

Issue Number 12/05
MAY 2012

***JLT Sport / MSA Motor
Club of the Year 2009***



Hon. President: Bill Preston

Cover Picture: Police Scooby before it became the driving simulator and visited our April Club Night

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From The Editor's chair



Firstt of all let me apologise for the now almost traditional two week delay in publication of Spotlight. To be honest if I'd gone to press on the first of the month the mag would have been very thin, so I hope you agree that the content is worth the wait. Please also, when you are competing or marshalling on any events and think your experiences could be of interest, just jot down a few notes. It is said that a picture is worth a thousand words so please also send in any photos of you in action, or that you have taken.

My time recently, apart from the day job of course, has been taken up with planning the 2012 East Anglian Classic, just over a month away now. Things are progressing well, ad we are hoping for another cracking event, with some test venues that are new to the club and some that are new to the event. One other feature is the East Anglian Classic Run, which follows the same route and the same tests as the main event, but as it is a clubmans road rally it is open to those of you who may not hold a competition licence, but do have a pre-1981 car. I know from the 12 car series there are several crews out there, so come on have a go and see what historic road rallying is all about. Breakfast and dinner are included in the entry fee so it's a good value event too. If you can't enter please come along and marshal - please get in touch with our event chief marshal Tony Burchnall on 01473 652262 or the club Chief Marshal John Conboy.

I hope to see many of you at a club night or event soon, and don't forget - if it made you smile it may well make others smile so share it via Spotlight!

Paul

Chairman's Chat By Richard Nel



May 2012

We're mid way through spring and summer is almost upon us, apparently!

Since the last publication, a further two 12 car events have successfully run, along with the very successful inaugural running of the Cadman Construction Honington Stages Rally. The organising team, made up of regular and new entrants to stage rally organisation overcame a major last minute concern at the venue, to put on a cracking event, the first ever held at this venue, which at one point had over 80 entrants, but settled on the day at 70. The event was highly successful in all areas, and in line with CMC leading the way locally with innovation, the event introduced a live, online results service using Smart technology, which was well received by all able to use it.

Of particular note too was the level of support provided by members of West Suffolk Motor Club (some also being CMC members too), as part of the organising and set up teams, and event marshals on the day.

For the April club night Ben Scott arranged for a vehicle Simulator evening, using an ex Police pursuit Subaru Impreza, which attracted a great deal of interest.

Looking forward, from a CMC event perspective, May is very quiet, albeit many members are out doing events elsewhere. In June the East Anglian Classic Historic rally, ably organised by Paul Brewerton and team, will be running on the 17th and will be upon us shortly. Let's hope the rain stops by then!

In July the next Gymkhana is in early stages of planning.

As usual, Tony Michael has been keeping the website up to date, so please refer to that for all new and emerging club information.

That's it from me.....

Richard

Police Driving Simulator at Chelmsford MC Club Night - Report by Ben Scott

As many of you were aware, we had Essex Police's driving simulator at our club night in April, in the form of an Ex Interceptor WRX Impreza, with PC Paul Barber. Many of the club members that attended the club night had a go on the simulated police chase, and all seem to have really enjoyed the experience.

The Subaru WRX GB270 Driver Training Simulator was formerly one of the vehicles on the Channel 5 series "The Interceptors." The vehicle had the radio call sign of QT84 and the registration number of EU07 OLA. Prior to 'The Interceptors' Essex Police bought a number of Subaru Imprezas and Mitsubishi Evolutions to be part of the Automatic Number Plate Recognition (ANPR) Team. The team originally consisted of nine constables and one sergeant and worked from Laindon Traffic Garage.

The role of the ANPR team was to use the high powered vehicle to pursue vehicles that have made off from the police, as well as their main role of stopping vehicles that have triggered an ANPR camera. The ANPR system has information from various police and DVLA computer systems,

therefore the reasons a vehicle may trigger the ANPR camera is if the vehicle is stolen, if the vehicle has no insurance, if the vehicle has been used to commit offences and if there is intelligence that has been reported against the vehicle or someone that has been known to drive the vehicle, such as a person being a known drug user.

Each of the vehicles on the ANPR team are fitted with two ANPR cameras, one being an infrared camera to the rear of the vehicle and the second a normal ANPR camera to the front, as the infrared will not work through the windscreen. A screen has been installed in the vehicle behind the gear stick and shows a camera image of the number plate of any vehicle that has been read by the camera, as well as any relevant information against the registration number. The cameras have a second function that they can record real time footage of any event of interest, such as a vehicle failing to stop for police. This gets stored on a hard drive until it is downloaded as evidence for court.

Essex Police cannot enhance the performance of any of its vehicles for insurance reasons; however the servicing of most police vehicles are completed 'in-house' by the dedicated workshops within the county. The standard vehicles that belong to Essex Police have a service

completed on them after every 10,000 miles driven; however the Subarus were returned to the dealer for a service after every 4,000 miles.



Motex Gymkhana at Honington - A blow-by-blow account from Jim Bowie

Ding dong – the man from Oxford takes the spoils. The “should have”, “would have”, “could have” story



As a totally biased organiser, I thought our last Gymkhana was one of the best – for lots of reasons.

It was a “back to basics” gymkhana with 12 relatively short driving tests – partly due to availability and partly for safety considerations. The tests were not too tight, not too complicated to get lost on and none of them were exactly the same, too avoid familiarity.

Seven of the skill tests had relevant penalties based on some “ability” rather than luck and didn’t take too long to run & affect the flow of the event. A healthy entry of 52 cars contained lots of beginners and newbies, and all were classified as finishers. We “broke in” a new timing system (thank you Gary Nicholls – it was pretty labour intensive to punch in all the times & penalties) but it gave Tony Michael a breather from timekeeping virtually every CMC event.

The Winners

It was impossible to predict a winner from the start list, as no previous hotshots were out there and only 2 of the top 10 seeds finished in the top 16! It wasn’t double entered crews that triumphed either with single driven cars taking the top 3 places – ALL WITH LADY CO DRIVERS, and the winning co driver Sarah Cunningham had never done a gymkhana before.

The winning driver was Ding Boston from Oxford Motor Club in his familiar Golf GTI and with Sarah alongside, he was introducing yet another co driver to our favourite clubmans discipline. He was only 4 seconds ahead of Peter & Barbara Zytkevicz on driving test penalties but Dings peerless performance on the skill tests with just 3 marks lost all day –(and that was for being simply TOO FLAMBOYANT on the Skid Pan & getting penalties for going on the grass) won him the day. Peter picked up a cone (10) & 6 other skill penalties but was 14 marks clear of another hot Polish crew – Tomasz & Agata Marciniak taking the third step of the podium in my favourite car of the day their free revving Honda S2000. They suffered a bit on the “geography” skill tests but just held off Peter Skillen & Damian Rigden who had the consolation of winning Class B2 in their Almera GTI.

Who were the Quickest Drivers ?

After the first loop of 3 driving tests 7 crews were covered by just 10 seconds with Zytkevicz’s Fiesta a gnats whisker ahead of Mike Thomas & Gregg Mint in the 205 GTI with Adrian White BMW 318i (one of my pre event favourites) & Tom Jenkins double driving Chris Moore’s 167 bhp Zsara only 2 secs behind. By half distance the same quartet were still close together but Ding & Tomasz had now muscled their cars into the top 5 with consistently quick times. Mike Thomas blew his result with a puncture & maximum on test 9 & Adrian & Tom couldn’t string enough top 6 times together in the second half to hang in with Ding & Peter Z. The quickest car in the second half by far was Ben Griffin in his blue 106 Rallye with 5 fastest (or equal) test times but a maximum on Test 5 together with 19 cone & skill test

marks confined him to 8th o/a. Piotr Kozimor set some quick times in another 106 but a few wrong tests, a bent wheel & a small fire kept him near the bottom of the pole (pun intended).

Class Winners

Andrew Bainbridge was the winner in A1 for standard 1.4's in his Clio - a low skill test score of 4 included second fastest time on the water test. His co driver Alan Coombs was 2nd in class – just as quick on the driving tests but 2 cones bumped his penalties up to 27. Maciek Knapinski (I can pronounce them all you know – just ask!) was a fine 11th o/a in the tiny Seicento beating Keith Lane by 41 marks & a surprisingly off the pace pairing Charles Thompson (doubled with Alex Jakes) in the red Puma. Alex did however take the M & H Photo Award for the greatest flamboyance on the Skid Pan. Others equalled his “slidiness” but either went on the grass (3 marks!) or won other awards.

B1 was dominated by the overall winners Boston, Zytkeiwicz & Marciniak but Tom Jenkins pipped car owner Chris to snatching the 3rd i/c “pot”. Skillen & Rigden took B2 as mentioned with Adrian White 2nd in the BMW & Ben Griffin 3rd. Adrians double driver Paul Keddie had a bad day at the office! Rob Henchoz annihilated the other Historics in the large Volvo & was a fine 10th o/a just pipped by his co pilot Richard Atherton (Rich was however driving a sedate 1.6 MG ZR). Full Results & some top M & H photos are on the Gymkhana web links.

Oh yes (in my Churchill voice) - The Skill Test ANALyses

My favourite new skill test invention was the Observation Test cribbed from the Krypton Factor. Crews had one minute to memorise a dozen items on a table then given a set of 10 questions (changed for the double drivers) to answer whilst linking between 2 driving tests. Don't ask where the shoes came from. You all did surprisingly well with 21 zero's and a worst score of 4. Paul Barrett translated the Polish answers! You may see this test again . .but a tad harder next time.

Rats & Balls and the Water Test (with some reversing this time) have been used before and 18 crews zero'd the Rats but only 8 cleaned the water test. On the basis not ONE car out of 52 spilt a drop of water I cannot understand why you don't all go faster! For academic info Ding was quickest on 23.4 (bogey effectively 26.9) Bainbridge on 24.8 & Knapinski 25.7. Several crews were over 38, two went the wrong way & one drove over the start cone!

Due to the complexity of the skill tests I needed lots of extra marshals – & special thanks are due to Debs & Paul Dumbill, TC & Ade, Mark & Carl & PB. Sam & Tommy Wadeson also gave me a hand on the water test.

Wrong Skill Penalties Applied!

Twelve lucky crews failed to have their scores recorded at all in the official results for the second “geography” test whilst linking from driving test 4 to 5, and plenty of the marks recorded for both “geog” tests were 1 or 2 adrift in either direction - all academic now.

It seemed strange that there were 26 zero's on SK6 & only 7 on SK3 because they were wrong! Both Mike Thomas & Andrew Dudley SHOULD have had 6 penalties on SK6 (instead of 0!) & in Mike's case this COULD have affected his victory prospects IF he had not got the puncture. Mike also got an unrecorded 3 on the water test so it is a good job for him the results wont get corrected!



The naming of 10 countries beginning with the letter B (1st drivers) or S (2nd) on SK3 and the letters A/E or C on SK6 did throw up some strange anomalies. How could double entered crews not come up with consistently good (or bad) answers when they were both in the car at the same time? Richard Atherton got two zero's when he was driving but when Rob Henchoz was driving they got 4 then 2 wrong. Rob was incorrectly published with 5 on SK6 but did only get 2 wrong – sorry. Graham Child had 2 less wrong than printed but c'est la vie and he won The Bustard to make up for it! Damien Rigden & Peter Skillen each got zero runs on one set of tests but then got a 4 and 5 on other letters – wouldn't the i-phone work then boyz!?

Some weird countries have joined the United Nations !

A large number of crews were undermarked on SK3 & 6 because I did ask for countries in the United Nations – although perhaps not clearly enough! My “markers” incorrectly allowed England & Scotland for many but did cop a few putting Czechoslovakia (WRONG) especially if you'd already correctly listed the Czech Republic! Amongst the amusing wrong answers we had Crete, Canary Isl, Balearic Isl, Catalan (a bit of a holiday thread running here I detect), Canberra, Alaska, Bogota, Buenos Aires, Bratislava (!), America, Africa, Arabia & the Antarctic! PS where is Cyralenza Mr Henchoz? I also liked attempted tries with Azbekistan & Chorea (that sounds like a disease).

Spelling Bloomers (I wont say who's!)

The following answers were accepted as correct but amusing nonetheless Eritraya, Ecudeor, Sadan, Columbia (Colombia before you look), Chillie, Shirlanka, Etheopia, Azabyjan & my favourite Barane. Someone could have had a stab at a phonetic Bhutan – that would have been a gas!

Timed Test on Skid Pan SK9

This test was not marked at all in the results because we simply did not have time to load them! If the bogey had been set at 27 secs and a mark per second over applied that figure 42 cars would have got between 1 & 4marks - thereby not affecting the overall results and award winners. Adrian White would have copped 7 for finishing in the wrong box & Glynn Heighton 7 for a massive overshoot. For academic purposes Mike Thomas was quickest on 26.7, John Parsons 27.4 & Tomasz Marciniak 27.6.

Thanks are due to my team - Ben Scott on Test Design/Implementation & Lead Guitar, Karen Scott Secretary and Drums (beating me in to doing my jobs!) , Gary on keyboards (Printing Roadbooks & doing the results) and backing singers Keith Pettitt, Brian Hemmings & Paul Dumbill for clear up & set up. Also thanks to all marshals & helpers on the day including Dave Judd (radios/safety, Tony Alder medical, Tony M check sheets & MOD security lists Charlotte scrutineering & Anne Still with signing on.



Keep up to date with Chelmsford Motor Club - by our Media Officer Suze Endean

Chelmsford Motor Club is on Facebook and Twitter.

Search for Chelmsford Motor Club on Facebook, or go directly to:
<http://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 @TRSBandsStages, @CMCBandsStages, @HoningtonStages or @HKWBridgeStages

Of course our own club website <http://chelmsfordmc.co.uk> is also available on mobile devices

What's in a name - Quite a lot if you believe Jim Bowie

I have to admit I have a completely puerile sense of humour when it comes to names. Working in an office makes this ten times more fun, as names get bandied around the room - often misheard, and regularly misheard on purpose - Justin Case it gets a laugh!

Some parents, are of course to blame, for giving their children silly names (famously Bob Geldof & Paula Yates), for others it is the folly of marriage. Should Olive, one of our real insurance customers, really have married Mr Branch? Or Hazel . . . Mr Nutt!

The unlucky ones (or for some lucky) have their names hijacked by other people being more famous - after they had been christened.. . even common names like Michael Jackson can cause a squeal of delight. If any Mr Butler calls the office someone will mutter "I hate you Butler" (I refuse to explain this) and if a Gusset envelope is required more giggling breaks out. I heard a Jean Poole mentioned on the radio the other day

I have had a lifetime of fun with my own name. Being born James Stephen Bowie in 1952 seemed OK to my parents at the time and I was "Jimmy" until I was about 11. I decided at the time of wearing long trousers to be called Jim but the girls at school of course then called me Jimmy simply to annoy. I'm OK with being James - but only when I've been naughty.

Also by the age of 10 I become aware of my historical American namesake Jim Bowie (James Bowie) a Florida frontiersman who died at The Alamo in Texas in 1836, alongside Davy Crockett. Bowie invented a double sided knife (the Bowie Knife) and they are still made to this day, and persons of a certain age hearing my name say "no cutting remarks" Jim. I DO, HOWEVER APPRECIATE THIS as explaining my name is pointless! I was famously played in the Hollywood film by Richard Widmark (died 2008) & John Wayne played Davy Crockett (he's dead too - but I can hear him say "the hell I am") .

By the time I was 15 I became aware of a popstar using the name David Bowie who's first song The Laughing Gnome was a complete flop. Bowie became & still is a megastar - and I have hardly had to spell MY name since! My Dad's real and only name is (was - he's sadly long gone) David Bowie and in the 70's it was clearly printed in the Reading area phone book. People used to look up names in a book you know, and we got countless giggling girls phoning " is David there?" We did have fun, but had to point out the singers real name was David Jones and he didn't live here. Bowie changed his name because Davy Jones of The Monkees (he died a few weeks ago) was an emerging talent in 1967 and Bowie (he incorrectly pronounces himself B "oh" wie and not ow!) chose his name "because it was the ultimate american knife". Good eh – could have called himself Jim too! David Bowie the popstar named his first son Zowie Bowie - but the boy must have some sense because he's changed it now to Duncan Jones.

Within the car club we have a few members with namesakes including Neil Armstrong (one small step for mankind) Stuart Little (not just a woolly mouse) & on a recent event we saw David Dumbleby (used to present Panorama on the BBC). Our own Bob Blows - should go in to business with Bob Duck & Bob Dance (both non CMC rally men) & form a business Duck, Dance & Blows - Avoidance Techniques for Boxers!

I'm trying not to be libellous but must mention some real people that I have done, & still do business with. I wont say why I think they are all funny, (some of it will be due to my age) and I must leave you to shorten a couple of Christian names. They include Jerome Thong, Robert Organ, Joe Lucid (I have occasional lucid moments), Akin Akinosi, Keith Richards (not a rolling stone) ,Simon Smith (I hear amazing dancing bears) Petula Clarke (works for RSA - I now hear Down Town - but please not in an Essex accent!), Ian Brown - my boss (not the lead singer of The Stone Roses) Mona Lisa (Zurich- honestly) Edward Butt, Nural Ezel (should be a dentist?), Richard Cock and C Breeze!

Another fun game I have is dealing with Indian call centre staff - we do this a lot in insurance! I'm pleased to say they have stopped adopting westernised Christian names for phone use such as Sarah & David. I'd much rather speak to Vidya & Brijith than Cinderella (honestly she believed it herself - perhaps she should marry Jenson Button!). Sadly they don't have much of a sense of humour and emailing can have its drawbacks e.g "Hi Pathirannahelage – the answer is no." Emailing Anglo Saxons can also have some issues Hi Jack, Hi Jean and Hi Heidi or should that be Heidi Hi!

That's enough. I hope some of you had a titter.

Jim

Thanks Jim - Education also brings its share of amusing names - I have worked with Hugh Watt (you what?) and Nesta Crapp (I kid you not!) and in the days when registers were handwritten in block script made a real faux-pas with a young lady whose surname was Flicker... And in the mid 80s I was convinced that Audi Quattro was a Finnish rally driver, and I was completely at a loss as to what a Kylie Minogue was - a Korean car perhaps?

Anyone else got a contribution to this topic? We could start a series perhaps.

Morning mist Half Road Rally, Loughborough CC - By John Conboy

After the disappointment of having to pull our entry on the Kent 20/20. Dave Thompson and myself decided to attempt to take the next step on the ladder.

Billed as a beginner/ novice event with no nonsense navigation, we thought it would be a good introduction into the world of Road Rallying.

Based in Leicester, the start was just off the M1 adjacent to the services.

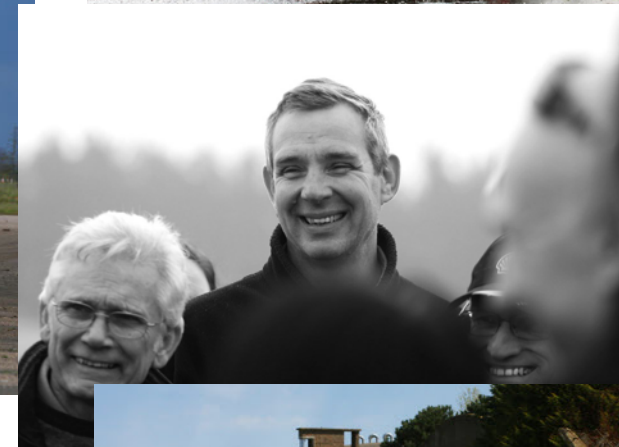
After signing on etc we were given an explanation sheet on how to read each section of navigation, nothing out of our comfort zone - or so we thought.!

Section 1:, spot heights, and 2: grid lines were straight forward, but it went downhill from there. Section 3 all roads herringbone (which after 1 hour on the table at home after the event I still couldn't get!). Then an out of order mixture of spot heights/ grid lines, 15+ avoid spot heights, Tulips which included code boards in lay-bys. Combined with no direction of approach or depart from any controls, it was a frustrating night's work.

The roads were very fast and Dave had to peddle as fast as he could to keep us inside the dreaded OTL. We were glad to get to the finish just short of 5 am for an under par breakfast, and ended up 12 o/a with 11 fails, which was far better than we expected.

A big step up from what we are used to but wetted our appetite for more later in the year.

The last Two Months in Pictures - Mostly Honington



Pictures Courtesy of Andy Manston of M & H Photography. mandhphotography.co.uk

BRANDS HATCH SUMMER STAGE RALLY

STAGE RALLYING RETURNS TO BRANDS FOR SUMMER SPECTACLE

MSV and Chelmsford Motor Club are delighted to announce the second running of a Stage Rally in 2012 at the iconic Kent venue on Monday 27th August 2012, the August Bank Holiday Monday.

Following two successful and well supported winter events run by Chelmsford Motor Club, MSV and Chelmsford Motor Club are working together to make the summer event even better than the two previous events. This includes improved facilities for spectators with access to the infield of Druids, outside of Paddock Hill Bend and the "rally stage" area usually used by the Brands Hatch Rally School. The stages are expected to once again utilise as much use of the venue as possible, with stages covering the "rally stage" area, outer paddock, pitlane and Indy Circuit. To improve access to previously restricted areas, a managed crossing point will be operated.

Clerk of the Course Tony Clements commented, "Thanks again to MSV's innovative approach, we are looking forward to a summer spectacular of rally action at Brands Hatch on Bank Holiday Monday August 27th 2012. We have worked hard to open up more viewing areas for spectators and Chelmsford Motor Club sees this very much as a joint effort with MSV. We look forward to welcoming competitors, marshals and spectators back to Brands Hatch for a second rally in 2012."

Regulations will be available during June with entries opening on 1st July 2012.

Chelmsford Motor Club, the JLT Sport / MSA Club of the Year 2009, secured a full entry within only two days of entries opening for the January event with the capacity field enjoying the variation of stages on offer. Chelmsford MC organise many events throughout the year and have around 400 members, the majority of whom are active competitors, marshals and organisers.

***Overall Winners of the TRS Brand Hatch Stages 2012 Jeremy Straker and Mark Straker.
Courtesy of M&H Photography.***



Club Championship Tables as at 12th March 2011

	1st	2nd	3rd	4th	5th
Clubmans	Kevin Ablitt 28	John Peterson 21	Gavin Rogers 20	Graham Child 17 Mike Thomas 17	
12 Car Driver	Mike Bishop 40	Eddie Call 34	Kevin Ablitt 32	Dave Thompson 30	Tony Burchnall 24
12 Car Navigator	Adrian Bragg 34	Darren Armitage 29	Jarrold Thompson 29	Graham Robinson 27	John Conboy 25
Road Rally Driver	Owen Turner 30	David Lobb 16	Richard Atherton 12	Charles Thompson 11	Graham Child 10
Road Rally Navigator	Kevin Ablitt 75	Lizzie Pope 47	David Smoley 32	Gavin Rogers 16	3 way tie on 12
Stage Rally Driver	Pete Rayner 68	Alan Thistlethwaite 28	Tom Roberts 22	David Earthy 21	Dominic Worsfold 21
Stage Rally Co-Driver	Richard Bonner 58	Elliott Edmondson 49	Mick Klein 28	Nicky Marriott 22	Maria Rayner 21
Gymkhana	Andrew Bainbridge 20	Ding Boston 20	Peter Skillen 20	Rob Henchoz 20	5 way tie on 16
Autotest	Richard Nel 8				
Autosolo	Andrew Bisping 19	Matt Endean 8	Suze Endean 2		
Sprint	Andrew Bisping 44	Dean Clayton 28	Matthew Brewerton 12	Mike Thomas 12	
Autocross					
Trial	John Plant 38	John Peterson 36	Glyn Heighton 1		
Junior	Robert Dudley 19	Martin Lane 16	Gregg Mint 12		
Marshals	Brian Petty 11	Anne Still 10	Gary Maddocks 9	Paul Brewerton 9	7 way tie on 7

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
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	01296 586767	superuno@blueyonder.co.uk
Croydon	Mike Shotter	07910 874414	michaelshotter@gmail.com
Eastbourne	Tim Smith	01424 222662	ermcontact@aol.com
Maidstone	Tom Soloman	07836 636622	tomsk24@aol.com
North West Kent	John Caryl	07775 564497	john.caryl@nwkmc.org
Sevenoaks	Steve Thompson	0208 3002609	stevthom@hotmail.com
Southern	Robert Pike	01233 840057	robert@pulmolink.co.uk

Chelmsford Motor Club Events

Club Night - beer and b*****cks!	Thur. 17/05/2012		Chelmsford Rugby Club
East Anglian Classic	Sun, 17/06/2012		Paul Brewerton
Javalin's Jumbo Jymkhana - Debden	Sun, 08/07/2012		TBA
Young Drivers' Day	Sun, 22/07/2012	Ford Dunton	Mark Andrews
Priestley 12 Car	Fri, 14/09/2012		Paul Barrett
Hutton Kitchens Woodbridge Stages	Sun, 23/09/2012		Dave Town
Halloween 12 Car	Fri, 19/10/2012		Paul Brewerton ,
Woodbridge Gymkhana	Sun, 11/11/2012		Tom Ward
Mick Bliss Memorial 12 Car	Fri, 23/11/2012		John Conboy/Tony Burchnall ,
The Preston	Sat, 01/12/2012 - Sun, 02/12/2012		The Usual Suspects!

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

CMC Committee - 2011/12

Chairman.

Richard Nel. 22 Hulton Close, Chelmsford, Essex CM3 3BU 01245 467715 richard.a.nel@baml.com

Vice Chairman.

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Treasurer.

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Chief Marshal.

John Conboy

Other committee members.

Mark Andrews, Mark Barham, Carl Brown, Tony Clements, Karen Scott, Matt En dean, Suze Endean, Ben Scott and

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

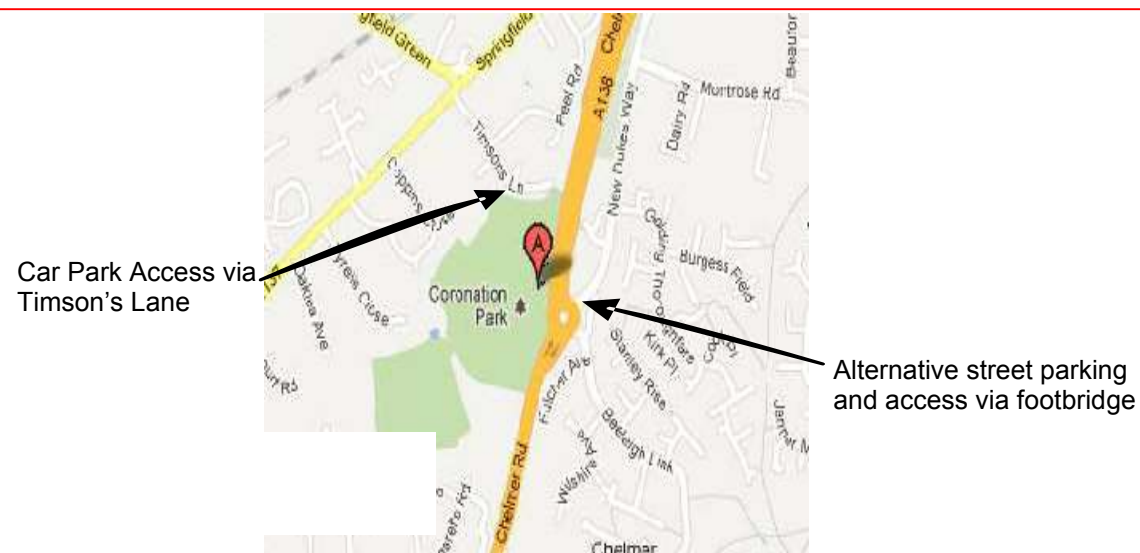
When and where we meet

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

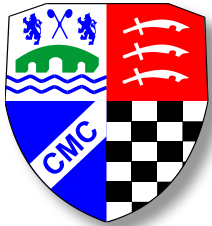
Please send any material for publication, comments or suggestions to Paul at magazine@chelmsfordmc.co.uk.

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Next Issue due out 1st July 2012



Essex Police Driving Simulator at CMC Club Night



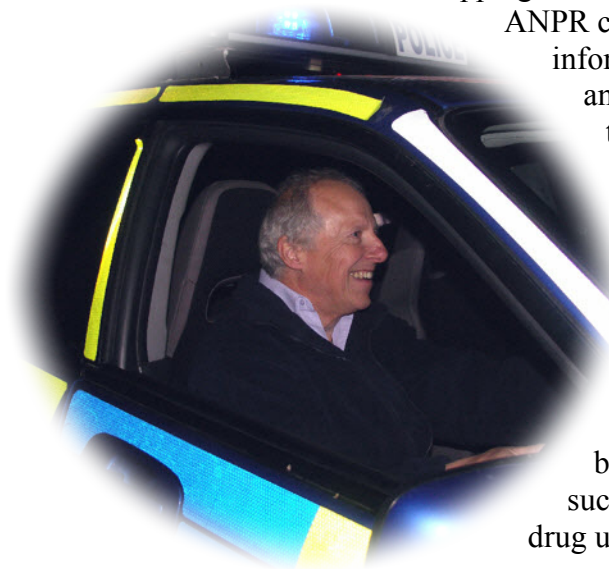
As many of you were aware, we had Essex Police's driving simulator at our club night in April, in the form of an Ex Interceptor WRX Impreza. Many of the club members that attended the club night had a go on the simulated police chase, and all seem to have really enjoyed the experience.

The Subaru WRX GB270 Driver Training Simulator was formally one of the vehicles on the Channel 5 series "The Interceptors." The vehicle had the radio call sign of QT84 and the registration number of EU07 OLA. Prior to 'The Interceptors' Essex Police bought a number of Subaru Imprezas and Mitsubishi Evolutions to be part of the Automatic Number Plate Recognition (ANPR) Team. The team originally consisted of nine constables and one sergeant and worked from Laindon Traffic Garage.

The role of the ANPR team was to use the high powered vehicle to pursue vehicles that have made off from the police, as well as their main role of stopping vehicles that have triggered an

ANPR camera. The ANPR system has information from various police and DVLA computer systems, therefore the reasons a vehicle may trigger the ANPR camera is if the vehicle is stolen, if the vehicle has no insurance, if the vehicle has been used to commit offences and if there is intelligence that has been reported against the vehicle or someone that has been known to drive the vehicle, such as a person being a known drug user.

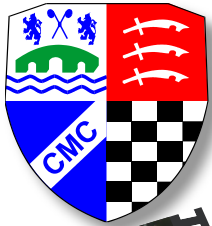
Each of the vehicles on the ANPR team are fitted with two ANPR cameras, one being an infrared camera to the rear of the vehicle and the second a normal ANPR camera to the front, as the infrared will not work through the windscreen. A screen has been in the vehicle behind the gear stick and shows a camera image of the number plate of any vehicle that has been read by the camera, as well as any relevant information against the registration number. The cameras have a second function that they can record real time footage of any event of interest, such as a vehicle failing to stop for police. This gets stored on a hard drive until it is downloaded as evidence for court.



Essex Police cannot enhance the performance of any of its vehicles for insurance purposes, however the servicing of most police vehicles are completed 'in-house' by the dedicated workshops within the county. The standard vehicles that belong to

Essex Police have a service completed on them after every 10,000 miles driven, however the Subarus were returned to the dealer for a service after every 4,000 miles.





Essex Police Driving Simulator at CMC Club Night



Before the Subaru became a simulator it was a road vehicle, it was involved in a chase where it crashed causing damage to the front passenger side of the vehicle. The vehicle was repaired however the chassis was twisted meaning the vehicle was no longer road legal. The engine has been removed and the simulator is loaded onto a trailer to be moved and towed by a marked Land Rover Discovery. The vehicle is used at various locations across the county to deliver a safe driving message. It is used at a number of schools for the pupils of 16 and 17 who are beginning to drive; it has been used at Chelmsford prison to give a safe driving message to the prison wardens and is used at various events across the county to give the message to the general public.

The simulator contains a gaming steering wheel, a computer hard drive, a playstation two and a large flat screen TV which is mounded on the, now reinforced, bonnet.

Essex Police spend a lot of time and money on training its drivers to a high standard. The simulator is used to give a message to the public that driving a vehicle at high speed and maintaining control is not an easy task.

Hope you enjoyed the read, and hope to see you at the next evening with the Essex Police Driving Simulator.

Ben Scott, PC Paul Barber & Amanda Moore

