



Issue Number 15/01
January 2015

***JLT MSA Club of
the Year 2009.
3rd Place 2007,
2012 & 2014***

Hon. President: Bill Preston



Cover Picture: You can feel the anticipation in this shot of the competitors car park before the start of the 2014
Preston

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For up to date details of club events please see the club website: chelmsfordmc.co.uk

From the Editor's Chair

Dear reader

Welcome to the January Edition of Spotlight, the magazine of Chelmsford Motor Club. At the end of last year we had over 500 members. To date we have had over 250 renewals and new members for 2015. If you haven't yet renewed your membership please do so as soon as possible either online, or by sending a cheque to our membership secretary Gary Nicholls. At £10 this remains one of the bargains of the year.

You would think with all those members we would have lots of material for a magazine. After all most of those members are either organising or competing on events and must have a tale or two to tell. As editor I receive copies of several other clubs' magazines, and some much smaller clubs that ours have reports on each of their events from the organisers and also reports from competitors and marshals on events all over the country. For some reason however this is not the case with Chelmsford MC. Maybe our members prefer to share their experiences via the more immediate media of web forums and facebook - whatever the reason the number of contributors to Spotlight can be counted without removing one's socks, and were it not for the pictures kindly supplied by Andy Manston the magazine would be very thin indeed. So please help to make Spotlight truly representative of the buzzing, successful club the CMC is, by sending in articles, jokes, trivia, gossip, overheard quotes or pictures.

It's been a busy time what with helping Peter with noise and scrutineering on 12 cars and the Preston, marshalling on the Preston and doing setup at Wethersfield, plus planning for the 2015 EAC, which if you hadn't heard is coming to Essex this year, using Wethersfield for our tests and starting and finishing in Elsenham near Stansted. We'll need plenty of marshals for that so put the date (20th June) in your diaries now.

Happy Reading!

Paul



Chairman's Chat - By Jim Bowie

Quite a bit has happened since the last magazine - notably with two diverse but significant events being smoothly delivered by the hard working teams of organisers.



The Preston Rally took place on 6th December directed by Brian Jaggs, Clerk of the Course and his deputy Bob Blows and a large team of helpers encompassing the PR, set up, timing, marshalling, recovery and clear up processes. The first time winner, after many times of entering, was Jamie Turner, navigated by Georgina Clark and his emotional speech gave due praise to all involved.

The weather was kind to the event, following a hard frost the night before, and may have lead to a higher than usual finishing rate of 42 cars from 56 starters. From my personal perspective as Chief Marshal the event ran smoothly, with Luis Diaz stepping up to the plate by doing most of the recruiting for me. Thanks also to my zero car chauffeur Ian Mephram and the Rover Centre for the loan of "Car 33".

As a result of being unable to secure a date for the Winter Stages at Brands Hatch in January we were pleased to be able to put on a completely different type of stage rally, the MGJ Winter Stages at Wethersfield on 18th January. This is the first time a stage event had run there for 14 years and Chris West powered his way to victory in a 306 Maxi,

with a well driven Micra (Simon Mauger) finishing 2nd, indicating how challenging the conditions were. It was quite a task getting all our kit from Woodbridge to Wethersfield and back but it was all delivered with military precision thanks to Paul Dumbill, Tony Clements, Mark Andrews & Gary Nicholls. A couple of photos are below featuring the Chief Marshal Karen Scott, ace cone shifter Debs Dumbill and the rest of the "Monday after the event" crew.

My thanks go to Andy Merchant and Chris Parmenter for running the January Jaunt 12 car.

We had a well attended Sausage Roll & Mince Pie clubnight just before Christmas although



the turnout at the Jan clubnight was meagre. There will be a full house at the Generals Arms on 19th Feb as it is the Annual Awards night, and Anglian Motor Sports Club Targa Awards presentation. See you there.

Looking further forward there are two 12 cars in the pipeline, the AGM on 19th

March and the Cadman Construction Stages at Woodbridge on 29th March. We have shuffled some event dates and times this year and our first Targa will be the Javalin Jumbo at Wethersfield on 19th April with the first Woodbridge Targa (TRS) on 5th July.



Jim

The 'One and Only' Preston 2014 in Pictures



Jamie Turner and Georgina Clark on their way to victory



Beemer going well, early on judging by the amount of mud



Not sure the Nav's open window was such a good idea!



Keith and Martin Lane pushing on in the KA



Another yellow MGZR
This time it's Sheldon
Furby and Preston
veteran John Parsons



Ed & John Pead airborne
in the flying Orange Pug



Rover 200 (Rob Kitchen?)
ploughing through the
mud.

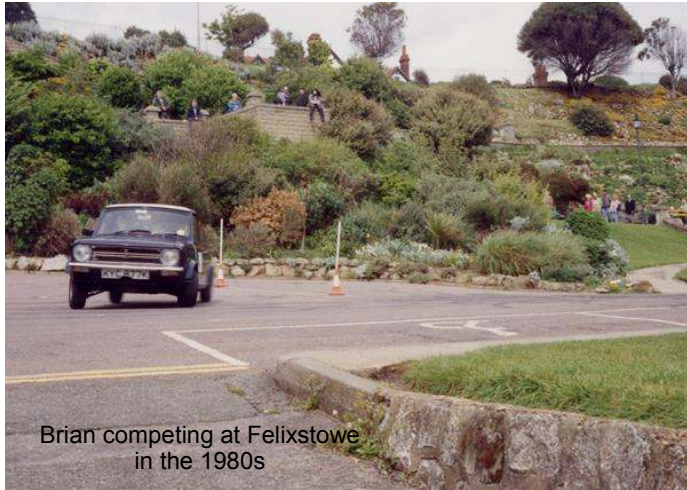


Paul Dumbill and Scott Page
—those tempting telegraph
poles look like Fox Pin to me

Tale of a Moke—by Brian Petty Part Two

Last issue we heard about Brian's Mini-Moke, and how he acquired it and used it on the London to Brighton Run. This issue we find out how Brian got into competitive motor sport and particularly CMC. Over to you Brian

I hear you say, 'Why don't I use it in competition'? Well in the late 1970's with a couple of friends I joined, 'South East Essex Auto Club," who ran a closed, 12 Cars, Autotest championship, and Sunday morning Navigational Exercises, so we acquired a 1964 Mini-Cooper (a guy a work had just lightly bent it!), had it repaired, and three of us drove it.



Brian competing at Felixstowe in the 1980s

We used the car for a few years, but then lives evolved, one friend moved to the Lake District, and the other started a family, so I started using the car in co-pro events, although I was still able to keep the Cooper at my friends house, but I felt the car had to be road legal in case the situation changed, and had to move it quickly as I had nowhere at home to keep it, so I drove to events, hoping it didn't break - it didn't !

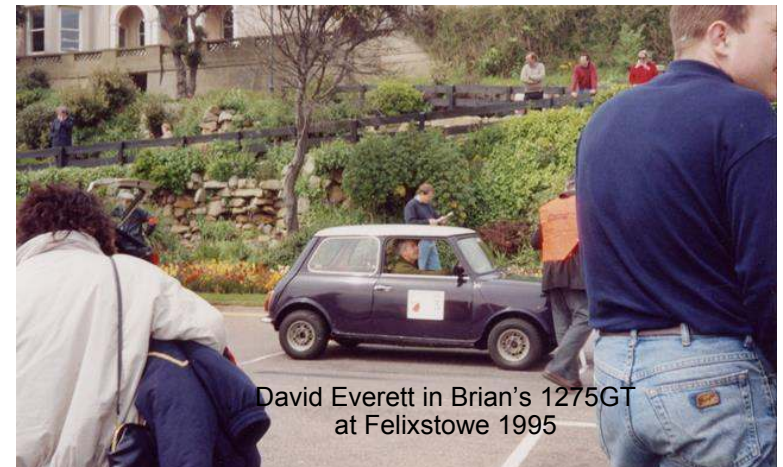
At the time in the Autotest championship, the Mini had two classes, up to 1100cc, and over 1100cc. The Cooper was 998, so I was in the smaller class where they tended to be more like ordinary Minis, or unprepared heaps, not super light, or super prepared, but I found I was able to collect some first in class awards, often beating 1300s too, although when competing on higher championship rounds that was unlikely.

In 1983 I saw some regs for the, "Essex Chronicle Autotest," in Chelmsford, so I entered, and on arrival met Dave & Liz Everett, who were organising the tests, and a few years later I joined CMC.

I then started entering some national RAC & BTRDA rounds, but soon realised with David Everett there was a combination of a super light car with tuned engine, and driver whose honed his craft over many years, so with my current car I had no chance, but would often be 2nd in class (to David), though it would need a something special to beat him!

I found some national events away from the South East that would enable me to visit some friends/relatives around the country - West Country, Birmingham, Oswestry, Lancaster - allowing me to make a weekend of it by driving over to them on Saturday, do the autotest on Sunday and drive home afterwards.

At work the original owner (of the Mini-Cooper) was always interested in its progress and approached me saying a relative had a trailer for sale. My friend was happy about keeping it, so I looked at and bought it. Just after this then an opportunity arose, where another guy (at work) lightly crashed his 1275GT, so the Cooper was sold back to Graham, and I bought a lightly bent 1275GT, had it repaired with an 1100 engine fitted - in fact that gearbox from that car has recently been rebuilt, and fitted into my current Mini.



David Everett in Brian's 1275GT at Felixstowe 1995



David Everett Airedale
Autotest 1983

One handy thing with this 1100GT was it had servo assisted discs (front) - that worked! - had slightly wider track, so I tried it for a while, then fitted more offset track wheels and found the car much more stable, so in regional championship rounds I could usually collect the first in class, possibly FTD, but still couldn't beat David - I was however getting closer !

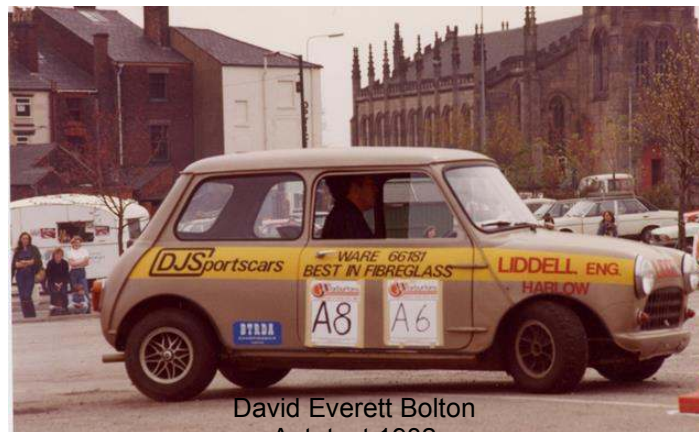
That is until 1986/7 when David's car broke the differential and he decided not to repair it, leaving the field clear for me, so now anything in a reasonable distance from home I would enter, allowing me to be the BTRDA Autotest Class A champion for 1987 & 1988, I shudder to think how many David has gained !

Brian Petty

Editor's note: Thank you Brian. I trawled through the Spotlight picture archives and found one picture of Brian in his 1275GT, one of David Everett in Brian's 1275GT, and a couple of David in his own very special autotest mini, and have used them to illustrate this article. Interesting to see the kinds of locations that were used for Autotests in those days—Felixstowe cliff gardens, city centre car parks, etc.



David Everett Ken Wharton
Autotest 1981

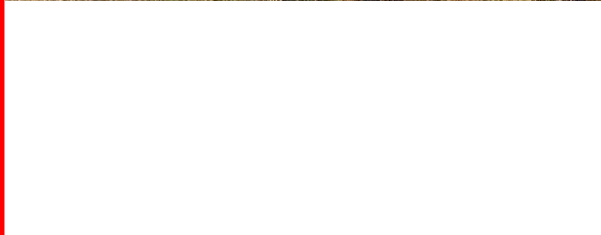


David Everett Bolton
Autotest 1982

MGJ Engineering Wethersfield Stages

January 18th saw the return of stage rallying to Wethersfield after a gap of some 14 years. Despite the snow on setup day the weather was dry but cold on the day, although most competitors managed to find lots of mud which wasn't on the setup route





Back In Time

This issue we are taking a break from our 'Lost Car Clubs of Essex' series, and returning to our 'Back in Time' series. Elizabeth and David Everett told me at a club night that they are still in touch with Chris Mutimer, Mick Oldham and Rob Lee, so I thought I'd bring back a few memories of these former club stalwarts.



Chris Mutimer 1970s ECMC
Autotest, Felixstowe



Liz Waldie (now Everett)
ECMC Autotest, Stowmarket



Chris Mutimer 1970s North
Weald Autotest,



Mick Oldham and Rob Lee,
1981 Moonraker Rally



Mick Oldham and Rob Lee
unidentified 1970s Rally

Weald Motor Club and Anglia Motor Sport Club

Chelmsford Motor Club are members of two regional 'umbrella' car clubs, which enable club members to enter each other's events without the need for additional memberships. Weald Motor Club has been running for several years and caters mostly for events south of the river, and AMSC is relatively new and as its name suggests covers clubs in East Anglia. All members of Chelmsford MC are automatically members of these two clubs.

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Anglia Motor Sports Club

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Secretary	Brian Hemmings (WSMC, CMC)
Comp Secretary	David Bell (SCCON)
Club representatives:	
Cambridge	Clive Grounds
Chelmsford	Paul Brewerton
Eastern Counties	Tony Burchnall
Falcon	Geoff Hodge
Kings Lynn	Tony Hewitt
SCCON	Martin Newsom
West Suffolk	Keith Pettitt
Wickford	Stanley Graham/Allan Smith

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Other committee members.	Mark Andrews, Dave Judd, Karen Scott, Matt Endean, Ben Scott, Paul Dumbill		

Chelmsford Motor Club forthcoming events

Thursday 19th February	Club Night - Awards Evening	The General's Arms, Little Baddow	Jim Bowie
Friday 27th February	Tendring Hundred 12 Car	Black Horse, Stratford St. Mary	Colin Wake
Thursday 19th March	Club Night - AGM	The General's Arms, Little Baddow	Jim Bowie
Friday 20th March	March Hare 12 Car	Red Lion, Finchingfield	Graham Robinson
Sunday 29th March	Cadman Construction Woodbridge Stages	RAF Woodbridge	Gary Nicholls
Thursday 16th April	Club Night	The General's Arms, Little Baddow	
Sunday 19th April	Javalin;s Jumbo Targa Rally	MDPGA Wethersfield	Jim Bowie

Please make every effort to attend the Awards Evening on 19th February. As well as the usual club awards we have the AMSC Targa Championship awards plus Allan Dean-Lewis from the MSA presenting the JLT/MSA Club of the Year 3rd place trophy and the EAMC Stage Rally Championship Awards.

If you were a winner of one of our perpetual trophies last year please make sure the trophy is returned to Jim Bowie (any committee member will be very happy to pass them on) in plenty of time for them to be engraved with the 2014 winners' names.

Marshals are required for all the events listed above. For 12 Cars contact the event organiser, for the Woodbridge Stages register online or contact chief marshal John Conboy and for the Wethersfield Targa contact chief marshal Lucy Fryer.

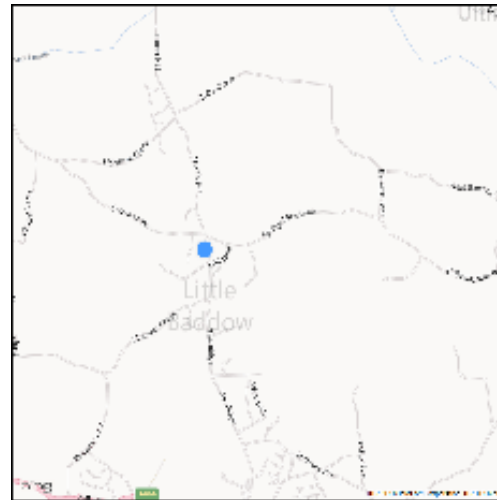
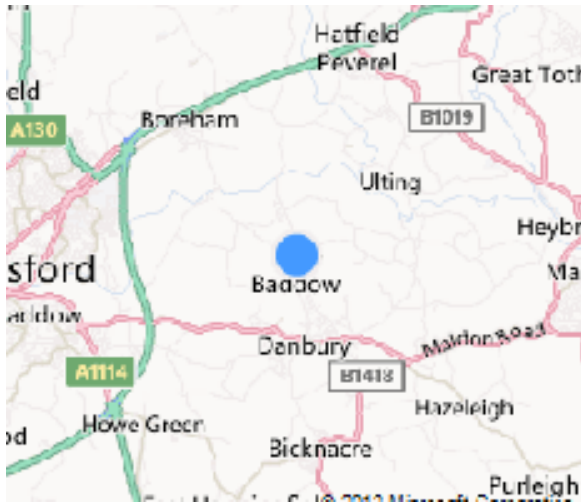
Future Diary Dates

Saturday 20th June 2015	East Anglian Classic Historic Rally	Elsenham/Wethersfield	Paul Brewerton
Sunday 5th July 2015	Woodbridge Targa Rally	RAF Woodbridge	John Conboy
Sunday 30th August 2015	Hutton Kitchens MSV Summer Stages	Brands Hatch	Tony Clements

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

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