

# slipstream



Photo of Philip Cox, taken at the Sandocross, Weston-super-Mare  
(photo courtesy of Jimmy Milligan)

[www.witneymotorclub](http://www.witneymotorclub)

## May 2013

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## Club web sites, for interest:

[www.witneymotorclub.co.uk](http://www.witneymotorclub.co.uk)  
[www.witney motorshow.co.uk](http://www.witney motorshow.co.uk)  
[www.witneyautocross.co.uk](http://www.witneyautocross.co.uk)  
[www.witneykarting.co.uk](http://www.witneykarting.co.uk)

**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 – avoids the hassle!

## **Chairman's Chat – May 2013**

Hello, I finally have confirmation of the date of the **Witney Motor club 50<sup>th</sup> Birthday Party**. It will be the **13<sup>th</sup> of July in Langdale Hall Witney**, The evening will be a celebration of Witney Motor Club along with live music and a buffet. Tickets will go on sale as soon as the costings are calculated. This should be a great chance to catch up and meet old and current members.

Also don't forget **the Motor Show**, which is coming up on **4<sup>th</sup> July** – this is where we plan to kick off the 50<sup>th</sup> celebratory events which include:

- ❖ **7<sup>th</sup> open day**
- ❖ **11<sup>th</sup> Mickolew walk-about treasure hunt**
- ❖ **13<sup>th</sup> PARTY**
- ❖ **21<sup>st</sup> Autotest At West Oxon Steam & Vintage show**

After consultation with the MSA about what we can and cannot do at the open day on the 7<sup>th</sup>, we will run a Gymkhana and an autotest or autosolo. Drivers who bring a car for demonstration runs will be entered for free. We would love to see a range of cars there including rally cars. We are planning a BBQ and the aim is FUN and showing what WMC is about.

Regards

**Steve**



Photo taken at the Sandcross, Weston-super-Mare  
(photo courtesy of Jimmy Milligan)

## Competition Secretary's Report

Hi all,

Well , it was a quite month. We decided to move the autotest to this month as Jimmy ran the Karting on the 28<sup>th</sup>. In the end it was a good day, looking forward to the next round.

Now the weather is picking up we will be running an auto test so get you names to me and I will let you know details!!

Short and sweet this month as been very busy with work etc...

Also anything else anyone would like me to organise I will get on and do it, so please just let me know so come on let's get your ideas!!

We are looking to running an auto solo, so is anyone interested?

Hope to see you all soon

**Dan**

## **Social Report – May 2013**

Well it's May and the sun is shining but for how long, that is the question.....

In April we held our annual 10 pin bowling night at Brize, for those who missed it , it was a great night out. About 16 or so of us from the club were there and about the same from B M H. I think Derrick has the scores if anyone is interested.

The next social event will be May's **TREASURE HUNT** to be held on Sunday 19th May. Please phone me and let me know if you're coming by Thursday 16th May. IF it's 2 or less I will CANCEL.

So see you all on the 19th.

***Roger***

## **Just another days rallying, Part 3**

Well, after Caerwent we had to do something with the rear drums on the car, as the pads were breaking up on one side and a cylinder was needing replacing. We also wanted to sort the handbrake cable out as we did not like it routing under the axle. We decided to upgrade to discs, so a little "google" and we chose the Rally Design package of vented discs with sierra callipers.

Axle stripped ready for fitment, the package arrives and the only machining needed was the half shafts outer edge to fit inside the disc, this was done in house at Vauxshop. All bolted together, new brackets welded in for the extra handbrake cable and on bleeding found one side was not working, so we were on the phone for a replacement to be sent out (which came 3pm the Monday before the rally). A quick swap over and a test drive later found the clutch was slipping.

Tuesday, the gearbox and prop was out and we found the clutch was on its last legs and also the flywheel needed skimming as it was getting hot from the failing clutch. The flywheel was taken up to Gardius Engineering Services, who sorted this out for us.

Thursday, everything was reassembled and upon running the car up on the ramp, we noticed the driver's rear wheel was out of shape, this was the side I had caught at Caerwent! Now after a frantic phone around to see if we could get a replacement half shaft with next day delivery, bearing in mind we have to get the outer radius reduced to fit inside the disc as well, we realised this was not going to happen. The next step was to take the original half shaft to Mr Gardius to see if he could machine the face to take the distortion out, which he did.

Friday, the day before "Get It Sideways" Down Ampney, I picked the half shaft up, but in the meantime Dan Adderley had brought his spare down, which we got machined up ready in case. Everything installed and time for the test drive, just needed to bed the pads in now. Brilliant the car braked square and stopped, (always a good thing), car on the trailer and off to get washed and polished ready for an early start the next day.

Saturday saw a sunny dry start, we unloaded straight through scrutineering and sign on, then a quick drivers briefing and an out time of 9.10am. My old friend Neal Cuss was Co-driving on this one.

Now to the rally, what can I say but it was slippy, muddy, wet concrete with broken areas and one of the hardest rallies I have done, (even though I have been here a few times before). I was fighting the elements; feather this, short change that, off, on, blimey it was intense.

Stage one, mid way round, I got caught on something slippy (didn't have time to brake, not that I wanted to, steer or anything) we left the driving line and went straight into one of the fifteen foot high mounds of stones and after a 180°, I managed to keep momentum and the engine running too, driving out of this one in the right direction. But something was amiss, the steering was not correct but we pushed forward driving on and a couple of bends further on something dislodged from the car, (which I think was a stone or two), and we could steer properly again (phew). Stage two was drying up, stage three was even better (drier lines, easier to drive committed up to the bale chicanes for driving through them). Then the rain came, it was damp to start with and this made the stages surface hard to read but when we had proper rain it washed the concrete and with the aid of the cars dispersing the water it made the stages more drivable.

We got a finish, hooray! We started car 20 and finished 17<sup>th</sup>, we're happy with that.

Summary:

A fantastic day's rallying in horrible driving conditions, but a great learning curve, with a good friend and co-driver, Neal Cuss. A superb car prepared and maintained by Mark and Jon at Vauxshop Ltd, an excellent job spannering by Jon who was ably assisted by Dan. Thanks also to Wayne, Winnie and Andy who came along to offer their support.

Next one is in on 4th May at the same venue, with hopefully better weather. Check it out on facebook, N Fayers Rallying

***Neil***

## **The Facts – Witney Post Office**

Many of you will know I work in Witney Post Office, and I am sure most of you have seen and heard about the recent strikes by Post Office staff. I thought I'd briefly explain the facts, rather than what the media choose to publish. Yes, the Post Office has elected to put 70+ smaller offices up for franchise. Part of the agreement is that the franchisee will have to sign an agreement to maintain all the existing services, in a building close to where the existing office is. Some may well stay in the same building, though in Witney's case this is unlikely, since the building is listed and is not ideal for today's needs.

Secondly, any staff that wish to relocate may do so on the terms of their current employment, though they would cease to be Post Office employees at that point. Alternatively, they can request transfer within the Post Office to a vacancy at another branch.

The third option is, in effect, to be bought out of their contract, and to seek work elsewhere. The deeper cause of the strikes concerns pay. Post Office employees were due a pay rise in April 2012. Nothing has happened, though our colleagues of equivalent grade elsewhere in the company received a 2 year deal last year, both parts of which they have now received. After negotiation by the union, we were told they couldn't afford to give us a pay rise until at least 2015, by which time the Post Office would need to be back in profit. The offer is a lump sum payment each year from 2012-2015, the issue for staff, apart from the matter of being treated differently from our peers, is that this lump sum payment will not be linked to our pensions in years to come, in effect reducing the value of our pensions.

For those of us being franchised, this is neither here nor there, since our pensions get frozen at the point of leaving POL employment. However, for those in the 300+ branches remaining, it is very relevant. Some offices designated to be franchised may not end up actually going, but my instinct says Witney will go quite quickly. Once people have got used to crossing the road or going 50m further one way or the other, they won't see much difference after the changeover – they will still be able to do everything they did before, most of the changes will be behind the scenes.

So now you basically know what we know. You'll still have a Post Office, it will still do what it does now, and will still be in the town centre. As for me? Anyone know of a good job going?

***Sue***

## **Karting at Daytona, Milton Keynes, Sunday 28 April**

We all had a big surprise when we got to the track, it was dry! Its several years since we had driven here in the dry and have been more accustomed to being soaking wet and cold and having to be very gentle on the brakes and cornering. There were 11 of us out of a total of 18 in the Open Race so I guess Daytona would be glad we were there too.

I like the Open Races because it throws more variables in to the mix, you don't know who is quick or who we will be lapping before the end. The other drivers were very friendly this time and we were soon talking to them and hopefully some of them will join us in future races.

Les from Banbury texted me on Saturday to say he was coming for his first visit to the track so I gave him the benefit of my years of experience on how to qualify well. So I lined up for the race start with Les immediately behind me in 18<sup>th</sup> place! I don't know what went wrong there! Anyway it's more satisfying to qualify badly and race well than the other way round.

I did gain a few places in the first 5 laps getting up to 12<sup>th</sup>. I was aware of karts fairly close behind most of the time and at one time Roger got alongside and I had to robustly defend my position in a Sergio Perez type way, sorry Roger it was just the speed I was carrying in to the bend that pushed my kart out to the verge!

The winner of the event was Vaughan who was incredibly smooth and quick and managed to lap me twice in 40 minutes, followed by our drivers Michael, Danad, Steve Lyons and a feeling poorly Dave Cross.

It was a good race with no red flags shown and hardly any yellows.

Smashing.

***Jimmy***

## ***MiddleWick Stages 2013***

Entries are now available for the 2013 MiddleWick Stages, which will take place at MOD Woodbridge, near Ipswich on Sunday 12th May 2013.

Organised by Middlesex County AC and Green Belt MC, the event is a qualifying round of the Ward Construction AEMC Stage Rally Championship and the Corbeau Seats UK AEMC Stage Rally Championship and, in addition, is open to members of member clubs of the ACSMC and EMAMC.

Scrutineering and Documentation will be available on Saturday 11th May from 5.30pm to 8.00pm at The Holiday Inn, Ipswich - Orwell (where special rates have been negotiated for an overnight stay) and on Sunday morning from 6.45am to 8.30am at the venue.

Last year we used a long run through the buddleia bushes but that was not

successful, so this year we are reverting to the use of the main tracks. However, we are still able to offer 8 stages of around 8 - 9 miles each and there will be a Stage Practice event for those competitors who are unfortunate enough to retire on the early stages.

We encourage competitors to submit their entry using the web entry system which is both quick and efficient. Payments can be made via Bank Transfer or by sending a cheque to the Entries Secretary.

For more information, and to enter the event, please go to the website - [www.middlewickstages.co.uk](http://www.middlewickstages.co.uk)

Entries Secretary - Tony Phillips

E-mail: [entries@middlewickstages.co.uk](mailto:entries@middlewickstages.co.uk) or telephone: 01923822590

## **Marshals:**

For any rally to be successful it needs the assistance of a large number of officials and marshals and the organising clubs are very grateful for the support they receive from the many individuals, groups and motor clubs.

If you are able to help at the event please contact the Joint Chief Marshals, Eris Robertson or John Davie

Email: [marshals@middlewickstages.co.uk](mailto:marshals@middlewickstages.co.uk) or telephone: 07865058233

*Tony*

## **2013 Sandocross at Weston-super-Mare**

I heard a saying some years ago that “some days you bite the bear and some days the bear bites you”, well, as far as Team Milligan Toyota went, this was a good day for the bear!

As some of you know we bought a Toyota GT4 of Ebay at a reasonable price but as usual when you get it home you find a few things that could be better. So we put right things that we could, things like “stupid exhaust” that came through

the floor behind the driver's seat and out through the number plate panel and was full of holes and liable to poison the driver in half of a lap. It didn't raise the ground clearance either but we managed to do a half decent job with some bits we had and get it tucked up next to the propshaft.

So a change of oil and filter and cleaned radiator and we were ready to go. I arrived in Somerset a day early to acclimatise as usual and arrived at Weston from Taunton just before Russell got on the beach with the trailer. As the car was his idea he got the first runs, so he went out for practice. At the Sandocross you start 4 abreast and Russ duly left the 2wds behind and felt the car handled well and has potential, but then disaster! the turbo blew and sprayed oil everywhere so that was that. Although we had run it a bit on the farm there is nothing like full power runs on power zapping sand to find the weaknesses.

Toyota Story 2 (It's like Toy Story 2, without the funny bits)

Russ' cousin in law, Oak, had planned to run a Toyota MR2 but disaster (2) he broke the suspension testing on Saturday evening so asked if he could borrow the ultra reliable 2wd non turbo Celica. A few obstacles were in the way like I had removed the front wheels for spares for the GT4 and the battery was as flat as the rear tyres.

Perhaps slightly late but Oak, with his Dad driving the towing vehicle, arrived with the Celica.

As Russ and I were out of the event before Oak practised there was a chance for one of us to share.

Then disaster (3) – Oak set off well but after only one lap the clutch disintegrated in a big way and smoke belched out of the engine bay. Gameover!

That left Philip Cox as Witney Motor Club's sole representative in the 1400cc Peugeot 106. Philip looked like he was going well and enjoying himself but being in the same class as Andy Hoare and his Mini, who have been competing on this event for ever, it was always going to be difficult to get a class award.

Anyway it was nice to see the others having fun and seeing the Byrne family who came over from Ireland for the event.

There were wise words of consolation for us from Ian Byrne he said “you have 5 really bad days and then suddenly you have a great day and you forget all the others”.

## ***Jimmy***

### **Jimmy’s “Rant” – No. 23**

I don’t generally moan about lorry drivers as I know they are doing their job and have targets to achieve against many factors working against them.

A journey down the A34 dual carriageway highlighted a manoeuvre that not only annoys the motorist but is inherently dangerous. We have probably all seen it before, one HGV travelling slightly faster than another comes out to overtake but the difference in speed is so small that they are side by side for what seems miles.

I don’t blame the overtaking lorry for wanting to get by as he may have a long day ahead and that difference of speed could result in a significant time advantage for a delivery. What I do object to is the failure of the driver of the truck being overtaken not just briefly easing off the throttle to let the other one back onto the inside lane.

How many serious accidents have occurred when the overtaking truck has pulled in too quick on the first one because he is aware of how many vehicles are held up behind him, and how long they have been there.

Lorry drivers are generally among the best drivers on the road, but the modern practice of moving goods around during the night, is leading to more serious

accidents. I can only assume that the cause is drivers falling asleep at the wheel, I believe we are programmed to be awake in daytime and asleep during the night and anything else has a high risk.

I disagree with the speed limit of 40mph on lorries on A roads. I am sure it results in many motorists making ill judged overtaking manoeuvres. At 50mph trucks can be handled safely and it is quick enough for car drivers to be content to follow for a few miles.

Having said all that, I enjoy chats with HGV drivers who deliver to the farm here and it's amazing to learn some of the things they have done previously, from cabaret singer in Spain to moving concert gear for the Rolling Stones to Moscow.

***Jimmy***

## **Ten Pin Bowling, Brize Norton**

I am sure Roger has included this item in his report so I will keep this brief.

The Monday preceding the event we had 32 names of those interested, by the Friday, some had dropped out but were replaced by others who wanted to come along and the numbers were up to 27, yep, 27.

On the evening however only 27 actually turned out, yeh, ok, the sun was out and it would have been nice down the beer garden or at the coast so that's ok.

With names adjusted to make up 6 teams all was well. By 7pm all those that were coming we assumed (correctly) were present so the fun began.

British Motor Hertige had 9 players, Motor Club 18, Hey, is that a record for a social turn out, well in recent times it is, well done to all, sorry Mark and his family could not make it, (blimey that would have been 31).

With food and beer on tap all had a good evening (I hope) and made our way home at 10ish leaving Roger and Wendy playing air hockey.

Winners and losers? No losers only winners, special thanks to Dave (BMH) Didcot and Claire (Banbury). for coming all that way.  
See you all soon

## ***Derrick***

### **2013 Karting – Round 3**

This is at Daytona Milton Keynes on Tuesday 21<sup>st</sup> of May at 7pm  
It is a discounted Open Race at £61 for a D40,  
which is 10 minute practice and 40 minute race.  
Please book in and pay direct to Daytona as soon as possible  
as they do get sold out.

## ***Magazine Editor's 'Bit'***

So, everybody went bowling. I'm so glad that you had a good evening; I know that Brian enjoyed it, sorry I didn't make it.

It sounds like the things that are planned to celebrate WMC's 50<sup>th</sup> anniversary are going to be FUN! I shall look forward to seeing you all there.

It's a full magazine this month so I hope you all enjoy it.

## ***Pam***