



# ***Kent Driver***

***April 2008***

- **Lionel Lee-Davy, a celebration.**
- **Tours Monet Rally— *The return of the Droop Snoop***
- **Borough 19 PCT**

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Volume 33 No 2



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# Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

The Club meets on the first and third Tuesday of the month at Maidstone Squash Club, Mote Park, Willow Way, Maidstone, ME15 7RN. at 8pm.  
New members are always welcome

Feb 2008  
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Club Website                      [www.mmkmc.co.uk](http://www.mmkmc.co.uk)  
Kent Driver Email : [gary.wood@clone-europe.com](mailto:gary.wood@clone-europe.com)

This magazine is compiled by the MMKMC Ltd and every care is taken to ensure the contents and information is correct, however the club cannot accept any responsibility for errors. The opinions expressed are not necessarily shared by the Editor or Officers of the Club.



# Editorial

The sad news of the death of Lionel Lee-Davy takes up a number of pages in this edition. I discovered that he was a former editor of this magazine in the 50's. Motor Sport does attract its fair share of "characters" and Lionel was certainly one of those. Reading Lyle's excellent tribute shows how much he packed into one lifetime, leaving us all with memories' and anecdotes to recount as his continuing legacy.

I hope many of you have visited the clubs new website which Thomas Grant has created. Its an excellent revision and although still under construction a great new asset to the club. This edition of the Kent Driver will be available for download as are some of the past volumes.

I am less than delighted to tell you I have discovered a place colder than Lydden, its Manby in Lincolnshire. Spent Easter Saturday competing in a single venue rally there, went to the loo it was sunny, came out to snow, ran back in and came out again to sleet. If you didn't like the weather wait 5 minutes because something new would come along.

Fortunately the new generator has enough power to run a kettle and fan heater together so we sat huddled in the back of the service barge keeping warm. The best bit was when we had a small fire in the car from a wiring problem, just let it burn, the warmth was welcome.

Autotests start next month – hope to see you there.

GW



## News

### Census 12 car Friday 11<sup>th</sup> April.

Starting from Pease Pottage services M23  
187/264335

Sign on from 7:30 car 1 start 8:00.

55 miles the route is mostly on map 187 with the last section on map 198 a photocopy of the relevant section will be supplied so you only need map 187.

Finish will be at the Royal Oak Wineham  
198/236205.

Entries and marshals contact Matt Fowle

07748020894 or e-mail

mattmdfowle@yahoo.co.uk

## Last Ever Kent Driver

Well it will be for you if you haven't renewed your membership ...

Membership forms are at the end of the Kent Driver of on the club website so don't delay get your dosh to Cathcart today !!!!!



# News

## CDMC Three Counties Tour on Sunday 18 May 2008

Dear all

This is a Touring Assembly with no competitive element intended as an opportunity for you to drive your classic car through the Kent, Surrey and Sussex lanes. However more modern cars may be accepted at the organiser's discretion.

The start and finish are as usual at the Whyteleafe Football Club in Church Lane Whyteleafe just off the A22. There is a coffee stop at the Llama Park in Ashdown Forest and a lunch stop in Paddock Wood.

All finishers receive an award and there are additionally Concours awards.

The start is from 9.15am and the finish from 4.30pm.

A crew of 2 is £60 including lunch and a full buffet at the finish. Extra passengers are £15.

Regulations are available now from the Secretary of the Meeting - Pam Douce  
163 Foxon Lane

Caterham

Surrey CR3 5SH

Evening phone number is 01883 343450

Entries are already coming in. Contact Pam soonest to avoid disappointment.

Please pass this on to anyone that you know who may be interested.

## Downs Historic Road Rally

Just to let you know ERMCM will be running the Downs Historic Road Rally on the 11th May 2008 details and regs on our website [eastbourneandrammc.co.uk](http://eastbourneandrammc.co.uk)

I would be grateful if you could forward this info to all Weald members for me.

Tim Smith

ERMCM



**ANNUAL DINNER AND AWARDS PRESENTATION**

**AT**

**PARK WOOD GOLF CLUB, CHESTNUT AVENUE**

**TATSFIELD, WESTERHAM, KENT**

**ON**

**SATURDAY 19 APRIL 2008**

**7.30PM for 8.00PM**

Contact Angie Lloyd, Ridglands, The Ridge,  
Woldingham, Surrey CR3 7AX

# LIONEL EDWARD LEE-DAVEY Squadron Leader RAF retired

Lee was born at Borough Green in April 1922. his father owned a number of local garages and Lee was brought up with motorbikes, cars, and engines and his enthusiasm and passion for most things that moved on wheels remained with him all of his life.

He went to Kings School Rochester and then when 18years old he applied for an interview with the RAF selection board. Since he had heard its members were biased towards ex public school pupils with a sporting record he boasted he had been

captain of cricket and rugger, although he had been awful at all sports, but he was selected by the board. During his training he just scraped through the written exams but his mechanical knowledge gave him a distinct advantage when working on the aircraft. As a trainee he had to fly solo after just seven and a half hours with an instructor and then went onto further training in Canada where he and his fellow trainees were treated like hero's when they travelled by train to Alberta. Once at the remote and snowbound Red Deer base the senior trainees brought the new boys down to earth by telling them that about three out of every four chaps get killed on every course.

Lee successfully won his wings and was chosen to pioneer a recruitment drive in Toronto by driving a white drop head Cadillac

around the city where he received the red carpet treatment together with the customary brass band welcome. When training and recruiting combined Lee flew in a V for Victory formation of bombers dropping propaganda leaflets flying so low that the residents thought it was an enemy attack. The climax was when the commander led the formation in line astern under the St Lawrence Bridge - this was not pre planned.

Lee's return to England was achieved by helping the war effort by delivering a brand new Lockheed Ventura medium range bomber stopping to refuel in Iceland.

## PERSONALITY PAGE

This is the second 'Personality page' we have had in "Kent Driver." We continue our new series with the Chairman, Lee Davey, and our Honorary Secretary, Bernard Birch. Next issue the Personalities will be George Butler and David Bailey.



LIONEL (LEE) DAVEY needs little introduction, his booming face and slightly portly figure being seen at every event. He has been the able Chairman for many months. In his mid 30's, he is Managing Director of a very successful Caravan Co. His tolerant (quote) wife Betty, has 2 boys Richard and Timothy. Lee has been a member for 8 years. He runs a 3.4 Jag, uses a Land Rover as a truck, or if in a small car mood uses Betty's Morris Minor. Lee has been highly placed in many Night Naves, between 53 and 56. An expanding business does not permit greater activity. He was Editor of the magazine from 53 to 55. He is a Member of the Caravan Club and Advanced Drivers Inst., and has been caught in a timed speed trap. Quote: "Wonderfully tolerant wife, who listens to motoring jargon being talked most of the time by the many motoring friends that visit our somewhat conveniently situated house on the A.20." There is always an open house, and these parties are to be recommended. You will NOT be allowed to leave until after 3.0 a.m. You have been warned.

BERNARD BIRCH is the Honorary Secretary of the Club, a post which he has held since 1956. He took over this task from Fred Newman, who is largely responsible for building up this Club to its present Membership. Bernard, with his quiet and reserved manner, is a very capable successor. His modest person, helps with the organisation of nearly every event, but he is rarely in "the headlights". Married, with a son, Christopher, he is in the Building business. He is approaching the "prime of his life". He has been a Member of the Club for 11 years, and runs a Walsley 4/44. His main successes have been in many and various Races, but he has competed in our Silverstone Race Meeting, as well as sprints, and the Auvergne. He is a member of the B.A.R.C., A.A., and R.A.C. Bernard was Social Secretary of the Club from 1950-1952, and Competitions Secretary from 1952-1956. He is conversant with all aspects of Motor Sport, and is a Mine of information. He is always willing to help and advise over any problem. The ideal and perfect Secretary.

Once back in England Lee was posted to Coastal Command flying from operational stations in Britain and then Gibraltar where the duties included escorting the Atlantic convoys and looking out for German U boats.

At the end of 1944 Lee was stationed at St Ivel doing a course on the new Ground Control Approach system which enabled planes to be talked down to land in bad weather. Lee would recall the night that two returning Halifax bombers reported in that no aerodrome would let them land due to the poor visibility and without any approval from a senior officer he guided the two aircraft using the GCA equipment for which he could have been court marshalled but instead was promoted to Squadron Leader at the age of twenty two and was posted to RAF Cranwell as senior flying control officer.



When war ended Lee was offered a permanent commission but he chose to return to civvy street and his passion for the motor trade setting up in business initially near to West Malling and then to Harrietsham where the Lee-Davey [Caravan] Group was to become one of Europe's leading car and caravan distributors



In 1950 his passion for cars lead to Lee joining the Maidstone & Mid Kent Motor Club of which he was to be the most enthusiastic and supportive member for over 57 years.

From the outset Lee competed in many events, initially in a Jowett Javelin, and then with a wide variety of cars, some of which took him to outright wins on night rallies.

During the 1950s and 60s he was much involved in the organisation of events especially, the Harold Sharp Rally.

He presented the Club with Trophies, bearing his name, which are being awarded to members to this day.

Within a couple of years of joining he became the Editor of the Club magazine, the Kent Driver, publishing a vastly improved bi monthly edition for the club members.

Lee was Chairman of the Club from 1958 to 1960 and again from 1962 to 1964. He was then President from 1968 to 1984, a period which witnessed many changes in the world of club motor sport .

Lee was always very involved with all Club activities and would happily join working parties preparing venues for events. Many will remember him arriving at the Dover Hill Climb, in his Rolls Royce, and stepping out, immaculately dressed as usual, and joining in with the working members, albeit he would be wearing his yellow marigolds.



He was very much a "night person" and if any members dared making an evening visit they were not likely to get home much before sunrise such were his persuasive powers in keeping you there. He would also make evening visits to his friends and on many occa-



sions his hosts, such as John and Joan Pocock, would nod off into a deep sleep, well after their normal bedtime, and then Lee, without waking them, would let himself out of their house.

As well as being a great entertainer Lee would also throw down the gauntlet to his guests and I remember the occasion when several of us were having "afternoon tea" at his Harrietsham home, when he boasted that he, on his David Brown Cropmaster tractor, could beat us in our cars down the length of his garden - he lost, and as a penalty we spent the rest of the afternoon replacing all the divots that had been torn out of his sacred lawn.

Not only did Lee own virtually every car that was worth owning, including his award winning 6 1/2 litre Bentley, but he also went into motor cycles and had a powerful BMW machine [to go with his BMW car]. This was fine, but Lee, being somewhat smaller than the motor bike, had problems with "wheelies" in keeping the front wheel on the road. He also needed help in getting the bike onto its stand and then, again, when departing, assistance was called for, to get his leg over onto the saddle, much to the amusement of those watching.

Through Lee's successful Caravan business he introduced several motor club members to the notorious International Caravan Road Rallies, held by the Caravan Club, from the 1956 to 1976. Lee had a good deal of success on these events with his immaculately prepared outfits.

In 1969 he persuaded me to go as co-driver, along with Mike Cockle on the maps, in a horrible little Simca car with a CI caravan on the back. I thought I was there for the ride but after about a hour into the all night navigation section, Lee asked me to take over the wheel, albeit I had never towed a caravan before. Lee spent the rest of the night in the back snoring his head off only to wake, as the sun was coming up, demanding his breakfast !

Following the 1969 event Lee retired from driving on the caravan rallies but I continued and in 1976 we achieved the outright win, for the Lee Davey / Drake & Fletcher Team. Lee was overjoyed with the result and the teams success. Unfortunately this was the last of the Caravan Road Rallies as the National Caravan Club Committee did not consider that the sight of outfits being driven at speeds up to 100 mph was compatible with its sedate code of conduct for ordinary members. Lee disagreed with this policy as he considered the rallies helped to dispel the frumpy image which he believed deterred younger owners.

The Lee Davey / Drake & Fletcher Team of three outfits were under Lee's strict command and were instructed to always travel in tight formation, to and from events, to achieve the maximum publicity impact, which it certainly did, especially the caravans with the painted flames streaming down their sides.

Lee was always looking for ways to be better and improve performance and his faithful staff at Harrietsham were continually modifying the outfits with Perspex in lieu of glass, paper crockery and plastic cutlery whereas most of the other crews would be carrying china and traditional cutlery, such was his quest for weight saving.

Another publicity stunt that Lee put us up to was a self propelled caravan - well propelled by two of the Team members pedaling away inside the caravan with tiller steering onto the jockey wheel - this stunt took place in London starting at Grosvenor Square and pedaling to Earls Court where the Caravan Exhibition was being held. How we got away with it I don't know but Lee was there chatting up all the policemen and getting them to give us priority through the streets of London.

I am very honoured to have the unique achievement of competing against Lee, competing with Lee, and competing for Lee.

Lee will be an unforgettable character and institution, his affable nature, shrewd business sense and humorous gift for story telling will be fondly remembered with true affection by all those who were lucky enough to know him.

Lyle Cathcart  
02/2008



## B19 Production Car Trial

On 10<sup>th</sup> February a bright sun morning we made our way to Chapman Hill Meopham for our first PCT of 2008. There was a sharp frost the night before making it easy to enter the venue without getting stuck in the entrance which is normally like a skating rink after a few cars have entered.

On arrival we signed on and the car was scrutineered. Arriving early we had plenty of time to look at the tests laid out, three in a sloping wooded area and one on a grass bank.



There was a large entry of 52 competitors in a various range of cars. MMKMC entries: - Class "A" Emma & Richard Olsen in a Citroen AX, Ray and Vicky Lane in an Austin Mini out of ten entries. Class "B" Dennis Usmar in a 1275 GT Mini out of 21 entries. Class "C" David Gill in a Peugeot 106, Brian & Thomas Grant in a Vauxhall Corsa, Gavin Lane and Anthony

Fisher in a Rover 114 out of 18 entries

Class "F" Two entries Ken Kimber and Glenn Canning in a NSU TT

The event started with a number of cars attempting Hill 3 before the grass bank thawed out and become too slippery. We attempted it, finding it very difficult to get any grip on the grass and just could not quite clean it. We didn't do any better on the second run. We moved onto Hill1, it was very tight in places and had a bomb hole in the middle. We didn't have any problems with it but large cars did find it too tight on some corners and problems negotiate the bomb hole. Hill 2 was mostly in the wood but the last section came out onto the grass bank, which caught a number of people out. Hill 4 was fairly straight forward winding between the trees and finishing on the grass bank.

Hill 5 had plenty of traction winding round the trees but at the top was very tight on an adverse camber, which nobody cleaned.

We had a break for lunch giving the organisers time to modify some of the hills and laid a new hill out on the opposite grass bank. We didn't have too much trouble with the modified hills except the new grass bank. The bank was very



slippery and everybody was struggling to find any grip.

We finished all the hills, packed up the car and watched the remaining cars attempt the rest of their hills. The results took a little time to collate due to the large entry.

MMKMC Placings:- Class "A" Richard Olsen 2<sup>nd</sup> Class 11<sup>th</sup> Overall  
 Emma Oslen 3<sup>rd</sup> Class 14<sup>th</sup> Overall  
 Vicky Lane Best lady 23<sup>rd</sup> Overall  
 Ray Lane 4<sup>th</sup> Class 16<sup>th</sup> Overall

Class "B" Dennis Usmar 2<sup>nd</sup> Class 4<sup>th</sup> Overall

Class "C" Anthony Fisher 3<sup>rd</sup> Class 10<sup>th</sup> Overall  
 Gavin lane 4<sup>th</sup> Class 12<sup>th</sup> Overall

Class "F" Ken Kimber 1<sup>st</sup> Class 13<sup>th</sup> Overall

Thanks to the organisers Borough19MC for a good day's motor sport.

Dennis Usmar





Dear Member,

## **DINNER DANCE & AWARDS CEREMONY – Friday, 25<sup>th</sup> April 2008**

It's that time of the year when we're still reeling from the cost of Christmas and, together with the "Winter Blues", can't really think about spending more money.

Well, you're in luck because we don't need any money until the end of March, by which time the Spring will be here (or almost!) and you'll be ready to 'party' and to help you get it underway we again have the **live band 'BURST'**. This year they will be playing for longer ('cos we're sorting out the timing better this year!).

Our 'Special Guest Speaker' is the **irrepressible EDWINA CURRIE** (see attached Flyer). She's a very eloquent and amusing speaker and who will also be promoting her chosen Charity, the Marie Curie Cancer Care, in addition we will, as usual, be supporting the Kent Air Ambulance.

We will be setting up an area in the Foyer / Bar where Edwina will be promoting & signing her books. She has very kindly advised that the royalties from the book sales at this event will also be donated to the Kent Air Ambulance Charity.

This Event gives you the opportunity to introduce potential new Members into the Club – so phone them, email them, do whatever you need to do to entice them along (you may of course have to pay for them too – so don't get too enthusiastic!).

The ticket price has been reduced to £35.00pp, a massive saving of 50p, so please complete and return the attached form enclosing your cheque made payable to MMKMC Ltd.

As I've explained in the Kent Driver, the new venue is the Ramada Hotel & Resort, Maidstone, known by many of us as the Great Danes, Hollingbourne. Many of the bedrooms and public areas have recently been refurbished including the Heart of Kent Suite where our Event will be held – so we're confident that a great evening will be enjoyed by all. We have agreed a Room rate of £45.00pp for the night based on two people sharing. This includes Breakfast and complementary use of the Seb Coe Health Club which has an indoor swimming pool, sauna, steam room, spa bath and gym. So arrive early and you can relax before partying the night away.

We received some great complaints sorry compliments, following last year's Event – so please get out your cheque book and 'rally' your friends now.

I look forward to receiving you money, oh! and the completed Booking Form.

Kind regards,

**Graham Wood**

The Old Forge, Upper Street

Hollingbourne, Maidstone, Kent ME17 1UW

Tel: 00 44 (0)1622 880006 Fax: 00 44 (0)1622 880585



photo: Andy Newbold



**GUEST  
SPEAKER**

*the irrepressible*  
**EDWINA  
CURRIE**

7.30pm for 8.00pm 25th April 2008  
**RAMADA HOTEL & RESORT (ex Great Danes)  
HOLLINGBOURNE**

**maidstone & mid kent motor club**  
**DINNER DANCE & AWARDS CEREMONY**

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email: [graham@portico-uk.com](mailto:graham@portico-uk.com)

"Biking the Baltic" 2008



Marie Curie Cancer Care

# The Droop Snoop Rides Again



**After 33 years of near total hibernation Vauxhall Firenza 'RKR 101M' is back in action and has completed it's first competitive event since 1975.**

**The "Droop Snoot", so called because of its distinctive front end was driven by Lyle Cathcart with son James as navigator and finished 14<sup>th</sup> in the Classic Rally Tours Monet Rally in March.**

**James Cathcart reports on the Droop Snoots long awaited return.**

There was a moment of silence and unspoken panic in the car as the engine refused to fire when the ignition key was turned just minutes before the start of the first rally. Surely the much anticipated return of RKR 101M was not going to be over before it had begun? After the third or fourth attempt it turned over and fired up and our event was underway.

We were one of 22 crews in cars ranging from an Austin A35 to a Peugeot 205



Rallye taking part in the first Classic Car Tours event of the season. The rally assembled at a motorway service station on the A16 near Abbeville in France where road books and rally plates were distributed ahead of two regularity sections through the lanes and villages south of the town. ( A Regularity Section is where cars have to follow a set route shown as a Tulip instruction or other short hand in the road book with distances measured to 1/100<sup>th</sup> of a mile. Traveling at an average speed of not more than 30mph cars aim to arrive at secret time controls on the correct second) . Shortly after leaving start the engine of the Firenza began missing, but a quick blast at full throttle down the motorway on the transport section seemed to clear it.

The last time the car was used in anger was in the autumn of 1975 when it was also driven by my father Lyle. Six months earlier he ( with long time co-driver Mike Cockle ) had driven the car in the 1975 International Caravan Road Rally. The car complete with caravan in tow was part of the Drake & Fletcher / Team Lee Davey outfit which won the team award. Vauxhall made 204 of the Firenza



Droop Snoots. RKR 101M is one of the original 21 pre-production which raced at Thruxton and then went into the ownership of Drake & Fletcher Maidstone.

Lyle has recently been re-united with the car and has spent the last 10 months preparing it for light/non damaging competition. We used the Monet Rally as a shake down to find out how the car handled and what improvement and repairs were needed after three decades resting in a barn. Amazingly, the car passed



it 's MOT first time and with new springs, new cam belt, new hoses and some new electrics fitted the car was put on the rolling road and tuned by Sanspeed in Bexley. With the addition of a Brantz Tripmeter, Rally Clock and new seat belts it was ready for use in road rallies again.

The first section on the Monet Rally used a Tulip diagram roadbook to indicate

the direction of travel at junctions and although navigation was relatively straight forward, it was the positioning of the controls ( eg 0.23mi last white post of the right, 0.12mi last white post on the right, 0.13mi last white post on the right ) which kept crews on their toes. The rally took us south from Abberville through the Somme and Seine valleys towards our overnight halt in Rouen. We passed through picturesque hamlets and fabulous chateaux in clear crisp spring-like weather. The second 'Regularity' used written route descriptions and land-



marks along side distances and ideal times. This is known as a "Jogularity". By the end of the first day we were placed 14<sup>th</sup> having dropped 22 seconds. While this shows a vast improvement on three or so years ago when we were picking up penalties of this size at a single control it's still a long way off the standard set by the three top crews who had shared the lead having with just 4 seconds of penalties of after day one.

Having covered some 100 miles the signs of the cars age and lack of use were beginning to show. Dad was having great difficulty in getting it in gear and although gear selection was never a strong point of the car the nature of the problem suggested a serious problem was lurking somewhere under the bonnet. In addition to that the earlier fuel problem which was making the engine stutter had worsened. The combination of these two mechanical problems were causing some concern and at one stage early retirement was contemplated.

After a sleepless night kept awake by the worry of the temperamental nature of the cars performance some remedial tinkering was made to the fuel system before breakfast. The advice had come in a series of text exchanges between dad and MMKMC President Mike Jordon. The first competitive section of Day 2 saw the rally head off into the forests around Rouen. The first control was sneakily positioned at the end of a long muddy and slippery lay-by and although I had the windscreen, side windows and boot.

The sting in the tail on this event was a tricky Tulip route accompanied by separate sheet of average speed tables. The secret time controls were placed at random points on the route and not necessarily on a junction ( or Tulip ). Somewhat surprisingly we coped with this relatively well and apart from one hold up behind a local car, penalties were smaller than expected. It was now the car which was causing more concern than the navigation. The gear box problems had got worse to the extent that it was by now impossible to select first gear altogether and moving through the other gears was almost as hard. The only solution when leaving from a stationary position was to turn the engine off, select first and then go. Once again a premature retirement was considered, but we stuck with it until the end of the last Regularity and picked up 10 seconds on that last part of the rally.

clutch rather than the gear box, so back at the hotel work was carried to manually adjust the clutch to its maximum which eased the gear selection issue. The

remedy was enough to allow us to get back to the ferry first thing the next morning.

RKR 101M finished 14<sup>th</sup> overall and while that wasn't as good as we'd hoped for at least the Droop Snoot had got us round. Ironically it was the crew that were more rusty than the car - spending much of the time trying to get back in the swing of things. However the mere fact that after over 30 years in retirement the "Droop Snoot" was not only back in competition, but had also completed the event was something of an achievement and gave us a sense of personal satisfaction.

The car is now due for a number of minor improvement and replacements before it's next outing. For the record the Monet Rally was won by Mark & Sue Godfrey in a 1966 MGB. They dropped 24 secs overall.







The Motor Sports Association - governing body of UK motor sport - has announced an extension in the level of insurance cover provided to clubs and MSA-licensed officials.

MSA cover has always been in place centrally to cover motor sport events and MSA officials in the course of their duties. However, MSA clubs have then taken out additional Public Liability insurance policies to cover injury to third parties and damage to their property arising from the social activities of the club.

In association with newly appointed insurance broker, JLT Sport, the MSA has been able to extend the existing third party cover to provide £5m of Public Liability insurance for member clubs' social activities with effect from 1 January 2008.

The MSA has written to all member clubs to draw their attention to the improved cover and to ensure that clubs do not renew their own club policies unnecessarily.

The MSA has also increased the Personal Accident cover for MSA Officials with effect from 1 January 2008, providing enhanced benefits additional to those already existing, as follows:

- Loss of speech: £32,500
- £50 per day hospitalization benefit capped at £500 any one loss
- £100 convalescence benefit
- £200 for broken arm, leg and £50 for all other broken bones capped at £500 any one accident

Colin Hilton, MSA Chief Executive:

"We are delighted to have been able to work with JLT Sport to secure these improved terms with effectively no additional cost to member clubs. As clubs had been negotiating on an individual basis, we believe that some had been paying premiums of as much as £700 per annum. We estimate that by co-ordinating this cover centrally, we are probably saving more than £100,000 of club expenditure. Thanks to the developing relationship with JLT Sport and the efforts that they are making on our business, the MSA is able to provide a significantly enhanced insurance programme for its member clubs and officials."

JLT Sport has launched a new website at [www.jltsport.com/msa](http://www.jltsport.com/msa) to provide all the insurance information required by clubs and organisations, including details of cover, advice on risk management and all the relevant claims and application forms.



Dear Colleague

The Motor Sports Association will announce the launch of a major marketing drive to attract thousands of new people into UK motor sport, either as participant, spectator or volunteer. This is the single biggest investment in the sport that the MSA has ever made and as such, we wanted to let you know of the plans before they became public. The press release below provides an outline, but further details will be announced at the official launch later this year.

This is an ambitious programme, but its success will largely be determined by the support we are able to gather from within the motor sport community.

In the coming days we will be asking all clubs and associations to advise whether they wish to be actively involved in the project, as it would clearly be counter-productive to direct potential new recruits to clubs or events that are not geared up to deal with them.

The message of the overall campaign is a simple one: 'motor sport is fun and exciting; get out there and have a look because there's something for everyone.'

I do hope that your club will support this promotion and do whatever it can to help us spread the word of motor sport around the UK.

Kind regards

Colin Hilton  
Chief Executive  
Motor Sports Association



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Dear Sirs,

I am chairperson of a wheelchair basketball club based in Folkestone Kent, catering for disabled, able bodied and people with learning disabilities. We currently raise a lot of our funds through recycling and are at present collecting car batteries and aluminium cans. We do hold a current waste transfer licence. I was hoping that you could possibly ask your members if they have any spare batteries laying around that they no longer need if they would consider letting us have them to raise funds for our club. The ability to hold a charge is unimportant. 3 of our members are also members of your club which is why I am approaching you. If you would like to pass my number on to anyone who could possibly help it would be much appreciated.

Looking forward to hearing from you.

Yours Sincerely

Tracy May