SOUTH OXON CAR CLUB

Motorsport UK Affiliated Club

October 2026 Newsletter



Welcome to the October edition of the SOCC newsletter!

I hope you have all had a good motorsport season. As we approach the end of the year and the return of inclement weather, I hope the next few months are good to you too.

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This newsletter is nothing without you, thanks to all those that have provide content. Please tell us what you're up to, no write up is too small. Send any event write ups and pictures to Newsletter@southoxoncarclub.co.uk.

Many thanks, Chris Jones.

Chairman's Report

Well, here we are again. Great to see so many members out competing all over the country.

It is a shame the club has seen 3 events cancelled this year due to low entries, but we will try again in 2027.

Our 2027 calendar is slowly coming together, and we will keep you updated when fresh dates appear.

Since the last newsletter, which seems decades ago, we have seen the Scenic Sunday Tour at the end of July. A good day out with a good start and finish venue and stops in between and we managed to stop for a beer and watch all the cars pass us out near Burford. Another cracking event run by Tim Sawyer. Thanks Tim, for all the effort you put in.

August PCA was a good day yet again at Banbury Plant Hire. Some heavy rain the day before made for some last-minute changes to the tests but a good day was had by all. FTD went to Shane Parry. 1st Expert was Louise Wren, and Nick Boyd came away with 1st Novice.

October 3rd was The Chairman's 12 Car. 180 miles on Maps 164, 174 and 175. Starting at The Kassam Stadium with halt 1 at Cheveley Services then halt 2 at Burbage before heading back to MacDonalds at Didcot for the finish around 3.45am on the Sunday. 12 whites 16 codeboards, seemed to go down well with the crews. The biggest disappointment is still the issue of spotlights being used in 'quiets'.....10 starters 7 finishers 1 retired 2 excluded. Well done to James Newbould and Brian Cammack for winning overall and their result makes them overall winners of the 2026 Chairman's Challenge. 1st Beginner crew was Eddie Haynes and Dominic Hodge and 1st Expert crew were Lewis Ayris and Matt Outhwaite.

Short list of what's coming up till the end of the year:

Friday 6th November - 3 Counties 12 Car - Starts at Prodrive
Friday 13th November - AGM - The Red Lion Eynsham
Tuesday 17th November - Sim Racing Social - Simply Race Milton Keynes
Tuesday 1st December - Rally App Taster - The Gate Hangs High

A date will appear soon for our awards evening so please do your best to attend and try and pop along to our AGM. Hope to see you at an event very soon and hopefully we will have a good busy 2027 both competitive and socially.

Rob Hall

SOCC Clothing

SOCC clothing is available from Ridge Oxford Embroidery & Printing. For the full range of products and contact info, visit www.ridgeoford.co.uk.



Dates for your Diary

Please find further details and dates of events that we having coming up for the rest of 2026 and early 2027:

Friday 6th November is the SOCC 3 Counties 12 Car. 70 miles on Map 151 starting and finishing at Prodrive. Entries are still available so get in there quickly!

The SOCC AGM is on Friday 13th November. 1930 for a 1945 start at The Red Lion Pub in Eynsham. This is your opportunity to have your say on anything club related, listen to the plans for next year and enjoy a good social catch up.

Sunday 22nd November is the SOCC November PCA at Ferris Hill Farm nr Hook Norton.

Tuesday 1st December is the SOCC Rally App Taster at the Gate Hangs High nr Hook Norton. More details can be found through our club website. This is an ideal event for newbies or those that are rusty / have not used the Rally App before. Entry is free and map print outs will be provided!

Sunday 3rd January is the SOCC January Autotest. This is back to where it all began. A link to enter and further details will be available on the clubs website soon.

Friday 8th January is a SOCC Beginner 12 Car. This is an event for Beginners and Novices. A simple 40 mile route on map 164 with an entry fee of just £10. Plot the route before you then drive the route. Starting and finishing at The Red Lion Pub in Eynsham. A link to enter and further details will be available on the clubs website soon.

Friday 29th January is the SOCC The Roman XII Car. 75 miles on Map 163, starting and finishing at Rally Preparation Services Ltd in Witney. A link to enter and further details will be available on the clubs website soon.

Friday 26th February is the SOCC Chatsworth 12 Car. 55 miles on Maps 151 and 152 starting at The Chatsworth in Banbury. A link to enter and further details will be available on the clubs website soon.

Friday 5th March is a SOCC Novice 12 Car. This is a follow on for the Rally App Taster and Beginner 12 car, to put into practice what you have learnt with some 'plot and bash' this time. Another simple 40 mile route on map 151 with an entry fee of just £10. Starting and finishing at The Gate Hangs High nr Hook Norton. A link to enter and further details will be available on the clubs website soon.

For regulations and entry information and to keep an eye on what other events are coming up, please visit our South Oxon Car Club website and see the what's on section here: What's On | southoxoncarclub.co.uk

2027 Calendar

Sunday 3rd January - Autotest - Kassam Stadium

Friday 8th January - Beginner 12 Car - Red Lion Eynsham

Friday 29th January - Roman XII 12 Car - RPS Storage Witney

Friday 26th February - Chatsworth 12 Car - The Chatsworth Banbury

Friday 5th March - Novice 12 Car - The Gate Hangs High Hook Norton

Friday 19th March - To The Plough And Back 12 Car - Upper Boddington

*Friday 23rd April - April Showers Scatter - **TBA***

*Sunday 25th July - Scenic Sunday - **TBA***

Saturday 21st / Sunday 22nd August - Autocross - Somerton

*Saturday 25th September - The Chairman's 12 Car - **TBA***

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Gravel PCA at Banbury Skip Hire – By William Johnson



This event took place back in April, but a slight hick up by the editor meant this article had to wait until this edition.

Harry couldn't make it to the event, which meant fortunately I didn't have to navigate for him! Luckily Brian Cammock was competing at the event with James Newbold and volunteered to navigate for me.

This isn't your normal PCA it's more like a small Targa, with two laps of each test, with merges and splits. You are also allowed to run gravel tyres!

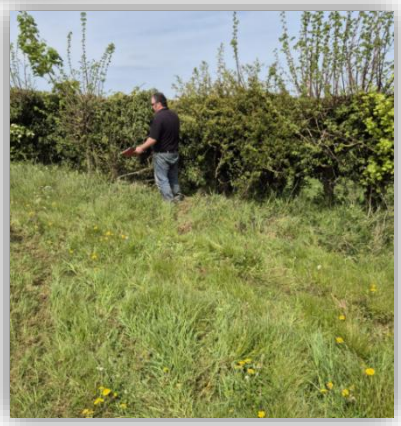
The test started in the yard on very dusty gravel, which consisted of slaloms and then a hairpin handbrake turn. A short sprint across the track onto a very slippery grass field, with lettered cones to traverse. Then a very fast downhill section with a stop and go. Back on the gravel with more slaloms and another hairpin (and more use of the handbrake!) into the split and then another lap.

We had great fun with Brian being excellent on the maps and not losing his place when I had a small visit into a hedge!

Very busy day for Brian navigating for myself and James. I think I was seventh and James beat me. A great day of grass-roots motorsports.







(The above is Billy looking for any car bits after his indiscretion with a hedge. Just in case anyone thought it was a picture of him having an unscheduled pit stop!)

Winning at Woodford – By Suze Rogers

The Woodbridge Targa was on and off my radar; I used to love competing at Woodbridge and wanted to do it, but it was a long way and competing with Gavin in Fly wasn't going to work due to an imminent event in Fly and Gavin organising the Cotswold Historic. When Tom and I mentioned it to each other a plan was made, and we entered in his MR2 and Muriel. Gavin and I have an entry for the Nicky Grist Stages so with the Cotswold Historic this weekend, there simply wouldn't be enough time to use Fly and re-prep her etc.

We'd left it that Gavin may or may not come depending on how preparations for the Cotswold were going, but he did manage to make it and marshalled. Tom and I were seeded at Car 1, but there aren't really many words to describe preparations for the weekend. The day was already going to be hard, as it was supposed to be clerked by Dave Saint aka Shaggy, who passed away unexpectedly in April. Four days before the event, Andy Manston died, also out of the blue. I still wanted to rally, it's what I love, but it was an emotional rollercoaster and I was grateful for the hugs with old friends before the start (and getting to spend the day with a good friend too).

I had worked hard to ensure Muriel's setup was better for this event, as I wanted to show Tom what she was really made of. Mine and Tom's first loop was slow, not because of anything we did but being the first car through we were helping marshals find pens to sign our timecard at passage checks, remembering to click their pen on, etc. Tom was six seconds quicker than me on test one, which was my own silly fault; I tried to be too brave into a cone and had a lock up and a small reverse. However Test 2 was THE test – I got a fastest test time! This is only the second time ever I have had a fastest test time, so that was an achievement. Each loop was three tests and on Test 3, Tom was 3 up on me so after the first loop and timecard we were sitting 2nd and 3rd overall. Dream team!

For the second loop, Tom came into his own and was fastest on every test (and I was a little further back). Across three tests, we (with Tom driving) were 32 seconds quicker than the next quickest car which was really quite something. Whilst I don't want his head to get too big, the MR2 is quick but he drives well, too, and I'm ok at shouting. It was his first time at the venue which makes it more impressive, and those times put us into the lead.

On the third loop, Tom was quickest on two out of three tests again, a cone penalty on Test H just dropping us down on that test. There was no debating whether we hit it or not, I think it might have ended up outside the fence line! We were leading by exactly one minute with three tests to go, and I was sitting in 6th. We didn't have many moments in either seat, and were both pushing and it was working well.

I debated changing my front tyres for the last loop but decided against it, which if I was chasing overall positions was a mistake, with hindsight. However, with me driving we were leading our class by two and a half minutes, so it didn't feel worth it. We'd been unlucky a couple of times with me driving and being held at PCs, and there were only a few seconds covering several positions. We both had a good last loop; quickest on the final test with Tom driving, and only three seconds off quickest across the other two tests. We dropped to eighth with me driving, but I did save some tyre wear!

Tom and I knew that with him driving, we just needed to get round the final three tests, and get round them well, without penalties. As we had a healthy lead we knew as we stopped on the final test we had likely won; after three second overalls and less than a year after we first sat together, it finally happened (and by over a minute). We had a good run round with me driving too and won our class by over three minutes.

We really couldn't have asked for any more, and I listened to Tom (an improvement on last time), I didn't question any calls (another improvement on last time!) and winning overall and winning our class with me driving was magic. We normally say we go rallying to have fun and eat minstrels and what will be will be, but to walk away with those results was something special. I'm glad he puts up with me, because we do have fun.

Back in the paddock, we started loading up and kept an eye on results. Tom asked if I wanted to do the speech, and I said yes please if he was ok with it. I wanted to recognise both Shaggy and Andy and try to do them both justice. It was Andy's birthday too, so I had a bit of a think.

It came from the heart at the time and I didn't write it down, so this is my best recollection.

Speech: *So, I think as winners we're supposed to say something and I'm going to try, but Tom's ready to step in if I can't make it to the end.*
Firstly, thanks to Tom for a great drive today. You also kept my head in the game which I needed, so thank you. I wasn't originally planning on doing this event, as it's not five minutes from home, but I've competed here for years and love the venue. Tom asked if I fancied it and the dates worked, and with Shaggy's passing I wanted to remember him but now Andy isn't here too.
Thanks to the organising team. Shaggy should have been heading things up and others have become involved, so thank you. Thanks Ben for taking it on.
Thanks to all the marshals, especially my husband for marshalling.
I would normally use a me phrase and say it's been "an interesting week". But it hasn't, it's been a difficult week and an emotional day. When we were stood in the drivers' briefing this morning, I had a message from Sarah, Andy's wife which said "have a great day, and remember Andy with a smile." And I think that's good advice, for both Andy and Shaggy.
We've won awards today, but it doesn't really matter how any of us have done, whether we're going home with awards in hand or not. What matters is being here and having fun and the people that make up rallying. I've been fortunate to make lifelong friends through this sport, and that's what really matters, it's the people.



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Not just 180 miles! – By Chris Jones

On Saturday 3rd of October, it was time for one of Rob Hall's "special" 12 cars. The event was "only" 180 miles, which for a 12 car is incredible! But with that distance, comes a lot of work behind the scenes.

To start with the event needs a route. Rob spent many a day looking over different OS maps trying to see what route would give him the distance he envisaged, whilst also being entertaining and tricky enough in good measure. A start and end location was chosen. The Kassam stadium is a great starting venue for such a big event! Then Rob was onto applying and obtaining the permits.

From that, there were routes and white roads that looked possible but needed to be checked out. So off Rob went with a number of different helpers, for numerous evenings exploring the Oxfordshire, Hampshire, Wiltshire countryside in his now trusted Renault Kangoo van, trying to see what would be passable for a Rally car and what would not. We even contacted the Forestry commissions and Savernake Forrest for the opportunity for crews to drive through the forest. They were happy for us to explore, but sadly when we drove through, there was only one long straight route in and out which made it not suitable.

Once all these checks were complete, the first draft of the route could be placed on the maps. Then it was sent to the Rally Liaison Officers (RLO) who covered each area the route crossed into. A number of adjustments were required to avoid PR sensitive areas and some local knowledge from some of the RLO's added some extra fun and unknown roads. Once this was all confirmed, the route was adjusted and plotted once more with a final confirmation made with the RLO's. This was then followed by informing the local Police that there will be a Navigational Rally taking place on their patch.

Then it was back to driving the route again to make sure what was on the maps worked. Whilst doing this, you are also looking out for the locations to place Passage Checks (PC), Time Controls (TC), Main Time Controls (MTC), Neutral Time Controls (NTC), Code Boards (CB) and Driving Standard Observer (DSO) locations.

Once confirmed the route can be added to the Rally App, including all the above locations. Then it is back to checking the route again and making sure all the locations on the app are working and are in the correct location. There was an error with MTC2. Rob visited MTC2 numerous days in a row, but it failed to show up on the app for competitors. Eventually he managed to get it resolved.

Next, it was onto the navigation, Dave Galbraith worked on the expert, and Tim Sawyer worked on the Novice. For 180 miles, it takes a lot of effort to make sure the navigation is all correct and ready for the crews to try and figure out. Once complete all navigation and handouts are printed out, final regs are sent out, beginner maps are marked up, DSO locations are assigned to volunteers before a final check of the route is carried out checking for road closures and any other potential changes / issues. As the title says, it is not just 180 miles for those that organised the event.

On the night, there were code boards to put out (and collect later on), the start location needed setting up, handouts and signing on provided for the crews before the event briefing was then given by Rob.

A quote to me from Rob Hall just before the event started, "remind me never to do this again!" A few days later, and he had already started planning a 200+ mile route for the next one!!



For me, on the night, once I had got everyone parked up next to each other at the start location (well nearly everyone, Rallyboy needed two spaces for his show pony), my job was course opener with Simon Blackshaw on the maps. It was a somewhat of an easier night than Simon had planned reading from marked maps for a change after his driver had pulled out before the event. We started at 1930hrs, 30 minutes ahead of car 1.

With that gap in hand and not needing to plot at each TC, made it a relatively simple enough night. It was an excellent route, plenty of white roads to use, with the majority being smooth. Although the last or second from last white was rough!



An early issue we had was getting stuck behind a car that was all over the road but somehow managed to follow the exact route we were taking for several miles. I presumed the car owner was drunk and had let the family dog drive them home! There was plenty of wildlife on route too. Lots of owls, an unknown bird that was sat on the brow of a hill right in the middle of the road, a hare that I am very confident went between my wheels and not under them as it shot out in front of us, and plenty of deer. Usually when behind deer, they dart off to one side of the road. But for two young deer's, they decided to run along the road in front of us for about a mile! Long enough for Simon to get his phone out and take a picture. They must have needed a well-earned rest after that! We then got into Wiltshire, and roads I would say I am more familiar with, but by then the fog had closed in. Any local knowledge I had made no difference as it was hard to see especially with tired eyes!

Eventually we got to the end in Didcot sometime after 0300hrs Sunday morning. We then waited for all the crews to arrive safely before awards were given out and finally heading home. Seeing everyone smiling at the end, swapping stories and hearing from further afield how impressed people were with what the club had put on made all the effort Rob and his team put in worthwhile.

Torbay Autocross – By James Hall

The last 2 rounds of the ASWMC autocross championship were to be hosted by Torbay Motor Club, supported by Central Garages - and what a weekend it was!

The Saturday morning was met with stunning views, complimented by the superb track Colin had put together for us. The track had a mixture of elevation changes, mixed with a huge variation of corners, which made the weekend a pleasure to drive on.

My class (E1) had some serious competition, the unstoppable Steve Hawkins, the rising star Polly Ashley, the stunning YaCar of Nigel Booley and the Subaru of John Rigden.

The weekend saw me come away with the fastest time of the weekend, only due to a blinding time on Saturday giving me a 5 second advantage. Sunday saw Hawkins take the faster time, gaining 3.4 seconds on me, meaning we were just separated by 1.6 seconds across the weekend.

An absolute sterling weekend, but also a sterling championship. The sport would be long gone now without Colin Anderson; the effort and passion he has to keep the sport going is something special, so thank you. A huge thanks also goes to Torbay MC, Central Garages Torbay and all of the Marshals that undertook the rain and the sun! Here's to 2027!



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Thursday: 12:00 – close
Friday: 09:00 – close
Saturday & Sunday: 09:00 – close

BAR HOURS

Monday - Tuesday: 15:00 - 23:00
Wednesday - Thursday: 12:00-23:00
Friday - Sunday: -12:00 - 00:00

LOCATION

WHICHFORD RD, HOOK NORTON, OX15 5DF

WHATS HAPPENING AT THE GATE HANGS HIGH?



- Car & Bike night every 3rd Tuesday
- Breakfast served 20% off for campers Friday - Sunday 9-11:30
- Live music check socials for info
- Sunday roasts 11am - till we run out
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Delight at Dengie – By Suze Rogers

The Mid Devon targa was one to forget – yes we finished, but an intermittent clutch, losing 1L of coolant, a front brake issue and dropping to three cylinders made for a challenging day. We got back fairly late on the Sunday and so investigation work didn't start until the Tuesday evening, and we had just under two weeks to get ready for the inaugural Dengie 100 Targa.

We had hoped the losing coolant issue was a failing radiator pressure cap, but a quick test drive showed that wasn't the case as even at normal running temperatures, Fly was still losing coolant. Gavin set about fixing other issues such as the brakes, with a plan to change the head gasket over the bank holiday weekend. Mid Devon was rough in places, and he found a front brake pipe had been nicked, which explained the brake issue, and we set about building a new clutch release bearing. We talked about whether we would withdraw but decided with the Bank Holiday weekend we should have time.

Six days post the Mid Devon targa, I was in Southampton for football and Gavin asked me to call him when the match finished. He had been planning to change the head gasket that day, but he had had a good look and couldn't see anything wrong, which was leading him to think the head might be cracked, not ideal. He said the only way of us competing on the Dengie was to change the engine and what did I think… I said yes, I think that sounds like it is the only option, but you speak to Anthony, I'll speak to Tom and let's get input from people with more mechanical knowledge than I. So, come 17:45 on Saturday, an engine change was decided…

Gavin spent Bank Holiday Sunday changing Fly's engine (we have an old spare which he was planning to get rebuilt but as it was not urgent and money doesn't grow on trees, it had been left – it had come out as it was using oil). That felt better than what we have, so that was what was going in as it was also our only option! Our Monday plans got cancelled so he could concentrate on Fly but about 17:30 on Monday she was done – hurrah! He still had some tyres to sort and spanner checking etc to do, but we were going to keep our entry in as the most difficult work was done.

We headed east on the Saturday and checked into our accommodation not far from the start venue. Sunday soon came round and it was off to noise and scrutineering. The finals said we would not be able to collect our road books (which contained test diagrams) until after the drivers' briefing so we didn't bother getting there too early. In hindsight that was a mistake, as road books were given out before the briefing, meaning I had not as much time as I could have done to mark up 18 individual diagrams for the tests.

We had been seeded at car 7 and before too long we were on our way. We matched the bogey on Test 1, the only other car to do this was Tom in his MR2, with Bradley White alongside for the first time. Off to Test 2, and this time we were under the bogey, but as we came to the finish I could see the MR2 parked up. We stopped and spoke with Tom and Bradley and it turned out the engine had started knocking; gutting given Tom had changed it after our Walter's retirement.



There had been a little of the sea wall on Test 2, but Tests 3 onwards had more. The tests were a mixture of the edges of fields, across fields, the sea wall and some rather gravelly access roads to a wind farm. We were going well and getting code boards down quickly, before the first loop of nine tests finished around a quarry. Neither of us enjoyed this test and felt we had been slow, but we were pleased to be only a few seconds off the quickest time.

The afternoon was the second loop, with the same nine tests. The quarry test was running the same as in the morning, with many of the other tests reversed. We didn't know it at the time, but we were sat 2nd overall at lunch by 1 second, with the quarry test having made the difference. Crucially, Fly's engine was pulling well, her clutch was working as it should and we had not lost any coolant from our lunchtime checks.



We seemed to be going well again in the afternoon, although like many others, we dropped a little time at Cone D on Test 11. We went the right way, but not as quickly as we could have done! We were pushing on and all was going well until Fly's bonnet started flapping in front of me. We had this issue at Combe last year and put that down to a crew error, but this time, we have watched our onboards back and can see the ring starting to shake loose and eventually going. Gavin had to drive to the end of the test trying to push on whilst managing the issue; at one point I thought her bonnet was coming off with the angles, but we made it.

Our afternoon loop also saw us pick up a puncture on the penultimate test, but thankfully this happened towards the end of the test and didn't hamper us too much. We got it changed after the test finish and headed to the final test running second on the road. Having been seeded at car 7 this was a bit of a surprise, but several crews had been unfortunate enough to retire by this time.

I'd said to Gavin when we went out for the afternoon, it was a day where being clean (i.e. no penalties) was important, and we thought we had done ok. We got round the final test and headed back to the finish, before the long four / five hour drive home.



There was a bit of a wait whilst everything was processed but then it showed… 1st overall! Our first win together in Fly on a targa after several 2nd overalls and many top ten finishes. We compared some times with the Lanes before collecting our awards and heading home. For an event we didn't think we were going to make and which needed SO much work just to get to the start, we couldn't have dreamed of a better result. That's my second targa win as a navigator in 2026 but first with Gavin in Fly, so a good year so far.

Because of Rallying – By Alan Jones

I had joined the RAF in January 1974 in order to get the money to go rallying (Oh, and see the World!). However, my trade training at RAF Cosford, near Wolverhampton, would take 18 months and I needed to pass all the exams, so my motorsport activities were going to be reduced straight away! (RAF Cosford is still a training station and is home to the excellent RAF Museum Midlands (free entry but car parking charges) if anyone is interested; or if you are green-fingered, David Austen Roses are based in Albrighton village nearby.) However, I did manage some spectating during the year as well as navigating on two Welsh road rallies, one of these being my first attempt at the infamous Cilwendeg Rally. This remarkable test for driver and navigator was notable during it's time in the Motoring News Championship for having a 200-mile route, all within a 12-mile radius of the start / finish at Newcastle Emlyn!

Somehow, I managed to pass all my RAF exams and so in June 1975, I was surprisingly posted to..... RAF St Athan, just 20 miles from my home town! But it did mean I could keep in touch with all my rallying contacts at the weekly Port Talbot Motor Club (PTMC) meetings, spectate on lots of events with mates, while also fitting out my road-going Mini with the essentials for my first attempt at rally driving (I may have also done some work in the day for the RAF?).

The Snowball Rally in January 1976 was entered for my driving debut, consisting of about 120 miles of South Wales's finest lanes and we were starting as car #107 in Class 3, the Novice class. Well, with my driving skills, we were obviously leading the class, if not the rally, when after about 40 miles, I was trying to help my navigator find a "slot right" by glancing up a farm track), when suddenly a ravine jumped out in front of us! The car stopped nose down at a seemingly precarious angle, so we gingerly scrambled out and assessed the situation. Rally over!





We came back later that day with tools and rope to pull the car out, but we still had to ask (pay) a passing farmer and his Land Rover to tow it out. The car had stopped in some dense undergrowth before the next 20 feet to the stream below and then we discovered it was also balanced on an old leaf-sprung back axle, either dumped there or it was the skeletal remains of a previous rally car. Surprisingly, the main damage was the back subframe which split when we were pulling the car out due to the angle of pull, but I could still drive the car back to my Father's house. Phew!

With my wallet suitably frightened and my driving skills (or lack of) now up for discussion, I was back navigating 4-weeks later for a good mate Ken, while the Mini was being repaired. I had done some 12-car rallies with Ken, and we had been spectating / marshalling before, but he had also now decided to get his lovely road car (Escort 1300 Sport) prepped for road rallies. A mechanic friend of ours, John Thomas, had helped prepare the Escort and was also going to repair my car. John was also a navigator of some repute and was responsible for bringing Ari Vatanen over to the UK to do his first rally here with John, the 1974 Welsh, so we never tired of any of his stories, and he also very kindly gave me tips on navigating.





But with my car off the road, I needed transport and so bought a 1972 Moskvich 1500cc Van for peanuts and this actually served me well all year. My Mini ended up with gearbox problems so that took extra time and then I got rid of it. The best thing that could be said about the Moskvich was that it was sturdy, i.e. built like a brick "outhouse" but with 4 wheels and covered in galvanised tin. You will see the saloons in all the old films about Russia (USSR) but some were even raced and rallied in the UK; search for "Moskvich 412" if you are that interested. Being a van, I also used it as a service barge for mates on stage rallies as well as my normal transport and with cushions thrown in the back, was used to carry extra passengers to hostelries and back.

As for rallying, Ken and I started the year in the Novice Class, moving up to the Expert Class by the end of the year and finishing all12 road rallies entered, including the Cilwendeg again for me, where we finished 37th overall (seeded at @122!) and the well-respected PTMC Novice Rally (12th O/A). Our main focus was competing on events in the PTMC Road Rally Championship, a tall order in our little1300cc, considering our initial lack of experience against more experienced crews some of whom had ensured that Port Talbot had won the Welsh Club Championship for many, many years! Whilst not troubling the top ten finishers necessarily, we were consistent and had many battles with another PTMC crew in an Avenger Tiger, the navigator being Keith Bevan (more of him later). Well, PTMC's status as the leading Welsh Club must have been going downhill, because somehow, I won the Navigator's Championship (probably more through luck and consistency than skill!).

I also did a few stage events during the year with other drivers, including the Castrol 76 (National) Rally in a full Group 1 Escort RS2000, beating Ari Vatanen in the process! True story!

Our car took a dislike to a ford in one of the forests and was misfiring from then on, but we eventually finished 106th overall, while Ari must have had bigger problems and finished 117th.



New Year's Day, 1977, and maybe because I was hungover, but I part-exchanged the mighty Mosky and bought my one and only brand-new car, a rear wheel drive, rear engined Skoda S100 (approx. £1100 iirc), made in the Czech Republic and the cheapest new car on the UK market but equipped with a powerful 41bhp, 988cc engine (0-60 mph in a leisurely 22secs!). The plan being that this year I would be needing a reliable car in order to travel all over England and Wales, showing my face and competing on events in the RAF Road Rally Championship since there was a rumour that the RAF were considering competing on Stage Rallies in the future? (To be continued.)

The year also included Welsh stage events in the forests and on Epynt (Mini and Mk1 Cortina Twin Cam) and the usual road rallies with another mate in his Mexico (1977 Cilwendeg, finishing 22nd overall) plus back with Ken, who had upgraded the Sport for a much faster (but annoyingly unreliable) Mexico!

My top tip, if you carry spares in your rally car in case of breakdowns, make sure the spares will actually fit that car (Escort Sport points don't fit a Mexico's distributor!).







SOCC Championship Tables

SOCC 2026 Autotest Championship

Position	Name	January	February	April	June	August	TOTAL
1	James Hall	18.0	15.0	15.0	18.0	0.0	66.0
2	Matt Endean	15.0	18.0	11.0	15.0	0.0	59.0
3	Shane Parry	0.0	0.0	18.0	13.0	18.0	49.0
4	Louise Wren	0.0	0.0	7.0	11.0	15.0	33.0
5	John Risby	0.0	13.0	0.0	0.0	11.0	24.0
6	Billy Johnson	0.0	0.0	5.0	0.0	11.0	16.0
7	Nick Boyd	0.0	0.0	0.0	0.0	15.0	15.0
8	Max Bird	13.0	0.0	0.0	0.0	0.0	13.0
9	Chris Smith	0.0	0.0	13.0	0.0	0.0	13.0
10	Chris Oakes	0.0	0.0	0.0	0.0	13.0	13.0
11	Rob Granger	0.0	0.0	0.0	0.0	13.0	13.0
12	Tom Howarth	11.0	0.0	0.0	0.0	0.0	11.0
13	Ethan Welsby	0.0	11.0	0.0	0.0	0.0	11.0
14	Martin Moore	9.0	0.0	0.0	0.0	0.0	9.0
15	Ollie Westcott	0.0	9.0	0.0	0.0	0.0	9.0
16	Bob Wisniewski	0.0	0.0	0.0	9.0	0.0	9.0
17	Finlay Daffron	0.0	0.0	0.0	0.0	9.0	9.0
18	Chris Price	0.0	7.0	0.0	0.0	0.0	7.0
19	Chris Lee	0.0	0.0	0.0	0.0	7.0	7.0
20	Cain Bromwich	0.0	5.0	0.0	0.0	0.0	5.0
21	Joel Price	0.0	3.0	0.0	0.0	0.0	3.0
22	Dave Fulton	0.0	0.0	3.0	0.0	0.0	3.0
23	Oscar Bromwich	0.0	1.0	0.0	0.0	0.0	1.0
24	Tom Dunham	0.0	0.0	0.0	0.0	0.0	0.0
25	Michael Symonds	0.0	0.0	0.0	0.0	0.0	0.0
26	Freddie Osborne	0.0	0.0	0.0	0.0	0.0	0.0
27	Ben Ridding	0.0	0.0	0.0	0.0	0.0	0.0
28	Neil Ridding	0.0	0.0	0.0	0.0	0.0	0.0

	FTD
	1ST CLASS
	1st Novice

SOCC 2026 Johnson Agri Plant 12 Car Championship – Drivers

South Oxon Car Club - 12 Car Championship - 2026

Sponsor - JOHNSON AGRI-PLANT - 07765 164995

Drivers Championship

		Events			x 1.5 Points		x 2 Points			
Position	Name	Jan 12 Car	Feb 12 Car	April 12 Car	May Scatter	Chairmans 12 Car	Nov 12 Car	Total	Dropped Score	Final Total
1	Lewis Ayris	11	12	12	18	10	0	63	10	53
2	Bob Wisniewski	6	11	12	13.5	6	0	48.5	6	42.5
3	Richard Austen	8	8	5	15	0	0	36	0	36
4	Eddie Haynes	6	12	6	1.5	11	0	36.5	1.5	35
5	Harry Brierley	12	9	10	1.5	0	0	32.5	0	32.5
6	Chris Jones	0	7	6	12	6	0	31	0	31
7	Rob Hall	6	12	11	0	0	0	29	0	29
8	Tim Sawyer	12	0	6	9	0	0	27	0	27
9	Billy Johnson	7	6	7	0	6	0	26	0	26
10	Chris Oakes	9	5	9	0	0	0	23	0	23
11	Oscar Bromwich	0	10	0	7.5	0	0	17.5	0	17.5
12	David Lapworth	0	0	0	16.5	0	0	16.5	0	16.5
13	Martin Moore	5	0	8	3	0	0	16	0	16
14	Michael Stanley	0	0	0	10.5	0	0	10.5	0	10.5
15	Rob Granger	10	0	0	0	0	0	10	0	10
16	Cain Bromwich	0	0	0	0	9	0	9	0	9
17	Michael Symonds	0	0	0	0	8	0	8	0	8
18	Henry Matthews	0	0	0	0	7	0	7	0	7
19	James Hall	6	0	0	0	0	0	6	0	6
20	Stuart Martin	0	6	0	0	0	0	6	0	6
21	Craig Fraser	0	6	0	0	0	0	6	0	6
22	Martin Sawyer	0	6	0	0	0	0	6	0	6
23	Andrew Oaks	0	0	0	0	5	0	5	0	5
24	Chris Dedman	0	0	0	4.5	0	0	4.5	0	4.5
25	Vicky Lewis	0	0	0	1.5	0	0	1.5	0	1.5
26	Ollie Westcott	0	0	0	1.5	0	0	1.5	0	1.5

SOCC 2026 Johnson Agri Plant 12 Car Championship - Navigators

South Oxon Car Club - 12 Car Championship - 2026
Sponsor - JOHNSON AGRI-PLANT - 07765 164995
Navigators Championship

Position	Name	Events Jan 12 Car	Feb 12 Car	April 12 Car	x 1.5 Points May Scatter	Chairmans 12 Car	x 2 Points Nov 12 Car	Total	Dropped Score	Final Total
1	Matt Outhwaite	11	12	12	18	10	0	63	10	53
2	Brian Cammack	12	9	10	1.5	12	0	44.5	1.5	43
3	Olivia Wisniewski	6	11	12	13.5	0	0	42.5	0	42.5
4	Simon Blackshaw	10	6	0	9	6	0	31	0	31
5	Simon Lytton	0	8	5	15	0	0	28	0	28
6	Andrew Oakes	9	5	9	0	0	0	23	0	23
7	Dominic Hodge	0	0	11	0	11	0	22	0	22
8	Rob Sharpe	7	6	7	0	0	0	20	0	20
9	Jasper Walter	0	10	0	7.5	0	0	17.5	0	17.5
10	David Richards	0	0	0	16.5	0	0	16.5	0	16.5
11	Tom Dunham	0	0	8	3	0	0	11	0	11
12	Izzie Holman	0	0	0	10.5	0	0	10.5	0	10.5
13	Justin Kendrick	0	0	0	0	8	0	8	0	8
14	Tim Sawyer	0	7	0	0	0	0	7	0	7
15	Keiran Powers	0	0	0	0	7	0	7	0	7
16	Rob Granger	0	0	6	0	0	0	6	0	6
17	Mae Moore	5	0	0	0	0	0	5	0	5
18	Chris Oaks	0	0	0	0	5	0	5	0	5
19	Polly Dedman	0	0	0	4.5	0	0	4.5	0	4.5
20	Rob Hall	0	0	0	1.5	0	0	1.5	0	1.5
21	Ciara Nicholson	0	0	0	1.5	0	0	1.5	0	1.5
22	Cain Bromich	0	0	0	1.5	0	0	1.5	0	1.5

SOCC 2026 Johnson Agri Plant 12 Car Championship – Best Driver and Navigator

South Oxon Car Club - 12 Car Championship - 2026
Sponsor - JOHNSON AGRI-PLANT - 07765 164995
Best Driver & Navigator Award

Position	Name	Events Jan 12 Car	Feb 12 Car	April 12 Car	x 1.5 Points May Scatter	Chairmans 12 Car	x 2 Points Nov 12 Car	Total	Dropped Score	Final Total
1	Tim Sawyer	12	7	6	9	0	0	34	0	34
2	Rob Hall	6	12	11	1.5	0	0	30.5	0	30.5
3	Cain Bromwich	0	0	0	1.5	9	0	10.5	0	10.5

SOCC Rally Championship – Drivers and Navigators

CLARIDGE MOTOR SALVAGE
Tel: 01993 840831/ 01993 840850

DRIVERS CHAMPIONSHIP

SOUTH OXON CAR CLUB
Motorsport UK Affiliated Club

T. J. Hall & Son Ltd
Motor Engineers

NAVIGATORS CHAMPIONSHIP

Rally Driver standing		*18/10/26*
Name	Rounds	Points
Lewis Ayris	7/7	127
James Hall	7/7	95
Michael Jenkins	7/7	87
Mick Valentine	6/7	86
Gavin Rogers	7/7	68
Jacob Neal	7/7	63
Tim Sawyer	4/7	59
Simon Ayris	7/7	58
Aidan Corner	7/7	57
Suze Rogers	5/7	47
Chris Newton	3/7	44
Callum Black	2/7	42
Shane Parry	7/7	41
Alfie Hammond	7/7	38
Charlie Tuthill	7/7	32
Max Bird	4/7	30
Francesco Valmarana	2/7	24
Chris Hedges	3/7	24
Bob Wisniewski	3/7	24
Rob Hall	2/7	19
Freddie Osborne	5/7	18
Jack Birch	3/7	18
Julian Fouquet	2/7	13
Cain Bromwich	2/7	12
Kelvin Lame	1/7	10
Dominic Hodge	1/7	10
Chris Smith	3/7	10
Matt Faulkner	1/7	9
Andy Corner	2/7	9
Matt Endean	3/7	8
Josie Bishop	1/7	7
Alison Parsons	3/7	6
Freddie Tuthill	1/7	6
Dick Mauger	1/7	5
Eddie Haynes	1/7	5
Kevin Barnes	1/7	5
Nick Payne	1/7	5
John Risby	2/7	4
Ronnie Legg	1/7	2
Dave Thornhill	1/7	1
Kamila Newton	1/7	1

Rally Navigator standings		*18/10/26*
Name	Rounds	Points
Matt Outhwaite	7/7	127
Tim Sawyer	7/7	122
Suze Rogers	7/7	119
Jamie Woolley	6/7	56
Brian Cammack	7/7	52
Simon Blackshaw	4/7	42
Gavin Rogers	5/7	42
Ade Camp	7/7	41
Louise Wren	7/7	41
Kamila Newton	3/7	36
Josh Seymour	4/7	30
Pete Williams	3/7	25
Harry Brierley	4/7	25
Philip Russ	3/7	24
Matt Endean	1/7	18
Lewis Ayris	1/7	16
Izzie Holman	6/7	15
Oscar Bromwich	2/7	12
Dominic Hodge	1/7	12
Lucie Gutteridge	3/7	12
Mike Jode	7/7	11
Dave Galbraith	1/7	10
Rebecca Smith	2/7	7
Rob Granger	2/7	6
Josie Bishop	3/7	6
Richard Tuthill	1/7	6
Rob Hall	1/7	5
Dave Thornhill	1/7	5
Mike Stanley	3/7	5
Serafina Valmarana	1/7	4
Liam Alley	1/7	2
Gethin Johnson	1/7	1
Kevin Barnes	1/7	1
Chris Newton	1/7	1

SOCC Open Championship

C. R. Marks
PARTS FOR ALL CARS
"PARTS FOR ALL CARS"
BRANCHES IN
BANBURY & NORTH HINKSEY

SOCC Open championship standings				*18/10/26*
Name	Rounds	Points	Marshal points	Total
James Hall	7/7	72	12	84
Shane Parry	7/7	77		77
Louise Wren	7/7	64		64
Suze Rogers	4/7	46		46
Matt Endean	3/7	32	12	44
Nick Boyd	4/7	37	6	43
Gavin Rogers	4/7	41		41
Jamie Woolley	3/7	36		36
Harry Brierley	3/7	31		31
Ben Stockton	3/7	29		29
Chris Newton	3/7	28		28
Tim Sawyer	1/7	10	12	22
Robert Hall	1/7	10	12	22
Simon Blackshaw	1/7	12	9	21
Tom Bowen	2/7	19		19
Lewis Ayris	1/7	10	6	16
John Risby	2/7	14		14
Eddie Haynes			12	12
Caitlin Townsend	1/7	10		10
Gethin Johnson	2/7	9		9
Michael Symonds	1/7	8		8
Tom Dunham	1/7	8		8
Craig Fraser			6	6
Stuart Martin			6	6
Bob Wisniewski			6	6
Olivia Wisniewski			6	6
Mike Jode			6	6
Josie Bishop	1/7	6		6
Alison Parsons	1/7	6		6
Billy Johnson	1/7	5		5
Kamila Newton	2/7	5		5