

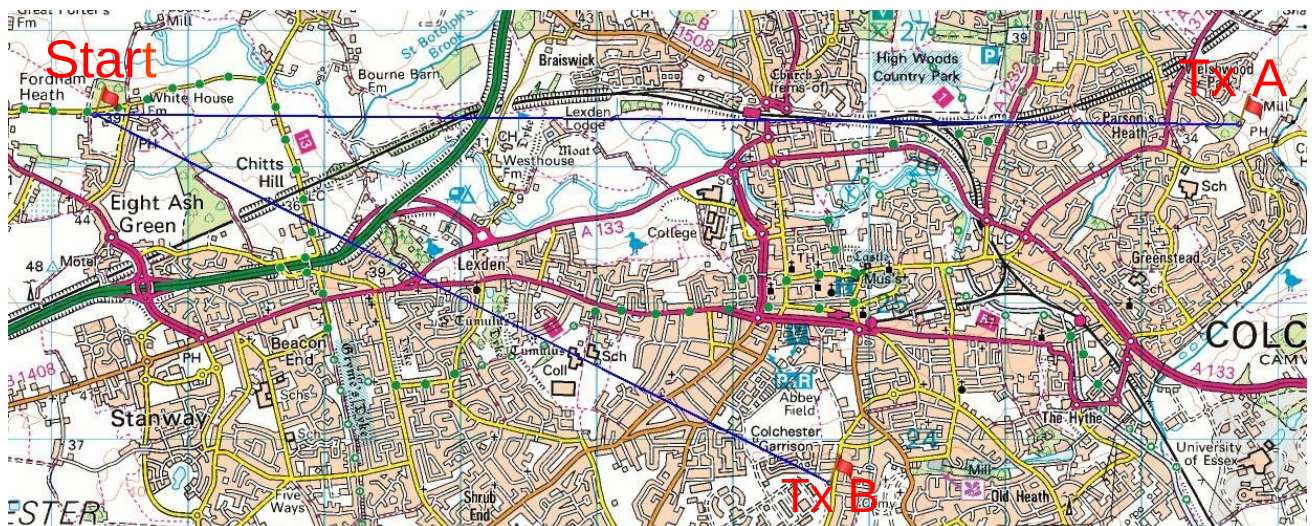
Mid Essex Trophy 02/11/25

Richard Tx A

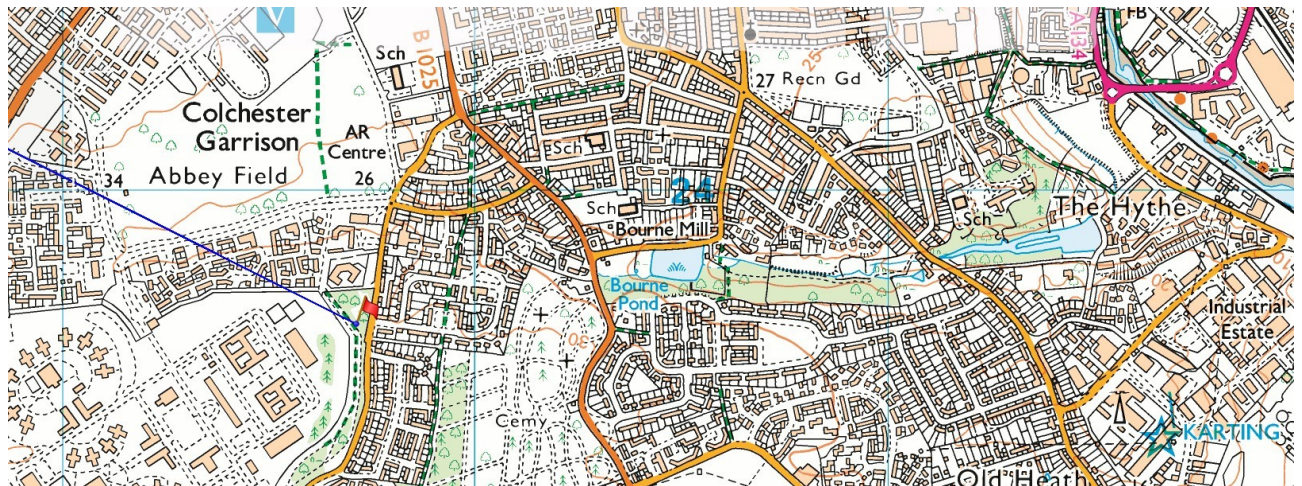
Roy Tx B

Mid_X_2025

Pos	Competitor	A	B	Finish
1	Team Merry	14:18:37	14:59:31	14:59:31
2	Geoff F	14:18:45	15:16:39	15:16:39
3	Tim P	14:18:32	15:24:00	15:24:00
4	Philip C	14:31:56	15:31:54	15:31:54
5	Gary P		15:23:11	15:23:11
6	Peter La	15:31:04		15:31:04



Tx B gave competitors lots of 'fun' investigating Bourne Pond, Abbey Field and the Cemetery. Only Team Merry made it look easy, their report is attached below.



MID-ESSEX DOUBLE 2025

WINNERS REPORT

At the start two weak signals were heard, both to the east. I plotted 90 degrees for station A and 110 for B. We were last to leave the start and headed east along the Colchester bypass. I had a stopping place in mind. It was at the roundabout on the A133. Ian and Larby also chose that spot for their second bearing. We got a good signal from station A but only a very weak signal from B, not strong enough to take a bearing on. Sense indicated that station B was west and not further to the east. So both stations were likely to be in the Colchester area.

We had overshot considerably, being twice the distance from the start as station A. (It turns out that almost all competitors did likewise.) We took the A road back to Colchester and spotted Geoffrey near Wivenhoe as we drove. We also took a bearing there which showed the A station as being in the NE part of Colchester. We had three bearings crossing at the same point and drove as close as we could.

Access to the area of interest was not obvious and we stopped briefly taking a rough bearing before moving the car to a better parking place. On foot we ran along a grassy field and crossed a road then along a track to an open area. A footpath led us uphill around the edge of a field and at the top there was a small woodland. We saw Tim there. Waited for a transmission and then saw Geoffrey and Phil. When the station came up everyone went along the same path and we all found Richard in short succession. Then back to the car.

Station B was stronger but still rather weak indicating that it was nearly back to the start. We then had to drive through Colchester to get to B. Not easy but I took a longer, safe route and somewhere on the A133 we stopped for another bearing. This time it indicated that the signal was from the south. It crossed with the bearing from the start in a built-up area. Not easy navigation but we went to where the bearings crossed, taking a sight bearing from a cricket club car park. It was very strong (for the first time). We moved the car to a nearby open field and parked up again.

There was nothing here to hide a station in, just green parkland with scattered trees. Following the signal, we went to an ex-barracks area and found some rough land with plenty of cover. This was good and the signal was extremely strong now. A few minutes later we found Roy in a bush, then found the TX and finally the nearby triffid. It flashed up the number 1. I then realised that being first here as our second station meant that we had won the contest. That was just before 3 o'clock.

We all met up at the Cricketers for a meal and some presentations – most enjoyable! Thanks to the TX operators, Richard and Roy.

