



OXFORD MOTOR CLUB



Mark Towson

AWDC Britpart Safari Championship, Sweet Lamb

**October 2018
Magazine**

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

Club Contacts

Name	Position	Contact e-mail
<u>OFFICERS</u>		
Simon Phillips	Chairman	chairman@oxfordmotorclub.co.uk
Chris Hambly	Vice Chairman	vicechairman@oxfordmotorclub.co.uk
John Blackwell	Club Secretary	secretary@oxfordmotorclub.co.uk
Shirley Blackwell	Club Treasurer	treasurer@oxfordmotorclub.co.uk
<u>EXECUTIVE COMMITTEE</u>		
Harvey Warner	Chief Marshal	marshalling@oxfordmotorclub.co.uk
John Blackwell	Safeguarding Officer	secretary@oxfordmotorclub.co.uk
Alan Wakeman	Competition Secretary	compsec@oxfordmotorclub.co.uk
Charlie Walker	Membership Secretary	membership@oxfordmotorclub.co.uk
John Blackwell	Points Collator	points@oxfordmotorclub.co.uk
Simon Phillips	Webmaster	webmaster@oxfordmotorclub.co.uk
<u>NON-EXECUTIVE COMMITTEE</u>		
Michael Stanley	Committee Member	michaelpstanley@hotmail.com
David Smith	Committee Member	david.smith1903@btinternet.com

Editorial

Welcome to the October edition of the Oxford Motor Club Magazine.

We have a diverse range of articles this month. From Comp Safari's and car preparation, to Forest Rallying and Hillclimbs. It's good to see so many members out competing and enjoying their motorsport. And for those looking to get into Motorsport, our Competition Secretary has written an article on the many ways you can get involved in Motorsport and the wider benefits it can offer.

With such good content it seems a shame not to share it with a wider audience to help publicise the club more widely. Therefore, this edition will be published freely on the Oxford Motor Club website, and distributed across Social Media. Feel free to forward it to any individuals or groups who may find it of interest.

That's enough from me. I hope you enjoy this edition of the magazine.

Simon Phillips - Chairman

Comp Sec's Corner

A new regular section in the Newsletter, covering everything Competitive plus the wide range of Tours and Events out there. I'm sure there will be something for you. If you'd like the Club to organise a certain type of event then let us know.

It's the time of year when event dates are being set for 2019. The emphasis will therefore be on 2018, based on my own personal calendar which focuses mainly on Autosolos, Targas, demonstration events, Tours and Shows.

The calendar will grow, stay up to date with the calendar on the [Oxford MC web site](#).

So what's new in the World of Motorsport?

Good news – from 1st January 2019 you WON'T need a Competition Licence to compete in certain Regional Championships. This also means that events will be a little cheaper as there will be no need to run at Nat B status, events can be Clubman status.

Autosolos will benefit, so if you fancied entering an Autosolo Championship then 2019 is the time! Most other disciplines will be similar, Rally and Speed Championships are NOT being included, a Licence being required for these disciplines, but you'll probably need them anyway!

More good news the lifing of Seats and Harnesses has been extended from 5 years to 7 years (check the details). More costs savings!

Reverse seeding has also returned on Stage Rallies. This means that the least powered and more delicate, irreplaceable cars (Historics plus low capacity cars) will run first on the road. Surfaces will be less cut up and far less damaging for the more fragile cars. The removal of reverse seeding almost killed Historic Rallying as cars were being damaged from rough surfaces after the whole field had passed. More good news.

A wider Safety Review is also underway to review how at least minimum levels can be ensured at reasonable cost. Things are looking good all over.

We now need to promote Motorsport more widely and share all the benefits of participation eg Safety, enhanced skills, personal development, career opportunities... We enjoy a good drive/navigate, but there are many other areas which are beneficial to everyone.

Don't hold back, get out on an event, whether it's Competing, Organising or Marshaling. It's fun!

See you out there.

Alan Wakeman

Road to Rallye Du Maroc

Having recently joined the club, I came along to our August meeting having been invited by a friend to join him on an international event in January. Late in the day we realised we needed FIA international licences and I was sussing out the lay of the land and practicalities. It soon became apparent that the only option would be to invest and get out there in my own car.

Friends pointed me in the direction of a 2004 Defender re-built by Simon Cooper of SSLRC, relegated to daughters use and sold on to Land Rover nut Dave Harlow. Since then I've cadged a day in a borrowed Bowler Defender (very nice!) for the Scottish Land Rover Owners Club meet at Bathgate (views of Edinburgh Castle hill and Ben Lomond), clocked up a couple of days with the AWDC at Walters Arena (winter setting in early on the Welsh Hills) and a weekend with Lincolnshire Land Rover Club at Wickenby Woods.



A typical Welsh Summers day..

15th of 30 at Walters (well to be honest only 15 finishers - so that will be last) and limped through Wickenby having dumped the car on its side in the first round and taken a wing off on a tree later that night.



Keen to gain more experience and signatures, a post on the website and a chip in for costs led to me spending a day in a Fiesta on the Woodpecker Rally a few weeks ago on the Welsh borders. 89 of 143 (91 finishers - there's a pattern here).

I'm now lucky to be off to the Rallye Du Maroc in October (my friend is paying thank God) and will report on mishaps there in the next issue.

Mark Towson

Adventures in Rally First

Having grown up in North Wales I guess rallying has always been in my veins but it isn't until now that I've really been able to take the plunge and have a go.

I decided to have a go last year as I thought that if I didn't scratch the itch now then I might never be able to. I did one event last year (The Woodpecker Rally in Ludlow) but approached this year with a view to doing as many of the BTRDA championship rounds as I could. With rounds dotted all over the country I thought it would be a good opportunity to find my feet, learn some stages and hopefully by the end of the year a bit of pace too. I entered the Rally First Championship which is the lowest rung of the BTRDA series and essentially allows you to modify what was originally a standard road car to keep overall costs down.

The year started off easily enough with the Cambrian Rally where we took a class win and got the initial points on the board. This was followed by another class win on the Rallynuts Stages in April. In May things did take a slight turn for the worse as during the Plains Rally I managed to roll the car mid stage. Fortunately we managed to land wheels down and still partly on the road! I drove fairly gingerly through the remaining stages and we managed to bag some points for finishing. We sat out the Carlisle Stages in June as I had heard it was a bit of a car killer but were back in action for the Nicky Grist stages in Wales in July. Or I thought we were anyway. A fuel leak on the start line of the first stage saw me register my first non-finish in a rally but more frustratingly allowed my competition a free ride to catch up in the points standings. The Woodpecker rally followed in September and we drove sensibly throughout to bag the points and hope the others fell into trouble. Sadly they didn't. Going in to the final round of the series, the Trackrod Rally, up in Yorkshire, we were level on points with our sister car (also a Toyota Corolla) for the Championship. The winner would take all. Guy Butler who was in that car has been rallying for a number of years longer than me

so I wasn't sure that we would have the ability to do it as he was fairly quick on the Woodpecker in the previous round. Anyway, I was determined to give it a go.



My stead for the year

Guy was running ahead of me on the road and was therefore first in to stage one. I was highly surprised to come across his car lying to the edge of the road about half way through the stage having clearly hit something very hard about 50 yards beforehand. We carefully tiptoed around and at the end of the stage Phil Kenny my co-driver said what I already knew. A finish would see us as champions for 2018. Finish we did but we had a good fun day all the same and only really pushed when the risks were minimal. So there we were at the end of the day on the seafront in Filey as BTRDA Rally First Champions 2018! I can't quite believe it if I'm honest.

I think what this year has taught me is that consistency is key if you want to win a championship. If you push too much you'll likely not finish a few rounds and those non finishes can add up at the end of the year.

Looking towards 2019 I'd like to build on this year but perhaps step up to a Fiesta R2 car or similar and compete in the BTRDA Rally R2 Cup. These cars have a full sequential gearbox, limited slip diff and proper rally suspension so are a very capable car. This certainly won't be a cheap venture so I'm hoping to find some sponsorship to assist if I can but whatever happens it's been such a fun year I just want to do it all again.

Matthew Baddeley

Stick to what you know

You may recall a tatty old Rover 200 with a VVC K Series engine that used to frequent Autosolos and 12 Car Rallies with reasonable success and crowd pleasing, physics bending handling properties. I certainly do and it was a sad day when it finally couldn't take any more abuse. A blown diff saw it parked up but what sealed it's fate was the interesting crack in the chassis rail, most likely brought on from the two big whacks it had during my ownership. Whack one was a tree on an OMC grass autotest and whack two was a head on with a Skoda Yeti.

I decided that then was the time to try something rear wheel drive. My rear wheel drive experience was however somewhat limited, the occasional drive of my Dad's Lotus Sunbeam, a car I love and don't want to throw into a hedge so I found myself a cheap BMW 318ti Compact that I could teach myself to go sideways in without the worry of wrecking something that should be looked after. I used the Beemer for a year and quickly got to grips with sliding the car around but it just wasn't giving me the excitement of the old Rover. It just felt a bit slow and heavy, particularly on an Autosolo course. Inevitably, I sold it on and decided I'd take a bit of a break from motorsport whilst I didn't have a car to play with and focus on doing my house up.

Six months on, I hadn't done much to the house and I was missing motorsport so it was time to get another car together and there was only one to go. Back to what I know best, something from the Rover stable. Wedge shape 200s like my old one can be a bit hard to come by in reasonable nick now so I decided a decent option would be an MG ZS. Cheap, plentiful, decent handling straight out of the box and most importantly, easy to convert to a 160 vvc engine. Basically, I was looking to put together a more modern and more rounded version of my original machine.

First step was acquire a donor car so I found a tatty ZR160 with decent running gear that would have plenty of necessary parts. I picked up a 70000 mile example for £500.

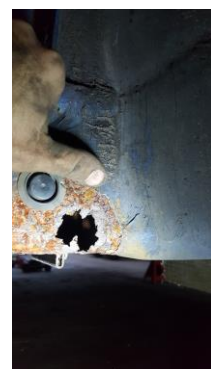


The bodywork was terrible but the important stuff I needed was ok. Engine, box, ECU and immobiliser box, wiring loom, exhaust manifold, downpipe and cat, brakes. I managed to sell about £300 worth of unrequired parts so the bits I needed only stood me £200. Motorsport on a budget at its finest.

I got the car quickly stripped and scrapped the shell. Whilst the engine was out and sat on the garage floor, I took the opportunity to change the belts etc and prepare it for its new home. It's already had its head gasket replaced with the updated multi-layer steel item so no messing about taking the whole thing to pieces. One thing I've learnt from all my K Series engines over the years is that a sump baffle is a worthwhile investment when using them for motorsport, particularly when doing things like Autosolo where there is a lot of side to side movement of the oil due to quick direction changes.



So I now had a load of parts and now just needed a car to put them in. The hunt was on for a tidy MG ZS, ideally with a broken engine to ensure a cheap purchase price. I stumbled upon an advert on Ebay late one night for a one owner, 43000 mile 02 plate with a blown

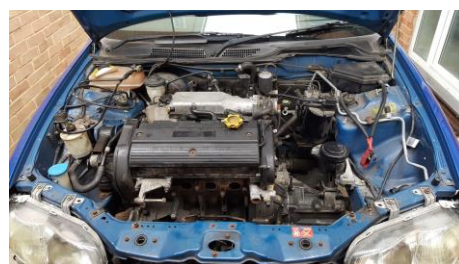


head gasket and the asking price was just £200. It sounded perfect so after a few questions I headed over to Caterham in Surrey with a trailer and picked it up. It even had four good tyres and $\frac{3}{4}$ of fuel left in it. It had a few small parking dings but nothing to worry about and is probably the most solid Rover product I've ever owned. After 16 years, it had only developed one small rust hole due to an over-long screw on the end of the sill cover rubbing on the body. Easily fixed though by my brother and his welder.

With a vehicle on the drive, the build could properly gain momentum. Old knackered engine out and then then replace with the more powerful VVC unit. Before that could happen, the gearbox needed preparing. Mostly, the fitting of a brand new Quaife ATB limited slip diff. The most expensive part of the build at £700, so as much as the two cars I bought, but it'll make the car very handy on those twisty Autosolo courses.



Fitting it was fairly straight forward really, just open up the box, lift out the gear set, being very careful to keep all the pieces together, fit new bearings and the crown wheel to the diff and then slot it all back in where it came from.



With the box built and bolted to the engine, it could all be dropped into the bay.

Literally just a case of swap the engine mounts from the ZS engine to the ZR engine and bolt straight in. That was the easy bit. Before I could get it running, a little bit of work needed doing to the wiring. I was under the impression that it would just be a case of plug in the 160VVC loom, ECU and immobiliser box and away you go. Unfortunately not the case, there is a big grey multiplug that connects back to the car and these are slightly different between the two cars. Instead of attempting to edit that wiring, it's far easier to convert the 120 loom. All I needed to do was remove the the VVC and camshaft sensor plugs from the VVC loom and clip them into the 120 loom.



With the wiring in place, the rest was all pretty much bolt on parts, apart from the exhaust which needed slight fabrication. I'd managed to acquire a Powerflow cat back system for all of £40 and in order to mate



that to the 160 cat, the cat's pipework needed to be shortened slightly. Just a case of cutting the flange off, shortening the pipe and then re-welding the flange back on.

Exhaust sorted, the engine could be plumbed up, filled with oil and water and the key turned. Fires up first go and everything works fine. Happy days, it's alive. Few little jobs to sort out, like swap the larger 160 brakes over. That turned into a bit of a mission as despite various methods of bleeding the system, I couldn't get a proper feeling to the pedal. I eventually narrowed it down to corroded pistons in the calipers so I rebuilt them with new pistons and seals. That got the brakes working properly but there was still quite a bit of travel on the pedal. That I eventually realised was due to an adjuster on the pedal itself which wasn't set right so there was quite a bit of slack before the pedal started pushing the master cylinder. I tweaked that up and the brakes came to life.

I was able to test the car at an Autosolo demonstration at the Emergency Services Show at Kemble Airfield. My thinking was that, if it survived the day, it's got good potential. Well it did survive and it exceeded my expectations. It handles brilliantly, so planted, predictable and the amount of grip from the diff is awesome. It's even better than the old Rover and definitely has the making of a class winning car.

So, with the car running nicely, it was time for an MOT so that I can start using it. The MOT was fine apart from the emissions, miles over on the CO2 so a ticket couldn't be issued. My MOT tester and I narrowed the problem down to the cat. It sounded hollow so we reckoned it might've broken up and be pretty much non-existent. As that was all that was coming between the car and 12 months ticket, I took it home, swapped the downpipe and cat from the 120 engine onto to it and took it back to the test station for another go. It flew through that time so a pass was issued. The 120 downpipe and cat is noticeable restrictive so the accidental de-cat has since gone back on. I'll just have to

change it over again next year for the test.



It's on the road and now I can start to play with it properly. Initial "testing" has shown it's quick, sounds great at 7100rpm and handles like it's on rails. To say I'm pleased with it would be an understatement. It's so much fun to drive. Still some jobs to do, I've got bucket seats and harnesses to go in and it needs some spot lights for better vision down the lanes on 12 cars. I'll get round to that at some point.

First competitive event will be OMC's Autosolo at Finmere and I've a feeling it'll bring me decent result.

Haydn Marks

Editor - Haydn won the PCA class at the Autosolo, so his prediction was right!

Getting Started in Motorsport – Why?

I've been involved in Motorsport since 1980 when I did my first event. I've had a great time, have built some life-long friendships and am still hooked. But why? What are the benefits of becoming involved in Motorsport?

Well, I see many.

All my kids have been through Motorsport and have all won National Titles. They're now spending time building their careers but will be back. There's more than the trophies – there's confidence, achievement, self-belief and a variety of physical and social skills acquired which will stand them well for their future lives.

I started with the aim of improving their driving skills, but there have been so many other positive effects. However I do feel far more confident with their driving on the roads – they have improved driving skills to take avoiding action, know what to do when the car starts sliding (ice, diesel, heavy rain...) and are generally very observant. I think everyone should have the opportunity to drive on low grip surfaces and manoeuvre between obstacles before they go out on the public highway. Skills which deliver greater margin for error are learned, which could save them from nasty situations.

My kids have also undertaken driving road trips around Europe, including visits to the likes of the Nurburgring. They could handle the driving on the roads plus really enjoyed the Nurburgring. A new dimension to their lives.

So huge benefits in the areas of safety, self-development, social skills, career opportunities, ... Definitely worth the time.

So how do you become involved in Motorsport?

Everybody thinks that Motorsport is expensive and that highly modified cars are required. Definitely NOT the case. I started in a shared Datsun 100A which was totally standard. We had so much fun on Autotests and Road Rallies. It was also very reliable as it was standard. It's amazing what you can do in a standard car.

The variety of events possible in a standard car is now very large. I'd suggest starting in Autotests (on grass or asphalt), Autosolos or smooth single venue Targa Rallies. All can be experienced in standard cars, plus entry fees are low and there's no need for helmets and overalls. There are also Navigational events on the public highway where you can use a standard car and the navigation is normally straightforward for a new Navigator.

Many think of Motorsport as being for drivers in race cars, rally cars, karts, etc. but there's a great deal more.

Driving – there are a wide range of events you can drive on with your standard car. Start with a simple, low cost, safe, reliable standard car. Sample many different events, find out what you like, then look to progress and specialise to suit you.

Navigating – this can take a number of different forms, from supplying information to the Driver from maps and other event materials, through to difficult navigation from cryptic clues! Don't worry, it will be easy to start with.

Marshal – events can't run without Marshals. You will be heartily embraced if you volunteer to be a Marshal! You can also obtain a free orange tabard when you register as a Marshal with the Motor Sport Association! Again, there's a wide range of Marshaling opportunities, from Marshaling on local events through to F1 and the World Rally Championship.

Organise – events need Organisers. You could be responsible for any task as part of a team – receiving entries, designing Tests, calculating results, etc, etc.

E-Sports/Virtual – A totally new area, but there is a Virtual World Rally Championship running on games machines/consoles. This will become more important to the bigger picture of Motor Sport – just look at how much time F1 teams spend on Simulators!

Teams – many activities work better in a team environment, from private teams through to F1 teams. There are many roles within a team, it's not just driving, fixing cars or providing food! Teams need a social media presence, positive communications, people who can sort out logistics... Being involved in Motor Sport can enhance social and professional skills, quite often leading to careers in Motor Sport.

Careers – if you're passionate about a form of Motor Sport and have some competence, then all sorts of doors can open for you. This could become your life and the route to make your fortune!

Championships – you can start with individual events, then progress to a Championship which can broaden the events and venues where you compete. A great learning and progression path.

Social – most Motor Clubs and Events have a strong social scene. Motor Sport is a great way to meet people with similar interests and like minds.

Age – you can start karting very young these days. Most car sports start at the age of 14 (with supervision to various degrees). There's also no upper limit, you can start when you want to.

It's easy to become involved in Motorsport. It doesn't have to be expensive. Support is available in all areas. There are benefits in many wide ranging areas, safety and personal development can't be ignored. Become more involved yourself where possible and of course spread the word – Motorsport can deliver huge benefits to all.

Alan Wakeman

Watergate Bay Speed Hillclimb

The Watergate Bay Speed Hillclimb, which took place on a stretch of the B3276 near Newquay, Cornwall, was the first event of its kind to be held on a closed public road since the passing of a law in Parliament in 2017 which enabled the suspension of the Road Traffic Act for motorsport.

There were 90 entries ranging from standard cars and modified saloons to rally cars and single-seaters, and the crowds were treated to some slick driving up a 720-metre course overlooking the bay.

Fastest time of the day on Saturday was Doug Bennett from Tavistock in his Sylva Striker kit-car with a time of 24.74 seconds. On Sunday, this was bettered, FTD going to Stewart Liddington of Chard in a Radical SR4 kit-car, setting an impressive 23.57 seconds. This will be the target to beat in coming years, of which, it is hoped, there will be many.



Ian Harrison tackles the hill in his Caterham Roadsport

The weekend's event was well-prepared by joint-organisers Truro & District Motor Club, Plymouth Motor Club and the locals, Newquay Auto Club. The only complaint I heard was that it wasn't too easy to view the cars. Perhaps next year this can be rectified by trimming back some of the bracken alongside the course. By and large, however, it was a huge success. Organiser, Dave Brenton, said the hillclimb is set to become a major event and that there had been an 'overwhelming positive response' from competitors and spectators alike.

Charities that benefitted from the event are Cornwall Air Ambulance and the Cornwall Food Foundation, which includes Jamie Oliver's apprentice training scheme at Watergate's *Fifteen* restaurant.

Richard Sumner

HRCR Open Day



Press release

The 11th annual Historic Rally Car Register (HRCR) Open Day in association with the British Motor Museum.

British Motor Museum at Gaydon, Warwickshire, (M40 Junc 12).

Saturday 12th January.

9:30am – 3.30pm, with the Museum open for an additional charge.

Whether you are tentatively considering a step into historic rallying or just interested in what activities are on offer, the Historic Rally Car Register's (HRCR) Open Day is a must-attend occasion.

With a full range of event organisers from the UK and abroad participating, together with each HRCR championship organiser, the Open Day is a fantastic opportunity to plan your year.

Notable suppliers will also be available to help with preparation, equipment and to provide valuable advice.

The HRCR Mini Sport Cup takes the fore this year, helping celebrate the 60th anniversary of BMC's Mini. All of the winners and their vehicles from the last ten years will be present.

Entry to the Open Day is free to all via the rear of the Museum building.

HRCR members can choose to visit the Museum on the day at a discounted rate of £10 per person, but this will only apply to tickets that are bought online before January 12th. A dedicated link for this will be available nearer the time from the HRCR.

Museum tickets bought on the day will be £14.50 per person.

For more information about the Historic Rally Car Register visit HRCR.co.uk



2018 HRCR Mini Sport Championship contenders before the first round, the Jaspers Bakery AGBO Stages.

When Poti-Training Goes Wrong

Accidents can happen!

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

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

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

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

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

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

We would have to push on as there was far less time available, and though the roads were familiar to me, they were less-so for my driver. Turning off the B480 by Charlgrove, headed towards Rofford and Little Milton. Three-quarters of a mile on from the junction there is a long right-hand bend – not sharp, but with a double-crown. Just as we reached it we came against a vehicle on main beam. Adrian was dazzled, we lost the road and went off...

The car bounced over a ditch and towards a hedge. 'Let there be no tree', I prayed. There wasn't. The car barrelled through foliage and came to rest in a field of spuds.

After a few silent seconds Adrian and I turned to each other with one word and a shared thought.

We spent the next shaky minutes devising a cunning plan; this is a company car, after all. Gathering evidence that could tie us in to a motoring event (route-cards, pencils, map and map-light), we had little choice but to hike to the nearest village – Stadhampton – and find a phonebox (no mobiles back in the 1980s).

After two miles in the pitch black (plotting like mad, but not a route) we arrived at The Crown PH, where nearby Adrian called his girlfriend to beg for a lift. Then, over beer and crisps, we rehearsed over our story...

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

The following morning the Transport Manager listened in silence. He couldn't prove otherwise – so we were off the hook. Two mechanics were sent to recover the Cortina. Later, the battered vehicle arrived back at Pergamon, hitched to a pick-up truck. Employees rushed to the windows to gawp. Inspecting the damage (it was a 'write-off'), the mechanics looked from Adrian to me with a wry smile. They knew, didn't they? At the end of the week a memo was circulated to all Heads of Department stating that, until further notice, all travel on the company's behalf must be made by rail, taxi or coach.

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

Richard Sumner

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

Boanerges Autosolo & PCA

Sunday October 7th saw us return to Finmere Airfield for the Boanerges Autosolo & PCA. A bright, crisp day welcomed a good entry of 45 competitors. The PCA was won by our own Haydn Marks in his MG ZS, the Clubmans by Eddie Martin in his Mitsubishi Lancer, while the National B and overall victory went to Neil Jones in a Mazda MX5. Click [here](#) to view the full results.

Everyone seemed to enjoy themselves and we had several emails commenting on how much they enjoyed the day, not least due to David Smith's test layouts and the availability of hot food. Our next Autosolo is back at Finmere on April 6th.

Simon Phillips

2019 Club Committee

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

During 2018 the Committee had consisted of just eight members filling the seventeen positions which, at times, has been a struggle.

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.

Charlie Walker, our Membership Secretary, is leaving the Committee at the end of the year after several year's service so we will certainly need a replacement, however the whole of the Committee stand down at the AGM but fortunately we are eligible for re-election or else we would be in a pickle.

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 115 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], 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 names posts, 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 four 12 Car Rallies plus a few ad-hoc events throughout the year. Events usually have their own organising team.

Post	2018 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	Alan Wakeman
Magazine Editor	Vacant
Media Officer	Simon Phillips
Membership Secretary	Charlie Walker
Social	Vacant
Webmaster	Simon Phillips
Committee Members	Michael Stanley
plus 4 vacancies	
Points Collator [non-com post]	John Blackwell

There is a full explanation of each role on the '[Committee](#)' page of the web site.

I'll be sending out the AGM notice and Committee proposal forms very early in the New Year ready for the AGM on February 6th and will be looking forward to getting some positive replies.

John Blackwell – Club Secretary

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.

Just to remind you we have qualifying criteria of organising, competing, marshalling or supporting a club event to win an award so, unless you have already done so, there is just one more club event to run which is Alan Wakemans 12 car rally on November 2nd.

Awards will be given out at the AGM on February 6th.

Current standings at 9 months into the year are:

12 Car – Oxford & Dolphin Rounds

Expert Class Driver	RICHARD AUSTEN	Expert Class Navigator	BRIAN CAMMACK
Novice Class Driver	CHARLES NEAL	Novice Class Navigator	
Beginner Class Driver		Beginner Class Navigator	

Road Rally

Expert Class Driver	KEVIN BELCHER	
	ALAN WAKEMAN	
Expert Class Navigator	BRIAN CAMMACK	
Novice Class Driver	PHIL GARRATT	
Novice Class Navigator	KEIRON BROWN	
Beginner Class Driver		Beginner Class Navigator

Stage Rally

Driver SUZE ENDEAN Co-Driver MATT ENDEAN

Autosolo ALAN WAKEMAN

Other Speed Events SIMON PHILLIPS

Wilfred Mathews Cup BRIAN CAMMACK

Wootton Challenge Cup MARK SNELLING

Davis Cup ALAN WAKEMAN

Jubilee Cup – Marshalling DAVID SMITH

Boanerges Cup – Best Lady SHIRLEY BLACKWELL

Under 21 KEIRAN BELCHER

Motivation Cup - Competitors

1st ALAN WAKEMAN 2nd MATT ENDEAN 3rd SUZE ENDEAN

Macclesfield Cup – non-Competitors

1st DAVID SMITH 2nd JOHN BLACKWELL 3rd HARVEY WARNER

John Blackwell – Points Collator

Upcoming Events

Oxford MC Dragon 12 Car Navigational Rally

On Friday November 2nd Alan Wakeman, Tony Brooks, and Ian Hazleton are running a 12 car on the North West corner of Map 175. Navigation will be testing but fair for all levels. Regs and entry form are available on the [12 Car](#) page of the OMC website.

Quiz Night

On the December club night (Tuesday 5th), Chris Hambly is running a quiz. You don't have to be a member of Mensa to attend but it should be a good test of your Motorsport and General Knowledge. Mince pies will be provided to ensure your energy levels are maintained!

Bicester Scramble

Saturday January 6th is the first event of the year at Bicester Heritage. As its local, it's a good place to promote the club. If we can gather 8 cars, we can have a free stand and discounted entry. Any classic, or interesting car is suitable. Please contact me if you'd like to bring your car along.

Prodrive visit

During January we plan to run a trip to the Prodrive museum. By all reports it's a great experience, with many famous race and rally cars on display. £20 for non-members, £15 for members. Exact date to be confirmed.

Simon Phillips

Oxford Motor Club Calendar

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

Oxford Motor Club Events in RED

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

Date	Event	Club	Location
October			
Saturday 13th	CMSG AutoSOLO R13	60 & Worcs	
Friday 26th	CMSG Roadsport 12 Car Rally R5		
November			
Friday 2nd	Dragon 12 Car Rally	Oxford	
Tuesday 6th	Club night	Oxford	
Friday 9th	Gun Powder Plot 12 Car	Dolphin	
Friday 23rd	CMSG Roadsport 12 Car Rally R6		
December			
Tuesday 5th	Club night & Quiz	Oxford	
Friday 14th	CMSG Roadsport 12 Car Rally R6		
January			
Tuesday 6th	Bicester Scramble		
Tuesday 8th	Club evening	Oxford	
TBA	Prodrive tour	Oxford	