

slipstream



Jimmy & Russell at Brean Stages, January 2011

www.witneymotorclub

February 2011

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**Please – when writing to Brian Pegram with a membership (whether it be new or renewal), please make the cheque payable to *Witney Motor Club*, & not to Brian.
Many thanks – removes the hassle!**

Chairman's Chat

The Club is definitely involved in running the stage at the Rally show on May 14th 15th. Lots of help needed for this event – please get in touch if you want to be involved.

The club now has a calendar on the website thanks to Simon and Craig we have got a list of dates for competitions for the year so check it out.

There are 6 more auto tests planned for the year along with 2 twelve car rallies, the rally show and the autocross plus all the karting events, it's going to be a busy year.

Let us know what your plans are for the year, I am planning to do some autocrosses and a few hillclimbs/sprints along with the club autotests.

Talking of sprints we have been invited as a Member club to the Curborough sprints I have regs available dates are as follows:

Saturday	7th MAY	CURBOROUGH	2 Laps
Saturday	13th AUGUST	CURBOROUGH	2 Laps
Saturday	1st OCTOBER	CURBOROUGH	1 Lap

There is a road car class for sprints if you want to know more let me know.

Les Samson has contacted me – anyone interested in marshalling on the Rally Sunseekers. Information is as follows:-

Bere Heath Stage, Wareham – 26 February 2011 – starts at 11.00am.

Contact me if you are interested.

Steve Boyle

Club web sites, for interest:

www.witneymotorclub.co.uk

www.witneymotorshow.co.uk

www.witneyautocross.co.uk

www.witneykarting.co.uk

Social Report

The Brewery tour went down well, as did the beer. Ten braved the cold for an early start at 7 pm. Not getting in until 7.25 meant we were all a little chilly and needed a ½ pint to start. I am sure Steve has written in more detail in this mag so I will leave it there except, if you ever do a Brewery Tour I suggest you DO NOT try the hops, they are foul to say the least.

10th February **Cupids Trophy** 8 pm start please.

10th March **10pin bowling**, Kassam stadium, Oxford.
Names to me please A.S.A.P.

New Forest Rally Marshals required, call Steve for info.

Derrick

Information from Derrick on mobile phones: Emergency

The Emergency Number worldwide for all Mobile Phones is 112. If you find yourself out of the coverage area of your mobile network and there is an emergency, dial 112 and your mobile will search any existing network in your area to establish the emergency number for you, and interestingly this number 112 can be dialled even if the keypad is locked. This works on all phones worldwide and is free. It is the equivalent of 999.

**IF YOU HAVE GIVEN US YOUR EMAIL ADDRESS,
YOU WILL NOW RECEIVE YOUR MAGAZINE BY
EMAIL –LET PAM KNOW IF YOU STILL
REQUIRE A HARD COPY.**

Morning After Autotest

It's with great pleasure I am writing my first report as Comp Sec.

We held the first competitive round of the 2011 season with the famous 'Morning After Autotest'. The event was held at British Motor Heritage and many thanks to Derrick for organising the location.

We had a great turn out with 10 competitors turning out for the event in a mix of cars from a mighty 1.1 Peugeot 205 to the dominant Ford Escort. The day was divided up into 8 individual tests with 2 runs per test. The fastest time to count toward the overall winner.

I would like to take this moment to thank both Derrick and Brian for their official time keeping and general course management duties. I may call on you again, be warned. I would also like to thank Sue for the tallying and scoring from the rounds. Between you all you made the day run smoothly and I thank you for your hard work.

The drivers were divided up into two classes, Novice and Elite. Novice drivers were graded by their experience of auto testing with the top placed drivers progressing up into the Elite class for future events.

The battle commenced and soon it became a 3 horse race with Russell, Daniel and Simon fighting it out for top honours. They were trading fastest times across both runs on each test but in the end Daniel Adderley emerged victorious with Russell Milligan in second and Simon Bradley in third. The battle in the novice class was a lot clearer. A returning Ben Williams drove off into the distance for a clear win in the Novice class and a 4th overall with myself in second and John Henman in third.

A great day was had by all and many thanks to all members who competed, supported and came along to watch. I hope to stage another autotest in the coming months and I look forward to meeting some new faces.

1 st	Daniel Adderley	(RWD) Elite
2 nd	Russell Milligan	(FWD) Elite
3 rd	Simon Bradley	(FWD) Elite
4 th	Ben Williams	(FWD) Novice (1 st Place)
5 th	Steve Boyle	(FWD) Elite
6 th	Craig Abbott	(FWD) Novice (2 nd Place)
7 th	William Trinder	(FWD) Elite
8 th	John Henman	(FWD) Novice (3 rd Place)
9 th	Vernon Wheeler	(RWD) Elite
10 th	Mark Bradley	(FWD) Novice

Craig Abbott

Another joke for you:

Q: Why did the golfer wear two pairs of trousers?

A: In case he got a hole in one!!

Laugh, go on!

Results of the Morning After Autotest

	1	2	3	4	5	6	7	8	total
Steve Boyle	20.81	18.77	22.09	32.51	21.90	12.40	18.40	26.42	173.30
Simon Bradley	21.12	17.93	23.13	21.47	21.95	12.81	19.21	26.71	165.33
Russ Milligan	20.17	18.83	22.65	21.45	21.48	12.34	18.78	26.62	162.32
Craig Abbott	24.87	20.93	25.20	28.38	23.36	12.91	21.36	28.09	185.10
Dan Adderley	20.35	19.29	22.45	22.72	21.32	11.83	18.73	24.76	<u>161.45</u>
Mark Bradley	36.76	32.79	44.28	31.61	22.67	16.94	22.73	40.20	247.98
Ben Williams	22.59	19.52	24.27	21.84	22.81	13.42	20.27	26.26	171.34
Vern Wheeler	22.38	26.09	31.92	22.37	26.38	13.12	36.23	34.48	212.97
Will Trinder	36.17	20.59	23.51	25.66	21.89	13.36	20.37	26.56	188.65
John Herman	27.27	20.69	24.36	26.61	24.83	12.78	20.65	47.09	204.28

!st FTD DANIEL ADDERLEY

1st in Class RUSSELL MILLIGAN
2nd SIMON BRADLEY

1st Novice BEN WILLIAMS
2nd CRAIG ABBOTT

Derrick Jephcott

Competition Secretary's Report – Feb 2011

Hello all. I hope you enjoyed my write up of Round 1 of the 2011 Autotest Season. There are changes afoot in the club. They will be confirmed over the next few weeks by Simon but it's all in an effort to make our competitive events more attractive to new comers and those who might have moved on to other things.

I would like to now release the competitive dates for the 2011 Autotest Championship. Locations for the events will be confirmed closer to the dates but anyone who has a location available please inform me as we always need space.

2011 Witney Motor Club Autotest Season

- Rd 1- 2nd January
- Rd 2- 6th March
- Rd 3- 10th April
- Rd 4- 5th June
- Rd 5- 17th or 24th July
- Rd 6- 29th August
- Rd 7- Provisional for Sep/Oct.

If the form from round one continues we should have a good number of people contesting in what is going to be a close but competitive season.

The club will also be re-starting the 12-Car Road Rally events this year. There will be two events scheduled in the 2011 season. The dates set are Friday 1st April and the Friday 21st October. The night before these events, the club will hold an introduction into 12 Car Rallying and show the basic skills to all who wish to compete. I will also need some lovely people to man some of the marshalling points. Simon and I will be working closely on making 2011 a lot more active.

Finally, you might have noticed that a new calendar tab has been added to the website. Can all members please send me any competitive dates you are taking part in and I will add them to the calendar. This will give us the ability to support some of our fellow club members out in the wider world of Motorsport.

Many thanks

Craig

K & R Mitsubishi Rally at Brean Leisure Park – 22 and 23 January 2011

This was the first rally of the year for the 'Just int ime' rally team of me and Russell. Since our last rally in September I had purchased a 2nd hand 206 cup engine and with both of us with limited spare time available pre- event testing consisted of driving the car onto the trailer!

When I got the car last year it was fitted with a standard engine and it soon became apparent that more revs and more power were essential so when in November I saw the correct Cup engine at the right price I jumped in and bought it straight away. One snag it was in mid Wales, as far west as you can go. Then a bit of luck, my brother in law Derek for the first time ever was going shooting at a friend's farm within a short distance of where the engine was and offered to pick it up.

Taking the old engine out was one weekend's free time used up then there was another cleaning everything that was now exposed. We tried to replace all the wearing parts like the clutch, cam belt, gear linkage everything that might give way on a rally.

Then cold weather and Christmas intervened and progress slowed but with an entry for Brean we had a deadline but with details like having to cut a dipstick as the new engine had a short tube and moving the radiator forward 25mm to avoid touching the exhaust manifold and finding a place for the now homeless expansion tank there was plenty to do.

Even the new seats to replace the out of date ones needed a sub frame fabricating, luckily I found some alloy channel on the farm that did the trick.

On the Thursday before Brean it was ready for it's Mot so over to Robert Hall's then a few finishing touches on Friday and back on the trailer and off to Brean picking up our "sponsors" stickers at Didcot on the way.

We get to Brean before 7pm and I am surprised that we only reach 88db on the noise test the old Sunbeam could get 100. A bit of a panic when we realise our air horn isn't working, try for a bit but my head isn't in gear so have to confess to the scrutineer. Everything else is fine so we are ok.

Saturday morning is cold so we have to watch out for ice so for the first proper running of the car we are on the 1st stage and its go and everything is working as it should. A spin on the first stage tells us where it's slippery but there is good bit of go in this engine and 7,600 revs means a lot less gear changing so whether we are making good times or not it is really nice to drive.

We had a few moments under braking but the only damage to the car occurred when I hit a safety concrete filled oil drum on a hairpin bend. The organising club put lots of safety items round the stages like big rocks and 1 ton tyre bales all provided for the good of the competitors' wellbeing.

It was obvious seeing the retired cars around the stages that we would be moving up from our seeded position of 64 but it was sad to see Dan and Roger's car sitting there too with a blown diff after being ahead of Dick Maugers WRC Escort.

42nd on Saturday evening was good being ahead of Norman Cutler and Derek Hill from Bournemouth but I was probably a bit cautious on the damp track on Sunday and eventually finished 45th.

The best bit was going left right left round the Unity farm buildings where the road was wider, flat in 2nd it was for me a Gilles Panizzi moment but without the donuts.

All in all a good rally well run by Rod McKenna and CRSW and thanks to Dave and Mike Cross for their support and to Lucy for joining us and letting Russell out to play.

Thanks to Anne for saving the weekend for us after we had forgotten to bring any bedding, luckily Taunton isn't far from Brean so we stayed there Friday night and borrowed duvets for Saturday night.

And finally I would like to thank my sponsor Pete from Evolution Reptiles for paying for his own stickers.

Jimmy

Round 1 WMC Karting Championship Daytona Milton Keynes

Round 1 of the karting championship was held on Tuesday 25th January at 7.00pm at Daytona. When I arrived I was a bit nervous as to who would be here as Jimmy was advertising it on Jack FM. But to my relief there was the friendly common faces sat at a table in the far corner; Steve Write, Ian Bishop, Jimmy and of course David and Michael Cross. After the 15 minutes of general chatting we went to get changed and have our briefing (good old Martin Brundle), David and Michael didn't come up and when I questioned them both they said that Michael had an operation on his knee and David was going to concentrate on his own go-kart this year which was a shame.

As we sat in the karts in the pit lane getting ready for the ten minute practice session, I was just trying to remember how to drive these karts on a wet and greasy

track, but whatever I thought of could not have prepared anyone for what was about to happen!

On the first few laps I think all of us had a spin, but eventually we started getting the hang of it, until my chain snapped on one of the engines which retired me to the pits for a kart change. So as everyone lined up on the straight to get into grid positions Craig Abbott's clutch decided to blow and after the cloud of smoke had cleared all you could see was a few flames coming up from inside the engine. After the kart was replaced we had the grid positions. William Trinder 9th Ian Bishop 10th Steve Write 16th John Henman 20th Craig Abbott 21st Jimmy Millagan 23rd Andrew Slatter 24th and new comer Megan Trinder 29th. As the race began I got a good start but took a nasty shunt off on the 2nd corner which put me at the back of the grid. As the race progressed there were so many spins and crashes that there is too many to write about so here is the break down; Ian Bishop had quite a trouble free race just a few punts and spins, Steve Write got a very unfortunate black flag for overtaking under yellow flag conditions, John Henman was the moving roadblock AGAIN!! Jimmy and Craig both had a close race, Craig was the quicker of the two but could not keep it going forward, where as jimmy was steady and just pipped Craig to the finish. Andrew Slatter had a very good race, after qualifying in 21st he finished 17th which was well deserved and Megan started slow but then she found her feet and at the end she was just getting quicker and quicker and would have got the award for best drive of the race. Well Done Megan!

The race results are on the website www.Witneykarting.co.uk.

I would like to thank Jimmy for setting up the event and I look forward to helping him organise the next. Thanks

William Trinder
Deputy Karting Co-ordinator

Riding Royal Enfield's in India

On my recent trip to India I got the chance to spend a day riding Royal Enfield Bullets from Pune to the holiday resort of Lavasa. Lavasa is in the mountains approx 40 miles drive up a winding road then down again to the resort by a man-made lake.

It was arranged by a friend, Sandeep. Every year I go there I say I want to ride an Enfield, I had shared this thought with a few friends who I work with when in India, and two of them were up for it too. Daniel, a German guy from Berlin, and Andreas, from Switzerland, both thought it was a good idea, although Andreas did not have a lot of experience with bikes - scooters yes, bikes no, so riding in Indian traffic was going to be tough.

If you don't know what Enfields look like check out:

http://www.royalenfield.com/Motorcycles/electra_twinspark.aspx

We left the hotel at 10:00 in a hotel shuttle for the trip to Sandeep's house where he had borrowed 4 Enfield's from friends. The first was already there and the second I had to go with him to pick up. We arrived at his friends who handed over the keys to a 1yr old Enfield Electra; these are based on the 50's style Enfields but are updated with electric start disc brakes and fuel injection. That was two Electras, the third bike was 1962 model which I was due to ride but the kick start kept swivelling around the hub so the two guys coming as guides jumped on it, push started it and set off looking for some tools to try and fix it. I then ended up on the fourth bike, a red Thunderbird. It took 2 ½ hrs to get everything together. Good job it was all organised but at last we were off.

The kick start on the old bike had not been fixed so we stopped off at a mechanic's on the side of the road to get it fixed, well bodged, but it worked and we were off, but wait, the black Electra would not start. Andreas saying it was dead. After much trying by the locals, I stopped them and looked for a fuse, as batteries don't just go flat instantly. The fuse was OK but once removed and replaced, the ignition was back and she fired up, we were off. After weaving through 6-7 miles of city traffic (glad it was a Sunday, less traffic) we stopped for petrol, right that's it, no more stops we were off.

Sharad and Suntil leading the way out of the city into the country side, the speeds in India aren't high, mostly between 30-40mph. The roads are too bad, too congested with traffic, not all of it on the right side of the road either. After a while we stop in a small village for water, to drink that is. It's thirsty work in the 32 degrees, constantly watching ahead trying to judge what the other road users were going to do. After leaving the main highway, which is smaller than the Witney- Carterton road, we headed off towards Lavasa on a small, twisty, bumpy road with four Enfield's roaring along together. The local villagers all stopped and stared. Next we reached a dam, after a rest at the dam and some photos the road got a lot better as it was a new road to the new holiday area that had recently sprung up. The road wound up the mountain with plenty of hairpins and sweeping bends great fun to ride on.

There is a check point at the top before the descent to the lake and Lavasa itself, I presume to keep the undesirables out. But they let us in! Sweeping down the road leaning from side to side overtaking lots of smaller bikes and cars was great fun. Here's a map of the area:



The wind in the hair!!!, the sounds of the single cylinder engine popping and banging was worth all the earlier delays as the four of us rode into Lavasa. After a quick lunch of Chicken Biryani we crossed the dam and took a few photos before a fast run back up the mountain , overtaking everything.

Although not the fastest bike it's more than fast enough for the roads in India and faster than the 125cc bikes that make up the majority of bikes on the roads (some with up to five people on them) that's because Hero Honda make 3.5 million, yes 3.5 million, a year and Bajaj 1.2million. So riding an Enfield (40,000 a yr) you do stand out.

As we got back into Pune the traffic was building up which was a whole new experience. Tuc Tuc's (3 wheeler taxis) bikes, cars, trucks, lorries, cows, goats, pedestrians they all want the same piece of road at the same time. Horns are definitely the most important piece of equipment in India.

But we all arrived safely back at Sandeep's with big cheesy grins and the memories of the best day out in a long time.



Steve

RESULT OF MY PROBI NG

NAME: **Craig Abbott**
POSITION IN CLUB: Comp Sec and general pain in the bum (his words!)
OCCUPATION: Sales Person for Mudie-Bond Mercedes Benz Commercial Vehicles.
DREAM OCCUPATION: Owner of my own race team
DREAM ROAD CAR: Nobel M12 GT0-3R
DREAM COMPETITION CAR: (Rally) MG Metro 6R4, (Track) Ascari KZR1 GT3
FAVOURITE MOTORSPORT DRIVER: I have massive respect for Sir Jackie Stewart.
'OTHER' HOBBY (APART FROM MOTORSPORT): Ummmm, Reading.
WHAT SUBJECT MIGHT YOU BE INTERESTED IN LEARNING? Welding
WHAT WOULD YOU CHANGE ABOUT YOURSELF?
A rather redundant tummy.
WHAT IMPROVEMENT WOULD YOU MAKE TO THE MAGAZINE?
More up to date info. Something like a monthly or bi-monthly calendar with our events and meetings in it.

Let's see, who shall we pick on next month? You'll have to wait and see!

Pam

Jimmy's Rant of the Month

One thing that makes me feel angry is when I hear on the radio of a cyclist being killed or seriously injured in a collision with a motor vehicle.

Cyclists are very vulnerable on our roads and although some accidents are caused by them, it is up to motorists to give them space and to always expect them to do the unexpected.

The same advice goes to cyclists as my cycling enthusiast son Pete often tells me of near misses when he has been overtaken by a car which suddenly decides to turn left so suddenly, he has had to go left too!

When I was learning to drive I was told to give cyclists as much room as a car and I try to abide by that and allow them enough space to fall off without hitting my car. I think the argument that they shouldn't be on the road because they don't pay road fund licence doesn't hold water because most of them do, but choose to cycle, so leave more space and fossil fuel for the rest of us.

On my one trip to Brazil when being driven by a friend in a VW Jetta two boys on one bike decided to swerve across the road in front of us from the right (they drive on the right in Brazil) while we were doing about 60mph. Amazing no bones were broken during their airborne trip over the roof of the car although the windscreen was shattered and one boy's shoe was never found. I have often wondered had I been driving, would I have been able to avoid that collision? But it happened so quickly that the outcome was probably the best possible result and any other reaction could have had far worse consequences.

Next Month: Middle lane hoppers who don't realise that cars pulling rally cars on trailers are not allowed to use the outside lane.

Jimmy

Magazine Editor's 'Bit'

Wow, quite a magazine this one. Do hope you are enjoying it, it's been great fun putting it together.

The thing that Jimmy, Brian and I agree on is "one eyed monsters" - you know the sort. Recently Brian and I visited our daughter in Scarborough and, coming home (at night, of course), as soon as we entered Oxfordshire it seemed we were seeing more and more of them. In fact, we followed a Range Rover that, at the back, had only one nearside light - talk about an accident waiting to happen! Have our police only got one eye each? How often are those cars put through an MOT? Therefore, are they insured? We bet they aren't. PLEASE, keep an eye on your lights, that they are all working.

Nag over, now what have we got that you could win:



This trophy was made and presented to the club by a member, Trevor Hughes. As you might guess, he was a joiner at (I think) a British Leyland plant at the time. It was first used in 1978 - wow, I would never have guessed it was SO OLD! (This was Craig's suggestion, again! - He keeps coming up with good ideas.) It is used for the Cupid's Trophy darts night - see you there.

Pam

WITNEY MOTOR CLUB

Membership Application Form

When complete, please return this form with the correct remittance to: **Brian Pegram**
152 Brize Norton Road, Minster Lovell, Witney, OX29 0SH

To apply for a FULL membership, a FULL driving licence must be held. Make out cheques to WMC.

Family membership covers Husband & Wife (one of whom need not hold a full driving licence) plus children who do not hold a driving licence.

Membership type	Cost	Qty	Total
ADVANCED FAMILY MEMBERSHIP*	£23.00		
ADVANCED SINGLE MEMBERSHIP*	£20.00		
FAMILY MEMBERSHIP	£15.00		
FULL SINGLE MEMBERSHIP	£12.00		
SOCIAL MEMBERSHIP	£ 5.00		
WMC Windscreen sticker	£ 4.00		
WMC car sticker	£ 2.00		
WMC sweat shirt	£15.00		
WMC tee shirt	£10.00		
	TOTAL		
Your details			
Your full name (please state if new)			
Address			
POSTCODE			
Occupation			
Tel no: Home			
Work			
Mobile			
Email address			
Date			
Signature			
Are you a new member?			

Your details will be held on a database to enable distribution of club information only. Please tick whichever aspects of the club you are interested in.
*THIS OPTION IS FOR NEW MEMBERS ONLY - INCLUDES FREE ENTRY TO A TREASURE HUNT, AUTOTEST & 12-CAR RALLY.

Stage rallying	Yes / No
Autotests	Yes / No
Autocross	Yes / No
12-car rallies	Yes / No
Treasure Hunts	Yes / No
Social	Yes / No
Karting	Yes / No

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