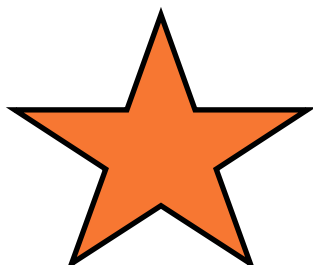




***OXFORDMOTORCLUB.CO.UK***



*November 2021 Magazine*



**MSUK Rally Star**



**What!! No BHP?**



**Rallying in the  
Armed Forces**



**Rallying in the Snow**



**Ben Rogers and Simon Phillips  
2021 Exmoor Targa Rally**

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**Thank you to everyone who contributed to this magazine.**

**If you have any interesting articles, event reports, photographs or  
items of interest please send them to  
[magazine@oxfordmotorclub.co.uk](mailto:magazine@oxfordmotorclub.co.uk)**

## *Chairman's Chat.*

As we head towards the end of another competitive year and look forward to 2022, I'd like to take a few moments to look back.

As this is likely to be the last magazine for 2021, unless you all inundate John with articles, let's have a look what have we done and how well have we done it?

Committee numbers have been a struggle all year with just 6 of us looking after the Club so we are very grateful to those members who have taken on the events.

I was persuaded to take on the role of Chairman and I appreciate the support that the Committee and members of the Club have given me.

It was the end of April before we could begin to resume any competitions.

We ran three successful Autosolos, all of which ran with full entries, the first two fronted by David Smith whilst Colin Minchin took the lead on the last. The potential loss of Finmere is always in the background and remains a concern unless we can source a new venue.

David has been a member of the committee in one capacity or another for many years and I would like to thank him for all that he has done following his decision to step down for the time being.

The Grass Autotest went very well thanks to Simon Phillips who organised and Clerked the event and to Matthew and Tim Green for the use of the venue.

Hopefully we can return with the Club Barbeque next year.

My event, the Akeman Rally, proved to be a bit of a burden this year so I appreciate the efforts of the team who rallied round to help me create another successful event.

The Club is also grateful to the organisers, Phil Garrett / Kieron Brown & Simon Lytton who are not on the committee but who organised the two 12 Car Rallies. Both these ran midweek, and both had full entries; I hope this is something that we can work for on next year.

While it is easy to thank club members who have taken on events it is just as easy to forget the amount of work done behind the scenes throughout the year by your Committee members which is not recognised so on your behalf I would like thank them and to say how much we appreciate them.

Moving forward, I look forward to leading the Club for another year and to working with you to move the club forward.

We have our regular events on the calendar which will be on the web site and hopefully, with support, we can attract some new and returning organisers.

We have developed a member survey which is being sent out with this magazine and your replies will let us know how you see the club and what we can do to help you, but as I close, I would urge you to consider what you can do for your club.

If we are to progress then we need a committee that is able work together and talk to each other, share the workload and to identify and work towards implementing any opportunities to improve the Club.

*Brian Gammack* - Chairman

## *Motorsport UK Rally Star*

Following on from our Bolero Autosolo in June where we were asked to host the GB round of the Motorsport UK Auto-Slalom competition we were again asked to provide our timekeeping experience to their latest initiative to encourage new people into the sport – **Rally Star**.

Over 2 days in October Club members were at Bicester Motion timing the event and my thanks go to Shirley Blackwell, Harvey Warner, Brian Cammack, Simon Marks and Barry Sharp for standing out in the cold.

Friday was termed 'Partners Day' where representatives of all the companies associated with Motorsport UK had the opportunity to drive the tests with Sunday being the actual competition.

As part of the selection process in the UK final of FIA Rally Star, held at Motorsport UK's headquarters in Bicester, Motorsport UK tested the skill set of the young hopefuls across a variety of activities.

There were some notable entrants with a rallying background – Katie Milner [daughter of Johnny], Tom Llewellyn [son of David], Kelan Watkins [son of Ian who has graced many Carfax Rallies]

Judgement day began with the first of two timed heats around a designated course, designed to test car control and find out who can achieve the fastest time.

The Auto-Slalom course was laid out on a tarmac pad that only took approximately 25 seconds to complete.

Laid out with small cones 'solo style' the Heat 1 comprised of several full lock turns, a half loop at the top and a faster slalom to the finish, Heat 2 changed to 4 full lock turns, a half loop at the top and a return via another 4 full lock turns. which by our Autosolo standards was tiny but several of the competitors found it was a demanding.

Scoring was to FIA regs with each cone precisely located and its outline marked in tape on the ground—fairly easy with a dozen cones but with the 50+ at Finmere it is not a method we would choose to adopt.

If a cone was knocked completely out of the marking they had a penalty of 1 second, if any part remained within the marking there was no penalty.

More than one cone completely moved or any other infringement meant a void run.

Both Heats consisted of a sighting run followed by 2 timed runs, Heat 1 had the best 1 to count with Heat 2 intended to be the top 10 from the first Heat driving a modified course with both runs to count.

After the first heat the competition was so close and everyone enjoyed it so much it was decided to let them all drive again in reverse order to decide on the 2 successful winners.

Amongst the 18 competitors, one of whom had competed at Finmere, there were the obvious skilled drivers going for it from the off with the more nervous taking their time with the recce run but seemingly losing their nerves when the clock was running.

There were three who only held provisional licences and one who admitted to it being the first time he had driven a car solo but none of them disgraced themselves.

The finalists then moved onto the fitness test, coordinated by the team from Porsche Human Performance. The session incorporated various challenges and exercises, including the plank and bleep test and as one candidate said 'a gruelling 12 minutes fast run - something I haven't

done since I left school'.

Next, the finalists headed out in identical Vauxhall cars for their final opportunity to record a time around the slalom course with all competitors showing improvements following the earlier session.

Finally, the drivers took part in a media training session, speaking with journalists from motor-sport and automotive media to prepare them for the Continental final.

The points and times were assessed, leading to the announcement of Robert Wilson and Katie Milner as the two UK winners heading to the FIA Rally Star Continental final.

In addition to the two winners from the day, top European #RallyAtHome driver John Bebnowicz-Harris will head to the Continental final to represent the UK.

Motorsport UK congratulated the UK representatives for the FIA Rally Star Continental final in Germany and wished them the best of luck saying "All our UK finalists impressed throughout the day with their passion and enthusiasm".

**John Blackwell**

## *New Autosolo Venue Wanted*

Our current venue – Finmere Market Area – is degrading rapidly and is currently being developed into what we understand will be a large service station.

How much of the venue will be affected and when this will happen is unknown but a planning application has been submitted when we were there in June so we have to make contingency plans for losing the venue.

We have made enquiries at possible replacements with no firm success [and what success we have had comes at a price we cannot afford] so if anyone has any suggestions they will be very welcome.

If possible can you provide a contact name and number with your suggestions.

The area needs to be a sealed surface. The competition area needs to be a maximum of 200 m<sup>2</sup> with sufficient extra space for a pits area.

Smaller areas would be considered providing we can create a substantial test.

Please send your ideas to me or to any Committee member.

**John Blackwell** —[secretary@oxfordmotorclub.co.uk](mailto:secretary@oxfordmotorclub.co.uk).



## 2021 Boanerges Autosolo

Being asked to take over the running of the Boanerges Autosolo Clerk of Course duty took me back many years to the late seventies when I organised 'Fun On Sunday' events based on the style of an autosolo for Bruern Motor Club—that will show my age!

Taking on the role was only possible with the support of many club members, especially Kevin Belcher for creating the test diagrams from my rough sketches, Haydn Marks for helping me put them into reality, Shirley and John Blackwell for doing all the admin work which starts many weeks before the event, and then of course during the day with signing on and results and everyone who helped with setting up the event on the Saturday and then helping dismantle the equipment and taking it back to the garages.

Without their support before, during and after the event it would have been an impossible task so I want to say THANK YOU to everyone involved.

On the day it was really nice to see many Oxford Motor Club members competing as well as doing many other duties.

**Colin Minchin. Clerk of Course.**

## What, No BHP?

So there we were: Paul and I, the gazebo set up and chairs aligned; ready for another sprint at Peranporth Raceway. Paul had opted-out of the catering for the day in order to give the MG ZR another run-out. Seeing as we had time, we wandered over to the burger van to see what was on offer – and the quality of the rival fare. The bacon baps were certainly well-stacked but and this is a **big** but...there was no brown sauce to be had. Lacking BHP! Brown HP sauce. On bacon, it's a must, surely? Tomato ketchup is for sausages...

Hey ho, back to base-camp with a cuppa and await the drivers' briefing.

It was then I noticed how many 'Brian James Trailers' were parked up. Many years ago, when running *KopyCats* in Wheatley (providing a camera, print & design service), I prepared artwork for BJT and was pleased now to see that the design hadn't altered in the passing of years.

Time for action but who should helicopter in?

None other than Head of Motorsport UK—*Dave Richards*. As President of the organising club, Truro & DMC, he likes to keep in touch with grassroots motorsport and as he told Paul "events like this are vital to the future of the sport", the man's a legend.



After this the day itself was something of an anti-climax but nevertheless a good day's sport was had under a burning sun. There were some very interesting vehicles on display and not all of them on the track



Below (*left*), a proper MG: J Midget Special; (*right*) just how many navigators does one need?



Paul with Dave Richards.

"That'll add a thousand to value of your car" he quipped as he posed in front of the ZR.

Now for some sad news, I'm afraid. My uncle, Denis Mortimer, passed away recently. Older members of Oxford Motor Club will remember him with fondness. He enjoyed competing in the club's Navex series, 12-cars and local road rallies, his trusty red MkII Escort a regular sight as he piloted it through the lanes of Oxfordshire and beyond, firstly with me in the left-hand seat and later, Roy Farmer.

Denis will be greatly missed by all who knew him.

Denis and Richard on the  
*Shell Oils Craven Rally 1984*



**Richard Sumner**  
**OMC Cornwall Correspondent**



## *Stage Rallying in the Armed Forces*

For years, the Army has been involved in Rallying, normally with Land Rovers but it also has a significant interest in navigational events – similar to 12 cars, only off road. There are plenty of skills that the whole team develop, not just in driving – navigation, engineering, logistics and teamwork – that translate to the military environment. A lot of this takes place in less than ideal conditions, often remote and at the mercy of the weather.

While the Land Rovers (now a joint Army, RAF and Navy team) are highly visible and ideal for sponsorship opportunities, there are a growing number of individuals that compete with their own cars and in some cases for years, without formal support.



*Testing opportunity in Aldershot with the Land Rovers*

Land Rovers present a great opportunity for soldiers (now also airmen and sailors) to participate in motorsport as they are sturdy, cheap to run and integrate well with training. They aren't however very fast and tend to compete amongst themselves – especially on tarmac.

Owning a dedicated rally or race car isn't always that easy for an individual in the forces – constantly moving about the world stops you putting down roots until you climb the ranks and settle in one place. Maintaining the currency of equipment and licences is also interrupted by service life.





## *The Army Stage Rally Championship*

The ASRC was set up to formally support soldiers including reservists, allowing them to compete with each other, despite living all over the UK. Competitors win points within their class at any nominated UK event, with extra points available for a yearly team event and other activities where they get together in one place – exhibitions, training and AGMs. As the events are supported by the Army Sports Lottery, some funds are made available to purchase safety equipment or transport. There are currently about 10 cars competing all over, from the local Single Venue to the BRC and now also Targas.



## *The Coningham Cup*

Every year, teams from all three services get together to compete against each other at one event. This year, the Rainworth Skoda Stages was chosen – it uses the roads of the Defence School of Transport at Leconfield. The Army and Air Force each fielded three cars eligible for points and the Navy one. Competition was understandably fierce but the RAF one by a small margin, taking the cup from the current owners, the Army.



*Army, Navy and RAF crews together at Leconfield*

## *Organising The Akeman*

The Akeman Road Rally was conceived in 2017, the result of a few days off work with prolapsed discs to my lower back. We put together a daytime regularity rally with a couple of Tests thrown in for a bit of fun.

It went quite well and the following year the rally was oversubscribed, and oh and we added a couple more tests.

Fast forward a couple of years to 2020 and I had more time away from work as did most of the population, the result of Covid. So, we took a gamble which came off.

20 Cars completed 90+ road miles of Regularity Rally and six tests. Much of the organising was undertaken during lockdown but that was lifted just a couple of weeks before our late August date.

It was a gamble and we needed a bit of luck but without those attributes the event could not have taken place.

Never one to stand still and always trying to improve we expanded even further in 2021.

With grateful thanks to Ian Berry and Colin Clark we started from the new MSUK headquarters at Bicester Heritage and had two tests, one at the start and one at the finish on the Bicester Motion test track. Sounds easy but the extra work in gaining the necessary permissions was at times very trying.

Out on the road it was all relatively easy though setting up RallyAppLive is very involved. However much of this could be done early on in the planning, once you had done the groundwork to avoid the HS2 roadworks and the East West rail roadworks.

I appreciate that not everyone is a fan of the App but it saves us about ten marshalling crews and without it we could not run this event in its current format.

For the Tests we returned to a previous favourite at Horwood Airfield but this year it was less than straightforward. HS2 raised its ugly head once again as some of the venue was scheduled to be used for storage. It was just two weeks before the event that we had confirmation of how much and only a few days to go when I became reasonably certain that we could use all of the venue, as originally planned. I had already taken the plunge with regards to preparing the venue as time was running out, at some cost I hasten to add.

We also had a new venue of farm tracks which had to be split into two to keep the livestock happy but once again there were complications. Each Test contained a farmyard which was due to be concreted but no date had been set. This meant that two versions of each Test had to be draw up though to be fair the farm manager was very helpful in giving us access to a meadow which allowed us to avoid a bridleway.

Eventually, and again with days to go we had permission to use our preferred options and everything was fine until we came to the Test setup, more of which later.

Though the event was only for 20 cars, with four Tests, each to be run twice, the new start and finish venue, not to mention almost 100 miles of Regularity Rally, the combination meant that it had become a task for an organising committee rather than yours truly and two or three others doing a few bits as allowed.

John and Shirley had already put themselves forward as Secretary and Entries Secretary and did an excellent job as always.

Simon Marks was enlisted as Chief Marshal, something that he would live to regret as several other events chose to run on the same weekend which led to big problems with recruitment. Once again things came together at the eleventh hour and I am very grateful to Simon for his efforts and to those marshals who travelled many miles beyond the call of duty.

With previous experience on his side Simon also volunteered to put together a Risk and Safety Assessment, something that had been avoided in the past but that needed to be done in the professional manner that Simon achieved.

There are others that need recognition for the work they put in to make the event such a success.

Ian Hazleton and Paul Hardy who checked Route Instructions and produced the Time Cards before completing Course Car duties on the day.

Colin Minchin who prepared most of the Test signage, assisted with Test setup and was a Test Commander.

Simon Marks, Ethan and Simon Phillips who assisted with Test setup and who were Test Commanders .

Haydn Marks who despite being on holiday until hours before the event came out as a Test Commander . Nikki who prepared the competitor packs and provided endless cups of tea and support over several weeks.

So you see, it was a team effort but we would need a committee who are brought together earlier in the day if we are to organise a serious event in the future.

Back to the setup with less than 24 hours before the start. As Simon and I set about the farm track Tests we came across a man parking some VERY LARGE farm machinery in one of the farmyards. He assured us that it was being collected later that day and so we did what we could. It was only after the event that I found this had not happened and Simon had to do his best with what was available.

By the time I got to Horwood Simon Phillips and his team had all but completed the setup and I only had to ride through to look at a couple of minor points.

As for the Bicester Motion test track, that would have to wait until the Sunday morning as it was being used on the Saturday; fortunately it was relatively easy to set up.

And then it was Sunday morning.  
20 crews in a large variety of cars  
joined us at the new headquarters of  
Motor Sport UK prior to a day of  
Regularity Rallying and Tests;

Job done; well almost.  
But that's a story for another day

**Brian Cammack** (Clerk of the  
Course)

Motorsport UK Headquarters—  
Bicester Motion







*Phil Garrett & Kieran Brown in the Datsun*



*Lewis Ayris & Katie Bleach*

*Eddie Gale & Richard Dix in the MG*



*Jem Mead & Paul Vaughan in the MX 5*

I don't think many people realise the amount of time and effort Brian put into this event so on behalf of Oxford Motor Club can I say how much we and the all the competitors appreciate it.

In addition—can I congratulate him for obtaining the use of the new Motorsport UK Headquarters for the start and finish venue and for running the results.

It was the most pleasant, comfortable and welcoming experience for everyone and we would like to thank Ian Berry and Colin Clark for their hospitality..

Power without a generator, full uninterrupted wi-fi, a constant supply of hot and cold drinks and a café round the corner—what more could you want? Thank You Brian.

Back to the Gazebo for the next event !!!.

**John Blackwell**

## *2021 Boanerges Autosolo*

It is no small task stepping into someone else's shoes and taking on the lead role on an established Club event but that is exactly what Colin Minchin did when he agreed to be Clerk of the Course on the recent Boanerges Autosolo.

Billed as probably our last event at Finmere, the usual team were behind Colin as he made several changes to the event to maintain our customary standard which competitors from all over the region enjoy.

As we are consistently over-subscribed for entries we increased this to 50 and even then we had 5 reserves. This meant a later finish than normal and we appreciated the help that was given to help clear up and in taking the equipment back to the garages at Long Hanborough.

The length of the tests were extended and full use of the available surface was utilised to give a greater mileage and this was appreciated by the competitors. Whether we will be able to continue with when [or even if] we find a new venue remains a question to be answered.

The problem with self-scrutineering and the visual check [we are not allowed to touch the car under Covid rules] on the day was shown to have its downside as one competitors car had a battery mounting come loose causing it to short out. However, once secured he re-joined the competition and went on to win his class.



*Hazell Bicker on her first event*

We used the Sapphire Timing System which worked reasonably well although the tremendous gusts of wind during the day caused problems with the timing beam and other equipment and caused damage to the Club gazebo.

There were 20 Club members competing but our biggest concern is the number, or lack of, of members who turn out to marshal this and other Club events.

Fortunately we are able to utilise competitors to act as observers on the tests as part of their Autosolo entry which just leaves us with timekeeping duties. This are done via an app on a smart phone and we would not have been able to manage if it wasn't for Colin's work colleagues, some of whom enjoyed the experience so much they have joined the Club.



*Kornel Osiak*



*Helen showing Haydn how its done!*



All in all another successful day which everyone enjoyed and Oxford Motor Club would like to show their appreciation to Colin for an excellent job. Without him it is doubtful if the event would have run.

Finally, we billed this as possibly the last Fimere event but we are still no nearer in getting a decision from the landowners on what the future will bring.

A new venue of similar quality would solve our problems but until one is found we are in limbo.

*Steve Conner*



*Bob Milligan*

With this being the penultimate round of the CMSG Championship as well as the other Championship rounds competition was tight throughout the day.

In Class A Club member Bob Milligan took the honours by 10 seconds in his 1985 Mini and also the Best Oxford award.

In Class B Jamie Yapp won the Fastest Time of the Day [FTD] award giving the Class win to Phil Turner.

Class C saw Richard Yapp take first place with our own Kieran Belcher 5 seconds back.

Class D Steve Conner took the win by just 1.2 seconds.

Class E saw Keith Pettit in his 1955 Austin Healey Sprite take the win over OMC Kornel Osiak.



*James and Mark Nicoll*



*Aaron Medford*

Class F was a real Father and Son battle with Aaron Medford taking his first Class win over Elvis by 11 seconds .

This time the term FTD really meant 'Faster than Dad!!'

**John Blackwell**

**All photographs courtesy of Harvey Warney.**



## *Exmoor Targa Rally 2021.*

Anyone that knows me we will know that I tend to avoid the Navigators seat. Mainly due to a slightly weak stomach when looking down in a fast-moving car, and a general nervous disposition when not in control. A sole Scenic tour has been my only taste of the silly seat in the last ten years.

Despite this I somehow found myself offering to Navigate for Ben Rogers on the OMC 12 Car in September as he'd lost his Nav at the last minute. It was simply to help him out and I wasn't particularly looking forward to it. Surprisingly, the event went well and I enjoyed it. We made it round without getting lost and, most importantly, I'd held onto my stomach throughout, which was more than I did on the last 12 car I navigated on.

Flushed with this modest success I suggested that I'd happily do a Targa or similar if required. Ben took me at my word and within a few days we'd secured an entry to the Exmoor Targa Rally.

I'm reasonably experienced with Targa's from a driver's perspective but the Exmoor was new to me as would be the Tulip road and test books. It would also be Ben's first multi venue Targa and his first on gravel. Talk about in at the deep end!

So it came to pass that, despite a few last-minute car issues, we loaded up the trailer and departed from Witney on Friday evening, via the RPS workshop where we met up with the Ayris crews. Arriving at our Hotel in Taunton around 9pm we checked in then promptly headed to the nearby pub for refreshments. The bar closed at 11pm so alcohol intake was low which was probably just as well.



A thirty-minute drive on the Saturday morning took us to the start venue at Raleghs Cross Inn on the edge of Exmoor National park. After Noise and Scrutineering we signed on and I had to make number of amendments to the road books. It seemed odd to be doing this instead of making final checks on the car.

A look at the road books made it clear that we really needed a decent trip meter, especially for the road sections. With the Brantz in the car not working, a free iphone tripmeter app was installed which proved invaluable and amazingly accurate.

I was slightly nervous and the late start didn't help. I did start to question why I'd agreed to do this. Would I be able to do the job? Was my calm stomach on the 12 car a one off, destined to return in the first mile of the first test? Had I lost my mind? Either way it was too late now.

As car 46, we set off from MTC1 at 11.46 for a 20-minute road section to test 1. Some nervous moments ensued early on as I realised the trip default was in Km, not miles so I had to guess the first few distance intervals but we found the test and were due to start just after 12. Unfortunately, the late start became even later as there was already a delay of twenty minutes.

Then, when we were just 2 cars from the start line, another more serious incident involving two cars coming together at a code board meant another hour lost. In the end it was past 1pm before started test 1: Longwood.

This was a real baptism of fire. A full 5-mile test in the forest. It was very quick in places and quite slippery on the wet sections and was already cutting up in the corners, especially where the slalom cones were very close together. The little Saxo struggled to get through them so who knows how the bigger cars managed. The route was via Tulips with lots of Passage Checks, code boards and cone slaloms which kept me pretty busy. Ben set off quickly but the loose was a new experience and we almost had an off on a long downhill section (Nav side of course) which saw me leaning for the wheel and grabbing Ben in a pique of panic. Fortunately, the car straightened out and we continued, suitably chastened.

We were caught by a quick MX5 on its second run of Longland. We eventually found somewhere to let him pass but it raised the stress levels in the car and everything felt a little out of control from both seats. Despite this we made it to the end with no mistakes.



Longland 2 was a rerun of the test 1. We were now getting used to the rough terrain and learning where to push and where to ease off. Another clean test.

After that it was straight into the road book to navigate to the next test. Knowle 1.

This was another Forest test of around 5 miles but with a different feel to the previous tests. It started uphill with a series of sweeping corners that were slippery under the trees. I hadn't had time to review

the tulips to notice there was a split/merge for a second lap. I spotted it just in time and called it correctly but managed to miss a code board on a 90 left which gave us a one-minute penalty. We were past it so quickly and it was impossible to go back.

It was then another long road section for two runs up the famous Porlock toll road. We were now on tarmac but it was very slippery under the trees. We took it steady but were penalised for hitting a stop astride (which we don't recall doing), and hitting a cone (which we do).

The second run was quicker but I somehow managed to miss a code board and we hit another cone along the way.

With the event running so late, we were keen to get back to the regroup at the start but were delayed by two of the slowest drivers ever to grace a British road. Despite this we eventually made it back to the start at 15:26. Fortunately the MTC3 out time had been pushed back one hour which gave us some time to refuel and take a break. Unfortunately, the late running of the event meant the two afternoon runs up Porlock Hill had also been cancelled.

We'd managed to miss the petrol halt on the way back from Porlock so hadn't bought any lunch so had to survive on a meal of Liquorice sweets, extra strong mints (neither of which I like...) plus a spare Belvita bar each from Ben's emergen-

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The afternoon tests started with two runs of Bats Castle which was a reversed/reconfigured version of the first two tests. These were far more enjoyable with more hard packed roads. On Bats Castle 1 we were caught by the same MX-5 that caught us in the morning. Again, we let him pass but we were able to keep up with him. He was even starting to hold us up around the slaloms before finally pulling out of our way and into retirement with mechanical issues. We thought it was the MX5 slowing rather than us getting quicker but on Bats Castle 2 A MK2 Escort caught and passed us but Ben, the bit between his teeth, kept with him till the end of the test. We were definitely getting quicker!

It was then back for the second running of Knowle which was now the last test of the event. Again, getting noticeably quicker but with less than a mile to the end we had a moment and almost ended up in the bank. At that point I deployed the old adage '*Steady boy. Let's get to the finish*' I'd received myself as a driver in the past. Ben duly backed off a little and we made it safely to the finish and with no penalties.

It was dark when we finally returned to the start at around 6.30pm. The meal provided as part of the entry was never more needed.

And so ended our adventure.

The little Saxo handled the rough tracks without complaint and the grip provided by the Winter tyres was surprisingly good. Ben's speed increased throughout the day and the fact that he listened to me meant our mutual trust levels were pretty high by the end and I felt more relaxed despite him driving quicker and quicker. A pretty impressive drive.



For my part, I really felt I was getting the hang of it and enjoying the view from the 'other' seat.

As we drove home, we were pleased to find we'd finished 24th Overall and 4th in class, with Simon Ayris/Kim Bannister finishing 12th overall and 1st in class and Lewis Ayris/James Dempster 15th overall and second in class.

Good results all round for the OMC crews.

With our enthusiasm high we've already entered our next event. Farnborough MC's Rushmoor Targa on November 7th.

## **Simon Phillips**

### *What 3 Words*

Two years ago, I wrote a page for the Oxford Motor Club Magazine extolling the virtues of What3Words – the app / location system where the entire world is divided up into 3m x 3m squares and each of these squares is given a unique three word reference.

This has gained much traction over the last twenty four months and is widely recognised.

Last Sunday, I was driving back from the Epynt Ranges having enjoyed a wet and windy day on top of the mountains there radio marshalling on the Tour of Epynt Rally. On the A40, east of Brecon, I was four vehicles behind a two car accident, where a driver found her Ford Fiesta caught by a big gust of wind and blown across the white line, catching a Suzuki hatchback front corner to front corner. The cars slewed round, the Suzuki ending up on the verge and the Ford blocking the east bound lane of the single carriageway road. Though all occupants seemed OK (we were all travelling at quite low speed), the Suzuki driver was trapped by her feet by the car's pedals.

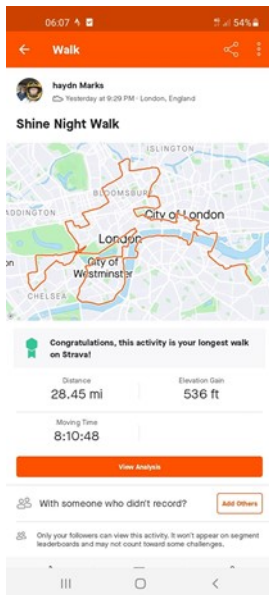
I and other drivers checked the occupants, then I put on my high vis rain suit and started to manage the traffic. One of the other drivers rang 999 and ended up with the usual discussions with the call operator, trying to describe the exact location. Though he said it was on the A40, east of Brecon and west of Bwlch and Crickhowell and even pinpointed it as far as being just at the entrance to the Beacons Farm Shop, the operator could not find it!

The drivers' girlfriend traced our position on What3Words and, once that was relayed, things started to happen.

I have heard stories that the Emergency Services like What3Words and Sunday proved that to me. I have moved the App to the front page of my smartphone.

## **Simon Marks**

# *The Marks Brothers Walk Again*



Once again, myself and my brother, James, took on the challenge of the London Shine Walk in aid of Cancer Research UK, a 26.2 mile marathon walk overnight around the streets of our capital city.

We've participated in this event for a number of years as it's always very enjoyable and of course raises money for a cause close to our hearts. For obvious reasons the event was cancelled last year so we really looked forward this year to once again being able to don our walking shoes and pound the pavements.

With a due start time of 9.25pm we left Aylesbury just after 6 to ensure we could get through the busy London traffic and give ourselves plenty of time to get a bite to eat before hand.

Good job we gave ourselves that time as the closer to the centre of London we got, the more the traffic ground to a halt.

Fortunately the TomTom worked it's magic and got us to the car park near to the finish in plenty of time to catch an underground to the start venue of Southwark Park.

Arriving at the park we made use of the chemical toilets, which were very much needed after two hours in the car and then made a beeline for the overpriced catering vans. James was relieved of a crisp twenty pound note and in return we were presented with a portion of burger and chips each. It was reasonable tasty and I'm sure I've read somewhere that stocking up on carbs before exercise is worthwhile.

Anyway, with food on board, we were ready to go and eagerly awaited the call to head to the start line, discussing whether we felt we had trained enough for what we were about to do. I was confident I was prepared but James didn't hide the fact that he definitely could've trained just a little bit more.

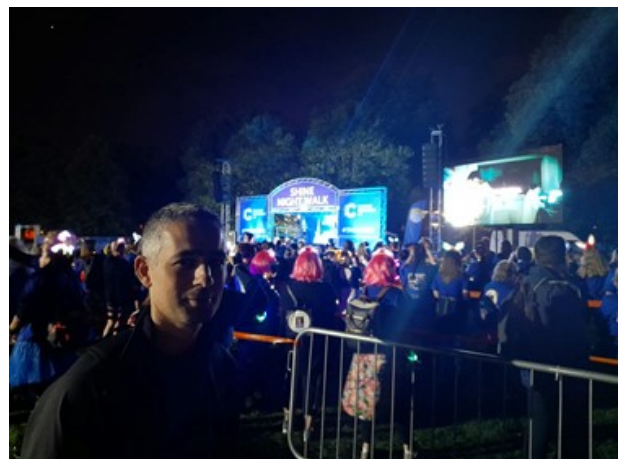
The call finally came over the tannoy. We joined the queue and at approximately 9.29pm we crossed the start line.

Feeling pretty energised we quickly settled into a reasonable pace as we headed out towards Tower Bridge and past the Tower of London.

The first few miles ticked past without too much trouble. We did our usual and just kept pressing on favouring passing through the pit stops without stopping as it's always harder to get going again if you do stop.

All was going well and we were keeping a decent pace until we got to about 16 or 17 miles in.

Both James and I started feeling really tired and things were starting to hurt. Obviously we'd already walked a long way but we don't normally start feeling the way we did until about 23 or 24 miles.



We plodded on but the pace was definitely dropping off a bit and we actually started having short breaks at the pit stops which further didn't help matters as things quickly started seizing up.

In the final 3 miles, James had a blister burst which really meant the last leg of the route was a struggle. I didn't have any blisters to contend with myself but my legs were really feeling very heavy and sore and I couldn't wait for that finish line to come.

The last couple of miles was a slow slog along Southbank, passing the London Eye, following the Thames before crossing London Bridge and arriving at Old Billingsgate.

We finally stumbled across the finish line just after 6am after taking a little over 8 and a half hours to complete our task, 45 minutes slower than our previous personal best but still a pretty respectable time.

For the duration of the walk I ran a GPS tracking app on my phone and according to Strava, we had clocked up 28.45 miles, a couple more than the expected 26.2. Either the fairly well respected app is wildly inaccurate or the event organisers overachieved when they set the route. All we know is that it was definitely a long way!

After a well earned sit down, it was time to stagger back to the car and head home for some sleep. Everything aching, that short walk to the car park felt almost as long as the marathon we had just done.

Both James and I would like to say a huge thank you to everyone who has already sponsored us for our efforts, it really is very much appreciated.

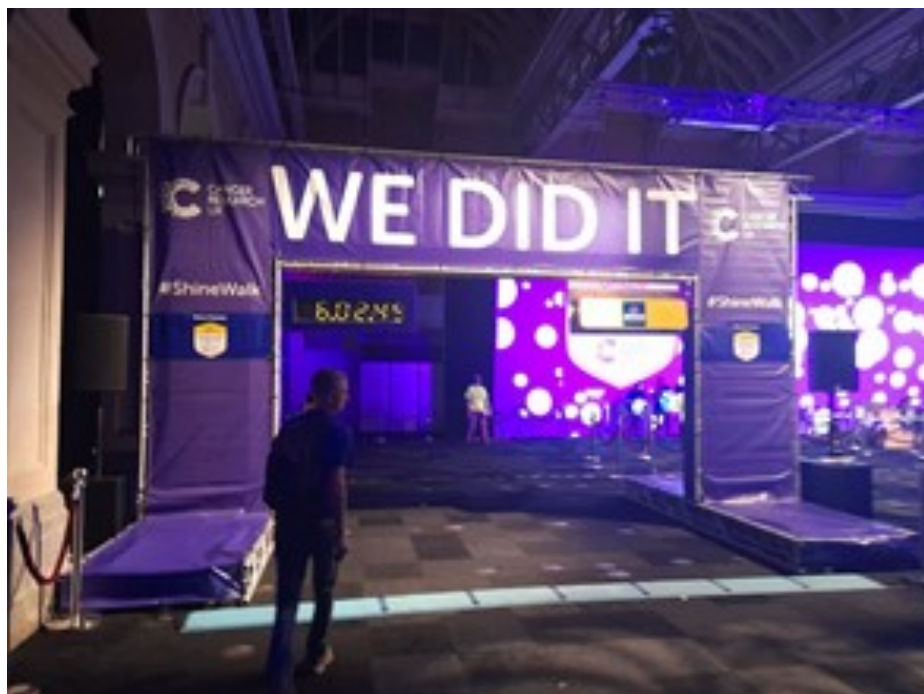
It's still not too late to sponsor us though as our Just giving page still remains open.

*If you feel you would like to make a donation it's very easy to do so online by following our Just giving page link here:*

<https://fundraise.cancerresearchuk.org/team/haydns-team-1>

All your donations help a fantastic charity continue to their excellent work.

**Haydn Marks**





A new section—articles from previous magazines

In each edition we will endeavour to bring you articles that you may find interesting, entertaining or that just make you smile.

This one is from 2011 from the remotest member the Club has had—Finland

## *Rallying in the Snow*

Hi everybody. Shirley asked to write an article for the Club magazine so here is a short survey of my rallysport during last season.

The international homologation of MG ZR 160 did end on 31 Dec 2009. So I got a chance to move my car into the very free National Group F.

The F-cup is the most popular rally series in Finland, no matter what indicator you use. 250 cars are in the series and both competitors and spectators love these rallies. There are two classes for expert class drivers; under and over 1600 cc. Same for junior-A and junior B drivers. For Senior drivers there is no cc limit. This is a series for 2wd cars only, having old Grp 1 or 2 or N or Grp A homologation which have ended already.



Technical rules are very free. NA engines only, engine block must be a standard one, and no long stroke cranks. Gearbox from any car, but only 5 speed H-gate is allowed. When 250 - 300 hp Volvo, MB 190 or BMW M3 are coming it's very spectacular, and top drivers are really taking huge risks for a victory.

Events are one day, "blind", or "as you see" driven rallies. Mostly from 6 to 10 special stages about 60 to 70 stage miles. No pace notes, not any kind of practise at all, just nail the throttle and have a go.... A real man's job....

My class is Senior Class. It is for drivers older than 45 years. For last season over 40 drivers registered, and 36 got series points. We do have three rallies during the winter season and another three during the summer time.

I entered the series, but because of a loss in our family, I had to forgo the first two events. Al so, my new Grp F engine was only half built for the same reason. Co-driver for this new rally series is Heikki Holi, my ex co-driver from seasons 1995 to 2002. He did accept the use of a standard VVC engine, so we actually did the last winter rally on 6th of March 2010. I'll have to say that we did have some butterflies in our stomachs, because I have not done a blind rally during the last 6 years. As old men we had a mutual agreement, that we were not going to take any stupid risks. Just basic driving on the middle of the road looking how the fast class leaders are driving. I was hoping to be inside the top 10 with the standard engine because the gear ratios of my new dog box (made in Finland) are so good for rallying.

A pleasant surprise came when my service crew, after the second stage, sent a message that we were actually leading the class by 4.7 seconds. Our start position was the last in class (no points yet), so it was easy to find out how things were developing. We do have special stage time chart beside the time control after every stage finishing line. The third stage was a partly smooth and fast local road and before the service pause we were leading by 19 seconds. It was a real shock for top 10 drivers, because they haven't noticed our ZR at all before the event started. The 4th stage was very twisty, but I managed to improve our lead up to 25 seconds. The 5th stage was too fast for our standard engine. Veeery fast local main road - we had to drive with 5th gear "against the rev limiter" for some kilometres. Top speed with a standard MEMS ECU and our winter tyres was only just over 100 mph. Got only 3 seconds advantage.

The last stage was very difficult for me. Too long, too fast main road section, again driving a long way with the revs at max. First drivers in our class could drive it on daylight, but when we started it was getting dark. I couldn't have any help from extra lights yet, and my old eyes couldn't see exactly where to go, so we lost all we got from the 5th stage.

Most important for me was that we won the Senior Class by 25 seconds. I was very happy to do this against all those with a lot more powerful Escorts, BMW's and Corolla GT's. A bonus was that with just one event under our belt, we had got 8th position in the series. In summary, it was



nice to find out that my skills are "still in there". The MG ZR 160 is very good little car to drive. It does have a good basic (Bilstein), long travel suspension and reasonable brakes. Gripper diff will tighten the line in sudden cases, and the new dog box made it possible to change gears up and down without any touch of the clutch pedal. As it should, because I use my left foot only for braking, and steering by brakes.

This was a proper win for the only ZR in Finland. I do finally have an in-car video around stage 2 on Youtube; <http://www.youtube.com/watch?v=mAAiHy601Js>

if this won't open search for MG ZR 160 Rally, there is 10 minutes 10 seconds of an Oxford MC man in action on the snow.

The new group F engine is 1.9 with all "goodies". With 60 to 80 hp more our ZR will be a flyer. I can have 25 km/h more top speed, more rapid acceleration out from corners, which is very important during rally stages. Big power will also help in curves, because then I can draw the ZR into the wanted direction more efficiently.

My co-driver on the Carfax rallies, Martin Head, came for a short winter holiday a few days after the rally. We couldn't do any ice-racing last March, but a long drive with snow-mobiles was a new exiting experience to him.



At the beginning of May, after a short team meeting, we decided not to drive the first summer event, because we both had more important things to do instead. For family reasons I decided to have a summer without any rallying. Fortunately I got a chance to drive rally rides with the ZR and Top Star Marketing during MG-Live in Silverstone. The ZR of Rally-Matt, Matthew Stephens, do have a bit different specification and the steering wheel is located on wrong side of the car. Have to say it was a great fun. I drove three long days and got a lot of miles under my belt. UK weather was great, and I found out that Silverstone Rally Track wasn't too bad - not a Mickey Mouse stage. Not bad at all - I really did enjoy those days. I also met some members of XPowerForums, which was very nice.

In the end of July Matt came for WRC Neste Rally Finland. We watched 7 famous, traditional 1000 Lakes Rally stages. A good, relaxing weekend. Ok, maybe too hot...+ 37 C. Later in August I visited Lydden Hill Racing Circuit during the birthday party of Martin Head. Another very pleasant weekend in the UK. And at least with some motorsport friends if not actually racing.

In the end of the summer my co-driver had a serious seizure during his holiday in Turkey. Heikki was very lucky to survive, but it was the end of our rally season. I'm happy to tell you that he has made an amazingly quick recovery, but his doctor did not give him a promise for a competition licence for this winter's season. My car needs still some finishing work before rolling road day. I do have two old relatives to nurse daily, so I don't have much time of my own at this moment. Also I'm too old to spend nights in the garage, so my car is ready when it is ready.

## **2011**

2011 rally season in F-cup rally series did start in the end of January. Salpausselkä rally was the first for this season. There are also 3 winter and 3 summer season rallies in the series. The first summer time rally is 21<sup>st</sup> May 2011 at Uusikaupunki, on the west coast of Finland. Roads are very fast and mostly in excellent condition. I have done it four times in the Finnish Open Rally Championship during past years so it's our target now. During last season we had in Senior class over 40 entries. Now there are 51. Instead of two M3s there are now 7 of them. Also 7 very powerful BMW 325s not to speak of the amazingly quick Corolla GT's. Only 11 of all the cars are FWD rally cars. Will be very interesting to join them again.

Martin is coming soon for a short winter holiday. We will spectate a FRC rally, because it is at the same time in my home town. It's a new point of view to him about rally sport in Finland. We might do some ice-racing if it is possible and of course a long (100 miles) journey in Finnish forest with snowmobiles. We do now have even more snow than last year. Nearly one meter now over here.

I'm ready for voluntary work during next MG-Live at Silverstone if Matt will need an extra driver for his customers. Another nice extra thing would be to drive the F-cup Vetomies Rally, which is driven inside of Neste Rally Finland as a one day national event. Vetomies race will use traditional stages during the events Saturday route. I have also saved some days of my holiday for the Carfax Rally. I don't know if it is possible to be drive in there, but it is in my calendar anyway.

Let's hope that we meet during the Carfax Rally if not before...

Best regards,

The most remote member

**Jorma Pekkanen** [*Alias; Snowy Senior, Finland*]



# *Add A Circuit Piggy Back Fuse Taps*

As someone who has added driving lights and towbar wiring to my Volkswagen Passat and Skoda Octavia, as well as permanently live 12V power sockets in my Clio V6, I have had to address the issue of obtaining power from blade type fuse boxes.

I did one connection by easing the fusebox out and soldering a tee connection to a feed wire, then fitting an inline fuse before running it away to the rest of the car.

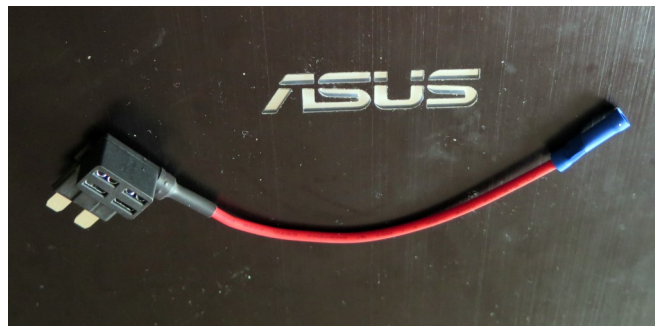
Since then, I have found the odd “spare” fuse positions in the boxes and installed a blade connector into these, again with an in-line fuse before taking the power elsewhere.



Whilst ordering some fuses this week, I have come across “*Add A Circuit Piggy Back Fuse Taps*” which do a really neat and easy job of taking power from such fuse boxes.

To take power off using one of these Select a fuse in your box of a greater rating than the feed that you are installing.

Remove the existing blade fuse. Insert the Piggy Back Fuse Tap and connect the red wire to wherever you are taking the power.



Install the blade fuse rated to suit your new supply in the slot further from the fuse box. Fit the original fuse in the slot closer to the fuse box



When I fitted driving lights to my VW Passat earlier this year, I took the sensing feed for the light switch the traditional way by picking up at the back of the headlight and running this and the wire to the relay through the bulkhead into the cabin.

It would have been simpler still had I been aware of the Piggy Back Fuse Tap and supplemented the main beam fuse in the fuse box – which is adjacent to my switch/ warning light!

They could also be useful for plumbing in tech into hire / loan cars – it is always irritating when the 12V power supply is ignition switched and your satnav and tripmeter switch off and need reset after you have been parked!

These are not expensive things. On Ebay, a pack of two of the standard fuse Piggy Back Fuse Taps come in at £3.49 and five of the mini sized ones at £3.86. They are also available in the micro fuse size.

**Simon Marks**



## *Club Championship*

This must be the least understood and underused section of the Club.

The Club has a considerable number of trophies that we award to members at the AGM for both competitive and non-competitive activities. In addition we make smaller individual awards for various categories.

A number of them are for competing in the various disciplines but we have several categories where members can qualify for an award without competing.

Marshalling, Organising events and attending or helping at events Club activities all go towards the overall non-competitive Member.

In addition, we have the Best Newcomer, Best Lady, Under 21 and the Rob Smith Trophy for an Under 25 competitor member who, in the opinion of the Committee, has improved during the year.

Rob Smith was a Club member and expert navigator who had a great interest in mentoring and encouraging younger competitors in the discipline and his family donated the Trophy in his name. Unfortunately younger navigators are not as abundant as we would like so we make our decision on other criteria.

I try to gather as much information of members activities as I can for the points spreadsheet because NO ONE ever makes a claim.

For 2021 in an attempt to encourage more member participation in the Club Championship we trialled dedicated events for each category, this was before Covid decided to play havoc with motorsport.

We decided on five individual championships - Autosolo, Grass Autotest, Road Rally, Stage Rally and Targa Rally—with each having a set number of qualifying events however some of these had to be changed or lost as Covid decimated events for the best part of the year.

Scores from each championship are also added to find the overall 'Best Competitor'.

The number of members taking part on the nominated events was disappointingly not as high as we hoped apart from the Autosolo where we had 39 members taking part on at least one round but with a full year of events and members enthusiasm to get out and compete we will keep to this format for 2022.

All the details for the Club Championship are on the web site as well as **a points claim form** and as events are announced for next year we will soon make our decision on which events to nominate.

With just a few weeks to go, while I wait for the last minute flurry of claims, on the next two pages are the current standings for 2021:

For those who may not know—you score points against fellow Club members within an event irrespective of your overall event result.—even if you are the only club member competing.

**John Blackwell**



## *2021 Club Championship Positions*

There are still a few weeks to go and events still to run so here are the current positions

### **Road Rally \***

With so many individual classes within the one type of event it was decided to have one overall driver and navigator award. We have 1 round of this championship to go.

Driver—**Toni Dwornik**

Navigator— **Brian Cammack**

### **Targa Rally \***

With so many individual classes within the one type of event it was decided to have one overall driver and navigator award. We have 2 round of this championship to go.

Driver—**Barry Young**

Navigator— **Anita Wicking**

### **Stage Rally \***

With 1 round to go

Driver—**Lucy Wigley**

Navigator— **Kieran Belcher**

### **Autosolo [Davis Cup] \***

Driver—**Kieran Belcher**

**This championship is finalised** with the closest finish we have had for many years.

We set 7 rounds with the best 5 to count and two members fought it out to the last round with Kieran Belcher just pipping Haydn Marks. With the same points, the same number of 1st places it was down to the number of 2nd places to decide the winner.

### **OMC Autosolo [Mark Donaldson Cup]**

Driver—**Kieran Belcher**

**Final result** from the three 2021 OMC Autosolos count.

### **Grass Autotest\***

Driver—**Haydn Marks**

**Final result** . With Covid and other factors we only had one round for this championship and for 2022 it will be amalgamated with other Club events such as PCA etc.

### **Other Club Motorsport Events\***

Driver—**Ethan Phillips**

Navigator— **Simon Phillips**

Comprising the four PCA's it is this father and son combination who are taking honours—so far!

### **Wootten Challenge Trophy**

Navigator— **Simon Phillips**

Awarded to the best navigator on 'Other Club events'

### **Best Competitor [Motivation Cup]**

Driver—**Haydn Marks**

Awarded to the best overall competitor in all categories. Qualifying categories marked \*

## **Non-Competitive Awards**

With still some weeks to go and events to run these following categories may well change — especially if **YOU SEND IN YOUR POINTS**.

Send me an email if you don't want to use the form.

### **Best Marshal [Jubilee Cup]**

**John Blackwell**

Awarded to the members who has marshalled on both 'In Club' and 'Out of Club' events with a points bias to In Club events.

### **Best Lady [Boanerges Cup]**

**Shirley Blackwell**

Awarded to the 'Best Lady Member' in all categories.

### **Under 21 Trophy**

**Ethan Phillips**

Awarded to the 'Best Under 21 Member' in all categories.

### **Newcomer of the Year [Batchelor Cup]**

**Will Brown**

Awarded to the 'Best NewComer Member' in all categories.

### **Rob Smith Trophy**

**TBA**

Awarded by the Committee to a member Under 25.

### **Best in Club—Non Competitive [Macclesfield Cup]**

**John Blackwell**

Awarded to the member who has contributed to the most non-competitive activities.

**John Blackwell**

## ***2022 Membership Renewals***

Your membership is due for renewal at the end of the year.

For another year we have again kept the membership fees at **£15.00** for a full membership with **£2.50** for every family member living at the same address.

Our preferred method of renewal is by completing the on-line form using this link below and which is also on the web site and then paying by Bank Transfer

**[Oxford Motor Club On-Line Membership Form/](#)**

If you prefer to pay by cheque there is a downloadable form on the web site with the membership Secretary's address.

Don't forget you must renew your membership for 2022 to vote at the AGM and just as importantly for when those early events come along and you have to show your card!

**Shirley Blackwell**

## *2022 Club Committee*

Another year on, the new year and the AGM is fast approaching and I'm still trying to find a new way of saying the same old thing which is why you may remember a very similar article last year [and the years before!] but I imagine lots of Secretaries are saying the same thing.

During 2021 the Committee has consisted of just six members filling the seventeen positions which, at times—no, most of the time, has been a struggle.

Committee members have had to take on several roles which have taken their toll on time and lifestyle. A full list of your Committee is at the end of this magazine.

As a club we are extremely grateful and appreciative of the considerable time and effort Committee members spend on your behalf but we do need to find a way of encouraging new members onto the Committee to look at taking on the existing roles in the future and take the Club forward.

Without this, as we get older or move on, the Club will go into decline.

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

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

Please don't feel you are pushing anyone out by applying.

New ideas, new ways of thinking and fresh enthusiasm are the way Oxford Motor Club is going to prosper for another 118 years.

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

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

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

We have Committee meetings roughly every six weeks which during the past year have been via Zoom and I expect that to continue but we have had one face to face meeting with separate event sub-meetings, if necessary, taking place as and when.

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

I'll be sending out the AGM notice and Committee proposal forms very early in the New Year ready for the AGM on February 2nd 2022 and we look forward to getting some positive replies.

**John Blackwell – Club Secretary**



## *Club Survey*

The membership of the Club is in a healthy position with over 100 full members and over 50 family members with many of you joining during the last few years.

However, while between us we know a considerable number of members, especially those that have been members for many years, many of you remain as just names on a spreadsheet.

The slow down of events and social activities has diminished our ability to get to know you, know what your motorsport interests are, know what you want from being a member and how we can help you achieve this.

To this end we have developed a small survey in which we hope you will participate. The survey is totally confidential, unless you wish to give your name, and will give the Committee an idea of what the membership want.

It should only take a few minutes of your time and can help us develop the Club to suit your needs.

If there is any part you don't understand or want further information on, such as Motorsport UK licencing, please contact me or any Committee member.

You can access the survey by using the link below and in the email and we would appreciate your replies.

*[2021 Club Survey Link](#)*

**John Blackwell—Club Secretary**

You are now at the end of the magazine and we hope you found it informative and enjoyable.

The fact that you have got this far is a good sign.

Thank you to everyone who contributed to this magazine.

If you have any interesting articles, event reports, photographs or items of interest please send them to [magazine@oxfordmotorclub.co.uk](mailto:magazine@oxfordmotorclub.co.uk)

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Club Secretary	<b>John Blackwell</b>	secretary@oxfordmotorclub.co.uk info@oxfordmotorclub

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Magazine Editor	Vacant	
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Webmaster	<b>Simon Phillips</b>	webmaster@oxfordmotorclub.co.uk

## NON-EXECUTIVE COMMITTEE

**David Smythe**  
**Harvey Warner**

## OTHER POSITIONS

Club Championship Collator **John Blackwell** points@oxfordmotorclub.co.uk

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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