

OXFORD MOTOR CLUB



Matt and Suze Endean at the Rushmoor Targa

March 2020 Magazine



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EDITORIAL

Hello members, Firstly sorry for the delay in this edition, in these strange times I've had many edits as the motorsport and motoring events have been cancelled and postponed.

You should have been reading Simon Mark's article on a range of motoring events to suit all interests, Harvey Warner's marshal recruitment requests and I've decided not to publish a calendar until things settle down.

However, thanks for the articles I have received, hopefully some of you will use your unexpected free time to write something for the next edition. Maybe a history of you competing, show us your car and tell us about it. PLEASE get writing and if we get plenty of content, I'll publish a magazine soon!

There are good ideas coming out for getting your motorsport fix at this time, there is an Oxford Motor Club championship on Dirt 2.0, various table top rallies being done via email and Facebook. There is an excellent channel on Youtube called VHS Rallies which has some fantastic 80's and 90's content,

Do you have some spare time at the moment? How about planning a 12 car or similar Clubsport event, if you are interested, please get in touch for any more info and help.

I'm looking forward to publishing a more positive magazine soon!

Chris Hambly

Chairman's Update

As I write this it seems the Country is heading for complete shutdown due to the Covid-19 pandemic. Most public events are being cancelled and Motorsport is no exception with Motorsport UK withdrawing all event permits until April 30th. In all likelihood, this will be extended for a considerably longer period. The escalation around Covid-19 has been quite striking. On March 6th & 8th I was competing on events without issue. Now it appears they will be my last events for quite some time. I was scheduled to compete on the Agbo Stages on March 15th but decided to withdraw due to the Coronavirus situation. Many others took a different view and competed but personally I couldn't risk contracting the virus and passing it on to my elderly parents.

We've already cancelled the April and May club nights and Postponed the Bocardo Autosolo. Sadly we will also be postponing the Bullnose Targa scheduled for June 28th. With a number of the organising committee over 70 or with underlying health conditions we will struggle if the expected isolation of all vulnerable people for 12 weeks is announced.

We will look to reschedule these events later in the year if feasible to do so. It is frustrating but the loss of events is pretty irrelevant compared with the magnitude of what is happening.

On the plus side, this period of enforced downtime will give us plenty of time to get all those jobs on our cars that we've been putting off. Alas, I've just bought a set of new Harnesses which will most likely be a year old before they are used..

We plan to keep active on the club's social media channels and are looking to set up activities that can be enjoyed from home such as an online Dirt Rally league and table top rallies. We'll also continue to publish the club magazine so do continue to send in articles, even if they relate to your long since past motorsport exploits.

Stay safe.

Simon Phillips

Committee Announcement

I just wanted to let you know that after 17 years on the committee of Oxford Motor Club, John & Shirley Blackwell have decided to step down at the end of this year.

John and Shirley are a major part of the club, performing almost all committee roles at one time or another as well as being the backbone of our event organisation. They really have been the 'power behind the throne'.

I know next year is still a long way off but due to the sheer amount of work they do for the club, there will be a huge gap to fill next year, one that the existing committee members cannot possibly hope to absorb. I therefore wanted to give all club members as much notice as possible so you can consider whether you would be interested in joining the committee and taking one of the vacant roles. The roles they will vacate are:

- Treasurer: Shirley
- Secretary: John
- Comp Secretary: John
- Child Safeguarding Officer: John
- Club Championship points co-ordinator: John

Descriptions of what's entailed in these roles is available [here](#).

If you think you might be interested, please reach out to John, Shirley, or myself and we can explain in more detail what's involved. No prior experience is needed, just some enthusiasm! With Shirley and John still in post this year it gives plenty of opportunity for them to impart their knowledge.

Please give this some thought. It's not an exaggeration to say that the club will struggle to continue without most of these positions being filled.

Simon Phillips

Chairman

GATED (OR HATED) ROADS

As with fords (the water-crossing variety), gated roads are something of a rarity these days. Most five-bars are now fixed open to allow traffic clear access but can be closed should a farmer wish to herd cattle or sheep. Always a favourite with treasure-hunts, where time is not a critical factor, gated roads did occasionally crop up on navigational exercises. Marsh Baldon comes to mind. Long-suffering navigators would have to unravel themselves from a mountain of paraphernalia in order to open (and then shut) a gate whilst at the same time receive a condescending wave from his or her driver.

The best example of a gated road in Oxfordshire I can recall is the unclassified track that skirts Ditchley Park, leaving the B4437 at MR164/39151935 and emerging at Over Kiddington (40952210). I remember this lengthy white being used on a navex when there was a slightly over-subscribed entry of 14 cars. Amongst the list of runners that fine summer's evening was no lesser-light than Sandy Lawson, notable international rally driver.

There are nothing like as many gates barring routes as there used to be, cattle grids or under-passes having replaced most. Designed to prevent sheep straying also, I once witnessed a woolly ovine giving it a bash (or plot & bash). Might have been easier utilising the kissing gate situated alongside. *Stop it!*

Level-crossing gates are also a rarity nowadays. A couple on my old patch that spring to mind were at situated at Ambrosden (60251925), and just outside Islip, in Mill Lane (521138). Automated barriers have replaced all but a few gates nationwide.



Thou shall not pass?
The good ol' navvie,
out of the car again...

Oxford Motor Club members will no doubt be aware of other gated roads in the county, checking one's progress. The most famous gated road in the U.K. has to be Downing Street, surely? I have slipped through the vertiginous ironwork to the door

of No.10, but on foot only (when presenting a petition that no doubt went straight into the nearest bin).

Happy motoring!

Richard Sumner
OMC Cornwall Correspondent

A successful Weekend

After a long winter layoff, my first event of the year was Dolphin MC's Frostbite 12 Car on January 24th with Matt Baddeley on the maps. A good entry of nine crews started the event. Despite running as beginners on marked maps, we managed to get lost early on but recovered without too much time lost. From there on we didn't drop any time and had a clear run to the finish. After dropping from 1st to 4th for missing one code board on this event last year we were determined not to make the same mistake again. Thankfully we didn't and managed to finish 1st overall. A great start to the year. Organiser Peter Cox did a great job defining the route which used some of the best roads I've driven in a while with very few villages and hardly a non-competitive car in sight.



205 At the finish of the Frostbite 12 car

As is often the case with Motorsport, you have weeks without any events then two come along on the same weekend. An early start was required the next morning as I needed to get to Donington before 8am for a round of the Autosolo Winter series run by Loughborough MC. Due to the shorter daylight hours at this time of year the event only runs two tests during the day rather than the usual four that Oxford and most

other clubs run. However, they are a good way to keep your hand in during the closed season.

For this event I was using my new toy, a 206 GTI 180 so the 205 could be rested. I bought the 206 on a whim to allow my son to try Autosolo's as the 205 is not ideal with no seat adjustment or PAS. He'd enjoyed his first taste of Autosolo's on the previous months Donington event but as with teenagers, a hectic social calendar meant he couldn't make this event, so my wife Nicola, tempted by Ethan's efforts, decided to give it a try. On my previous visit the event ran on the large expanse of tarmac call the tarmac lake but as it wasn't available, the Melbourne loop of the race circuit was used instead. The course was very tight in places and with strict instructions not to damage the grass, the wrong line would see you reversing out or picking up a penalty. Nic was a little nervous having never driven competitively or even driven the car before, but started to get into it pretty well, although a couple of trips onto the grass did occur. We both picked up a couple of cones during the morning with the wet tarmac but fared better than some. In particular the driver of a BMW 2002 who attacked the course with gusto and spent most of the morning re-arranging the course after getting into huge tankslappers.

The 206 feels big compared to the 205 and took a while to get used to. I'd definitely have been quicker in the more agile 205 but the extra comfort and fully functional heater was very welcome on a cold, damp January day. The 206 is heavy but I still managed to get it sliding where needed although it was disconcerting when the dash lit up like a Christmas tree and the hazard lights turned on whenever I broke hard.



206 GTI at Donington

At lunch I noticed a small fuel leak from the right rear wheelarch but this reduced as the fuel level dropped onto the red. With the leak coming from somewhere behind the plastic wheelarch liner it would not be easy to get at so I decided to just add small fuel top ups as needed which allowed us to finish the event.

Overall we had a good day. As we'd trailed the car to the event we were in the PCA class for which we were the only entrants. We therefore took 1st and 2nd in class. It wasn't our fault no one else had entered the PCA... There were actually quite a few other people who had trailed their cars to the event but were allowed to run in the main Autosolo class despite the regs saying it wasn't allowed. All very strange.

Overall a very successful weekend. More importantly, Nic enjoyed the experience and is keen to try more events so hopefully there will be multiple Phillips entries for some Autosolos this year.

Simon Phillips

Targa Rally at Rushmoor

In 2018, a retirement at the Rushmoor Targa Rally led to us calling Haydn and asking to be collected on a trailer. It was the turning point that led to us buying our own trailer, and one of the lower points of us competing.

With the announcement of a stage rally at Rushmoor in December, which we entered with me driving, we decided to change our entry from the MG ZR to Muriel (our Micra) as it was a chance for me to get a bit more seat time in her and some more confidence ahead of the December event. From our experience the previous year, the tests are not as tight as the other FDMC event at Bramley in March, and so we were hoping the lack of effective handbrake on Muriel would not be an issue. The tests are a mix of tarmac, gravel and mud with 1A tyres only so an interesting challenge.

One of the keys to any targa is collecting code boards and ensuring the driver and navigator work together as a team, going the right way. The early tests showed penalties for many other crews who had not gone the right way, had hit cones or had missed boards, but Matt and I were both having a clean run and things were looking ok whenever interim results were published. We had both made a few little mistakes, but things seemed ok.

I knew I was challenging for my best result ever as a driver, but I was trying not to think about that and just enjoy the driving and get round. There was a section through some woods which I knew I was losing time on but I just tried to keep the momentum and push on where I felt more confident. The final two tests were run in the dark and I felt I lost time driving, but it was ok just nothing special.

However, then the attention switched to ensuring I sent Matt the right way and kept him calm. We knew we were about two seconds behind Ben Griffin (who was leading the event) going into the final test so it was all to play for. On the start line for the final two tests Matt found main beam wasn't working which made me a little concerned but he was sure all would be fine. Going through the woods we had a bit of a moment but Muriel came back and all was fine. I remember shouting at him to keep it flat as we came to the finish and encouraging as much as I could but there was little else I could do.

In the paddock, we exchanged times and knew it was going to be very touch and go for our first ever targa rally win. In the end, we found that we had made back seven seconds meaning a five second lead. Ben had unfortunately missed a code board (which is not how we would want to win and thankfully was not the deciding factor) meaning we won by 25 seconds, but the time we had pulled out alone was enough and we took our first outright win with Matt driving and me navigating!

We also discovered I'd pedalled well as a driver, and I won the class (as Matt won overall I was promoted to first in class) and came 5th overall, by far and away my best result as a driver. An absolutely epic day.



all credits to M&H Photography

Stage Rally at Rushmoor

Our final event of the 2019 season was the Rushmoor Stage Rally. Having entered the Micra at the targa rally there in November and having good results was a good move, but we knew the stage rally would use different parts of the venue.

Whilst the venue is one of our closest (just under 90 minutes away), it was still an 04:30 alarm to make sure we were there in time. The Newton brothers had saved us a spot in service so we could be together and we unloaded, passed noise and scrutineering, signed on and we were ready to go.

It did help a little knowing the venue, but conditions and the new bits were also an unknown. The organisers had recommended walking to see the split/flying finish/stop as they said it was tricky and we had done this. I tried to keep it neat and tidy but felt I'd been really slow, so to find I was about my "normal pace" off the Newtons in the Nova was pleasing after SS1.

The next couple of stages went well, but then SS4 was a little interesting. We came off the start and through the merge and all was fine, but then I couldn't see anything except white smoke. It then became clear there was oil down and we tiptoe'd round the bend and I spotted the car in front (on their second lap) was on fire. It wasn't a nice thing to see as we were completely helpless to warn them, but it seemed to self extinguish and they pulled off albeit leaving their mark with a trail of oil!

Coming round for our second lap, a Fiesta came through the merge just in front of us. He of course did not know about the oil... so having dropped back ready to tip toe through the 90 degree right hand bend and hairpin left, we watched him sail straight off when his car would not stop. We found out afterwards they were fine and continued after meeting the kerb and a couple of pallets.

The Newtons in the Nova unfortunately had to retire with diff issues around this time, which meant we knew we were second in class; dropping a few seconds per stage to the class leaders but with a comfortable gap of over a minute to 3rd in class. I didn't feel I drove my best at the event and wasn't fully pushing Muriel, but the times were ok and I think 15 months out of stage rallying did show a little. Aside from a rather interesting tank slapper over a crest on SS7 (which thankfully came back to me), the rest of the event was fairly uneventful for us.

Finishing second in class equals my best ever stage rally result. With over a two minute gap to third and just over 40 seconds off the class winners it was a good way to end our 2019 season.



Club Championship

As we approach the end of the year can I ask you all to send in your points claim for the year.

Details of what can be claimed for and a claim form is on the web site but if you have any questions just ask.

Also, any claims can be sent by way of an email, giving event name, type and date and your performance figures. If you are in doubt send in your claim anyway and I'll sort it out.

I have all the information from our club events so it's all your out of club activities I need to know about

Response during the year has been sparse so to encourage more participation next year I have developed an on-line form which will be available via the club web site in the new year.

Awards will be given out at the AGM on February 5th.

John Blackwell – Points Collator

Dolphin MC 12 car rally results supplied by Bob Muttram

Dolphin Motor Club - Spring Rally 12 Car Rally 2020 - Results.																				
Car No	DRIVER	NAVIGATOR	CLASS	MTC1	RF6	W4	TC2	8L	2X	TC3	88	C8	7X	TC4	ZZ	L6	TC6	40	FBL	Falls
1	Simon Phillips	Brian Cammack	Expert																	0
2	Ian Hazellon	Paul Hardy	Expert																	0
3	Paul Vaughn	Simon Fudge	Expert		10		4	10												24
4	Phil Garratt	Kieron Brown	Semi Expert											4				10	10	24
5	Michael McMulty	David Bisp	Novice								10			7		10				27
6	Niall Gergehagan	Nikita Volkov	Novice						2			10	10	2			12		10	46
7	Martyn Roberts	Lulan Arcus	Novice		10		2							1					10	23
8	Andrew Lees	Grace Lees	Beginner										10							10
9	Rob Alderman	Rob Smithson	Beginner																	0
10	Mike Hall	Derek Harden	Beginner																	0

Car No	DRIVER	NAVIGATOR	CLASS	TC8	E80	AYA	AO	38	TC7	J14	8L	D8J	TC8	TC9	B4	Y37	HO	MTC10	Total Falls	Marks	Total
1	Simon Phillips	Brian Cammack	Expert			10			7											17	17
2	Ian Hazellon	Paul Hardy	Expert			10				10										20	20
3	Paul Vaughn	Simon Fudge	Expert	5		10			10	10			6	1						42	66
4	Phil Garratt	Kieron Brown	Semi Expert	3		10	10		4										1	27	51
5	Michael McMulty	David Bisp	Novice	2		10			5	10		10	2	2	10	10	10	3		74	101
6	Niall Gergehagan	Nikita Volkov	Novice	6		10			2	10	10	10		1				1	3	50	96
7	Martyn Roberts	Lulan Arcus	Novice			10			3	10	10		3	1						37	60
8	Andrew Lees	Grace Lees	Beginner			10	10		3				2				10	4		39	49
9	Rob Alderman	Rob Smithson	Beginner	1		10			7									1		19	19
10	Mike Hall	Derek Harden	Beginner	7		10	10		5				4					5		41	41

Car No	DRIVER	NAVIGATOR	CLASS	Falls	Marks	Class Posn	O/A posn
1	Simon Phillips	Brian Cammack	Expert		17	1st	1st
9	Rob Alderman	Rob Smithson	Beginner		19	1st	2nd
2	Ian Hazellon	Paul Hardy	Expert		20	2nd	3rd
10	Mike Hall	Derek Harden	Beginner		41	2nd	4th
8	Andrew Lees	Grace Lees	Beginner		49	3rd	5th
3	Paul Vaughn	Simon Fudge	Expert		66	3rd	6th
7	Martyn Roberts	Lulan Arcus	Novice		60	1st	7th
5	Michael McMulty	David Bisp	Novice		101	2nd	8th
4	Phil Garratt	Kieron Brown	Semi Expert	1	96	1st	9th
6	Niall Gergehagan	Nikita Volkov	Novice	3	64	3rd	10th

Notes:-

Thank you all very much for taking part and helping out, especially the marshals. Dave, Peter, Neil, Bill, Paul, Derek & Ben. Peter & Neil for navigation route checking. The Code Board AYA was in place when I went around on Saturday morning so it stays in the results.

The only change to the results is that I did not include the second time card penalties for Mike & David so they have dropped to 8th overall, sorry!

The winners of the Spring Rally Shield are car 9 Rob & Rob who by tradition will have to organise the Spring Rally in 2021.

Thanks again, I hope you all had a good evenings motorsport and come back again to do a Dolphin event.

I am sorry that the Novices had such a bad time I will try to address the gap between Experts & Novices on my next event.

Thanks, Bob