



# Oxford Motor Club

## April 2018 Magazine



*Will this winter never end?*

*Photograph by Richard Sumner*



# April 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.

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**Oxford Motor Club is on Facebook and Twitter.**

Search for Oxford Motor Club on Facebook, or go directly to:

[www.facebook.com/OxfordMotorClub](http://www.facebook.com/OxfordMotorClub)



## [Joining Your Club Committee](#)

Your 2018 Club Committee is listed above and you will see there are some vacancies, namely Magazine Editor and three Ordinary Committee members. If you would like to join us as a co-opted member to learn the Committee ropes and perhaps consider taking on a named role next year then please contact me.

**John Blackwell** – Secretary

## [Send in your Articles!](#)

Your club magazine needs you!

Please send any articles, reports and pictures from events you've attended or may be preparing for. The club would love to hear about them. Are you currently building a car, or continually fixing one? Or have you any great projects on the go? If so, let us know. It doesn't even have to be motorsport related!

Without your articles there can't be a magazine, so get writing and send your articles and information to [magazine@oxfordmotorclub.co.uk](mailto:magazine@oxfordmotorclub.co.uk), preferably, but not necessarily, in MS word format. We can refigure, reformat or even rewrite it to suit as long as we get something.

## Thank You to Oxford Motor Club

Dear John, Shirley, and my friends in Oxford Motor Club,

Thank you so much for the special award that you have presented to me. I was unhappy at being unable to attend the AGM in February; thankfully I now seem to be over the illness that caused my non-attendance.

I am deeply touched that you thought to make an award of this kind. For those that didn't see the award it is a beautiful engraved crystal glass jar with lid, in the style of a cookie jar. It is in pride of place on the dresser in our lounge, and I am going to keep a few sweets in it.

It was nice of you to drop in on Sunday to deliver it. I can now see why Shirley didn't want to post it.

Life here in the south west corner of Gloucestershire is going well for us at present, it is not far in miles but the differences to Oxfordshire are very noticeable.

I hope to be at a few club events over the next year, to catch up with old friends and I hope to see many of you.

Once again thank you to everyone.

**Bill Hitchcock**

## General Data Protection Regulations [GDPR 2018] Implementation Date May 25<sup>th</sup> 2018

In May 2018, a new data protection regulation will be introduced, which will apply to all organisations in the European Union that hold people's personal data.

The new regulation will update the existing data protection and privacy laws to reflect today's use of technology and the way people's personal data is used to ensure that they're fit for purpose in a digital age.

The GDPR is designed to protect people's data online and although primarily aimed at those selling and marketing goods and services, it applies to any organisation that holds and processes people's personal data.

Previously the Club had '*Implied Consent*' or '*Legitimate Interest*' to collect and use the data which was obtained from you when you completed and signed your membership form. The Full member took responsibility for the family members recorded against them.

We told you on the form that your data was for Club use only and would not be sold or passed on.

Under the changes we have chosen to change to '*Informed Consent*' and to ensure the Club complies with the new regulations we have to positively record every member's agreement to our gathering, holding and using your personal data.

This agreement, should you wish to give it, includes full and family members which means that a form will have to be completed and signed by **ALL** members including any family members. There is a facility to have Under 18's forms countersigned by a parent or guardian.

This will be a one-off agreement as long as you continue to be a member.

The Club's chosen method of communication with our members is by email and to continue do this we need every member – full and family -to opt-in by physically signing and returning an individual form after identifying which data you are happy for us to collect.

Under 18 Member forms must be countersigned by a parent or guardian.

It is my understanding that neither a verbal agreement nor an electronic signature is acceptable as these can be easily forged.

The form, which was an attachment to the email which distributed this magazine, explains what data we will hold, how and why we will use it and your rights concerning viewing, amending and deleting your data but please be assured that your personal data will not be passed onto or used by any other persons other than the Club Committee.

The Club membership / renewal form has been altered to reflect these changes and in future any required permissions will be obtained when this is completed.

If you choose not to return the form then, although remaining a member of the Club, we probably will be unable to contact you by email after the end of May.

We appreciate this posting of your forms is an inconvenience you could do without and we really do appreciate your co-operation in this matter.

**Please return your completed form to the address on the form, which is the Registered Office of the Club or give it to any Committee member who will forward it on to me.**

I will send an email acknowledgement to any forms received.

**John Blackwell** – Secretary

**Speed Machine Festival/ FIA Rallycross 26<sup>th</sup> / 27<sup>th</sup> May**  
**Silverstone Circuit**  
**MARSHAL HELP NEEDED**

This is a big one! FIA Rallycross, driving experiences, great food and music. You can be part of this with Oxford Motor Club!

The MSA are teaming up with the Club to offer visitors to the Speedmachine Festival access to Autosolo Passenger Rides during the weekend. The main aim is to encourage people to become involved in low cost Motorsport with standard cars, and also have loads of fun!

Those who have looked at the event web site ([speedmachine.com](http://speedmachine.com)) will realise this is the weekend of the British round of the World Rallycross Championship.

There's more - there are several other motorsport activities going on such as drifting demonstrations, physical and virtual driving action, plus loads of other attraction including music from the likes of Dizze Rascal, Basement Jaxx, Ministry of Sound, Razorlight, Craig Charles, ...

We are looking for a number of Club Members to act as helpers over the weekend, possibly for half a day at a time.

- Encouraging people to take part,
- Helping members of the public register for the passenger rides,
- Helping members of the public get into and out of the cars,
- Acting as start marshals [although this not a competition]
- Looking after the tests by restoring cones etc as the volunteer drivers thrill their passengers.
- Promoting Oxford Motor Club and motorsport in general to the public.

If you would like to get involved then please contact **Alan Wakeman** [Club Competition Secretary] on [compsec@oxfordmotorclub.co.uk](mailto:compsec@oxfordmotorclub.co.uk) or **Harvey Warner** [Club Chief Marshal] on [marshalling@oxfordmotorclub.co.uk](mailto:marshalling@oxfordmotorclub.co.uk). as soon



as possible please.

There is a registration process to ensure we get access for you and this will be explained when you contact us.

There is a limit on the number of volunteers we can accommodate but **IF** we get enough each day there will probably be the opportunity to take a little time off to watch the Rallycross action.

**John Blackwell** – Club Secretary

## **MG LIVE Autosolo - Sunday, 3<sup>rd</sup> June**

### **Silverstone Circuit**

### **MARSHAL HELP NEEDED**

Just a week later and the Club are again at Silverstone but this time we have been asked to help Simon Ayris [RPS] and the MG Car Club run the Autosolo at the MG Live Festival

It is intended the event will run to the same pattern as our own events and like our events we will need members to act as mainly timekeepers but depending on the number of entries there may be a little marshalling to do. Access to the area may not be available until the Sunday morning so we would appreciate some help with setting up the tests while we do the signing on.

The festival may not be on the scale of the Speedmachine but if you enjoy being surrounded by every model of MG then we would appreciate your help.

There are other activities going on and, should we get enough volunteers, there may be time to have a look around.

If you would like to be involved then please contact **John Blackwell** on [secretary@oxfordmotorclub.co.uk](mailto:secretary@oxfordmotorclub.co.uk) or on any of the phone numbers that came with this magazine email as soon as possible please.

**John Blackwell** – Club Secretary

## A Tale of Two Beauties

One was all curves, the other slightly more angular. Both were beauties and both Swedish. I'm not talking about Agnetha and Anni-Frid from Abba, you rascals, but Sabrina and Maizey, my Saab 96V4 and Volvo Amazon 122s.

I had more days out with Sabrina because (as previously reported) my elder son Paul and I took her from Land's End to John O' Groats on Le Jog 2000. But it didn't end there as we entered the Targa Rusticana in 2002. I'm glad we did because the OUMDC event – one of the great road rallies of the *Motoring News* Championship back in the day – disappeared altogether a few years later. We had a good time despite Sabrina having a broken wishbone for the entire day – small wonder Pam Butterworth and Shon Gosling in their Land Rover were posting faster times on the Builth Wells Showground tests!

We went astray in Hafren on the Targa and if it hadn't been for Paul's knowledge of the forest (thanks to years of spectating on the RAC Rally and time working with Steve Hill Motorsport) we might still be there, dining off sweet lamb...

The briny sea air was taking its toll on the Saab, however, and the time came to say 'goodbye'; Sabrina was packed off to some rally-folk from Kent where she enjoyed a new lease of life in the Garden of England.

In 2009 along came Maizey. Paul and my wife Joy, under the pretext of 'last-minute' shopping in Exeter (*really?*) had taken a train ride from Newquay to Paddington to meet with the owner of a Volvo Amazon under the station clock at 2pm. Having sealed the deal, Paul drove the car all the way back to Cornwall and parked it at Fistral Bay, in readiness for my surprise on Christmas morning. And boy did it work! I vowed never to let this car go. *Yet I did...*

The Amazon was a sturdy beast and, as I was suffering from Carpal Tunnel Syndrome in both wrists at the time, it was painful to drive, especially when

manoeuvring in tight spots. What to do? I had hoped to enter an HRCR event in Worcestershire but it was not to be. Reluctantly, I sold the Volvo to a chap from the Midlands whose aim was to prepare it for the following year's E



*'Dashing through the snow..?'*

Sabrina enjoyed a new life on rallies organised by the Motor Club of Kent.

Maizey sunbathing at Pentire Head, Newquay.



I was sadder to see Maizey go than Sabrina, probably because we never realized our potential. 'Parting is such sweet sorrow', as one minor scribe once avowed. Alas, I think the two motors have 'finally met their Waterloo' and are parked up in the great motor-hall of Valhalla. *Hey, ho...*

Another Swedish beauty lures like a siren, one that is both sturdy *and* curvy: a Volvo PV544. I've even got a name ready: Voluptua!

**Richard Sumner** - OMC Cornwall Correspondent, Newquay

## **Autosolo & Production Car Autotest - Sunday 22<sup>nd</sup> April**

### **HELP & COMPETITORS NEEDED**

There are still places left on our first Autosolo of the year. The Regulations and entry forms are available on the Club web site. Entries close on Wednesday but we may be able to take late entries after that if you are quick.

If you do not want to compete then we also need your help with timekeeping which is not too arduous a task but eases the burden on everyone involved.

As probably the easiest to enter and cheapest form of motorsport Autosolo's are an ideal entry level event.

We run two events – an Autosolo for both National B and Clubman competitors and a Production Car Autotest [PCA] and we are trying to encourage more club members to take part, especially but not confined to younger family members who are starting to take an interest in motorsport and perhaps starting on their driving career.

Each car can be driven twice so there is a chance for some family competition.

As the name implies our Solo's are for drivers only, although some clubs do allow passengers, who can be aged 16 and over. For the younger drivers there are some vehicle regulations to meet but generally the family car is ideal.

The PCA varies slightly in as much as passengers are compulsory but the ages of the competitors can be lower. Drivers can be from age 14 and passengers can be from age 12. Again, for the younger drivers there are some size and vehicle regulations to meet and again the family car is ideal.

Our last couple of PCA's have attracted a good entry as the addition of a passenger probably helps with the confidence of the newer or more nervous competitor but it's amazing to see how the speed increases and times come down throughout the day.

One last point on the cars, for an Autosolo the car has to be driven to the venue but for a PCA the car can be brought on a trailer. This negates the need for any Road Tax but the car has to be in a safe competition worthy condition.

All the details are in the regulations but should anyone want any more information please give me a call.

**John Blackwell** – Secretary of the Event.



### **Oxford Motor Club Social Meetings Venue**

We meet at 8pm on the first Tuesday of each month at: **The Jolly Boatman** 216 Banbury Road, Thrupp, Kidlington, Oxon OX5 1JU  
 Sat nav N 51' 50'17 - W 1' 18'17 - OS Map reference 164/480154  
 Telephone: 01865 377800. Email: [info@jollyboatman.com](mailto:info@jollyboatman.com)

## Club Social Evenings

Our change to a Tuesday for our social meets seems to have brought some more interest from members with the April night seeing over a dozen members present.

Our thanks go to Chris Hambly for explaining all about running a 12 car Rally. Unfortunately nearly everyone there either has, is or is going to be involved in these Club events but it was a useful talk and enabled a swapping of ideas on the different methods of organisation.

Organising and running an Autosolo and an explanation of all the roles and responsibilities will be the next subject discussed.

There was a poor response to my question about what you would like to see or do on Club nights so at the moment we have nothing yet planned for the next evening – May 1<sup>st</sup> – but following the success of the last meeting we hope to see many of you come along for a chat about club life and events.

**John Blackwell** – Secretary

## OMC 12 Car Rally, April 20<sup>th</sup>

Yet again we have had to cancel the second 12 Car Rally of the year because we couldn't find a volunteer organiser. However and fortuitously for you 12 car enthusiasts the next CMSG event is running a week later on Friday 27<sup>th</sup> April and will be in our area. Regulations have been circulated around members but more details are available from me if you missed them.

**John Blackwell** – Secretary

## **Oxford Motor Club Facebook Group**

The new Facebook Group is becoming to be very popular with the number of persons involved growing steadily.

On the site we'll be posting details of upcoming marshalling opportunities where anyone can post a response or post their own enquiry about an event to see who else may be interested in coming along.

The OMC Facebook page will still remain for notifying of club events and announcements, but, as anyone can post to a group, hopefully this will encourage more interaction/discussion amongst members, whether for Marshalling or just to post a clip of Chris Meeke's latest crash!

You can reach the group here:

<https://www.facebook.com/groups/OxfordMotorClub/>

or by browsing to the existing Oxford Motor Club Facebook page and clicking the groups button.

If you aren't a facebook user, fear not. Chief Marshal Harvey Warner will still be emailing out details of events needing marshals [BUT ONLY UPTO THE END OF MAY unless you return to GDPR form] but you can call/email him with any questions.

**Simon Phillips** – Chairman

## **Oxford Motor Club Team Wear**

Get yourself an OMC jumper, shirt, coat or hat and show off your motor club when you're out on events

We are able to supply a vast range of clothing in a vast range of colours

**More details, prices and Orders from Tony Mytton**  
**Email: [info@oxfordmotorclub.co.uk](mailto:info@oxfordmotorclub.co.uk)**



## [Miglia Quadrato - 19/20 May 2018](#)

I believe Caroline already sent in a mention of the Miglia Quadrato for the last magazine - a unique and historic motoring competition in the City of London. I have entered almost every year since I first heard about the event in 2006. It's a treasure hunt like no other - exploring the Square Mile of the City of London on a Saturday night, when it is deserted and much more of it's hidden history unveils itself. Last year, my humble Citroen AX parked up at the start alongside a convertible Rolls, a DeLorean, and a 1920s fire engine staffed by students in period uniforms. I encourage anyone who's never tried this fascinating event to do so! Information is sparse on the internet, but I'd be happy to answer any questions about my experiences on the event - my address is [simonlytton@gmail.com](mailto:simonlytton@gmail.com).

**Simon Lytton**

## [Internet Table Top Rallying - May 2018](#)

Also, in other "quasi-rallying" news, perhaps some may already be aware of the discipline of Table Top Rallying - to decipher and plot a route in the warmth and comfort of the indoors, without the hassle of getting shaken about in the dark in the passenger seat of a car! Well, this noble pursuit has long been conducted by enthusiasts by post, but is now (like everything else!) accessible online. A great deal of fun, and a good way to sharpen one's rally brain! Plus the entry fees are all donated to charity - the most recent series raised £5k for the Motor Neurone Disease Association, and the upcoming series will be in aid of the Multiple Sclerosis Society. Lastly, one of the route cards for the next series ("Crowless") will be set by myself, so I'd encourage all and sundry to join in and make my efforts worthwhile. All the info you need, and much more, is at [www.table-top-rallying.org.uk](http://www.table-top-rallying.org.uk).

**Simon Lytton**



## Hybrid & Electric Vehicles

### Guidance for Event Organisers [and owners]

Electric vehicles rely on stored electrical energy to power and electric motor to provide propulsion. Hybrids are primarily powered by an internal combustion engine with ancillary power from an electric motor. Kinetic Energy Recovery Systems (KERS) are effectively a development of the hybrid and recover energy in a number of ways additional to those of the typical hybrid, e.g. exhaust flow and heat, brake heat etc.

Hybrid and electric cars currently run in a MSA permitted events as either competitive or demonstration / parade vehicles. The FIA series; Formula E, WEC & F1, run at UK venues and are subject to their own regulations. The attraction of electric motors is they produce maximum torque at zero revolutions, thus acceleration performance is generally impressive. All major manufacturers now produce hybrid and/or electric cars which are eligible to compete in production car classes.

#### **Risk Control**

There are risks with any vehicle equipped with such as lithium ion batteries and power systems carrying a significant electrical current:

- **Electricity at high voltages** - a risk managed by insulation and control systems that result in the links between the individual cells being broken so there is only the cell voltage in the system. The control systems also automatically shut down the system if it senses current going to earth and there are features such as impact sensitive cut offs etc. Discharge and charge rates are closely controlled and monitored to minimise the risk of cells overheating.
- **Overheating and fire** - there is an exothermic reaction so while it flames, it is in itself not burning. It will ignite nearby combustible materials. No fire extinguisher will touch an exothermic reaction, the only way to deal with such a problem is to extremely rapidly get the temperature down. If a cell is punctured or squashed it will short circuit with the same result.

### **Acceptance of entries**

A separate additional permit is required from the MSA to run Electric or Hybrid vehicles at an event.

Prior to considering hybrid or electric vehicles as a potential entry the basics of the recovery and safe handling of these vehicles at the venue should have a Risk Analysis completed.

For a hybrid or electric car to be accepted onto an event entry list they must be either a standard production car (unmodified) or comply with FIA Appendix J Article 253.

Production road cars are only eligible to compete on road surfaces for which they have been designed e.g. asphalt. Consideration must also be given to the physical restraints of the venue and any resource required for dealing with incidents and recovery (see below).

### **Arrangements for Scrutineering**

It would be sensible to obtain the Recovery Manual from the entrant of the potential entrant to Risk Analyse the resources that are need to recover the vehicle and ask the entrant to confirm what resources he will be providing given that the driver maybe incapacitated.

Scrutineers should have the opportunity to review the potential entry and the relevant documentation that a garage would need before working on the vehicle. A Risk Analysis of the service history of the vehicle may be required. A vehicle passport would be required so previous incidents can be reviewed.

### **Venue Requirements**

Venues wishing to host hybrid or electric vehicles at their events must have the following provisions in place:

- Trained clerks / control staff / marshals / rescue / recovery
- Equipment to identify if the batteries are in a safe state

- Fire fighting measures for dealing with high intensity lithium ion battery fire
- Adequate water provisions to the manufactures recommendation for the vehicles entered to allow cooling of the batteries.
- Equipment for all clerks / marshals / medical / rescue / recovery staff
- Suitable protective equipment for all the officials responding to an incident
- Appropriate recovery vehicles to comply with manufacturer's recovery guidelines
- The ability, in line with manufacturers guide lines, to when necessary setup, staff and monitor an exclusion zone for the duration of the incident which maybe several hours or days..
- If multiple electric / hybrid vehicles will be on track at the same time the provision needs to cover multiple incidents.

### **Emergency Management**

Electric and hybrid vehicles typically have electrical systems running at voltages of 300 volts DC and higher, some vehicles may use AC systems. Any electrical system of 50v or more is considered as requiring specific precautions. (Reference the Low Voltage Directive 2014/35/EU).

All Electric and Hybrid vehicles have a manual that details the means of approach and recovery of the vehicle which should be supplied with the entry and followed studiously as each vehicle is different with different risks. A Risk Analysis should be complete for every vehicle.

- If a vehicle is involved in an incident approach the vehicle with care not touching any part of the vehicle, ideally remaining stood back from the vehicle. Take particular care if there are wet weather or wet ground conditions.
- If the driver is not impaired ask the driver to isolate the vehicle and to self extricate.
- When making initial contact with the vehicle place your left hand in your left trouser pocket and use your right (gloved) hand. Should you receive an electric shock the current will flow down the right hand

side of your body away from your heart and thus greatly decrease the possibility of injury.

- Should the driver not be responsive and clearly in need of assistance, turn the identified isolator OFF, using a gloved hand. Specialist isolation gloves and other PPE is available but a dry leather glove will give a level of protection. Take care not to touch metal components.
- Check the dash display and vehicle generally for light displays. Some vehicles have a “system status light display” to indicate whether the system is active or isolated. If there is no such display then if there are no visible lights illuminated it is likely that the system is isolated.
- Watch for signs of electrical current flow, such as arcing, sparks, sizzling etc., particularly in wet conditions.
- Avoid a multiple number of persons initially approaching the car.
- Do not touch the car with bare skin.
- When satisfied that the electrical system is isolated, proceed with appropriate care.
- HV cables are coloured ORANGE, do not sever or touch such cables or the components to which they are connected
- At all times monitor the vehicle for leaking fluids, vapour, smoke, sparks, unusual odours, popping or hissing noises.
- Noise emitting from a battery may indicate that there is ignition within the battery such carries a risk of explosion or external ignition.
- Be aware that if a vehicle is in contact with such as a metal barrier that too may be “live”.
- Once the vehicle occupant(s) have self extricated or been extricated ensure all personnel remain stood back from the vehicle and arrange for the competitor or his/her technical team to supervise the vehicle’s removal. Check with the scrutineering team to see if there is a Scrutineer with suitable experience to oversee recovery operations. If such supervision is not available then exercise caution including the use of non-metallic strops etc. and avoid making direct contact with the vehicle.
- Many vehicles require the setup of an exclusion zone where the vehicle must remain for several hours or days. Check the vehicle specific recovery instructions.

- Damaged vehicles should not be stored within buildings but in the open away from flammable structures and materials and cordoned off in such as to prevent unauthorised access and to create a safety zone around the vehicle. Allocate enough staff to police the safety zone till any risk is deemed over.
- Continually monitor such vehicles, as there is a risk of ignition for a significant period after an incident, particularly if there is visible damage to the battery unit.
- If a lithium-ion ignites it is an exothermic reaction rather than a combustible fire. To deal with such ignition requires sustained large volumes of water to be applied for a prolonged period of many hours. It is unlikely that application of fire extinguishers will deal with a battery “fire” for in most cases it will be an exothermic reaction. In such a case ensure all personnel are suitably isolated from the vehicle by creation of a safety zone such that they are not affected by heat, gaseous emissions or any potential explosion.

### **Scrutineering Electric Vehicles**

Where electric or hybrid vehicles are included in the competition the Chief Scrutineer is to check if there is a member of the scrutineering team who has experience of electrical engineering and/or electrical power systems and appoint such a team member to scrutineer such vehicles.

### **Re-charging of vehicles and/or batteries**

Where vehicles/batteries are being re-charged only equipment specified by the vehicle/battery manufacturer is to be used. The vehicle / battery should be charged within a suitable isolated safety zone and the charging operation and safety zone monitored by a suitably experienced person.

### **REMEMBER**

- Exposure to high voltage electrical currents can kill or result in life changing medical conditions
- Electric vehicles are not new, they have existed for over 100 years

- Electric locomotion of vehicles is routine in trains, ships, trams, milk floats etc. as a matter of routine and has been for a great number of years.
- Modern battery systems are sophisticated and incorporate many control and fail safe systems to monitor battery condition, control charge and discharge, provide automatic shutdown if operating parameters are breached etc.
- Lithium-ion and similar batteries are an everyday item found in mobile telephones, laptop computers and similar equipment
- Gasoline and similar fuels offer the potential for fire and explosion, the risk is managed by methods of storage and use, the same applies to electrical energy. Whatever the energy storage or energy application system risks are to be identified, managed and respected.
- In drafting these notes effort has been made to take a common sense approach that is practical and realistic to managing the considered risks in the environment where those risks may arise. It is only a draft and is in the process of being reviewed by others.

If you have managed to get to the end of this article you see why we do not currently allow electric / hybrid vehicles on any events that Oxford Motor Club organise.

Apparently the one that crashed on the recent Top Gear programme burned for five days and I understand that the latest Tesler vehicles would need upward of 3,000 litres [or is it gallons] of water to extinguish a fire.

However, these vehicles are becoming very, very popular and this will increase in the future as more and more of us dirty diesel drivers are forced to change cars.

It's odds on that one of us may be involved in an incident with one of these vehicles, either in a road accident or as a marshal on an event where other marshals or spectators are involved driving one so forewarned is forearmed. Think before you go rushing in.

**John Blackwell** – Club Secretary

## What's On

### April

<b>Sunday 22<sup>nd</sup></b>	<b>Oxford MC Bocardo Autosolo Round 4</b>	<b>Oxford</b>
Friday 27 <sup>th</sup>	CMSG Roadsport 12 Car Rally Round 3	
Saturday 28 <sup>th</sup>	D'Isis Stage Rally, MIRA	
Saturday 28 <sup>th</sup>	Cirencester Car Club Corinium Stages Rally, Down Ampney	

### May

Tuesday 1 <sup>st</sup>	Oxford MC Club Evening	
Sunday 6 <sup>th</sup>	CMSG Autosolo Round 5	60 & Worcs.
Saturday 19 <sup>th</sup>	Miglia Quadrato	London
Saturday 26 <sup>th</sup>	CMSG Autosolo Round 6	Bristol
Saturday 26 <sup>th</sup>	EMCOS Red Dragon IT Stages, Down Ampney	
Saturday 26 <sup>th</sup>	Speed Machine Autosolo Passenger Rides, Silverstone	
Sunday 27 <sup>th</sup>	Speed Machine Autosolo Passenger Rides, Silverstone	

### June

Sunday 3 <sup>rd</sup>	MG Live Autosolo Silverstone	
Tuesday 5 <sup>th</sup>	Oxford MC Club Evening	
Saturday 9 <sup>th</sup>	CMSG Autosolo at Abingdon CAR-nival Round 7	Dolphin
Sunday 10 <sup>th</sup>	Team Tempest Abingdon CAR-nival Stages Rally	Barry Guess
Sunday 10 <sup>th</sup>	Mid Summer Stages - Caerwent	Mike Hurley

### July

Tuesday 3 <sup>rd</sup>	Oxford MC Club Evening	
Sunday 8 <sup>th</sup>	CMSG Autosolo Round 8	Bristol MC
Sunday 15 <sup>th</sup>	Oxford MC Grass Autotest & BBQ at Pusey	

### August

Sunday 5 <sup>th</sup>	CMSG Autosolo Round 9	Bath MC
Tuesday 7 <sup>th</sup>	Oxford MC Club Evening	

## September

Tuesday 4 <sup>th</sup>	Oxford MC Club Evening	
Sunday 9 <sup>th</sup>	CMSG Autosolo Round 10	Bristol MC
Sunday 16 <sup>th</sup>	CMSG Autosolo Round 11	Ross MC
Friday 21 <sup>th</sup>	Autumn Leaves 12 Car Rally	Dolphin MC
Sunday 23 <sup>rd</sup>	Patriot Stages - Caerwent	Richard Lomax
Friday 28 <sup>th</sup>	CMSG Roadsport 12 Car Rally Round 4	

## October

Tuesday 2 <sup>nd</sup>	Oxford MC Club Evening	
Sunday 7 <sup>th</sup>	Oxford MC Boanerges Autosolo Round 12	Oxford
Friday 12 <sup>th</sup>	Oxford MC 12 Car	
Saturday 13 <sup>th</sup>	CMSG Autosolo Round 13	60 & Worcs.
Friday 26 <sup>th</sup>	CMSG Roadsport 12 Car Rally Round 5	

## November

Tuesday 6 <sup>th</sup>	Oxford MC Club Evening	
Friday 9 <sup>th</sup>	Gun Powder Plot 12 Car	Dolphin
Friday 23 <sup>rd</sup>	CMSG Roadsport 12 Car Rally Round 6	

## December

Tuesday 5 <sup>th</sup>	Oxford MC Club Evening	
Friday 7 <sup>th</sup>	Oxford MC 12 Car	
Friday 14 <sup>th</sup>	CMSG Roadsport 12 Car Rally Round 6	

**If you know of any events that may be of interest to Club members please let us know.**