SOUTH OXON CAR CLUB

Motorsport UK Affiliated Club

March 2026 Newsletter



Welcome to the March edition of the SOCC newsletter!

I hope you have all had a good start to your motorsport season. Easter and hopefully the good weather is just around the corner! SOCC has already had several events this year, and with three events coming up in April / May, the club's season is in full swing.

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This newsletter is nothing without you, please tell us what you're up to, no write up is too small. Please send any event write ups and pictures to Newsletter@southoxoncarclub.co.uk.
Many thanks, Chris Jones.

Chairman's Report

Well here we are …….. Nearly a quarter of the way through '26. The club had a very busy start to the year with 5 events in January.

It all started on Sunday 4th at Ferris Hill Farm for the PCA. The venue was frozen solid, and it was a tough day for all of those competing. James Hall took FTD with Matt Endean 1st in Class and Tom 'The Tash' Haworth 1st Novice.

Saturday 10th and we headed to The Red Lion in Eynsham for our awards evening. This was covered in the last newsletter, but a good night was had by all and thanks to Callum for handing the awards out.

Next up was the Sim Racing Social at Milton on Tuesday 13th. Another good turnout with Connor Salcombe taking the win with James Hall 2nd and Chris Jones 3rd.

Friday 16th and it was Round 1 of the 2026 Johnson Agri Plant Ltd 12 Car Championship. 90 miles on Maps 164 & 163 starting and finishing in Chipping Norton. 1st o/a were Harry Brierley and Brian Cammack.

Rob Granger then organised a Nav Training evening on the 20th and was well attended by members and non-members.

Then onto February and it started with a Rally App Taster evening on the 17th.

Sunday 20th and we were back to Turweston for another PCA. This time it was Matt Endean with FTD and James Hall 1st in Class. 1st Novice was 2025 Open Championship Winner John Risby.

Round 2 of the 12 Car Championship was on the 27th starting and finishing at The Chatsworth in Banbury. 50 miles on Maps 151 and 164. 1st o/a were Lewis Ayris and Matt Outhwaite.

The only event for March was the 12 Car but sadly that got cancelled due to lack of entries, so we now look towards April for the 12 Car and PCA.

The April PCA on Sunday 26th will be 'The Chairman's PCA' at Dick Maugers yard near Bicester and this will be Round 1 of the 'Chairman's Challenge'. The field is quite rough, and gravel tyres will be allowed. We aim to make it a fun but testing event so please support it. Round 2 of the challenge will be 'The Chairman's 12 Car' on Saturday 3rd October. 180 miles south of Oxford starting at the Kassam Stadium. Another fun but testing event with a mile or 2 of whites. More details on points etc due soon.

The April 12 Car - The 3 Counties 12 Car will start and finish at The Gate Hangs High with approx 70 miles on map 151. An updated 2026 Calendar can be found further down the newsletter. That's about it for now. Hope to see you at an event soon.

Rob Hall

SOCC Clothing

SOCC clothing is now 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 dates of events that we having coming up in Jan 2026:

Friday 17th April is round 3 of the SOCC 2026 Johnson Agri Plant 12 Car Championship, The SOCC Three Counties 12 Car. Starting and finishing at The Gate Hangs High near Hook Norton. 70 miles (ish) on map 151.

Sunday 26th April we have round 3 of the 2026 SOCC Autoest Championship, The Chariman's PCA. This is also round 1 of the 2026 Chairman's Challenge. Located at Blackstone Farm, Bicester. The venue is a grass field and rough in places. Gravel tyres are permitted.

Friday 1st May is round 4 of the SOCC 2026 Johnson Agri Plant 12 Car Championship, The Mayfly Scatter. Starting at Motorsport UK HQ and finishing at the Penny Black pub in Bicester. The event shall solely take place on OS Map 165.

For regulations and entry information for the above events 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: https://southoxoncarclub.co.uk/444924705

SOUTH OXON CAR CLUB
Motorsport UK Affiliated Club

2026 Calendar

Friday 17th April - 12 Car - (Rnd 3) - Hook Norton

Sunday 26th April - PCA (Rnd 3) - Major Farm Service

Friday 1st May - May Fly Scatter (Rnd 4) - Bicester

Sunday 3rd May - Regularity Run - Witney

Wednesday 24th June - PCA (Rnd 4) - Major Farm Services

Wednesday 22nd July - PCA (Rnd 5) - Village Farm

Sunday 26th July - SOCC Scenic Sunday - Kingsley Eynsham

Sunday August 30th - PCA (Rnd 6) - TBA (date change)

Friday 4th September - 12 Car (Rnd 5) - Hook Norton

Saturday 3rd October - Chairman's 12 Car (Rnd 6) - Kassam Stadium

Sunday 11th October - PCA (Rnd 7) - TBA

Friday 6th November - 12 Car (Rnd 7) - TBA

Sunday 22nd November - PCA (Rnd 8) - TBA

*All dates are subject to change. Fresh events will be added and date changes in **bold** and locations updated in due course.*

The Measham Rally - Jan 26

By Simon Blackshaw

The dark and cold of January brings around one of the most unique events in the calendar, the Measham Rally, organised by the Vintage Sports Car Club.

Typical competing cars traversing the 200-mile route are over 80 years old with some vehicles more than 100 years old. The format, for those familiar with historic rallying, was essentially two regularities, each with around 10 timing points each taking around four hours to complete.

Following on from a successful outing on the Cotswolds Historic Rally in July 2025, I paired up with Luke Carrol in the Austin Mini, decidedly modern for this crowd with the bonus of a tripmeter, roof, and heater!



We had just 15 minutes to translate the first half of the route from an A4 page of grid references onto the map before needing to book out of MTC0. Unfortunately, due to nerves and general messing around with unnecessary documents, I only got 2/3rd of the route plotted before setting off.

The first Time Controls took us north of Loughborough darting across the Leicestershire Wolds. A rhythm quickly developed as only a single set speed with controls around 10 miles apart meant there was at least a little time to breathe between instructions. Once we got the hang of it, there was even time to try and get the last section on the map.

This would all change once we reached the edge of 129, taking the only white road of the evening. The first half took me back to just 24 hours before; bouncing around the whites of 163 for the SOCC January 12 car. The subtle difference here being the distinct sound of 100-year-old engines approaching behind us as we pull into the TC.

Setting out from TC5 put us behind a pack of slow-moving cars. Sheer bad luck led to us coming to a stop just at the wrong moment, leaving us beached in the mud with the front wheels spinning hopelessly. Fortunately, we had friendly crews not long behind ready to offer a hand to get us back on and road. A quick rope round some 1920's suspension and we were back on the road.

We'd lost 15 minutes or so but in this 22-mph section we had scope on the open roads to catch up. For a moment it felt like a Motoring News round until we went flying past a code board at *a little* over the section average speed, requiring a quick turnaround to get it on the card. Overall, we lost just nine minutes to the bog, not bad for what easily could have been an early night back in bed.

Heading south of Belvoir we caught up with the end of the pre-plot and unfortunately misguided a grid reference on the wrong road onto map 141. This caused us to miss TC9 and pick up a 45-minute penalty.

We made it back to Stonehurst Farm around 1am and managed to have a rest, some soup, and prepare to do it all over again.

This time, with the rhythm worked out, I got the full route on paper before leaving the farm. This meant I could focus on keeping us on the right road and making sure we didn't pull too far ahead of the speed tables.



We clearly got something right, dropping only 5 minutes on whole of second half, less than any other crew in the rally, a shame about the 45 minutes earlier on!

I'll be back next year to tidy up my act! Please poke any of your friends with Cat 1 spec historic cars to try their hand at this special event.

Big thanks to Luke to getting me around safely all day, to Tim S, for his advice on regularity timing to the minute as well as to Rob and Harry for volunteering in the course opening car, I hope it was a good shake down before The Hangover.

Simon Blackshaw

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Bath Festival Targa Rally

By Suze Rogers

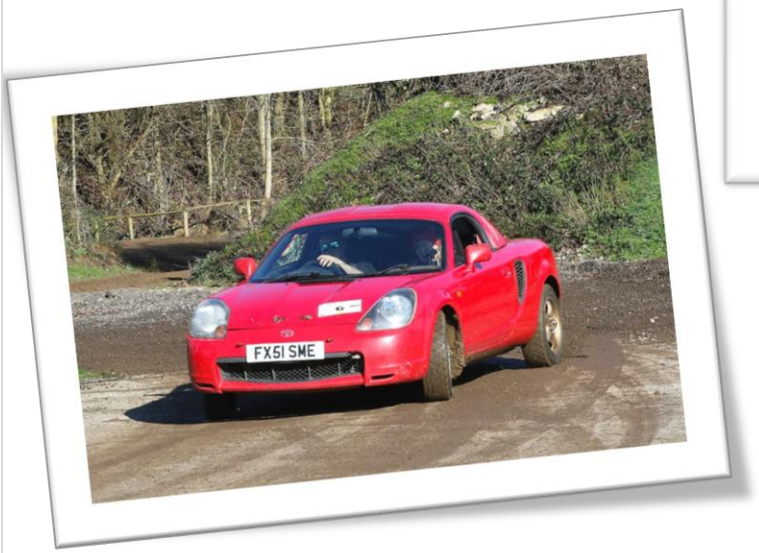
After a good result for our first rally together last August, Tom Brooks and I teamed up again for the Bath Festival in his MR2. After DNFs on the Bath Festival in 2024 (with Gavin, in Fly) and in 2025 (with Anthony Newton, in his BMW), I really didn't want to make it a hat-trick…!

Tom had put a lot of pre-event work into the car, as on his last event at Debden in November he had blown the engine. The replacement is a standard second-hand engine (like for like as it was before), and he'd also made some improvements to the car including a new sump guard and some second-hand harnesses (bought from Anthony!). I'd worked on a few things myself, but ultimately, we both wanted to get a finish and had a view that what would be would be. We were seeded at Car 6.

The first couple of tests were around Castle Combe, the first being around the perimeter track with the rally school and the second being on the circuit. We had a good run here, and were sitting 3rd overall, cheered on by both Tom's Dad and his oldest son. We, along with many other crews, beat the bogey on Test 2; we can now see we were joint fastest on that test along with John Davies and Nick Bloxham, but having beaten the bogey, it didn't count. Tom doesn't want to know results during the day, and this has rubbed off on me so I try to check times but ignore positions.

From Combe, we headed to a 0.60-mile test on a farm track, which was a little not as map. It took just over 90 seconds, which saw us 8th quickest, but there were just seconds in it. We then headed to a venue I remembered from years ago, by Keevil Airfield, which was very slippery. It was a mud bath and we were fourth quickest; unsurprisingly the Subaru was way ahead of everyone! Back to the short farm test, where we went one second quicker (one of those odd ones where we thought it would be more!) before we headed north for our first time at Charlton Park.





Around Charlton Park, we were fourth quickest, dropping a few seconds to both John and Nick and the Subaru. The test had been amended slightly to avoid a big flood, but there was still plenty of water, some of which ended up in the car! With many passage checks, I find it easier to leave the window down and just deal with the consequences (and protect the map and timecard!). We then headed back to Combe for Test 7, which was a repeat of Test 1. We were joint second fastest here, five seconds off the Subaru. It was then time for a 40 minute lunch break where we checked tyres, and a couple of things on the car and had a bite to eat. Tom had decided we were running knobblies all day, rather than changing for different tests, and this was working well.

Test 8 was a repeat of Test 2 and this time we were the only crew to beat the bogey, being three seconds under – but you cannot get a time quicker than the bogey, so those extra few seconds didn't count. We were the quickest crew on this test, being five seconds quicker than the next closest once we were given the bogey time. We then headed to Kemble for the first time that day, where we had two tests. They were the same, with Test 9 starting and finishing in the left lane and Test 10 starting and finishing on the right. Tom won the Kemble Targa last year (a single venue event) and we were quickest on Test 9 by four seconds which was pleasing.



We were going well on Test 10 (Kemble 2) until just before the split where we caught the car who had started 30 seconds in front of us. There were two cars ahead of us and we thought we were just going to be ok, until the first one spun and rejoined right in front of us. Unfortunately, we followed them through the split and the passage check; there was nothing we could do other than sit and wait whilst they had their timecard signed, and we watched a few seconds tick away (there was nothing we nor the marshals could do other than await our turn). We went three seconds slower than our first run, which we would have hoped to have improved on. We were joint quickest on this test and it is part of rallying, but as I said to Tom at the time, I hoped those few seconds wouldn't be costly later…

We headed off to Test 11, which was Charlton Park and a repeat of the earliest test. We were second quickest here (the Subaru was three seconds faster), and we had found 19 seconds from our first run, which was 0pleasing. We didn't know it at the time, but as we headed off to Castle Combe, we were sitting joint 2nd overall, 25 seconds behind John and Nick in the Puma.

Test 12 was the earlier two Combe tests joined up, but with the loop taken out of the rally school. We changed the right rear tyre for our spare before the start as it was looking a little ropey, and we were good to go. The MR2 is a well-built, and well pedalled car but this for me was our test of the day and it will stay with me for a good while yet. We were both on it, and I don't know what more we really could have given. We were catching another car and stopped alongside them at our final stop / go and just managed to get in front of them before the next slalom. The effort showed in the final times; 19 seconds quicker than anybody else. Tom's Dad messaged me and said "just seen the time on the last test, what were you two doing?" and my reply was simple; "Teamwork."



We finished the event 2nd overall – our second rally together, and our second 2nd overall. We would have taken that before the event if you had asked us, but that last test really helped us as we ended up finishing just one second off the overall win. So close, but…! Sometimes in rallying you need the speed and a little luck; we had the pace but a little more sprinkling of luck would have helped, but we finished. Best of all, we spent a LOT of the day laughing whilst driving around the countryside and enjoying the tests and snacking on minstrels. Oh, and I beat Gavin – the first time we've both navigated on the same event. He and Anthony had a great run to 7th overall, Anthony's first targa in the Fiesta.




SOCC Chairman's Challenge
SK04 MTR
SOCC
2 Events / 2 Dsciplines / 1 Trophy....
Chairman's PCA - Sunday 26th April
Chairman's 12 Car - Saturday 3rd October

A busy start to the Year

By Matt Endean

With the end of 2025 bringing engine woes, the start of 2026 would be all about getting these sorted on the ZR.



First up though was sorting a few little issues with Red Shed II, this was to be ready for the first autotest of the year right at the beginning of January. Apart from a coolant pipe leaking before the start, the day went well, and I finished up 2nd overall and 1st in class.



With a bit more work Red Shed II was then ready to go again for the February autotest, landing back from Turkey just hours before the event wasn't the most ideal prep but the day went well and we finished up first overall and taking the win by over 50 seconds. Good to be back to winning ways in the Red Shed, though it did claim yet another alternator….

So another little job done, and a tyre change and puncture repair the Red Shed was off again to do it's now annual car trial with Cambridge CC. This is a fun event, and with all the rain we have had this year, it was very slippery. The car ran well, no issues at all this time and we finished up 3rd in class and 7th overall – not bad competing against crews who do these types of events all the time.

So onto the MGZR Rally car…….this turned out to be some major work with many late nights working outside on the drive (no garage here!).

Work done:

Engine swapped for a 1.8 '135' engine, which has been 'hugged' by Ian Mepham of Performance Motorsport.
Suspension all fully rebuilt and serviced
Engine bay cleaned, and various little cracks welded up
Wiring cleaned up
New radiator and fan
New lighter flywheel and clutch
Oil cooler fitted
New driveshafts

This work isn't quite fully complete yet but will hopefully be all completed in time for the Kent Targa Rally.

The Preston Rally 2025 Marshal POV

By Billy Johnson

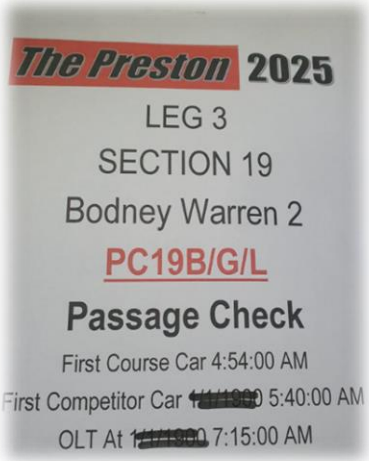
December 2025 saw the return of the infamous Preston Rally. Along with the 13 SOCC competitors that took part in the event, we also had several marshals helping throughout the night. Below are some pictures from Billy Johnson, John Mac and Simon Blackshaw who represented SOCC. For anyone not aware, the breakfast picture signifies as a competitor you have managed to get to the finish and for those marshalling, it is the end of a long, often wet and cold night helping the event run.













The Hangover Rally - Jan 2026



By Simon Blackshaw

This year's Hangover rally makes up the last of three rallies in the space of two weekends, following good performances on the SOCC January 12 Car and the VSCC Measham Rally.

The 2023 edition of the Hangover was my first venture into Oxfordshire rallying, sitting beside Harry Brierley in the black Fiesta to achieve a very surprising 2nd overall, despite a bit of a moment in the first section of the event.

Once again, the parade heads to Hook Norton for the usual manner of drivers and marshals catching up on the latest news, comparing tyres and scoping out new challenges whilst navigators are hurriedly erasing their last route on 151 and examining every detail of their paperwork.

This year we're entered in CMSG Expert class and for the first time, I felt determined to bring home a win.

The determination lasted until opening the first envelope and reading the handout where I realised, I couldn't make head nor tail of it. Gridlines seemed to send us simultaneously north, east, south and west away from the first junction on the route.

Thankfully, before we fell off 151 incredibly prematurely, Harry spotted that treating the instructions not just as crossed lines but as full squares would lead us to at least the junction we, and several other rally cars were parked around.

Immediately, I snapped into action, directing us the long way around to find TC2, resisting the temptation to guess and to send us straight through Traitor's Ford. It was disappointing to lose eight minutes on the first section of the night, but we soon got into the swing of things.

After that, it seemed to run like clockwork. The next few TC's came and went without issue, apart from a small moment of four rally cars and a member of the public all wrong slotting down a driveway more suitable to be a road than the actual route.

TC8 brought us north of Wroxton and to a nearby graticule intersection (not a word I've ever encountered before tonight). Thankfully Harry once again pointed me in the right direction, and with some handy measuring with a fresh Roamer 5, managed to plot a route using compass bearings and distances across the map. This section definitely caused some sore heads as we met cars heading in every direction as we followed our course.

A very sneaky short way around triangle near Tadmarton cost us a few moments. We made it to the following junction before I realised I'd miscounted my junctions and suggested we head back to look for *secret* route checks. to my surprise the app asked for a code board, which we found hiding in a bush over Harry's right shoulder, that was well worth a couple of minutes. Dropping onto 164 brought back a few memories of… oh, last weekend on the SOCC January 12 Car! I'm just pleased that I cleared my map well. After leaving Wychwood Forest I couldn't manage to trace a sensible route out, leaving us with multiple options on where to go next. Thankfully, Richard and Simon passed us and confidently slotted left in front of us. Sometimes following the car ahead works when you're in a pickle.

The final controls went by without issue, leaving Richard and Simon behind on 163 and making it to the MTC just before the rain set in.

A huge thank you to Brian and his team for a very successful event, as well as to Harry for keeping me on the map and the wheels on the road.

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HOOK NORTON











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KITCHEN HOURS

Wednesday: 12:00-14:30 / 18:00-20:30
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
- Children's playground open daily
- Don't want to leave? camping & rooms available

I blame rallying .....

A history lesson by Alan Jones

..... for having lived in Swindon since 1989 and for being told to write something for your Newsletter (always obey the last order!) by the Club Secretary. So, apologies for these ramblings.

I was born "a long, long time ago, in a principality far, far away", well actually it was Port Talbot, South Wales, in the same year that food rationing in Britain ended after WWII (1954 - 9 years after the war ended!), and when the world was in black and white, including the new-fangled television sets which only had one channel, BBC. If you have travelled that far West on the M4, Port Talbot is where the motorway clings to the mountains on the right and the remnants of the massive Steel Works, Port Talbot town and Swansea Bay are on the left. Except back then, the steel works were the major employer in the area and generations of families seemed to work there, while it was also a well-known "joke" that anybody from Port Talbot never really knew if it was day time or night time, since the vast quantity of smoke billowing out of the huge works complex totally blocked out the sun even if it was day time, making it dark all the time.



For some reason, as a teenager, I had become interested in all forms of motorsport and would scrounge lifts to spectate or marshal at autocross events, hill climbs and road or stage rallies all over South Wales. But it would be the crazy and addictive world of rallying which appealed the most, especially once I was able to drive myself to events. My first car was a 1962 Austin A40 Farina Countryman (the first hatchback in the UK!) and bought for £75 in about 1972 (using my child-labour butcher's round pay and tips) after my father became fed up with me borrowing his car and bringing it back with his neatly stored tools, strewn all over the boot. But he did teach me basic car maintenance to keep the A40 going - plugs, points, brakes, decoke and we even hand-painted the car with brushes. I sold it, with MOT, a few years later for £25, except in hindsight we should have kept it just for the registration 426 DD. What do you regret selling?

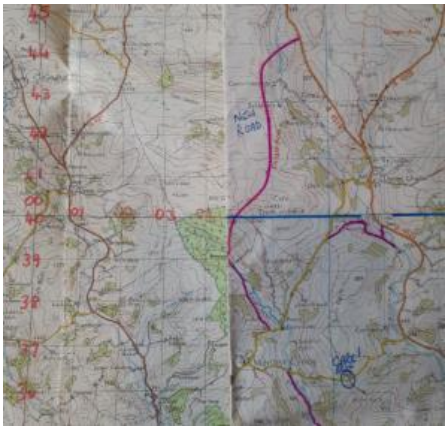
I had been accepted to go to a Polytechnic (poor-man's university) after school 6th Form, to train as a Civil Engineer as a career, but only because I had seen publicity photos of them driving around on muddy tracks in Land Rovers! Before deciding if I was going to go to Poly, I had started navigating on pre-plot Welsh road rallies with a friend in his fully-prepared Mini 850 and then Anglia 997 (spot lamps, sump guard and lap/diagonal belts!). With both of us quickly gaining experience on the incredible Welsh lanes, we did four events in 1973 with some minor successes in Class 3 (Novices).





The OS maps back then were the Red, 1" to 1 mile (eye-tests) before the Landranger version that you are more familiar with started to be produced after 1974. You can see my old Red map cost 8 shillings in real money (today = 40p), while the 1:50000 First Series was £1.40 in the mid-70's.





I blame rallying, because this is where my focus shifted and I decided I would become a champion rally driver, but I would need a job and money straight away, so what were my options? I dismissed the steel works and going to Poly as options, I couldn't act or sing (like Port Talbot boys Richard Burton, Sir Anthony Hopkins and Michael Sheen and other stars from nearby like Bonnie Tyler, Catherine Zeta and Rob Brydon) and I wasn't good enough to play normal sports professionally, so, I would have to join the Military! By the way, back in the 70's in Wales, you could represent your school in competitions against other schools in many sports like hockey, netball, badminton and of course rugby; but soccer was not allowed as a school sport! At some point that rule must have been changed - 2026 Rugby Six Nations 😡 !

But which Service to enlist in? Logic dictated that if you were in the Army, people might shoot at you, whereas the Navy actually had some ships in those days which meant you might be at sea and couldn't go rallying! So, the RAF seemed the best bet especially as I had enjoyed going to Air Displays at RAF Stations and seen all the flying war films of the time - no brainer. Join the RAF, see the world and go rallying.

The Recruiting Sergeant (RS) at the Careers Information Office in Swansea told me that I had passed all the necessary tests and they would allow me to join the RAF.

RS: *"So what trade do you want to do?"*
Me: *"I don't know, can I go rallying at weekends?"*
RS: *"Of course you can, which trade?"* (In my case, luckily, he was correct and I didn't miss many weekends)
Me: *"I don't know, as long as I can go rallying, what do you suggest?"*
RS: *"Well the Air Radar trade is the biggest skive, they just sit around playing cards all day."* (Not strictly true, sometimes we had to change black boxes on aircraft but maybe he was upset because he couldn't play Bridge?)
Me: *"OK, where do I sign!!!"*

Maybe "blaming" rallying is a bit harsh, because it was probably my best decision to join the RAF in January 1974, eventually spending nearly 25 years in uniform and ending up living in Swindon (my last posting was to Lyneham).
But what about my aspirations to be a champion rally driver? Did Land Rovers and mud feature in my story? Keep an eye out for the next SOCC Newsletter - if I get invited back.

SOCC Championship Tables

SOCC 2026 Autotest Championship

Position	Name	January	February	Drop Score	TOTAL
1	James Hall	18.0	15.0		33.0
2	Matt Endean	15.0	18.0		33.0
3	Max Bird	13.0	0.0		13.0
4	John Risby	0.0	13.0		13.0
5	Tom Howarth	11.0	0.0		11.0
6	Ethan Welsby	0.0	11.0		11.0
7	Martin Moore	9.0	0.0		9.0
8	Ollie Westcott	0.0	9.0		9.0
9	Chris Price	0.0	7.0		7.0
10	Cain Bromwich	0.0	5.0		5.0
11	Joel Price	0.0	3.0		3.0
12	Oscar Bromwich	0.0	1.0		1.0
13	Tom Dunham	0.0	0.0		0.0
14	Michael Symonds	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	March 12 Car	April 12 Car	May Scatter	Sept 12 Car	Oct 12 Car	Nov 12 Car	Total	Dropped Score	Final Total
1	Lewis Ayris	11	12	0	0	0	0	0	0	23	0	23
2	Harry Brierley	12	9	0	0	0	0	0	0	21	0	21
3	Eddie Haynes	6	12	0	0	0	0	0	0	18	0	18
4	Rob Hall	6	12	0	0	0	0	0	0	18	0	18
5	Bob Wisniewski	6	11	0	0	0	0	0	0	17	0	17
6	Richard Austen	8	8	0	0	0	0	0	0	16	0	16
7	Chris Oakes	9	5	0	0	0	0	0	0	14	0	14
8	Billy Johnson	7	6	0	0	0	0	0	0	13	0	13
9	Tim Sawyer	12	0	0	0	0	0	0	0	12	0	12
10	Rob Granger	10	0	0	0	0	0	0	0	10	0	10
11	Oscar Bromwich	0	10	0	0	0	0	0	0	10	0	10
12	Chris Jones	0	7	0	0	0	0	0	0	7	0	7
13	James Hall	6	0	0	0	0	0	0	0	6	0	6
14	Stuart Martin	0	6	0	0	0	0	0	0	6	0	6
15	Craig Fraser	0	6	0	0	0	0	0	0	6	0	6
16	Martin Sawyer	0	6	0	0	0	0	0	0	6	0	6
17	Martin Moore	5	0	0	0	0	0	0	0	5	0	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

		Events				x 1.5 Points			x 2 Points			
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	Dropped Score	Final Total
1	Matt Outhwaite	11	12	0	0	0	0	0	0	23	0	23
2	Brian Cammack	12	9	0	0	0	0	0	0	21	0	21
3	Olivia Wisniewski	6	11	0	0	0	0	0	0	17	0	17
4	Simon Blackshaw	10	6	0	0	0	0	0	0	16	0	16
5	Andrew Oakes	9	5	0	0	0	0	0	0	14	0	14
6	Rob Sharpe	7	6	0	0	0	0	0	0	13	0	13
7	Jasper Walter	0	10	0	0	0	0	0	0	10	0	10
8	Simon Lytton	0	8	0	0	0	0	0	0	8	0	8
9	Tim Sawyer	0	7	0	0	0	0	0	0	7	0	7
10	Mae Moore	5	0	0	0	0	0	0	0	5	0	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

		Events				x 1.5 Points			x 2 Points			
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**	**Dropped Score**	**Final Total**
1	**Tim Sawyer**	12	7	0	0	0	0	0	0	19	0	19
2		0	0	0	0	0	0	0	0	0	0	0
3		0	0	0	0	0	0	0	0	0	0	0

SOCC Rally Championship – Drivers and Navigators

CLARIDGE MOTOR SALVAGE
Tel: 01993 840831/ 01993 840850

DRIVERS CHAMPIONSHIP

Rally Driver standing		
Name	Rounds	Points
Lewis Ayris	2/7	35
Mick Valentine	2/7	22
Jacob Neal	1/7	18
Max Bird	2/7	12
Simon Ayris	2/7	12
Chris Newton	1/7	11
Tim Sawyer	1/7	11
Kelvin Lame	1/7	10
Dominic Hodge	1/7	10
Charlie Tuthill	1/7	9
Andy Corner	1/7	8
Aidan Corner	2/7	6
Shane Parry	2/7	6
Dick Mauger	1/7	5
Chris Smith	2/7	4
Freddie Osborne	2/7	3
Bob Wisniewski	1/7	2
James Hall	1/7	2
Alfie Hammond	1/7	1
Gavin Roger	1/7	1
Dave Thornhill	1/7	1

T. J. Hall & Son Ltd
Motor Engineers

NAVIGATORS CHAMPIONSHIP

Rally Navigator standings		
Name	Rounds	Points
Matt Outhwaite	3/7	46
Suze Roger	3/7	26
Tim Sawyer	2/7	18
Ade Camp	3/7	14
Josh Seymour	2/7	12
Gavin Rogers	1/7	11
Simon Blackshaw	1/7	9
Louise Wren	2/7	6
Kamila Newton	1/7	3
Mike Jode	2/7	3
Gethin Johnson	2/7	3
Liam Alley	1/7	2
Rebecca Smith	1/7	1
Kevin Barnes	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 – 8/3/26				
Name	Rounds	Points	Marshal points	Total
Harry Brierley	3/7	29		29
Tim Sawyer	1/7	10	12	22
James Hall	1/7	10	12	22
Robert Hall			12	12
Simon Blackshaw	1/7	12		12
Eddie Haynes			12	12
Michael Symonds	1/7	8		8
Tom Dunham	1/7	8		8
Matt Endean	1/7	8		8
Craig Fraser			6	6
Stuart Martin			6	6
Bob Wisniewski			6	6
Olivia Wisniewski			6	6

Funny Comments Section

“I don’t know what I am doing here. Follow that car!” Tim Sawyer making good calls on the Chatsworth 12 Car Rally and the Hangover Rally.

“I used to always miss those random code boards on route when I first started Road Rallying” True to form, Chris Jones misses two code boards on the Chatsworth 12 Car Rally.

“I was the fastest through the Water Splash though” Rallyboy Eddie Haynes celebrating the fact that as course opener he was the fastest through the water splash. We will ignore the fact that he had to pull over straight after the water splash for around 10 minutes until his MG came back to life.