



OXFORD MOTOR CLUB

2016 OMC Boanerges Autosolo, Time Keepers

Haydn Marks

Dick Hall

Bill Hitchcock

David Smith

Ian Hazleton

John Blackwell



Dedicated army of Time Keeping Officials (2016 Boanerges Autosolo)

[photo courtesy of Harvey Warner]

October 2016 Magazine

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<https://www.facebook.com/oxfordmotorclub>



Search for @OxfordMotorClub on Twitter or go directly to

<https://twitter.com/oxfordmotorclub>

The views and opinions expressed in this magazine are those of the authors and do not necessarily reflect the official policy or position of Oxford Motor Club.

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Harvey Warner	Committee Member	warnerfamily@live.co.uk

EDITORIAL

It's definitely time to say "Rally Around" folks, as behind the scenes motorsports and Motor Clubs are under threat of their very existence.

The expense of participating in many motorsports events is increasing, the rules and financial burdens of complying with new initiatives look to be driving people to the point of abandoning their passion for participation.

Yet here we are, a motor club with dedicated members and a committee that is doing as much as possible to provide sensible affordable events for its members. Yet somehow, despite all of that effort on the surface, we don't appear to be pushing peoples "fun buttons".

So what are we doing? Well the answer is "PLENTY", with the club having formed a working group who are seeking new initiatives to spark everyone into action to change the future.



The brainstorming sessions have identified the need to engage more of our membership with the functioning of the committee, a strategy to attract younger members, and the necessity of securing additional venues to specifically allow an expansion of the lower cost competitive events that the club organise throughout each year.

So the challenge that faces all of us is to contribute just a bit more than we currently do. So if you want to help put on a social, let's say to help younger less experienced navigators become more proficient as navigators, we are waiting for your call.

- If you fancy doing a Grass Autotest, then a plan is developing to run a series of those possibly as soon as next year.
- If you know a farmer, friend or acquaintance who might be willing to provide access to a potential venue let us know.
- If you have a family member who works for a business that might be of interest to others, and the possibility exists to do a tour of a facility, tell us NOW.
- If you plan to spectate on an event and have empty seats in your car, let others know so you can share costs and encourage others to look at events we all love to attend.

“Help us assist with rescuing Stage Rallying from the turmoil it has been in for some time”

John Blackwell has written an excellent piece on various aspects of club operation and also of event participation as an official. Please read it and have the belief that you can really make a difference by joining in.

Regrettably, due to some ongoing health issues, this will be my last magazine as editor, as I need to focus on other matters. I will be contributing articles to the mag as and when I can in the coming months, so you don't get rid of me that easily.

magazine@oxfordmotorclub.co.uk

Steve

FUTURE CLUB EVENTS

Over the next few months we have a number of events, both in-club and out-of-club, for your enjoyment. All information is correct at the time of writing but things can change so double check with the organisers.

Listed below are your Club events and some of the more local events that may be of interest to members but a full range of all MSA permitted events can be found at <https://www.msauk.org/Events/Find-Events> Choose your type of activity and every event registered come up.

OCTOBER

The next OMC 12 car rally organised by **Tony Mytton** has been moved on a week from its original date and will now run on Friday, 14th October using map 175. As well as competitors there is the need for marshals to man the check points around the route. Tony's number is 07775 935900 and the start & finish venue will be the Bell Inn, Wallingford, 175/SU 617892.

The following **Sunday 23rd** sees CMSG Autosolo Round 12 at Throckmorton Airfield. 60 & Worcs MC are the organisers.

On **Friday 28th** round 5 of the CMSG Roadsport 12 car championship takes place. On maps 175/185 the event will be organised by Glynn Hayworth of Basingstoke MC.

The following day Southsea MC will be holding a non-championship AutoSolo on Saturday 29th October at Sparshalt College near Winchester.

SMC have invited the members of Oxford MC to compete and the event regs and entry form are available at <http://www.southseamotorclub.co.uk>

Your contact for the autosolo is Chris Phillips, 53 South St, Havant, Hants, PO9 1BY.

Telephone 023 92 455541 (answerphone)

Email: chris_n_p@hotmail.com

NOVEMBER

Wednesday 2nd is the Club Night at the Jolly Boatman, Thrupp.

Saturday 5th sees us back again at Throckmorton Airfield for the HERO Rally of the Tests.

A round of the FIA European Historic Regularity Rally Championship, the RAC Rally of the Tests runs three tests on the airfield. The impressive entry is already full and can be seen on their web site.

Again OMC will be running one of the tests and we need timekeepers and observers. Colin Minchin the club Chief Marshal will be the contact if you want to volunteer.

On the same day, **Saturday 5th**, Hereford Motor Club are running the 4th Builth Showground Stages. The single venue event will cover over 30 miles and they have secured some new roads; 50% tarmac, 50% loose with the last 2 stages running in the dark!!.

Marshals are required more than ever to ensure safe and compliant running of events. If you can help marshal them your contacts are **Karen Phelps** email Karen-phelps1@hotmail.co.uk or the Clerk of the Course –

Mike Pugh

Mobile

07968 399438

E-Mail

mikepugh57@gmail.com.

Marshal's signing on will be at the Showground, time TBC but first Official car due at 09:00, and each will receive a goody bag, entry into the marshals draw and a gift.

Friday 11th is the Dolphin Gun Powder Plot 12 car. This will be round 6 of the OMC/Dolphin series. More details of an organiser soon.

At the other end of the year to their normal running the Wyedean Rally runs on **Saturday 12th**. The rally is organised by the Forest of Dean MC and will probably use all the old favourite stages in and around the Forest.

On **Friday 18th** the CMSG Roadsport 12 Car Round 7 takes place. Running on OS Map 175 the event is organised by Haydn Marks and Brian Cammack.

Finally, on **Saturday 26th** the Regency Stages Rally is being held at the Bath Showground organised by Weston Super Mare MC.

DECEMBER

Wednesday 7th is the Club Night at the Jolly Boatman, Thrupp

On **Saturday 3rd and Sunday 4th** the Rockingham Stages Rally organised by Middlesex & Thame MC's runs at the Rockingham Raceway in Corby. Marshals and radios are needed.

Also on the long weekend of **3rd – 6th is the Le Jog Endurance Rally**. As the name says it runs from Lands End to John O'Groats. The overnight stops will be in Chester and the Scottish Borders.

Full details on how to register as a marshal are on the HERO web site.

On **Friday 9th** the CMSG Roadsport 12 Car Round 8 takes place. Running on Map 162 and organised by Zenya Heap and Richard Austen.

Finally, for 2016 on **Friday 16th** we have the last Oxford MC 12 Car organised by Chris Hambly. As well as competitors there is the need for marshals to man the check points around the route and contact details and the start & finish venues will be available nearer the date.

More details of all these events will be available nearer the event in the magazine or on the relevant club web sites.

Dates for your new diary.

The 2017 calendar is starting to fill up and can be seen on the Club Web site and will be published in the magazine later in the year.

If you are a member of another club that wants an event publicising, then please let me know.

John Blackwell

OXFORD MOTOR CLUB 2016 CALENDAR

Information is correct at time of printing.

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

October

Friday 14th Sunday 23 rd Friday 28 th	Oxford MC 12 Car CMSG R12 Autosolo CMSG Roadsport 12 car # 5	Throckmorton Map175/185	Tony Mytton 60 & Worcs MC Glynn Hayward Basingstoke
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November

Wednesday 2nd	Oxford MC Club Evening		Jolly Boatman Thrupp 164/480154
Saturday 5 th Friday 11th Saturday 12 th Friday 18th	HERO RAC Rally of the Tests Dolphin Gun Powder Plot 12 car Wyedean Rally CMSG Roadsport 12 Car #6	Throckmorton Map 175	Colin Minchin Dolphin MC Forest of Dean MC Haydn Marks Brian Cammack Oxford
Saturday 26 th	Regency Stages Rally	Bath Showground	Weston-S-Mare MC

December

Wednesday 7th **Oxford MC Club Evening**

Thurs 3rd – Sun 6th HERO Le Jog Endurance Rally
Sat 5th – Sun 6th Rockingham Stages Rally

Friday 9th CMSG Roadsport 12 Car #7 Map 162

Friday 16th **Oxford MC 12 Car**

**Jolly Boatman
Thrupp
164/480154
Chris Worboys
Middlesex /
Thame MC
Zenya Heap
Richard Austen
Oxford
Chris Hambly**

2017

February

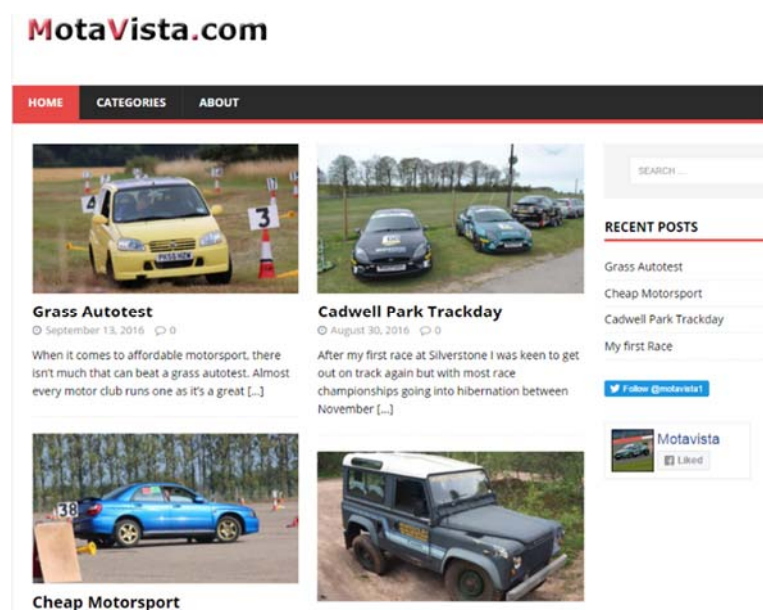
Wednesday 1st **OMC MC Annual General Meeting / Awards Presentation** **TBA**

MOTAVISTA.COM

Alongside managing the OMC website this year, I've recently set up my own motoring based website, motavista.com

The aim of the site is twofold.

Firstly, I spend most of my time thinking about cars and motorsport so may as well write about it.



Secondly, as motorsport is seen as an expensive dream by many people, I want to help promote club motorsport by highlighting events where you don't necessarily need deep pockets to get involved.

Current articles include an introduction to grass Autotests, info on starting out in club racing, and a review of some suitable cars.

Hopefully this will grow over time to become a useful resource for anyone interested in motorsport, be it as a competitor or a marshal/organizer

By being a general motorsport site rather than one specific to a motor club I'm hoping it will have a broader appeal and help attract people who've never been involved in motorsport or joined a motor club before.

By 'subtle' but frequent references to Oxford Motor Club and its events, it should hopefully generate greater interest in our club.

This does not affect the club magazine which will still have its own dedicated content exclusively for the membership.

For those of you on social media, please like/retweet/share posts from both Oxford Motor Club and Motavista to try and spread the word as widely as possible. And for those in the club with suggestions for the site, or ideas for articles which may be of interest, please get in touch.

Some useful links:

OMC

website: www.oxfordmotorclub.co.uk
 Twitter: [@oxfordmotorclub](https://twitter.com/oxfordmotorclub)
 Facebook: www.facebook.com/OxfordMotorClub

Motavista

website: www.motavista.com
 Twitter: [@motavista1](https://twitter.com/motavista1)
 Facebook: www.facebook.com/motavista

Simon Phillips

webmaster@oxfordmotorclub.co.uk

MARSHALLING (IMPORTANT INFORMATION)

First Time and Existing Rally/ Cross Country Marshals

Are you registered with the MSA as a Marshal? If not, you will **NOT** be able to marshal unsupervised on events from 1st January 2107.

You are probably all aware of the terrible incidents on rallies over the last few years which came to a head with the dreadful fatalities on the Jim Clark Rally in 2014.

Following this the MSA has undertaken a significant overhaul of rally safety, under the 'Rally Future' banner.

There are a number of widespread reforms that today's organisers have to comply with, one of them being the *Rally Marshals Registration* which was introduced several years ago. This system has undergone an overhaul and from **January 1st 2017** organisers must ensure that **all** marshals have completed the online training.

As event organisers we will be prohibited from allowing anyone to marshal independently on any Stage Rally we host without this certification / accreditation irrespective of their experience.

Is it a big investment of my time and money?

No, the accreditation is generally done on line. It consists of three modules and takes no more than an hour to complete and is completely free of charge. So far, well in excess of 5000 people have undergone the training.

How do I do it?

Simply register online via the MSA's member's site at members.msauk.org. The follow the links to the learning management system and proceed. You only need do this once, it is NOT an annual renewal. If you have not registered before, the default grade will be 'Trainee', but this can be upgraded by sending the MSA a Rally CV and being endorsed by your club.

What if I don't pass?

Simply retake the modules once you have re-read the sections you didn't quite manage the first time.

Can I still get my 2017 licence without doing it?

No, the MSA will not issue or renew a 2017 licence until you've done the training.

But I don't have a computer...

This is where your club can help you and we have two ways to do it.

If we have some interest, we can bring some laptop computers to a club night at the Jolly Boatman and invite members and friends to complete the training amongst motorsports friends.



Alternatively, the MSA have now provided their trainers [of which I'm one] with the training programme as a PowerPoint presentation and you can complete the training as a paper exercise.

I will then forward the completed forms to the MSA who will then register your efforts to finish the process.

John Blackwell

Club Secretary & MSA Lead Trainer

VOLUNTEERING FOR YOUR CLUB COMMITTEE

With just three months to go until the Club AGM this is the time that members could be thinking of how they can help the Club by volunteering to sit on the Committee.

Year on year I list all the Committee positions and say what is involved to the point where I'm sure it must put people off but I keep on trying. All the positions are listed in the front of the magazine and as always, if you want to know more please contact one of us on that list.

The current Committee resigns en bloc at the AGM so all positions are open to members who may want to get involved and don't worry about pushing anyone out.

We have named positions that have a little more responsibility and need some experience but there are positions that are designed for the newcomer and the ones featuring the social media side of the club certainly needs someone younger than me.

John Blackwell

GETTING INVOLVED WITH EVENTS

If you don't want to sit on the committee then why not consider getting involved with one of the club events. We currently run four 12 car rallies, two Autosolo's, an Autotest and a Stage Rally.

We are always looking for organisers and the best way to gain experience is to shadow an existing organiser on one of the many roles needed to make an event run.

All the roles are listed on the Club Web Site under 'getting Involved – volunteers' and myself or any Committee member will be pleased to talk to you about any of them.

There are many ways to get involved in Motorsport without actually competing. Whatever your interests or skills, there's sure to be a role to suit you. All events need a number of officials to make them work. It starts with ordinary club members wanting to get involved. Some positions are licenced by the MSA but many are not. Training is provided via MSA training courses, mentoring schemes, and from help within the club. If we cannot help you then we will know someone who can! If you lack any experience in Motorsport, don't worry. Even the most senior officials were beginners once!

I know this is a repeat article and I make no apologies for it but anyone who has ever looked around at ANY motorsport event or attended ANY motor club night cannot but help notice how many heads of grey hair there are. We need new people to start moving into these roles before we all get too old and events are cancelled through a lack of an organiser. At the last Autosolo [which is expected to be the last at Finmere] there was a team picture of the organisers and time keepers and apart from a youthful Ian Hazleton and Haydn Marks, the rest of us were over 60, some well over, which proves the point I'm making.

John Blackwell

EVENTS ROLES

Clerk of the Course (the boss)

All events from large National events to minor club events need a Clerk of the Course, who is licenced by the MSA to oversee the whole event. They have overall responsibility for the safe and sporting running of the event and make sure the event has suitably experienced people in the relevant posts.

Depending the size and status of the event the Clerk may be assisted by one or more Deputy and/or Assistant Clerks of the Course.

They are responsible for overseeing the event and deputising for the Clerk where necessary. The Deputy must be a licenced official as he may have to take over the event whereas the Assistant can be a person experienced in the type of event or a trainee going through the licencing process. A Deputy Clerk of the Course can make decisions in the Clerk of the Course's absence.

The Secretary of the Meeting (the organiser)

The MSA description of the SoM is "the person who is responsible for the organisation of the meeting in terms of all material and notices required". After discussions with the Clerks and other officials, the SoM writes the regulations and final instructions for the event, write the safety plans and risk assessments, apply for the permits, book any officials for the event, arrange planning meetings, take and circulate notes on the progress of the event, liaise with the MSA and Club Stewards other Officials and Competitors and do all the other jobs that need doing.

Entries Secretary

As the title says, this person is responsible for receiving/collating entries and handling entry fee payments.

Chief Marshal

Responsible for recruiting marshals and allocating them to the relevant stage locations, issuing tabards, instructions and specific responsibilities for each marshal and for briefing the various personnel about any specific issues that may apply to a particular event. At this year's Carfax we utilised over 100 marshals and radio operators from very many different motor clubs.

Marshals fall into three categories:

Marshals

Positioned at specific locations around the venue to ensure the event runs safely and complies with the Safety Plan. From January 1st 2017 Rally Marshals will have to be licenced by the MSA and this is covered by another article in this magazine.

Timing Crew

Operate the stage controls overseen by the Chief Timekeeper. We have all seen the starting lights and transponders at work in race meetings and rallying has moved in the same direction. Rally timing has changed over the years from using a stop watch and a flag to controlled traffic lights and timing beams. As this can be a role where practice makes perfect marshals tend to specialise.



Radio Operators

Situated at all relevant stage radio points and other intermediate points in order to form a radio communication system for the stage. These will be under the control of an experienced and registered radio controller.

Within **Oxford Motor Club** we have a Licenced Radio Controller who is able to advise anyone interested in becoming a radio operator. This is an area where a newcomer can get involved fairly easily.

There is a MSA Marshals register which will be compulsory from 2017. The grading levels are:

Cadet Marshals are for ages 11 and 16. The roles available for the cadets is restricted but it gives them an insight and experience of the sport in general and is an excellent way to get them involved.

After 16 you become a **Trainee Marshal** with event attendance and training criteria to meet before you move up to **Rally/Cross Country Marshal**. Moving on up with more events and more training modules, this time more role specific you become a **Rally / Cross Country Timing, Radio and Sector Marshal**. Next rung on the ladder is **Senior Stage Marshal** and as the name implies this you need experience in many roles including stage set up before reaching the top rung as **Stage Commander**.

There are two more additional positions which are **Senior Official** covering such roles as Secretary of the Meeting, Safety Officer, Competitor Liaison Officer etc. and an **Examining Rally/Cross Country Marshal** which is an MSA appointed position.

All details of this scheme are available on the [MSA web site/](#)

Competitor Liaison Officer

Co-ordinates any queries between competitors and organisers. An effective Competitor Liaison Officer makes a great difference to the efficient running of an event as he/she will deal with the vast proportion of competitors' enquiries without interrupting the Organising Team's work. Ideally, a CLO will be an experienced competitor / organiser who will have the knowledge to deal with most of the queries and decide when a more official response is necessary.

Safety Officer

Although not yet a MSA Licenced position, this person should have experience of the type of event and is responsible for ensuring correct allocations of stage personnel, correct cover in respect of Medical, Rescue and Recovery services and see that they are deployed correctly in line with the safety plan.

They will be in close contact with the Clerk of the Course and advise on any safety related issues.

Safety Car

This team of experienced rally officials has the responsibility of ensuring the stage is safe to run by ensuring all stages are laid out correctly and safe to run, all controls and marshal points are correctly equipped and manned and any yellow flags correctly deployed.

Previously, on larger events this vehicle may well have been known as Car 00 or 000 and runs before the *fast course car* [Car 0]. Moving away from “Course Car” to “Safety Car” is an ongoing change and it is becoming less usual to see a fleet of enthusiastically driven rally cars preceding competitors on stages.

Stage Commander

In charge of the Special Stages. This official has responsibility for the preparation, set-up and running of a Special Stage.

Again, it is not yet a MSA Licenced position but, along with the Safety Officer, is one of the areas the MSA are looking at for the future.

Child Safeguarding Officer

Now a Licenced MSA position, the role of the MSA Club Child Safeguarding Officer is to be the first point of contact for all child safeguarding enquiries within the club and to ensure that children’s welfare is considered in all aspects of the club activities.

Stewards

Ensure the event is run correctly. There are two types:

Club Stewards are appointed by the organising club, and, although not a licenced position, they should be thoroughly experienced in motorsport and in particular of the type of event they are overseeing. At least one of these Club Stewards must be a person whose motorsport activity is not confined to the host club and is not an official of that club.

Depending on the status of the event The MSA appoint an **MSA Steward** who is the MSA’s representative on the day and acts as a second judicial body at any event and are responsible for hearing and adjudicating upon any appeal against a decision by the Clerk of the Course or other event Official.

Scrutineers

There are two types of scrutineer:

Vehicle Scrutineers ensure the vehicle meets the technical criteria for that specific event as well as checking that the competitor’s overalls and helmets and safety equipment meet the current regulations.



All events, from our club autosolo and up to International status need a scrutineer. As experience is gained you are able, by re-assessment and training, to move up the ladder.

Environmental Scrutineers ensure that every competing vehicle, regardless of event, complies with specific sound regulations.

Both of these positions are licenced by the MSA but along with all other licenced posts there is training available and a mentoring and licencing process that ensures you will be able to carry out your duties properly. Within Oxford Motor Club we have a vehicle scrutineer, several Environmental Scrutineers and our own sound testing equipment

Recovery and Rescue

These two disciplines are licenced by the MSA but are all manned by volunteers.

Recovery Units

Going back 30 years any car that crashed or just broke down on stage was left to the service team or anyone with a vehicle [sometimes] big enough to pull it out and as you can imagine this was rather chaotic and in some cases dangerous. I've seen Land Rovers with a long kinetic rope hooking up to a vehicle way down a bank and just pulling and spinning the wheels until it came out, a lot of the time in a worse condition than when it went off.

The MSA couldn't allow this practice to carry on and set in motion the licencing of all rally recovery vehicles and personnel. It would be many more years before it became compulsory to use licenced units on all rallies and I'm proud to be the first recovery operator to be licenced and instrumental in bringing in the compulsory use of licenced units.

Race circuits tend to use garages with flat bed vehicles as the incidents they deal with are slightly different to the chances of a rally car disappearing down a 100ft bank.

But, we are all getting older and this discipline, as with Rescue, needs new blood to ensure its future.

If anyone attends rallies regularly you will have seen the variety of vehicles and equipment in use. The requirements are relatively simple, a four-wheel drive vehicle capable of doing the job and the skills and equipment to recover a vehicle from any position.

There is training, mentoring and licencing process to ensure you are capable of doing the job correctly.

Rescue Units

This is the one discipline where it is unlikely you will be able to get a Rescue Unit up and running from scratch [unless the lottery favours you] without a lot of effort. Most units are run by a group of like-minded people with an interest in the safety of the sport. They cover all events, race and rally and are in great demand.

Again, there is training, mentoring and licencing process to ensure you are capable of doing the job correctly.

To cover all the events, they need crew members so if your interest is in the safety aspect of an event then please contact me. I can let you know in far more detail of what is involved and pass on your details to the relevant people.

In Summary

The officials will all have come into their posts from a variety of directions. Often, they are competitors who have realised the efforts of the Clubs and Officials that have put on events that they have enjoyed and have volunteered to put something back themselves.

Sometimes, the officials believe that they can improve the events and take on the roles to enhance standards, often because of specific skills that they have learned in their own working lives. Sometimes, particularly with respect to Recovery and Scrutineers, a keen interest in the mechanical / technical side of things proves the impetus to get involved.

If you do decide that you might like to offer your services, I am sure that you will quickly find that you will be enthusiastically received and encouraged by everyone from your motor club peers, right through to the MSA themselves.

John Blackwell

2016 - CARS IN THE CLAYDONS

When the Cars in the Claydons event was announced early in 2016, Oxford Motor Club approached the Organiser, James Beckett Motorsport, and asked if a Touring Assembly finishing in the middle of the day at Claydon House would be a worthwhile addition to the day. This suggestion was welcomed so planning was soon underway.



Simon Marks, Keith Norman and Bridget Lewis were involved in Cirencester Car Club's first twelve Corinium Runs and from this have experience in preparing high quality roadbooks. An approach to the Cotswold Wildlife Park and Gardens yielded a start venue. They were prepared to open the gates earlier than their regular opening hour of 10am and provide bacon rolls and hot drinks as a welcome to officials and participants – ideal.

A 70-mile route was put onto OS maps 163/164 and 165 and once driven, measured with a tripmeter and tulip diagrams drawn we were well on the way. John and Shirley Blackwell were, by now, on board as Secretary of the Meeting and Entries Secretary respectively and David Smith was also keeping an eye on proceedings.

We put out regulations and publicised the run but by mid-year when all the details were in place, many scenic tour participants already had their year mapped out so entries were rather slow. Cars in the Claydons were hoping that we would get 100 cars, but it was soon apparent that this would not be possible. In the end we had 25 entrants, but the quality and mix of the cars were great so we looked forward to a good day.

Roadbooks were checked and professionally produced. Rally plates and orange event arrows were sourced and Keith found a firm in Cornwall that manufactured slate coasters as finishers' souvenirs. Simon carried out a final drive of the route on the morning before the event and, happily, found no problems along the way (roadworks or village fetes closing roads have been encountered by other events in the past) so, happily, there were no reroutes needed. The final items were added to the packs for the participants and the marshals so we were ready to go.

The marshal team arrived at the Cotswold Wildlife Park at 8am and we quickly sneaked in the back gate to set up shop. We had a huge area of car park to play with so David, Tony Mytton and Bill Hitchcock were able to park participants in every other parking space. Chris Hambly and Harvey Warner checked eligibility of the cars as they came in and Shirley and John signed everybody on and issued the packs. Keith Norman was taking pictures. The bacon rolls were excellent and the staff at the Cotswold Wildlife Park and Gardens were so welcoming. We will be back there again in future years.

Haydn Marks and Charlie Walker set off at 9am to open the course in the Talbot Sunbeam Lotus. There was very little signage for them to put out – primarily warning of some savage bumps on the road through Wychwood Forest and signs at the mid-route Passage Check where David and Chris were to tick participants off and reintroduce gaps if (as did happen on a couple of occasions) a convoy had arisen.

The day was mild but overcast and the conversation turned to when the forecast rain would arrive. Some were expecting morning precipitation but I was going for evening rainfall. The first car (the splendid 1928 Bentley Le Mans of Jocelyn Seligman, Rachel Burgess and Chris Grey) was flagged away by John and Shirley at 9.45 and the other 23 cars followed on at one minute intervals. The route went to Shilton, Burford and then to Taynton (where Harvey and



Keith were taking more pictures as the backdrop of impressive Cotswold stone houses, plus its early on the route location, made it a sitter for photographs – images that featured heavily in press releases sent to papers and magazines after the event).

From there, the route took in Little Rissington, Idbury, Kingham and Ascott-under-Wychwood before leaving the wide open uplands of the Cotswolds and turning through Wychwood Forest towards Leafield. As reported above, this road has

deteriorated recently so we mentioned this in the road book and put out signs to slow everyone down – particularly those with the least ground clearance. None of the participants moaned at the end of the event so I think it was “mission accomplished”.

The route then went on towards Charlbury, then took in Kiddington, passed the Renault Sport F1 factory, Middle Barton, Hopcrofts Holt, Lower Heyford and pulled in to a layby at Caulcott for the passage check. As a Scenic Tour is a Touring Assembly, there is strictly no timing, but we used the Passage Check to reintroduce gaps between the cars. The only car reporting any problems was the Rover Mini Cooper of Elizabeth and Angus Nohl-Oser.

An unspotted pothole had caused the green Mini to stop (the consensus of opinion was that the shock had upset the fuel injection’s inertia switch) but, after a while, it had come back to life so the London based crew pressed on.

The terrain would now become somewhat flatter and it was only just over 20 miles to the finish at Claydon House. Ardley, Fritwell, Stoke Lyne, Stratton Audley, Poundon and Calvert were all visited before crews turned into the National Trust property at Claydon House. The parkland setting of the house was splendid and, initially, crews aimed for the set out parking area near the pedestrian entrance to the show. The organiser to Cars in the Claydons decided that it would be better if we then went to park in the courtyard of the big house –

which made a lovely setting but left us with a rather disjointed finish as our group was split up and some missed out on the chance to get programmes. Haydn and Charlie rushed over there with the check sheet to ensure that everyone collected a souvenir coaster. Once that task was complete – and we knew that all cars (and our marshals) had come in, we all stood down and had a look around the show.

For a first year, Cars to the Claydons was a really nice show. Claydon House is a grand house with quite formal gardens and lawns and there were car displays in all areas. Classic cars (including a large Ford RSOC display) on the lawn in front of the house, older cars and tractors on a raised area nearby and racing and rally cars in the gardens nearby. The courtyard looked really good and, had we been told about this, I would have been pushing to get all our cars in there and finished as a complete group. There was also a motorcycle trial taking place in a wooded area just outside the formal gardens. Rain had started around 1pm (as our cars were arriving). At 3pm, the heavens truly opened for a while – in true British summer event style. This encouraged folk to start to drift away - but they were all smiling!

Since the event, I have received so many e-mails from participants who have all enjoyed their day. They have asked me to pass on their thanks to everyone who contributed so to all the team, a big Thank You from the participants, from James Beckett (the organiser of Cars to the Claydons) and from Oxford Motor Club for the help in putting on yet another superb OMC event,

We will be able to go back again with a Cars to the Claydons event next year. As the finish is set as Claydon House, we are now looking for a different start venue in a different area so that we can offer a different route. We think that we will cycle around different starts but would aim to go back to the Cotswold Wildlife Park and Gardens in year four.

All our officials enjoyed their day so we hope that more Oxford Motor Club members will wish to get involved in 2017 – either by helping or actually doing the run. The regs asked for cars that were over 20 years old, but we did say that we would take more modern cars of “special interest”. One such car that was accepted was the 2003 Renault Clio Sport 172 of OMC member Alan Wakeman and Simon Mummery so please ask if you fancy a run!

Simon Marks

WHAT ARE MEMBERS UP TO IN THE COMING WEEKS

At the time of completing this magazine Chairman Chris Hambly is in Jersey, looking after a very nice Black Escort Mk2.

Pete & Steve are currently car less as Steve's Proton Satria remains parked on the drive awaiting its engine rebuild, and the MOT station man said “NO” to Pete when his Pug 106 went for its yearly health check. Some irritating minor issues meaning that the ink would not dry on a pass certificate. Hopefully all will be rectified shortly on both cars, especially as the Satria is the vehicle of choice for entering the notorious “Preston” event in December. Time will tell.

As for everybody else silence on the wires and electronic communications channels must mean everybody else's vehicles must be tucked away for the winter.

THE 2016 MERCIAN RALLY

Following the great runs for BBAC crews on last years' Mercian Rally 2015, where Craig Varney & Alex Higgins took 1st and Pete Collins and Steve Newman 2nd in their Nat B Class, with Jens & Harry Brierley succumbing to fuel problems, 4 Blackbird member crews were entered for this year's event.

Jens was back with Richard Drydale in the navigator's seat of HMS Volvo, Pete & Steve were back in the Pug 106, Harry Brierley entered but had to withdraw his Ka due to car problems, and Shirley Hillhouse was out with navigator Dan Tribe in her Nova.

There was a great atmosphere at the Southam Tyres start venue where Harry & Paul Baldwin arrived to take on marshalling duties. We all spent time talking with Oxford Motor Club's chairman Chris Hambly who was also on marshalling duties. Locals Andy Madge and Matt Cooper, (last year's clubman's class winners) were also out in their Citroen Xsara.



The all tulip junction roadbook and handouts worked well and crews were quickly into their stride. A minor skirmish with some locals at the start of the event meant a section cancellation as they started to get too close for comfort to some competing cars including Pete & Steve.

The 1st white was slightly rougher than last year, and Chris Hambly at his control on the white told us that a local was about in the area but we did not encounter them.

The route meandered over well know roads to us local boys with a few smoother whites taking us from outside Daventry, cross country to Byfield, Culworth, Eydon, around the Morton Pinkney back road, Greatworth, through the hard to find Thorpe Mandeville link road and white, looping round to the two Tests held on the Hinton-in-the-Hedges airfield peri-track.

With Oxford Motor Club members on duty on the tests, we had pretty good runs on both tests, still bumpy in places and dusty on the dry night, it all felt pretty good.

At petrol halt Jens reported Mal de Navi moments for Richard who suffered a bit of involuntary weight loss. Looking at the timing sheets later, they showed Pete & Steve up from their starting position of 28 to be running in 12th. It appears that by this point Shirley had retired but I don't know why.

2nd half was like a step back in time with the roads around Wroxton, where as a 20-year-old I had watched Bill Douglas sliding around majestically in his Triumph 2.5Pi whilst others around him selected various parts of the hedges to visit in the icy conditions back then.

We had clean runs almost everywhere, caught and passed some “quicker” cars, Pete’s like a terrier who won’t let go when he gets a sniff of getting past another competitor.

The route took us out to the west of Banbury, taking in the Fulling Mill Farm white, then quickly on to the Madmarston Hill white where we found Chris Hambly again. Love this road, as we haven’t been close to it for nay on 30 years in a rally car. Then off around Rollright Heath Farm, down the Berryfield Farm white, then the Bell Isle white, and out through Traitor’s Ford. Quick blasts from Shipston-on-Stour towards Upper Tysoe then down to Epwell, Shennington then out through Shutford and back to Wroxton. Classic!!.



By now the number of cars running was reducing and soon Jens and Richard had made up some lateness and started arriving at controls on our tail.

With HMS Volvo having more grunt than Pug 106 we elected to let Jens run in front of us on the roads. This allowed us to be entertained by the Volvo wiggling up the road ahead of us at a healthy speed, although the cause of Richard’s earlier Mal de Navi was quite evident.

Heading north, we took in the great roads around Farnborough, Burton Dassett, Gaydon to Northend back road, then the fateful section through Knightcote and on up to Bishops “Bl**dy Itchington)

We were making sterling progress in the wake of HMS Volvo and arrived at the start of the final section in close pursuit. We chased Jens down to a passage control, not above a mile from where an Astra had deposited itself in a hedge last year in the fog. Stroking on at a pace, I had passed the baton to Pete on drive what you see basis as I did some final plotting through Bishops Itchington to the finish pub, not wanting to have problems with a blackspot in the village.

I’ve grown super confident with Pete’s control of the car and our pace was good, Jens was just visible in the distance, but about 350 metres from the final route control there is a bridge over the river Itchen.

The approach speed was a little too high and when I looked up from the maps we were in an “Eenie Meenie Miney Mo” decision making situation.

Brakes were slowing us reasonably, but the bridge looked to not be on.

The Rails on the bridge loomed large, so Pete opted for the grass verge on the left, which turned out to be very short followed by a drop down the concrete parapet towards the river below.



In a bus hanging over a considerable drop "Italian Job" moment, our thoughts were "Sh*t", were going in, but we didn't. So I got out and we thought we might be able to reverse out.

Pushing hard on the front of the car saw some movement backwards take place, but as the car got closer to the road, the car sort of belled out as the rear wheels dropped and the front wheels lift up, losing traction.

What now!?

Resigned to the ignominy of not being able to get out all we could do was unwrap the mobile phone and call for HMS Volvo to return, (after handing in their timecard at the Finish.), and tug us out of the weeds.

I wandered up to Steve & Ingrid Brew's control just to let them know we were OK, and waited for the return of Jens & Richard.

After what seemed like a lifetime, (about 20 minutes), HMS Volvo arrived and within 15 seconds the little Pug 106 was back on Terra Firma. A quick check showed no damage so off to Steve & Ingrid's control we went, where we were still not OTL.

It all comes down to what might have been, but "Hey Ho", at least we were unscathed, and the breakfast was great.

So we will return next year and try again.

Congratulations and thanks to Jens & Richard who finished 1st Clubman's crew with a time total that put them at 9th overall, and congratulations too, go to Northants local crew Andy Madge & Matt Cooper who finished I a fantastic 4th place overall and 1st Novice, great performances from both crews.

Steve Newman

"If in doubt, Flat out"
Colin McRae 1968-2007



LATE BREAKING NEWS

Just as I'm trying to close out this issue, I have just seen a fantastic Facebook post from Richard Crozier (who we claim as one of our own) that reads:

So, I guess the secret's out...!

Going to be making my World Rally Championship ([WRC](#)) debut, alongside 2015 Welsh Rally Champion Bob Ceen in the [MSL Motorsport](#) Ford Fiesta R5.

Thank you to everyone that's been a part of the 10-year journey to get to this point. Shall be carrying you with us all the way.

Car 86 on [Wales Rally GB](#) 2016. BRING IT ON!



16	ABU DHABI TOTAL WORLD RALLY TEAM	Quentin Gilbert Renaud Jamoul	FRA BEL	Citroën DS3 WRC	RC1		
31	M-SPORT WORLD RALLY TEAM	Elfyn Evans Craig Parry	GBR GBR	Ford Fiesta R5	RC2		
39	PIERRE-LOUIS LOUBET	Pierre-Louis Loubet Vincent Landais	FRA FRA	Citroën DS3 R5	RC2		
81	SHEIKH ABDULLA AL QASSIMI	Sheikh Abdulla Al Qassimi Steve Lancaster	ARE GBR	Ford Fiesta R5 WRC	RC1		
82	DRIVE DMACK TROPHY TEAM	Sander Parn James Morgan	EST GBR	Ford Fiesta R5	RC2		
83	JAMIE ANDERSON	Jamie Anderson Ross Whittock	GBR GBR	Ford Fiesta R5	RC2		
84	BERND CASIER	Bernd Casier Pieter Vyncke	BEL BEL	Ford Fiesta R5	RC2		
85	RICHARD CEEN	Richard Ceen Eirik Spilling	GBR NOR	Ford Fiesta R5	RC2		
86	BOB CEEN	Bob Ceen Richard Crozier	GBR GBR	Ford Fiesta R5	RC2		

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This opportunity come as just reward for the effort, dedication and pure stamina Richard has for competing in so many classes, with so many great drivers up and down the country.

OMC COMMITTEE MEETING MINUTES

Summary of the Oxford Motor Club Committee Minutes

Held at the Jolly Boatman Pub, Thrupp, Oxford on 20th September 2016

Meeting opened at 20.00



Present:

John Blackwell **JB** Shirley Blackwell **SB** Chris Hambly **CH**
Simon Phillips **SP** Charlie Walker **CW** Harvey Warner **HW**

Apologies:

Colin Minchin **CM** Steve Newman **SN**

Minutes of Last Meeting

The minutes were accepted as a true record of the last meeting

Proposed **CH** Seconded **SP** Vote: **Unanimous**

Matters Arising

There were no matters arising not covered by the Agenda.

Correspondence:

MSA News & Assn Minutes – circulated via email.

Associations 2017 dates requests.

Regional Associations:

There were no Association reports.

Treasurers Report:

All the club accounts are in a healthy financial state.

There is still a small amount of money to be paid out from the Carfax Rally but the event made a reasonable profit.

The Scenic Tour will make a loss which was expected for the first running. Still money to be paid out but will be finalised for the next meeting.

The Autosolo entries are making up a large proportion of the Treasurers account and this will be finalised for the next meeting.

It was agreed that some of the Carfax profit be used on new stage furniture and club equipment.

Section Reports

Championship Points:

JB said there was still little interest in the Points Championship, only having received two claims in addition to club events since the last review.

Competition Secretary:

Cars to the Claydons Scenic Tour

Despite a relatively low entry the event was seen as a success for OMC and the Claydon show.

There were some very good reviews from competitors and organisers.

Planning for 2017 is already under way.

Autumn Boanerges AutoSolo

33 entries at time of meeting but many more expected.

CM unable to assist with transport so **DGS** is hiring a van to move cones etc.

Club notice boards are with **CH**. Deliver to **JB** for transporting to Finmere.

12 Car Rally

October 12 car is being organised by Tony Mytton and Steve Partridge and already has 5 entries.

December 12 car will stay on its due date as there is no option to change.

JB suggested an interclub 12 car trophy between OMC and Dolphin. **JB** to speak to **Ian Harrison**.

JB

2017 Dates

OMC event dates for 2017 were agreed and are as follows:

Club nights to remain 1st Wednesday of every month.

Wednesday 1 st February	- AGM. Jolly Boatman rear room seems suitable for the meeting.
Friday 10 th February	- 12 car Rally
Friday 14 th April	- 12 car Rally
Sunday 23 rd April	- Bocardo Autosolo
Sunday 23 rd July	- Grass Autotest & BBQ
Friday 4 th August	- Carfax Set Up
Saturday 5 th August	- Carfax Rally
Saturday 2 nd September	- Cars to the Claydons Scenic Tour
Sunday 1 st October	- Boanerges Autosolo
Friday 6 th October	- 12 car Rally
Friday 8 th December	- 12 car Rally

List to go on web site and in magazine and be updated at regular intervals.

Magazine:

Frustration with lack of contributions despite requests for copy.

SN

Committee members urged to supply copy and encourage members to do the same.

ALL

Media:

Facebook has 434 followers and Twitter has 439.

OMC getting a lot of positive comments and views on line.

Membership:

We are on 77 Full and 47 Family as of today, +4 and -4 on this time last year.

Social

The Flight Simulator evening is ongoing and **CW** is looking at a Saturday in November.

CW

A social evening on a Computer games arcade was suggested.

Web Site

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

Agreed that an enhancement programme be purchased to update the look of the site.

The photo gallery on the site now has the Scenic Tour pictures.

It was suggested we investigate links to other sites in exchange for discounts for members.

SP to be given a budget to keep the site up to date.

Any Other Business:

A discussion on whether regenerating the Christmas meal and awards night would be acceptable to members.

JB asked about past copies of the Carfax DVD's. It was agreed to try to track them down. Possible that Zenya has some.

JB raised the problem with lack of communication between Committee members and reiterated everyone to make the effort to reply to emails or phone calls.

The meeting closed at 22.00.

Next meetings:

October 25;
December 6;
January 17.

2017 AGM February 1.

These minutes accepted on.

Signed by

Rockingham Track day with 'Subaru' Steve Beynon & Billy Johnson

On Sunday September 4th 2016, I participated in an open lane track day at Rockingham race circuit. Also in attendance was Billy Johnson, who was very helpful as a passenger helping spot some of the faster cars (such as a Ferrari 488) so I could let them past and not spoil their day!

This was my second track day at Rockingham (I have driven other circuits such as Spa Francorchamps, Cadwell Park three times [a favorite], Donnington twice, Mallory and the Nurburgring Nordschleife twice) so I was familiar with what was what however, you never know the mix of cars and driver experience on the day and there were some 50 cars of all sizes and performance, from dedicated track/race cars to very fast road cars such as a Skyline GT-R and the afore mentioned Ferrari 488.



Due to the high numbers participating it was agreed in the driver briefing that we use the International Super Sportscar Long Circuit, so that there was no waiting to get onto track and therefore maximize everyone's track time.

Driver briefing took place at 09:30 after scrutineering which is a basically a visual safety check and a static noise check (Maximum noise level 98db static @ $\frac{3}{4}$ maximum revs), followed by convoy runs to get familiar with the circuit. Circuit time was from 10:15 to 17:00 with an hour lunch break.

As for the briefing itself they go through the track procedures and protocol for incidents (flags, run off routes etc.) and to really emphasise that it is not a race and that you should allow faster cars to come through, advising on how and where best to do this.

Rockingham
International Super Sportscar Long Circuit
Length: 2.65 miles / 3.302 km



Car preparation like any event (even a non-competition event such as this) is very important and after my first Rockingham track day using the International Super Sportscar Circuit (with the Rockingham Curve), I had decided for this day to fit an upgraded baffled sump plate to avoid oil starvation.



RCM (Roger Clark Motorsport) Replacement

This can be common in Subaru's, especially when you have sticky tyres and lots of grip going round long sweeping bends such as the Rockingham Curve.

I had some advice for the last time I drove Rockingham to add a little more oil and as my tyres were totally shot with very little grip (from all the heat cycles competing in several seasons of the RAFMSA Sprints Challenge) my engine survived intact.

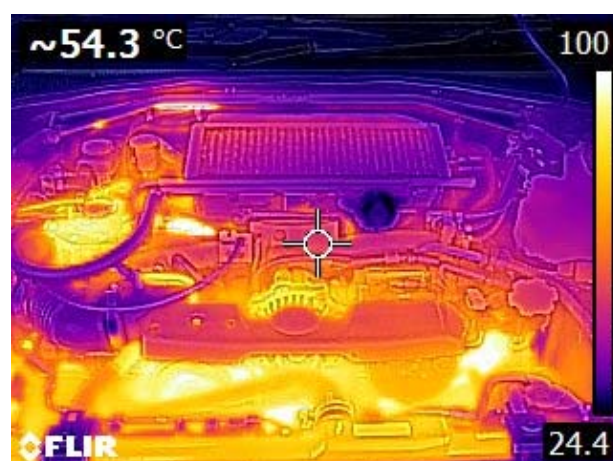
The 'long' track however cut out the Rockingham curve, so it was more forgiving on oil surge and tyres, but at least I had peace of mind that I had mitigated against such a costly engine blow up. I actually enjoyed the long circuit more.



OEM Set Up

This time I did have some 'better' tyres and both Billy and I noticed the performance difference, even though the old ones were technically a track tyre and the ones used for this event were more road focused.

I do however have a thermal imaging camera, so I could check the temperature profile to make sure all was set up OK (and to make sure what was supposed to be hot is hot and what is supposed to be cold is cold in the engine bay). Next time I will have a go with the new sticky tyres (as I did feel I could be as quick as that Ferrari if I had used them – or maybe not?).



Thankfully the weather was excellent, even though there was a very slight drizzle for a few minutes. During the day I covered approximately 130 miles on circuit, about 65 laps (running approx. 6.5 mpg or approx. 0.3 gallon per lap!).

Not all the laps are at 'full chat', being sensible and responsible and respectful to yourself, your passenger(s) and other track users is the whole philosophy of the day and allowing yourself to familiarise yourself with the circuit, conditions and car handling is very important. So I would typically have a warm up lap, do four of five 'flying' laps and then a warm down lap before pitting for 5-10 minutes to let brakes, tyres and engine to cool down.

Tyres by the way take a real hit at Rockingham, apparently it's the most demanding circuit on tyres in Europe(?), anyway I always make sure I run a higher tyre pressure for track days (to avoid them melting) compared to normal road use, which is what I was advised many years ago when I did my first ever track day at Cadwell Park.

You could in fact take it to the extremes and set different pressures for each tyre, but using the thermal camera I could see things were pretty much in check (for the 'long' circuit configuration) and I decided to keep the pressure relative to factory setting (all be it a higher pressure by ~10%). I would have played around with different pressures if we were using the Rockingham Curve though.



Cooling off after a session

As the day progressed my confidence in myself and the car grew and I did stay out for a 10 lap session. Here I could really appreciate how endurance racers can get 'into a groove', I am sure if I was allowed to time (which you are not allowed to do on track days), I would have been banging in consistent laps.

You just get into a rhythm and I actually thought Billy had drifted off to sleep at one point because the track thinned out and there was no much spotting needed of faster cars from behind, he was very quiet!



People often ask me who have not done track days what they are all about. For me the answer is to treat them as driver development days, where you can really get to appreciate the performance of your car, improve your ability of driving and most importantly take away some elements of track driving to make your road and everyday driving safer.

You do need to be mindful that there are all types and cars and driver ability, concentrating on you and what you are doing is paramount, try not to get de focused on trying to 'race' someone or keep ahead of them, this is when 'costly' mistakes can happen (I have seen them). Keep to your own pace and stay safe.



Saying that though, as the day progresses you will enjoy having a little 'fun' with someone, who has a similar performance to you.

Never be fooled by what car it is though, last year there was a Skoda Yeti – it barreled up to me when I was on a warm down lap. Turned out it was running an Audi TTRS engine and running gear!!!

You can also take out passengers (cost £10 to sign on as a passenger, must be over 16), this makes it a very open and friendly day as people will just turn up to have passenger rides, hence why Billy seems to have turned into a young blonde lady in one of the photos! You as a

driver (automatically) can also passenger in other cars, even potentially drive them, with the owner's permission of course.



Getting close to the wall at 100mph, that's not Billy!

If any of you have any questions or would like advise about doing a track day at Rockingham or about track days in general, then I will be very happy to talk to you (stevebeynon@btconnect.com)

Thanks to Billy Johnson for spotting and making it a safe and very enjoyable day.

Pictures of the track day (all cars) can be found at www.motorsportinfocus.co.uk

Go to 2016 Events, Rockingham 04.09.16 (I am listed as Blue Subaru).

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“Sayonara”