

SPOTLIGHT

JLT Sport / MSA Motor Club of the Year 2009

THE MAGAZINE OF CHELMSFORD MOTOR CLUB

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Congratulations to Paul Hernamen and "Crow" for their 4th win on the Lumenition East Anglian Classic. Here they are at Oulton Street.



Picture by Andy Manston

**HONORARY PRESIDENT
BILL PRESTON
AUGUST 2010**



When and where we meet



Most Thursdays at 9pm
The Queens Head, Church Road, Boreham, Essex. Map Ref 167 - 716.5 119.5

Every 3rd Thursday at 8:00pm.
Regiment Way Golf Centre, Pratts Farm Lane, Little Waltham, Essex. Map Ref 167- 755.5 096.5

CMC Committee - 2010/11 - Who's Who?

Chairman.

Brian Jaggs. 20 Mayne Crest, Chelmsford, Essex, CM1 6UB. 01245 468763 brian.jaggs@blueyonder.co.uk

Vice Chairman.

Jim Bowie. 36 Park Road, Thundersley, Essex, SS7 3PP. 01268 759746 jimbowie555@yahoo.com

Secretary.

Paul Barrett. 39 Constantine Road, Colchester, Essex, CO3 3DX. 01206 572529 paulbarrett@chelmsfordmc.co.uk

Treasurer.

Richard Nel. 01245 467715 richard.a.nel@baml.com

Registrar.

Dave Judd. 17 Skylark Walk, Chelmsford, Essex. CM2 8BA 01245 357887 cmc.membership@blueyonder.co.uk

Competition Secretary.

Tony Michael. The Fitch, Main Road, Boreham, Essex, CM3 3JF. 01245 466994 arm@chelmsfordmc.co.uk

Results Secretary.

Ed Scott. 01245 401440 tables@chelmsfordmc.co.uk.

Spotlight Editor.

Gavin Leech. 10 St Vincent Chase, Braintree, Essex, CM7 9UJ. 07896 245258 magazine@chelmsfordmc.co.uk

Other committee members.

Mark Andrews, Mark Barham, Paul Brewerton, Carl Brown, Tony Clements, Karen Cook, Matt Endean, Gary Nicholls, Tom Peddle and Ben Scott.

Please feel free to contact any committee member if you have a question or comment.

Chairman's Conflab - Brian Jaggs gets wordy!

Firstly I would like to apologise for missing the deadline for the last magazine [May 2010], unfortunately I have been suffering with some health issues for some time which has been compounded by carbon monoxide poisoning. This has resulted in a return of 'vertigo' type attacks which affects balance and can bring on feeling of feintness/dizzy spells. Initial investigations suggest nothing serious and with the passing of time, things are definitely improving, but like everyone who suffers from an illness you just want it to go away and to know what caused it. As a result of this and some leave I have not been able too attend some events/meetings.

Earlier this month I had a family wedding to attend near Harrogate which was the same day as the East Anglian Classic. I hear that the event was very successful so congratulations to Gavin, Paul and rest of the team for once more maintaining the high standards of event organisation that competitors and marshals expect from Chelmsford Motor Club.

Whilst I was very disappointed to miss the EAC, my week in the Yorkshire Dales was a return to where I lived when I was 9-10 years of age. On the day after the wedding, I went to Burley-in-Wharfedale, where my parents had owned a fish and chip shop and went up to moors at Burley Woodhead where I used to play after school. I took one of the footpaths, stopping to play sticks in the clear water stream and then carried on walking past a far greater number of sheep than I could ever remember. At the top of Burley Woodhead I stopped to look down on the village and had a drink of coffee from my flask. I then continued on my trek over towards the Cow and Calf rocks on Ilkley moor. I remember climbing these rocks as a boy and having experienced the view once more over Ilkley, reminded me how pretty our country can be. From the Cow and Calf rocks I decided to walk to the summit of the moors to look over towards Skipton and Buxton Abbey. I stopped here to once more admire the view and take a well earned rest, sorry must stop now I'm rambling.....

Marshaling Matters - A Few Words from Karen Cook. Chief Marshal.

First of all, I must congratulate long time Chelmsford member, Dave Thompson for all his efforts as Chief Marshal for the Essex Charity Stages. The Wickford run event would not have been a success without Dave's efforts and to all the Chelmsford marshals who helped Dave Judd at Coney Hall.

And also, many congratulations to Trevor Suckling for tackling the same role on the Lumenition East Anglian Classic. All points and tests were manned.

We will be having a quiet few months over the Summer and Chelmsford will need all members help with the events we have from September onward. If your not competing, please marshal. These events can not run without your help.

Here is a list of up and coming club events and club nights.

Club Night - Thursday 19th August. Drop in for a noggin and a natter.

Club Night - Thursday 16th August. New members night.

Priestley 12 Car - Fri 17th September. Contact Gavin Leech. First event of the Winter Series.

Hutton Kitchens Woodbridge Stages - Sat 25th September. Information on web site. Chief Marshal John Conboy.

Rover Center Gymkhana Woodbridge - Sun 17th Oct. Information on web site. Chief Marshal Matt Fowl.

Club Night - Thursday 21st October.

Halloween 12 Car - Fri 22nd October. Andy Merchant & Chris Parmenter.

EACS Endurance - Sat 30th October. Contact Paul Barrett. Chief Marshal Karen Cook.

Mill Hill Car Trial - Sun 14th November. Contact Richard Nel.

Club Night - Thursday 18th November.

Mick Bliss 12 Car - Fri 26th November. Ben Scott & Karen Cook.

The Preston - Sat 4th / Sun 5th December. Contact Brian Jaggs. Chief Marshal Paul Brewerton.

Club Night - MONDAY 13th December for mince pies and a pint. Date to be confirmed.

Early 2011 - We are planning a Gymkhana and a Stage Rally - Details to be confirmed.

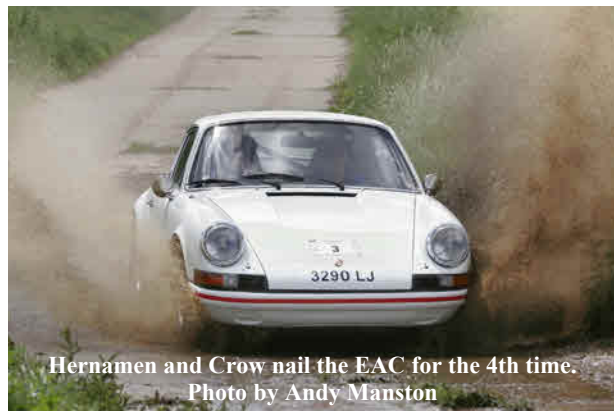
If you can marshal on any of these events, please email me at chiefmarshal@chelmsfordmc.co.uk so i can pass your details on to the relevant chief marshal. This is so we limit the amount of emails sent to you for each event over a 8 month period.

We need volunteers in the club to come forward to be part of the organising teams for future gymkhana if the events are to run this year. Gymkhanas are not too demanding of your time and well worth the effort. We are always on the lookout for enthusiastic members to join us and help get fully involved in an event regardless whether the event is a small but compact 12 car to the bit more demanding gymkhanas to the larger stage, road or endurance rally events. If you feel passionate about Chelmsford putting on an event, then volunteer your services. The committee will ensure you have all the help and support you may require.

From time to time we are contacted by other motorclubs to help them marshal their events. I will be advertising these events on the club website's forum for marshals and in the excellent magazine Spotlight so please check regularly to see if you can lend your marshalling services to chelmsford and other local clubs.

Keep checking our website www.chelmsfordmc.co.uk for updates and contact details.

Karen Cook



The Lumenition East Anglian Classic Historic Rally is now the only remaining 1-day regularity road rally in the Clubmans Championship that originated as a full weekend event that included a night navigational section. From those tougher origins a slick 1-day event has evolved.

It was therefore disappointing that only 35 crews had entered the historic element of the event, with 3 of these eventually non-starting. However, most of the regular Championship contenders were present, but current champion driver – Martin Neal – was without his regular partner – Mick Briggs – who was away on the Classic Marathon, he lead the field away from the luxuriant Barnham Broom Golf and Country Club start/finish venue with Richard Dix holding the maps.

The route comprised of 6 regularities and 11 tests, generally following a clockwise circular route from the start. Navigation for 5 of

the regularities was effectively pre-plot, with only the final regularity requiring any serious navigational input, as it was “plot and bash.” The opening regularity commenced immediately from the start car park and caused little difficulty apart from crossing the edges of the 3 maps used. A sign of things to come was apparent at the first test at Fransham. Several crews were to beat the test bogey time – conditions were dry and fast, and the more powerful cars were to have a good day.

Much credit must be given to the organising team, who had provided each crew with a model Road Book with crystal clear test diagrams and other instructions. The second regularity was of a “London Road Book” style. A series of map references had been given to navigators prior to the start that were pre-plotted. The route instructions were then simple arrive/depart instructions. Most crews had little problem here, although Ian Crammond/Kerry Nash; and Tony Sheach/Colin Wake had more trouble than most. Already Ali Green/Jean Chmura were out suffering a broken gearbox, and the next test at Oulton Street saw Emma and Rob Henchoz plough into the field of wheat immediately after the water splash. Fortunately neither crew member came to any harm, but their PV less so. At lunch the leader board showed a jubilant David Mustarde/Peter Blackett in a slender lead from Jim Deacon/Ian Doble in the rapid MGB, and John Sykes/Nick Cooper in the Mini Estate.

The afternoon session continued with 2 more very fast tests at Brandiston where Paul Hernaman/Crow began a sequence of fastest times, making excellent use of Porsche power. A very rough road lead to the final 4 tests at Hethel, which initially looked as though they would not affect the results significantly as they were so short. However, the canny Crow used all his initiative in code board spotting to see Paul scorch through the final test taking 20+ seconds off most close rivals.

The final regularity now remained – the only “plot and bash” section. This was to reshape the leader board with David Mustarde/Peter Blackett dropping 48 seconds to Paul Hernaman/Crow’s 24 seconds. The ever-steady Peter Horsburgh/Alistair Bell took 3rd place on “furthest cleanest” from the fast improving John Sykes/Nick Cooper.

Early Championship leaders Mike and Matthew Vokes suffered mechanical problems prior to the Hethel tests, but managed to get to the finish although well off of the pace. Last year’s Champion – Martin Neal gathered useful points in finishing 7th overall, and is still in contention for a second consecutive Championship win – although this has never been achieved in the past.

- 1 Paul Hernaman/Ray Crowther (Porsche 911) 1188
- 2 David Mustardé/Peter Blackett (Alfa 1750GTV) 1195
- 3 Peter Horsburgh/Alistair Bell (Morris Mini Cooper S) 1225
- 4 John Sykes/Nick Cooper (Mini Estate) 1225
- 5 Jim Deacon/Ian Doble (MGB Roadster) 1226
- 6 Roger Bricknell Ryan Pickering (Triumph TR4) 1230
- 7 Martin Neal/Richard Dix (Austin Healey Sprite) 1270
- 8 Bob Taylor/Jeanne Taylor (Austin Mini) 1309
- 9 Andrew Buzzard/Rob Lyne (Alfa Romeo Giulia Sprint) 1336
- 10 John Ruddock/Les McGuffog (Ford Escort Mexico) 1426

A few comment from those involved in the event.

Speaking as two of the marshals, this was a lovely day for us. The weather helped, but a major factor was the happy, friendly attitude of the crews, who were delightful. We hope Emma and Rob are not too shaken-up, and that their lovely Volvo recovers quickly, as well.

Anne & Debbie

Hi Gavin,

I’ve only just caught up with the EAC results and was shocked and surprised at the result!

With a huge IRTC penalty during the morning thanks to baulking by a dork driving a 4x4 for miles at 15 mph, I assumed our run was over. Particularly as the EAC doesn't allow you to drop your worst lateness penalty.

We carried on, but I have to confess I was pretty down about the time loss. Paul still had his brain out on the tests, and the last plot & bash regularity allowed us to claw back the deficit.

Thanks for a great day - eventually. As to be expected from CMC the organisation was faultless so well done to you, Jacqui and your co-organisers. I still don't understand why your entry level is below other events. It's time crews realised what they are missing. Many thanks – Ray (Car 3)

Paul,

Thank you very much for a thoroughly enjoyable day yesterday. We had a brilliant time. Please also thank the rest of the team for putting together a real quality event with great venues and hospitality. Superb fun!

Tony and John. (Car 104)

Thanks to all involved for putting on yet another cracking event. Had a mixed day, but really enjoyed it. Just need a little more practice. John and Tony (Car 104).

Paul, thanks to you, Gavin and the rest of the organising team for all your hard work and for being a joy to be around and work with. Of course we'd rather have been competing, but we had a very jolly day out in the sunshine and the crews were polite & smiley - and my grandparents enjoyed watching the cars pass!

Lizzie Pope.

Hi Gavin et al.

Just briefly to say thanks for a wonderful event, we enjoyed every moment of it (down to the second)!

Say a big thank you to everyone involved. Kind regards Jeremy (car 35)

A quick note to say thanks to all at Chelmsford MC for putting on a great historic rally last Saturday - everything was just right - road book was good, time schedule was realistic, test sites were top drawer and the route instructions were a good mix of different instructions including a bit of plot n bash which always adds a bit of spice...oh and the speed changes weren't too anal!! Didn't enter? Then you missed out!

Nick (car27)

I'll join Nick in saying great event helped by the demo from John R of how to throw a RWD around the test. Must remember to take a dictaphone to record 2nd set of code boards on first lap next time so a certain Porker doesn't gain so much time on us on the 2nd lap. One wrong slot is all it takes when it's so close at the top, who needs to go to Le Mans to get their kicks, well done CMC. Les (car 15)

EAC Historic, oh dear! Emma and I were out in the PV544 on Saturday, on our local historic event. Unfortunately Emma has now recorded her first "DNF", in fact we only managed 2 regularities, 1 special test and 200m of the second test.....

On the exit of the usual water splash at Oulton Street, the PV's back end stepped out ever so slightly, we clipped the field bank on our left which flipped the PV onto her roof.

I'm pleased to say that Myles (our body man) swung by the house on Sunday and says, in Antipodean tones, "no worries mate, I can fix that". So, GAS 685 will not be off the road for long.

Our heartfelt thanks to many people:

Andy Manston of M&H Photography, who was first on the scene and ministered to us as we hung from our harnesses, feeling somewhat surprised to find ourselves in the unaccustomed attitude.

Jim Deacon, who was out of his car faster than Linford Christie.

All the marshals who beat Jim to us, and got the car on her wheels again.

Isaac & Sarah Zarmati who loaned their Subaru and trailer for the afternoon, while they continued on the event.

All the competitors, customers and friends who were worried about us, and commiserated.

Now, we're really not sentimental about our cars, but the worst of this occurrence is knowing that we damaged our PV after it's looked after us so well all these years - and we (ummm, Emma in fact!) feel very guilty about having "got it wrong".

Rob Henchoz.

Hi Gavin

I would say thanks for a great rally!!! but...

The bit I did was great, as always.

I wonder if you let everyone know (via the forum) that Rob and I are fine and thank them for all their concern and kind words.

I have just bought a PV roof section, so work begins next week and the PV will be out to play again later in the year. I am saving the bubbly till she is back on the road.

Thanks, Emma Henchoz

Decided to enter the event after Paul Brewerton paired us together at the regularity training night. Never having done anything on this scale before, we entered with an open mind and a view to enjoy ourselves. Good event, well organised but like doing two exams at the same time, make a small mistake and suffer big penalties, missed a junction on reg c by approx 400mts and picked up over 3 mins in time penalties.

Regrouped at lunch and got my head in gear again, Good run until the tests at Hethal where the car started to overheat

slightly, I lost concentration as well as being tired, I lost the plot of navigation and ended up cutting the route and 2 controls picking up over 4000 time penalties in the process (doh).

Still enjoyed ourselves, good company in and outside the car, good atmosphere amongst competitors and officials. Look forward to possibly doing it next year with a bit more practice, that is if someone will have me.

John Conboy/TonyBirchnall Car 104

Spotlight. It's your mag!

Thank you for your support over the years but this will be my last Spotlight.

The oldest Spotlight in the current format is March 2003 although I know I did do some issues of Torque having taken over from Gavin Rogers not long after Maria my daughter was born. She has just celebrated her 10th Birthday.

I decided to rename the club magazine in 2003 when I received some old issues from my father Norman Leech, some of you will remember him and his 100E and RS 2000. The old copies I had were when the mag was called Spotlight and hand typed on a multipart set which was placed on an inked drum to produce copies. Oh, how things have changed.

My dad was the editor in the early 70's so I thought it was time to bring back the name, Spotlight.

I have thoroughly enjoyed my stint as editor (almost 10 years) but it is time to pas the reigns on to someone else with new ideas. If you fancy having a bash then drop me a line or any committee member.

For the time being please send your contributions to me at the usual address as below. I will either pass on to the next editor or put together a short issue next time around.

Thanks again, Gavin Leech.

Please remember, Spotlight is YOUR mag and it relies on comment from the membership. I only put it together and send it out. Please, please, please send your thoughts, ideas, comments, and contributions to me as and when you can. When you have done an event, marshaled or just noticed something daft, drop me a few lines and as long as it's not too illegal or immoral, I'll include your words. If you have a picture let me have it and I will scan the original and return it to you. Sometimes it may be necessary to edit articles.

You can get your words to me by various means.

Mobile call, text, picture or message - 07896 245258

Email - magazine@chelmsfordmc.co.uk

Post - 10 St Vincent Chase, Braintree, Essex, CM7 9UJ.

Chelmsford Motor Club does not accept any responsibility for the views of contributors expressed in this magazine, and The Editor's views are not necessarily those of the Chelmsford Motor Club committee.

Next issue on September 1st. Copy to me by the 25th August please or as soon after your event as possible..

The Weald Group of Motor Clubs

The motor clubs listed below make up the Weald Group. Providing you are a member of one of the clubs, you can enter any event that doesn't require a competition licence without joining the club. It's best to contact the event organiser to make sure there is space available for your entry.

The current main contacts for each Club are:

Bexley	Glyn Williams	01622 715018	wilcat@btinternet.com
Blackpalfrey	Andy Gibson	01227 792740	andy@blackpalfrey.co.uk
Borough 18	Roger McKenzie	01732 884312	rmckenzie@playleandpartners.co.uk
Borough 19	John Sharp	01206 728272	jmsharpb19@hotmail.co.uk
Central Sussex	Graham Prevett	07973 719948	grahamprevett@yahoo.com
Chelmsford	Matt Endean	01375 407124	superuno@blueyonder.co.uk
Croydon	Mike Shotter	07910 874414	michaelshotter@gmail.com
Eastbourne	Tim Smith	01424 222662	ermcontact@aol.com
Maidstone	Tom Soloman	07836 636622	tomsk24@aol.com
North West Kent	John Caryl	07775 564497	john.caryl@nwkmc.org
Sevenoaks	Steve Thompson	0208 3002609	stevthom@hotmail.com
Southern	Robert Pike	01233 840057	robert@pulmolink.co.uk

The contact below may only be the initial contact. You may be asked to contact the event organiser seperatly.

20/20 RALLIES

Saturday 28 August 2010

Eastbourne – contact Tim Smith - details above

12 CAR REGULARITY RUNS

Sunday 29 August 2010

Blackpalfrey – contact – www.blackpalfrey.co.uk or Andy Gibson as above

Sunday 17 October 2010

Sunday 28 November 2010

Sunday 5 September 2010

Eastbourne - contact - Tim Smith initially - details above

Sunday 17 October 2010

AUTOTESTS

Sunday 15 August 2010

Wednesdays 4 and 18 August 2010

Sunday 12 September 2010

Sunday 8 August 2010

CAR TRIALS

Sunday 3 October 2010

Sunday 7 November 2010

Sunday 14 November 2010

Sunday 21 November 2010

12 CAR RALLIES

Friday 15 October 2010

Friday 12 November 2010

Friday 3 December 2010

Friday 17 September 2010

Friday 22 October 2010

Friday 26 November 2010

Eastbourne – contact – Tim Smith initially – details above

MMKMC – contact - Tom Soloman – details above

Sevenoaks – contact Chin –01732 823132 - chin@btinternet.com

Eastbourne – contact – Tim Smith initially – details above

Sevenoaks – contact Chin –01732 823132 - chin@btinternet.com

Chelmsford – contact - Richard Nel 01245 467715

MMKMC – contact - Tom Soloman – details above

Blackpalfrey – contact – www.blackpalfrey.co.uk or Andy Gibson as above

Sevenoaks – contact Chin –01732 823132 - chin@btinternet.com

Eastbourne – contact – Tim Smith initially – details above

Chelmsford – contact – Gavin Leech 07896 245258

CSMA NE London Grasshopper Production Car Autotest Sun Aug 8th

Hop along and join us at Another fun family motorsport event, probably the best fun on grass, free for marshals.

Straight forward tests, no reversing.

Minimum of 6 tests, usually loads more, three runs at each test, best two times to count.

Lots of awards, low qualifying numbers.

Passenger required and driver / passenger can swap seats to create a second entry.

Event open to CSMA, Bedford CC, Chelmsford MC, Dolphin MC, Falcon MC, Middlesex CAC, Windsor CC.

Scrutineering from 09:30am, first test starts at 11:00am sharp, marshals from 10.15am please.

Entry fee only £ 17, please enter by 2 August, late entries may be accepted at £ 3 extra cost.

Sunday 8 August 2010 @ Stud Farm, Leighton Buzzard, Beds.

Competitors call Bernard on 01992 582323 (h), 07768 556 369 (m),

Marshals call Graham on 020 8553 4700 (h) (evenings please) or email graham.mclean@bt.com

Football and Motorsport - A Fine combination - Jim Bowie

I must confess to being an occasional football fan, and like many people in the country fantasised about England doing well in the World Cup, and I simply looked forward to the whole competition. I "look forward" to all sorts of things, which is my sunny outlook on life, and thats a good thing - as England were of course crap.

I cant tell you about ALL the things I look forward to here, but as an aside the Tour de France is an event I love every July . . . even though I know some of the competitors may er break some rules . . . on occasion. (I know Tom Ward is a "tour" fanatic - any more out there ?)

When asked to marshal on the recent East Anglian Classic I was immediately on board but aware that England had their first match against the USA at 7.30 and that I would need to organise my day accordingly - particularly as the tests closed at 6.10 pm. I know other marshals had this concern - although plenty didn't! Getting home JUST IN TIME TO WATCH THE FOOTBALL AFTER A DAY RALLYING was also flawed.

When Tony Clements suggested we marshal together in his recently acquired 911 Carrera 2 the idea of a nice day out posing in the Porsche certainly appealed but Tony is a non football fan so more head scratching was required. As it turned out we had an absolutely splendid day, running the tests at Oulton St & Hethel, fitting in a pint in between the tests, then a top meal in a non football pub, then a swift (truth censored) drive south, reading the road off the map on UTTERLY DESERTED roads, as the country prepared for that first match. We arrived at The Cherry Tree in Yaxley near Eye at exactly 7.30 which fortuitously was a "full on footie pub" with wall screens and cheap Woodfordes Wherry. TC slid off to the empty Pool Room and handed me drinks through the sweaty melee. I had a truly great time, although the result was frustrating and TC was unbelievably genial about my passion.

Then 5 days later . . . I was very lucky to join Tony again and Mark Andrews for TC's 50th "outing" to Corsica - see photos of Toivonen's Memorial. Englands second match against Algeria was on the evening we arrived and now I had two non footies to contend with! But planning saved the day and we found an excellent outside table on a balmy evening in Ajaccio where I could see inside the bar to the screen. The meal was much better than the football but at least I felt "in touch".

Now of course the football is an anti climax, so I will look forward to a Coventry Climax or something .

Henri Toivonen

To celebrate his 50th birthday Tony Clements took Mark Andrews & Jim Bowie off for a weekend trip to Corsica. Whilst there they visited the Memorial of Henri Toivonen whose tragic accident in May 1986 brought an end to Group B rally cars being used in the WRC.

The line of the road has changed slightly since the accident, with a gully on the inside of the corner and a retaining wall on the outside. The stage, going north from Corte, is still used for rallies.

The boys(!) had planned to go to Corsica in October to watch a bit of the WRC but unfortunately the French equivalent of the MSA have decided to run their WRC round in Alsace this year and the lures of Corsica outweighed going to watch Seb beating the inadequate opposition in his own backyard at a time of year when the Hutton Kitchens Stages has greater priority.



Hughes Rally

On 30th May, Gordon P and I entered the Hughes Rally, normally this even is used as preparation for the EAC as regularities are not the sort of event that appear at the top of my wish to compete in list. Unfortunately family commitments prevented me from doing the EAC but as we had not competed in anything for what is almost a year, the Hughes was at least an opportunity to blow some cobwebs off the Mexico.

Also out flying the Chelmsford banner were Matt Fowle navigating for Roy Gillingham (Porsche 911), Nick and Lizzie Pope (Lancia), Graham Child and Kevin Ablitt (RS2000) Peter and Paul Brewerton (Dolomite) seeded one in front of us.

The start and finish venue at Wrotham was the same as 2009, as was the run out, or at least was from my understanding. Had I read the instructions correctly instead of following last year we would have completed test 2, 3 and 4 after test 1 and not before as I completely drove past test 1 at The Granary. We booked in to test 2 (Mereworth Woods), and were on the count down before I realised. This was unnecessary excitement as I had test one diagram open and we were already flying along. Not really a surprise that we missed the first code board [CB], notwithstanding the CB post and the instructions at signing on!. Coupled with a poor route call by me on The Granary test we almost went round the same cone twice, we narrowly avoided a wrong test and picked up around 10s penalty.

By this time I was starting to think that recent health issues were really having a much worse affect on my mental reasoning than I ever thought possible.

RSA was tulips which you could not plot on the map as they were not every junction so this was a wasted 45mins before we even left the start. Added to that I had missed the very top of the entry form to circle class as a result we were running Novices at car 50 and to be honest I felt more like a beginner let alone a novice. RSA was not that brilliant, 12s, 9s, 44s 18s penalties, Matt appears to have had an issue on test 4 with what looks like a test maximum and certainly offset his excellent RSA regularity penalties of just 10 seconds. Peter and Paul also did well with just 16s.

After RSA we had a coffee break then into RSB which was Map references and spot heights. Other than Matt 32s, everyone else had a nightmare on this one, Nick/Lizzie picking up 30s on the first timing point, Graham/Kevin an overall 90s and Peter/Paul 80s with a wrong slot, made our 81s overall look no so bad.

After a headache tablet at lunch, the second half appeared to improve with 10s and 13s the timing points on RSC (marked map) and D (plot and bash) . Matt appears to have picked up test maximums on Test 5 and 7 which seriously impacted on what appeared to be outstanding regularities C and D 7s on both. Graham and Kevin did brilliantly on these 2 with 9s and 3s and Peter/Paul 14s and 8s.

Test 5 was a mickey mouse test, very tight farm that also caught out Peter/Paul with a wrong test (we did this last year so took it a little easier this year). After RSD we went to Headcorn Airfield where Nick/Lizzie suffered from rear end shunt from job public whilst they were waiting to turn into the test venue. (Hope the damage is no too costly, certainly resulted in a good time on Test 6!)

RSE was a jogularity and again I was reasonably pleased with our 20s but would still have swapped with Matt's 11s. Nick/Lizzie and Graham/Kevin both had issues at the first timing point with 60s penalties. Test 8, 9 and 10 were a repeat running of Mereworth Woods which from my perspective was a great finish opportunity. Unfortunately RSF was a regularity around the perimeter track of Mereworth Woods which as the stopwatch did not start we had to guess our average speed of 30mph. The woods here are perfect for a blast and even at $\frac{3}{4}$ speed we still ended up being a minute early.

With the exception of a mickey mouse farm test, the others were pretty good and overall we were 2nd fastest on all the tests which bearing in mind a couple of mistakes, was not too bad.

Results were Matt 22nd, us 24th, Peter/Paul 25th, Graham/Kevin 36th and Nick/Lizzie 37th. The Hughes is a good event, well organised and very little that I could recommend to be improved. We will be back in 2011 but only for EAC practice.....

Brian Jaggs

Pirelli 2010 - Brett Griffin

On the 23rd April Griffin Motorsport set off for the second round of the BRC Challenge 2010. The rally sees a return to Carlisle racecourse and the infamously renowned 'Killer' Kielder forest complex. Named this because its

speed, awkward cambers and deep ditches have ended even the most capable drivers rally. The team will contest 50 stage miles on some of the fastest and most challenging forest roads in European rallying.

With only slight damage to the steering on the Bulldog Rally it was easily fixed and the car was prepared with ease and ready a couple of weeks before the event. Giving Brett and Sam a chance to concentrate on the pace notes and stages.

The team set off early on the Friday morning and arrived at Carlisle Racecourse in good time and set up service. The car was put through Scuteneering and passed with flying colours. Whilst the service crew gave the car a final check over and tinker Sam and Brett signed on and sorted out the paperwork. With this all done the team headed back to the hotel (eventually! No thanks to the sat nav!!!)

With the International rally starting on the Friday night, the team took the opportunity to go and watch some stages that evening to get themselves in the spirit of things for the next day. It is amazing how these top flight drivers can get their cars through the stages at such high speeds!



On the Saturday morning the team headed back to the race course and got themselves ready for the start of the day. With their start time sorted out they headed off to the start ramp, booked in on their minuet and started the 40m mile road section to the first stage.

Due to the dry weather there was allot of dust on the ground and at times dust hanging in the trees from the previous car can limit the driver's visibility and become dangerous. In these conditions the pace notes and the delivery of these in a timely and accurate way is very important for the driver to be able to stay on the limit.

Stage one – Roughside – 11.6 miles

This was the second longest stage of the day. Brett and Sam knew they were going to have to push from the off to stay up with the likes on Wilkes and Black who where predicted to do well on this event and with Wilkes wanting to extend his lead in the championship he was going to be the man to watch. The team queued up for the start of the stage and nervously waited for their minuet. With a one last reminder about the ditches from Sam they were on the start line and off into the forest. The stage was very fast and twisty, but having competed on gravel only four weeks previous Brett was well on the pace. Luckily the wind had picked up and the dust was clearing from the stages well before the next car was through. The stage was passed through with no problems and the team set a fourth fastest stage time. This was a great start to the day and a real confidence boost for the boys.

Stage two – Pundershaw – 5.5 miles

This was the shortest stage of the day. It was a fast sprint style stage with some long straights and blind crests over corners. With ever growing confidence Brett set off at a blinding pace. He was really starting to get the car 'moving' around. With the stages only having the Historic cars through before us the surface hadn't been too dug up. This is normally caused by the four wheel drive cars. As they accelerate and spin their wheels round corners they dig all the gravel out and leave big ruts. This doesn't allow you to slide the car round the corner so well as the ruts could easily tip a car over if hit at speed sideways.

It is also important to keep the car on the clean line swept by the cars in front. On these lines there is a lot of grip but as soon as you stray off the gravel on the sides will pull you towards the ditches. This is not much fun at 90 mph.

The stage was cleared with only a few small moments.

Stage three was cancelled so the team then began the 40mile road section back to rally HQ and service. At service time control the team collected a set of results to see they where currently lying in fifth position and only 32 seconds behind the car in front. Not impossible to make up as long as the team had a clean run in the afternoon.

With there being no problems with the car on stage there was nothing to worry about in service. A quick check over and tyre change and the car was ready to head off again to the next stage.

Stage four – The Craggs – 7 miles

This was another fast sprint style stage. Moving further into the forest the stages where a little tighter and more twisty that the previous too. Brett made good progress and kept pushing to maintain the teams overall position. Again with no serious problems the team completed the stage with no problems and cleared the short road section to the next stage.

Stage five – The Forks – 8.5 miles

With a bad accident in the Historics the start of this stage was delayed by an hour. This meant the teams where left queued up and had a chance to talk to each other and share storeys of near misses throughout the mornings stages. Eventually the stage was started and Brett and Sam got themselves strapped in the car and waited for their turn to start. Once again this was an ultra quick. Unfortunately the break had allowed the boys to relax a little and Sam wasn't quite ready for the pace of the stage! About a mile in he was struggling with the notes a little. With this Brett didn't have full confidence in the notes and came off the pace slightly. Frustrated the team completed the stage and thinking they had lost a lot of time they knew they were going to have to push in the last stage to get a result. The team later found out that even with Brett not driving flat out they set a fifth fastest stage time!

Stage six – Bewshaugh – 12.2 miles

This was the last stage of the day and the longest. It was also one of the most technical. With a bad stage before Brett and Sam decided that it would be all or bust on this run through the forest. The stage started incredibly quickly with some long straights with blind crests. Then it moves into a more technical section and opens up again towards the end of the stage. Brett really went for it and with Sam spot on with the pace notes they roared through the stage to set another fifth fastest stage time. The team headed back to service keen to see some results to find out where they finished in the overall standings.

To the teams delight they had finished fifth. This was an excellent result as they headed up a field of more modern and more powerful cars being beaten by only one.

The team loaded up and started the long journey back to Essex. Thanks has to go to David who nursed a very sick Navara home at 40 mph!!!

Julian Wilkes took another deserved win in his 190bhp Nova after not being outside the top two fastest times all day. Chris Peart came in second in his Mighty Astra and Callum Black finished off the podium steering his super quick MG ZR S1400.

The team will be heading to Kelso for the Jim Clark rally, the next round of the BRCC and sees a return to tarmac.

Many thanks, Brett Griffin. Griffin-motorsport.co.uk

Chelmsford Motor Club in pictures...

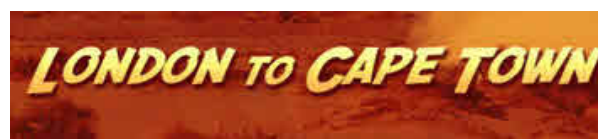


Ed and Ben Scott on the Drystone. Fantastic pictures by Andy Manston.



Tony Michael and Paul Barrett on the Essex Charity Stages and Suze Endean collects her Winter Series Award.

London to Capetown Rally 2011



Rob Henchoz of Amazon Cars with Richard Atherton are competing on the London to Cape Town rally which starts on Jan 1st 2011. They are entering in a 1970 Volvo 144 which has been rebuilt from the ground up. We have been following the progress of "The Beast" here in Spotlight. **Only 152 days to go!**



CapeTown 144 change in specs... You may recall that I mentioned we took the Camel 144 to the Essex Charity Stages a few weeks back.

On the dual carriageway we ran through the rev range in each of the gears, and found that on a single SU HS6 the engine really doesn't want to go above 5000rpm.

That isn't entirely surprising really, for two main reasons

- The single 1.75" orifice just isn't going to let enough charge into the engine to sustain the consumption above 5000rpm
- The charge leaves the HS6, then immediately has to bounce through 90° and split, then both streams have to turn through 90° again before reaching the 1/2 & 3/4 inlet valves, this reduces the gas velocity significantly.

So, today I fitted a pair of HS6's with ZH needles (should ideally be KA's on the A-cam, but ZH is very similar but a bit richer). This will give us...

- Two 1.75" orifices, which we know is good for 8000rpm from our other two competition cars (Emma's B18 PV544, and my 2.1litre 142 stage car)
 - A straightline for the charge, the front carb directly feeding 1&2, the rear feeding 3&4 without any tortuous bends
- So, not only should this modification give us better redline & power, but torque should also be increased because the direct charge path - it's very rare to improve everything without compromising anything.

Incidentally, the first photo is a view of the original single carb manifold - which clearly has cracked just for'ard of the carb!



Please support Rob and Richard by donating to Malaria No More and Help for Heroes
<http://www.justgiving.com/AmazonCars>.

Chelmsford Motor Club Championship Tables (27/07/10) - Ed Scott

Any club member can claim championship points in the following ways.

You can contact the Championship Secretary Ed Scott by phone, 01245 401440 or by email tables@chelmsfordmc.co.uk. Club members who are registered on our web site can also claim by using the on line form.

Please do send your details to Ed as soon as you have done an event. Don't forget, you must enter under the name of CMC.

Here are the top 10 or so in each championship. The full lists can be viewed on www.chelmsfordmc.co.uk

Clubman's Championship		
1	Suze Endean	47
2	Matt Endean	40
3	Dave Town	35
4	Owen Turner	31
5	Kevin Ablitt	28
6	Matt Fowle	27
7	Claire Abrey	22
8	Damien Rigden	19
9	Ben Scott	18
10	Rich Baker	17

12 Car Driver		
1	Michael Helm	42
2	Matt Endean	30
3	Dave Town	29
4	Kevin Ablitt	23
5	Nick White	22
6	Mike Banks	22
7	Suze Endean	22
8	Ben Scott	21
9	Andy Elcomb	21
10	Philip Brent	18

12 Car Navigator		
1	Kevin Ablitt	57
2	Colin Wake	42
3	Suze Endean	30
4	Karen Cook	26
5	John Hodgson	23
6	Rob Galley	22
7	Mark Rutter	22
8	Graham Robinson	18
9	Matt Fowle	18
10	Ben Scott	17

Road Rally Driver		
1	Owen Turner	91
2	Graham Child	46
3	Claire Abrey	35
4	Dave Town	26
5	Peter Brewerton	20
6	Isaac Zarmati	20
7	Richard Mclachlan	19
8	Geoff Lobb	19
9	Dean Clayton	18
10	Tony Burchnall	17

Road Rally Navigator		
1	Matt Fowle	76
2	Kevin Ablitt	62
3	Bob Blows	59
4	Ben Greenfield	25
5	Lizzie Pope	22
6	Paul Brewerton	20
7	Rob Henchoz	20
8	Sarah Zarmati	20
9	Eddie Clough	19
10	Tom Peddle	19

Gymkhana		
1	Owen Turner	36
2	Dave Town	32
3	Ben Dawson	32
4	Tony Clements	28
5	Matt Endean	26
6	Nick Pope	24
7	Gavin Rogers	23
8	Guy Barwell	22
9	Ian Mephram	22
10	Mark Andrews	20

Stage Rally Driver		
1	Tony Michael	56
2	John Legg	43
3	Paul Ashmore	39
4	Kevin Jarvis	26
5	Richard Lewsey	26
6	Kevin Boyle	20
7	Damien Rigden	20
8	Miles Johnson	16
9	Robert Clark	16
10	Dave Town	16

Stage Rally Navigator		
1	Paul Barrett	56
2	Tom Ward	40
3	Richard Bonner	36
4	David Parsons	32
5	Louise Earthy	28
6	Matt Fowle	28
7	Irene Lewsey	27
8	David Church	26
9	Dave Town	20
10	Charlotte Landon	20

Juniors		
1	Greg Mint	99
2	Martin Lane	29
3	Christopher Smith	4

Car Trial		
1	Matt Endean	24
2	Suze Endean	23
3	Ian Mephram	4

Sprint		
1	Nick Pope	49
2	Suze Endean	2
3	Matt Endean	2

Autotest		
1	Greg Mint	99
2	Mike Thomas	80
3	Rich Baker	64
4	John Plant	63
5	Greg Clark	51
6	Richard Nel	48
7	Suze Endean	37
8	Matt Endean	34



MOTORSPORT CLUB OF CHELMSFORD LTD.

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Note - This information will be kept on a computer database in compliance with the requirements of The Data protection Act 1998

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Forenames(s)											Date of Birth											
Names of additional family members											Date of Birth											
											Date of Birth											
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Address																						
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Please tick the appropriate boxes and provide as much detail as possible.

	Stage Rallying	Road Rallying	Historic Rallying	Sprinting	Auto Cross	Auto Test	Circuit Racing	Other
Competeing								
Marshalling								
Organising								
Spectating								

Details including useful personal information and additional information in support of reason for joining.

Members Signature		Date	
Proposed By		Seconded by	

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