



# **SOUTH OXON CAR CLUB**

Motorsport UK Affiliated Club

*Newsletter March 2025*



## Welcome to the second edition of the SOCC newsletter!

Our members must be the most active in the country! Every weekend some of

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

### In this edition:

[The Chairman has his say](#)

[We meet the SOCC chairman Rob Hall](#)

[Simon Ayris finds out what the rallyapp is all about on our taster evening](#)

[Martin Moore tells us about his experiences of the Chatsworth 12 car](#)

[James Leggett explains why the Alfetta is an interesting classic](#)

[Suze Rogers experiences a Rally2 car](#)

[James Hall tells us why the Bath Targa is not to be missed](#)

[Simon Blackshaw tells us about his Hangover](#)

[Tim Sawyer tells us about his experiences on the VSCC Measham Rally](#)

[SOCC hosts its first Table top rally](#)

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:

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

11<sup>th</sup> April - Round 4 of '**The Rallyboy**' 2025 SOCC 12 Car Championship. Starts and finishes at the Red Lion in Eynsham. *Regs and entry [here](#)*

27<sup>th</sup> April - **April PCA** at Ferris Hill Farm near Hook Norton - *Link to regs and to enter [here](#)*

16<sup>h</sup> May - **Mayfly Scatter** starting at Motorsports UK HQ and finishes at a local pub near Bicester - *Link to regs and entry [here](#)*

Sunday July 27<sup>th</sup> - **the 2<sup>nd</sup> SOCC Scenic Sunday**, a 90 mile scenic tour starting from near to junction 8A M40 running through Oxfordshire, ending at The Gate Hangs High Hook Norton in the Cotswolds, which will be the venue for our second event of the day, the 2025 SOCC Car Show , running from 11 until 5\* with food and drink on hand it's going to be a lovely relaxing summer afternoon - *Link to enter Scenic Sunday Tour [here](#)*

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

SOCC in action...



## Chairman's Report

Well here we are the 2nd issue of the SOCC Newsletter. Been a busy start to 2025 for the club with a great calendar of events for you throughout the year. Here's what we've been up to so far:

- 2025 started on 5th January at Ferris Hill Farm for the SOCC January Autotest/PCA. Great 1st event at a new venue with plenty of space to explore as the year goes on.....
- Friday 10th was the Rally App Taster evening with a short route running from The Gate Hangs High nr Hook Norton. 6 crews made the most of the evening which was more interesting with some very icy roads.
- A week later it was The Plough and Back 12 Car organized by Mick Valentine and Round 1 of 'The Rallyboy' 2025 SOCC 12 Car Championship. 80 miles and some cracking lanes made a good night out.
- 18th January and it was the Clubs 1st awards evening at the Red Lion in Eynsham, Prodrive's lead engineer was the guest speaker and what some stories he has. Many thanks to Richard for the support.
- Our 1st SIM Racing Social of 2025 was on Tuesday 28th January at Simply Race in Milton Keynes. Not everyone's cup of tea but always a good night out.
- Round 2 of 'The Rallyboy' 12 Car Championship was the Chatsworth 12 Car organized by Ediie 'Rallyboy' Haynes on 7th February. 45 miles on maps 151 and 152 with a varied night in the local lanes.....
- 23rd February and we were back at Ferris Hill Farm for the February PCA. This time using a little bit more of this great venue.
- 28th February and Rob Granger organized a Table Top Rally at the Red Lion in Eynsham. Good experience for all levels. Hope to run a few more in 2025.

### **The winners of the inaugural SOCC awards were:**

#### 2024 SOCC Award Winners SOCC Rally Championship

1st overall Driver - Claridge Motor Salvage Trophy - Jack Birch

1st overall Co-Driver - TJ Hall & Son Ltd Trophy - Mike Jode

#### Pallas Connections SOCC 12 Car Championship

1st overall Driver - Eddie Haynes

1st overall Navigator - Olivia Wisniewski

1st All Rounder - Tim Sawyer

#### SOCC Autotest Championship 1st overall - James Hall

Junior Challenge Shield - Olivia Wisniewski

Clubmen Shield - Tim Sawyer

### **Well done to all the award winners and thanks to the Clubs sponsors.**

The calendar is looking good for the rest of '25 with a total of 12 PCAs planned ( 9 in the 2025 Championship and 3 in the Summer Grass Championship) and the 'Intro to Targa@ event in August.

A busy 12 Car Championship as well this year with 7 12 Cars and 1 Scatter although the September event will run to a slightly different format and will include tests on private land... Don't miss it!

## Championship progress so far:

South Oxon Car Club - 12 Car Championship										
Sponsor - 'RallyBoy' - Eddie Haynes										
Drivers Championship										
		Events								
Position	Name	Jan 12 Car	Feb 12 Car	March 12 Car	April 12 Car	May Scatter	Sept 12 Car	Oct 12 Car	Nov 12 Car	Total
1	Chris Jones	10	12	5						27
2	RallyBoy Haynes	0	12	9						21
3	Lewis Ayris	1	10	10						21
4	Rob Hall	8	0	11						19
5	Harry Brierley	9	5	0						14
6	William Johnson	4	9	0						13
7	Craig Fraser	6	6	1						13
8	Stuart Martin	2	7	3						12
9	Max Bird	5	3	4						12
10	Mick Valentine	0	0	12						12
11	John Boardman	11	0	0						11
12	Chris Oakes	11	0	0						11
13	Martin Moore	0	2	8						10
14	Craig Fulbrook	0	8	0						8
15	Matt Endean	0	0	7						7
16	Jez Lucas	6	0	0						6
17	Ethan Welsby	0	6	0						6
18	John Risby	3	0	0						3
19	Tim Payne	0	0	2						2

South Oxon Car Club - 12 Car Championship										
Sponsor - 'RallyBoy' - Eddie Haynes										
Navigators Championship										
		Events								
Position	Name	Jan 12 Car	Feb 12 Car	March 12 Car	April 12 Car	May Scatter	Sept 12 Car	Oct 12 Car	Nov 12 Car	Total
1	Tim Sawyer	8	12	11						31
2	Matt Outhwaite	1	10	10						21
3	James Leggett	9	0	5						14
4	Josh Seymour	5	3	4						12
5	Simon Blackshaw	3	0	9						12
6	Zac Valentine	0	0	12						12
7	Steven Preece	0	11	0						11
8	Rob Granger	10	0	0						10
9	Tom Dunham	0	2	8						10
10	Matthew Wallace	0	8	0						8
11	Olly Westcott	0	6	1						7
12	Chloe Hankin	0	0	7						7
13	Mike Goodman	6	0	0						6
14	Rob Hall	0	6	0						6
15	Emily Anderson	0	0	2						2

South Oxon Car Club - 12 Car Championship										
Sponsor - 'RallyBoy' - Eddie Haynes										
Best Driver & Navigator Award										
		Events								
Position	Name	Jan 12 Car	Feb 12 Car	March 12 Car	April 12 Car	May Scatter	Sept 12 Car	Oct 12 Car	Nov 12 Car	Total
1	Rob Hall	8	6	11						25
2										0
3										0
4										0
5										0

## Meet the members!

As the membership grows, we've decided to introduce you to a few of the key ones, starting with our Chairman, Rob Hall:

### How did you get into motorsport?

Through my Dad! My uncle and dad started stage rallying when I was about 7 doing all the local rallies. It was my Dad and Uncle in the car, a couple of other Uncles and my Gramp, it was a proper family affair! The service barge was a mark 2 Escort estate, we had no trailer, the rally car was a mark 1 Escort. It was so enjoyable! Then Steve Claridge moved two doors down from Dad and they started competing

together for many years from club stuff all the way through to WRC stuff. Then Steve let me sit in for a couple of events, then it's gone from Dad to me to James!



### What was your first car?

My first car was a Mini, at 14 I was lucky enough that a lot of Dad's friends buckled in and built me a Mini. I spend the first season racing down there and was the first champion!

### Why did you start SOCC?

If I had a pound for every time I get asked this I'd be able to retire somewhere nice by now... That's a question for another day!

### What car do you compete in?

I've got an MG ZR, it's a good all round car. I paid £700 for it. It's good for 12 cars, targas, autotests, simple fun. It's not guarded, it's got a couple of bucket seats and harnesses in, but that's about it. You don't need anything flash to have a good laugh.

### What's the most fun you've ever had in a car?

I was very fortunate at 17... Our club President had a mark three Escort with a 3.9 Rover V8 driving the rear wheels, pumping out about 330 brake... Witney ran a stage rally at Westcott near Aylesbury, and Down Ampney. The first event we had clutch problems, then the next event the ignition amplifier went, but while that car was going, wow. You could literally spin the wheels in fifth gear! I'll always be grateful for Steve for giving me that opportunity.

### What do you do when you're not working on SOCC?

I go on holiday! I don't watch telly, I always have the radio on in the background, but if I can get off work early to focus on club stuff I will. In fact last time I went on holiday



I took my computer with me... Its great to see others taking on more work now, the first couple of years it was a lot of work, but having members organising more is great. It shows them the other side.

### What events have we got this year to look forward to?

We're lacking a little on the social side, we've so many events on its hard to fit them in! I'm particularly looking forward to the Intro To Targa in August, it's going to be a little bit special! It's taken longer than I'd hoped to get the permit, but it'll be set up as a targa run under a PCA permit, two test sites set up at the quarry. It'll be ideal for those looking to move up from PCA to Targas. Max of 20 entries, closed to club. The other one is the September 12 car which will be run as a navigational road rally as it'll have tests as well. We're looking at a 120 mile route, two test sites. John Clavey who runs the rally app is coming along to do the timing on all the tests, Tim Sawyer is doing the route and dealing with the marshals. Again, it's a bit of an odd ball e vent, but for 2026 we're going to put on a special 12 car...

Thanks Rob! If you'd like to tell us your story, we'd love to hear it! [newsletter@southoxoncarclub.co.uk](mailto:newsletter@southoxoncarclub.co.uk)



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## Another night hanging-over maps

By Simon Blackshaw

Saturday 25<sup>th</sup> brought the first round of this year's Cotswold MSGCC Roadsport championship to map 151 for the Hangover Rally. The 2023 edition was the first rally I took part in after making the move down from Yorkshire, finishing 2<sup>nd</sup> Overall with Harry Brierley.

The rally had been *hanging over* me all the week before due to some slight headaches from the previous SOCC 12 car which, although an excellent route, caused my head (and stomach) a lot more discomfort than usual.

So this time with meds in the Sturgeons\* in the nav bag, I headed off to meet John. The hangover was to be John's 3rd event behind the wheel ever, and with the challenges from last week as well as a bump into Semi-Expert, we were both a bit nervous heading to noise check.

With noise and lights passed, we headed in to pick up the rejoin points along with a couple of changes to RallyAppLive (mustn't forget to confirm those route checks!) With final pre-flight checks done, whilst this time avoiding bashing my head on the boot, we were on our way to MTC1.

Booked into the main control and straight away I ran into problems as I could not comprehend the first route card. Keeping an eye as cars departed in front of us wasn't handy as they were split turning left and straight on. We aimed for the left and managed to hit a couple of route checks before eventually arriving... in the middle of nowhere!

A very "standard car" u-turn later we soon picked up the track and arrived on schedule, for the control **after** the one we aimed for. On departure we realised we'd missed the flash for the next route card so pulled over to see if we could work out what was



going on. A minute later, the Micra pulled beside us and we tried to figure out where we should be going. The rapid-fire route card letters would plague most of the crews in the first half but this was soon overcome. One moment will certainly stick in John's mind as I call a "slow for 90R" on the main road to then look up and see only the green fields of Oxfordshire all around us. I don't feel qualified to give a bollocking to drivers yet but this moment certainly developed this important skill.



By TC9 we had gotten ourselves into a strong rhythm, crossing off route checks and catching the occasional MG ZR, often going backwards. It's a great sign to be in a standard car steadily going

along, letting the faster cars pass to then overtake them again as they are pulled over to the side arguing about which way to go next.

The halfway mark brought us neutral through Shipston-On-Stour giving all the crews a few minutes to catch their breath. Once again the first route card of the new handouts had me scratching my chin before a stab in the dark which lost us valuable minutes and still managed to miss the hidden route check on the way around. That little layby got me last time as well I swear.

Following that were some great sections where I was able to crack the codes and keep moving. They required plenty of thought but thankfully nothing to drop any more than a minute until towards the end of the rally. Another traditional trip through traitors and narrowly avoiding a broken down caravan on the SWR triangle took us back down onto 164.



I must have tried to redraw the herringbone at least 3 times on the route card before I worked out what on earth we needed to do. Another challenging section which tripped up some top crews. Thankfully we stumbled onto another route check which meant the 3 minutes stationary at the first T junction were worth it.

With the travel meds still holding strong, the end was in sight with just one route card left to go. If only I could count to 23 properly and not get my W exits and X roads mixed up. Fortunately, it all straightened out in time for a quick dual carriageway blast north and the cheeky white to rejoin on the southbound side. A final slot onto the sliproad for the MTC at one minute after midnight, with rally cars seemingly pointing in all directions.

'*We might have a chance here*' I thought to myself as we headed to the services. It's getting properly icy now so I'm pleased to be off the clock. At the finish most seemed to be pleased to get to the end. 1st in SE and 6th overall is as good as anyone could ask for, especially with no spotlights. It could be the start of a good year. Let's see what Rallyboy can bring on the Baldet!

\*Other travel sickness medications are available

## My first time in a Rally2 Car

By Suze Rogers

My third day out of four in a rally car, in Wales, on gravel and in sunshine – a perfect day.

A massive thank you to Callum Black for having me on his Malcolm Wilson PET (pre event test) in his Ford Fiesta Rally2. But how did this happen?!

I marshalled on the South Oxon Car Club Targa in November 2023, and Robert Hall and the club had worked hard to put together prizes for a marshals raffle. To my surprise (and delight!), I won a day sitting

alongside Callum in his Ford Fiesta Rally2. Work meant I couldn't make the original date he offered, but this week everything came together and we had an early start to head to the Phil Price Rally School in Wales so Callum could test ahead of the Malcolm Wilson this weekend.

I asked Callum if Gavin could come to watch and he said yes and he'd take him out too which was great and unexpected. When there, Callum's Dad Steve said "I'll take you out!" so I also did a run with Steve in his Suzuki Swift S1400. As we drove out, he said "it's only a 1400" to which my response is "I drive a 1400!" The Swift sounds great and is quick in Steve's capable hands, too.

Aside from both cars being left hand drive (I've only co-driven and navigated in right hand drive before, so I was sat in the wrong place!), it was good to feel comfortable in both cars. I'd taken along my own kit and my Stilo helmet was compatible in both cars which helped.

I'd never experienced launch control, and Callum offered to show me

and talked me through how it works. He was testing ahead of the Malcolm Wilson this weekend and getting the car set up so there were many runs and adjustments made. The way the car pitched through acceleration and deceleration, the acceleration she has and the braking really was something else and I'm very fortunate to have had the experience.

It was a really great experience so remember – it is always worth marshalling and trying to give something back, because you never know if there is a prize draw and you might be lucky enough to win!

A YouTube video with highlights of the day is [available here](#).



## Member's cars – James Leggett explains his passion for Alfa Romeos

It funny how you spend your youth trying to not to turn into your parents, then it happens anyway. I realised the inevitable had happened when I looked in my garage and there was an Alfetta Saloon and an Alfetta GTV looking back... My father had a passenger ride in an Alfetta GTV in his late teens and has owned many every since – the advantage of being a farmer is having shed space. As a child our family cars were variants of Alfetta saloons, then an Alfa 90, then a unique diesel Alfa 164, so you could say we're an Alfa family. I've had a 156 then a 147, both 2l twin sparks with an amazing thirst for oil. The 147 was a Selespeed, Alfa's version of an automated manual, which was amazing when it worked, it just didn't work very often...

The Alfa Romeo Alfetta was launched in 1972 as a replacement the 105 series. In true Alfa style it was an engineering masterpiece. Retaining the Alfa classic Nord engine, the new saloon had the clutch and gearbox moved to the rear of the car with the differential in a transaxle layout giving perfect 50:50 weight distribution, connected by a prop shaft running at engine speed. The rear disk brakes were moved inboard, mounted on the gearbox, to reduce unsprung weight, situated within a De Dion axle with Watts parallelogram linkage to keep the whole thing level. To make handling even better, the front suspension used torsion bars! All packaged in a rather square three-box saloon, until the GTV was launched in 1974.



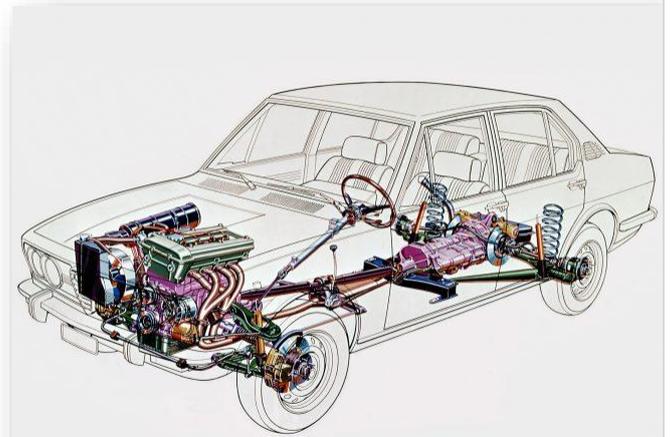
I'd been looking at buying an Alfa 90, but with no paperwork it was high risk for the money. I was living in a rented house, the MG pretty much finished and I was bored, so I asked Dad if there were any cars at the North Suffolk Alfa Romeo Museum I could tinker with. Absolutely not, they're all projects for his retirement (he's been retired 20 years...). Oh, there is one. JEV 12V (now called Claudia), an Alfetta 2000L Saloon, was bought for £200 in 2002 - a local family didn't want to see it scrapped and heard

about my Dad. I remember it being used to chase pigeons off a rape crop around that time, covering over 200 miles in that endeavour. Dad then took the rust off it, covered the shiny bits in paint and put it in the shed, intending to turn it into an endurance rally car. He then found a 1976 1.6 Saloon, the red car we've used since 2017, and Claudia slept under a blanket. The '76 car weighs 100kg less thanks to slightly thinner steel and being two inches shorter. Dad found this when he 'borrowed' the front windscreen only to find it



didn't fit... In 2022 I put a battery on it and she turned over, so I paid £400, loaded her on a trailer and took her home.

The first job was to get her running. Compression test showed a little down on cylinder 3, but otherwise healthy. I fitted 123 ignition, new spark plugs and coil, put an electric fuel pump straight on the carbs (twin dell'ortos), squirt of ether, then pushed the button (long story...)... away she went! I ran her up to temperature, the fan kicked in, this was too easy! Bodywork next, a few little bubbles in the corners of the screen and a little hole in sill. However, I touched the sill with the wire brush and the entire thing fell apart! It had a cover sill, something I'd never heard of, covering the missing original sill, and that has rusted from the inside out. I found a replacement in Italy and made no progress for 4 months... At that point I decided welding wasn't my thing and found a young local guy to replace all the rust with fresh metal. I didn't have a full respray in the budget, but a proper job of welding left me little choice. Avorio (Ivory) was the original colour, so that's how she stayed.

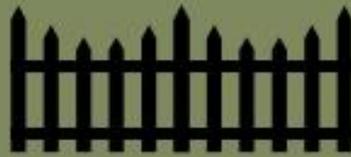


Over the following winter I spent an hour a day replacing all the braking components and lines, clutch master, slave and lines, and the rubber donuts on the propshaft. A little tinkering to with wiring and she passed an MOT, just in time to compete in the Hero event Rally for the Ages! This is when we realised we had no second gear when cold - starting the event with two tests before heading out on regularities was a little tricky, but Callum was driving and didn't let it bother him. I then went back to Suffolk for a family wedding and then home again, covering 513 miles in the first weekend on the road. The only issue was that the foam in the sunvisors had turned to dust and kept getting in my eyes, so I took them off. Not a bad first outing!

Since then I've used it regularly, covering 2,500 miles. As a four door saloon it's a proper family car, with the kids enjoying a ride out as much as me. Last winter I refreshed the rear axle, new clutch, gearbox rebuild with synchro rings and polybushed all the joints. This winter I'm working on the front suspension, radio etc. I had planned an engine rebuild as she's using a little water and engine bay is tatty, but a house move means carpets and doors are using that budget. We've used her for Sunday morning pottering, classic tours (the Regis Tap was a 400 mile adventure!) and motor shows, this year we're planning the NC500 and maybe a trip to the Porsche museum in Stuttgart, lets see how the summer takes us. If you're interested, I have a Facebook page – [www.facebook.com/jimsalfetta](https://www.facebook.com/jimsalfetta)

Do you have a car you think is interesting? We'd love to hear about it! [newsletter@southoxoncarclub.co.uk](mailto:newsletter@southoxoncarclub.co.uk)





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## 2025 SOCC Rally App Taster!

By Simon Ayris

After spotting a message on the SOCC WhatsApp group from our chairman, Robert, mentioning that Dominic was looking for a driver for the Rally App Taster, I wasted no time letting him know I'd happily take on the role.

Having known Dominic for over 30 years, from my early days of stage rallying in my twenties, this felt like a golden opportunity. Back then, Dominic was the scrutineer everyone dreaded – myself included. The moments spent nervously waiting for his signature before being allowed to sign on are etched in my memory. Now, it was time to turn the tables slightly and show him how things are from a rally driver's perspective: noisy, bumpy, and always sprinkled with a dash of stress and drama.

The day before the Taster evening, I reached out to Robert again, this time with a proposal to add a little twist to the experience. I suggested taking Dominic out in my Group 2 Mk1 Golf GTI rally car, the very same car I had competed with during the 2023 Monte Carlo Historique. This car holds a special place in my heart, not just because of that event but because I was fortunate to be part of the Scuderia Rapiditas team, a group that claimed an overall Monte Carlo win in 2022. My time with the team also allowed me to work alongside legends like ex-World Rally Champions Walter Röhrl and Christian Geistdörfer in 2020 when they competed in a Porsche 911.

On the evening of the Taster, Dominic arrived at RPS HQ in Witney, fully equipped with maps, a map board, a potti, and all the essentials of a seasoned co-driver. His first reaction upon seeing the Golf rally car was one of surprise – he admitted feeling somewhat “set up.” I suspect he'd anticipated a leisurely, gentlemanly ride. Apologies, Dominic! This was going to be the full rally experience.



We drove to the start venue, The Gate Hangs High, a charming pub that has been an incredible supporter of the club. From what I understand, they have big plans to continue partnering with us, and we, as club members, should support them in return. Their team, food, and service were outstanding.

Before we set off, Robert provided a detailed briefing, explaining how the Rally App worked. This was a brilliant idea, as it meant he didn't have to repeat the same instructions at every 12 Car Rally event the club organizes. The attendees, most of whom were new to the App, asked great questions, and the atmosphere buzzed with some enthusiasm.

We set off at untimed minute intervals to mimic the authentic feeling of being on an event without the pressure of actual competition. The route was a mix of challenges: icy roads, tricky junctions, and even a closed road, forcing co-drivers to think on their feet. Dominic quickly adapted, calling out landmarks and instructions like a seasoned pro. Phrases like “20 left into 10 right” and “eight-tenths to the next turning” became second nature. After some feedback, he even switched to the more familiar distances for me like “50s” and “100s.”

Robert had done an excellent job using the rally features within the App, including Passage Controls (PCs), Time Controls (TCs), Route Checks (RCs), and even a Black Spot. These elements gave the crews a real taste of rally navigation and the App's functionality. Dominic, while initially skeptical of the app, mastered it quickly. He pressed the right buttons at the right times, ensuring we stayed on course and hit every control. Well done, Dominic – a solid A\* performance!

We returned to a very welcoming regroup at "The Gate Hangs High" for a debrief and some socializing. It was a fantastic evening, combining quality time with a long-standing friend and colleague and celebrating a great initiative to put on these evenings by the club. This event was a perfect way to welcome newcomers into the world of rallying. For anyone hesitant or curious, I can't recommend the upcoming Rally App Taster evenings highly enough.

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## 2025 Bath Festival Targa

By James Hall

The 2025 Bath Festival was my first Targa in 18 months - One I have always been a huge fan of due to its variation in venues and surfaces.

We started the morning with a few long tests in Castle Coombe, using the majority of the circuit, perimeter roads and the rally school. The circuit was extremely tough on the car, double stops on the passage checks and tight chicanes made it extremely fatiguing! This was contrary to the rally school and perimeter sections, plenty of loose concrete and gravel was a recipe for sideways action!



Then we moved onto Charlton Park - my Favourite venue of the day. The forest tracks were extremely rough, also contrasted with some very long, slippery straights, (where most of the passage checks were missed!) The 2nd run through Charlton Park was like a vehicle graveyard, there were cars broken down everywhere.

South Cerney was

extremely fast,

there were several tight chicanes to slow you down, then also plenty of passage checks again(!) A pretty boring venue, but gave plenty of seat time. The bus stop chicanes were atrociously lacking grip throughout the day, but gave great entertainment to the Marshals.

We ended up finishing the event 25th Overall and 1st in class, I was over the moon to at least finish the event after seeing so many cars retiring. A huge thanks to Dave Whittock and the rest of Bath Motor Club for finessing a fine event.



## The Chatsworth 12 car

By Martin Moore

What can I say about the Chatsworth 12 car? What a laugh!

I had an idea of buying and building a car that I could use as my daily driver, but that will hopefully be capable of doing The Preston later this year, all for under £1000. Decided upon a Fiesta for cheap parts availability, and a decent handling little car. But in 1.4 TDCI form for daily driving duties!

So far, we have fitted spots and a guard. Development will continue on an as it falls off basis! I am aiming to do this with a mate who has zero navigational experience, so The Chatsworth was our first outing to test the waters and see if we enjoyed it.

Well, we were off to a good start, Tom didn't feel sick and could read a map! A few time controls in we were feeling confident, no time dropped, no turns missed. Tom mentioned something about the app flashing up to say stop briefly, we ignored that, must be an error..... 6 passage checks in we realised that actually other cars seemed to be stopping at them. Oops!

Well, that error realised all was going well again until we missed the turn at Thorpe Mandiville. Not a problem I thought, we can make up that time. Unfortunately, this coincided with the roughest road on the event. Not a problem I thought again, the guard will take it. Well the guard did, but in all the laughing and bouncing around along the small straight I failed to notice the road in fact went left, straight on was a bridleway! Stopping was attempted, but too late. We nosed into a very rough track, which unfortunately bent a wheel. No other damage, quick wheel change and we will be on our way..... Well first of all Tom couldn't stop laughing to help me, then he fell down the ditch which I had inadvertently parked next to, then my jack broke! Big thanks to the lads in the C2 for lending us your jack (sorry I cant remember your names).

I would recommend anyone to try a 12 car. Ok we didn't exactly trouble the silverware department, in fact we were last by a significant margin. But that doesn't matter one bit, we had a great time and will be back on the next event to make fools of ourselves once again! Maybe I'll pack a new jack....



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## The VSCC Measham Rally

By Tim Sawyer

After finishing 2024 competing on the Preston Road rally, it only seemed fitting to start 2025 with an equally hard rally so agreed to take part in the VSCC Measham rally, aimed at Pre war / vintage cars but in recent years the club have allowed in category 1 cars into their rallies, so along with Dave Morris we were entered into the rally in Daves mk2 cortina GT. Being held in January, it's a given that the rally would be held in trying conditions

The rally took place just north of Leicester, with leg 1 being held to the East and leg 2 heading the other side of the M1 and towards Burton on Trent. There were various class options but we opted for the higher speed class (24-29mph) but with 30 minutes plotting time. Plotting was in the form of grid references which with Dave reading them out and me getting them onto the map we easily got both legs fully on the map before setting off.



Each leg was to be about 90 miles/ 5 hours each with about 10 TC to find , all timed to the minute and no neutral sections, add in the near sub zero conditions it made for a long night in the car. We made it through the first section and arrived back at Stonehurst farm around 1am Sunday morning, from our time card i knew we had missed one TC and two PC and checking maps with other navs i could see what went wrong.

Lessons learnt we were back out for the second half, this passed again pretty trouble free and the roads were in alot better order apart from one section near TC17 where we were held up due to the road behind covered in sheet ice and cars struggling up the incline.

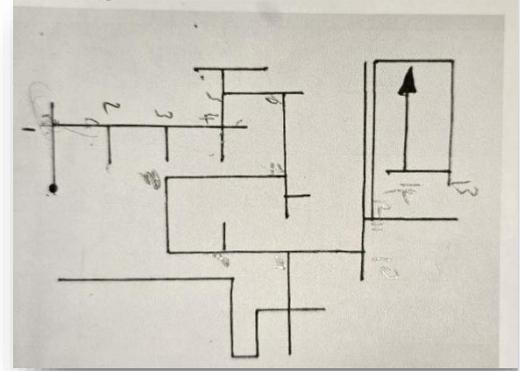
We arrived back at Stonehurst farm around 7am and a much welcomed breakfast.rom 22 TC we picked up 10 zeros and a final result of 1st in class, 2nd classic and 5th lowest penalties.

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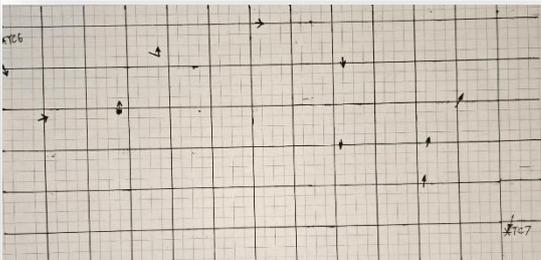


## The SOCC Tabletop

During the lockdowns I had a go at a few tabletop rallies, some professionally organised, others less so, but in many ways they dragged me back into motorsport. A 'tabletop' rally is a navigational road rally, using clues provided by the organiser to figure out a route on a OS map, but without actually driving it. There are typically then a collection of questions such as 'how many YYY junctions have you crossed', or the length of time taken to plot the correct route is used as your 'score'. This event, brilliantly organised by Rob Granger, turned into a lesson on interesting and different navigation clues. From a personal perspective, it was great to experience these from the comfort of the back room at the Red Lion as opposed to having them handed through the window on a windswept back road!



A strong turn out of ten crews filled the room, with an opportunity for younger members to have a go – Olivia and Henry both pulling the average down significantly. A little trepidatious as to what to expect, we ordered some food and drink and settled in. It appeared the plan was for a speed plot with crews given 10 minutes to plot the section, with those completing within the time given 0 penalties, and those beyond given the time it took them. However, the reality was that simply plotting the routes without assistance was unlikely!



Section one was relatively straightforward, except the word 'miss' – don't do what the instruction says. Remembering to 'miss' the north west on the A415 was the challenge as under timed conditions your mind sends you the route it sees first, which was 'north west on A415... This cleared it was on to section 2... I used to fear the herringbone. Indeed, in my early days of naving I have been known to cut and run herringbone sections but then I watched a video by the Whyte sisters and it was easy – number each junction and write a miss L/miss R underneath. Except this herringbone wasn't a straight line, it was a map in itself. Once over the initial shock, it was actually relatively straight forward. Assume it as a single line, number the junctions (so you know where to go back to when you're lost), start at the dot then miss a right, miss a left.

A section with straight lines was relatively easier, tulips through the woods on white was simply a case of attention to detail, whilst a grid with marks took a little more thought... Deciphering the marks as where roads crossed gridlines meant the grid references could be allocated to the image, then it could be simply copied on the map then a shortest route dot to dot! All in all a great night, lots learnt, and a significant amount of confidence gained. Thanks Rob!



## 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:**

### **2025 Calendar**

- Sunday 23rd March - PCA - Silverstone Rally School
- Friday 11th April - 12 Car
- Sunday 27th April - PCA
- Friday 16th May - Scatter
- Sunday 25th May - PCA
- Wednesday 4th June - PCA - Summer Championship (Grass)
- Sunday 22nd June - PCA
- Wednesday 9th July - PCA - Summer Championship (Grass)
- Sunday 27th July - Car Show / Scenic Sunday Car Tour
- Sunday 3rd August - Promotional Event - Introduction to Targa (Non Championship)
- Wednesday 20th August - PCA - Summer Championship (Grass)
- Sunday 14th September - PCA
- Saturday 27th September - Navigational Road Rally with tests
- Friday 17th October - 12 Car
- Sunday 26th October - PCA Friday 21st November - 12 Car
- Sunday 30th November - PCA - Silverstone Rally School
- Sunday 28th December - PCA

For more details email [info@southoxoncarclub.co.uk](mailto:info@southoxoncarclub.co.uk) / (dates could be subject to change)



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

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