

SPOTLIGHT

JLT Sport / MSA Motor Club of the Year 2009

THE MAGAZINE OF CHELMSFORD MOTOR CLUB

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**HONORARY PRESIDENT
BILL PRESTON
MARCH 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 - 2009/10 - Who's Who?

Chairman.

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Vice Chairman.

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

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Competition Secretary.

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Spotlight Editor.

Gavin Leech. 10 St Vincent Chase, Braintree, Essex, CM7 9UJ. 01376 348948 leechmotorsport@btopenworld.com

Other committee members.

Mark Andrews, Mark Barham, Paul Brewerton, Carl Brown, Tony Clements, Matt Endean, Gary Nicholls, Tom Peddle and Tom Ward.

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

Chairmans Conflab - Mr Jaggs gets wordy.....

Brian is sunning himself as we go to print so no missive this issue. I'm sure he would like to congratulate every trophy winner at the Annual Awards last week. Also a special thank you to Allan Dean-Lewis from the MSA who not only handed out the club awards but also presented us with the JLT Sport MSA Club of the Year 2009 trophy. Expect a bumper "Conflab" in the next issue.

Club Events Calendar - Please support when you can.

AGM - Thu 18th March.

March Hare 12 Car - Fri 19th March. Contact Paul Brewerton.

April Blossom 12 Car - Fri 23rd April. Contact to be confirmed.

Rover Center Gymkhana - Sun 9th May at Honington. Information on web site.

Woodbridge Autotest - Sun 6th June. Information on web site.

Woodbridge Sprint - Sun 6th June. Information on web site.

Lumenition East Anglian Classic - Sat 12th June. Contact Gavin Leech.

Priestley 12 Car - Fri 17th September. Contact Gavin Leech.

Hutton Kitchens Woodbridge Stages - Sat 25th September. Information on web site.

Halloween 12 Car - Fri 22nd October.

Javalin's Jumbo Jymkhana - Sun 17th October at Woodbridge. Information on web site.

EACS Endurance - Sat 30th October. Contact Paul Barrett.

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

Mick Bliss 12 Car - Fri 26th November.

The Preston - Sat 4th December. Contact Brian Jaggs.

All event organisers are extremely grateful for marshals. Without your commitment it would be very difficult to run the events. Please support any events when you can.

Spotlight. It's your mag!

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, due to limited space, 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

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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 April 1st. Copy to me by the 20th March please or as soon after your event as possible..

CMC Awards Night

Well done to the championship awards winners who collected their awards at the last club night. Congratulations also go to the discretionary award winners who are:-

Marshals Award Chris and Gary Maddocks.

New Member Greg Clark

Fender Bender Kevin Jarvis for his assault at speed on a rather solid hay bale at Sculthorpe.

Chairman's Award Karen Cook.

A special welcome was given to Allan Dean-Lewis from the MSA who was present to hand out our awards as well as present Chelmsford Motor Club with the JLT Sport MSA Club of the Year 2009 trophy.



Allan Dean-Lewis pictured with Brian Jaggs and Jim Bowie with the award. The original trophy remains with the MSA but the replica will be displayed at Prestons Garage in Writtle.

Thank you to Michael Juniper for the pictures.

For a bit of fun there is another picture later on in this issue which needs a caption. Please send me your contributions.

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	champco@btinternet.com
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	Keith Young	01622 861288	furtherfields@aol.com
Eastbourne	Tim Smith	01424 222662	ermcontact@aol.com
Maidstone	Tom Soloman	07836 636622	tomsk24@aol.com
Sevenoaks	Steve Thompson	0208 3002609	stevthom@hotmail.com
Southern	Robert Pike	01233 840057	robert@pulumolink.co.uk

Please keep your eye on the web site and this mag for details of future Weald Club events.

Mr Gossip brings us this and that....

As we go to print, and with good fortune, Mr Bowie is having a fabulous time in Madeira. This assumes the floods have subsided and not forced a change of location!

Congratulations to Shane Keilthy and Lisa. We announced their engagement in the last issue. We can now announce their marriage on 18th February.

Keep an eye on the website for regulations for the next Gymkhana. The Javalin Jumbo Jymkhana is being held at RAF Honnington on the confirmed date of Sunday 25th April. The organising team is as follows. Clerk of the Course, Ben Scott. Chief Marshal, Karen Cook. Event Secretary, Gary Nicholls. Equipment Coordinator, Jim Bowie. Hopefully, Tony Michael will do the business with the results!

Ray Benge

It is with sadness that I must mention the death of our old friend Ray Benge who passed away recently at the age of 61.

Ray was a long standing member of Roding Car Club (Essex) and was well known amongst the rally scene in the 70's & 80's in his Escorts, competing in Night Rally's and Stage Events. Most people would remember him as one of the 2 Rays, the other being Ray Marshall of Canvey Island Autos.

I am sure there are still many of us "RCC" still around in various parts of the country and wanted to make sure that those who knew Ray got to hear this sad news.

My thoughts go to Ray's wife Penny and his girls at this time.

Irene Lewsey (nee Scott)

Derek Stone 12 Car Rally Results - 29th Jan 2010

1	Kevin Ablitt / John Hodgson	Beg	JCB Digger	2F / 18M - Furthest cleanest
2	Andy Elcomb / Daren Hall	Exp	Cement Mixer	2F / 18M
3	Matt Endean / Suze Endean	Beg	Transit Tipper	2F / 27M
4	Michael Helm / Colin Wake	Beg	Caravan	3F / 34M
5	Keith Lane / Martin Lane	Beg	Tarmac Layer	4F / 21M
6	Ben Scott / Karen Cook	Beg	Pile Driver	4F / 28M
7	Adrian Bragg / Eddie Call	Semi	Excavator	6F / 30M
8	Nick White / Rob Galley	Beg	Road Sweeper	6F / 32M
9	Mike Banks / Mark Rutter	Beg	Mobile Crane	6F / 33M
10	Mike Bishop / Barren Armitage	Nov	Dumper Truck	10F / 33M
11	Trevor Suckling / Chris Long	Semi	Steam Roller	11F / 34M

Brian will be writing a report for the next issue. He would like me to pass on his thanks to all the competitors and marshals for coming out to play and standing in the cold.

To give people a flavour of 12 car events I have included below the first 3 sections of the navigation from Brian's event. First is the beginner navigation then the expert. Have a look at the differences.

Beginner Navigation

Section 1 From TC1 at MR ENE680%091N proceed to TC2 at MR W681146ESE crossing the following grid lines in order.

68	67	10	11	66	12	65	13	14	64	15
64	LWR (Next junction)		65	66SSE		15	15	67	15	68

Distance : 8.3 miles Time allowed: 16 minutes

Section 2 From TC2 at MR W681146ESE, proceed to TC3 at MR S731¼196½E via the following spot heights in order and no others.

55	64	71	66	55	73	LWR at 11 th junction
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Distance : 6.5 miles Time allowed: 13 minutes

Section 3 From TC3 at MR S731¼196½E, proceed to TC4 at MR NNW787½123½SSE leaving junctions travelling in the following directions.

SSW	SE	SE	ESE	SE	SE	E
SSE [LWR]	SW [LWR]	SSE				

Distance : 7.5 miles Time allowed: 15 minutes

Expert Navigation

Section 1 From TC1 at MR ENE680%091N proceed to TC2 at MR W681146ESE via the following information,

10	11	12	13	14	15 x 4		
64 x 2		65 x 2		66	66SSE	67 x 2	68 x 2

LWR at 9th Junction

Distance : 8.3 miles Time allowed: 16 minutes

Section 2 From TC2 at MR W681146ESE, proceed to TC3 at MR S731¼196½E via the following information and no others.

10	10	8	12	10	10	LWR at 11 th junction
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Distance : 6.5 miles Time allowed: 13 minutes

Section 3 From TC3 at MR S731¼196½E, proceed to TC4 at MR NNW787½123½SSE via the following,

SE	SE	SE	SE	ENE	NE	SSE	S	SE
E	SE	SSE	S	LWR next 2 junctions	WSW	SSE	SSE	

Distance : 7.5 miles Time allowed: 15 minutes

Here are a few comments from those involved.

Many thanks to Brian and his team, and of course to the marshals who braved sub-zero temperatures standing outside at the controls. An excellent night's competition! For Mark's first ever event, and mine for many, many years, it was really good and we both thoroughly enjoyed it. A bit slippery in places, plus I managed to redesign the Spitfire's exhaust system during a slight excursion somewhere near Paper Mill Lane ice rink, but really pleased we finished off the bottom. Looking forward now to the next one!

Thanks again. Mike and Mark.

Fully endorse "Sparky's" sentiments - a good event enlivened by some VERY slippery bits of road that my cement mixer didn't like at all! I think the ensuing caution in the frosty / icy / slippery bits led to the minute dropped to the worthy winners

of Kevin & John, but Daren puts his hand up to us missing a codeboard because he had a small quiet bit on a little loop marked as a black spot so we didn't go there... oops! Hope to be back north of the water in a month's time as we have some unfinished business in Essex!

Thanks to all concerned. Andy & Daren (Black Arosa cement mixer)

Glad you enjoyed it, sure that many of the time penalties and OTL would not have been so great had it not been for the very icy conditions, well done everyone for getting round safely, if not a little dramatic at times!

Congratulations to award winners, Kevin and John - 1st Overall. Matt and Suze - 1st Beginner. Miachel and Colin - 2nd Beginner

See you all at the March Hare on 19th February

Brian Jaggs

Very grateful to those who come out and marshal. Thanks to Brian and team, marshals etc - another icy night!
Suze Endean.

Four Events in 4 Weekends

It has been a hectic start to the New Year, with January & February full of lots of events.

Weekend 1 – The Carpetbagger – 23rd / 24th January 2010



Billed as one of the toughest, longest and best road rallies in Britain I was keen to return to the Devon lanes for another go at the challenge of the 'Bagger.' Kevin Ablitt was signed up for duties on the maps, and the weeks before the event were spent getting both my rally car (Enduro/Stage Spec Rover 214) and Suze's Enduro Spec Micra ready for the event. Suze would also be out on the event driving with Andy Elcomb on the maps.

We got to the start fine, and through noise and scrutineering fine, even if the scrutineer asked lots of questions about the intercom in the car. We had no headsets so couldn't see the issue, it's just in there for the stage events. Talking of seeing, this was going to be an issue as due to a lack of time, the spotlights weren't working very well so we opted to run without them and just use the headlights, not such a good start...

On to the start, and after consuming an excellent plate of ham, egg and chips, there was the usual waiting around and rally banter. The event got started for us around 11.30pm. The first few sections went well and we were getting settled in, although we did book in early at one control. But just after IRTC 6 it went downhill or more like downfield. We took the option to go for the open gate and field rather than trying to make the downhill open K left, which we approached with a bit too much speed.... Luckily no damage done, but we got stuck getting out of the field. A quick call to a local recovery crew who had just recovered someone else from the same spot and we were away again. But we had lost a shed load of time which meant cutting and lots of time penalties. The rest of the night was uneventful apart from a puncture costing us more time, and more cutting. Finally the last third it seemed to come together with Kevin feeling better (mal de nav had set in early on in the event) and I was getting a better feel from the snow tyres we were using, and we managed to set a quite few decent times. Then to the finish, breakfast and results. We were amazed at the number of retirements (34 out of 60 crews), so were pleased with a 21st overall bettering my other result of 36th overall on the Bagger. Suze and Andy had a very good night, coming in 18th overall. I must have prepped that Micra too well.....

Weekend 2 – CMC 12 Car – 29th January 2010

A quick check over the car and then less than a week later it was on to a Chelmsford MC 12 Car. Suze was on the maps for her third time navving, and a local start / finish venue meant it should be a good night for us. The event proved tricky all night long with a lot of the route very flooded and to add to that, most of that water was solid.... solid ice. This time the snow tyres worked and apart from a few lairy sideways moments, we got round fail free and just dropped three mins. We knew it should have been a good result, but the usual waiting around at the finish seemed to take forever... But as they read through the results it was all in our favour. We WON! This was Suze's first 12 car victory on the maps and only my second behind the wheel.

Weekend 3 – Goodwood Stages – 6th February 2010

A quick wash and check over again for the Rover rally car, and it was off to Goodwood. I met Suze at work on the Friday and we drove down to stay nearby for once, to avoid the silly o'clock start stage rallying usually involves. Note we were once again the only crew to not be trailering to and from a stage event, are we the only ones left.... ????

After a [still for a Saturday] early start we headed for Goodwood and got set-up. It was great to use the pit-stalls to service under. It meant no worries about getting wet, although it was very cold and raining a bit. Scrutineering and noise was passed, with the noise crew wanting more noise.... so I put the radio on!

On to the first stage and having never driven around Goodwood, on cold slicks the nerves set in for both of us and none of this was helped by me spinning on the first corner of the event!!!! We were very lucky as on the outside of Madgwick there is a strip of tarmac which stopped us going backwards into the tyre wall at a very high speed. This certainly got the pulse rate up and the rest of the stage was spent learning where there was grip and wasn't grip! The next few stages were ok,

but still very slippery as the rain stayed with us. A few delays caused by others falling off meant that stage 4 was cancelled, but the extra time and lunch allowed us to catch up with friends and competitors. As this was a free event to spectate there were lots of people watching us. Luckily over lunch the sun came out and dried most of the track. This gave us back the confidence to push on in the afternoon, and it was commented that my driving looked neat on the odd occasion! Then it was down to the last two stages which at 2.4 miles each were short and sweet. We had been battling in class with a Ford Ka (challenge spec) so lighter and quicker than us in theory. We knew we couldn't take the class win as the ex. Works Micra Kit Car was miles in front of us even after his brillo pads fell out of his exhaust which had helped him pass noise.....

We checked the results before the last two stages and we were two seconds behind the Ka. Keen to get ahead of them and not a lot of time or mileage to do this, we had set ourselves a challenge. A bit of thinking on my part, a LOT of encouragement on Suze's part and removing every bit of extra stuff that we didn't need in the car and we did it. In 4.8 miles (total of both stages) we took 16 seconds out of the Ka and set times quicker than a Porsche 911, not bad for an essentially standard Rover 214 which has now done 113k miles! We were both very pleased to have a) taken 2nd in class and b) taken so much time out of the Ka. I just wish I wish I had got into the 'zone' sooner!

Weekend 4 – B19 Car Trial – 14th February 2010



Firstly I still can't get used to calling them just Car Trials, PCTs make a lot more sense to my little brain!

So on to the fourth event in as many weekends. Prep for this included checking over the Micra, and fitting non M&S tyres, in fact the ones on the front were given to us by Tony Michael from a scrap Civic he had. So thanks to Tony for those ☺

The snow in the lead up to the event didn't really make me think about the trial until we hit Kent, where as soon as we crossed the Thames we could see snow. We got to the Chapman's Hill fields and there was a fine covering of snow. However this snow soon melted and of course this made the field very very wet or should I say very very MUDDY. The whole day was spent struggling to even get to the start of some of the hills, which meant that there were

some very high scores set by everyone. The Micra performed very well, and didn't miss a beat all day. However after a shortened afternoon the scores showed that I had once again been beaten by the Wife, although this time only by one point.

..... I took 6th in class and Suze was 4th in class and took the Best Lady award.

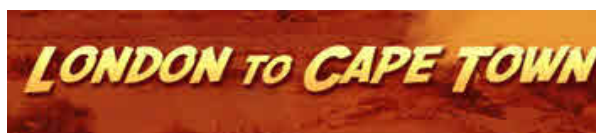
It doesn't stop there, we are off doing another CMC 12 car on Friday night (after I'm writing this) and then the following weekend it is the first of CMC's Gymkhanas. So another couple of events for the Rover.....

Thanks go to Suze, Kevin and all the event organisers and marshals on all the events ☺

Hope to see you out there somewhere!

Matt Endean

London to Capetown Rally 2011



Rob Henchoz of Amazon Cars and Richard Atherton are campaigning the London to Capetown Rally in 2011. Over the next few issues I will be sharing their progress.

23rd February 2010

February: Fuel Delivery & Roo Bar completed

- Charity: £70 raised
 - o First donations received, so we're on our way to helping "Malaria No More" and "Help for Heroes"!
- Products Used
 - o Safety Devices: full rollcage
 - o Superflex: polyurethane bushes
 - o 123: distributor (with Amazon Cars bespoke advance curve for modern fuels)
 - o Varley: pair of dry cell batteries from DMS Technologies
- Wk8
 - o Rear tinted door glass & seals replaced
 - o Twin fuel tank arrives from Roger Mowzer, estd 94litres I hope
 - o Spray job handed back from Myles
 - o Varley Red Top dry cell batteries arrive
- Wk7
 - o Myles has spent the past week spraying...
- § Bonnet & scuttle matt black
- § Roof gloss white

- § Remainder of the body in its original camel colour
 - o Roger is creating the foam filled alloy dual fuel tank, similar to our usual rally design, but 90litre capacity
- Wk6: Time consuming week, but good progress...
 - o Fuel delivery system is now installed
- § Big fuel filter in boot, with tickler to dump out any water ingress
- § Single Facet electric pump from one outlet
- § Twin fuel pipes run inside the car (along with the brake lines)
- § Single OE mechanical pump from other outlet
- § ...into Filter King glass bowl regulator - NB: rally scrutineers would frown at this, since stage regs dictate a metal bowl; however our issue is that we need to see if we suffer water ingress, and this is the clearest way.
- § Into single SU HS6 carb; to be replaced with HIF, sometime soon(ish)
- § The fuel tank should arrive next week
 - o Roo Bar is complete, after happy hours of welding 42mm alloy tubing
- § I do however have to create a couple of horizontal fore/aft stays to strengthen the structure
 - o Tacho is now mounted in the dash: a gorgeous genuine Volvo R-Sport unit that Emma had in her PV
 - o Switchset mounted below the dash, including a pair of cigarette lighter outlets - NB: our personal malaria defence is Richard's consumption of tobacco, and I've threatened to take up pipe smoking...
 - o FIA battery cutoff switch installed
 - o Maplight, stolen from my stage rally 142
 - o Rear cage fitted loosely

4th February 2010

January: Sumpguard fitted

- The sumpguard arrived on Monday, slightly wider than our usual unit.
 - o It's now all drilled, and the M8 threaded plate is welded to the crossmember for the front location, the rear picking up on the gearbox x-member.
 - o Later I shall tackweld an additional 6mm plate midships of the guard, or possibly use alloy angle on the edges (which has the advantage of providing lateral location of the foam filling 'twixt sump and guard).
- Myles has sprayed the interior
 - o Forward half is a satin grey finish
 - o Rear seat and bulkhead is red oxide, on the assumption that this will glare less in the African sunshine...
- I've welded in the 6 mounting points for the rollcage
- Rest of the weeks' work
 - o Rig front brakes hoses, bearing in mind that the antiroll bar is deleted, which means the mid-support of the hoses has gone
 - o Fit rear rollcage and LH front cage bar
 - o Which allows me to rig the fuel and brake lines, whilst permitting free-ish access from the RH side of the

car

31st January 2010

2009: the story so far...

- January 2010
 - o B20 engine built & fitted: steel timing gears and +015 pistons
 - o M40 K10 gearbox rebuilt, modified breathing, and fitted
 - o Rear brake hoses routed to rear bulkhead
 - o Rollcage mounting plates welded in
 - o Interior resprayed
 - o All exterior trim removed, and holes welded over
- December 2009
 - o Richard Atherton & Rob Henchoz fly to Copenhagen, and drive home in the 144 via Nordrive in Holland
 - o Front x-member seam welded, bracing fillets welded in
 - o LWB edges box welded for strength
 - o Polyurethane bushes fitted to front suspension
 - o Antiroll bar deleted
 - o "Africa" springs fitted
 - o Brakes all rebuilt, front discs skimmed
 - o Bonnet sprayed matt black

The beast is getting there!



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

Bruce Robinson Rally



Well done to the CMC members who took part in the Bruce Robinson. Above is Owen Turner and Bob Blows collecting their 2nd overall award. Other results were David Town / Ben Greenfield 7th, Claire Abrey / Matt Fowle 14th. Unfortunately for Kavel Patel / Kevin Ablitt they had to retire.

Many thanks to David Dimblebey of Lincoln Motor Cycle and Car Club for the picture.



Lincoln Motor Cycle & Car Club
www.lincolnmotorsport.co.uk



Motex Gymkhana Woodbridge - Results

Overall Award	1	Mike Biss	James Newbould	Vauxhall Astra
Class A1	1	Matt Endean	Suze Endean	Rover 214 SE
	2	Andrew Bisping	Richard Milbank	Rover 200
	3	Andrew Dadswell	Guy Barwell	Rover 200
Class A2	1	Dave Town	Mick Town	Rover 214
	2	Ian Mephram	Samm Keeley	Peugeot 106 Rallye
	3	Ben Dawson	Lee Bezuidenhout	Rover 214
Class B1	1	Mark Andrews	Tony Clements	Honda Civic
	2	Richard Milbank	Andrew Bisping	Ford Fiesta Zetec S TDCI
	3	Kevin Smith	Colin Smith	Ford Puma
Class B2	1	Owen Turner	Mike Turner	Rover Metro
	2	Greg Clark	Rich Baker	Toyota Corolla GTi
	3	Rich Baker	Greg Clark	Toyota Corolla GTi
	4	Paul Swindells	Lizzie Pope	Nissan Primera
Class C1	1	Matthew Ockendon	Louise Towers	Toyota Hilux
Class H	1	Richard White	Jill White	Volvo Amazon
	2	Rob Henchoz	Emma Henchoz	Volvo 142
	3	Isaac Zarmati	Sarah Zarmati	Austin Mini Cooper S
Best Crew		Car 12 and 112 - Rich Baker and Greg Clark		



An informal picture of Allan Dean-Lewis, Jim Bowie and Brian Jaggs.
Anyone got any caption suggestions?

Winter Series Table - Only 2 Events to Go!

		Driver	Navigator	Marshal	Organiser	Table Top	Priestley	Halloween	Mick Bliss	January Jaunt	Derek Stone	March Hare	April Blossom	TOTAL
Beginner														
1	Suze Endean	6	6		9	9	7	10		12	10			69
2	John Hodgson		6				9	11	5	10	12			53
3	Michael Helm	6					8	9	6	8	9			46
4	Karen Cook		6			8		5	10	5	7			41
5	Colin Wake		6				8	9		8	9			40
6	Paul Wicks		6						7	10				23
7	Tim Loftus	6							7	10				23
8	Nick White	6		6						4	5			21
9	Rob Galley		6	6						4	5			21
10	Andy Turner	6				7		5						18
11	Adam Kelly	6							9	2				17
12	Stuart Collett		6						9	2				17
13	Steve Tilbrook		6				10							16
14	Brian Miller		6					4						10
15	Martin Lane										8			8
Novice														
1	Mike Thomas	6	6			6	12		8					38
2	Graham Robinson		6				5	7		11				29
3	Philip Brent	6					5	7		11				29
4	Trevor Suckling	6	6				6	6	3		2			29
5	Keith Lane	6							10	5	8			29
6	Mike Bishop	6						8		3	3			20
7	Darren Armitage		6							3	3			12
8	Kevin Ascott		6											6
9	Seumas Ascott	6												6
Semi Expert														
1	Adrian Bragg	6	6	6		12	4	12	4		6			56
2	Eddie Call	6	6	6		12	4	12	4		6			56
3	Richard Baker	6	6	6		6	12		8					44
4	Chris Long	6	6				6	6	3	1	2			30
5	Dave Town	6							12	7				25
6	Paul Brewerton			6		11								17
7	Nick Powter	6								6				12
8	Willie Williams		6							6				12
9	Daniel Scales	6								1				7
10	Peter Brewerton			6										6
Expert														
1	Ben Scott		6		12		11		12	7	7			55
2	Kevin Ablitt	6					9	11	5	10	12			53
3	Chris Parmenter	6			9		3	7						25
4	Andy Merchant		6		9		3							18
5	Geoff Lobb	6					10		2					18
6	Tom Ward					8								8

Please let Ed Scott have your event results. You can contact the Championship Secretary Ed Scott by phone, 01277 650917 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.

2010 HANGAR 111 AEMC SPRINT CHAMPIONSHIP

This year sees the AEMC adopting the categories listed in the MSA Yearbook (the Blue Book). In general this does not mean too much, except if you have changed the engine. It also means that road-going cars do not have to be listed in What Car etc.

Some general things to note this year – you will need flame resistant gloves and the diesel equivalency is 0.7 this year. A couple of reminders, competition numbers need to be clear and on a contrasting background on each side of the vehicle to the satisfaction of the chief timekeeper, see J.4 for full details. The other thing that annoys timekeepers is the timing strut, it needs to be 254mm by 51 mm, vertical, be painted non reflective matt black and be the furthest forward part of the car and the bottom of the strut needs to be between 180mm and 200mm from the ground.

The Blue Book has many categories, but we have been able to amalgamate some of them otherwise there would have been so many classes that there would likely have been only one car in some classes. The resulting categories are Road-Going Series/Specialist Production Cars; Modified Limited/Specialist Production Cars; Sports Libre Cars and Racing Cars.

Now for a few specifics for each category

A – Road-Going Series/Specialist Production Cars. Road-Going Series Production Cars are where the production numbers exceed 1,000 per annum and Road-Going Specialist Production Cars are where production numbers are between 20 and

1,000 chassis per annum. All cars must compete in road legal condition, with reverse gear operable at all times. Seat belts must be at least 3 point; tyres can be from either list 1A or list 1B and only pump fuel can be used. As for engines Road-Going Series Production Cars the cylinder block and cylinder head **must** remain in the original position and be of the original type and material. Induction is free, as are exhaust systems, but **must** remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. For Road-Going Specialist Production Cars, the cylinder block and head **must** be of a make and type produced in at least 5,000 identical units originally available through the normal commercial channels of a land vehicle manufacturer.

There are classes up to 1400cc, 1401 to 2000cc and over 2000cc all of which exclude 4 wheel drive cars and Appendix 1 cars. 4 wheel drive cars retain their own class. Appendix 1 cars have two classes up to 1700cc and over 1700cc, examples of Appendix 1 cars are – Caterham; Westfield; Sylva; Fisher; Lotus 7, Elise, Exige and 340R; Vauxhall 220; X-Bow and similar types/derivatives of these cars.

B - Modified Limited/Specialist Production Cars

Firstly this category excludes Group B Sports Cars, GT1 Sports Cars and World Rally Cars as they are included in the Sports Libre category. A Modified Limited Production Car is one which **must** have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 100 vehicles within 12 consecutive months (vehicles produced in lesser quantities may be admitted subject to the manufacturer obtaining approval from MSA). Modified

Specialist Production Cars **must** have been originally available through the normal commercial channels of the manufacturer in quantities of not less than 20 chassis within 12 consecutive months. All vehicles in this category must have roll cages fitted, at least 4 point seat belts, only pump fuel is permitted. After clarification by the MSA reverse gear is not required to be operable in this category. The engine block **must** be externally identifiable as that fitted to the original model or specified option and it **must** remain in the same capacity class as the original car or the manufacturer's specified option for the model and engine. Additionally engines fitted to Modified Specialist Production Cars **must** be of a make and type produced in at least 5,000 identical units and fitted to a vehicle originally available through the normal commercial channels of a land vehicle manufacturer. Numerous modifications are permitted, for details see full guidance notes or MSA Year Book. Classes are up to 1400cc, 1401cc to 2000cc and 2001cc and over.

C – Sports Libre Cars

The following sub categories are allowed – Special Saloons, Hill Climb Supersports Chassis Cars, Sports Racing Cars, Group B Sports Cars (list of eligible cars is held by MSA), GT1 Sports Cars and World Rally Cars. Roll cages are required and you will need at least a 6 point seat belt. Reverse gear is not needed in this category. Methanol may be used instead of pump fuel. There are various other restrictions including some relating to FIA regulations, please see MSA Year Book. There are two classes up to 1800cc and 1801cc and over.

D – Racing Cars

Roll cages are required and you will need at least a 6 point seat belt. Reverse gear is not needed in this category. Methanol may be used instead of pump fuel. The various dimensions are shown in the MSA Year Book. The requirements for this category have not changed, however the class split has changed to 1600cc. I hope that helps explain the categories in Sprinting this year. Should you have any questions or wish to take part in the championship please get in touch. More detail can also be found on the AEMC web site www.aemc.org.uk

Chris Deal - 2010 HANGAR 111 AEMC Sprint Championship coordinator - aemc@chrisdeal.force9.co.uk 07833-086780

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Extracts from e-Wheels, the monthly publication from the MSA

allan.dean-lewis@msauk.org

New MSC Chairman

The Board of the MSA has confirmed that Tony Scott Andrews has been selected to take over from Graham Stoker as Chairman of the Motor Sports Council with effect from 1 January 2010. Graham Stoker stood down following his election as FIA Deputy President for Sport.

Based in Oxfordshire, Tony has been a lawyer for 35 years and has held an MSA competition licence since 1971. He was a founder member and is now President of the Classic Saloon Car Club/Classic Touring Car Racing Club. Tony won the Pre-'57 Modified championship in an MG in 1983 and claimed championship success again in 1990 in the Pre-'65 category at the wheel of a Ford Mustang. Since then, when time allows, he has campaigned a Camaro, Falcon and most recently a Rover Vitesse in Historic Group 1 Touring Cars.

Tony is already a member of the Motor Sports Council and has chaired both the National Court and the Judicial Advisory Panel, as well as serving as a member of both the MSA Historic and Race Committees.

Challenge Events clarification

The MSA has issued a clarification of Regulation P24.2.1 to confirm that drivers in Challenge Events must hold an MSA competition licence. See Latest News section of MSA website.

Time Attack approved

The MSA now recognises the Time Attack Series as an approved form of motor sport. Originating in Japan as a way of proving the relative performance of street-tuned cars, Time Attack is a spectacular form of motor sport in which high-powered cars on road-legal tyres compete on regular motor sport circuits. www.timeattack.co.uk

New rally structure

The MSA has approved a proposal from the MSA Country Rally Championships (England, Northern Ireland, Scotland and Wales) and the MSA British Rally Championship to create a new sporting structure and working partnership that will deliver greater benefit for the growth and development of UK rallying.

A working group, consisting of one representative from each of the five championships, has committed to work towards the future development and sustainability of UK stage rallying. Initiatives will include a reduction in the sport's environmental impact, the evolution of a recognisable sporting structure, a co-ordinate strategy for the development of junior drivers and the introduction of common policies and sporting regulations.

Club Officials seminars 2010

Places are still available on some of the remaining seminars being run by the MSA (with the support of the British Motor Sports Training Trust). If you wish to attend, please check availability of places with Richard Nunn at the MSA (munn@msauk.org or 01753 765071). More information about the seminars was in the December and November issues.

Day, date and broad locations are:

Saturday 6 March – Wales (Llandrindod Wells area)

Sunday 7 March – South West (Exeter area)

Saturday 13 March – Scotland Central (Motherwell area)

Sunday 14 March – Scotland Highland (Inverness area)

Racing Steps up

The Racing Steps Foundation (RSF), which helps talented young British racing drivers realise their dreams, has committed substantial support for the MSA Academy programme for young British competition drivers.

The RSF's backing enables the MSA Academy substantially to increase the reach of its existing educational programme to deliver benefit to all of the 2,000 competition licence holders aged under 17.

Trees fees rooted

The MSA has confirmed that the fees charged for providing access to the Forestry Estate for MSA-permitted rally events will remain unchanged for the 2010 season.

MSA training provider

The MSA has been appointed as one of the first two Regional Training Providers by the FIA Institute for Motor Sport Safety and Sustainability to help increase the safety and training standards of motor sport officials across the world.

David Butler MBE

Due to an oversight, David Butler was described in a recent statement announcing his award of the MBE in the New Year's Honours List as having established the British Motor Sport Association for the Disabled (BMSAD) in 1987. We are pleased to confirm that the founding Chairman of the BMSAD was Jack Davidson of Aberdeen and Tony Reynolds followed him. David Butler is therefore the third Chairman of the BMSAD.

Blue Book on website

The 2010 *MSA Competitors' and Officials' Yearbook* (aka the Blue Book) can be downloaded from the MSA website. Other publications which can be downloaded include the 2010 *Kart Race Yearbook*, the *Motor Club Manual*, *Motorsports Now!* – the MSA magazine sent to competition licence holders and officials – and back issues of *e-Wheels* (in Word and pdf formats). Go to www.msauk.org > Clubs > Publications.

ENDS.



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