

Issue Number 14/01
January 2014



Cover Picture: Dave Taylor and former CoC Adrian Gladwin on the 2013 Preston. Picture courtesy of MandH Photography

*JLT Sport / MSA Motor
Club of the Year 2009
and 3rd place 2007 & 2012*

Hon. President: Bill Preston

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From The Editor's chair

Dear Readers

Once again I have to apologise for the late arrival of your Spotlight Magazine. I am finding it increasingly difficult to generate the enthusiasm needed to produce the magazine on time. I am grateful to the regular band of contributors but am becoming frustrated by the lack of material from the vast majority of club members. For this and other more personal reasons I intend to step down as Editor after the AGM in March. I hope someone else can be prevailed upon to take on the job - despite the above it is a very rewarding role for someone with an interest in the written word. This edition has some very interesting articles and the usual tremendous pictures from the camera of Andy Manston, so I do hope you find it enjoyable.

We are all very disappointed that the Xpart Endurance Rally has fallen foul of the awfully wet weather; we cannot blame landowners for wishing to protect their land, and it was prudent of the organisers to postpone rather than cause damage to tracks that would possibly mean the loss of the land for motorsport for ever, or at least a long time. Unlike MOD sites such as Woodbridge, where the use for motor sport is a commercial venture and the club pays a not inconsiderable daily fee, many of the venues used on The Preston, the XPart and the East Anglian Classic are used at little or no cost to the club. This is largely due to landowner appreciation of our support of charities such as the East Anglian Air Ambulance and Help for Heroes, not to mention the hours spent by organisers building up goodwill with landowners; this can be undone by a single thoughtless act by competitors or marshals in the heat of the event. So please, if we ask you as competitors to keep to the tracks, do so - we are not being petty tyrants, just trying to ensure the future of road rallying.

Enjoy the magazine and let me know what you think.

Paul



Chairman's Chat By Richard Nel



Welcome to the first CMC Spotlight of 2014 and a happy New Year to one and all. What a great start to the year too!

Since the last magazine was published we have promoted two major events, the 'One and Only' Preston Rally in December & MGJ Engineering sponsored Brands Hatch Winter Stages in January

The Preston Rally was again a huge success, with the immense amount of pre-work and planning involved yet again bearing fruit. Many thanks go to Brian Jaggs, Bob Blows, Jim Bowie, Craig Marven and the rest of the organising and support team.

MGJ Engineering sponsored Brands Hatch Winter Stages took place on Sunday January 12th. After an initial influx of entries and over subscription, it ran with a little under the maximum entry. The event ran very smoothly and to the slick format expected of this event, despite the efforts of some competitors, and finished well before the venue curfew. Thanks go this time to the organising team headed by Tony Clements, along with Gary Nicholls, John Conboy, Dave Judd, Paul Dumbill, Ben & Karen Scott, and many others up to and on the event.

The awards night held on January 16th was a great success, with a large turnout of club members, albeit a few award winners were missing unfortunately. Thank you for those able to attend and receive awards. Congratulations go to all the award winners, in particular Suze Endean, the club media officer, for winning the Chairman's Award for 2013.

Upcoming major events, include the XPart sponsored Endurance Rally on February 15th details of which can be found on the website. Marshalls as ever are essential to the successful running of the event, so please volunteer soonest.

Details of this and all other events in the region can be found on the CMC website

There are plenty of other events to get involved in, either at CMC or elsewhere, so please continue to refer to the club website, www.chelmsfordmc.co.uk for current event information from Chelmsford MC and events organised by other local clubs.

Richard

My first Preston - by Luis Gutierrez Diaz

I've been 'Prestonised'. My first experience at the Preston, I had been looking forward to finding out what it was about. All these talks about 'the one and only' and the event definitely lived up to its reputation...

I had been asked to do 'closing car' but that didn't work out due to a lack of car so I offered myself to help out doing whatever I was asked to... and what a variety of jobs I ended up doing! After the Mick Bliss 12 car on the previous weekend Dave Thompson asked me if I wanted to jump with the DSO for the night. Hell, yeah! at least I can be in the warmth of a car instead of standing out all night... well, it didn't happen!

I got to Barton Mills early and helped out getting the packs for the opening car ready, and then, while waiting for Gordon to turn up and explain what my job was I was asked to help out at scrutineering. There was a large bunch in the garage making sure everything went smoothly. I then hang around enjoying a fantastic atmosphere, enjoyed the prestart briefing and then set off to our first DSO spot.

It was by a pig field and our job was making sure everyone stayed on the arrowed track and not jumping into the smoother one by its side. Chief Marshal went through and a few minutes later Brian came by just to tell us that one of the pigs was on the loose!!! Our DSO job suddenly became a PigSO one, we had a laugh chasing it and I, for the first time in my life, saw a pig jumping... one is always learning, you know. Everyone was very well behaved at that point I must add. Sorry for the couple of crews that stopped by my side thinking it was a PC... but the DSO board was clearly on display!

Second spot was by a house, sorry I can't tell you on which section as I don't have the roadbook but a fish memory. It was a quiet zone of about 100 metres. We lightly 'told off' one of the recovery crews but that was it. Only 2 rally cars went through before getting cancelled. I always thought Q zones were there for PR reasons, to our surprise the home owners were awaiting for the rally cars (around 1.30am) to go by and told us to take the Q boards off as they wanted the cars to go fast by their house... they even emptied their pockets and gave some dosh for the East Anglian Ambulance!!

With some time on our hands we decided to pay a visit at petrol halt 2. I enjoyed seeing the cars arriving there, some of them looking well battered and had a chat with some of the crews. John Conboy seemed well happy with his result after the first time card.

Brian suggested we change our last DSO spot for a Stop Give Way junction. After some excellent map reading from me (eeeerrr... no!) we managed to get there without getting lost. Only a few minutes later Jim came round and told us that Debs, who was marshaling at Elveden, had to go to rescue husband Paul Dumbill and his poorly 106. So, off we went to Elveden forest for what ended up being the greatest fun of the night (it was past 5am!). We were manning one of the PCs and oh, how much I enjoyed it!! Rally cars attempting to stop to collect the signature in the most amazing variety of pirouettes, I almost got ran over twice, saw a couple of spins (including the event winner) and all of this under braking! Also got covered in mud by the cars attempting to keep going with virtually no grip at all... definitely the highlight of the night, what a great laugh!! Time for a very well deserved breakfast, it was good the last section was only a couple of minutes away from the finish venue. Good to have the final chat with almost everyone that was around...

I realised the amount of hard work that goes behind organising an event like the Preston. I also saw all the work that goes behind the scenes, Gordon Milbank was not only the DSO but also the PR dude and explained everything to me, I realised that there are many faces that they may not get the big 'thank you's because their work is done behind the curtains... Well done to all the cheerful marshals, big smiles every time we went by. Well done to all the set up crews, most of them were marshalling or officialing through the night too. Well done, and big appreciation, to all the competitors for their thanks whenever they stopped to collect a signature, everyone seemed to be enjoying their nights. The biggest THANK YOU from me goes to Gordon Millbank for driving me around the whole night and teaching me the business.

I definitely want to have a go at this, unfortunately I can't afford or even justify buying a prepared car at the moment... but I'll do it eventually for sure! Thank you all CMC team for a fantastic night!! Now, when did you say the Xpart is happening?!?!

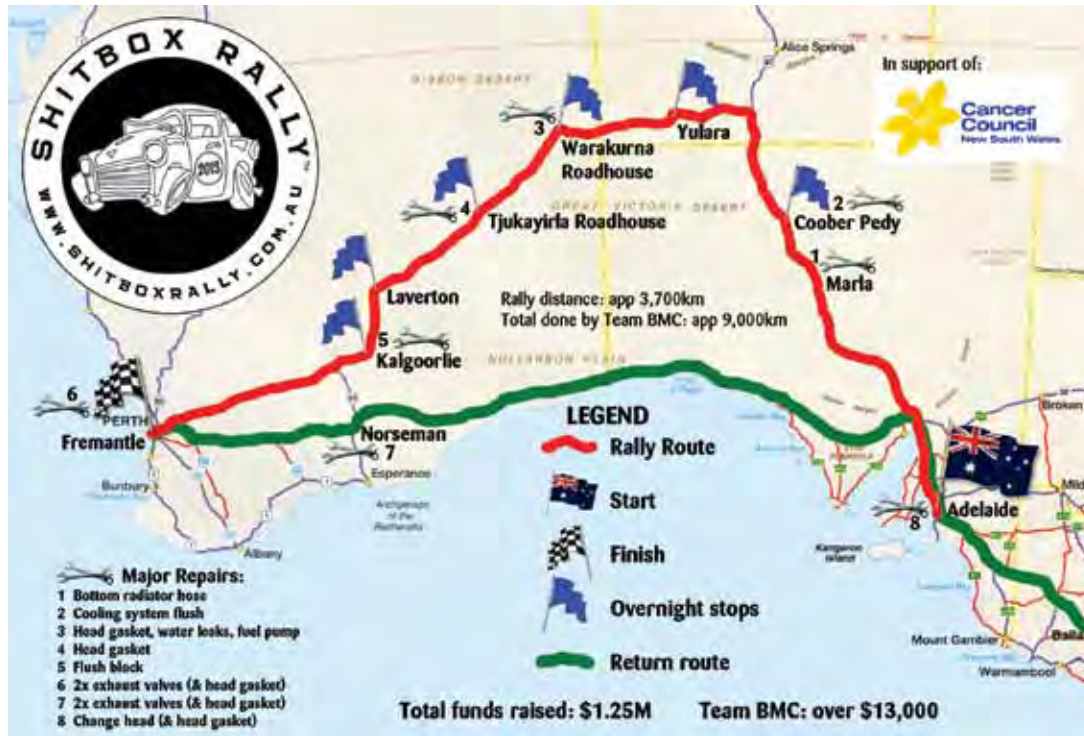
The Preston 2013 in Pictures

Thanks as always to Andy Manston of M and H Photography for permission to use these pictures



The Shitbox Rally - How they do it down under. Part 2

I had an email from Brian Petty, telling me of a contact he had made in Australia through the Moke Club. (Brian is a mini fanatic and the proud owner of a Mini Moke. If you dont know what a moke is google it!) Craig, or Watto as he is known, has given permission to reproduce his article from the original magazine published in Australia. It is quite a lengthy article so I have decided to publish it in instalments. (The rally is know n as The Shitbox Rally - apologies for the language but I dont see how I can avoid it as that is its name!) - Ed



Continued: It was at one of these stops that we found our auxiliary water cooler was in fact blocked; actually making matters worse because the water was therefore not circulating through the heater either. Up to this point, although we had covered some 1,580km, it had all been on bitumen and, by keeping our average speed down to around 90km/h, the overheating issues seemed to be solved. At Yulara (the closest camping to Uluru) most of us took in the Sounds Of Silence experience. We were bussed out to a point where we could watch the sunset over The Olgas (Kata Tjuta) and see Uluru at the same time. The sunset was breathtaking and some couples were so inspired that there were three engagements made, to much cheering from the gathered throng. A fire-lit dinner among the sand dunes followed, while we were regaled with local Aboriginal stories about the Dreamtime and the meaning of the Milky Way.

The following morning we were free to explore the National Park, before heading out to the Docker River Road. I couldn't convince Brett to climb Uluru, but did get him up as far as Chicken Rock. Even from here the view was spectacular. Having climbed the rock in 1991, when on a Moke club trip, I was happy to not do so

again. After a quick drive around Uluru we headed out to the Docker River Road, where just about everyone had gathered. Copious photos were taken while Buddy Groups reorganised for the start of what would be almost 1,500km of dirt driving. Almost as soon as we started on the dirt we discovered that while DAV was one of the slowest vehicles on the bitumen, maintaining an average of 90km/h, it was one of the fastest on the dirt, averaging the same speed. Many of the entrants had never driven on this sort of dirt road before and took James Freeman's advice about driving at 40 to 50km/h to heart. A few of us, with Outback experience, knew that the only way to drive on these roads is to get up to a good cruising speed and skim across the top of the corrugations. Suddenly, we found ourselves in the lead group, comfortably sailing along what was a veritable dirt highway, and passing numerous slower cars that bounced and rocked over every bump. The Mini seemed to be on-song and just loving the conditions,



but the outside temperature was steadily climbing. We stopped for a look at Lasseter's Cave, about 170km from Yulara. It was here that gold prospector Harold Lasseter, while on an expedition to find his "lost" gold reef in January 1931, spent nearly a month alone before wandering off into the desert and perishing. After a nice break at the cave, we got back onto the main road toward Docker River and the Western Australian border. After only about 10km DAV suddenly lost power and the engine temperature spiked. Upon checking we found we had blown a head gasket. This wasn't a disaster, as we had a spare, but the thought of changing it on the side of the road, with some 200 or more vehicles to come past in the dust, and with the ambient temperature again in the high 30s, the only thing to do was wait for one of the trailers and tow the car to the overnight stop at Warakurna Roadhouse. It was bitterly disappointing to cross the border with DAV on a trailer and Brett and I riding in the back of one of the support vehicles. Thanks Nicole McBain and Greg Molloy in Support 12 for giving us a lift in our hour of need, and Joseph Markovic and Jason Gilli in Support 9 for towing DAV. After arriving at Warakurna and a quick bite to eat, we set about replacing the Mini's head gasket. Anyone who drives a classic car knows the need to be fairly self-reliant. Anyone who drives a Mini, or any other A-series powered car, over any sort of distance would understand the need to carry a spare head gasket. Many people on the rally had little mechanical knowledge or Outback driving experience, and were astounded that not only were we going to change the head gasket in this remote place, with only torchlight to work by, but also that we had the forethought to pack a spare. The repair only took a couple of hours, but upon starting the engine a major leak was noticed coming from the mechanical fuel pump – located at the back of the engine, under everything we had just finished putting back on. It is virtually impossible to reach with the exhaust, etc in place, but could have easily been done while we had the head off the engine. As we had a small Facet electric fuel pump for such an emergency, we jerry-rigged it into place and re-routed the fuel lines. By the time we were finished it was around 1am.

The next day was Elvis Day, where all entrants were expected to dress as Elvis. After only a few hours' sleep, Brett and I frankly couldn't be bothered getting dressed up. In hindsight, we missed out on being part of one of the most fun parts of the rally. The interpretations of Elvis were many and varied: Young Elvis in black leather; Old Elvis in white jump suit; blow-up Elvis suits; knitted Elvis suits, complete with knitted wig; Dead Elvis (skeletons) and even a couple of Elvis the Helicopters (something only the Victorians seemed to understand). However, there was no Elvis Costello, and my wardrobe remained at the bottom of my bag. If only...

After breakfast there was a quick trip out to Giles Weather Station, to watch the release of the daily weather balloon, and where we photographed the grader from the Gunbarrel Road Construction Party. These workers, led by Len Beadell, were responsible from 1955 to 1963 for building the majority of the roads across Central Australia, and after whom the Gunbarrel Hwy was named. The grader, being driven by Scotty Boord, covered over 30,000km in building the 6,000km network of roads. We left Giles in high spirits, knowing we had replaced the head gasket as well as possible under the circumstances, and with DAV again running on-song. After lunch at Warburton Roadhouse, we had travelled less than 20km when the car suddenly lost power again and the temperature spiked – we had blown the head gasket again. We couldn't believe that after only some 230km we had the same problem. Unfortunately, the fourth day of 30- plus temperatures was taking its toll on the field and all four trailers were already full. Pete Bacon came to our rescue, giving us a flat-tow behind his 4WD Toyota Tercel. The tow lasted for around 200km through continuous dust, including a stretch of road works. Due to the heat, our windows had to be kept open and the dust was stifling. Combined with the stress of concentration on such a road under the conditions, being on a three-metre bar, Brett and I had to take turns steering the Mini for only twenty minutes at a time. Upon our arrival at Tjukayirla Road-house, climbing out of the Mini we were greeted by much laughter. Our skin had turned completely orange from the Outback dust, and we were immediately





christened the OompaLoompas. We began the task of re-doing the head gasket. We had shelter under the lee of a shed, with powered lights and an air-compressor, but before we could begin work we had to blow the thick coating of dust off everything under the bonnet.

This time, though, we had no spare head gasket. However, we still had the first from the previous night as a trophy and, as it hadn't actually burned through anywhere, with copious amounts of No3 Aviation sealant and torquing the head down to within an inch of its life, we were able to re-use it. The one that had been its replacement only 24 hours earlier appeared to be of poor quality and had burned completely through between cylinders two and three.

Where the previous night's repair had been done as carefully as possible, and as close "to the book" as practical, the second repair was a real "bodge job". To make sure the surfaces of the head and the block were as flat as possible, we planed them by

hand with a file. Yet, this repair would actually last the rest of the rally. Many thanks to Tabitha Bratton for bringing us food so we could keep working on DAV without starving. After another long night working on the Mini, we lined up in the morning with everyone else along the airstrip for the Royal Flying Doctor Service (these airstrips are near each of the roadhouses, and are well-maintained bitumen oases among the desert sands of the Great Central Road.) After the obligatory group photos, we left for what would be our only day without mechanical malady. In fact, the Mini was giving its best performance since we put it on the road, and ate up the 308km to Laverton without issue. The only difficulty we had on this day was due to a dust storm that lasted for about 80km, reducing visibility to around 50m and slowing cars down accordingly. We reached Laverton mid-afternoon, filled up with some unleaded petrol, then motored to the overnight camping area. By law, since Yulara we had been using the concoction known as Opal – a petrol mix that gives no harmful fumes when sniffed. While we were assured that the Opal fuel would have no adverse affect on DAV's engine, both Brett and I feel it at least contributed to our problems. At the camp ground, for the first night of the rally (apart from at Yulara) we did not need to check into Triage – the area set aside for sick cars to be worked on. It was a milestone for us. That night a storm swept across the area. Many tents were blown over or flooded, some even being destroyed. Thankfully, both Brett's and my cheap dome tents easily survived the storm. The next day proved to be the most fun of the rally, as we headed down the final leg of dirt roads (there was a bitumen alternative, but James decided to stay with the original route) to Kalgoorlie.

The many large mud puddles proved to be great fun for nearly everyone, with virtually every car coming out the other end looking the same overall shade of reddish brown. We had three short delays due to a wet and muddy distributor, but otherwise the conditions proved no problem for the Mini. The mud holes themselves had firm bases and were not very deep. We found that tiptoeing our way through proved the most effective – although charging through proved the most fun and provided the best photos, but resulted in the wet distributor. Reaching the end of the mud section, about 120km in length, we noticed DAV was again only firing on three cylinders. After much scrutiny, we diagnosed a burnt exhaust valve. We arrived in Kalgoorlie quite late, with the engine again running roughly and overheating, and still chugging away on three cylinders. With the help of our Works mechanic (apprentice mechanic and Mini enthusiast Daniel Parsons) we drained the water and flushed the block – there was quite a lot of sludge-like sediment in there. We decided against removing the head again. With only about 650km to go and all of it on bitumen, and with no more spare head gaskets, we felt the Mini would have to do OK on three cylinders. We left at 7am on Friday morning and, stopping every 50km or so to top up oil and water, arrived at the finish line in Fremantle at about 6pm. **To be continued**

MGJ Brands Hatch Stages in Pictures



Muriel at Brands Hatch - by Matt Endean

Once again the MGJ Engineering Brands Hatch Winter Stages was running on my birthday, so what better way to spend your birthday than going rallying! With Suze busy looking after all the media on the event, Lizzie Pope once again agreed to spend the day telling me where to go. The Micra has undergone a lot of development since last year's event, so it would be interesting to see how much difference that would make. A lot of time and effort had been spent recently repairing the not inconsiderable damage from our last event, Wales Rally GB – man that Welsh gravel can do some damage! The day started off very cold and icy, with a thick frost covering everything. Seeded at Car 42 we were lucky to be starting a bit later than some and with the sun out it was slowly warming up. The first stage was very very slippery, we ran some semi slick Yoko A032Rs (soft) on the front and some Matador wets I had been given by the 'Mad Kiwi' Brian Stevens. Luckily we got round with no real issues, although we were very sideways through Druids and getting wheelspin in 4th going down Paddock Hill was interesting on the ice!

After the second stage we were lying 3rd in class. Although we were seeded first in class, this was going to be an unlikely end result against the very well driven and developed Nova of the Newton's. My main target was to beat one of the other Micras (car 70) out on the event which is a similar spec to ours but has a proper 'box and diff. At this point the Micra was just ahead of us.

Going into the third stage, the circuit and stage were drying out, so it was a good time to push on and spurred on by being beaten by the other Micra I upped the ante and by the lunch break we were 16 seconds ahead of the other Micra.

During lunch the sun disappeared and was replaced by grey mist and as the day went on it got colder and wetter. Due to a delay (caused by another Micra who was stuck on stage) it was starting to get dark queuing for stage 6 and I wished I had fitted the lamp and corner pods. However, when I 'nudged' a cone in the rally school section with the corner of the car I was glad I hadn't fitted the corner pods as I suspect it wouldn't have survived.... Going into the last two stages we had a healthy lead over the Micra so it was a case of keeping it tidy and not risking things too much. We fitted the lamp pod and the newly acquired and made corner pods which worked well helping define the edges of the circuit. By now it was getting very slippery and by the time we started the last stage it was really quite wet, and to be honest we should have fitted wets all round, having run the same tyres all day.

By the end of the event we finished 39th overall and 2nd in class finishing 33 seconds ahead of the other Micra. It was also pleasing to finish ahead of other better specced cars with more power than our road rally spec Micra. Out on stage it was good to mix in with other cars including chasing down and catching (in the corners) a Ferrari and pulling away from a WRC Spec Focus who joined just behind us on one of the merges!

Thanks go out to Lizzie for being spot on all day with no missed calls and keeping me under control (well most of the time!). I only hit a few cones.... Thanks also go out to Tom & Jeremy for looking after us and the car all day. A final thanks to all the organisers and marshals for standing out in the cold to allow us to play.

So to round up what a great way to celebrate getting another year older, all the development work and new mods since last year have made a real difference, we got a great result meeting my aims, the car was in one (muddy) piece and I got to drive her home after the event ☺

a



Back in Time - More Minis!

Continuing our series of motorsport pictures from days gone by.



Remember this picture from a couple of issues ago, showing the 1963 CMC RAC Rally Team Winners? Well David and Elizabeth Everett, as well as indentifying the participants, met up with Norman Porter, who sent this letter to me as Spotlight Editor which provides a fascinating glimpse into the club's past.

83 Rectory Road
Little Oakley
Harwich
CO12 5LD

Dec 6 2013

Dear Editor

As one of the aforementioned senior citizens in Spotlight I should like to relate some further details of the CMC's entry in the 1963 RAC Rally.

The team consisted of

1. Robin Richards (Boreham Garage Owner) navigated by Geoff Davies (Marconi Engineer)
2. Alec Lobb (Braintree Garage Owner) navigated by Norman Porter (Marconi Engineer)
3. Ted Hatchett (Southend Garage Manager) navigated by Ron Brett (Marconi Engineer)

The RAC Rally received entries from 13 amateur teams and started and finished in Blackpool with all the competitive sections being held in Forestry Commission Forests. Our CMC team had no sponsorship or such aids as intercom, crash helmets, etc, which were only just coming in for the professionals. The main objective was to find 3 cars which would finish and complete all the forest stages. We had some support from club members who carried spare tyres, jacks etc. I guess the forest tracks are much the same today as 50 years ago; little changes in the forest.

I am sorry to say that most of the team are no longer with us.

Yours Sincerely

Norman Porter.

Keep up to date with Chelmsford Motor Club

Chelmsford Motor Club is on Facebook , Twitter and Instagram.

Search for Chelmsford Motor Club on Facebook, or go directly to:

<https://www.facebook.com/ChelmsfordMotorClub>

Search for @ChelmsfordMC on Twitter, or go directly to:

<http://www.twitter.com/chelmsfordmc>

Additionally, a number of our events have their own Twitter accounts to keep you up to date.

Search for @MGJBrandsStages, @HKBrandsStages, @CCHStageRally or @MEMWStageRally

They also have their own Facebook pages. Go to:

<https://www.facebook.com/BrandsHatchWinterStages>

<https://www.facebook.com/BrandsHatchSummerStages>

<https://www.facebook.com/HoningtonStages>

<https://www.facebook.com/WoodbridgeStages>

You can also find us on Instagram - ChelmsfordMC



Club Championships

The Club Championship Tables will no longer be published in Spotlight as they are out of date almost as soon as they are issued. The latest positions are to be found on the website chelmsfordmc.co.uk.

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. For a list of Weald MC events see chelmsfordmc.co.uk

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
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Sevenoaks	Steve Thompson	0208 3002609	stevthom@hotmail.com
Southern	Robert Pike	01233 840057	rob@rpmm.org.uk

Chelmsford Motor Club Events

Thursday 20th February	Club Night,	The General's Arms, Little Baddow
Friday 28th February	Tendring 100 (km) 12 car Rally	N. Essex/Suffolk
Thursday 20th March	Club Night - AGM	The General's Arms, Little Baddow
Friday 21st March	Derek Stone Memorial 12 car Rally	TBA

News in Brief

- It is with great regret that the organisers have announced that due to appalling weather and ground conditions, and in deference to the landowners involved, the Xpart Endurance Rally due to be held on 15th February 2014 has been postponed to an unspecified date.
- A number of East Anglian car clubs, including Chelmsford Motor Club, are collaborating to form an umbrella club along the lines of the Weald Motor Club, called the Anglian Motor Sport Club Ltd. to enable members to participate in each club's events. Paul Brewerton is the Chelmsford MC representative on the AMSC board.
- Congratulations to Pat Tierney and Stuart Collett on their win on a very wet January Jaunt 12 Car rally. Thanks to all marshals for braving the weather and Andy Merchant and Chris Parmenter for organising. The next 12 car s the Tendring 100 (km) organised by Colin Wake and running on 28th February.

CMC Committee - 2012/13

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Suze Endean media@chelmsfordmc.co.uk

Other committee members.

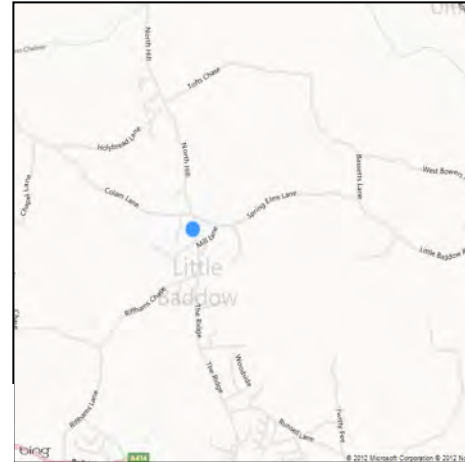
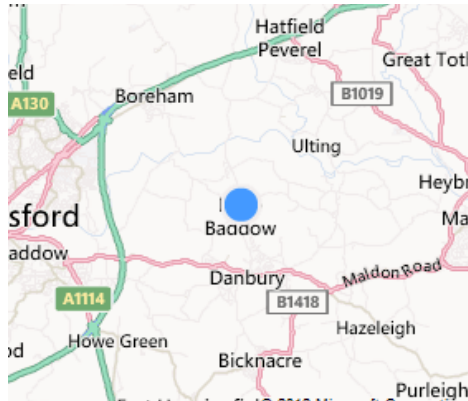
Mark Andrews, Carl Brown, Tony Clements, Karen Scott, Matt Endean, Ben Scott, Dave Town, Paul Dumbill

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

When and where we meet

Committee meetings 1st Thursday of each month. The General's Arms, The Ridge, Little Baddow, Chelmsford, Essex CM3 4SE

Club Nights 3rd Thursday of each month. The General's Arms, The Ridge, Little Baddow, Chelmsford, Essex CM3 4SE



It's Your Magazine

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

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