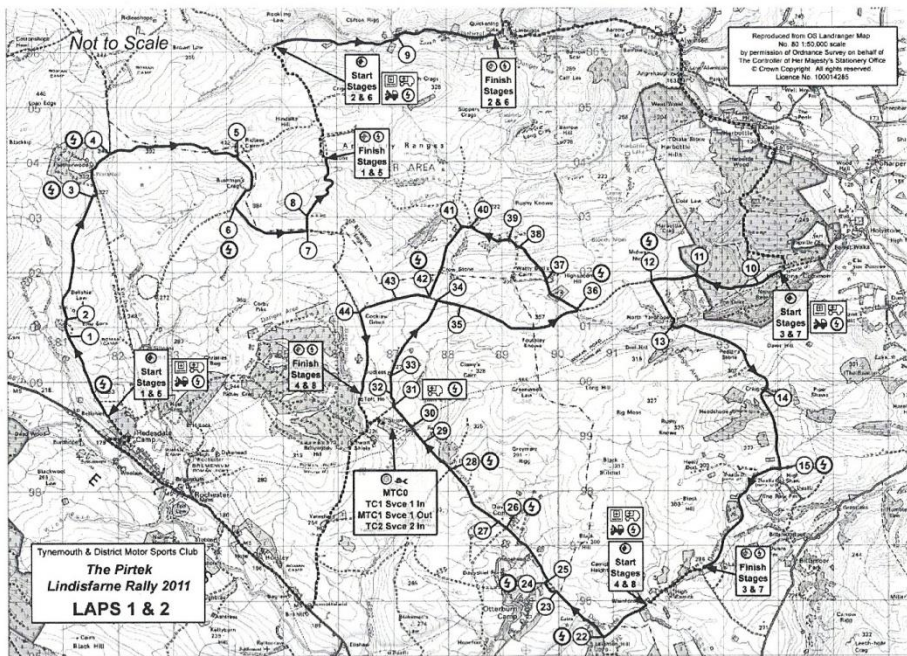
Scrutineering followed. This is always a stressful ritual for the crew, usually because the driver is also the car's owner, chief mechanic, and takes responsibility for its preparation, as was our case. I must say though the Skoda has been pretty well put together and with proper attention to detail. I can't imagine ever finding time to complete one of my own projects as thoroughly. Fortunately we completed scrutineering without anything more problematic than tightening a few nuts and bolts. The next challenge was loading the car back

onto the trailer and exiting the now very soggy field, which had distracted me from a nagging worry that there was some item missing from my paperwork. We had the road book, door numbers, process sheet and so on...but something was bothering me. Then I had it – we didn't have any time cards. The organisers had not issued our time cards! The fools! Then I realised that we had forgotten to sign on...

In my defence, such a lapse is indicative of the state of fatigue we were both already suffering.

Following the signing-on formalities we retired to a café and later to the pub which was also to be our lodgings. There is all too little in the way of civilisation in and around the Otterburn area and while I don't mean to imply any disparagement of those catering outlets which are

to be found, it's fair to say they are thinly and widely spread. I do wonder if this, along with the remoteness of the location, discourages many competitors from the excellent events run there and which are often under-subscribed.



This gives the gist of the scale of Otterburn ranges. We did this loop twice in the morning and another three long stages followed. (Our off in 2008 was 200m east of location 13, heading in the opposite direction to that shown.)

We had been keeping a keen eye on the weather forecast for Sunday. The remnants of a North

Atlantic hurricane were said to be approaching the UK. The morning however turned out to be bright

and fair, although the situation steadily deteriorated as we waited to start. Light rain fell and made the stages, already muddy here-and-there (and coated with other livestock materials) exceedingly slippery in places. Grip proved to be highly variable and unpredictable throughout the day, depending on just where and how much rain had fallen.

James drove the first loop of 4 stages with due circumspection and kept the car on the tarmac, unlike several other crews. We encountered a forlorn competitor clutching his 'OK' board by a downhill hairpin but of his car there was no sign, just a set of tyre marks leading towards an abyss. Other victims' vehicles lay in ditches or upside down among rocks. Fortunately I didn't hear about any injuries. At the short service halt we were handed some interim results. Leading our class (up to 1400 cc engine size) was a highly seeded Nova which we couldn't imagine getting anywhere close to. Next was an historic Mini, going astonishingly well and a great surprise to me. Third was a lady in a Ford Ka, a driver whom we slightly know from other events and whom we had hoped to be closely competitive with, but it turned out that we were slower

on every stage. So we lay 4th in class with another Skoda Felicia crew 5th (and ultimately last finisher). Later the Mini crew retired, citing clutch failure as the reason, although when we passed this car on the stage it was embedded in the scenery on a square left.

On the second run through the group of 4 stages James warmed up a good deal and seemed to be getting used to driving competitively again. Likewise I tried to improve my delivery of the pacenotes. Some of the stages were dry and we increased speed. Of course, the competition all went faster too and by the midday halt we were still very close to the back of the field. In the afternoon stage 9 went well enough but on the 10th the Skoda's gearbox fell ill and we lost 3rd gear. I was all for soldiering on to stage 11 and getting a finish but James thought this would be both pointless and risk further damage to the 'box and so, sadly, we retired.

On the whole this had been a good outing: we'd shaken down the newly built car, and given us both some much needed practice. Of course, it was a shame to retire and then have to face yet more work to repair the car, but that's

sometimes the way it goes. Just possibly I'll get the Mini out of hibernation for the Cheviot or some event in the winter, but

chronic lack of time makes this seem remote.

John Thornton



Not a great photo of a typical Otterburn view. This is the stage above the service area, disappearing into the menacing clouds beyond.

Haydn was on to something in the last edition.

Someone must have a car to show off – some of us just love the techy stuff.

Call me or drop me a line on dave@cbcrally.fsnet.co.uk – you don't have to do all the work yourself and it doesn't have to be a rally car – anything with wheels and an engine!



Carfax Stages 2011

It's time for that pre Christmas aerobic workout. Yes, the Carfax is back and we need your help to make the setting up and running as successful as previous events. Given that this is a new venue the job is even more important.

The current outline programme is:

Wednesday 16 November - 2000 hours. Briefing and envelope stuffing at Cumnor Cricket Club.

Friday 18 November - evening. Loading equipment onto vehicles at Club storage locations.

Saturday 19 November - 0830 hours. Gather at Benson to set up the Stages. In the past this has taken about 4 hours with us aiming to be off site by 1300.

Sunday 20 November - 0630 - 0700 hours. Open up the venue and coordinate the assembly of crews and their service vehicles, sign on competitors and marshals and light the blue touch paper. The aim is for the last car to enter the final stage at 1700 with clearing up commencing as soon as the closing car reaches the Stop Line.

The old saying is that many hands make light work, however, please advise Kevin or myself of your availability so that we can coordinate your efforts to get the best from the group.

For those unable to assist in the run up to the day but are available to marshal on Sunday, please drop me a line and I will gladly allocate you a duty.

Email on omcmarshal@gmail.com or call on 0777 154 7063.

David Smythe Volunteer Recruiter and Stage Commander





Bullnose Photos



OMC Bullnose Results

Overall Results at the Finish

Bullnose Endurance Rally - 3rd September 2011

Pos	Car	Penalty	Class	Driver	Club	Chmp	Navigator	Club	Chmp	Car	CC
1	21	14728	1 4	Graham Dance	CSMA		Charlotte Cooke	RMC		Vauxhall Corsa	1389
2	2	14729	1 1	Jamie Turner		ERRC	Mike Turner	CSMA	ERRC	Rover 214	1396
3	3	14793	2 1	Richard McLachlan	Ross & District MC	ERRC	Eddie Clough	Ross & District MC	ERRC	Rover 214	1396
4	10	14926	3 1	Andrew Lees	Owen MC/Dolphin MC	ERRC	Simon Lassam	Oxford MC	ERRC	Vauxhall Nova	1396
5	1	14944	4 1	Owen Turner	Chelmsford MC	ERRC	Matt Fowle	Chelmsford MC		Rover Metro	1396
6	38	15009	2 4	Oli Wakeman	Oxford/CSMA	ERRC	David Leadbetter			Rover 214	1396
7	13	15047	3 4	Matt Chapman	MDMC		Ben Greenfield	Chelmsford MC	ERRC	Peugeot 106 Xsi	1360
8	8	15165	5 1	Matt Endean	CMC/7Oaks MC	ERRC	Lizzie Pope	Wessex/CMC/BWRDC	ERRC	Rover 200	1396
9	40	15181	4 4	David Banner	Pembrokeshire	ERRC	Tom Banner	Pembrokeshire	ERRC	VW Polo 1.4 16V	1390
10	41	15241	1 7	Mark Dickinson	Oxford MC		Oliver Dickinson	Oxford MC		Rover 200	1396
11	33	15246	6 1	C Thompson	Chelmsford MC	ERRC	David Smoley	Chelmsford / Ilkley		Ford Puma	1400
12	15	15258	5 4	David Lobb	Chelmsford MC	ERRC	Jim Bowie	Chelmsford MC		Vauxhall Nova	1400
13	9	15361	7 1	Ian Mephram	Chelmsford MC	ERRC	Samm Keeley	Chelmsford MC	ERRC	MG ZR	1396
14	31	15411	6 4	Steve McIlroy		ERRC	Alex Woodward		ERRC	Peugeot 106 Rallye	1294
15	4	15417	8 1	John Taylor	Southsea MC	ERRC	John Stringer	Southsea MC		Rover 214i SE	1396
16	7	15518	9 1	Freddy Camp	North Devon	ERRC	Graham Lacey	Chelmsford MC	ERRC	Rover 214	1396
17	14	15586	7 4	James Newbould	CSMA/Rugby MC	ERRC	Derek Newbould	CSMA/Rugby MC	ERRC	Vauxhall Corsa	1389
18	12	15637	8 4	Simon Phillips	Oxford MC		Rob Brook	MCAGNHMC/Oxford		MG ZR	1396
19	39	15685	2 7	Dave Axford	WSMMC/Tavern	ERRC	David Thorpe	WSMMC/Tavern	ERRC	Vauxhall Nova	1297
20	24	15743	9 4	Simon Ayris	Oxford MC	ERRC	Lewis Ayris	Oxford MC		Vauxhall Astra	1400
21	18	15754	10 4	Mark Webster	Lancs & Cheshire CC	ERRC	David Hensley	Lancs & Cheshire CC		Rover ZR 105	1396
22	27	15826	1 5	Clive Martin	Carlton & District	ERRC	Anji Martin	Carlton & District	ERRC	Ford Escort	1298
23	17	16011	10 1	Peter Self	S&SCC	ERRC	Mike Gray	S&SCC	ERRC	MG ZR	1398
24	26	16027	11 4	Paul Freeth	Devizes & District MC		Chris Head	Devizes & District MC		Rover 214	1396
25	34	16029	3 7	Nick Burton	Devizes & District		Andy Garrett	Devizes & District		Vauxhall Corsa Sri	1389
26	23	16108	2 5	Dave Walker	Rugby MC		Chris Thorley	Rugby MC		Vauxhall Nova SR	1388
27	32	16110	3 5	Steve Conner	Tavern		Mark Milton	Tavern		Peugeot 205 Rallye	1360
28	16	16182	11 1	Robert Evett	Oxford		Michael Evett	Oxford		Vauxhall Nova Sri	1389
29	43	16336	4 5	Matt Smith			Ian Graham	Kings Lynn		Austin Maestro	1275
30	42	16823	4 7	Alan Wakeman	Oxford/CSMA	ERRC	Owen Wakeman	Oxford/CSMA	ERRC	Peugeot 205 XS	1360
31	28	16863	12 4	Steve Smallbone	Borough 18 MC	ERRC	Mike Spicer	Borough 18 MC	ERRC	Ford Puma	1388
32	22	17113	13 4	Peter Engel	Ross/HRCR	ERRC	Jason Woollacott	Taunton MC		Daihatsu Sirion	1300
33	11	17138	12 1	Worth Birkill	S&SCC		Ric Hands	Ross & District		Vauxhall Corsa SRI	1389
34	25	17233	14 4	Suze Endean	CMC/7Oaks/BWRDC	ERRC	Richard Brooks	South Hams MC	ERRC	Nissan Micra	1275
35	30	18530	13 1	Mark Wilson	Milton Keynes & DMC		James Bate	Milton Keynes & DMC		Suzuki Swift	1360
36	45	21568	5 7	Martyn Buckley	Oxford MC		Stuart Talbot	Oxford MC		Peugeot 106 Rallye	1294

Clubmans

Pos	Car	Penalty	Class	Driver	Club	Chmp	Navigator	Club	Chmp	Car	CC
1	35	16231	1 C	Rob Smith	Oxford MC		Tim Green			MG ZR	1396

Class Results at the Finish

Bullnose Endurance Rally - 3rd September 2011

Pos	Car	Penalty	Overall	Driver		Navigator		Car	CC
Class 1									
1	2	14729	2	Jamie Turner		Mike Turner	CSMA	Rover 214	1396
2	3	14793	3	Richard McLachlan	Ross & District	Eddie Clough	Ross & District MC	Rover 214	1396
3	10	14926	4	Andrew Lees	Owen MC/Dolph	Simon Lassam	Oxford MC	Vauxhall Nova	1396
4	1	14944	5	Owen Turner	Chelmsford MC	Matt Fowle	Chelmsford MC	Rover Metro	1396
5	8	15165	8	Matt Endean	CMC/7Oaks MC	Lizzie Pope	Wessex/CMC/BWR	Rover 200	1396
6	33	15246	11	C Thompson	Chelmsford MC	David Smoley	Chelmsford / Ilkley	Ford Puma	1400
7	9	15361	13	Ian Mephram	Chelmsford MC	Samm Keeley	Chelmsford MC	MG ZR	1396
8	4	15417	15	John Taylor	Southsea MC	John Stringer	Southsea MC	Rover 214i SE	1396
9	7	15518	16	Freddy Camp	North Devon	Graham Lacey	Chelmsford MC	Rover 214	1396
10	17	16011	23	Peter Self	S&SCC	Mike Gray	S&SCC	MG ZR	1398
11	16	16182	28	Robert Evett	Oxford	Michael Evett	Oxford	Vauxhall Nova Sri	1389
12	11	17138	34	Worth Birkill	S&SCC	Ric Hands	Ross & District	Vauxhall Corsa SRI	1389
13	30	18530	36	Mark Wilson	Milton Keynes &	James Bate	Milton Keynes & D	Suzuki Swift	1360
Class 4									
1	21	14728	1	Graham Dance	CSMA	Charlotte Cooke	RMC	Vauxhall Corsa	1389
2	38	15009	6	Oli Wakeman	Oxford/CSMA	David Leadbetter		Rover 214	1396
3	13	15047	7	Matt Chapman	MDMC	Ben Greenfield	Chelmsford MC	Peugeot 106 Xsi	1360
4	40	15181	9	David Banner	Pembrokeshire	Tom Banner	Pembrokeshire	VW Polo 1.4 16V	1390
5	15	15258	12	David Lobb	Chelmsford MC	Jim Bowie	Chelmsford MC	Vauxhall Nova	1400
6	31	15411	14	Steve Molloy		Alex Woodward		Peugeot 106 Rallye	1294
7	14	15586	17	James Newbould	Oxford/Rugby MC	Derek Newbould	CSMA/Rugby MC	Vauxhall Corsa	1389
8	12	15637	18	Simon Phillips	CSMA MC	Rob Brook	MCAC/NHMC/Oxfo	MG ZR	1396
9	24	15743	20	Simon Ayris	Oxford MC	Lewis Ayris	Oxford MC	Vauxhall Astra	1400
10	18	15754	21	Mark Webster	Lancs & Cheshir	David Hensley	Lancs & Cheshire	Rover ZR 105	1396
11	26	16027	24	Paul Freeth	Devizes & Distri	Chris Head	Devizes & District	Rover 214	1396
12	28	16863	32	Steve Smallbone	Borough 18 MC	Mike Spicer	Borough 18 MC	Ford Puma	1388
13	22	17113	33	Peter Engel	Ross/HRCR	Jason Woolacott	Taunton MC	Daihatsu Sirion	1300
14	25	17233	35	Suze Endean	CMC/7Oaks/BW	Richard Brooks	South Hams MC	Nissan Micra	1275
Class 5									
1	27	15826	22	Clive Martin	Carlton & District	Anji Martin	Carlton & District	Ford Escort	1298
2	23	16108	26	Dave Walker	Rugby MC	Chris Thorley	Rugby MC	Vauxhall Nova SR	1388
3	32	16110	27	Steve Conner	Tavern	Mark Milton	Tavern	Peugeot 205 Rallye	1360
4	43	16336	30	Matt Smith		Ian Graham	Kings Lynn	Austin Maestro	1275
Class 7									
1	41	15241	10	Mark Dickinson	Oxford MC	Oliver Dickinson	Oxford MC	Rover 200	1396
2	39	15685	19	Dave Axford	WSMMC/Tavern	David Thorpe	WSMMC/Tavern	Vauxhall Nova	1297
3	34	16029	25	Nick Burton	Devizes & Distri	Andy Garrett	Devizes & District	Vauxhall Corsa Sri	1389
4	42	16823	31	Alan Wakeman	Oxford/CSMA	Owen Wakeman	Oxford/CSMA	Peugeot 205 XS	1360
5	45	21568	37	Martyn Buckley	Oxford MC	Stuart Talbot	Oxford MC	Peugeot 106 Rallye	1294
Class C									
1	35	16231	29	Rob Smith	Oxford MC	Tim Green		MG ZR	1396



Dear Rally and Radio Marshals

Firstly, a big thank you for your assistance on the Bullnose Endurance Road Rally last month. Your generosity of time and ability ensured that all competitors had a great day out.

You may be aware that OMC have traditionally run a stage event in November, however, the last 2 years this has not been possible.

It is therefore, with delight, that Oxford Motor Club announces the running of the Carfax Stage Rally at a new venue at RAF Benson, near Wallingford, Oxfordshire.

As in previous year's when we have run at various venues, including the renowned Longcross Test Track, the event depends on your voluntary support to ensure the safety of the competitors and the event as a whole.

The event is being held on Sunday 20 November 2011, with car 1 starting stage 1 at 09:00, and last car planned to enter the last stage at 17:00, thereby guaranteeing some competition in darkness, which on an open airfield will be very different from our recent experiences at Longcross.

Will the crews tip toe around or go for a win from the first green light? Who knows and only those on the ground will be able to say, so why not come along and help OMC make the first use of this venue a great success.

I can be contacted by either calling 0777 154 7063 or emailing omcmarshal@gmail.com

I look forward to hearing from you.

David Smythe
Carfax Stages Marshal Recruiter



2011



Prizegiving Lunch

and

Launch of 2012 Championship

The awards for the 2011 Endurance Road Rally Championship supported by Sportway Tyres will be presented at a Lunch to be held at the

Oxfordshire Inn Hotel

Heathfield Village

Bletchington

Oxford

OX5 3DX

Sunday 27th November 2011.

Carvery available from 12.00 with the Prizegiving taking place from 2.00pm

Tickets are not required but please let Dick Appleton know how many are coming by 19th November so the right number of places are set.

Carvery prices £6.95 for one course, £9.95 for 2 courses and £12.95 for the full 3 courses

Pay on the day.

www.endurance-rallying.co.uk



Event News



Cardiff Rallyfest

Rallyfest will take place in and around the iconic Cardiff Castle from Thursday 10 to Sunday 13 November.

There will be displays in the Castle moat from Thursday 10 November prior to the main action on High Street and St Mary Street from approximately midday on Saturday 12 November. Here, a variety of motorsport-related entertainment for younger visitors will feature, amongst other attractions, a giant Scalextric, simulators and go karts.

From approximately 18:30 on Saturday evening, following grueling action in the forests of north and mid Wales, the battle-weary crews and cars will arrive on St Mary Street, before entering High Street. Cars will head up High Street, where they will pause for interviews, before turning in front of the castle for some great photo opportunities. They will then make their way to Parc Fermé – the technical area (where no work on the cars is allowed) for the cars to be left overnight – in the castle grounds. Cardiff Castle is also the location for Parc Ferme on Friday night.

Cardiff Castle will host a series of attractions on Saturday evening from 18:45, including an autograph session with leading drivers from 19:00-20:00 in the castle's Interpretation Centre. There will also be a big screen and stage featuring interviews, a DJ spinning some tunes and an auction of motorsport memorabilia by the Richard Burns Foundation.

Spectator entry to Cardiff Rallyfest and Cardiff Castle will be free.

And Lastly, Things I Found on Ebay...



Hello, Dave

CATEGORIES

FASHION

DAILY DEALS



Enlarge

RED coloured long zip tie wrap Cable Ties 300mm X 4.8mm 100pcs

Item condition: **New**

Ended: 11 Oct, 2011 20:45:20 BST

Other colours available: **Red yellow green blue purple o...**

Quantity: **1** More than 10 available / 4 sold

Price: **£3.99**

Add to Wish list Add to list

Postage: **Free** - Standard Delivery | See all details
Item location: Bradford, West Yorkshire, United Kingdom
Post to: United Kingdom

Delivery: Estimated within 2-3 working days

Payments: **PayPal** Postal order or banker's draft | See payment information

Seller information

uneelects (181)

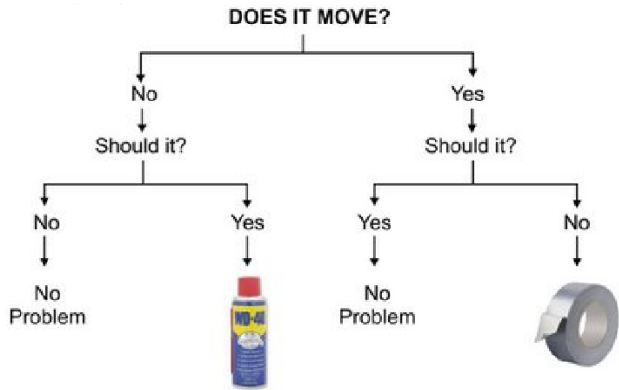
100% Positive feedback

Save this seller

See other items

Registered as a Business Seller

Ok, here it is, the colour coded solution to every engineering problem. Where would we be without them? But my view is rather simplistic. Here's an engineering diagram that will simply blow your mind:





Oxford Motor Club, 2011 Calendar

October



Wednesday 5 th	Club Night: Cumnor CC - Navex	TBA
Friday 14 th	12-Car Rally: Oxford	Zenya Heap
Sunday 23 rd	Autumn Autosolo - Silverstone	Kevin Belcher
Friday 28 th	CMSG – Roadsport R5 – Ross Area	Simon Harris

November

Wednesday 2 nd	Club Night – Cumnor Cricket Club	
Friday 11 th	12-Car Rally: Dolphin	Bob Muttram
Wednesday 16 th	Club Night – Cumnor Cricket Club – Carfax Brief	
Friday 18 th	CMSG – Roadsport R6	TBA
Sunday 20 th	Carfax Stages	Kevin Belcher

December

Wednesday 7 th	Club Night – Cumnor Cricket Club	
Friday 9 th	CMSG – Roadsport R7 – Cheltenham Area	Dave Cooper
Friday 16 th	12-Car Rally: Oxford	Kevin Belcher

Driver Standings			Team Standings		
					
Pos	Driver	Points	Pos	Team	Points
1	S. Loeb	222	1	Citroen Total WRT	397
2	M. Hirvonen	214	2	Ford Abu Dhabi WRT	351
3	S. Ogier	193	3	M-Sport Stobart Ford WRT	145
4	J. M. Latvala	146	4	Petter Solberg WRT	98
5	P. Solberg	110	5	Fern Power Tools WRT	44