

OXFORD MOTOR CLUB



Tim and Mel Green on the Mull Classic Rally March 2020

May 2020 Magazine



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Brain Cammack	Committee Member	
Suze Endean	Committee Member	

EDITORIAL

Welcome to the second Lockdown edition of the magazine. Whilst it has been no MSUK permitted events recently, we have seen some ingenuity to keep us motorsport fans entertained.

Simon Phillips has run some excellent online driving championships of which the autosolo style one was particularly well liked.

There has been a selection on table top rallies, virtual scavenger hunts and navigational training too.

I have particularly enjoyed doing the Motorsport UK online quizzes every Monday night. Motorsport UK have also been sharing some informative videos about scrutineering and have launched a training portal on their website.

I've been using the spare time I have to upload lots of old photos and also start a Peugeot Sport page on Facebook. I've been able to get some jobs done on my own cars but have to be careful not to spend much as I'm not working at the moment. I've also been helping out with a food bank, doing collections and deliveries, even took the rally car out to do deliveries for the NHS!

Motorsport UK have now published some guidelines on how we can start to get events back up and running when allowed. Things might not be as we are used to for a while, but I'm sure we are looking forward to doing whatever we can.

For the next magazine, why not write an article about how you've used lockdown to your benefit, how have you kept up your interest in motorsport and what have you been doing to help your community?

Chris Hambly

Oxford Motor Club Committee Roles

The club committee is essential to the running of the club. At the end of this year, we have John And Shirley Blackwell are stepping down from the committee after many years of hard work. This leaves several important posts to be filled. If you think you'd like to get involved, take a look at the roles below then email the club secretary. No prior experience is required and we're always keen to welcome new committee members. We will be happy to help ease you into a new role and you can start now! Post we know will be vacant are highlighted in red, but we welcome interest in all roles.

Chairman - The figurehead of the Club, whose motor sporting experiences and management qualities influences the path the club goes down, instils confidence and guidance in the general membership and is a steadying influence at committee level. The Chairman will have sufficient knowledge of the clubs activities to deliver a report to the assembled membership and will chair the main meetings at committee and will preside over the Annual General Meeting.

Vice-Chairman - The Vice Chairman acts as back up at Committee meetings and the AGM should the Chairman not be able to run the meeting on the night. Vice-Chairman should also have sufficient knowledge of the clubs activities to deliver a report to the assembled membership. Vice-Chairman may also chair sub committees and run special projects or events

Secretary - The official point of contact for people inside and outside the membership of the club; deals with the official paperwork from Companies House, receives most of the correspondence from Motorsport UK (MSUK) and from the Regional Associations, other clubs, the membership and general inquiries from people outside Motor Sport.

He / She records the minutes of the AGM and the full committees, prepares and distribute minutes in good time for the meetings, attends regional meetings where possible, sees to the clubs registration annually with Motorsport UK, answers correspondence and is the custodian of the clubs archive.

Treasurer - Manages the day by day finances of the club and gathers payments from individual event organisers. Receives and banks all the monies and pays the bills either by cash, cheque or direct debit, records all the transactions and maintains the records. Delivers report to the general committees and a final report at the AGM in February.

Executive Committee

Chief Marshal - A point of contact for members and other clubs looking for marshal on events.

With the Motorsport UK licensing of Marshals the Chief Marshal will be responsible for passing on any relevant information to Club Members on all aspects of Licence application, training etc.

The need for marshals is important not just for our clubs event but our friends in other clubs who we also rely on for our events.

Child Safeguarding Officer - This position is now compulsory for all Motorsport UK motor clubs and is an MSA Licensed position. The person appointed will be subject to a CRB [or equivalent] check paid for by the Motorsport UK, be given training by the Motorsport UK and will look after the interests of any person under 18 attending our events.

The role of the Club Safeguarding Officer is crucial in ensuring that the Motorsport UK Safeguarding Policy and Implementation Procedures work in practice.

They act as the first point of contact for anyone in the club (staff, volunteer, parents or children) who has a concern about a child and about poor practice/possible abuse by adults working with children. The Safeguarding Officer therefore needs to be perceived as being approachable and as having a child-focused approach.

Details of our safeguarding policy can be found [here](#)

Competitions Secretary - Is responsible for the Clubs event calendar and is involved with and oversees the motorsport activities of the Club and its members. Is a Club contact for the motor sporting activities. Be a mentor to new event organisers coming up from the general membership.

Magazine Editor

Gathers information from the membership and outside of club for the magazine, collates, compiles and edits articles. Word processing skills are will come in handy!

Media Officer - Responsible for publicising the club, on Social Media sites and other outlets where possible.

Membership Secretary

Records member's detail's and issues membership cards. Attends Committee meetings and reports on the membership details.

Social Secretary - Organises social events, compiles a calendar for the year's social activities, acts as contact point at social events.

Web Master - Maintains the Club website. Like the Magazine Editor, the Web Master gathers reports, tables, photographs and news and converts them to web pages. The site needs to be kept up to date to reflect the current club status.

Points Collator - Although not a specific committee role this position can be filled by any of the Committee or members and consists of compiling the club championship tables throughout the year. The post requires the completion of a pre-programmed spreadsheet and to remind members via email and the magazine to send in the points claims!

Non Portfolio Posts - No official responsibilities but can add their opinion during meetings and learn how motorsport works. The executive is generally for the new comer to the committee to learn the ropes. Their opinions are just as valid as the Chairman's.

Stay At Home Rally

Not sure if you have seen these plates. Some members might to add to their collections, like I did!

These can be obtained from www.dragonflyhouse.co.uk. Prompt service and well produced. They are well printed onto rigid plastic with additional window suction pads and cable ties available as extras.



Regards John Jago

ASWMC Club Of The Year

Following on from being runners up in the Motorsport UK Club of the Year, we were delighted to receive news that Oxford Motor Club had been awarded the ASWMC Club of the Year .

As I was planning to visit club member Dave Wood who has now relocated to the south west, it seemed a good idea to combine the visit with collecting the award on behalf of the club. However I did start to regret my decision while driving to the Awards presentation in Exeter In the middle of Storm Jorge!

The presentation was enjoyable many familiar faces to the club were there.

I was very pleased to walk out of the building and find the sun shining and the rain had stopped, must have been part of the award!



The ASWMC club of the year trophy being presented to the Club at a Targa Rally meeting.

Chris Hambly

The Rob Smith Cup

On Wednesday evening, before our Thames Valley Air Ambulance presentation, we had the pleasure of presenting the Inaugural Rob Smith Cup.

This is a new award in memory of former member Rob Smith who was an active competitor for many years before sadly passing away in 2017.

Rob was a strong supporter of new competitors so his Widow Alison, and his good friend & former team mate Tim Green wanted an award that would recognise and encourage the most promising under 25 competitor in the club.

Here is Alison presenting the award to the first winner, Lewis Ayris. Congratulations Lewis!

Simon Phillips



Presenting RalliLink

Some of you will be aware that just before the Covid 19 lockdown there was to have been the first running of the Link Rally using the RalliLink App as a Documentation, Timing and Results platform.

We were stopped in our tracks but this has given us time to work on the first version of the App and the programming behind it which we hope, over time will help to bring Road Rallies into the 21st century.

At a Crossroads

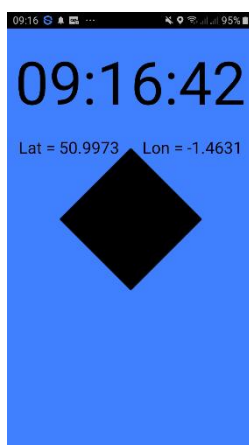
Everything will change at Home, at Work and for our Leisure. We shall have to decide what is necessary and what is discretionary. It can be argued that a Hobby is essential for our physical and mental wellbeing. Motorsport is a good hobby to maintain our overall dexterity.

Road rallying has given much pleasure to many people over the last 50 years, but it has been difficult and time consuming to set up and run. To continue, we need to find a way to simplify the process, without spoiling the challenge to the competitors.

We need to find a way to reduce the dependence on the Goodwill of all the volunteers who give up their valuable time to support the events, at their own expense, just to allow a few crews to enjoy themselves. We need more competitors and fewer officials.

Is there a way to run a road rally without any roadside marshals and without a convoy of officials setting up the boards and recovering them ? Is there a way for the crews to time themselves and produce the Results automatically ?

The smart answer is **YES**.

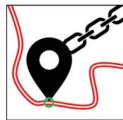


A small Team of enthusiast has devised the **RalliLink Management, Timing and Results** system to meet this requirement. Motorsport UK is supporting the project with some concessions to the Rule book. A demonstration rally is planned for the Autumn.

If social distancing is still a priority, the event can be operated without any contact between the Crews and the Officials. It is accepted that some of the social aspects before and after the rally may be compromised, but the challenge of the route and the timing will be very similar to existing events. When these restrictions are lifted, the customary socialising can resume.

I hope to be instrumental in the running of the first events to utilise the App and hope that you will support us in the autumn, as and when we are allowed to proceed. Should you wish to know more or have any ideas that you think could be incorporated into the App then please let me know brian@top-specs.com

Brian Cammack



RalliLink

Management, Timing, & Results System



Management

All online
Entry Form produces the Registration table.
Entry Fee by BACS or PayPal.
Acknowledgement and acceptance by email.
Regular Bulletins.
Final Instructions.
Signing On confirmed by email.
All published documents on website for reference.
Competitor's Briefing by Zoom evening before event.

Timing

09:16:42

Every Crew has a Smartphone [iOS or Android] with GPS and Data switched on

All crews have an installed USB power supply and dash / screen mount.

The Smartphone time is their own **Time of Day**, displayed on the RalliLink App

The Time of Day is used to calculate the time at each Timing Point.

The timing is to the minute.

The time is recorded as HH:MM:SS, but rounded down to the preceding whole minute.

The accepted time at the Timing Point is displayed in their Log on the screen and sent to the Results.

Results

Time and location data automatically sent by Crews to the Cloud Server, when in mobile phone coverage.

Results generated automatically.

Results monitored by the **Scorer** and appropriate amends / corrections made.

Any adverse Reports from **Judges of Fact** sent in and included in the Results

The timing at any Timing Point can be deleted for all Crews for any unforeseen problems, if it is a fairer outcome.

Provisional Results displayed at the Finish and sent to Crews by email when declared Final.

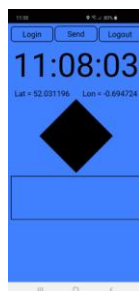
RalliLink App

These are examples of the screens shown on the App.

Start MTC



General



Approach



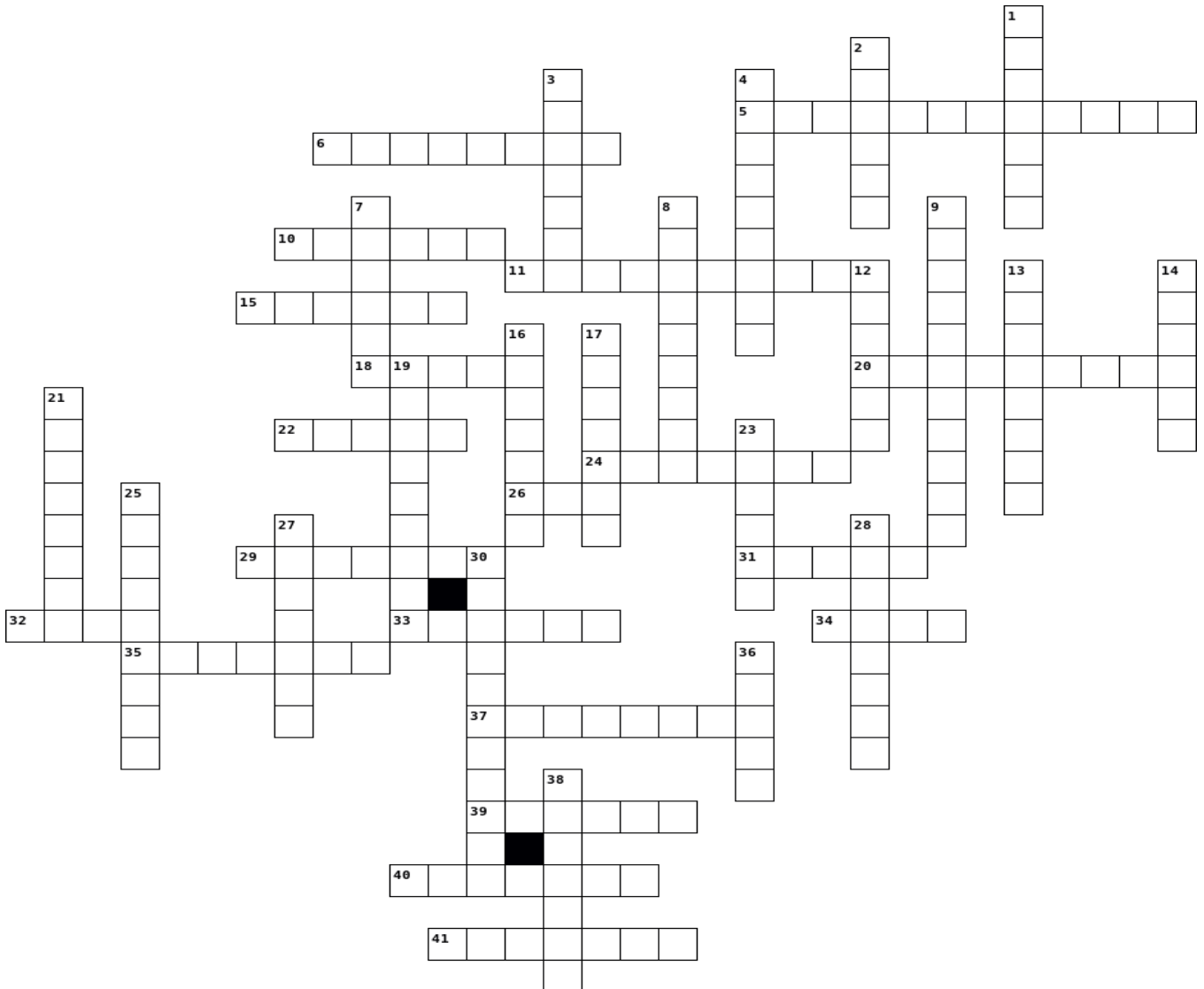
Timing Point



Route Check



Oxford Motor Club May Crossword



Across

5. In what form of motorsport will you see cars designed by Mike Pilbeam and David Gould?
6. what model of car had the HS and HSR variants?
10. What is the name of the OMC stage rally?

Down

1. In which country would you find the Hyundai world rally team workshop?
2. what model of car did Pentti Airikkala use to win the 1989 RAC Rally?
3. Ott Tanacks home country?

11. Type of motorsport where you will see the Hansen family competing?
15. Publisher of well known vehicle manuals?
18. Daniel, the co-driver to Sebastian Loeb?
20. Where was the 2019 Rally GB based?
22. On which ranges will you see the Mewla rally?
24. Which manufacturer won the 1999 British rally championship?
26. What colour board would you find at the special stage finish line?
29. Which manufacturer was the last to win a WRC round with a 2WD car?
31. Well known Cibie spot light?
32. Two seater version of the Jaguar D Type?
33. Sporty dolomite?
34. What colour flag mean Give way to faster cars approaching in racing?
35. Which manufacturer produced "rallye" special editions?
37. Home town of the MG competition department?
39. How many valves does the Volvo T5 engine have
40. The circuit where Sir Stirling Moss had his first Grand Prix victory?
41. The forerunner to the successful Darrian rally cars?
4. Flag shown to signify the end of a race?
7. Country of car manufacturer Panhard?
8. TT rider and truck mechanic?
9. In which city would you find the Ordnance Survey?
12. Tuner of the AC Cobra?
13. The Lavant straight is a which race circuit?
14. What model of Subaru did Ash Sutton drive in the BTCC?
16. Home of the Prodrive rally team?
17. Fernando Alonso made his F1 debut with which team?
19. Previous Carfax venue near Chertsey?
21. What is the motorsport UK yearbook often called?
23. Which racing tyre was made at a fort?
25. Which weekly motorsport publication started in 1950?
27. At which airfield are the OMC Autosolos currently held?
28. Which Eric gave a well supported talk for OMC in 2013?
30. Current home town of engine tuner Cosworth?
36. By what name is the Ford 2lit ohc engine known as?
38. Manufacturer of the engine used in the Lancia Stratos?

1986 1000 Lakes on a budget

So, after our fairly successful and very enjoyable foray to The Swedish Rally in 1985, Chris Stoddart and I ventured even further afield in 1986 by taking a GpN Peugeot 205GTi to The 1000 Lakes Rally in Finland.

Our main sponsors, Tom Garner Motors, Manchester , who were a large Talbot dealership, were keen to maintain their support but needed us to be using a current model that they were selling. Consequently the GpB Sunbeam had to go and we replaced it with a GpN 205GTi. This proved to be a great move as it turned out.

Anyway off we went to Finland for what Stoddy and I both believed to be the fastest and some say the best rally in the world (subjective I agree).



To keep cost to a minimum the rally car was driven to and from Finland with the spares inside the car, in our bags and strapped to the roof (sounds bonkers now !). We had a contact in Finland , the enigmatic Harri Uotila ! who had offered to lend us a van and driver from his business to use as service barge.



In the event it turned out to be a transit van that had been used for beer delivery and stank of ale !! The driver was a little guy called Enna (who our mechanics dubbed Enema) this guy pedalled that transit faster than was humanly possible. We only found out off Harri at the end of the event that Enna was in fact the reigning Finnish 500cc bike racing champion !



We were given accomodation at Vesala, which turned out to be a Nunnery and religious retreat ! I kid you not ! Never have I been more nervous, knowing the guys I was with ! Also billeted here were the Skoda works Team and their drivers Ladislav Krecek and Zatupluk Kvaisar were great lads and were so kind to my kids (who are now 40 yrs old) , giving them rides in the rally cars and lots of memorabilia.

We used to meet up with the late Nigel Harris (co-driving Malcolm Wilson in the Metro 6R4) for coffee each morning before recce and he was so generous with his time and assistance. A truly nice lad, much missed.



The rally lived up to all expectations and we had an amazing time on these dramatic, super fast, testing and incredibly enjoyable stages. We finished in one piece (despite a good number of very close calls) and collected a prize for best foreign privateer ! What a rally. Fortunately the car came through it all relatively unscathed, as we had no Plan B to get it home had it not !

One of the highlights of the event, outside of competing, was when Timo Salonen and Markku Alen let my kids sit in their respective recce cars (T16 Turbo and Lancia Delta S4)



Later that year Stoddy and I went on to have great success in the little Peugeot culminating in an emphatic class win on the Lombard RAC (won by 22 mins) and finishing 2nd overall in Group N

Chris Cullen

Were Red Posts A Sign Of Foreboding?

Although most fingerposts are white with black lettering, there are a number of variants on offer. There is a black post (with white lettering) in Marston village, on the edge of Oxford, but more intriguing are red posts.

Generally, red posts are to be found in the south-west of England, including four in Dorset: one on the A31 at Anderson (between Bere Regis and Wimborne Minster) and others at Benville Bridge, Hewood Corner and Poyntington. All examples are well-maintained in their bright red livery and clear white lettering.

There are three red posts in Somerset: on the A358 at the junction with roads to Crowcombe Heathfield and Triscombe; on the A39 at the junction with a minor road to West Luccombe, and on an unclassified route between Chard and Wambrook.

Just one survives in Cornwall. Not surprisingly, it is located in the hamlet of Red Post on the A3072 Stratton to Holsworthy road. Also in Cornwall, near Dobwalls, is another hamlet named Red Post, but there is no 'sign' of a scarlet fingerpost. To my knowledge, there are no such posts in Oxfordshire.

Various theories have been put forward as to their colour, including being to mark out routes used by prisoners on their way to port for transportation to Australia – or more likely, to mark the site of a gibbet.

A Dorset county surveyor expounds: *'There are various theories regarding the origin of the red posts, some of them rather gruesome, such as being the site of a gallows. However, despite many enquiries over the years no theories have been substantiated.'*

Often, a conventional white signpost post is located near to a red post and this brings forth another theory: that the close proximity of the two was solely for the benefit of illiterate travellers who were instructed to turn either at the 'red' or 'white' post. Again, this has not been verified and with so few red posts in existence, the system would have been of limited value, surely? Therefore, red posts remain something of a mystery. Perhaps the conspiracy theorists have an answer: Martians planted them so they could find their way around after invading?



A red post in Dorset

Happy motoring when the time comes!

Richard Sumner - OMC Cornwall Correspondent

The beginning of my motorsport journey....

I always thought my interest in motorsport started through my Dad. As a child, my Mum would work every other weekend and Dad would set up a picnic rug in the lounge, put the Grand Prix on and feed us food that Mum didn't like/wasn't "proper" or "healthy" enough – tinned ravioli was a particular favourite.

However, as I grew older, I learnt to understand that my great Grandfather competed with moderate success through the 1930s and beyond. He died when I was a child, and whilst I remember him, I was never old enough to truly discuss motorsport with him. His name was George Denton but to me he was Granddad George; we dropped the "Great" and added his name to differentiate from our actual Granddads. He was my Granny's Father, and I've learnt of his motorsport endeavours via his scrapbooks and silverware he won.

He competed on both two wheels and four and was a regular Ford driver. He was also particularly fond of long-distance trials judging by the silverware inherited and was a keen commentator. He commented on the first ever race at Crystal Palace and thanks to eBay, I have programmes with his name in from those times.

The Motorsport magazine archive is a wonderful resource, and he is mentioned from the 1937 Brighton Speed Trials as follows:

"In spite of the clash of events, for the M.C.C. High Speed Trial was held on the same day, as for several years past, a big entry had been secured at Brighton. Some competitors had sufficient enthusiasm to dash from one event to the other. Indeed, G. M. Denton, who always officiates at the microphone at the Brighton Speed Trials, with unfailing humour and unsuspected sources of information, was absent from his usual post in the morning, as he was competing at Brooklands. An able deputy took his place in the person of Eric Fernihough, holder of the world's speed record for solo motor-cycles, and also holder of the record for the course at Brighton, at no less than 90 m.p.h. (20 secs.) for the standing half-mile, a staggering performance. After lunch, Denton had arrived, and the two announcers carried on a lively back-chat over the loudspeakers, much to the amusement of the crowd."

Granddad George worked for a well-known motorbike firm, who I believe was Norton Motorcycles. In an effort to keep costs to a minimum, my Granny would often appear "modelling" the motorbikes. In the 1950s, he wrote a book "Power & Pedal - Cyclomotor & Autocycle Handbook 1956." I managed to pick up a copy (again, another eBay find!) and it references him having competed and being a despatch rider instructor in the Royal Corps of Signals during WWII. Having been googling again recently thanks to writing this article, I've found (guess what, eBay again!) that

he featured in a motorcycle magazine in 1995 talking about the instructing he did during WWII and so that is currently on the way to me having purchased it.

It appears that Motorsport tried to keep people up to date with competitors' whereabouts during the war, and in 1939 it shared:

"We hope from time to time to state the whereabouts of well-known figures in the motoring firmament. At present folk are very scattered. Kay Petre seems to be handling ambulances and Dorothy Stanley-Turner to be instructing lucky boys in heavy lorry manipulation. Smith, Esplen, and Letts are river-patrols, H. M. Bentley is a Lt.-Col., and Denton is in the Service. Sir Malcolm Campbell is a motor-cycle patrol; Lord Selsdon is on the Police Reserve. Sydney Allard drives up to the Putney branch of his business daily and Hutchison is living at Farnham. Boddy is doing stretcher-bearer driving in 24-hour shifts and giving the boys a great time on practice runs, gasmasks or no gas-masks."

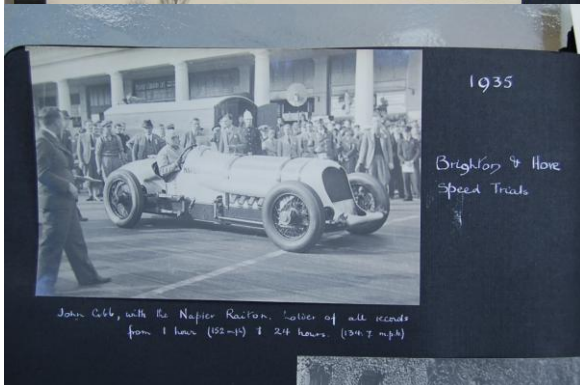
In many cases, I can only find results references for him such as the Torquay Trial of 1936. <https://www.motorsportmagazine.com/archive/article/august-1936/37/rally-cum-trail-to-torquay>, the Scottish

Rally <https://www.motorsportmagazine.com/archive/article/july-1935/35/club-news-july-1935>, a one-day

trial <https://www.motorsportmagazine.com/archive/article/november-1933/36/the-mcc-goes-off-the-gold-standard> and at

Brooklands <https://www.motorsportmagazine.com/archive/article/april-1938/10/jcc-at-play-on-brooklands>

Included here are some images from his scrapbooks, including the following:





The pictures can be accurately dated to April 22nd 1937. The one of Earl Howe about to embark on a lap of the circuit - assuming everything ran on time! - would have been taken just before 1.45pm. Afterwards there was to be first practice for Saturday's Coronation Trophy, the session lasting three hours from 3.00pm. The public were admitted to practice on payment of an entrance fee of one shilling.

Source: The Times, Thursday, Apr 22, 1937; pg. 4 & Friday, Apr 23, 1937; pg. 4

I would love Grandad George to see me competing and volunteering in motorsport now, to be able to talk to him about his exploits and to take tips from him – I'm sure he could have taught me a thing or two!

It leads me to believe that perhaps motorsport has been in my blood far longer than I ever appreciated, and that for me, perhaps motorsport was always meant to play a significant part in my life.

Suze Endean

Motorsportmugs.co.uk word Search

F V Y V A F Y C V F N D E A D A C F T X D C R T T N C C K V
 Y I J C I J J C C K X J I C C C G G C U H R H V I M U
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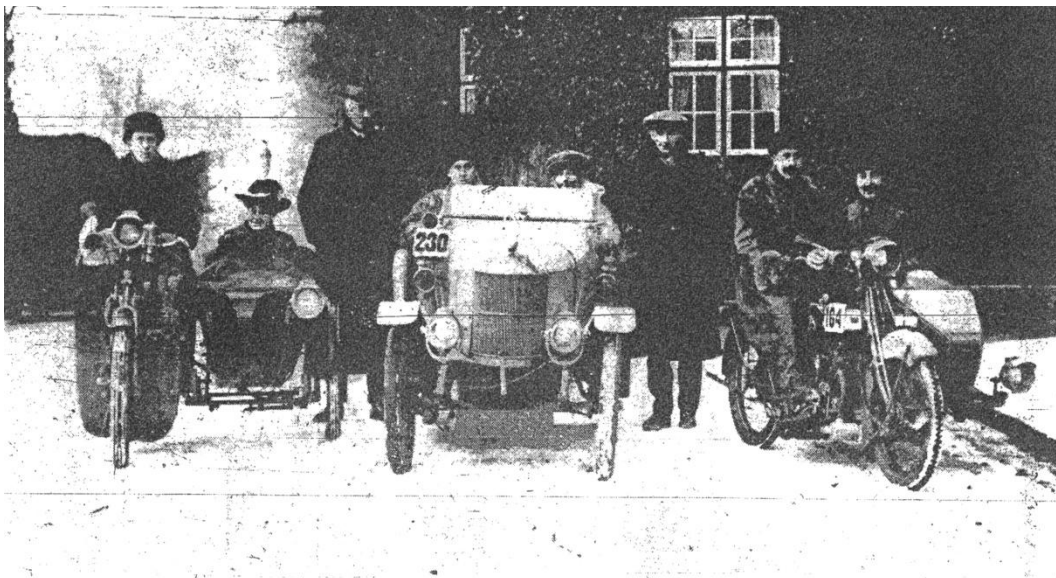
History of Oxford Motor Club



Oxford Motor Club was alleged to have been founded in 1907. In fact it was founded on the 6th February 1903 as the Oxford and District Automobile Club during a meeting of acquaintances and interested parties at the Clarendon Hotel, Cornmarket Street, Oxford. An announcement was made in both the Oxford Chronicle and the Jacksons Oxford Journal locally, nationally in Autocar within a week of the this first meeting. The Club became an affiliated member of the Automobile Club of Great Britain and Ireland and the Motor Union of Great Britain and Ireland within the year. The Club was called the Oxford and District Automobile Club. A sister Club was formed for motor cycling enthusiasts at the same venue in 1905 on the 10th September this club being called the Bocardo Motor Cycling Club. The Bocardo was also an affiliated club to the ACGB&I but under the control of Auto Cycle Club later to become the ACU. The Boanerges Motor Cycle Club pre-dates the Bocardo Motor Cycle Club by how long we are still unsure. It is thought that this early name change was due to an early sponsorship deal by a wealthy Club member who owned the Bocardo Press a publishing company. The oldest trophy the club has was first won by R G T Gillman 12th October 1905 it was for a Reliability Trial, the trophy has the name The Boanerges Motor Cycling Club.

In 1907 the ACGB&I got the Royal patronage by King Edward VII and changed its name to The Royal Automobile Club and promptly fell out with the Motor Union. The Oxford and District Automobile Club sided with the Motor Union and the Bocardo sided with the RAC and the ACC. The Auto Cycle Club eventually became the Auto Cycle Union. The Bocardo Motor Cycling Club became the Oxford Motor Cycling Club and the Oxford and District Automobile Club became the Oxfordshire Automobile Club.

In 1910 the Motor Union was in a poor way and amalgamated with the Automobile Association. Oxfordshire Automobile Club re-registered with the RAC, who recorded that the club was founded in 1907. The Oxford Motor Cycling Club, was recorded to have been founded in 1905.



The Centenary of Morris Motors (2013)

London to Exeter trial Boxing day 1913. Driver Henry Galpin and Navigator Wilfrid Mathews. WRM Motors entered three Bullnose Morris's all three were crewed by Club members. The event was run by the Motor Cycle Club who are still going strong.

After the First World War the Club had lost many male members to the war but had been kept going by those too old to go to war and the female members. Post the end of the War on Wednesday 13th June 1919 a meeting was convened at the Tap House Music Rooms, Oxford, where the two Clubs with their depleted memberships were invited to re formed as one club, The Oxford Motor Club. Both the Oxfordshire Automobile Club and the Oxford Motor Cycle Club retained their names well into the twenties as organisers of events in their respective disciplines. Finally dropping the separate club names around 1924 when the final club name was officially registered with the RAC.



Pat Moss and Erik Carlsson. Joint Presidents of Oxford Motor Club in the mid sixties



2008 OMC team who were entered into the Autoglym team quiz held at Gaydon Motor museum.

The car, though not contemporary with 1913 but our bit to celebrate the Morris Centenary, is the sports car version of the Morris Oxford. It was driven by Cecil Kimber and navigated by Wilfrid Mathews on the 1925 Lands end trial. Both were members of OMC, Wilfrid was the Secretary, Cecil was an active member as well as a manager at WRM Motors prior to setting up the MG mark.



Bullnose Morris Oxford photographed in the Gaydon Motor Manufactures Museum at the Same time as 'Old One'.

As of 24th November 2012; The Club has recovered a trophy from the son of a previous Chairman. The trophy was awarded for 'Reliability Trials' by the Boanerges Motor Cycling Club. The first winner was RGT Gillman dated 12th October 1905. The trophy was competed for up to 1909. All winners were members of the Bocardo and subsequently Oxford Motor Club. Further research may one day get to the bottom of the motor cyclist wing of the club.

2015; The club ran the 30th Carfax stage Rally at Throckmorton Aerodrome in Worcestershire. This event was second use of this venue. Previous venues were Finmere, Turweston, Barford St.John USAF radio station, Bruntingthorpe, Cranfield areodrome part of the Open University, Enstone, Longcross vehicle test circuit, now film sets. Benson rotary wing Aerodrome and currently Throckmorton owned by QinetiQ.

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