

Chelmsford Motor Club

Torque October 1996

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Club Night:
Thursday,
The Red Lion,
Boreham.

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Opinions in this magazine are those of the contributor and not necessarily those of CMC.

Phoenix Road Rally 1996

Dave & Jim Rise From The Ashes

Dave Taylor and Jim Bowie put all their experience to good use to win a Sporting Car Club of Norfolk's Phoenix rally. It was their first outing in England for two years and was intended to run in *Dave's* new rally car - a MK1 Golf GTi purchased a few days earlier for a three figure sum and sporting a borrowed sump-guard. When *Jim* queried *Dave's* steady pace down the first white (Hoe Lodge), he replied that "bits will fall off if we go any quicker". In a night characterised by silly mistakes by navigators who should have known better, being the only crew without any fails was enough to ensure victory. CMC fielded nine out of twenty eight entries for this LCAMC and AEMC decider. The Phoenix has a reputation for muddy whites and although it was dry on the way up to East Dereham, the heavens opened on cue at 10pm. Most of the gossip in the scrutineering queue centred around Simon Lerner's white Escort, he was clearly intending to set the Norfolk lanes alight with his

new competition engine sporting split 48 carbs - road rally legal but very quick. Tarmac tyres, however, were less suited to the slippery whites. Last year's winners *Mike Biss / Cath Woodman* led the field away into East Dereham's confusing one way system - the order of cars arriving at NTC2 was not the same as those departing MTC1. More significantly they were among several crews to miss the very first passage check on Bushy Common. Out of order map references defining a set of loops around the Hoe Lodge white caused all but two crews to drop time. But it was the Fiddler's Hill white which caused the biggest bucket of fails to be awarded. Arguably the simplest handout of the year, it simply gave the reference and approach of the finish control and said GO! Fourteen navigators, *Gavin Rogers, Graham Coker, Andrew Cartwright, Andy Elcomb, Chris Moore* and *Peter Morgan* included didn't spot that the reference defined a loop and all

WD'd into the finish. This left *Dave Taylor / Jim Bowie, Tony Michael / Paul Barrett* and *Roger Ray / Paul Ray* amongst the select few without any fails at this point. The next section gave the drivers a chance to have a play - Brandiston airfield was arrowed and lapped and many stories were told at the finish. *Tony Michael* set fastest time and moved into the lead, despite a brief visit into a field at the same pair of nineties on which he broke a finger two years ago (also going off). *Simon Lerner* had a few spins and time consuming stall (too much power?). *Dave Taylor* ran out of brakes (the middle pedal and steering lever would remain ineffective for the rest of the night) and *Rob Norrington* hit something solid in a do or die overtaking attempt. A make up section to the south of Reepham was followed by another easy section which caught a few crews out. The instruction

to drive under a bridge before completing the section was ignored by Messrs *Rogers, Cartwright, Elcomb and Morgan*. *Graham Coker* got it right, but missed the preceding passage check. At this point there was a CMC top three - *Tony / Paul, Dave / Jim* and *Roger / Paul Ray*, all fail free. This came to end on the next section, both the *Pauls* missing a short white loop hiding in the very top corner of a grid square. The *Rays* would subsequently drift OTL and collect a stack more fails cutting and running, whilst *Paul Barrett* had brief (7 minute! - ed) wrong slot and needed to stop for some fresh air (see Rally Speak guide to tactical puking in an earlier edition of Torque) and slipped back to third behind *Ian Meopham / Martin Smith's* Golf GTi. At petrol the talk was of fails and the navigators were starting to realise that more attention to detail was required. As a result, the second half - shorter but containing a lot

more whites - was notable more for mechanical attrition than intellectual challenges. *Meopham and Smith* were the first to encounter problems, their gearbox jammed in third. *Simon Larner / Gavin Rogers* had more terminal problems in the shape of a broken clutch cable, *Simon* was unable to start the high compression engine in gear and so they headed for home. *Tony Michael* pulled a minute out of *Gordon Popperwell* along the Brink Hill white and attacked the superb Soigne Wood whites with a vengeance, but his exhaust fell apart in the process; he and *Paul* stopped to repair it and still cleaned the section. It broke again in East Bilney Ford (repaired) and finally fell off completely 300m from the final control - *Paul* booked in and then walked back to retrieve it. Meanwhile, *Dave Taylor* still didn't have any brakes but only had to drive the right way slowly for the win.

PB

CMC Finishers:-

- 1st Dave Taylor / Jim Bowie Golf GTi 0F38
- 3rd Tony Michael / Paul Barrett Escort 1F15
- 6th Gordon Popperwell / Graham Coker Escort 3F15
- 7th Paul Sharp / Andy Elcomb Escort 3F22
- 12th Rob Norrington / Chris Moore Sunbeam 10F62
- 13th Roger Ray / Paul Ray Escort 10F72
- 14th Gordon Millbank/Andrew Cartwright Escort 11F54
- 23rd Keith Pitcher / Peter Morgan Escort 48F49

A Co Driver's Path to Stardom II.

Let's parler Franglais -

Le Free Entry

Torque has intercepted this mobile telephone conversation between a well known CMC member and a rally organiser.

M.I'ES: Allo

AB: Monsieur l'Entries Secretary du Rally Le Touquet, s'il vous plait.

M.I'ES: Oui.

AB: Bonjour, Monsieur. Je m'appelle Andrew Bargery, le très famous co-driver Anglais.

M.I'ES: Oui.

AB: Je suis le co driver pour Justin Dale, le très vite Peugeot 306 conducteur.

M.I'ES: Oui.

AB: Nous sommes les Vanqueurs de Peugeot Challenge 1996 et nous avons un works drive dans le RAC Rally.

M.I'ES: Oui, c'est bon.

AB: Nous voudrions un entry pour le rally Le Touquet, s'il vous plait.

M.I'ES: Oui, d'accord.

AB: Qu'est ce que le Start Money?

M.I'ES: Comment?

AB: Er... le Start Money; combien le prix pour le starteur?

M.I'ES: Ah, l'Entry Fee est 3000 francs.

AB: Non, vous ne comprenez pas. Je voudrais un Good Deal, free entry et free ferry. C'est bon publicité pour le rally. Nous voudrions un grand cadeau pour le premier 306 conducteur avec un meux co-conducteur.

M.I'ES: C'est impossible. Le Entry est trois mille francs et le Sealink n'est pas expensive.

AB: Mais, nous sommes très famous en Grand Bretagne.

M.I'ES: Aussi famous que Tony Clements?

AB: Oui, peut-être. Nous sommes 3rd Overall dans le British Open Rally Championship 1996.

M.I'ES: C'est très impressive. Mais le Entry Fee est still trois mille Francs.

AB: Merci pour your time, Monsieur. Au revoir.

M.I'ES: Au revoir.

PB

Targa Rusticana August 31/1st September



Oxford University Motor Drivers' Club and the HRCR hosted the 25th Targa Rusticana on August 31 / September 1. Based in Llandrindod Wells in mid Wales, the Targa was resurrected eight years ago as the original two day historic rally on which many others (including CMC's East Anglian Classic) are based.

The Targa, however, was a pioneering and classic rally back in the halcyon days of the fifties and sixties. Those whose rallying experience dates back to the mid eighties will remember the now banned Targa timing system which allowed high speed selective sections to be run by

the simple mechanism of having all the clocks set to midnight at the due time of car 0.

The full entry of 120 cars, headed by a 1926 Model A Ford navigated by former Targa Clerk of the Course John Brown, contained a record five CMC crews. *Steve Gipson / John Parsons* were first to leave the start on Saturday morning in their 1958 MGA. Next away in the middle of the field was *Barry Thrower's* 1965 Cortina GT navigated by the SCCON man responsible for the Hethel driving tests on the East Anglian Classic, *Peter Riddle*.

The remainder of the club was rep-

resented in the Post Historic class at the back of the field. *Robert Locke* recruited *Paul Barrett* into his Escort Mexico, Paul having decided that after organising two historic rallies it was time he actually competed in one. *Roger and Paul Ray* bought the RN Electronics Escort out to play again and had *Ray Heathcote / Pat Gadsby's* Vauxhall Viva hot on their heels.

The action started soon after the start with fourteen driving tests at the S4C Showground in Builth Wells. A mixture of tight tarmac and wide open gravel these tests were an excellent opener to what would prove to be a competitive and

enjoyable weekend.

The navigators were spoon fed early on by being given the navigation for the first two regularity section as they left the start. It wasn't quite as easy as it looked, however, a hard to find white triangle contained a time control which many crews accrued penalties trying to find and the *Rays* managed to have a wrong slot into a Welsh forest, finding some superb tracks in the process - unfortunately none of them on route!

Petrol near Rhyader preceded a tight driving test in a car park and the second regularity along the Elan Valley reservoir. A untimed link across the mountains enabled the crews to enjoy the scenery and the roads unhindered by tedious regularity. A pair of tests in Llanafan forest nearly saw the demise of the *Rays* - *Roger* misjudged a slippery stop astride and sailed into the trees on *Paul's* side damaging the Escort's suspension and bodywork. They managed to limp through the last regularity to the evening halt in Aberystwyth where most the CMC contingent assisted in repairs (many big hammers, wrenches

and crow bars were used).

Ray Heathcote's Viva was also in trouble with a slipping clutch, but nothing could be done so he and *Pat* carried on in a cloud of burning clutch plate smoke.

The last daylight regularity would cause controversy which went for several days after the event. Proper plot and bash tulips were used, including some not on map ones which defined a loop in a car park at the entrance to a forest. *Robert Locke / Paul Barrett* were among many who were initially awarded a WD here, finally having it scrubbed on appeal ten days after the event!

At the leisurely supper halt a colour photocopy of a First Series OS map was handed out with a set of numbered points on it. These were then transposed onto the navigators' modern maps and defined the hundred and forty mile night route when the dot to dot code was given out on departure from Aberystwyth.

The real bit of the rally now started - darkness at last. A driving test around a sewerage works was followed by a long regularity section which included ten miles of forest track, two of which weren't even on the map. *Barry Thrower / Peter*

Riddle accrued a WD penalty on the section as result of a mis-plotted reference; this cost them a top ten placing and spoilt an otherwise excellent run.

No one is quite sure what *Roger* and *Paul Ray* did with their speed tables on this section, most crews incurred lateness penalties at one TC in the woods ranging from a few seconds to over a minute, the intrepid forest busters, however, arrived nearly three minutes early!

Yet another dark driving test was to follow, this time at the foot of Nant-Y-moch Reservoir after which a long link was given to allow the night route to be pre plotted. Not everyone realised that the solution to the dot to dot navigation was given on the time-cards. Messrs *Gadsby, Parsons* and *Riddle* all had their work cut out by doing it plot and bash.

The entrance to a gated white on the first section caught a few crews out - the

marshal hiding behind the closed gate would only open sesame if the car actually drove towards it. The night route was a true Welsh Classic, lots of tight twisty lanes, difficult slots and not as map bends and junctions. At the petrol halt near Newtown, the local Police were taking a keen interest in proceedings but had gone home to bed by the time the Post Historic boys arrived.

The first section after petrol proved to be the tightest of the night. A succession of narrow lanes and uphill give way junctions nearly finished off *Ray's* Viva's clutch. *Robert* and *Paul* were having a battle with local boys *Jenkins / Evans* (the latter apparently used to navigate for a bloke called *Gwyndaff* and is the local Forestry Liaison Officer) in a Saab V4. Despite dropping a couple of minutes on the night route, a better performance on the regularities would see the CMC crew

to a three second victory over the Welsh boys to take first in class when all the arguing had finished.

All five CMC crews completed the night route in one piece and managed to snatch a few hours' sleep back in Llandindod Wells before breakfast and the final eight driving tests back at Builth Wells Showground. At the Concourse judging *Robert Locke's* standard Escort Mexico won the Post Historic award with *Steve Gipson's* MGA taking Class C (1939-1960).

Results and prize-giving were supposed to follow a slap up lunch at the Hotel Metropole. However, when the button on the computer was pressed to do the final adding up, the software crashed and swallowed all the information. Hence the long delay in finalising the results which eventually were:-

PB

(Unofficial Post Historic overall placings in brackets.)

Robert Locke / Paul Barrett (17th O/A) 1st Post Historic

Barry Thrower / Peter Riddle 27th O/A 14th Class D

Ray Heathcote / Pat Gadsby (38th O/A) 3rd Post Historic

Roger Ray / Paul Ray (56th O/A) 7th Post Historic

Steve Gipson / John Parsons 73rd O/A 5th Class C

The following lines are taken from the Ford Motorsports Enthusiasts bulletin board - based in the US ! It appears that some of it has been taken from the Internet - so it is distinctly '3rd' hand. I have translated some of the phrases into 'English' where appropriate ! I make no apologies for bits you don't find funny.....! RN

You might be a racer if.....

...you know how to properly pronounce 'Ligier'.

...you walk proper lines through the supermarket with the trolley

...you buy a competition car before buying a house

...you buy a competition car before buying furniture for the house

...the requirements you give the Estate agent are :

- climate controlled garage with attached workshop
- outside parking for 6 cars, a trailer and a service van
- 3-phase supply to the garage for all the welders, lathes etc...
- an inspection pit
- near to a civic amenity waste disposal site
- deaf neighbours
- across the street from a body/paint shop
- large field area nearby for practise / shakedown

...you hear 'overcooked it', and you don't think of McDonalds.

...you sit in your competition car in a dark garage and make car noises, whilst practising heel & toe gear changes whilst waiting for the engine to come back from the machine shop.

...you have an immaculate car which you drive to work one day a week. The vehicle that gets you around the other 6 days is rotten, held together with tank tape, and has a pair of mole-grips holding the clutch cable together. You promise yourself that you'll fix it tomorrow, or when you next need the mole grips.

...you have enough spares to build another car.

...your lawn mower has a fuel cell

...people know you by your 'offs'

...your first date involves asking her to crew for you

...your family knows your hair colour as grease

...you find crawling around in the muck, working on your own car, much more appealing than reclining on the sofa, watching the TV, with a beer in your hand. (Hmmm, not sure about that one - RN)

...you look at the post-box at that corner, and see an apex marker

...you enjoy driving in the snow

...you always late apex the intersection, and try to pass a few extra cars

...you detest understeer

...you think that traction control and ABS are for those who can't drive

...you save broken bits as 'momentos'

Witterings

Mark Andrews was called a "male version of Joe Brand" by a rather friendly female on his recent trip to Mull - while she held him in a half nelson

Justin Dale and Andrew Bargery have won the Peugeot Challenge, taking 3rd place in the British Championship, and winning a works drive on the RAC!

In recent servicing trip Rob Norrington has impressed old hand Simon Larner with his egg-sucking techniques.

While driving his girlfriend home from a BBQ, Andrew Bargery ran out of gearbox oil and ground (cringe) to a halt. You're supposed to run out of petrol, Andy!

While clearing out some junk, I found a July 1995 Performance Car magazine. There was an article in it called "Rally Cars for the Road" featuring the tatty MKII Escort stage car of Gavin Rogers. To explain the condition of the bodywork they say that "if a rally driver hasn't been though a hedge backwards, he hasn't been trying hard enough" - we're still waiting, Gavin!

Swan Road Rally



The Swan Rally was a Clubman's Road Rally run by Windsor Car Club and High Wycombe and District Motor Club on 14/15th September 1996. It was the first time for many years that these clubs had run a Road Rally and their intention is that it will be a round of the LCAMC and ACSMC Championships next year.

Unfortunately this was the night before Jim's Autotest which meant that the only Chelmsford members to enter were *Gavin Rogers & Carrie Parsons* in the trusty FLY. A rather disappointing entry of 15 cars gathered at High Wycombe Air Park for the Start. We had entered as Novices as this was Carrie's first proper Road Rally but the Start Handout said that Novices would get extra route information and therefore

would not be eligible for Overall Awards, so we changed to Semi-Experts. This was to prove pointless as the organisers forgot to give out the extra information to them anyway.

The field was led away by Cath Woodman / Martin Smith (much to their disgust), Colin Rodger / Sue Speller, Doug Kingsley / PRAR and 2 more Experts. There were 5 Semi-Experts and 5 Novices.

The first half was quite straightforward and by half-way we had lost 8 minutes, mainly due to an excessive amount of quiet zones and a lack of marshals causing confusion as to when to open the next envelope. This put us equal 3rd with Steve Cole / Bob Blows, behind Doug & PRAR who were clean and

Chris Pratt / Nick Ardern on 3 minutes. After a rather short halfway halt at Chieveley Services which meant that some of the Novices arrived after they were due to have left, things got a bit more difficult. A combination of short sections and rather time consuming navigation saw everyone dropping time and missing boards. We had not missed any and by TC31 when Cole / Blows retired with a broken exhaust it left us in the lead. This was short lived though as we dropped 6 minutes on the next section to lie 3rd after 3/4 of the route.

The finals for the event gave instructions for driving through Fords so we were expecting some quite deep ones. The first one, Headley Ford, was no disappointment being over a foot deep and looking

like an enormous lake. I had been through here before on the Bullnose Rally of 1992 and drove through very slowly and got out on 3 cylinders which soon returned to 4. Fellow Semi-Experts Doug Robinson / Rob Nugent were parked just out of it with clouds of steam coming from their Capri but soon got going again.

Coming into TC36 we had a few problems with a herring-bone, missing out a junction and dropping 10 minutes but it was not as bad as Woodman / Smith who dropped 11 and Rodger / Speller who dropped 22! The next problem we had to contend with was another Ford, this time just North of Bramshill and even deeper at about 18" judging by the depth markers. Luckily we got through this without any problems. By this time we were getting near OTL and looking forward to a make-up section which was next. Unfortunately the organisers had cocked this up rather and we only managed to make-up 3 minutes after driving flat out up it.

The last section was to prove an unnecessary sting in the tail, being a circular herring-bone and we were 2 min under OTL. *Carrie* took one

look and passed it to me but unfortunately I could not do it either and we got a WD into the last control. The organisers had made mistakes here as well because this was the final Main Time Control and to be classified as a finisher all crews must report here within OTL, but this was rather difficult as they had not specified where it was, hence the WD!

After this it was a short run to the finish at Reading Services where we discovered that only 2 crews had finished under OTL but sensibly the organisers classified everyone as finishers. The results came out pretty quickly and we were

5th Overall and 1st Semi-Expert. Winners were Doug & PRAR on 26 minutes (who later admitted they had PR'ed some of the route) followed by Robinson / Nugent on 51 minutes, everyone else having at least 1 fail. All in all it was an interesting event but rather too hard / timed too tightly / distances screwed or something but hopefully the organisers will learn from their mistakes to make it a better event next year.

All we had to do now was to return home, put knobbly tyres on FLY and compete in Jim's Autotest - but that's another story.

Gavin Rogers.



Andy Butler is teaming up with Dave Howe for this years Network Q RAC Rally and has sent in this short note from Chelmer Rally Team:

On last years RAC we finished 6th in class and 75th overall. This year we shall be using the same Vauxhall Nova GSi. We have been taking part in selected rounds of the BTRDA Cham-

pionship this year, are best result being 3rd in class.

The majority of the team are police officers or police mechanics and the car is currently at Police HQ being prepared for the RAC.

The team are sponsored by RDS, Aeromega Helicopters, Chariots Executive Travel and Central Car Sales.

cont from letters page...

It became obvious early on that enthusiasm for a Saturday night bash was not high amongst club members, so the planned hog roast was shelved to save costs. Entries hardly trickled in and two weeks before the off we had barely reached double figures, despite temptations in the regs such as full refunds for cancellations and the acceptance of post dated cheques. Seven days to go and entries stood in the low twenties. but alas no

more were forthcoming. I should say here that most of them were club members. Frantic discussions then ensued and with no hint of any more entries the plug was pulled on the Wednesday on the grounds of it being a non-event. (even forgetting the financial implications).

I know the drivers were disappointed at the loss of yet another event (ours was not the only one), and some said the numbers were sufficient for it to run, but please see it from the officials and especially the marshals point

whilst your tinkering with your cars during the inevitable gaps in the racing (to pad the days out) they have to be stood waiting.

Incidentally we had no Minicross as they were organising there own event the same weekend.

Your chairman visited the Wickford event the following week at the same venue, and they had 42 entries. The consensus seemed to be that many people couldn't make two days due to work commitments on Saturdays and it seems that Wickford put out just about every club member

who owns a car.

I can only apologise to those of you who entered and reiterate that the event was there but not the entries. On behalf of the committee I would like to say that any and all suggestions on how to avoid this situation in the future will be gratefully received and discussed.

Perhaps there are lessons to be learned, but hindsight is a wonderful gift!

Ray Berris

DEBDEN 'BOMB ALONG' STAGE EVENT. 1ST SEPT. '96

UNLUCKY FOR SOME

Some of you may remember a multi-venue stage rally called the 'Cambridge Stages' last run a few years ago that used Debden airfield (just south of Saffron Walden). This event used the same airfield for a single venue rally but without the water splash or bomb dump areas as these were used as the service area. All the 'roads' were now good quality (but abrasive) tarmac or concrete.

The site is now used by the army bomb disposal squad and they seem only to use a small area of the airfield, however it was this small area *Allan Smith* and Co. found on their way to the rally. On seeing a resprayed transit with its suspension near the bump-stops did the squadie on duty think: A) That a motorsport enthusiast has taken a wrong turning on his way to the stage rally next door? or B) That an unexpected early morning delivery of special fertiliser was being made to him and his sleeping mates from the emerald isle? The armed guard wasn't pleased to see us and was in fact

marching toward us, semi-automatic rifle in hand, which was a good way of persuading us to find the correct entrance (thank god they don't arm marshals).

It looked like (and was) a sunny day so the best slicks were selected for the first few stages, it soon became obvious that tire wear and overheating brakes were going to feature strongly. The tire situation started to look a bit bleak until another competitor said that *Allan's* next event was cancelled, letting us use all the tires he had brought. Stage times were good, only spoiled by the fact there were very few places on the lapped stages to pass, meaning a few convoys built up behind some of the slower cars (not us). Each stage was very similar: A few long straights and fast corners, some open 90 degree bends and very narrow 'funnels' of tyres with man made hairpins and 90's (very irritating as overtaking was difficult and there was only one line that could be driven).

Our position in the running order had settled down to

about 15th o/a with the nearest car in class (RS200 copy) matching our times.

With a better set of tires our times were steadily improving and it looked like we could gain a few places. However just before stage 7 the throttle cable was sticking so *Allan* jumped out and adjusted it. All OK on the start line but 100yds later the bonnet was wrapped over the roof as the pins securing it were not redone after the cable was fixed. "Oh deary me!" exclaimed *Allan* who jumped out to do 60 seconds worth of panel beating. The rest of the stage was done with my visor down just in case the remains of the wind screen decided to cave in. We were very surprised to see the scrutineer at the finish asking if we were going to carry on, *Allan* replied "I have no intention of doing anything else". A bit of tank tape appeased the official and we were off for the last stage. This was done on what were now very tired tires and on one of the fast bends that tightened the car took a closer look at the outside of the bend, and the grass, and a close

look at a fence post, and some saplings and then back on the track.

After all this entertainment we finished 13th O/A, 5th in class and picked up 'Best Vauxhall' award. The 2 other CMC crews that were competing were *Michael Helm* and *Nigel Gurton* in a Mk II Escort seeded at 20 and *Mark Rogers* and *Anne Still* in another Mk II Escort seeded at 56. *Michael Helm* would have been just outside the top 10 but for a maximum on stage 5 dropping him back to 26th O/A, *Mark Rogers* also had some good times suggesting a 'low teens' result but 2m 30s dropped on stage 3 pushed them back to 19th O/A. *Tony Alder* and *Ivy George* marshalled on one of the more interesting bits where cars seemed to approach from all directions.

Support from CMC for this local event is not quite up to Kune Tune levels that it deserves. The entry fee was £115 for 1h 30m of competitive driving and if next year's event is as good as this one it would be well worth competing in.

TP

October 17th 12 Car Rally

Nine CMC crews congregated at the Red Lion for the first evening 12 Car Rally of the autumn, organised by *Paul Barrett*. New members and total beginners *Andy Ewings / Martin Dolan* led the field away towards Dunmow in their Vauxhall Carlton on what should have been an easy section - 12 miles defined by just three map references. But along with the rest of the novice and beginner field the simplicity of the navigation proved to be too much, everyone dropped time at TC2 at Fuller Street (manned by *Diane and Jo Parsons*). The experts had an easier time with their out of order map references, but still had to think carefully to get the correct shortest route.

A six mile section defined by spot heights, and arguably the tightest of the rally, headed west towards *Tony*

Alder and Ivy George at TC3 near Hartford End. *Matt Burrows / David Morgan* were still struggling, dropping 13 minutes although *Haydn and Simon Parker* showed how it should be done by cleaning the section. A cunning triangle with two boards on it - on proving the preceding loop and one the triangle got a result here. *John Vallence / Brian Jaggs* got the first but missed the second, spoiling an otherwise clean sheet, whilst *Ashley Hargreaves / Graham Weatherly* missed the board on the way in (how?). Only two expert crews managed to find both boards, other crews admitted not driving round the triangle "because we'd seen the board....."

Six miles of grid lines defining two loops off the A130 didn't cause any problems, most crews arrived at *Alan and Sue Eves'*

control near Barnston unpenalised. The next section to *Dave Judd / Alan Emms* at TC5 near Pleshey had *Andy Donn / Dave Surrey* thinking hard - 8 minutes dropped sorting out the tulips. *Steve Gipson* and new recruit *Steve Jones* dropped their first time of the night in the MGA.

Out at the front of the field, *Robert Locke / John Parsons* were flying, dropping only 2

minutes on the last section (defined by compass points), whilst *Rob Norrington / Tony Michael* were taking their time on the navigation to ensure accuracy and second place on arrival at the finish - *Diane Parsons* making another appearance in the lay by at the end of the A131.

NEXT 12 CAR RALLY - FRIDAY 15TH NOVEMBER

PB

Karting Evening

Saturday 14th December 18:30

at Ipswich indoor kart track

5 heats and finals for all

£30 each

£10 deposit to

Lloyd Shelly (01245 467 209)

by the 14th November please.

1. Robert Locke	/	John Parsons	Mk1 Mexico	0F02	E
2. Rob Norrington	/	Tony Michael	Sunbeam	0F16	E
3. John Vallence	/	Brian Jaggs	Subaru	1F00	E
4. Ashley Hargreaves	/	Graham Weatherly	Mondeo	2F12	E
5. Matt Burrows	/	David Morgan	Fiesta	5F30	1 st Novice
6. Haydn Parker	/	Simon Parker	Audi	6F26	1 st Beginner
7. Andy Donn	/	Dave Surrey	XR3	6F28	N
8. Steve Gipson	/	Steve Jones	MGA	7F06	B
9. Andy Ewings	/	Martin Dolan	Carlton	9F18	B

10 Best Tools of All Time

Forget the Snap-On Tools truck; its never been there when you need it. Besides there are only 10 things in this world you need to fix any car, any place, any time.

1. Duct Tape - Not just a tool, a veritable Swiss Army knife in stic-kum and plastic. Its safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in an easy to carry package. Sure, there's prejudice surrounding duct tape in con-course competitions, but in the real world, everything from Le Mans winning Porches to Atlas rockets use it by the yard. the only thing that can get you out of more scrapes is a quarter and a phone booth.

2. Vice Grips - Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts and wiggle-it-til-it falls-off tool. the heavy artillery of your tool box, vice grips are the only tool designed expressly to fix things screwed up beyond repair.

3. Spray Lubricants - A considerably cheaper alternative to new doors, alternator, and other squeaky items. Slicker than pig phlegm,

repeated soakings will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross eyed (one of the 10 worst tools of all time).

4. Margarine Tubs with Clear Lids - If you spend all you time under the hood looking for A frendle pin that caromed off the petal valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas just so they can use the empty tubs for parts containers after-ward. (some of course chuck the butter-colored goo altogether or use it to repack wheel bearings.) Unlike air cleaners and radiator lips, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Fren-dle Pins.

5. Big Rock at the Side of the Road - Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop noisy know-it-all types on the noodle. Scientists have yet to develop a hammer

that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.

6. Plastic Zip Ties - After 20 years of lashing down stray hose and wiring with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur quality wiring from a working model of the Brazilian Rain Forest into something remotely resembling a wiring harness. Of course it works both ways. When buying a used car, subtract \$100 for each zip tie under the hood.

7. Ridiculously Large Standard Screwdriver - Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting or mutilating than a huge flat bladed screwdriver particularly when wielded with gusto and a big hammer. This is also the tool of choice for all filters so insanely located that they can only be removed by driving a stage in one side and out the other. If you break the screwdriver --and you will just like

Dad and you shop teacher said--who cares if it has a life-time guarantee.

8. Bailing Wire - Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concourse contenders since it works so well you'll never need to replace it with the right thing again. Bailing wire is a sentimental favorite in some circles, particularly with the MG, Triumph, and flathead Ford set.

9. Bonking Stick - This monstrous tuning fork with devilish pointy ends is technically known as a tie-rod-separator, but how often do you separate tie-rod ends? Once every decade if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe that can stand up to a good bonking stick. (Can also be use to separate Tie-rod ends in a pinch, of course, but does a lousy job of it).

10. A Quarter and a Phone Booth - See tip #1 above

Letters Page

Message from the Chairman:

As a result of two club members sending letters to the committee, we have decided to start a "Letter to the Committee", section in the magazine. The letters sent created a lot of discussion and interest at the last committee meeting, which all helps for the smooth running of the club, and helps us to get a true picture of what you members want. After all the committee is only there to act on your behalf. So please keep us informed of your needs, either by letter or verbally, we will do our best to carry them out.

Lloyd Shelly

To the club committee:

This open letter is not aimed at any one member. We the undersigned were rather disappointed at the cancellation of the 2 day autocross, and further dismayed at the 12 car the following Thursday evening being cancelled.

As there are approx. 170 fully paid up members of Chelmsford Motor Club could it be a lack of communication that support for events is not forthcoming? It appears

that road rallies are given more publicity than other events.

G. A. Alder. I. P. George. D. Morgan.

To the Committee:

I must make it clear that I am not looking for a scapegoat, but as a member of Chelmsford Motor Club I feel that I am entitled to put my point of view across to the members of the Committee.

I was very disappointed at the cancellation of the 2 day autocross finals, the main reason for my disappointment is that at no time have I heard a valid reason for its cancellation. I have been told that it wasn't cancelled due to financial difficulties, which I feel would have been caused if there weren't sufficient entries. Many autocrosses have been laid on by various clubs, and these ran very successfully with less than 25 entries. Another reason that has been given was that if a few vehicles dropped out on the Saturday it would leave Sundays programme lacking, which I find very distressing, especially as that every vehicle that had

entered the event has also competed in many of the rounds of the championship without serious problems, and some of these events have been on fairly rough terrain.

Another problem within the club that I have noticed is one of communication or lack of as the case may be. I understand that on Thursday 26th Sept. a 12 car had been organised but was canceled due to lack of entries / interest? which I found most alarming as the club has a substantial number of members, and the club is road rally oriented. I feel this point should be addressed with the utmost urgency as this could cause further problems in the organising of future events within the club, events that the club may need to maintain its future.

Thank you for your time.

Richard Turnbull.

Autocross:

I have been asked to reply to the letters printed elsewhere in this issue on the autocross situation.

The committee were informed several months before the planned 2 day

event, by autocross representative (Richard Berris) that entries were generally low in the sport this year. They took the decision to press on with the event as a 2 dayer for two main reasons. Firstly that in the past we have always attracted larger entries to our events (lowest: 39 in May '96), and secondly that we had secured sponsorship from Prestons garages to help offset what would most probably be a loss due to the expected lowish entry.

So the planning progressed, and as those of you that have been on the organising side of the fence will appreciate most of the work is completed well before the day of the event. This is especially true in autocross as on the day the marshals tend to run the meeting.

cont...

For Sale

1100, 1300 and 1600 Xflows in bits, gearbox and Anglia 105E diffs, £25 for the lot. Phone Bob Rolf 01206-210780 or Tony Michael

Events Diary - Who's doing What

November

- 3 **Mill Hill PCT.** Chelmsford MC - Richard Nel.
- 9/10 **Preston Road Rally.** Chelmsford Motor Club. Rob Norrington.
- 16/17 **Twister Road Rally.** (Was last year's Inter-Association round) SODS. Pete Tilling.
- 23/26 **RAC Rally.** CMC crew Marshalling at Clumber.

December

- 14 **Karting** at Ipswich. See Lloyd Shelly by the 14th of Nov!

January

- Early **Resolution Road Rally.** Hart Motor Club.
- Late **Alnite Road Rally.**

Sorry there aren't any more events posted here but these are the only regulations the club has received to date or that the editors know about. Keep a look out for events in the next news letter.

A few pages of this edition of Torque have been thown together as Tony has taken a week off work to fix both his cars and left me to learn how to use this desk top publisher.

JOIN CHELMSFORD MOTOR CLUB!

Chelmsford MC is one of the leading motor clubs in the South East with loads of members competing and marshalling at events all over the country. To join, complete and send this form together with £10 (Family membership £10) to:

Dave Judd, 17 Skylark Walk, Chelmsford, CM2 8BA. Tel. **01245 357887.** Please make cheques payable to "The Motorsport Club of Chelmsford Ltd".

Name.....

Address.....

..... Phone.....(H).....(W)

My interests are: (delete as applicable) AUTOCROSS / MARSHALLING / ROAD RALLIES / STAGE RALLIES / TRIALS / OTHER.....

The above information will be kept on computer for club purposes only.

Torque Oct 96