



Chelmsford Motor Club

TORQUE



July 2002

WELCOME TO TORQUE

- 2 Torque Social
- 3 Torque Dates - When and where the events are.
- 4 Braine le Compte - Paul Barrett and Dave Taylor go to Belgium
- 5 Miglia Quadrato - Dave Leadbetter and Matt Endean go rallying in the city of London !!!
- 6 Alec Lobb - A Tribute
- 7 ARC Rallying Diary - Andy Donn in an Astra GSi
- 8 Torque Tables and Torque Talk
- 9 Two go gathering pots in Norfolk - Brian Jaggs and Gordon Popperwell enjoy the East Anglian Classic
- 10 Dave Leadbetter, some fog and a hedge - OUCH !!!
- 11 Wethersfield Sprint and SCCON's Grass Autotest.
- 12 The fine art of Marshalling - Peter Morgan waters some weeds.
- 13 Essex Charity Stages

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Just visit www.chelmsfordmc.co.uk follow the instructions
and you will receive updates and information direct by e-mail**

Chairman - Lloyd Shelly (01245) 467209

Secretary - Brian Jaggs (01245) 468763

Comp. Secretary - Paul Barrett (01206) 572529

Chief Marshal - Tony Alder (020) 8270 8250

Registrar - Dave Judd (01245) 357887

Club Web Site - www.chelmsfordmc.co.uk

Club Night - Thursday 9pm Red Lion Boreham

Map Reference - 167 / 751 098½

Next Issue - October 2002

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Published opinions are not necessarily those of CMC.

DO YOU HAVE ANY IDEAS FOR SOCIAL EVENTS ?

The committee recently did a survey and it became clear that club members would like more things to do club nights. It was suggested that perhaps once a month we could have a quiz night or video evening.

If you have an idea or any suggestions for club functions, don't keep them to yourself. Let us know.

Please pass your suggestions to any committee member.

(Particularly if the idea comes with an organizer)

Fancy marshaling on the Network Q Rally, 2002 ?

For more information, including accomodation, contact

Tony Alder on 020 8270 8250

... and don't let him take you to any pubs with low doorways - Ed

CHELMSFORD MOTOR CLUB COMMITTEE 2002

| | | | | | |
|-----------|--------------|--------------|----------------|--------------|--------------|
| Chairman | Lloyd Shelly | 01245 467209 | Vice Chairman | Gavin Leech | 01376 348948 |
| Secretary | Brian Jaggs | 01245 468763 | Treasurer | Richard Nel | 01245 467715 |
| Registrar | Dave Judd | 01245 357887 | Comp Secretary | Paul Barrett | 01206 572529 |

Mark Andrews - Mark Barham - Jim Bowie - Carl Brown - Alan Emms - Adrian Gladwin

Dave Leadbetter - Jacqui Leech - Richard Mclachlan - Tony Michael - John Parsons

Tom Peddle - Richard Preston - Phil Wallbank

Feel free to contact any committee member with suggestions, comments, or concerns.

Congratulations to 40 year old Graham Hicks who recently smashed the world record for driving a quad bike.

At Bruntingthorpe in May he broke his own record and clocked an amazing 104mph.

This, you may think is not very remarkable, but Graham is both deaf AND blind.

He was navigated by Rob Hall in the pillion seat who used a system of touching Graham's arms to stop, start and steer.

It just goes to show that no matter what your disability, you can achieve anything. - Ed.

TORQUE

DATES

| DATE | EVENT NAME & DETAILS |
|---------|--|
| July 20 | Ross Traders - HRCR Classic Road Rally - Ross-on-Wye - Ross & District Sports Club - Paul Loveridge 01594 824747 |
| 20 | Opposite Lock Rally - Manby Lincs - 01924 489491 |
| 21/21 | Drystone Road Rally - Mid Derby MC |
| 21 | F1 GP of France - Magny Cours |
| 27 | Colin McRea Forest Stages Rally - Perth - 01738 450600 |
| Aug 3/4 | St Wilfrids Rally - HRCR Nocturnal Road Rally - Yorkshire - Ripon Motor Club - Adam Roper 01423 871094 |
| 4 | Harry Flatters Historic Stage Rally - Brecon - 01874 658463 |
| 10 | Sprint - Curborough |
| 18 | Autotest - Woodbridge - ECMC |
| 22/25 | WRCDeutschland - Germany |
| 25 | Autotest - Bradwell - WAC |
| 24/26 | British Touring Cars - Brands Hatch - 08706 060611 |
| 25 | Mewla National Rally - Epynt - 01591 610232 |
| 31 | Targe Rusticana - HRCR Premier & Classic Road Rally - Mid Wales - Oxford University MDC - Anthony Preston 01235 810891 |
| Sep 1 | F1 GP of Belgium - Spa Francorchamps |
| 6/7 | Pirelli British Rally Championship - The Ulster Rally - 02870 834738 |
| 8 | Grass Autotest - Steeple - Richard Preston |
| 13 | Priestly Rally 12 Car - Colchester area - Paul Barrett 01206 572529 |
| 15 | F1 GP of Italy - Monza |
| 19/22 | WRC Rally Sanremo |
| 28/29 | Rallye Bristowe - HRCR Premier & Nocturnal Road Rally - Somerset - Tavern Motor Club - Phil Beckham 01275 872780 |
| 28/29 | Trackrod Rally -York - 01905 583615 |
| 29 | PCT - Ling |
| 29 | F1 GP of USA - Indianapolis |
| Oct 3/6 | WRC Rally of New Zealand |
| 6 | Gymkana at RAF West Raynham Norfolk - Mark Barham 01787 372016 |
| 5/17 | London to Athens World Cup Rally - 01235 851291 |
| 11/13 | Philips Tour of Mull - 01254 773718 |
| 13 | Autotest - Sizewell - ECMC |
| 12 | Regis Rally - HRCR Classic Road Rally - West Sussex - Bognor Regis MC - Lesley Neal 01243 862326 |
| 13 | F1 GP of Japan - Suzuka |
| 24/3 | British Motor Show - Birmingham NEC - 08709 094133 |
| 26/27 | Classic Illuminations - HRCR Premier & Nocturnal Road Rally - Lake District - Morecambe Car Club - Derek Shepherd 01542 412505 |
| 26/27 | Tempest Stages Rally - Aldershot - 07889 799972 |
| Nov 1/3 | WRC Rally of Australia |
| 3 | British production Car Trial Championship - Guy Fawkes - 01142 621559 |
| 3 | Palladwr Rally - HRCR Classic Road Rally - Somerset - Salisbury & Shaftesbury MC - Dick Appleton 01202 676350 |
| 14/17 | WRC Rally of Great Britain - Network Q - 01753 765000 |
| Dec 7/8 | Ilfracombe Rally - HRCR Nocturnal Road Rally - North Devon MC - Stuart Wood 01271 870598 |
| 7/8 | Preston Rally - Norfolk - Adrian Gladwin |

TORQUE DATES COMPILED BY PAUL BARRETT

All enquiries to Paul on 01206 572529 or paulbarrett@chelmsfordmc.co.uk
EVENT IN BOLD ARE PROMOTED OR CO-PROMOTED BY CHELMSFORD MOTOR CLUB

The next issue of Torque is due for posting during the first week of October.
Please send any input you may have for this issue no later than Friday 13th of September to :-

Gavin Leech, 10 St Vincent Chase, Braintree, Essex, CM7 9UJ.

OR

gleech@lineone.net.

Feel free to comment or criticize, send articles, funnies, gossip, snippets or even something factual.

Please keep articles to about 900 words or less if including pictures and, in plain text.

Any pictures are best sent as jpeg or bitmap files or post me the picture and I will scan it.

It may be necessary to edit articles for one reason or another.

Thank you - Gavin

Don't forget, this is YOUR club magazine. It is only as good as the contributors.

Les 12 Heures de Braine le Compte - 16th June

Paul Barrett



Braine le Compte, a round of the Belgian division 2 tarmac championship has always been a popular event with Chelmsford crews. Based just south of Brussels, only a couple of hours' drive from Calais, this one hundred-stage mile event on closed public roads attracted four CMC entries. Of these three started and two finished.

Andrew Haddon / Mark Andrews had to withdraw their entry before the start because Andrew's ex- Ari Vatanen Rothmans RS1800 was not back from the engine builders. Allan Smith / Tom Peddle were clearly expected to impress in their Subaru Impreza newly fitted with a super-doooper gearbox, being

seeded at 15, closely followed by Dave Taylor / Paul Barrett in the EVO VI at 18. Further down the field were Bob Smith / Ian Adams in Bob's ex-works Astra GSi. Other familiar faces spotted in the hotel at Nivelles Sud which was used as a base by all the CMC crews included Neil Munro & Graham Frary (Ford Puma).

The organising club, BRASA, offer British crews a reduced entry fee (£200) and although ferry fares are not what they once were (about £200 for car and trailer) Belgian rallies offer very good value for crews in Southern England. Most competitors travel Friday night, recce on Saturday, rally on Sunday and go home Sunday night. The standard of organisation is very high and the atmosphere in the town and on the spectator-filled stages is excellent.

The lanes around Braine le Compte are similar to those in parts of Essex - narrow, twisty slightly hilly and with ditches and fields either side. The rally has four stages, one of nine miles and three of about five miles each. These are run four times during the day and there are three short (five to ten minute) service halts in car parks or road-sides close the town on each leg. Braine le Compte town square, surrounded by bars, forms the centre of the event and is used as parc ferme before, after and during the rally.

Although the days leading up to the rally were warm and dry, as was the forecast for the day of the event, Sunday morning was wet and dull resulting in several service crews being hauled out of bed at 7am to fit their cars with wet weather tyres. The first four stages were wet and slippery as the leading cars pulled mud out of ditches cutting corners and covered the road in it. Several stages ran through farm-yards that were covered in mud and the last stage had a very tricky section through some woods that remained damp all day. By 10.30 and the start of the second leg the sun had come out and dry weather moulded slicks were fitted.

Allan and Tom were first crew to hit trouble. Allan was suffering from an upset stomach and lost nearly a minute going off in a slippery farmyard on stage two. This was the first of many incidents they would have during the day with their tail-happy, but now seemingly reliable, Subaru - the scariest of which was a sideways-under-braking moment from 90mph into a spectator packed hairpin left. Despite these problems they managed to keep posting top-thirty times and were very pleased to get a finish.

Bob and Ian had a steady run until late in the third leg when they slid off into a solid tree and deranged the front of the car on the navigator's side (same side as last year). Although all they limped out and completed all the stages they declining a top-forty finish in favour of an early night.

Dave and Paul, meanwhile, spent all day setting top ten times in the EVO, had no moments to report and were pleased that this Jim Clark / Mull shake down event yielded 10th overall, 2nd British crew and 4th in class netting 80 euros prize money to spend on service crew Jeremy and Marks.

At the front of the field the rally was won by Porsche 911 crew Jean Marie Gaban / Guy Burnia who inherited the lead from the end when the Toyota Celica of Philip Dewulf who picked up a puncture. Earlier in the day last year's winner Roger Henck had retired leaving Tim Van Parijs to bring his Group N EVO VI home in second place. Competition had been tight all day - less than a minute separated the top six crews and the next few crews weren't far behind. - Paul Barrett.

Miglia Quadrato

David Leadbetter and Matt Endean

Some things are just obviously a good idea and the prospect of going rallying in the Square Mile seemed one of them. The living history, the grandeur, the inspiring serenity of St Paul's at dawn, the numerous kebab houses just off route. For some reason related to repeatedly crashing my Golf throughout May and hence being deficient in the headlight department, we decided it would be prudent for Matt to drive....

Rule one of effective navigation is to concentrate on the matter in hand and get organised. I would not recommend any navigator should spend the preceding hours in the pub 'entertaining' Australian barmaids instead of reading the finals. Not with hindsight anyway. I would like to make clear however that Matt didn't touch a drop on the basis of his driving being disturbing enough already. The event started from Smithfield market and that was where upon parking up the mighty Uno we caught sight of our downfall - academics. We assumed this would be the case and we assumed we could take them, but they had come in shoals, many to a vehicle. We were significantly out-numbered. Some of them had probably even read the finals. More of them probably didn't get lost on the way to the start.

For those who don't know, the event format consists of having 5 hours (from midnight) to find the answers to 60 clues visible around the Square Mile in any order you like. The 60 clues are equally divided into easy, medium and hard categories, with it being possible to gain a good result from successfully answering all easy and medium only. We hurriedly plotted the first 20 outside Smithfield then headed off into the night to be almost immediately foiled by a one-way street. The one way street is not normally a major issue on a conventional rally but in the city they are big news and we had to fight against the obvious temptations, not wanting to risk exclusion or a run in with the police. What this meant was that every call was provisional until we could physically see the slot and accompanying sign. Easy hops over a few blocks turned into huge expeditions. It was round about this time I realised I would actually have to do some work with calling the route as well as actually finding the clues. It was generally fairly obvious when the correct location was found - a group of people in a deserted side street, shining torches into shop windows and up walls, trying to look casual. In a move completely out of character we had remembered to bring torches complete with batteries so were soon wholeheartedly joining in the elaborate skulking and double bluffing and attracting all manner of suspicious glances from passers by. The effects of the rain jogged Matt's memory as to the rule that states one member of the crew must stay with the parked car at all times for security purposes but I suspect he just wanted to be there whilst the last traces of Italian steel oxidised before his eyes.

It soon became clear that our Preston success would not be repeated, and that not even our average 12 car results could be emulated. This was proving difficult. Finding the locations was not hard but you don't know what you're looking for when you get there. As none of the 'easy' questions were things like 'what is your name?' and 'where do you live?' we were at an immediate disadvantage. We got to 3 am with maybe 15 clues answered - not all of these were guess work however - we had a good two or three we were relatively sure about. As the dawning realisation set in that this would not be a memorable victory we simply enjoyed the rest of the night. Despite the rain, the event excelled at one of the main appealing factors of club motorsport - going to places you would never normally go to. This would normally constitute an airfield (at least in East Anglia) but here it meant running around lots of Jack the Ripper style alleys instead. I even didn't mind the sunroof giving up the unequal struggle and blotting whatever answers I had inaccurately scrawled.

The finish venue near Liverpool Street was predictably damp and brought our one disappointment. Nowhere to buy breakfast. We were hungrily considering a ram raid on McDonalds (yes, hungry enough to eat at McDonalds) when a mystery benefactor gave us some excellent barmes and slipped away into the half light; summed up the friendly nature of the event - many thanks whoever you were. The gut feeling was that we hadn't won and this was confirmed when the results came through the post. Lets just say that out of 38 entries we were worthy runners up. To the 35th crew.

Congratulations to the winners and thanks to the UHLMC for a very well organised and friendly event.

David Leadbetter & Matt Endean

A man was driving along a country lane and saw a rabbit hopping across the middle of the road. He swerved to avoid hitting the rabbit, but unfortunately the rabbit jumped in front of the car and was hit. The driver, being a sensitive man as well as an animal lover, pulled over to the side of the road, and got out to see what had become of the rabbit. Much to his dismay, the rabbit was dead. The driver felt so awful, he began to cry.

A couple of minutes a woman drove past, saw the man crying on the side of the road and pulled over. She stepped out of her car and asked the man what was wrong.

"I feel terrible," he explained, "I accidentally hit this rabbit and killed it." The woman told the man not to worry. She knew what to do. She went to her car boot, and pulled out a spray can. She walked over to the limp, dead rabbit, and sprayed the contents of the can onto the rabbit.

Miraculously the rabbit came back to life, jumped up, waved its paw at the two humans and hopped down the road. 50 meters away the rabbit stopped, turned around, waved and hopped down the road another 50 meters, turned, waved and hopped another 50 meters and so on until it was out of sight.

The man was astonished! He couldn't figure out what substance could be in the woman's spray can!! He ran over to the woman and demanded, "What is in your spray can? What did you spray on that rabbit?"

The woman turned the can around so that the man could read the label.

It said: Hair spray. Restores life to dead hair. Adds permanent wave.

ALEC LOBB - A TRIBUTE

This years East Anglian Classic Rally was won by the father and son team of Peter and Michael Valentine. When Peter collected his tropher he dedicated his win to his old friend Alec Lobb. After the presentation he asked if he could sponsor a trophy in the memory of Alec. Alec's family were asked if this were OK and as a result the Alec Lobb Memorial Trophy will be presented the the winning driver of next years East Anglian Classic. Peter then sent me the following words for inclusion in this edition of Torque.

As a young 23 year old navigator who had just won the London Counties Championship, I was telephoned by Alec Lobb who asked me to do the National Express and Star Rally with him in his Cortina. Now at that time, February 1964, Alec was already a well known driver with National and International experience gained driving first a Rapier then a VX 4/90 with much success. In late '63 Alec had moved on to the then new Cortina 'GT'.

This was, potentially, a move into what I perceived as the 'big-time' and I was even more pleased when, after a couple of events, Alec asked me to become his regular navigator.

It was with Alec that I did my first International, the 1964 RAC Rally of GB (when it was a Rally of GB, not a rally of a couple of South Wales forests!). I won my first National with Alec, the 1965 Morcambe, and got my first top 10 finish on an International on the 1965 Gulf London with him 7th out of 118 starters and 13 finishers (now, that was some rally!). I also had my first paid co-drive in a works NSU and did my first overseas international, the 1966 Monte with him.

In addition to being rally partners Alec also became a very good friend and it was a sad day when Alec had to stop rallying due to a then undiagnosed illness in late 1966. It turned out that he had contracted multiple sclerosis, a crippling and progressive illness. Alec fought this bravely, continuing his involvement with motor sport through his membership of Chelmsford Motor Club and his activities with Dealer Opel Team (DOT). I remember that the last time we were at a rally together was when we shared a duty as stewards in 1978.

Alec was always, first and foremost, a Chelmsford Motor Club man. He would never enter under any other club and was always ready to help and advise younger and newer members of the club just starting in the sport not always the case with the top drivers.

Alec finally succumbed to his illness in 1979 at the young age of 49, leaving Yvonne and the two sons of which he was always so proud, Geoff and Steve.

I lost a friend and mentor and without the help and encouragement given to me by Alec I would not ever have had the pleasure and privilege of rallying as co-driver to some of the well known drivers in the '70's.

Peter Valentine - 10th June 2002

SUNDAY 8TH SEPTEMBER

Grass Autotest. Steeple, Essex.

More information soon from Richard Preston

FRIDAY 13TH SEPTEMBER

Priestly Rally 12 Car - 70 Miles on 168 / 155 edition D - Starts near Colchester

For more information contact Paul Barrett on 01206 572529

SUNDAY 6TH OCTOBER

Keep this date free in your diary as we are planning a Gymkana type event at

RAF West Raynham in Norfolk. As used on the East Anglian Classic.

More details to follow soon in Intercom.

If you are able to help in any way please contact Mark Barham on

01787 372016 / 07771 544866 / mark@jbarham.fsnet.co.uk

ARC RACING DIARY

Andy Donn and Dave Surry in a Astra GSi

January 2002 - Looks like we came 2nd in the AEMC championship. We will be re-entering the AEMC this year, but are searching for a more suitable championship as well. Read about the Astra Challenge in Motoring News. It all sounds very good.

13th Jan Autosport Show - Went up to the NEC with Dave, met up with Lloyd who was helping run the live action arena. I noticed something interesting on the Prodrive stand... A Prodrive prepared MGZT, 4.6 V8 supercharged 0-60 under 5 secs 175mph.

February 2002 - Decided not to enter the Astra Challenge but enter the National Tarmac Championship instead. The fees are more reasonable, we can make all but 1 event and they have a Group N class.

17th Feb Longmoor loco-motion - First event of 2002, and the first at this new venue. It was only open to 2wd cars up to 2.0litre. With rumours of the possible demise of Longcross, it was nice to find an alternative location in the same part of the world. A mixture of Longcross and Oakington. Grip levels varied massively around the track even later in the day some bits remained slippery. You had to keep you wits about you round some of the buildings. First results entry in Motorsport News finishing 8th overall !! Overall, a well run event at a nice new venue - would recommend it.

3rd March Snetterton - Bob's last chance to navigate before returning to the USA. As we sat at the end of the stage having marked our timecard - I engaged 1st and lifted the clutch nothing. Dammit! We had to push the car uphill to the service area, thought I was gonna die. To cut a long story short, we discovered the mainshaft of the gearbox had come out - so disconnecting drive. It took several stages to fix the fault so we could not continue in the main event. There was a 'trophy' event from stages 7-10 so we continued from stage 7 and had a bit of fun. The gearbox now needs replacing.

10th March Tour of Epynt - Car not ready - didn't enter.

9th April Fleet News @ Brands Hatch - Who would pass up the offer to blast round Brands Hatch for the day in someone else's car? Not me - so off I went to sample some of the more interesting company cars available... Focus ST170, MG ZT, Toyota Celica VVT190, Jag X-type 3.0 Sport, Honda S2000, Honda Accord Type-R and on the 4x4 course a Toyota Land Cruiser Amazon. There were two surprising cars of the day, first being the MG ZT 2.5V6 was particularly impressive. Having seen the Prodrive version I am getting tempted... Second surprise was the X-type 3.0 Sport, the car felt heavy too soft for a 'sport', resulting in sloppy handling and unpredictable oversteer on the exit of Clark Curve.

14th April Tour of Cornwall - Cancelled entry, no service crew.

14th April Mini Tempest Longcross - Chance to try out the new Ferodo DS3000 pads as well as tactics to keep brakes cool. Entered Longcross at the last minute instead of the Tour of Cornwall. Longcross is quite hard on brakes, so we decided to help keep the brakes as cool as possible. Between each stage we switched the front wheels with a cold set, throughout the day we interchanged these wheels. It seemed to make a big difference, also keeping the tyres cooler. Dave's Dad was guest service crew, doing a good job of keeping bolts tight throughout the day. Finished 9th in class, 25th o/a

6th May Wethersfield Sprint - Entered ages ago, decided to use the Astra. It was nice to be at an event with Peter Rayner/Richard Bonner again (not just because they brought the barbecue!). They had a busy day, BOTH double-drove the Escort and Evo.

23rd May 2002 CMC Awards night - Postponed and moved from Essex Police HQ to the Red Lion, it was nice to see so many people down there. Picked up 2nd in the Stage Rally championship category for 2001, which was nice (as was the food).

26th May Oakington - Didn't receive finals, arrived on Saturday to discover that due to a low entry, scrutineering would be on Sunday morning only. The weather was a nightmare all day which meant we ran on intermediates which seemed to find a reasonable amount of grip. After stage 2 we were 6th in Class. On stage 3, we discovered the Astra cannot operate with less than the traditional 4 wheels attached. The front nearside wheel came off with all 4 wheel bolts sheered. Luckily we had slowed down already, coming to rest without incident. The next little problem involved getting the car on the trailer - solved by Lloyd, we used a trolley jack in place of the wheel and winched the car onto the trailer. Picked up a couple of Dunlops from BK tyres before departing - can't get hold of Michelins at the moment, so I thought I'd try something else for the next event...

3rd June 2002 Milbrook - First event of the year of the Tarmac Championship! Scrutineering was very slick over at Town & Country tyre services in Flitwick, after which the car was tucked up for the night. Met Mike and Dave and headed on in, parking near the burger van. The Dunlop X11's we'd picked up last week seemed to be made of chewing gum. I don't think they'll be lasting long. Stage 1 went fine, the tyres gave plenty of grip and it after the first couple corners we seemed to have established a pretty rapid pace. After stage 1 we both decided that Dunlops were far too soft for Milbrook and moved back to what was left of our Michelin supplies! Stage 2, on the split we were near car 47, a sorted Astra Gsi. We kept with them through the twisty stuff, but they extended the gap on the straight. Half way round lap 2 of stage 2, as we exited a hairpin left a lot of smoke appeared. Time to stop then, this did not appear to be steam. We had a look under the bonnet but couldn't work out what had happened. We didn't want to risk starting again in case we had lost oil pressure or worse. Having been recovered back to service we found that a power steering pipe had touched the exhaust downpipe and ruptured, spraying power steering fluid over the exhaust. End of rally. Returned to the shed to discover Peter Rayner's early entry for the Fender Bender award. He'd had a nasty roll in the forest at the weekend. Unlike the very bent Escort, they walked away from it unscathed. Not a great weekend, but as I'm sure Peter will agree - it could have been worse. Oh well, at least the pubs are staying open late!

Andy Donn

You can view this diary in full at <http://www.arc-central.com/racing/rallydiary2002pt1.htm>

TORQUE TABLES

| Stage Rally Drivers | | | | | | | | | | | | | | | |
|------------------------|----|----|----|---|----|----|---|---|---|---|----|----|----|----|----|
| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | |
| Geoff Lobb | | 21 | | | | 21 | | | | | 1 | 19 | | 16 | 78 |
| Lewis Shelley | | | | | | 17 | | | | | 19 | | | | 36 |
| Andrew Haddon | 21 | | | 1 | | | 1 | | | 1 | | | | | 24 |
| Richard McLachlan | | | | | 13 | | | 8 | | | | | | | 21 |
| Pete Raynor | | | 18 | | | | | | | 1 | | | | | 19 |
| Dave Taylor | | | | | | | | | | | | | 17 | | 17 |
| Allan Smith | | | | | | 1 | | | | | ? | | 16 | | 17 |
| Andy Donn | | | | | | | | | 1 | | 1 | | | | 2 |
| Roger Ray | | | | | | | 1 | | | | | | | | 1 |
| Bob Smith | | | | | | | | | | | | | 1 | | 1 |
| Stage Rally Navigators | | | | | | | | | | | | | | | |
| Chris Holliday | | 21 | | | | 21 | | | | | 1 | 19 | | 16 | 78 |
| Craig Shelley | | | | | | 17 | | | | | 19 | | | | 36 |
| Mark Andrews | 21 | | | 1 | | | 1 | | | 1 | | | | | 24 |
| Matt McLachlan | | | | | 13 | | | 8 | | | | | | | 21 |
| Richard Bonner | | | 18 | | | | | | | 1 | | | | | 19 |
| Paul Barrett | | | | | | | | | | | | | 17 | | 17 |
| Tom Peddle | | | | | | 1 | | | | | | | 16 | | 17 |
| Dave Surrey | | | | | | | | | 1 | | 1 | | | | 2 |
| Aaron Rayner | 1 | | | | | | | | | | | | | | 1 |
| Paul Ray | | | | | | | 1 | | | | | | | | 1 |
| Graham Coker | | | | | | | | | | | ? | | | | |

Events

- A Oakington
- B Snetterton
- C Wydene
- D Astra
- E Twyford Wood
- F Oakington
- G Manx National
- H Binbrook
- I Millbrook
- J Epynt
- K Oakington
- L Longcross
- M Braine Le Compte
- N Dukeries

| Road Rally Drivers | | | | | | |
|-----------------------|---|----|---|----|----|----|
| | A | B | C | D | E | F |
| Paul Wright | | 21 | | 12 | | 15 |
| Gordon Popperwell | | | | | 18 | 18 |
| John Parsons | | | | | 14 | 14 |
| Ian Phillips | | | 1 | | 9 | 10 |
| Steve Monk | 1 | | | | | 1 |
| Issac Zarmati | | | | | 1 | 1 |
| Road Rally Navigators | | | | | | |
| Graham Coker | | 21 | | | | 15 |
| Brian Jaggs | | | | | 18 | 18 |
| Jim Bowie | | | 1 | | 9 | 10 |
| Bob Smith | | | | | 7 | 7 |
| John Hall | 1 | | | | | 1 |
| Sarah Zarmati | | | | | 1 | 1 |

Events

- A Resolution
- B Kent
- C Gremlin
- D VK
- E East Anglian
- F Swan

TORQUE TALK

Congratulations to Rob Norrington & Nicola Evans who were married on June 15th. We're sure their honeymoon went well. It was insured by Jim Bowie!! Best wishes from all at CMC.

Geoff Lobb and Chris Holliday finished 38th O/A and 5th in class on the Dukeries, would have been higher but the car jammed in 3rd on the last stage.

Tony Alder has agreed to take on the role of Club Chief Marshal. Tony will be a central contact for all marshalling matters and can be contacted on 0 2 0 8 2 7 0 8 2 5 0 or ChelmerResponse@tinyworld.co.uk

| 12 Car Drivers | | | |
|-------------------|----|----|---|
| | A | B | C |
| Steve Monk | 10 | 10 | 9 |
| Mark Barham | | 12 | 8 |
| Matt Endean | 11 | 8 | |
| Cathy Hill | 9 | | |
| Peter Raynor | 6 | 1 | |
| 12 Car Navigators | | | |
| Carl Brown | | 12 | 8 |
| David Leadbetter | 11 | 8 | |
| Alex Boyle | | 10 | |
| John Hall | 10 | | |
| Richard Hill | 9 | | |
| Aaron Raynor | 6 | 1 | |

Events

- A Wickford
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PAUL BARRETT

01206 572529 or paulbarrett@chelmsfordmc.co.uk

EAST ANGLIAN CLASSIC

Historic Rally

TWO GO GATHERING POTS IN NORFOLK !!

7.30am Saturday 11th May and Gordon is early [or am I late as usual]. We spend ten minutes or so trying to wire up the reversing lamp to an illuminated switch then give up, scrutineering may not check anyway. Gordon detects rubbing sound from the back but decides it must be my nice new rear mud flaps touching the ground now that car is fully loaded. We have a trouble free drive up to scrutineering at Long Stratton, where Richard McLachlan is in charge. Not only did Richard not test the reversing light switch he did not test my nice new horn switch either. A wasted 2 hours on Thursday!

We check the mud flaps and there is good clearance so while are calibrating the Brantz, Gordon comes to the conclusion that one the wheels is touching the rear arch. This is confirmed at the hotel where further investigation identifies the cause as being the rear offside wheel touching the wheel arch. A big hammer, tank tape and half hour later there is now half inch gap but the concourse award is forgotten. Oh yes and a wasted 2 hours polishing the car on Monday.

There are 4 Chelmsford crews entered, Isaac and Sarah Zarmati in a VW Beetle at car 5, John Parsons and Gavin Rogers, Mexico at car 44, we are car 45 and Ian Philips and Jim Bowie, Firenza are car 54. We set off for the first Regularity, and as we wait for the start the nerves are present. This is only my second experience of these and Gordon's first. Well somehow we get to a good start and are 6 seconds late at the first timing point and 6 seconds early at the second. Shouldn't they cancel themselves out?. We also drop single figures at the TPA3 even if it was a little disconcerting to see car 47 approach a junction after we had completed a longer loop. It later transpires that the clues for the longer route were right but the timing was for the shorter route, so no penalties at all on this section.

Regularity B was a bit more straight forward although we changed our format for re-setting clocks etc and forgot to record the time beforehand still only 31 seconds penalties for the whole section even with this mistake.

The first set of tests at West Raynham were my next worry as previous experience as Chief Marshal with Paul Barrett will testify. So off we go, tests 1-5, the first real test on the car and it holds up really well, only one over enthusiastic spin, a 130 degree left for a 90 degree turn. The damp surface was ideal for lots of sideways and handbrake overload. The bomb dump was clearly a favourite of nearly everyone I spoke to, matching fastest time on the first run was no mean achievement and we had grins from ear to ear when we got to Gavin Leech at the start of Test 5.

The third regularity was no mean test either as we missed the second left off the A road out of petrol and had our first ever live test of reversing the speedo, somehow we manage to get back on time and into the first timing point 12 seconds late. However this was not to be the most exiting thrash of regularity. About half a mile from where I anticipate TPC3 is, Gordon sees John and Gavin approaching a cross roads from our right. A quick check and I see that spot height 88 is below the previous cross road where we had turned left. Now a real sprint is called for as we have to make up something like 45 seconds in little over mile, do not ask me how we did it but we come into David and Elizabeth Everett's control just 3 seconds late.

West Raynham again and 5 attempts at the bomb dump would have been well received, but we get round doing the right tests and no penalties.

Regularity D started well but I forgot to take into account

3/10 mile before a speed change and as a result we arrive at the end of the section, Tom Peddle's control some 28 seconds early, but oh what luck this section is later cancelled.

Isaac and Sarah had some good regularity times on A and B, 3 in single figures, Gavin made a rare navigational mistake at the start of RSA and collect a maximum at TPA1, but recovers well with 6 single figure penalties including two 1's and a zero. Ian and Jim also fare quite well with no less than three timing points exactly on time.

The test results are amazing, with Gordon and 8th, Ian and Jim 9th and John and Gavin 10th, just 10 seconds apart. We were trading best time with John and Gaving throughout, but Ian and Jim started badly they finished with had two 5ths one 3rd and one equal 1st.

At the hotel we check our overall results before we go in for evening meal, we are 19th. After evening meal when the above two sections penalties were scrubbed we find ourselves 6th, we did consider having another meal and see if we move up any further.

At this point I have to admit to pressure taking over, we lost count of the people who said, Oh well you'll clean the night route, you'll be leading by the morning' well thanks a bunch.

If you could have seen the inside of the car as we started with the first night section, the clues were dropped, the timing road book was dropped, the window was late being wound down, the marshal's light was forgotten, experts I was more like a beginner. I even made an elementary mistake on section 2 and a WD could have been on the cards. That said we recovered and still managed to clean the section, just a shame the photograph on the handbrake hairpin was taken before the back end stepped out.

The next section worked OK but I could not figure out a direction of approach for the final control using coloured roads only clue. The last I heard was that Brandiston was not being used so I did not bother to consider the map reference being on the white and we did an extra loop thinking the control approach may have meant SE as opposed to the clue of NE. Result, 5 minute penalties at the entrance to Brandiston. Somehow we get a duff time in the queue to start, then we catch car 47 and 41 up on lap 2, and are held up for the remainder and lap 3. Result is that I believe we were incurred half a minute penalty for being held up, and probably started a minute late due to the traffic queue. Ian and Jim fared much better with fastest time round Brandiston and John and Gavin were 5th.

Around Brandiston we lose the spot lights and have to complete Oulton Street without them also, the car stalls on the finish line and pushing aggravates my Achilles tendon injury, hence the more pronounced limp since then. The spots are resolved a loose relay.

The start of the last section before half way [TC15] we are early and the marshal takes our road book, chips the clock and eventually hands it back in through the window on 3-2-1-Go. By the time I have wound the window up and look at the road book I notice that he had not signed the road book, we will have to rely on his time sheet and hope the clock chipped correctly. [It did, phew]

Into half way, we have what I estimate to be a minute's needless penalty, as the 5 minutes at Brandiston entrance will be claimed due to a route instruction error. Isaac and Sarah did not fare well on the night route snapping the throttle cable, we passed them at some point parked up and spectating.

John and Gavin are doing well with the only penalties being Brandiston and Oulton Street, Ian and Jim had a problem at TC16 incurring 8 minute penalties which dropped them down considerably.

Out of half way, we start the white to Bilney Ford only to find John and Gavin stuck on the way out, the car has stalled and even an adventurous bump start backwards into the ford does not work. We collect a signature from helpful marshal so that we do not have to stop the other side of the ford and when John is towed out and we nudge past with a fag paper gap, stop [not] at the next GW. Honestly I did call it, but there was some selective deafness on Gordon's part! As when we get into the next control with 2 minutes penalties, asks, "What did you call after the ford?"

The next sections are OK until TC24 which is reversed [always read the clue first] there are cars going everywhere here, front runners as well, some of who we hoped had made enough mistakes that when they turned right, missed a left and turned left knew where they were going. The old adage, if in doubt, stop, well we should have because by the time I confirm that we should not be following the others, we have travelled a mile or so. Back on route we soon catch a Volvo Amazon and as we cannot get past have to follow it all almost all of the rest of the section. We lost 4 minutes, one for stopping, one for wrong slotting and 2 for being stuck behind the Volvo.

End of the night route a quick drink and then to bed, I am not happy. Next morning confirmed we are now 23rd but these still show penalty for Brandiston start and TC15. This is eventually rectified and we start the Sunday tests 11th overall.

Norfolk showground was different in competitive mode and I am thankful that we get all the clockwise and anti's correct. I am also grateful to John Parsons for marking one of the flag

posts as a 'Do not visit' depositing some nice blue Mexico paint on it oh, and a massive dent on rear nearside which smashed the battery. Perhaps AVO John should be seeking employment with the old Royal Mail, they are always advertising for Posties, he is eminently qualified now. Ian and Jim have the best CMC results at the showground.

At the hotel, having finished our lunch we await results. I admit that I cannot wait for them to be announced I go and check and find we have moved up to 9th, Gordon then wants to know who finished ahead of us. I return to check and as I get there, Paul Barrett is publishing the final final results. We finish 7th, me thinks if we stay another hour we will have won!

Final results are confirmed 1st in class, 1st by ability and best Chelmsford. First time out on the East Anglian what are my views?, Well in 13 years I have competed in over 60 events and this must rate as one of my top four road rallies. Considering the Preston is another, Chelmsford currently organise two of the 4, not bad eh? So a very big thanks to Paul Barrett and the rest of the team who hopefully Paul will mention by name in his write up.

Oh and the car, well we need to replace the Capri billsteins, have engine tuned by Ray Keith, a 4.1 diff, and a hydraulic handbrake. Apart from that I can only thank Chris Biggs at C&C, Dave Rickett and Chelmsford Accident Repair Centre and Phil Wilkins for their help and hopefully continued help as we continue to enhance the car, and most importantly Gordon Popperwell who has been an absolute diamond and without his help I would still be trying to get the exhaust to fit without touching the bodywork!

Brian Jaggs

During their duties as night route course closing, Dave Leadbetter and Matt Endean partook in a little bush diving !! - Ed

Part 1 - Little bit of fog, previously being warned that there was a 90 right approaching, travelling at approx. 50-60mph.

Part 2 - Depart fog patch, spotting 90 right approx. 100m away, cue locked brakes on mud then concrete. Bracing and visions of major life defining moments flashing up in-front of eyes then occurred for a few seconds, as preparation for the BIG impact.

Part 3 - Much bouncing and scraping noises then resulted as Dave's P-reg Golf (Book value: £ 4000) delved deeper into one of Norfolk's finest hedges. About two car lengths deep into the hedge, we finally stopped. Dave's comment is a little vague (the brain deletes horror images, for its own good) but my memory recalls @#\$ @#\$!!

Part 4 - After a quick look around we just decided to reverse the car out and hope for the best. Fortunately the car started and reversed out without taking too many souvenirs of the incident. A quick look round, proved no real damage, biggest worry was man walking towards us thinking this was the landowner to complain about the hole in his hedge. But it turned out to be the marshal, thanks must go out to him for coming to check us out.

Part 5 - Sunday morning in daylight and no rain to hide the damage, only a few scrapes and one long scratch half the length of the car.

The ensuing Adrenalin rush kept me awake for at least another hour, and i did the best navigating (well, it would pass for just ok ranked against anyone else) all night. - Matt Endean

.... and Dave's reply - At least we didn't scrape down any armco in an Endean-stylee. Making such a Wylie Coyote type cut out in the hedge takes skill and precision .

On a completely unrelated subject, anyone want to buy a P reg Golf, never raced or rallied, careful owner? - 'onest !!!

BLASTS FROM THE PAST FESTIVAL

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Wethersfield Sprint

May Bank Holiday 2002

Just a brief note to thank the people involved in the Chelmsford Motor Club and West Essex Car Club co-promoted event. The usual crew of Alan & Jill Barnard, Myself, Dave Judd and Gary Nicholls formed the basis of a team that always, with others, runs a nice and easy days motor sport. The list of others is very long indeed but the following proved invaluable. Kevin Leek for getting marshalls. Rob Roebuck for timing. Steve Tillbrook, Chris Rees, David Leadbetter, Matt Endean, Chris Holliday and the other bods who I don't know for getting stuck in on set up day. Mark Barham for running the start and Spencer Stevens for being the other Deputy Clerk of the Course.

Their were a few extra awards which I want to mention, other then the competitor awards which are listed below.

The Alan Tichmarsh Award for the most efficient use of a shovel. Chris Holliday.

The M25 Award for cone positioning. Steve Tillbrook and Dave Judd.

The M11 Award for cone re-positioning. Alan Barnard !!!!

The Dunlop Award for most rubber used. Dave Leadbetter on set up day !!!!!!!!!!!!!

And, The Colgate Award for the biggest Grin. Mark Barham for the difficult job of leading the convoys.

This is just a bit of fun but I must say a major thank you to all who helped on set up day and on the day it's self.

The only other thing I must mention was the look on the competitors faces at the drivers briefing when we told them their would be a split and merge. As in stage rallying. Peter Rayner said that this wouldn't be a problem but I pointed out to him that in rallying the driver has the navigator to help him out. In this event he would have to think for himself. His reply was "WHAT no navigator ????" He does however get an award for the most entertaining use of the split.

Gavin Leech.

| | | | |
|-----------|---------------|--------------------|---------|
| FTD | Geoff Stanley | Jedi single seater | 2:45.62 |
| Best CMC | Peter Rayner | Mitsubishi Evo 6 | 3:00.51 |
| Best WECC | Lee Williams | Escort | 2:53.50 |

The full results can be found on www.WECC.co.uk

This is how some other CMC members did.....

| | | | | |
|--------|-------------------|------------------|---------|---|
| 12 O/A | Peter Rayner | Mitsubishi Evo 6 | 3:00.51 | |
| 14 O/A | Richard Bonner | Mitsubishi Evo 6 | 3:01.09 | Just slower than the cars owner. |
| 15 O/A | Peter Rayner | Ford Escort Mk 2 | 3:01.76 | |
| 16 O/A | Richard Bonner | Ford Escort Mk 2 | 3:02.03 | Again just a bit slower. Good move !!!! |
| 19 O/A | David Lobb | Opel Manta | 3:05.93 | Excellent performance. 3rd in class. |
| 38 O/A | Andy Donn | Astra GSi | 3:14.16 | 5th in class |
| 42 O/A | Lee Earthy | Nova | 3:16.18 | 2nd in class |
| 44 O/A | M Juya | Nisan 200ZX | 3:17.44 | |
| 47 O/A | Tim Spearman | Nova | 3:18.61 | |
| 57 O/A | Dean Clayton | Maestro | 3:22.66 | |
| 61 O/A | Wayne Lorbalester | Escort Sport | 3:25.66 | |

One final question, Which competitor was seen after the event parked on Coggeshall Road, Braintree, with the competition numbers still stuck on the doors and not taped through ??????? I know. A quiet word will be had !!!!!!!!!!!!!

Pitcher Tells a Story !

"Thank you Jim for not winning"

Five Chelmsford members turned out on the Sporting Car Club of Norfolk's Grass Autotest at Fakenham Racecourse on Sunday 16th June and with a first ever victory for Keith Pitcher our guys & gals did us proud. This was a first time event and ran to Production Car Autotest Rules, timed to whole seconds, passengers carried & 5 second penalties for cones/lines etc. All times on all runs counted and the 15 starters performed very few wrong tests - the tests had a ring of familiarity about them . . . er cribbed from past CMC JCP events.

The event ran in conjunction with the Powerhorse 2002 show for collectors show cars AND point to point horse racing with on course betting! It will run again next year and definitely worth doing as a cheap non car damaging event.

A brilliantly driven Fiat 500 (yes!) driven by father & son Richard & Malcolm Leggett from WSMC stormed in to an early lead on the wet grass leaving the 7 drivers in RWD Escorts spinning in to oblivion! As the grass dried our boy Keith turned up the wick in his familiar Nissan Pulsar GTI 4WD Turbo and held an 11 second lead at the lunch halt. Keith is a "quiet" member & recently moved from Chelmsford to Thatcham, Berks where he now works for Xtrac making WRC rally transmissions. He's been driving the Nissan with increasing confidence at the clubs regular September event & put in a spectacular but controlled performance all day.

Michelle Morgan co drove Keith's Nissan & frightened herself a few times on the way to a class winning 9th o/a. Peter Morgan drove his familiar black Suzuki Swift GTI to a fine 5th o/a & kindly allowed Jim Bowie to drive it & "coached" him to a class winning 2nd o/a. Jim was 2nd at the break & clawed 6 back from Keith on 5, 6 & 7 but got too excited on test 8 after seeing Keith hit a cone & promptly dropped 6 secs. He clawed another 4 back on the last 2 tests to finish 2nd by just 2 secs. That bloody Fiat was only 3 more behind.

Richard Preston had a magnificently sideways day in his smart Pinto engined Mk1 to finish 6th o/a & well ahead of the other 6 Escort drivers. He had the incessant chattering of Mark Anniston's 12 year old son as his passenger seat who said "I bet you cant do a reverse flick" but lo he can!

He'll be back to flick his ear next year.

The fine art of Marshalling

Due to circumstances beyond my control, i.e. broken car and no holiday, Michelle and I have done very little competition in the last couple of years. To keep getting our octane fix we have been marshalling.

The highlight is probably the Preston. We normally start with a section start between Thetford and Bury St Edmunds. Having arrived and watered the scenery (Keith and I), we do a bit of stargazing until we get disturbed by the cars. You see quite few shooting stars! You hear the cars long before you see any evidence of them. It's quite fun to try and guess the type before it arrives. The first crews turn up and they're keen and fired up, they want to get away quickly, then it gets busy, lots of cars all wanting times, with the one at the back of the queue wanting to go on the current minute, so you have to try and shuffle the queue. During this time your shouting times and numbers to the person doing the check sheet and to each other. It makes a stage start look like a picnic. Just as quickly as it started the rush dies down, your now waiting for the stragglers, finally if your lucky a closing car will release you for your next job, if not you just have to go, better to upset one or two rather than the whole field.

Now it's off at breakneck speed to position two. If memory serves this is out near Mildenhall. We're a passage check on concrete white. We are nearer to our opening time now. We sort ourselves out, decide who is doing what, then have a brew.

Looking towards the horizon (remember it's dark) we can see the flicker of lights through the trees, with a white glow above them. Is it the rally catching us up again? Is that a flashing blue light? A few minutes later, the flickers are more numerous; you can now see beams of light lancing into the darkness. You still cannot hear anything. The lights get closer and you can see beams of light sweeping over the terrain. The cars continue to move both towards your position and across your sight. By now you can hear a low growl. As they get closer you can distinguish the lights bouncing as the cars are thrown around by the road.

The first car is now close enough to make out a silhouette, the lights point to the ground, then they seem to point straight at you before settling down to point to the junction just up the road. The crash of the sumpguard on the concrete is now discernible, there is a noise of tyres trying to slow the car down, and followed by the engine under full power, lights in your face, the surroundings are now forgotten. The tyres dance on the gravel again and a door opens, pen ready, scribble in the box, slam the door as you turn away from any gravel thrown up. That's Dave and Adrian away for their second lap. We can expect the rest very soon.

This passage check is on a lapped section, so we are busy for a bit longer, with the stragglers mixing in with quicker, healthier cars. You may get a twinge of concern over missing mates from the club. There is every chance the closing cars have crashed out by now so its up to you to go. Next will be an end of section on 'fire tower white'.

As this is late in the rally we arrive in good time, have a snooze, coffee; water some more plants (there are a few advantages to being a male of the species). Those still in the event will be tired, indeed we are tired. We hear the cars again long before we see the odd flash of light through the trees, then a set of lights sweeps across the field and bounce towards us. Door open, time and signature and they are away. By now you may not see an opening car, the event is rough for them, as well, I know I've done it.

In this case Simon Tebbut agreed to navigate, Michelle being a little nervous. We set off 15 minutes ahead of the rest of the field. Knobblies specially purchased for the event. We did one lap of Euston, sadly the same lap that the previous 2 had done, so it was left to Dave Taylor to do both laps. Second section in the Bury St Edmunds area saw some very big puddles, about 2-foot deep, covered in ice. All except one which had broken ice and the chief Marshall's car parked in it. Stop; enquire on their wellbeing then off. Towards the end of the section I saw lights in the mirror. Yes we were being caught, not only by the clerk of the course but also by the first competitor, we pulled over they shot through, we then proceeded to the end of the section, all of a minute away.

We were now down from 4 to 3 course cars, the timekeeper was well ahead, not doing all the Loops but keeping on, we cut route and rejoined on our due time and carried on. Towards the end of the evening we noticed the tyre tracks going down what Simon said was the wrong road. We were now on virgin snow, uncut by car or foot; we had become the first car on the road, from a starting point fifteen minutes ahead of the event. The marshals would have little notice of the rallies arrival, and we would have little time to sort out any issues that arose in front of us. We had no idea if the clerk of the course was still running - there were stories of problems on one section. The timekeeper had got lost and the chief Marshall was long gone. To cap it all there was a covering of snow on the road, still we only nurfed one bank. Was it a good night, yes, would I do it again, not without a sumpguard (for neither of the 2 top ten finishes I've had on the Preston have I had a sumpguard, on the other hand I had an escort with a bent cross member and an alfasud with a dented gearbox sump. Oh and the Suzuki has a dent in the heatshielding of the exhaust downpipe)

This year's event has yet to run, I'll write a short note on that later.

Essex Charity Stages Rally

Sunday 7th July

In response to an E-Mail from Dave Judd, Jacqui, myself and the kids decided to spend the day in the Southminster area marshalling on one of the most popular local events.

The Essex Charity Stages Rally organised by Wickford Auto Club is always a feast of Rallying and if the weather held up it promised to be a good day. It was a bit windy and overcast but it didn't rain and indeed, the rallying was good.

Due to soft ground, the CMC stage was cancelled so we all moved to stages 5 and 8 to help. Jacqui and I were positioned by an caution, an almost flat yump. Most crews attacked with vigour but it was Geoff Lobb and Chris Holliday on the return run who hit it flat out and getting airborne in the process. More about them later.

In the afternoon we headed over to the sea wall for stages 10, 11, 14 & 15. We could see quite a lot of the stage but were at the end of a 200m rough straight with an over 90 right at the end. The only running I had to do all day was to replace a stake removed by car 44. Thanks Guys !!

On the outside of the bend was a huge ditch. About 15 feet deep with water in the bottom. Geoff and Chris get the award for being the closest but they were one of the most committed crews we saw all day.

It was a joy to see Gwyndaf Evans strutting his stuff in the works MG. Oh' how the other half lives.

Thank you to the organising team, all the marshalls and competitors. We had a superb day. - Gavin Leech.

Other competing CMC members & crews.

Andrew Haddon / Paul Kirby

Steven Finch / Stan Graham

Peter Rayner / Ian Orford

Rob Cameron / Tom Peddle

Lewis Shelly / Daniel Palmer.

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The AA Motor Club Scheme

Great news for all motor club members! The AA has developed a new scheme specifically for the motoring enthusiast. What makes the AA Motor Club Scheme so special, is that it allows members of motoring clubs to benefit from AA Personal membership at reduced ongoing rates - in fact **SAVINGS of up to £21** in the first year. There is even a special "pay for use" vehicle based scheme for vehicles over 3.5 tonnes.

The personal membership scheme is not only available to the individual (*single membership*) but also to partners (*joint membership*) and can even include two other members of the same family providing they are under 21 years of age and living at the same address (*family membership*).

There are three options to choose from so that anyone who drives a car will be able to find the correct level of cover to suit their particular needs. Another important feature is that this is the only type of scheme that offers the same discount when it comes to renewing your AA membership. renewing Personal membership through the scheme is carried out automatically by the AA and so there is no danger of members' cover running out without their knowledge.

The AA Motor Club Scheme has three options to choose from.

OPTION 200 This consists of Roadside Assistance, Relay and Free Five Star 72 Hour European* Breakdown Assistance.

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Roadside Assistance provides assistance to the roadside 1/4 mile or more away from your home address. Should an "on the spot" repair not be possible, the AA will get you home or to the nearest garage, whichever is the closest.

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Home Start provides roadside assistance at or within a 1.4 mile of your home address.

Relay plus extends Relay to provide either a replacement car (up to 48 hours), overnight accommodation or onward travel arrangements if a prompt local repair is not possible.

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| 200 | Joint | You & partner | 88.00 |
| 200 | Family | You, partner + 2 | 125.00 |

| | | | |
|-----|--------|------------------|--------|
| 300 | Single | You only | 93.00 |
| 300 | Joint | You & partner | 113.00 |
| 300 | Family | You, partner + 2 | 152.00 |

| | | | |
|-----|--------|------------------|--------|
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| 400 | Joint | You & partner | 138.00 |
| 400 | Family | You, partner + 2 | 179.00 |

All prices quoted are subject to the member taking out the cover and paying by Annual Direct debit or annual continuous credit card authority.

* Countries covered by Five star 72 Hour European Breakdown Assistance are: France, Belgium, Netherlands, Germany, Luxembourg, Republic of Ireland, Channel Islands and the Isle of Man.

** These prices are correct at time of going to press but are subject to change without notice in accordance with AA prices charged to the general public, but the discount for AA Motor Club Scheme members will be maintained.

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Registration fee applicable to each vehicle £20 - Roadside, including home start and short tow £59 - Relay / Recovery £59 + £1.20 per mile after 20 miles - Accident recovery & winching / lifting £54 per hour - Extra man day or night £23 per hour - Car Hire (minimum of 2 days) £85 minimum charge.

If any of the above schemes are of interest please contact Brian Jaggs or Gavin Leech for further information.

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E-Mail. dave.judd@marconi.com

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If this is of interest to you then please contact the editor Gavin Leech on, 01376 348948 or E-Mail gleech@lineone.net

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