



Kent Driver

Christmas 2009

- **Championship Table 1969 & 2009**
- **Rally of the Tests**
- **Morocco GP Report**
- **Autotest Review**

**Celebrating the Art, Sport
and Pastime of Motoring Since 1935**

**Registered with
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Volume 34 No 4



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Maidstone & Mid Kent Motor Club Ltd.

Founded 1935

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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

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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.

Chairman's Christmas Address



Dear Members,

I hope you have all enjoyed your motorsport this year, and although Mother Nature tried her hardest, all events went ahead.

The events during 2009 have been an outstanding success, and I am sure you will join me in congratulating all those involved. Without the support and hard work of those people behind the scenes, these events would not be possible.

We had a good turnout for this years' AGM and would like to congratulate Roy on his selection of both venue and food. I would like all of our members to gather their views and opinions ready for our next AGM in May.

This summer we ran the Gymkhana again. This was a fantastic, fun day and very well supported. All who attended had great fun. We will certainly look to make this an annual event.

The Club arranged a pre-Christmas gathering with a meal, a first for many, many years. Over 30 members joined the celebrations so it looks as though it was a popular decision. Hopefully this can become an annual event.

2010 is the Clubs 75th year so in this edition of Kent Driver we have taken the opportunity of looking back over the years by digging into the Clubs archives and reproducing a selection of articles. While mentioning our 75th Year I hope you will all come and get the year off to a good start at the Dinner Dance and Awards Ceremony in February as we have arranged for Stuart Turner to be our special guest and present the awards.

Wishing everyone a very merry Christmas and a happy and prosperous New Year.

Best wishes and good luck with your motor sport in 2010.

Kind Regards,

Chris

**Annual Dinner Dance
&
Awards Ceremony 2010**

MOTORSPORT GIANT

STUART TURNER

**TO BE GUEST SPEAKER AT THE
MMKMC 75th ANNIVERSARY**

**Stuart Turner will be the Guest Speaker at the Maidstone & Mid Kent
Motor Club's Annual Dinner Dance & Awards Ceremony on
Friday 26th February 2010.**

Stuart was presented with the PRINCE MICHAEL AWARD OF MERIT (Motor Sports Council), by the Prince himself, earlier this year in recognition of nearly 60 years distinguished service to Motor Sport: as a competitor, UK Champion Rally Navigator (three years in succession), Sports Editor of 'Motoring News', Competitions Manager (BMC & Ford Motor Company). He played a key role in the development of a series of iconic Competition vehicles including the rallying Escorts, the RS200, Sierra RS500 and the Escort Cosworth. He is now voluntary Chief Executive of the Motorsport Safety Fund helping with initiatives to improve safety in Motorsport.

In addition to all of this, Stuart is an author of over twenty books on motor sport and business. He is a member of the Lord's Taverners and is a very amusing & entertaining After Dinner Speaker, winning a Benedictine After Dinner Speaker of the Year Award in 1988.

This Event will be a very enjoyable evening with a great Speaker and will be held at the Ramada Hotel & Resort, Hollingbourne near Maidstone on Friday 26th February 2010 at 7.30pm. It is open to Members & Non-Members so book your tickets early to guarantee a place.

TICKETS are available from Graham Wood on

info@portico-uk.com or 07785 544255, at £35.00 per ticket.

A BOOKING FORM IS ENCLOSED WITH THIS EDITION OF KENT DRIVER.

FROM THE BEGINNING - 1935 to 1938 :

The forthcoming year of 2010 sees our Club entering its 75th year since inauguration to enable the ordinary everyday motorist to obtain greater amusement from his motoring [*this was the original Aim and Object of the Club*].

The Maidstone & Mid Kent Motor Club was formed as the result of a chance meeting on a Tuesday morning, in January, at a well known coffee shop [Lyons], in the High Street, Maidstone, when two gentlemen entered the said establishment at the same time both carrying the current issue of "The Motor" magazine that had been published that day.

This report of this chance meeting was printed in the 1st & 2nd Monthly Bulletins ["In Passing"] as published by the Club in April and May 1937 issues as follows :

"Until that moment the two Members of the Community at Large were complete and utter strangers the one to the other, but only till then. The entrance to the Newsagents altered all that. You see, that entrance was designed for the orderly admission of orderly people one at a time. Far be it from me to suggest that our two friends are disorderly, but, I ask anyone, when two ordinary people arrive simultaneously at the same spot each intent upon the same objective, nothing but trouble can ensue and there was the very Grandmother of all rows in that narrow doorway. However, no sooner had they both gained admission than a simultaneous request for "Today's Motor please" issued forth. Instantly the prevalent tense atmosphere cleared, as if by magic, from Maidstone's worst to Margate's best.

"D'you run a car ?

"Yes. Morris 8. Why, do you ?"

"Yes. Austin 7. It's up the road - come and have a look."

And that was how it all started. Jack Rudge was the owner of the Morris and John Cane the owner of the Austin - and did they talk ! As a result a little acorn was brought into the world. This little acorn was destined to be come The Maidstone & Mid Kent Motor Club.

The first few weeks after its birth were difficult to say the least. The quantity of mid-night oil consumed, the early morning rising necessary - yes, these two, together with one Malcolm Ogg and Wigham Smeal, who had by this time been roped in - actually met at Cane's place at 7.30 am, for discussions as to the Pros, Cons, Possibilities and Problematics of making this new born acorn nationally famous. Present indications [April 1937] may shortly alter this to INTERNATIONALLY famous.

"Advertise" said Cane "That's it : Advertise ! " chorused the others. Advertise they did with dire results to their exchequer.

"The inaugural meeting of the Maidstone & Mid Kent Motor Club will be held at The

New Inn Hotel, on 25th March. Will all interested please attend at 8 pm."

Thus read the motoring public, and did they attend ? did they ? Yes 10 people precisely ! Cane did his level best to look cheerful and so did Rudge as they took their places at one end of the Ballroom and we, of the remainder, at the other. However , he opened the meeting with the usual remark, "would you mind coming forward please, there are plenty of seats at the front". Just as though we didn't know it seeing that some 150 chairs separated us. The writer obediently moved forward but being the only one to do so made himself thoroughly conspicuous as a consequence. The proceedings were quite informal but we all felt frightfully proud when he suggested that we were all to be appointed Committeemen forthwith. The first run, he told us, was scheduled for April 20th and would take the form of an average speed run over second class roads - no chassis breaking stuff or anything of that sort and no road-hogging. Well the weeks rolled by and our original 10 members reached 23 on the Thursday before the great day and everyone seemed mildly optimistic - Cane had spent hours on the route - would that hill [Detling Quarry ! !] be too steep [two sie's ! !] - there were a thousand and one things to be considered. The odd one as a matter of fact was a bloke by the name of Parkinson, since departed for the North, a good chap in many ways but a left winger when the rest of us were right and a right winger when we were left sort of thing. I don't think he agreed with anything - ever. And to crown it, on the Thursday before the run he wanted the course altered. Cane's face was a picture. But what a man - I ask you. He was persuaded to sit down eventually though.

Well the great day dawned and actually 20 members were present as Competitors [that is 87% for those interested in lower Maths] the remaining 3 acting as Marshals. Do you realise therefore Ladies & Gentlemen, that, that first run brought a 100% turnout: It augured well for the future - more of which anon !

F.H.G.

The author [F.H.G.] of the "In Passing" section of the Monthly Bulletins was a Founder Member named Frank Henry Gibbs a Commercial Traveller from Marden. The "Who's Who in the Club" read as follow :

GIBBS F.H [Rudge Nut] Difficult to be rude enough concerning this gentleman. One of the original 'select ten' and ever since the self appointed 'left wing' of the Committee. Besides this he is consistently rude and deprecating about Committee meetings in his Bulletin contribution "In Passing". Derives nickname from fiendish and unnatural desire to re-model the Club Badge on these lines. Is however a most efficient Press Secretary whom you should thank when you see your name in any of the Motoring Journals. Runs a Morris 8 [Ceres1] which attains more MPH. than any other we know. [Never mind Frankie - we like you ! Ed].

Reading the above much of it could well apply to the Club's members today some 75 yeas on !

The Club has been extremely fortunate in that a few years ago the son of a founder member handed to the late Lionel Lee-Davey a quantity of archive material which included several original copies of the Club's "Monthly Bulletins"

covering the period from April to September 1937 and then three copies of the renamed "Trials & Tribulations" the official organ of the Maidstone & Mid Kent Motor Club" complete with the Club badge as we know it today taking us up to August 1938.

If only we had a complete set of these Club magazines - can any members help here ?

I have a personal interest in the early years of the Club as my father was one of the founder members.

From the information to hand I would like to give you an insight into the Club activities up to August 1938 :

THE PRE WAR YEARS :

April 1937 :

Lands End Trial held over Easter attracted two entries from the Club - Hyland in Austin 7 and Mobbs in MG T plus nine members who went to Cornwall to act as observers on Bluehills Mine and start marshals on the toughest event on record.

The Standard Car Owners Club to hold the Kent Trial on Sunday 18th April.

Exhilarations on Sunday 2nd May - a series of Driving Tests worked into a route of approximately 40 miles.

Week end in Wales over Whitsun - apply to Gen Sec for information.

Sunbac Inter-Club Team Trial 24th April - two Club Teams have been nominated for this event held at Buxton. The "A" Team is Mobbs, Pentony, & Turnhill driving MGs, and the "B" Team are Hyland, Kennard, & Sharp driving Austin 7, MG, and Aston Martin.

Coronation Day - invitation from the Mayor of Maidstone to provide entertainment in Mote Park [similar to our present day gymkhana events !].

Included in a message from the Vice President [S.G.H.Davis] - "Today, with every possible sort of new legislation affecting motor cars, with the general outcry about driving on the road, a motor club can do a great deal of good".

A lady from the Club gate-crashed the Road Racing Track at the Grand opening by the Earl Howe on 22nd April and is probably the only lady to have driven round the track at Crystal Palace.

At the first A.G.M in the Club's history held on 21st April 1937 the Treasurer reported that the Club's finances were sound with a balance of £14.19.0 [£14.95]

May 1937:

Sunbac Inter-Club Team Trial - a very early departure from Maidstone saw the Teams complete the 60 mile course in Derbyshire which was a real chassis breaker. Only 13 of the 20 Teams finished and of the six Clubs that entered two teams only one other besides ourselves finished complete. On the night before the Trial our Teams practiced the Relay Driving Test and are considerably indebted to Maidstone Corporation for the loan of a public road for this purpose. The minor damage to the Teams cars did not

prevent the staging of a private Grand Prix on the homeward journey ! [1937 - Maidstone to Derbyshire do the Trial and back to Maidstone in a day ! not bad going !].

Wrothamania 2nd May - Route finding extraordinary - competitors were given a route card containing former times of arrival of Maidstone & District buses at different points. With the aid of a timetable navigators were able to plot the route !

RAC Rally 9th -13th March - This is not a road race but about 1000 miles to be covered at an average speed of 24 MPH. Leaving London at half minute intervals from 7 am on Tuesday morning crews headed for Cheltenham then through Gloucester to Monmouth, Abergavenny, Brecon, Carmarthen, to check in at 2.30am at Tenby. Leaving at 4.15am the route then went via Dinas Mawddwy, the famous Bwylch-y-Gros Pass, Dolgelly, Bala, all this in thick snow. On to Birkenhead, Wigan, Lancaster and across the Pennines to Scarborough. It was then through the night south via Biggleswade to the breakfast halt at Henley on Thames. From breakfast on to the last lap to the finish at mid day on Thursday at Hastings. The rally had lasted just over 50 hours for the Club crews !

June / July 1937 :

The forward to this issue recorded some of the events members had recently been competing on including The Edinburgh Trial at Whitsun, the Relay Race at Brooklands, The Berkhamsted Dancer's End Hill Climb, and The Blackpool Rally. The success of Club members in "invited" events is resulting in a constant stream of invitations from other clubs across the country to enter their events.

The Maidstone & Mid Kent Motor Club is now without contradiction "on the map". Recent Club events have seen good entries from members at the Gymkhana where the games included the Wiggle Woggle, the Scissors test, Head & Tail race, and Egg & Spoon race.

The All Day Rally was reported as a super event with 21 members entering their cars. At the end of the month 17 members and friends with 5 cars leave for the 15 day tour of the Rhine and the Black Forest.

August 1937 :

The Night Run was supported by 18 members in 7 cars who drove to Lulworth in Dorset where they all had a swim and a picnic lunch before driving home. This edition also included a report on the tour to Germany where the roads used varied from Belgian cobbles where speeds of over 40 mph were impossible to a 6 mile stretch of new Autobahn into Heidelberg.

The "In Passing" column included references by F.H.G as being "all agog over the performances being put up by the two Morris Eights in the hands of Rudge and Cathcart". The events on another Night Run to the Cheddar Gorge were also described including a 'glorious tear-up' to the coffee shop near Bath !

Each edition of the magazine included an update of the "Presidents Table" which was the annual aggregate scheme at the time. Interestingly no less than 45 members were credited with points.

September 1937 :

Forthcoming events included a Social Evening at The White Horse Inn on Bearsted Green where members and friends will be expected to join in with the singing, Dancing, Piano Playing and do the "Can-Can" together with Sausages & Mash all for 1/3d a ticket !

An event named "The Motorolio" to start at Wrotham and finish at Addington but going via Ashdown Forest was advertised confirming the secret route, named Flying Squad, would be handed out at the start.

Advanced warning was also given for the October Trial and also October Dance and the annual Dinner & Dance to be held in December.

October 1937 :

The Editorial makes reference to the closely fought battle for the Presidents Cup the winner of which will be decided at the last event of the season !

The "Motor Sports Club" has been established in London and the very reasonable subscription entitles members the use of the Club Rooms at Trafalgar Square in the West End.

F.H.G records in his "In Passing" column his experience as a passenger acting as "ballast" in an MG T driven by E.G.Mobbs in handicap race at Brooklands - The limit man in his 847cc MG gets away and in another 7 secs away go Tyrer's Rover and Cole's supercharged Austin 7, five more and Parker's very fast Lancia, Huxham's Morgan, and Weatherhead's MG T, and now its our turn engine at 5000 revs and now - down goes the flag, the revs drop a bit as the clutch bites but soon start piling up again with a snap change into Second and the terrific acceleration nearly throws me out of my seat. Third goes in on the Home Banking and Top as soon as the revs reach 5500. In the dive off the banking on to the Railway straight the needle leaps round to 6200 revs. The wind is terrific and although I am well down in the cockpit in order to keep wind resistance to a minimum the rain beats into my face like so many needles. Flat out now doing possibly 95 mph and it seems that Ted will never be able to get into the Byfleet at this speed - I watch him his hands working at the steering wheel and can see him literally fighting to keep the car to the line which experience has taught him to be the best. I can feel the car all the time trying to creep to the right. Never for one moment does he lift off the throttle - full bore all the time, and slowly but surely we are gaining on the leaders. We're approaching the fork now and pass the Austin and Morgan and Chard's MG. We are lying forth now and only a few yards separate us from the third man, Weatherhead, also in a T type. There's only 50 yards to go but we are still gaining - 2 lengths behind now - now its 1 length - now 2 yards - now a matter of feet, can we make it ? No, there's the finishing line and the chequered flag. Well that's that. I pushed back my goggles, swallow hard to burst the bubble in my ears caused by the wind pressure, yell congratulations to Ted for a grand effort. Did I get the wind up ? Never for a moment. Would I go again ? Just give me the opportunity !

December 1937 :

The Editorial starts with the continued plea for members to submit articles for inclusion in the Club magazine ! [*LC comment - where Have I heard that before*]

The Chief Constable for Kent was at the Annual Dinner & Dance and was promoting the "Chief Constable's Road Fellowship League" which as its fundamental aim is the promotion of better feelings between all classes of road users and the Police. It is felt that if more tolerance existed between motorists and the Police it would be a good result. While the Police in Maidstone are more courteous and tolerant than elsewhere in the Country. Is it too much to hope that, in forming the Road Fellowship League, that the Chief Constable has in mind some form of co-operation with 'man in the street' in relation to Maidstone's own traffic problems ? [*Maidstone still has problems in 2009 !*]

The Annual Dinner & Dance was a great success and the President's Cup was awarded to the winner Miss Vi Swift.

The Brian Lewis Trial has been run and the Bossom Trial will be the next event.

The Club has also introduced the Hospitals Voluntary Night Transport Scheme to which members are invited to enrol.

Five members have entered the M.C.C London to Exeter Trial.

The Club membership has now passed the 100 mark which includes 7 lady members.

April 1938 :

A report on the A.G.M is included and the Treasurers report that the Club's financial position showed a satisfactory balance of £37.12.1 [*£37.60*]. Unfortunately the Treasurer, Mr E.Gardner, had to resign as he is moving to another part of the Country.

It was proposed at this meeting that the Club should become a Limited Liability Company by Guarantee - this proposition was carried unanimously.

The matter of Club Premises was raised and a sub committee formed to forward this item.

Mr John Cane has also had to resign from the Club and was thanked for all his services since being a founder member, Competition Secretary, and Editor of the magazine.

The rules and regulations for the newly introduced "Bug Racing" were now available to members giving information on what you may and may not do to your Austin 7.

August 1938 :

Bug Racing at Hukins Farm, Biddenden on 28th August - any entries received after the closing date of 21st August will be rejected - you have been warned !

Members are invited to marshal at the Brooklands meeting on 10th September.

The Weymouth Night Run was cancelled due to only 4 entries being received ! Film Show of Club events to be held at the Pilgrims Rest at Wrotham.

Report of the Club members foreign tour to the Bavarian Alps in July.

Stop Press - Club Run on Sunday 4th September will be route finding to the coast.

Reliability Trials - the recommendations of the Joint Standing Sub-Committee of the Royal Automobile Club and the Auto-Cycle Union have now been published as included in this magazine edition.

An invitation has been received from the Kentish Border Car Club to take part in their Gymkhana to be held at Brand's Hatch Speedway, Kingsdown, on 18th September.

Reflections on the early magazines :

It is interesting to note how formal [by today's standards] the written content was especially with references to club members nearly always being by surname only with initials being added where two or more members shared a surname.

The impressive distances travelled by members in cars which today we would consider almost vintage using roads comparable to present day "B" or less standard roads albeit the number of "pot holes" was probably less than today especially in Kent. To travel to Derbyshire and back in a day including competing in an event and without the benefit of motorways was quite an achievement. Likewise the night runs to the West Country and Wales with "candle power" headlights was admirable as were the continental tours.

An analysis of the cars used by our members at this time taken from the magazine articles and records can be summarized as follows :

Austin 7	3no	Morris Minor	1no
Austin 7 Ulster	2no	Morris 8	1no
Austin 10	2no	Morris 10	2no
Austin 12	1no	Morris Series 1	5no
Alvis	1no	Morgan 4-4	2no
Aston Martin	1no	MG	6no
Bugatti	1no	MG T type	6no
Chrysler	1no	MG J2	3no
Daimler 15 Coupe	1no	MG PB Blown	1no
Ford 8	2no	MG Magnetite	1no
Ford 10	1no	Riley Saloon	1no
Ford V8	1no	Riley Kestrel	1no
Fraser Nash [Trials]	1no	Rolls Royce	1no
Hillman Minx	2no	Rover	1no
Hillman 14	1no	Singer	1no
Hillman Hawk Coupe	1no	Singer Le Mans	1no
Hornet Special	2no	Standard 12	1no
Hudson	1no	Wolseley 10/40	1no

Margate

RALLY & CONCOURS 27 - 28 - 29 JUNE 1952

The start was from the Bull Hotel, Larkfield, at 7.30 p.m. on Friday, 27th; here a certain amount of inconvenience was caused both to the competitors and organisers owing to the arrival of a large number of service coaches. All competitors were, however, dispatched on the road section of approximately 300 miles on time. Controls were set up at Horsham, Winchester, Burford and Guildford and competitors found that over good class roads it was reasonably easy to keep to the schedule and very few penalties were incurred.

One story with regard to this part of the Rally is, however, worth telling. A well-known member of our committee, on meeting a number of competitors proceeding in the opposite direction, suddenly realised that he was heading for home. As a result of arriving at the conclusion that he could not be the only one that was right, a hurried turn round was made and then to tack on to the rear of a well-known Rally competitor. When, however, this car pulled into the side of the road and the lady driver got out and entered a wood our member realised he could not undertake the same mission, so enquired of his co-driver (who by this time was fast asleep) what he should do, receiving a very hazy reply : "Keep going and. hope for the best." However, all's well that ends well and our member duly arrived at Charing without loss of marks.

Following the road section the competitors arrived in the early hours of Saturday, 28th, at the Swan Hotel, Charing, where the management had breakfast awaiting them.

After breakfast followed the Regularity Test. Over a distance of 32½ miles competitors were required to average 25 miles per hour, passing two secret checks at 12½ and 17½ miles. The penalty being 10 marks per minute, for being early or late at the checks or at the final control. This test proved more difficult than it appeared and many penalties were incurred; there were, however, five competitors who completed this test without loss of marks.

The eliminating tests were of the usual Rally type and the well known short hill climb at the Winter Gardens was again included. Here Gordon Hayward, making a really magnificent effort, finished up by making his Riley attempt to climb a lamp post and at the same time burying the timing equipment in a straw bale. (Exit Gordon).

In the evening the Mayor and Corporation of Margate entertained competitors, officials and friends at the Winter Gardens when the provisional results were announced.

On Sunday, 29th, the Concours d'Elegance was held at the Lawns, Palm Bay, when many of the Rally cars, following much hard work by their owners, were again on view in a spotless condition.

Points which stand out in one's mind with regard to the event, are the really fine per-

formance of Mr. S. J. Skinner, who with his 1910 Rolls Royce completed the road section without loss of marks and then turned out for the Concours on the Sunday, winning his Class. The extreme bad luck which befell Nancy Mitchell when rounding a hairpin bend in the Regularity Test only to find a lorry coming in the opposite direction on her side of the road, which resulted in damage to the front of her H.R.G., and perhaps most of all, the friendly spirit and good humour which prevailed throughout the Rally.

L.E.D.

The Maidstone and Mid Kent Motor Club Ltd

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Hon. Editor, L. DAVEY.

APRIL, 1954
EDITTORIAL

Due to the temporary shortage of articles to the series "My Latest Purchase," I find it convenient, although somewhat unusual, to couple my confidence in the series with these editorial lines, and you now have "MY LATEST PURCHASE."

It all started on the night of the Margate Motor Club's Annual Dinner Dance. At the end of the very pleasant evening I happened to be chatting with John Liddeli about "Performances." John had driven down from Maidstone with David Haynes in a Ford Consul and it seemed that David could claim an amazing performance for the "Five Star Consul."

An hour later David Bailey, myself, sister, and wives piled in to my Humber Snipe and motored steadily home towards Maidstone, we passed through Canterbury, when suddenly, WHOOOOOoPH!!-David Haynes whipped past in his Consul and with a scream of tortured rubber he was round the bends of the bridges and away. I immediately selected third cog, and with the loud pedal hard down we were away. Through Chilham, and along the concrete straight we moved past the Consul at 84 m.p.h. plus, but we were now on the bends and lifting the right toe for only a moment before toeing down through the first tightish corner was enough to see David flash through with all the power still "on" On the straight and up we came again, just in time to have a good rear view of the Consul being pushed through the next bend with the power still "on," and the next bend, and the next, and the power still "on." The Consul tyres screamed, with four black marks on the road, it looked impossible for a medium priced production saloon to be driven through corners at such speeds. Let me hasten to assure you that no risks were being taken and the car looked safe, it appeared to sit well on the road, and did not ever slide or lose its tail. Our Humber sighed with relief when the corners finished and the long straight road from Charing came into view. We were now able to stooge steadily at 75 m.p.h. (indicated) behind this exciting car, the smell of hot rubber had finished and the night was silent and still once again.

We pulled in for coffee, both David and John had enjoyed the run and seemed completely unconcerned.

From that moment I was thinking in FIVE STARS-CONSUL!! That was three months ago, and yesterday I parted with the Javelin OKM 888 with some regret but with the car two years old and the hazards of many rallies to be remembered, I feel it is right to start my New Year motoring with the new car.

EDITOR.

The following article written by the late David Haynes is reproduced from the January 1959 Kent Driver and depicts an entirely more relaxed Formula 1 scene than there is today.

Few magazines can claim to publish an article such as this, of a "behind the scenes picture of a Grand Prix" It is with very great pleasure we publish this exclusive article written by Club Member David Haynes, who is a personal friend of Stirling Moss. (EDITOR John Liddell)

TO CASABLANCA AND BACK (JUST)

Having made peace with my Bank Manager, and been "jabbed" against some "Un-British disease, I arrived at the home of Britain's No.1 Driver (he has beaten Hawthorn by a comfortable margin for this title). Departure of the Charter Flight to Casablanca, on which Stirling, Katie, myself and 74 other Drivers, Journalists, and enthusiasts were, booked, I was surprised to find that I had wakened the Moss household.

This slight hitch in timing was overcome by the quickest "up--coffee-pack and leave" I've ever seen, and a most interesting drive to the Airport in Stirling's new Aston resulted. I think one or two people on the Great West Road must have thought they were involved in the World Championship! However, we made the Airport just in time, and after the usual "Geffuffel" with a hoard of Press etc., who cornered Stirling and Katie, we eventually got onto the Plane and were off. I found to my pleasure that I was sitting next to a very charming girl friend of Mike Hawthorn's – no room on Mike's plane--fortunately. I must say this fact made the 5½ hours journey seem a lot less.

The Charter Company did us proud food and drink wise, serving Aperitif, Pate de Foie gras (whatever that may mean !), Chicken, Wine and Liqueurs, en-route. Our Arrival in Casablanca in a temperature of about 90°F, was enlivened by Stirling's first meeting on the Tarmac, in front of Newsreels etc., with the President of the Morocco Auto Club, a little man with the good old Scottish name of El Zisi. On being greeted, Stirling refused to shake hands with him and when asked "Why" by the Press, he said "Monsieur El Zisi is not a gentleman" which needless to say, caused no small stir. The reason for Stirling's behavior was quite simple. He had signed to drive in Los Angeles the previous week, and El Zisi was the first promoter ever to enforce an archaic F.I.A. regulation that states that a driver can be legally prevented from driving in a race more than 3,000 miles away, not of International Status, a week before he is booked to drive in a Grand Prix. 2,000 odd dollars worse off, one can understand Stirling feeling just a little

bit peeved.

We found that a local enthusiast had laid on a car for Stirling during his stay and, once through the complexities of Moroccan Immigration, we were soon bowling through the Countryside, passing the most primitive "Housing Estates" I have ever seen, *en-route* to our Hotel. This, I am happy to say was anything but primitive. It was a very modern Luxury Hotel, overlooking the Ocean. However, despite the European atmosphere, we soon got involved in Asiatic vagueness. Failure to believe that there could be any other Moss but Stirling, resulted in a booking for Mr. & Mrs, A. E: Moss (Stirling's Mother and Father) being totally ignored.

However the problem, serious because of very heavy bookings of the Racing Teams and Press, was resolved by moving Ken Gregory (Stirling's Manager) and myself, and doubling us up in a single room. To the relief of both of us - in twin beds!

After cocktails and an excellent dinner, Stirling found a game (Arabic Bar Billiards) at which none of us could beat him, so we played this delightfully vicious game until evening, but Stirling, was ready for bed.

I awoke the following day to the eternal brilliant sunshine and went out with Basil Cardew of Daily Express fame, and Stirling, to reconnoiter the circuit in a Riley Pathfinder. After about 3 laps of this 4½ mile circuit, Stirling seemed to have the whole thing weighed up and he did a fairly fast lap, dodging the odd Arab, while dictating to Basil Cardew the various gears he would be using, and his impression of various aspects of the Course. Broadly, his feeling was that it was a real drivers circuit, due to a number of full bore blind bends (And the best of Luck !). No sooner was this session finished than we did a lap or two with Pathé News filming from the rear, while Stirling gave a recorded commentary.

An early Lunch preceded practice which started at 2.15 p.m. and finished at 5 p.m. Due to the position of the pits, on a 165m.p.h straight, it was difficult to form much more of an impression other than that no one was exactly hanging about! After practice, Stirling said that he was not entirely happy with his car so better times were hoped for on Saturday.

In the evening, Stirling, Katie and myself, had dinner with a man who has been writing a series of articles for a Sunday paper on a certain young lady who was fairly closely associated with Stirling at one time. The Restaurant chosen was a delightful one, being right on top of the Cliffs, and open to the heavens. Over Dinner, Stirling stated that in order to get the lap record, he would probably start with half a tank of fuel and then, after he had built up a lead, call in for fuel. This seemed a rather fantastic idea, particularly to the gentleman from the press, who promptly phoned his Newspaper after Dinner. The result was that this "scoop" was front page news on Sunday. Unfortunately, *he* was a little premature as the idea was scrubbed on Saturday due to the difficulty of getting suitable equipment for dispensing the petrol and improved practice times.

After Dinner, Katie and Stirling hit the sack and Ken Gregory and I made an interesting excursion into Casablanca to study the nocturnal habits of the Asiatics!

A well known Sunday Newspaper would be more interested in my observations on this subject, I feel, than the Editor of the "Kent Driver." Suffice to say, the excursion was not dull !

Saturday morning once again brought sunshine and for me a far too early awakening. The B.B.C. Sportsview Team had laid on a Tour of Casablanca to obtain shots of Stirling fraternising with the Natives etc. It was extremely interesting as we visited many local sights, including the Law Courts, a fantastic Catholic Cathedral, and most interesting of all the genuine bedouin Medina" or Arab Section, from which we emerged resplendent in Fez's, and relieved that we had all been vaccinated.

Lunch followed and then the second practice, from which Stirling emerged 0.01 of a second behind Hawthorn. This was an improvement on the previous day, and as he is one of the very few drivers who is consistently faster in the race than in practice, he felt a little more cheerful. Considering the enormity and pitt falls of the job which lay ahead, he was no more "agitato" than before any race. (An example of how incredibly unconcerned he is before a race could be taken from Monaco 1956 when we were browsing round the shops just before the race. Suddenly Stirling looked at his watch and said "My God - the b....., race starts in ten minutes"! A quick sprint brought him to the pits and to a very agitated Ugolini-Team Manager for Maserati - who found it difficult to believe that Stirling just forgot the time")

A cocktail party given, by the British Ambassador, was followed by Dinner at the Hotel, and an early night for Stirling and Katie.

Not having any particular commitments on Sunday Ken Gregory, De Beaufort (a Dutch Driver) and I, once again decided that a trip into Casablanca might prove amusing. It did but I can't recall any funny stories!

Needless to say, Race Day was as sunny as ever and, after a ferocious game of Scrabble which Stirling won (as this was a rarity, Katie and I hoped it would be a good omen!), a bit of sunbathing and a light lunch, we left for the circuit.

The scene before the start was without doubt the most colourful I have ever seen at a Grand Prix. All the cars, in their multitude of colours, lined the pits with their Drivers and mechanics standing by. In front of the Royal Stands, opposite the Pits, were the Band and Troops of the Royal Guard in magnificent Arab Dress. In the distance we could hear the wail of sirens heralding the arrival of the King (formerly Sultan) of Morocco. Behind the "V" shaped flotilla of motor cycle out-riders stood the King in a magnificent white 59 model Lincoln Convertible, followed by car loads of his wives and officials, the former being somewhat more interesting than the latter. As they arrived at the Pits, the procession stopped, and the

King, after the usual amount of bowing and scraping by funny little men, with Fez's, walked down the line of Drivers', being introduced to each one in turn. When he arrived at Stirling, the King made a remark which he didn't understand and so he said "I beg your pardon" and the interpreter leapt forward, wagging his finger, saying "Please address all your remarks to me". We learnt afterwards that only a very few select people were ever allowed to speak to the King direct. From this custom one could possibly trace the origin of "The Middle Man"!

After the King's inspection, the serious business started and 25 mins. later, the flag fell for the start of a race which will always be remembered as a classic of tactics. I personally, have rarely felt so nervous or excited, as the task that had been set Stirling was so exceptionally stiff. He had to be first, and get the lap record to have a hope. How he tackled this, and his great triumph in achieving all that could have been asked of him is now common knowledge. (In my own view, three things in particular stood, out in the Race.

The fact that each time Phil Hill, in a light car specially prepared for the purpose of getting the lap record, regardless of anything else, took the lap record, Stirling, who had to nurse his machine to win, was able to "knock off" a lap in a time which seemed meteoric, and regain the Lap Record.

The masterly Slip Streaming of Mike Hawthorn by Tony Brooks which eventually put Tony in the lead until tragically he had to retire. It must be a great person who tangles with a man who has the World Championship in his sight just for the sake of a team mate.

Phil Hill's driving. Apart from the fact that Stirling sent him up the escape road once, he demonstrated without doubt, that he will be a force to be reckoned with, if Ferrari doesn't run him too much to orders, in the World Championship next year.

After the race was finished, and the Cameramen, Press and TV boys had had their "fill", we had a quick glass of Champagne with the ever hospitable B.P. Racing Service and a very glum Stirling drove us back to the Hotel. However a rest, a bath and a good "talking to" from his Father (there is no one for whom he has a greater respect), revived him a bit and we had an excellent Dinner. Motor Racing was barely discussed, as the terrible injuries of Stuart Lewis Evans had hit every-one very badly.

After Dinner, Stirling, Katie, David York (Team Manager) and myself left to go to the Prize Giving which we had been told was at ten o'clock. CALAMITY. We arrived to be greeted by a drunk band and a goat (The Mascot). The Prize Giving had been at 8 o'clock and the Band had been polishing off the drinks for the last ½ hour! The invitation we had, which we thought was for the Prize Giving, was, on closer examination found to be merely a "bun fight" given by the Morocco, Auto Club to honour the winner. In view of the fact that this DID start at ten, we high tailed it down there.

After a certain amount of fuss and bother, Stirling made peace in the necessary quarter and a very fine evening developed. Bags of everything being available!

The following day, Stirling and I woke relatively early and belted down to the Arab Quarter, in the heart of Casablanca and had an amusing time, haggling with the Westernised Asiatic Gentlemen, trying to buy a couple of "Poofs". We found a very high degree of unwritten Price Control as however high they started we couldn't get anyone to vary *below* a certain price on a standard article available in a number of bazaars. When we eventually purchased a couple from a ghastly *little* man who was a mere 2/0d. less than his competitors, we walked down past all the others and said "You're no good we buy from Jo for £1 under your price". We felt with a bit of luck, he might lose an ear or something for breaking the cartel!

This bit of business completed, we had to race back to the Hotel, pickup Katie and skate down to the airport-arriving in the nick of time.

Boarding the plane, and leaving the sunshine and fascination of the last 3 days behind, was a sad moment, and the thought of being in "Good Old England" in 5½ hours, didn't fill me with quite the wave of nostalgia that I gather some people feel. However, shortly after this, I viewed my potential arrival in an entirely different light. The conversation, on board our D6 Skymaster, was gay, the service just starting to look up, as an attractive air hostess moved our way with a tray load of aperitifs, when suddenly the plane gave a lurch and started to yore from side to side. To say there was a "deathly hush" would be an understatement. Everyone knew that "all was not well in the State of Denmark". Speculation ran riot. However, after what seemed an eternity, the Skipper announced over the loud speaker that he had found it necessary to feather the outside starboard engine, and that we would be making an emergency landing at Orly airport. This bit of information, delivered over the Alps, believe you and me, was not received with thunderous applause, in fact, I have never seen such a lot of worried faces. Funnily enough, Four top flight drivers who happened to be sitting near me, seemed more worried than any one. It appeared that they, preferred driving at 170 m.p.h. plus most weekends. This flying business struck them as a bit dodgy. Masten Gregory's crack when asked if he was worried seemed to sum up every one's feelings: He replied in his deep Texan Drawl "You'd better believe it Man". However, after some Comedian had stood up and said "Now if you'll all join me in a Hymn?" the air cleared a bit and a philosophical atmosphere developed.

Our approach to Orly was "cheered up" no end by the Skipper coming on the air and starting his remarks by "This is the last time I shall be speaking to you ..." Needless to say, the rest of his remarks were drowned in a rash of witticisms. Fortunately, we did make an excellent landing, but I doubt whether 76 people have ever been so glad to get on "terra firma".

At Orly, things, started to look up. Free food and drinks were laid on and the "rumour" went round that we might have to spend the night in Paris at the Air Lines' expense. Unfortunately, it was soon established that only 4 people would be staying overnight as another plane had been secured, but it was four seats short. For some extraordinary reason, they didn't have much difficulty in finding four people to stay behind! The 72 remaining, having thoroughly stocked up on Food and Vino, boarded the replacement plane, and a couple of uneventful hours later, arrived, thank goodness, in London 4½ hrs overdue and

very tired.

On reflection, the visit was rather like a dream, as so much happened in such a short time in a country so totally different from “good old Jolly” (as the Americans often refer to our Sceptred Isle).

However it was an experience that will long be remembered by me, particularly, for the way one man faced tragedy with such calmness - - “Pop” Lewis Evans, and another faced the frustration of losing by one point, his great life's ambition, with really great sportsmanship - Stirling Moss. I feel that the words of a little Belgian in our Hotel summed up the situation perfectly. He said “You English are very lucky now you have Stirling Moss and the World Champion”.

DAVID -HAYNES.



1958 Vanwall

Historical note

This article refers to the 1958 Morocco GP when Hawthorn beat Moss to the F1 World Championship by 1 point. Moss was driving for Vanwall which won the constructors title.

Moss believed the manner in which the battle was fought was as important as the outcome. When rival Mike Hawthorn was threatened with a penalty in the Boavista Urban Circuit in Porto, Portugal, Moss defended Hawthorn's actions. Had the penalty been applied Moss would have been Britain's first World Champion Stuart Lewis Evans Moss's team mate was airlifted back to the Royal Victoria Hospital East Grinstead, the foremost burns unit, where he died of his injuries 6 days later. Tony Vandervall never fully recovered from Lewis-Evans' death and withdrew from motorsport at the end of 1958.

WINDOWS RALLY 1959

The late arrival of our navigator only 10 minutes before we were due out (he had lost his way !), caused John to get in a bit of a flurry. Who knows what would have happened had he known that only seconds before he thrust the first route card in through the window we were keeping the bare wires of the navigators in the socket with an old plug.

We were underway swiftly and made steady progress through the 10 points of information and 5 controls of Section B. The code words were by no means prominently displayed but provided an accurate pin point was made, all were found without too much difficulty, although 3 latitude and longitude problems on the trot cost us 5 minutes.

An interesting comment that was heard from someone who watched the cars disappear round a sharp corner soon after the start—" their brake lights did not come on ! "

The controls in Kings Wood, Ulcombe, were a bit confusing since they were within 100 yards of each other, but each controlled one Section and competitors were running on both loops throughout the rally.

Section A, with 2 navigational problems, seemed easier but considering there were 6 time controls to visit it is understandable that all competitors lost marks.

All were in agreement that the rally was a great success and the choice of Three Horse Shoes at Ulcombe as rally H.Q. was particularly wise. Lee Davey is reputed to have eaten 6 slices of delicious meat pie that the landlord had provided.

Full marks to the organisers for an excellent rally, our very grateful thanks to the Rochester Club for providing all the marshals, and speaking personally, I now know of a very pleasant country pub where the food is good.

ERIC HATFIELD.

RESULT

	No.	Name	Marks Lost	Position	Class
Windows Challenge Trophy ...	8	J. La Trobe	9	1	B
The Dawe Navigation Trophy ...	8	E. Hatfield			
Best Maidstone & Mid-Kent MC. Member	39	C. E. Davis	13	2	A
Best Rochester, Chatham & District M.C. Member ...	6	F. M. Butler	25	3	B
Awards to next best Class A ...	28	K. Jordan	28	4	A
" " " " " " ...	10	B. V. Chambers	29	5	A
Award to next best Class B ...	11	A. Firmin	35	6	B
" " " " " " ...	4	J. Chitty	44	8	B

NATTER & NOGGIN, OCTOBER

One of the points of information during this rally was the registration of a derelict car. Several members complained that it wasn't there. One of the organisers offered to show him it for £5 which was not accepted.

A few days ago I met a farmer from that area and passed comment that we had a rally past his house. He remembered it very vividly—the chaps wanted to stop me taking away a wreck of a car I had bought months ago.

He chose to move the wreck at 8.30 p.m. on the night of our rally !

ERIC HATFIELD.

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U A.20 N

Seen in Sussex, on the rear window of a car, a printed label which read "Another Liberal." The owner had omitted to remove another label which read "Running in. Please Pass."

It is good to know that after the recent fire at the Rootes' factory, even their Competitors offered help.

Tests on tyre wear carried out in Belgium showed that tread wear was 50% less on a straight motor road than on a normal highway.

Seen in Wandsworth, a "Be a better driver" label—on a steam roller.

The French Government decree banning dangerous mascots is now in force, foreign visitors whose cars break this law will be warned.

When parking your car in a crowded Town, why not leave it in third gear, with the hand brake in the 'off' position, so as to cushion any likely bump from a fellow motorist parking his car?

The B.M.C. babies have another name :—"Tea caddy on castors."

Congratulations to the Ford Motor Company who have been expounding the virtues of a 3-speed gear box, side valve engine for years, and have at last decided that a 4-speed box, and O.H.V. engine is the answer. However, the 1172 has had a very 'Popular' innings and is still not out.

Rally news from New York of a Competitor whose speedo became U/S while Rallying. When stopped for speeding he pointed out that the only way he could determine his speed was to multiply the rev. counter reading by two. "Well, that's the way we'll fine you," said the Magistrate "Speeding 12.50 dollars, times two is 25 dollars. Next case . . ."

The B.H.P. on the new V8, 6230 cc Rolls Royce engine is not discoloured. This is customary.

The Volga & Moskvitch both have radiator shutters, and water heated induction systems.

The French Government are threatening to confiscate the driving licences of tax-dodgers, and they expect that whatever the effect on the revenue, this action will certainly solve the traffic problem.

Free to R.A.C. Members, a new booklet, "Know Your Motorway."

The R.A.C. have issued "Specifications for Go-Karts," obtainable from the R.A.C.

The R.A.C. Annual Conference take place on February 19th, 1960.

THE HOPPER RALLY 1960

This event, although receiving severe criticism from a number of competitors and the press, was one of the best " Nationals " held in Southern England for as long as I can remember.

The rally started from Brands Hatch Circuit and the first section was run at sensible average speed to Rainham.

After Rainham, the rally started in earnest. Eight very short sections on glorious rally roads south of Sittingbourne and across to Charing. This took toll of quite a number of competitors and at Charing where there was a period of ' dead time ' to the competitor's own choice my navigator, Vic Elford, had his first incident.

The next section was a three minute one and whilst Vic was getting the new card, I sat with the engine running and Vic's door open ready for him to jump into the car whilst it was already travelling at 20 m.p.h. Unfortunately he missed the door opening and threw himself on to the sharp part of the body on which the door shuts—he couldn't sit down for a week.

The next few sections headed generally south via Ashford, Cranbrook and Heathfield, to even better rally country, namely Pevensey Marshes where the maze of difficult ' white roads ' whittled the number of clean sheets at the supper stop, which was at Beachy Head, down to twelve.

From here, the next three sections were on easy main roads to a point north-west of Brighton and then came the six sections which caused most of the criticism. These sections traversed the top of the South Downs over roads which were difficult to define on the map and navigation in some cases had to be done on the trial and error method.

Everyone lost time here and several courting couples had their sessions disturbed by very effective roof lights! However, the results show that the more experienced competitors got through without losing too much time.

After this the route went north with seven excellent sections via Fittleworth and Haslemere to the A.30 cafe at Hook where there was a most welcome break of half an hour.

Two long main road sections followed still going north to four really tight sections, two of four minutes and two of two minutes around Burnham Beeches and then the final run in to London Airport and breakfast.

Congratulations to the Club and the Clerk of the Course for organising a fine rally which sorted out the sheep from the lambs as a National Rally should.

Even more congratulations to the 200 marshals who braved the elements and got us through controls as quick as was humanly possible.

And finally congratulations to Pat Moss and Stuart Turner for winning the event with a loss of only three minutes.

For myself may I say—same again next year please?

DAVID SEIGLE-MORRIS.

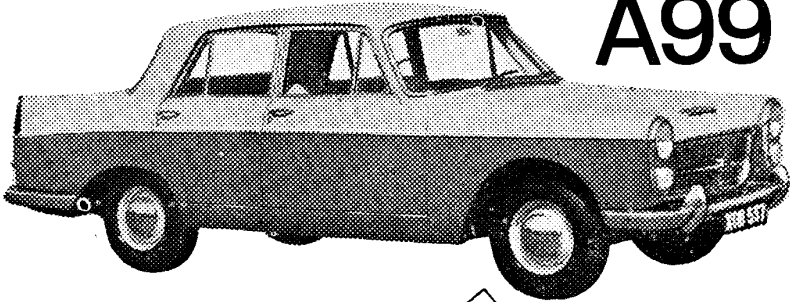
(The Clerk-of-the-Course informs me that every section on the ' Hopper ' was done clean by at least one competitor.)—THE EDITOR.

RESULTS FOR THE
NATIONAL "HOPPER" RALLY
 Saturday, 2-3rd April, 1960

- | | |
|---|--|
| 1. The Harold Fletcher Trophy and 100 Guineas | Miss Pat Moss |
| The Rootes Rally Trophy | S. Turner |
| 2. The Wilfred Pocock Trophy and 75 Guineas | G. D. Grimshaw |
| A Trophy | B. Melia |
| 3. A Trophy and 50 Guineas | R. N. Richards |
| A Trophy | G. C. Davies |
| 4. A Trophy and 25 Guineas | S. Clipston |
| 5. A Trophy and 15 Guineas | R. J. G. Smith |
| 6. A Trophy and 10 Guineas | D. Seigle-Morris |
| 7. A Trophy and 10 Guineas | E. Malkin |
| 8. A Trophy and 10 Guineas | H. J. Harper |
| 9. A Trophy and 10 Guineas | R. A. Clift |
| 10. A Trophy and 5 Guineas | I. D. L. Lewis |
| 11. A Trophy and 5 Guineas | G. Mabbs |
| 12. A Trophy and 5 Guineas | D. H. Ray |
| 13. A Trophy and 5 Guineas | J. Stedman |
| 14. A Trophy and 5 Guineas | J. Poulton |
| 15. A Trophy and 5 Guineas | J. R. Clarke |
| The Jane Waugh Trophy | D. Seigle-Morris |
| Team Award | D. Seigle-Morris; R. J. Smith; S. Clipston |

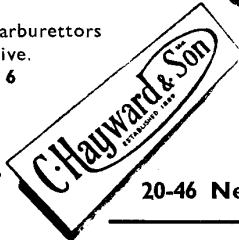
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 YEARS
 AHEAD**

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The following Club Championship table is from 1969 exactly Forty Years ago this month. The Championship was hotly contested in those days and as you will see many of the of the people listed are still members of the Club today.

Aggregate Award Championship 1969

Final Tables

Drivers Department

Well – it's all over at last – and what a finish it turned out to be. There are but 3 points separating the leaders and only 30 points between the first four.

Chris Daisy, after only 18 months of motorsport, takes the premier award, and last year's winner (Bob Piper) is a very close second, with Roy Cary and Chris Clarke taking 3rd and 4th spots.

The competition this year has been so close and of a high standard that the winner has had to average about 16 points per event - which means coming 1st or 2nd (in class) on Driving- Tests and Trials; 5th or 6th on Autocrosses; and the top ten rallies.

Next Season

As this trophy has not been won two years on the trot for a very long time it can be taken that Chris Daisy will be having a 'real go' next year for the 'double'. Bob Piper has said he will concentrate on autocross next year, but I think we shall see him trying to take his revenge on Chris. Roy Carey, who will not be chief marshalling two events next year, will certainly be a force to be reckoned with - had he not marshaled the Chico but competed and finished 11th or better he'd be the new champion. Also challenging again next year will be Chris Clarke, he has been going for another championship (Blackpalfrey) this year and looks like winning both of their trophies, and Roy has won the Isle of Sheppey championship.

So there it is for another year - Ian Pankhurst will be looking after the league tables next year-and I wish him well.

Why not come and have a go yourselves next year, and make the 1970 championship even closer than this year's.

The final placings were (subject to final scrutiny)

C Daisy	170	J Parham	83	J Knox	58
R Piper	167	G Paice	75	G Homewood	57
R Carey	156	M Siveyer	74	J Taylor	56
C Clarke	140	H Thompson	64	A Crawford	47
M Allen	94	M DiMarco	63	B Jenkins	44
E Nightingale	44	R Pilbeam	24	W H D Lowe	14
J Fernall	42	R McDougall	24	J Kennedy	14
R Longton	39	R Grant	24	N Moore	14
C Collett	37	B Bird	24	J Wilkins	13
Mrs Sibley	37	W S Durling	24	M Saffery	13
J Barnard	36	Miss Stevenson	23	D Jones	13
L Ferguson	36	J F Addy	23	D Williams	13
M Russell	36	T Gilks	23	T Beale	13
J Reymond	36	C Wallace	23	J Dimock	13
P Highwood	33	T Goke	23	R Calcutt	13
G Tancock	33	C O Jones	23	D Graeme	12
N Chouings	33	T Tagg	22	Mrs Butler	12
P Berad	33	S Stringer	22	P Fuller	12
T Thompson	32	L Parsons	22	R Newitt	12
R Gentry	32	I Pankurst	21	M Jones	12
J Henley	31	R Wallis	20	L Cathcart	12
N Whiting	31	D Camp	20	J Haydon	12
D Lambert	30	D Taylor	20	D Mercer	12
G Crabtree	30	C N Ramus	20	J Stevens	11
G Evens	30	D Cornew	20	S Brunning	11
C Piper	29	I Broughton	19	G Herbert	11
C R Sealey	28	B Piper	18	Rantry	11
M Butler	28	K Holland	18	Clayford	11
T Harmer	26	M Read	18	Phelps	11
R Wicken	26	R J Williams	17	B Joy	10
R Calcutt	26	Mrs Buckhurst	17	N Higgins	10
K Haselden	26	A S Dutch	17	A Nash	10
M Cannon	26	J Chapman	16	K Sharman	10
B Maning	25	R Emery	16	Shaw	10
D Hilton	25	L F Davis	15	P Baker	10
N Jackson	25	K Searle	15	J Chambers	10
M Day	24	M Whitehead	15	M Downwood	10
Mrs G Thomas	24	A Fever	15	S Walters	10
A Smith	10	J Latham	10	A Meopham	10
K Fowler	10	M Brandon	10	J Deith	10
P Underwood	10	J Keeble	10	R Tolsen	10
D Edmunson	10	M Whitehead	10	L Jarvis	10
T Tucker	10	R J Vaughn	10	Denham	10
R W Sibley	10	C Eastal	10	Amsh	10
S Fowler	10	D Pattenden	10	Morton	10
L Davis	10	J Gambs	10	Zoltowski	10

Navigators Department.

The Lee Davey Trophy has been won by JFJ for this year followed closely by Graham Herbert (Chris Clarkes navigator) with Denise Montgomery third and Peter Singleton 4th.

Final Positions

Navigator	Points - Events	Navigator	Points - Events
J Jenson	61 - 3	M Dalton	20 - 2
G Herbert	54 - 4	D Ralph	20 - 2
D Montgomery	40 - 4	H Wright	17
P Singleton	37 - 3	J Edwards	17
T Thompson	37 - 3	D Couling	16
M Siveyer	30 - 3	C Shields	15
N Millen	25 - 1	Mrs Stevenson	13
S Hill	24 - 1	M Eiffert	13
Mrs Beard	23 - 2	Mrs Butler	13
J Giddings	23 - 2	D Boichat	13
P Richardson	22 - 2	J Stuart	11
R Russell	20 - 2		

Those with 10: H Thompson; Collings; B Holland; T Peachey; Boughton; Stiles; G Thompson; Earl; Parker; Heaps; Fisher; Williams; Collett; Beale; Burton; Minguard; Beeson; McCabe; Haramn; Clarke; Claydon; Berad; Sward; Collier.

Drivers/Navigators Department.

Kick the Siv. (M Siveyer) as he is known, has won the Jupp Trophy and well deserved it is for it is he and Chris Daisy who started out together just 18 months ago. Congratulations too to Mrs Maureen Beard who came in second.

	Driver	Navigator	Total
M Siveyer	33	74	107
Mrs Beard	23	54	77
H Thompson	10	64	74
T Thompson	37	32	69
C Collett	10	37	39
R Williams	10	17	27
T Beale	10	13	23

Championship Standings for 2009

Please send Andy Jenner any outstanding or further results
To andrew@jenner44.wanadoo.co.uk

Club Driver			Young Driver		
1	Dave Cook	1695	1	Peter Ashwell	295
2	Lloyd Bass	1272	2	Toby Groves	276
3	Brian Sharpe	1206	3	Johnathan Hewat	274
4	Gavin Lane	997	4	Ed Ault	120
5	Ann Cook	917	5	Adam Ratcliff	65
6	Dennis Usmar	851	6	Joshua Phipps	60
7	Richard Olsen	797	7		
8	Ray Lane	755	8		
9	Kevin Haselden	631	9		
10	Jim Pullar	609	10		
Senior Driver			Lady Driver		
1	Ken Kimber	185	1	Ann Cook	917
2	Lyle Cathcart	91	2	Emma Olsen	440
3			3	Clair Atkinson	291
4			4	Jenny Fuller	171
5			5	Gemma Fulford	125
Road Rally Driver			Road Rally Navigator		
1	Kevin Haselden	222	1	Andy Gibson	222
2	Trevor Gilks	167	2	Liz Jordan	210
3	Mike Jordan	140	3	Maggie Gilks	167
4	Lyle Cathcart	91	4	James Cathcart	91
5	Chris Browne	65	5		
Special Stage Driver			Special Stage Navigator		
1	Ben Dawson	105	1	Trevor Gilks	75
2	Stuart Gilks	75	2	Liz Jordan	5
3	Kevin Haselden	45	3		
4			4		
5			5		

Navigational Scatter			Race Sprint Hillclimb		
1	Ray Lane	65	1	Paul Bernal-Ryan	390
2	Gavin Lane	65	2	Ron Davis	91
3	Robert Sharpe	45	3		
4	Brian Sharpe	45	4		
5			5		
Marshal			Car Trial		
1	Bruce Jenkins	130	1	Dennis Usmar	289
2	Andy Jenner	120	2	Ray Lane	215
3	Charlotte Jenner	110	3	Thomas Grant	196
4	Karen Chambers	100	4	Richard Olsen	194
5	Mike Jordan	100	5	Ken Kimber	187
6	John Ashwell	90	6	Barry Callen	157
7	Toby Cook	80	7	Brian Grant	154
8	Barry Callen	70	8	Emma Olsen	144
9	Liz Jordan	60	9	Gavin Lane	142
10	Steve Grove	60	10	Stuart Highwood	70
Grass Autotest			Tarmac Autotest		
1	Brian Sharpe	888	1	Dave Cook	860
2	Ann Cook	862	2	Lloyd Bass	742
3	Dave Cook	835	3	Chris Atkinson	692
4	Gavin Lane	730	4	Clair Chambers	291
5	Dennis Usmar	543	5	Brian Sharpe	226
6	Lloyd Bass	530	6	Jim Pullar	152
7	Ray Lane	475	7	Richard Olsen	60
8	Robert Sharpe	460	8	Ann Cook	55
9	Jim Pullar	457	9	Steve Stringer	59
10	Russel Ecclestone	420	10	Gavin Lane	40
			11	Steve Redsell	40
			12	Tomas Grant	38

Recent Club Events

Weald Trial

At the end of October Sevenoaks Club ran the Weald Trial for the second year running. Entries were up on last year with a number of our members taking part. We again contributed by running hills and autotests. Unfortunately Head-corn had to be cancelled as the weather had been so wet in the week leading



up to the event. The same nearly happened at our other venue at Hawhurst. This a new venue for us and this is the first time we have used it. Here we ran two autotests and three hills. On the day the weather was kind to us but it needed a lot of help from our ever willing marshals and a tow rope to make the day run smoothly. The tow rope was also needed for our Chairman who found that Range Rovers will not go everywhere particularly

with road pattern tyres. He had actually gone beyond the reach of any tow rope and if it had not been for some judicious tree pruning there would still be a Range Rover at Hawhurst!

Brian Lewis Trial

The weather again played havoc with this event. The intention was to run this years event at Hawhurst but our experience on the Weald Trail a couple of weeks before proved it would be difficult in the wet weather so we returned to



Otham by kind permission of Ian Betts. The event was run as two separate competitions, a Clubsport section for Club members and a National B that was a qualifying round for the ASEMC Championship.

The Saturday was a nice dry day as was the Sunday morning, but the heavens opened in late morning causing the event to be terminated after the first two runs. In spite of this the 33 competitors enjoyed the day and we still managed to get a re-

sult. The event also decided the outcome of the ASEMC Championship with the eventual winner being Jay Gossmith. Daren Hall was again unstoppable in the Clubsport section. It seems that mud has become the trade mark of the Brian Lewis Trial!!!

Christmas Party

Although this event was arranged at a very late stage 38 members and friends enjoyed a convivial evening at the Courtyard Restaurant at Faversham. Is this something that we should repeat in the years to come?



BAJ

For Sale – A pair of '60 period 7" Lucas Spot/Fog Lights –
2 x SFT700S
(1 x spot light with clear domed lens)
(1 x fog light with ribbed domed lens)
both in good condition

£ Offers

1 x Lucas FT/LR6/9 5.75" Fog light in fair condition

£ Offers

1 x Miller 5" spot light in fair condition

£ Offers

Offers for any of the above to barrycallen@btinternet.com or 07973-542414

Wanted – A pair of Halogen 7" spot/drive lights (Cibie, Hella, Marshall etc)

Contact the above if you have something I might be interested in. **Note**, as long as the glass and reflectors are sound, I do not mind having to do a bit of cleaning/painting/rewiring etc.

Rally of the Tests 2009.

The rally of the tests has been established as one of the best events in the UK for some time, especially if you are in to regularity rallies and good challenging tests on private land. Most of these tests are held in stately homes or farms and credit must go to the organisers Fred Bent and Anthony Preston who seem to produce excellent venues and quick reaction tests.



The 2009 event started from the usual luxurious golfing resort in Hexham where we had a leisurely day going through scrutineering and setting the trip. The prologue started on the Thursday night with a test in the hotel grounds which was exciting but with huge penalties if you went onto the golf course type grass. The tarmac on these roads is normally poor but we found quite a lot of grip. On then to 3 regularities

where we managed to keep penalties low despite a wrong slot and another test where we took some 3s off Frank Lenehan, ending up 5th o/a at the end of the night with 2 fastest in class on tests. This was about as good as it got!

Early start next day to the hotel up the road where another test was laid out complete with reverse flick – so glad we have a mini. This was unfortunately as far as Liz Jordan and Geoff Crabtree got with the big Merc, retiring with a broken gearbox. Retiring at this stage on these events is a real disappointment having paid a substantial fee for 4 days away.

All went well and we were keeping penalties on regularities and tests quite low until arrival at Darlington football club on a wide long fast test in the car park when there was a large bang and the driveshaft broke. We had to sit embarrassingly with cars going round us in the middle of the test until the end. Back up crew turned up, we found a supplier with a shaft 4 miles away and managed to change it but not before we had amassed huge penalties for missing 3 tests and 2 main time controls.

Rejoined the event on the night section and would have cleaned it but for following Jane Wignall who jumped in front of us at the time control. We took the next minute but kept catching them and waiting for their card to be signed, however we only dropped 3 minutes on this section. Despite it being a regularity rally, these night sections can be fast.

On to day 3. Two tests in and the carpet got hooked under the steering wheel bolt so we had to stop. After the lunch halt the headgasket blew. We called the backup crew who were there within half an hour. Went for the spare headgasket but it was in the van 100 miles away (who changed his mind and put it there????). We were just deciding whether to head for home when Frank Lenehan came by in his 997 cooper and produced one out of the door pocket so we changed it at the side of the road – the only time the sun shone all weekend!. Would it start – no! We had somehow misfitted the inlet manifold so that took another hour and another load of missed controls with their attendant penalties.

We went to the evening supper halt then on to some more tests and regularities but there was an ominous looking amount of steam present near the left wing. We kept topping the rad up but couldn't find the leak, so we carried on to the hotel just about staying in the event.

Next day started with torrential rain but we kept filling the rad with the milage between fills getting shorter. I was wet through, as was the car in and out, but we persevered into the showground test. Left the line but halfway through the brake pedal went to the floor. I tried to ignore it but it kept happening maybe we went faster, but eventually had to coast to the end of the test. This is it I thought but lurking behind the end of the test was the back up crew who replaced the split pin on the drive shaft.

Eventually milage between fill ups of water got down to about 20 miles so we called it a day and cut to the finish, in case someone was trying to tell us something! At least we didn't write it off on the last section.

Our profuse thanks must go to Peter and Betty Banham, Andy Inskip and Rob who kept us in the event almost became our personal service crew!

The car is currently in disgrace in Coventry being sorted out for Le Jog. We did not even win the spirit of the rally award. This went to Richard and Jon Sandilands in the Standard 10 who broke the diff in Hexham, travelled back to Cambridge, changed it and restarted the next day – they deserved it!

The event was won by Paul Wignall by 27s from Dermot Carnegie, both in Alfas. Winning actually depended on a time on 1 test – after 4 days!!

Frank Fennel was 3rd in another Alfa, there being 4 Alfas in the top 5 all prepared by Kevin Savage. Maybe we should get one of those!

KH

32nd 1969 9th 2009

NATIONAL AUTOTEST CHAMPIONSHIPS

A review of the 2009 season

Just a quick review on the 2009 AUTOTEST scene.

The **BTRDA** and the **MSA** championships are now finished with Hereford driver Alastair Moffatt (Mini special) ending the year as double champion – congratulations to Alastair, a worthy champion. Those of you who were there, would have seen Alastair in action at our **Kent Driver Autotest** back in May. But he didn't quite have things all his own way – more later.

Best Event

Once again, the prestigious title of 'best event' (out of 14) in the **BTRDA** championship goes to the **MMKMC Kent Driver Autotest**. The club will be presented with the (rather large) Flather Shield at the Luncheon on 31st January 2010 at Moor Hall, Sutton Coldfield.



The title is awarded to the highest scoring event, as voted for by the competitors – no mean feat as they can be a fussy bunch at times. So a special thanks must go to **Dave and Ann Cook**, the driving force behind the event, and all those who they conscript into helping. In particular **Karen Chambers** (results); **Lloyd Bass, Richard Olsen and Barry Callen** (muscle power); **Andy & Charlotte Jenner, Emma Olsen, Tim Mewett, Liz Jordan** and the

now **Mr & Mrs Browne** (start & finish teams); **Toby Cook** (rapid response on BMX) and all the marshals and helpers on the day.

MSA British Championship

This championship proved to be a fight to the end. **Dave Cook** (RS100E) took full advantage of the new class E, for road going Saloons, with an unequalled string of 8 out of 8 class wins, and lead the championship for most of the year. Both Richard Pinkney (Caterham) and John Moffatt (Nova) managing 7 out of 8. Alastair Moffatt (mini special) suffered two 2nd places but with FTD on the other five events, each gaining one extra point, meant he ended the year on 64 points (best 6). This left **Cook**, Pinkney and Moffatt jnr all equal second on 60. All was sorted with a tie decider, that gave Richard Pinkney a well deserved 2nd, John Moffatt 3rd and **Dave Cook** 4th, each winning their respective classes. The other two class winners were Stuart Perren (special) and Howard Everingham (Mini).



Three other MMK members made the big step of moving up to top level tarmac events, in the new class E. **Lloyd Bass** (nova) who is now totally hooked and building a 'proper' nova for 2010 did all 8 events and ended a very creditable 2nd in class. The other two; **Brian Sharpe** (charade) did 3 events, with **Thomas Grant** (KA) doing just one – the **Kent Driver**. I'm sure they both found it quite a challenge, but I know

they thoroughly enjoyed themselves and must be congratulated.

BTRDA National Championship

Alastair Moffatt did the double by winning the **Gold Star** championship on 159 points. He was pushed all the way by 2nd place man Stephen Wild (ABS) on 155 and 3rd placed Richard Pinkney on 153, who finally managed an FTD on the last event after a string of 8 second O/A's. MMK member **Chris Atkinson** (Subaru buggy) only managed to fit in nine events, and dropping his one really bad score left him 7th O/A



The **Silver Star** championship was also settled by a tie decider, as only best 8 scores are counted. This time, going in favour of **Dave Cook** for overall honours, with ten wins from ten events. This left 2008 champion Howard Everingham to take 2nd O/A with nine wins from 14 events. **Lloyd Bass** completed his steep learning curve and finished a creditable 5th O/A. Other MMK members were **Brian Sharpe** 26th, **Clair Atkinson** (Subaru buggy) 27th, **Jim Pullar** (micra) 31st and **Ann Cook** who did 2 events in the 100E (that deserves an award !) 34th out of 39



MAIDSTONE & MID KENT MOTOR CLUB LIMITED



Fixture List 2010

Event	Date
Scatter	14 th January
Dinner & Dance	26 th February
Scatter	18 th March
Tyrwhitt Drake Trial	28 th March
Evening Autotest	5 th May
Autotest Training Day	9 th May
Evening Autotest	12 th May
Annual General Meeting	18 th May
Evening Autotest	26 th May
Kent Driver Autotest	29 th May
Evening Autotest	9 th June
Evening Autotest	23 rd June
Evening Autotest	7 th July
Evening Autotest	4 th August
Gymkhana	8 th August
Evening Autotest	18 th August
Wings Autotest	12 th September
Weald Trial	10 th October
Scatter	18 th November
Brian Lewis Trial	21 st November
Christmas Party	7 th December

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