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Issue Number 12/01
JANUARY 2012

JLT Sport / MSA Motor Club of the Year 2009



message here. For use two or three sentences.



Hon. President: Bill Preston

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Owen Turner's
MGZR at the start
of the London -
CapeTown Rally

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And much much more....or maybe not?



From The Editor's Chair

Sitting here thinking about going back to work after the Christmas break, and reflecting on a hectic end to 2011. The Preston went by in a blur (as did most of the competitors - it was a quick one this year, less muddy but as rough as ever!) and it seemed to be well received by all concerned. Peter and I were course closing car, and were really enjoying the night until as we were approaching Trevor Suckling and Chris Long's control the rear beam axle decided to become a two-part component and we came to a sudden stop! Thanks to Green Flag for the recovery and the Rover Centre for fixing it.

On 1st January Peter and I went down to Kent to marshal on the Kent leg of the London to Cape Town World Cup Rally and it was quite an experience to see such a variety of vehicles flying down a Kentish white to our control, including CMC members Owen Turner/Matt Fowle, Richard Atherton/Rob Henchoz and (I think) Ben & Mike Dawson amongst a truly international field. There will be more of that later in the magazine.

We are off to Kent again tomorrow for a Sunday morning 12 car regularity run organised by our friends at Blackpalfrey MC, getting in some much needed regularity practice.

Finally a reminder that the club awards night will be on Thursday 19th January at our new meeting venue, Chelmsford Rugby Club. Directions will be found on the back page of this magazine.

Chairman's Chat

By Richard Nel



Firstly, may I start by wishing all members a very happy and prosperous New Year.

For your delectation there are a number of major events already in the advanced stages of planning for early 2012, details of which can be found

on the club website. Please refer to the home page which is regularly updated by webmaster Tony Michael and expect to see more event announcements in the coming weeks.

Since the last publication, events very successfully run include the Woodbridge Gymkhana, a 12 Car and the 'One and Only' Preston Rally. The latter event was, by all accounts, immensely successful. An impressive entry was received (albeit slightly lower than in recent years), with competitors from all over the country making their annual pilgrimage to deepest Norfolk. I am advised that the organiser's thoughts are already aligned to the 2012 event. Brian Jaggs and his team put in an immense amount of effort in advance and throughout the event weekend to make it happen. And of course the fantastic band of marshals, without whom nothing would happen on the night.

At the Christmas 'sausage rolls and mince pies' evening, an EGM was held where the proposal to create a marshals membership category was discussed and approved. In recognition of those members who support multiple events by marshalling by giving up of their time and resources freely, but do not compete on any events, free membership is being offered.

Looking forward we have the TRS Brands Hatch Stages, January Jaunt 12 Car & with a new sponsor, the XPart Endurance Rally, all in the next 6 weeks.

And lastly, the 2011 Annuals Awards night is happening on January 19th, at the new venue of Chelmsford Rugby Club, Coronation Park, Chelmsford.

Richard Nel

2011 - The Best Preston Ever? - Editor Paul Brewerton brings together a miscellany of Comments and Photos

That of course is a matter of opinion. Certainly this year's organising team came up with a route that was the most compact in terms of 'link' mileage, and because of the dry weather leading up to the event it was also probably the fastest in recent times and in its current format. That's not to say it was easy, as the 21 out of 50 entries that failed to finish will testify, and hard ruts and potholes do more damage than soft muddy ones. The 'washboard effect' of 50 cars accelerating across sandy ground at speed was definitely evident at the tail of the field. I've never driven the famous Belgian pavé at speed but I reckon its not dissimilar from Euston or Shadwell when its dry!



Here's what former Clerk of the Course Adrian Gladwin had to say *"Thank you all very much for yet another superb Preston Rally. Most regrettably I didn't get very far but what I did was excellent, hugely enjoyable, and plainly the rest of the event was much the same..."*

What a difference a year makes - from the snow covered route of twelve months ago to this! In it's own way I think this was a 'classic' actually, and surely the fastest Preston to date!



One unfortunate consequence of this is of course that a number of sections became clean-able, but nobody could have predicted or made allowances for such conditions; the timing was excellent if I may say so., I'm so disappointed that I missed most of the route as it was clearly one of the very best. Not only superb

sections but such a compact route too, which is nothing but a good

thing. And as always the arrowing, marshalling, results etc were all excellent.- well done and thank you. I can't wait till next year!"



Club Secretary and 2nd O/A Navigator Paul Barrett "Well done for running such a fabulous event. Quite an achievement to make a small profit given the unforeseen costs. I'm looking forward to this year's event already and my personal opinion is that you shouldn't need to

change very much - same sections, different running order and a few small tweaks is all that's needed."

A selection of competitor comments from the British Rally Forum:

"Once again thanks to all the organizing team putting on a well organised event as usual with excellent paperwork. Marshalling was to a high standard and everything seemed to run like clockwork - sign of good preparation and planning. The conditions were a complete opposite to the "normal" Preston and changed the character of the event completely. This is one of the features of the Preston - you never know what you are going to get - you need to be prepared for anything."



"My first Preston and i will be definitely be back, well organized and brilliant fun. Surprised the car lasted the distance with the abuse i gave it, thanks to everyone who put on this superb event, well done to the winners, and

my navigator for another in at the deep end rally. Car 48"

"In no particular order we enjoyed Shadwell, Euston, Kings Forest and Berners Heath the most. To single out one section is hard, but if I had to I'd say Euston, possibly because that is where we had our best timed result, maybe because the conditions on the night suited us best there! "





And last word to Brian Jaggs, Clerk of the Course “*The event, according to competitors, marshals, landowners and organisers was an outstanding success. I am pleased to say that of all of the issues identified in 2010 were overcome and the subject of favourable comment this year.*

The de-brief has been held and areas for improvement identified for 2012 are really quite minimal. Of the 23 issues identified only 3 came from competitors’ comments so you can see that the team really are committed to try and run the perfect Preston.

The event ran with 50 starters. There were 52 paid entries, one withdrew a week earlier and received half entry fee back, and one who just did not turn up



has not had any refund.



The highest number of entries was around 55, whereas in 2010 we were close to 70 at one point. I would like to assume that this was due to the financial climate rather than the response to criticisms from last years’ event..... (to fellow organisers, officials and marshals)from telephone calls and conversations at the finish and since, I am absolutely gobsmacked with the feedback, if this was not the best Preston ever I will be amazed and you all made it so. ”

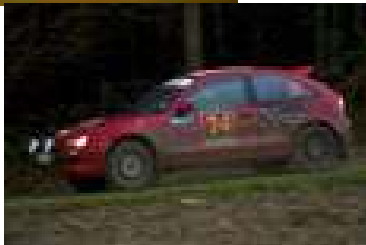
has not had any refund.

Results (Top 5)

Pos.	Fails	Time	Driver	Navigator	Car
1	0	8:32	Simon Harrison	Paul Bosdet	Subaru Impreza 2WD
2	0	9:24	Paul Sharp	Paul Barrett	Peugeot 205 Gti
3	0	10:20	Tim Tordoff	Ian Frazer	Ford Fiesta ST
4	0	14:21	Owen Turner	Andrew Dadswell	MG ZR
5	0	19:32	Ed Pead	John Pead	Peugeot 205 Gti

London - Cape Town World Cup Rally

At the time of writing the remaining crews on this event are enjoying a well-earned rest day on board a Mediterranean car ferry following the route of Aristotle & Co. between Greece and Egypt. This after a week of hectic rallying across Kent, France, Italy and Greece which has brought out the very best of what long distance rallying is all about - stories of crashes, repairs, mud, ice, snowy mountains and boggy plains - and that's just the European leg! I'm pleased to say that our own Owen Turner and Matt Fowle are currently in the lead in their ZR and Richard Atherton and Rob Henchoz are in 6th place in their 1970 Volvo 'The Camel'. You can read daily reports and results (provided by CMC's own results guru Tony Michael) on the event website londoncapetownrally.com and so I am just going to post a few pictures here, courtesy of Peter Brewerton, Rachel Vestey, Rob Henchoz and travelling rally photographer Gerard Brown. I don't think they need captions and I hope they convey a feel of this very special event.





A Year of Gymkhanas - By Matt Endean

2011 saw four CMC Gymkhana's – all very different in style and approach. But they all remained true to the Gymkhana theme of a great day's motorsport for minimum cost. They are a great chance to practice for other events and swop seats and navigate too. There is also a competitive element to them too... well it is called motorsport! As well as the event results there is also a CMC Gymkhana Championship – which based on class position means anyone can win it. Here is an account of all four events.... Taken from my blog on www.mattendean.co.uk

Round 1 – Motex Gymkhana

We had a good run all day and finished up 7th overall and 1st in class, which is a great result considering we were only beaten by cars with both a) more power and b) a much better selection of tyres (Toyo R888's or Yoko A048R's) rather than the assembled collection of Umbongo's that we were running :)

Round 2 – Javelin Jumbo Jymkhana (JJJ)

We finished 5th overall & 1st in class, taking the class win by 48seconds and one fastest test time :)

Round 3 – Rover Centre Gymkhana

We (Lizzie Pope) and I finished up 13th overall (out of 66 starters) and 2nd in class. The day started off well and we were lying 4th overall at one point. However I had to change the front tyres at lunch time and the replacement tyres were nowhere near as good. Also i clipped a couple of cones (well moved about 100m one!) which added on some penalty times which in the end cost us the class win by 1 second. It was good to be battling with David Lobb in the Nova SRi all day - i just wish i had spotted him moving up the results sooner. I would have pushed on harder on the last few tests rather than the last test.....Also I had a good run with Cath Woodman in 'FLY' the MkII Escort which was great fun. Cath was very committed and did well and with my attempts of map reading we got round and had fun and ended up 16th overall.

This leaves the CMC Gymkhana championship tied again going in to the last round in November with Tony Clements in the Civic Type R. If we tie again who knows what will happen !!!!

Round 4 – Woodbridge Gymkhana

Going into this round I was tying for the CMC Gymkhana Championship lead with Tony Clements. So it was going to be a tight fight for the championship. Each of us had to win our class to try and ensure our chances. I was back out again with Lizzie Pope on the maps. The day started well on some very slippery tests due to overnight mist/rain. With a high seeding (No. 8) we were cleaning the way for later runners, but that's the way it goes. At the end of the first loop of tests I had a 3 second class lead, nothing in reality and all to play for. The second loop of tests were different from the first ones and this meant it was a real test of the navs and although we had a few minor moments of 'where do we go now', it went well. At lunch I had about a 25 second class lead over James Newbould in his Corsa. However Tony Clements was lying 3rd in class so it was important to keep the momentum going..... The last three tests went really well and we got in to a very good rhythm and set some good times including one 2nd fastest test time overall.



At the end of the day I finished 45 seconds clear of James for the class win and 6th overall. Tony finished 2nd in class to Mark Andrews who was very close to taking the event win. So this meant that I had won the CMC Gymkhana championship :)



Suze (my Wife) was out double driving with her Dad in his Rover 214 in Class A1 and Suze did an excellent job to take the class win by over a minute - well done.

Editor's note - For those of you who have not experienced a CMC gymkhana, they consist of driving tests and skills tests in equal numbers and weighting for teams of two in standard cars and take place entirely on private land. Matt has concentrated on the driving tests in this article.

Chelmsford Motor Club News In Brief

- Club Membership runs from January to December so is now due, except for **new** members who joined in the last month. Please pay your £10 to our Membership Secretary Gary Nicholls either in person at a club night or by post to 84 Totnes Walk, Chelmsford, Essex CM1 6LU.
- Ed Scott would appreciate the return of all perpetual trophies as soon as possible and before the Awards Evening so he can arrange engraving. Please email Ed on ed@ed-scott.co.uk if you need to make arrangements.
- Please remember that ALL club nights will no longer take place at the Essex Regiment Way Golf Centre, but at Chelmsford Rugby Club. (see directions on back page). As part of our arrangement with the Rugby Club all members of CMC are associate members of the Rugby Club, and are entitled to members rates for hall hire etc, as well as use of the bar at any time. You may find it a bit crowded on Saturday afternoons however!
- The TRS Brands Hatch Stages 2012 will be run on January 22nd. We have enough marshals for this event but unusually for rallies spectators are welcome. See <http://brandshatchstages.co.uk/spectators> for details.
- Marshals are required for the Xpart Endurance Rally (formerly the Britvic) on Saturday February 18th. Contact joint chief marshals Samm Keeley and Ian Mephram at xpart_marshal@chelmsfordmc.co.uk if you can help.
-

Club Championship Tables

Final for 2011

Clubmans	1 st o/a 2 nd o/a	Matt Endean Suze Endean
12 Car Driver	1 st o/a 2 nd o/a	Michael Helm Mike Banks
12 Car Navigator	1 st o/a 2 nd o/a	Lizzie Pope Colin Wake
Road Rally Driver	1 st o/a 2 nd o/a	Owen Turner Graham Child
Road Rally Navigator	1 st o/a 2 nd o/a	Kevin Ablitt Ben Greenfield
Stage Rally Driver	1 st o/a 2 nd o/a	Pete Rayner Dave Town
Stage Rally Co.Driver	1 st o/a 2 nd o/a	Richard Bonner Mick Town
Gymkhana	1 st o/a 2 nd o/a	Matt Endean Mark Andrews
Autotest	1 st o/a 2 nd o/a	John Peterson Andrew Bisping
Sprint	1 st o/a	Andrew Bisping
Autocross	1 st o/a	Colin Smith
Car Trial	1 st o/a	John Plant
Junior Championship	1 st o/a	Martin Lane
Marshals Award	1 st o/a	Tony Michael

New Member, Chairman's and Fender Bender Awards to be announced on the night.

Chelmsford Motor Club Events

Club Night - Awards Night	Thur. 19/1/2012
TRS Brands Hatch Stage Rally	Sun, 22/01/2012
January Jaunt 12 Car Rally	Fri. 27/1/2012
Xpart Endurance Rally	Sat. 18/2/2012

See the CMC website chelmsfordmc.co.uk for further details.

CMC Committee - 2010/11

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Mark Andrews, Mark Barham, Carl Brown, Tony Clements, Karen Scott, Matt Endean, Suze Endean, Ben Scott and John Conboy

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

When and where we meet

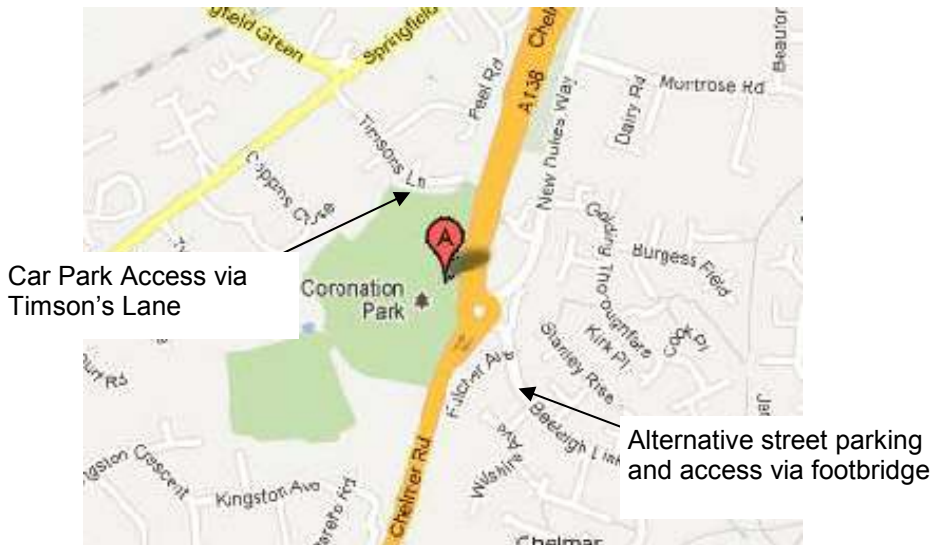
Chelmsford Rugby Football Club

Coronation Park Timsons Lane

Chelmsford Essex

CM2 6AG Tel: 01245 261159

Club Nights 3rd Thursday of each month. Committee meetings
1st Thursday of each month.



It's Your Magazine

Please send any material for publication, comments or suggestions to Paul at magazine@chelmsfordmc.co.uk.

Published 6 times per year by Motorsport Club of Chelmsford Ltd. Publication dates 1st January, 1st March, 1st May, 1st July, 1st September, 1st November.

Material submitted for publication is subject to editing.

Opinions expressed herein represent the views of individual contributors and may not reflect the views of the CMC officers or committee.

Next Issue due out 1st March 2012