



# SOUTH OXON CAR CLUB

Motorsport UK Affiliated Club

**Newsletter January 2025**

**Welcome to the first SOCC newsletter!** As the club grows, we thought you would like to know what members are up to and what you could be getting involved with. Don't forget to renew your membership for 2025 - without your membership none of this would happen! Keep an eye on our Facebook page for regular updates on everything happening in the club whilst our WhatsApp group is a great place to access the collective knowledge on all things motors and motorsport – we're all here to help.

Thanks for choosing South Oxon Car Club and have a great year of motorsport in 2025!

## In this edition:

The one and only Preston rally – we had over 20 members out on the event in Norfolk and won the award for best non-local team! [Chris Jones details his first experience of the event](#) whilst [Matt Endean finished his car just in time!](#)

[SOCC Novice Christmas 12 car](#) thanks to JP Boardman

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[Beaver Rally in North Yorkshire](#) thanks to Rob Granger

We would love your contributions, tell us what you're up to and we'll buy you a drink next time we meet... Please send around 400 words and some pics to [Newsletter@southoxoncarclub.co.uk](mailto:Newsletter@southoxoncarclub.co.uk)

## Coming soon:

Our upcoming events are:

10<sup>th</sup> January – Rallyapp taster evening - *Link to enter [here](#)*

17<sup>th</sup> January – SOCC Plough and Back 12 Car - *Link to regs and enter [here](#)*

18<sup>th</sup> January – SOCC awards evening – *Book your place now!*

28<sup>th</sup> January – Virtual racing evening @ Simply Race, Milton Keynes – *Limited places remaining...*

7<sup>th</sup> February - SOCC Chatsworth 12 Car - *Regs and link to [here](#)*

23<sup>rd</sup> February – SOCC February PCA @ Ferris Hill Farm nr Hook Norton (*details to follow*)

23<sup>rd</sup> March - March Autotest at Silverstone Rally School - *Link to regs and enter [here](#)*

[Don't forget to check out our other upcoming events!](#)

## The one and only Preston Rally 14 / 15 Dec 2024

*By Chris Jones*

Talk of the Preston Rally for me began at our club social nights where a lot of members would tell some great stories of competing on the Rally. Most of the stories usually ended with some form of “Preston” damage, mechanical breakdowns or off-road incursions forcing retirements from the event. This did not fill me with confidence that a finish would be on the cards, and for someone that prefers tarmac over gravel / mud I did wonder if the renowned Preston rough treatment to my Puma would be worth it. Most said the event was hard to describe but that it had to be experienced at least once. One quote was that the event is like Marmite, you either love it, or you hate it, and I hate Marmite!

Anyway, as the event got closer, and with the mention of the event being “smoother” than years gone by, I did have moments of being keen and said I would enter if I could find a willing navigator. With a fair amount of trepidation, I didn't push that hard to find a navigator. That was until Tim Sawyer sent me a message saying he had heard I was looking for a nav and that he would gladly jump in. So, an entry for the two of us that had never done the event before went in. It was also about this time I discovered that the event was nowhere near Preston, and it was in fact near Thetford in Norfolk!

Car prep was simple enough, it meant trying to add some water / mud protection around the front end, raising my Gaz Golds up to the max, finding some road signs to rivet underneath for some extra protection between the sump and tank guards and sourcing some gravel tyres. Thanks must go to Rob Hall and Eddie Haynes for helping with the car prep and to Michael Jenkins for selling me a set of his MRF ZDM3 gravel tyres.



To get to the event I had planned to hire a trailer but struggled to find one available close by. With several SOCC members going together by convoy to the event it was decided that we would drive to it and if we could not drive back and someone else could, then we would piggyback onto someone else's trailer and at least get home one way or another. SOCC had an amazing 20 club members competing on this rally with a fair few others out marshalling too.

Come the 14<sup>th</sup> of Dec at 11am, our convoy of vehicles left Oxford and headed towards the start venue within Thetford Forest with a stop off on the way for some well needed food at Harvester. We all arrived at the venue in good time, just as the sun was setting. Signing on and scrutineering went by without a hitch for us. We then had a few hours to kill, which was spent looking at the maps lots of times and chatting rubbish. Being car 56 out of 67 our start time was 1056pm.

We were soon in the start line queue ready for the 180 mile route, 120 miles of which would be competitive. Bang on 1056pm we were waved off for a bit of a drive to the first test. Being our first time on this event and still not really knowing what to expect, our game plan was to settle into a rhythm and try to make the finish and breakfast in one piece.

We were soon at the start line for the first test. Tim counts us down 5, 4, 3, 2, 1.....and off we went. A few corners in, and there was already a car pulled over at the side of the road with some sort of issue. This was a theme throughout the Rally and highlighted to us how difficult this event is and how hard it would be to stick to our plan.

I remember the first few tests being a lot smoother than I expected with a good amount of tarmac thrown in for good measure. Tim was spot on with his calls (as he was all Rally) and we soon settled in. I was not by any stretch of the imagination pushing the Puma and if I had time to react and saw a rough

bit coming up, I would try to look for a smoother route or take it easy, with survivability being the aim.



After completing a merge on test 2 annoyingly the Puma went into limp mode. Instead of revving to the usual 6 thousand revs, there was no power once we got to 3 thousand revs and less and less as I short shifted up through the gears. This made pulling out of any slides and tight

lose corners quite difficult and slow and cut our top speed to just over 60mph. Frustratingly we pushed on, but with the finish and start to the next few tests right next to one another there was no time to do anything, and the only option was to just carry on. The last test before the petrol halt was very short and as we were at the start, we had some time to try and turn the Puma off and on. Luckily, she fired back up and even better, the issue went away.

There were plenty of stories being told at the first petrol halt and several cars had obvious damage and were being worked on. Luckily all we needed was some fuel. It looked like we were up to 45<sup>th</sup> at that point which with the lack of power issues we had and my cautious driving, I was happy with that. I was also quite happy that the tests were not as rough as I expected them to be.

The next few tests I realised I had spoken to soon and it was now very rough, rougher than I have ever experienced. But we carried on into the early morning sticking to the same plan. There were a few moments where the Puma's back end wanted to take a look at where we were heading and there was a moment where I thought a line to the right looked smoother than left, only to end up hanging precariously over the edge of a big drop, but luckily, we got away with that. We nearly followed Simon Ayris and another car who were stuck in the middle of a ploughed field, but luckily Tim's eagle eyes noticed what was going on and got us onto the correct route.

It was much of the same for the rest of the Rally really with tiredness starting to kick in near the end. The second petrol halt was eerily quiet compared to the first one and come 8am we were relieved to survive and make it back to the finish for a well-deserved breakfast. We were made up to finish 20<sup>th</sup> overall, with only 27 crews making it to the end of the Rally. To top it off, with Lewis Ayris finishing 6<sup>th</sup>, Eddie Haynes finishing 14<sup>th</sup> and us 20<sup>th</sup> it meant that SOCC won the non-local team award!

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## The Preston Rally 2024

*By Matt Endean*

This was to be a return to the Preston after last years rally where we finished up 6<sup>th</sup> overall. However the months before the rally were taken up with a rather large amount of work changing the engine and gearbox after the old ones went bang on the Hatsford Rally!

This also resulted in a move to the 1400 engine, as the ZR is stage rally legal this moves the car into a more competitive class for stage rallies.

The car was finished (just) in time to run as course opening car on a 12 car I was running the week before the big event. On the night it was very wet with lots of flooding on the roads, so an ideal shakedown before the mighty Preston rally.



After sorting a few minor issues, it was on to the start of the Preston, scrutineering was straightforward this year, with a concerted effort to improve the storage of spare parts and all the other stuff you carry on a road rally.

We were seeded at car 26, which was fair when you look at our pace early in the rally last year, and to be honest after so much work on the car it was very much the plan to focus on finishing the rally.

The first three sections around Stanta were as expected a real mix of tracks and fast flowing tarmac roads. Although I had already bedded in the new front pads, they clearly needed some more bedding in as at the end of the 3<sup>rd</sup> section there wasn't much left in the braking department....

A useful 15mins breather was built into the timings after this, to allow for checks and repairs to the cars. This was useful as I found a rear puncture, this explained the rather wayward handling I was getting towards the end of the third section.

We swapped this over and then headed into the next few sections. These were more traditional Preston a mix of rough, tough and just plain muddy took us to Petrol 1 which was after 90 miles, which felt like a long way and even with 'just' a 1400 engine we used up a lot of the fuel tank.

A quick top of fuel and then we had time to check the car over and I spotted another puncture on the front this time. This resulted in swapping around a number of wheels to get the tyre ratios all correct on the car. We tried resealing one puncture, but the whole was massive. The second one with the sidewalls all egged, we couldn't find a leak so we filled it up using the petrol station compressor to really high in the hope that we wouldn't need it....

The second section of the event, it was old Preston territory with whites like Foxpin and others, these were tricky and rough in places. We were lucky not to get stuck in Foxpin like many others, and we continued ploughing on (quite literally in places!)

Second petrol was a short affair, just enough time to get fuel vague check of the car and back out again. Then it was back to do almost all of the first section again but in reverse direction. So plenty of miles and challenges to go!

By now the rally had been taking its toll and we were seeing less cars around us, and coming into controls where they had seen less cars than expected. There may have been more tarmac in Stanta, but it was proving to be another 'classic' Preston in terms of how tough it was. (Just 27 finishers from 66 starters)

The next few sections were all a blur, by now tiredness was setting in and a focus was very much on getting to the finish.

With just two sections to go there were a few minutes before heading out and I heard a hissing noise. Yep... another puncture so in the dark on a muddy track we fitted the egged and leaking tyre, it still was holding some air which was better than the tyre with a bullet casing in it!

So into the last two with 3 ½ tyres.... We took it easy on these last few sections as we couldn't afford another puncture, so no sliding around unnecessarily and taking it easy on the speed bumps and rough bits. Also by now the handling of the car was way off (post event checks proved both track rod ends and a drop link were knackered!) so it really was a battle just to try and keep the car going.

By the end of a very tough night on the car and crew we finished up 11<sup>th</sup> overall and 2<sup>nd</sup> 1400. A pleasing result for the car which hadn't moved much more than a week before the rally.

Thanks as ever to all the organisers and marshals, for a tough and challenging event 😊

Photos all © M&H Photography

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## SOCC Christmas Novice 12 car

By John Paul Boardman

A great idea from the club to arrange an event aimed at improving Novice navigators but also introducing Beginners to a slightly tougher set of instruction rather than the usual marked maps.

James Leggett had put together a challenging set of navigation and a route which would test the communication and



co-operation of the crews taking part. The event would be run on the Sapphire rally app and that also brought in another aspect to the evening too.

Starting at the Red Lion in Eynsham we drove to the first control for the official start. With Tim Sawyer on the maps I had little cause for concern but as this was our first time out as a crew we had to sort out what instruction he would pass on to me and what information I could give to him as to the roads we were currently on. This would be passing a footpath, building or any sort of landmark which would give a reasonably accurate location , this info enables the Nav to keep their eyes on the map and plot the route without having to look up all the time.

The main issue of the evening was FOG!! Thick and blinding at times then patchy and irritating , trying to

maintain a reasonable pace was proving

difficult but with Tim calling the corners/ turns/ junctions the best he could at least gave me some indication of what was in front of us. The roads varied from good tarmac to a broken surface to basically a farm track covered in mud and assorted farm yard material, in reality cow poo!.



No real dramas occurred other than other crews coming towards us apparently going the wrong direction ( hopefully) and a good steady run saw us finish the event in a provisional first place.

Many thanks to Tim and the organisers for a cracking evening out in the lanes.

JB.

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## 2024 SOCC Pallas Connections 12 Car Championship review

*By Chris Jones*

Having not competed in motorsport for way too long, it was great to be able to get back out and compete once again. The SOCC Pallas Connections 12 car championship was something that really whetted my appetite. 12 cars are not for everyone, but for me it is a fantastic grass roots motorsport event that teaches you great skills that can be used on bigger events. Standard cars can usually be used, and navigation is based on the crews experience with the crews being either beginners, novices or experts. Results can often be down to how good the navigator is, but for a driver, it can still be challenging, and you need to remain focussed and work as a team to get a good result. Something Covid actually helped with, was the creation of the Rally App. This can be used instead of a large number of marshals, with code boards, give ways, route checks and time controls all done using the app.



This year's championship included 7 events, with 6 counting towards the overall championship results.

The first event in February was the Chatsworth 12 car run by Eddie Haynes. I was lucky enough to have the experienced Andy Pullan sit next to me and we were classed as experts. After a 15 year absence I was just hoping my rusty driving did not hamper our result. My Puma was still not fully how I wanted it and being low at the front on standard suspension meant the sump guard did take a bit of a pounding. But it was a great Rally and we actually managed to come away with 1<sup>st</sup> overall.

The next event was Mick Valentine's, Spring is around the 90L. Simon Blackshaw agreed to sit in with me, and again we were in the expert class. Another good event and despite making Simon feel car sick, it was another good result, finishing 3<sup>rd</sup> overall and 1<sup>st</sup> expert.

April's event was the April 12 car run by Rob Hall. I could not make this event but did help out and drove the route with Rob when he was testing the App was working a few weeks before the event.

May saw the Mayfly scatter run by Matt Endean. I had Andy Pullan back for this one, once again as experts. A scatter is a bit different to a 12 car. You are given clues to plot locations on the map. Each location on the map is worth a number of points. The furthest locations away were generally worth more points. Having not done a scatter like this before we decided to plot all locations before we set off. In hindsight that was a bad idea as we simply did not have the time to get to the majority of the locations, and we should have tried to focus on a certain area. With lessons learned, we finished middle of the pack and 6<sup>th</sup> overall on this event in the end.

Once summer was out the way (if you can call it summer these days), it was the SOCC 5<sup>th</sup> Birthday 12 car, also known as the 150 miler (or the 180 miler depending on who you speak to), Ran by Rob Hall. This event was something special and used a large number of “whites” including the Ridgeway. The start location was at the Kassam Stadium. I had Emily Anderson sat in the navigator’s seat and we were novices. Sadly, we got lost right at the start of the event and that was our theme for the night. It felt we were lost more than we were actually on route. We managed a bit of the Ridgeway which was rough but did have to take a lot of cuts to keep us from going OTL finishing 10<sup>th</sup> overall in the end.

October saw the three counties 12 car ran by Bob Wisniewski. I had Tim Sawyer sitting next to me, and we were beginners for this one. The weather made this event very muddy and slippy. We lost a bit of time behind another crew and were then late into a time control by 2 seconds dropping us down a minute. But 2<sup>nd</sup> overall and first in class was a good result.

The final event in December was the Pigs in Blanket 12 car ran by Matt Endean. Tim Sawyer was once again in the silly seat but we were now as novices. The weather once again played havoc, and with the start location under water the start was quickly changed to the next time control. Although this location was also like a flowing river. On top of the floods, we had to contend with rubble and rubbish that had been fly tipped in the middle of the road. Luckily for us, Matt had seen this and moved most of it out of the road before car 1 arrived. We did wrong slot into a farm which cost us some time, but finished 5<sup>th</sup> overall and helped Tim win the all-rounders championship.

All the championships were quite tight. I managed to finish 4<sup>th</sup> in the drivers with 6 points separating 2<sup>nd</sup> to 4<sup>th</sup>. Eddie Haynes took the driver title. Olivia Wisniewski took the navigators title and Tim Sawyer took the Driver & Navigator all-rounders title. Congratulations to the winners and to all those that took part.

It really was a fantastic championship, with close battles and plenty of laughs throughout the year. A massive thanks must go out to the organisers of the rallies who put in tonnes of effort to make the events run, often driving the routes multiple times beforehand. Also, a thanks to the marshals that helped out. Again without help and support from them a lot of these events could not run. A big thanks to Pallas Connections for sponsoring, enabling the club to source some excellent trophies. Last thanks go to the motor club itself. This championship highlights the effort SOCC puts in to keep members active and involved. Testament to this effort, every 12 car in the championship had a full entry with crews coming to have a go from all over the country! I am already looking forward to next year!

Chris Jones

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# The Gate Hangs High

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- Happy Hour
- Cocktails
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- Large beer garden
- Electric Hook Up for campers/caravans/tents
- Sports Happy Hours
- Car Meets



## Somerset Exmoor Targa 2024

By Rob Granger

SOCC descended en masse on the 2024 Somerset Exmoor Targa, both competing and marshalling – a turn out to be proud of. Tim Sawyer and I were there, competing in my long-suffering Skoda.

This was my fourth time on the event, although I'd always navigated previously. I was fairly confident I knew what to expect as driver: forests rough in places and potentially slippery, and puncture risks due to the stipulated use of standard road tyres. On my last outing on the event we'd used both spares by 1/3<sup>rd</sup> of the way through, so for 2024 I took a bit of a gamble and fitted a set of van tyres, hoping they'd at least be strong.

The event is a daylight multi-venue mixed surface targa, with 6 tests on smooth gravel in forests and 4 on tarmac at Porlock Toll Road. Exmoor feels a long way from home though when you're doing a potentially rough event and haven't got a trailer... so I was very aware that I needed to be gentle on the car.

The first 3 tests were all in forests – 1 and 3 being 17 and 16 mins runs for us and including a lot of PCs, so a lot of concentration in one go. I was certainly on the cautious side of cautious on these tests, and we posted pretty slow times several minutes off the pace; car and crew had more to give really. Tests 4 and 5 were Porlock and were actually much harder on the car than I anticipated, as the full length of the hill was used this year. So 10 mins of repeated full throttle / full braking to negotiate maybe 20 passage controls and chicanes on the way up. The car was melting at the end of each test (top of the hill) but to its credit simply kept going. Porlock definitely favours fast cars...



Tests 6-10 were essentially a repeat of 1-5, meaning by then we'd seen all the forests once and knew there were no potential car-killers hiding in the undergrowth. So a bit more speed came on these, especially when Eddie / Rob re-joined the road behind us after their spot of gardening on test 6 and I was determined that they were not going to pass us...

We finished without issues – just the back box jumping off its mounts on one of the earlier tests. So perhaps the cautiousness paid off! 39<sup>th</sup> out of 50 finishers which isn't too bad for a slow car, and no issues for me getting the car home afterwards. SOCC got some good results in what is a fairly hardcore event – Gavin and Suze in 7<sup>th</sup> and Lewis and Simon just outside the top ten. Commiserations to Chris and Lorna Lee who made it to the event from the Isle of Wight but were unable to start due to circumstances beyond their control.

The night of the event featured a few of us hitting Minehead for a spot of beer-tasting... great fun, and thanks as ever to our chairman for the inspiration.

[See the results here...](#)

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## The Ypres Historic Regularity 2024

By James Leggett

Richard and James' round the world adventures in Alfa Romeos continues! The weekend of 22<sup>nd</sup>-24<sup>th</sup> November was the Ypres Historic Regularity Rally, with Dad and I back for a second year. This year the sole plan was to not come last unlike last year and to focus on some improvements. Regularity rallying is based on average speeds, which change along the course of the route. The UK events require the use of average speed tables and on the fly mathematics to target arriving at controls on the correct second. In Belgium things are a little more serious... Crews use computers which they programme with speed changes, whilst waypoints are virtual using GPS and timing measured to the 0.1 of a second... Learning from last year where we were the only team using speed tables, we invested in an app which I pre-programmed (twice – Normal and exceptional) before the event. All we had to do was keep exactly on time...



We cleared admin and scrutineering with relative ease – huge progress on last year that even afforded us time to clean the windows! Over the start podium at 6.38 pm and off in to the night. A scrappy night with the new technology, learning how to communicate with each other, but a lot of fun. The event started with two closed road sections, helmets donned and chipmunk mode activated. We arrived back over the podium at midnight to hilarity from the Irish crew, some naked Belgians had stopped play! It turns out 60 rally cars outside bedroom windows isn't appreciated, but the stoppage was only

temporary. We also had the marathon stage – 45.133 km with 24 speed changes... The maximum lateness you can score is 2 minutes, the top crew lost 15 seconds...



Saturday morning and road book collection at 8.08, one of the advantages of being a long way down the field is you get a lie in! We gradually improved throughout the day, getting the hand of the tech, but no real dramas. On one section we were perfectly on time for the first time all day, only to see a clutch of ducklings considering crossing the road... as we approached they stepped out to a slow motion 'nooooooo!!' from us simultaneously. We didn't hit any but lost 3 seconds! The last stage of the day and we arrived to most of the other cars waiting at the start. A protester was blocking the start of the stage. Three police cars later and the protestor was removed, but not before we timing for that section had been scrapped.

However, we had to drive the route to stay on the road book...40 rally cars were unleashed flying round

some Flemish back lanes at high speed! A long drive back to Ypres and our only penalty of the weekend for getting back five minutes early, but when you're almost last anyway you may as well get home!

Sunday morning and an early start, but running third from last meant a considerable lie in compared to others... But also we noticed the occasional puff of smoke and a hot start misfire. By mid-morning she was running hot, and getting harder and harder keep cool. The final stage of the event we decided we would drive round carefully to get to the end, but of course 1 minute in and we were already back on the case of keeping time... The expansion chamber was full so there was no way to add the 20 year old can of head gasket repair, so we made our way home and over the podium for the final time, finishing the event. We tried some new timing tricks on Sunday morning, only to realise how we should have been playing the game in the first instance, but still nowhere near the other crews – a perfect example is where we had 1m03 penalties and the next closest crew had 0m 28... We've some work to do to get anywhere near that...

50/52 finishers, 63 starters. NOT LAST!

The question for me is do we go back next year? We had a great time, made some great memories with new friends, but the quality of the competition is leagues ahead of us. On the 5km shake down stage the top crew lost 0.7seconds. We're not in that league. But we also only do one event like this a year, so we're not even really trying. I've found some much better tech and dad is working car improvements, but I feel its only worth going back if we do some practise- best find some more events in Belgium then!

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## The Beaver 2024

By Rob Granger

In October Harry and I ventured up to the Beaver Rally – a traditional night road rally run by Beverly & District MC. Not many night road rallies left in England now but I'd not done this one before. We'd done the Hatsford Targa a few weeks earlier and the Beaver was sort of returning the favour - and a chance for Harry to accumulate some EMAMC points.

James Leggett / Simon Blackshaw were also competing in James's ZR; 40 crews actually started the event, which is a good turnout. Nearly all crews were from the north of England where road rallying is still quite well supported.

The original plan for the Beaver had been for Harry and I to use my Skoda – but Steve Croucher and I had hit something hard in it on the SOCC mega 12-car a couple of weeks before and I'd undertaken a mammoth rebuild to check whether we'd damaged anything important. With the rebuild not finished in time Harry and I swapped to Harry's Fiesta ST for the Beaver. Driving someone else's car brought me a certain amount of trepidation, not least because my last North Yorkshire Moors road rally had featured a trip through a wall...



The Beaver used traditional plot & bash navigation (tulips, spot heights) but all provided an hour before the start as a hybrid between pre-plot and plot & bash. It's possibly the best compromise as it avoids the tedium of plotting hundreds of map references as ordinarily used on pre-plots, but avoids the PR chaos of less experienced crews having to repeatedly stop to plot if it's done as full plot & bash.

As it happens we didn't quite manage to plot the whole route in the hour, so left the start line knowing that at some point we'd end up plotting on the fly. Not worth worrying about that though - plenty of other things can go wrong...

The route was a good mix of roads – lots of lowland lanes that were wide and generally fast, and here the Fiesta's power meant keeping a good pace was easy. It's got 100bhp more than the Skoda, and whilst power isn't everything it certainly makes life easier. And then there were roads over the Moors... these are never easy as they're quick and full of blind crests, and it becomes a perpetual confidence juggle unless you've got local knowledge. Plus of course the Moors are never quite dry... All the roads were tarmac – no whites this year.

Somewhere in the Moors we struggled with a bit of route – what we thought was correct was a tiny road behind a closed gate which clearly hadn't seen any traffic. After a lot of headscratching we skipped a section to avoid dropping excessive time, and only spotted after the event that we'd done a minor mis-plot.

All in all a good event: interesting for me driving a different car (and a big relief I didn't stack it), and really nice to be back on a proper full night road rally. 33rd o/a and comfortably beaten by James and Simon in 20<sup>th</sup>. Great fun though!

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## SOCC January PCA Review

By John Risby

Right, new kid on the block. Well, maybe not a kid, age 69 and three quarters. This was my first PCA not on grass, I did two last summer. Driving 50 miles in the snow and fog to the venue was interesting, the main roads were patchy whilst the side roads were quite fun in places!

First look at the venue under two inches of snow - I thought it would be very challenging for me having not perfected, or really even tried, handbrake turns, so lots of wide turns and reversing were used. I was double driving with Rob in his mighty 1.3 Skoda Favorit and I was surprised to be the fifth fastest after test one, but it all went downhill from there. Navigating for Rob was fairly easy as he's so experienced that he could look at the test and remember it even when I got muddled and lost my place on the maps.

It's very educating to drive and nav as I learned so much, although everything happened so quickly.

Constant monitoring of the tyres was needed also - one needed fresh air after every run and we had to change one wheel because the tyre had a four inch nail in it. Another had a small nail in but it stayed up all day. The big puddle was interesting too - if you didn't have your wipers on you couldn't see and if you had an open window you got a muddy wash!

I realised at the end of the day I was down as an Expert on the results sheet, it probably should have read 'clown' I think... Also, I'd hit a

cone on one test and I didn't think I'd even got close to any of the cones. Must go to spec savers. But I am pleased I got round without putting a skip through the Skoda's window! I must learn to listen to my navigator as I failed to get a time on the long fast test 9 because I went the wrong way around two cones. Altogether a great day out at a great new venue for the club. Lots to learn for me but I'm sure I'll be back for more!

Thanks to Rob for use of the Skoda. Rob H for organising (especially with the pub next door), all the marshals who helped and got very wet and cold and some great photos to remember it all by.

*Photos courtesy of Tim Sawyer.*

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## Future Events

We are always planning more events – if there's something you would like to do let us know!

2025 12 cars:



### Other diary dates so far:

- Sunday 27<sup>th</sup> July – Scenic Sunday Scenic tour and car show
- Saturday 27<sup>th</sup> September – Big 12 car inc tests

Don't forget to keep an eye on [our Facebook page](#) for the latest news and events!

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