



Kent Driver

December 2012



- **Are You Legal?**



- **Sir Gawaine Baille**

- **Autotest Review 2012**



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Volume 37 No 5



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Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

The Club meets Park Gate on the A20 at Hollingbourne every third
Tuesday of the month around 20.00 hrs.
New members are always welcome

December 2012
Volume 37 No 5

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Editors' Rumblings

And so we count down to that annual “turkeyfest” we call Christmas, except of course the vegetarians, but then they can always have chicken as it’s not really meat. Now I don’t have anything against vegetarians but I have to say I am suspicious of anyone who can turn down a fresh bacon sarnie. No for me its cyclists I despise, first of all no bloke looks good in lycra, and if you have ever driven a truck in London you will understand my distain for the species. But I digress we are all licence holders here and confirmed petrolheads, the only pedals we are interested in are the brake, clutch and throttle.

In this edition we have a great article about Sir Gawaine Ballie, now that’s a name you couldn’t make up. It just conjures up images of a Victorian squire thrashing stable boys with his horse whip and leading scullery maids astray.

Continuing the Christmas and Victorian theme I am reminded of a former treasurer of ours, Ebenezer Cathcart, who distrustful of banks kept his savings under the mattress. Sadly he was killed when he fell out of bed one night and plunged 20ft to his death. We should also remember Bruce Haversham, the transvestite marshal forever wandering the autotest field in a threadbare hi vis vest he wore on his first event. Sadly my edition of Chris Browne’s Schooldays ends suddenly after reception class.

It is also traditional for the editor to thank those of you who have put finger to keyboard this year. As I sit staring at all the blank pages to fill each line you type has my eternal gratitude. In particular Andy Jenner who’s championship tables can pad out a good few pages when things look thin, Dennis Usmar who rustles up a good article and our own foreign correspondent Mr Gilks. Of course no edition of the KD would be complete without a mention of Mr Haselden, who whenever I need a few lines to pad out a page does something I can insult him about.

Of course no Christmas edition would be complete without a competition.



Can you spot the difference?



And how about a caption competition—my entry is “Must be time to pay the bill as Lyle is missing”.

Merry Christmas everyone

GW

Are You Legal?

One night at a club meeting I was spouting off about trailer regulations and was told to put it down on paper for the Kent Driver so other members enjoy learning about what you can and can't do.

Let me first clarify a couple of points, some of the issues I will discuss here are law and some are open to interpretation, usually by a VOSA official rather than traffic police who avoid this area like the plague.

If you go off competing then you will normally pass a VOSA checkpoint either at the Dartford tunnel or Leatherhead, both of which are 24/7 operations and if they are bored one day may ask you to call in for a little chat.



I thought I would first of all start with licences. If you passed your test after 31st December 1996 you will only have a Class B entitlement.

This means you cannot tow a trailer weighing greater than

750kg or drive a van over 3500kg. Those of us older than 34 who passed our tests before the cut-off date will have a C1 entitlement so we can drive up to 7500kg vehicles or any car/van/trailer combination not exceeding 7500kg. We can also drive a 7500kg truck with a 750kg trailer on the back.

Now comes the first catch – if you have C entitlement you can drive a rigid truck up to 32 tonne, and if you have C+E it's a an artic up to 44 tonne or rigid/drawbar to 44 tonne. What catches people out is although you can drive a 44 tonne artic you will often find you have a 107 code against the C1 category on your licence, which means you cannot tow anything greater than 750kg behind a 7.5 tonne truck.

If you have this restriction you will have to take a C1+E test which will allow you to drive a vehicle and trailer combination of up to 12 tonnes.

Now we know we can drive the vehicle legally we move into the area of



operator licencing and tachographs.

If you drive a vehicle over 7.5 tonne you must use a calibrated tachograph – writing *not for hire or reward* on the side makes no difference and you must adhere to driver's hour's regulations for rest and breaks.

If you are stopped by VOSA apart from some really heavy fines, if they are uncertain about your rest breaks they can make you park up for 11, 24 or 45 hours depending on how stroppy they feel.

Less than 7.5 tonne including van/trailer combination weighing over 3.5 tonne you only need to use a tachograph if you are driving commercially. We now move into a grey area, over the last couple of years VOSA, who are self-funding, have been prosecuting horseboxes, on the following grounds.

If you have a plain white horsebox under 7.5 tonne it's no tachograph and no operator's licence. If you use that horsebox to take a friends pony along for a "few quid" towards diesel it's a commercial activity so it's an operator's licence and you must use tachographs.

If you have written on the side of the horsebox "Sponsored by Go Faster Horse Feeds" again it's a commercial activity so operator's licence and tachographs.

VOSA, who are self-funding, have been prosecuting horseboxes

So let's apply this to motorsport and see what problems we have.

A plain white 7.5 tonne truck with your race car in the back – no tachograph or operator's licence.

You are Fred Smith Racing taking a customer's car to Silverstone in your plain white 7.5 tonne truck then its tachograph and standard national operator's licence. You are carrying out transport commercially so fall fully inside the regulations.

You have a 7.5 tonne truck with your car in the back but you are sponsored by the company you work for who give you goods or money to help pay for your racing. VOSA would argue that this is a commercial enterprise and therefore you need to use a tachograph and have at least a restricted operator's licence.

A restricted operator's licence allows you to only transport your own goods so don't think borrowing a mates truck who has this sort of licence would work as he is breaking the terms of his licence and he would be in big trouble.



I talk about a 7.5 tonne truck here but really it's any vehicle over 3.5 tonne so some of the large Iveco or Volkswagen vans fall into this category.

Let's look at probably the more common scenario.

Plain white van under 3.5 Tonne towing a trailer with car on it weighing 2 tonne, total weight 5.5 tonne so normally C1 entitlement on licence. No tacho needed and as the van is under 3.5 tonne no operator's licence either.

Add stickers to the car as required by the championship organisers I would strongly argue no commercial advantage to the user so therefore no requirement for a tachograph.

Add a sponsor to the car and or the van sign written with the name of a company you now move into a grey area. VOSA are normally interpreting this as a commercial enterprise, you are using the van and or car to promote a company and therefore should be using a tachograph. Of course if you are Fred Smith Racing towing a customer's car then a tachograph must be used.

If you use a van and tow a trailer for work over 1020kg then that vehicle

must be fitted with a tachograph and the driver(s) conform to driving rules. They can interpret taking a car to an event that is sponsored or with a van promoting a company in the same light. Of course a rental van is excluded so if you hired a van from your company you may be able to make a case.



At the end of the day you may well win the case but it will be of little comfort having spent 5 hours at Leatherhead waiting for someone to come out with a tow car to swop the trailer onto before VOSA will let you proceed.

There are some exclusions to licencing and tachographs but I can't see how any of them fit these scenarios.

Recovery vehicles are exempt while working within 100km of their base,

If you drive no more than 4 hours per day and the goods carried are for you work,

or you are no more that 50km from your base.

Utility vehicles – Ranger Rovers and pickups with a crew cab, basically a row of rear seats.

The safest bet has to be a plain white van with a car on a trailer, or if you use the “works” van some form of paperwork saying you are renting it. Last year VOSA targeted the horsebox users – how long will it be before they pick on us?

GW

Winter Slalom Report – November 2012

Following a fun year of throwing an MGB around the fields of Kent, occasionally getting that great feeling when its all going just right and dismayed that a year under a tarpaulin hadn't fixed my white Mini, I decided to move the mini on... (thank you Richard and Emma) and find something else to park in its space on the drive.

I knew I wanted something rear wheel drive and as simple as possible but with the rocketing prices of old fords, the days of a £500 Mk1 Escort post office find just don't exist ... (aarrgh why did I sell mine!)



2dr Yellow 1300XL... UML 540M where are you now?

A look through autotrader/pistonheads further confirmed that the idea of a 70's/80's rally car was well out of budget. An early (E30) BMW seemed an obvious choice but good examples of these are starting to creep up in value, not to mention hard to find and a few examples of the later (E36) models I looked at were either starting to look very tired or heading off to Eastern Europe.

Perhaps I needed to revise my criteria! I was looking for a rear wheel drive coupe / saloon and was trying to avoid anything that had dodgy ruined suspension and the interior trim removed because a) any journey longer than 10 miles is a pain and b) it places a car in Class E at auto-solos.

Fast forward to a very rainy day in early October, a previous discussion (possibly with a beer in hand) with Andy from 7oaks ringing in my ears, now had me rooting around in the 'bargains' section at the back of a second hand car dealer near Canterbury. A test drive and a general poke around revealed it seemed mostly solid (famous last words) but it had been sitting for a while and just had to be used properly.



A price agreed, hand-shake done - I now had a car to hurl around the fields and car parks of the south east.

Back in Yellow – Mazda Eunos Roadster 1.8 limited II

Yes I do realise its not a saloon or a coupe! I picked up the car too late to enter the Autumn solo at Sittingbourne, so arrived to help out with the stopwatches. It really is helpful seeing the different interpretations of the quickest route and being able to see the time. If you are thinking of entering an autosolo or autotest next year I'd encourage anyone to give this a go, there is always someone to help you out if required and the club always appreciates marshals.

I didn't have long to wait to have a 'play' as Jim Pullar announced a slalom at the same venue. For those of you who haven't attended a slalom its all forwards and could be completed without the handbrake (handy, found out mine doesn't work!).

I woke up on the 10th November looking forward to a sunny morning drive with the top down.... Oops forgot it was November. A drizzly drive over the Downs to Sittingbourne and arrived in time for scrutineering and sign on, a once over of the car from Ray Lane along with a helpful tip of how to keep the hood drain holes clear and then time for a walk.

A walk of the 1st two tests was accompanied by the rain trying to ease and the smell of bacon cooking in the clubhouse, in an attempt to les-



son my 'race weight' I managed to resist - this time.

A gentle start to the morning tests with the old phrase 'to finish first, first you have to finish' ringing in my ears, I managed the 1st 6 runs getting faster every run and

without a wrong route – result!

A chat with Brian Sharpe in the shuffling between tests about how to get the 'back round' resulted in a dabble with the black art of tyre pressures and the decision to use a bit more loud pedal.

The rest of the morning went smoothly, the fact I didn't have to open the bonnet between tests was a nice novelty!

Lunch break came followed by heading over to the football clubhouse which was opened for us for the day – it makes a nice change to be able to sit down in the dry, this time I couldn't resist a burger and pinching some of Robert Sharpe's chips when he wasn't looking.

Mid-point results were produced and the little Mazda was doing ok, Des had a great (if damp) morning in his Westie and pulled out a 12 second gap but the rest of the class were very close. So close in fact (and to see where/how) Andy Elcomb lent me his gopro to film a few runs.....

<http://youtu.be/i8yj6LevEjl>

I was relieved to hand it back in one piece!

The timing marshals had really got into their stride by the afternoon and the remaining runs were completed swiftly, helped by a quick decision from Jim to get us all done before the light was lost.

All packed up we were back in the clubhouse to hear the results and collect awards and to my surprise I had kept hold of 2nd in class, a good result for the cars first outing and, as a bonus, I could still drive it home!

Congratulations to Steve Groves in the Corsa for his FTD and to all the class winners and competitors.



It really was a good, fun event and I can't wait until the next one – keep up the good work.

Steve Watts

Special thanks to all the marshals and timekeepers, it was a grim, grizzly and very damp day to be standing about but they did a sterling job.

Sir Gawaine Ballie



As the recipient of the Sir Gawaine Ballie Trophy in 2011, a rather fine silver cigarette box, I was interested to read recently that a car he owned, a Jaguar XJ-S is currently up for sale at £12,000 should anybody be interested.

Sir Gawaine as you probably know was the son of Lady Ballie the last private owner of Leeds Castle, and must have had some connection with the Club to present the trophy.

As a boy I lived on the A20 between Leeds and Maidstone, can remember seeing Sir Gawaine driving a Ford Mustang in typical Carroll Shelby white and blue livery past our house. Along with a lot of other people of his generation, who had the resources so to do, he dabbled in motor racing.

Sir Gawaine's driving career began in 1956 when he first started racing a Lotus Eleven sports car. By 1958, he became a member of the Equip Endeavour team, earning several wins in a Jaguar Mark1 including the John Davy Trophy at Brands Hatch, as part of the inaugural British Sallon Car Championship.

By 1960, Sir Gawaine had purchased a Lotus Elite the must have car of that time and entered several rounds of the World Sports Car Championship, including his first attempt at the Le Mans 24 Hours. He raced this car (373 NPF) with Mike Parkes who went on to drive in Formula 1 after Sir Gawaine sold the Lotus.

In 1961, Sir Gawaine entered the Tour de France automobile competition, finishing second in the touring car category. The following year, he crashed his E type Jaguar during the same competition and fell 30 m down a hillside.

Sir Gawaine returned to the British Saloon Car Championship the following year, now campaigning an American-built Ford Galaxie. The Galaxie was also transported to Australia in 1964, where Sir Gawaine and Lex Davison entered the Sandown 6 Hours International.

After Sir Gawaine's Australian tour with the Galaxie, he purchased a Ford Mustang for the 1965 British Saloon Car Championship, finishing second in his class in the Championship behind his team mate Roy Pierpoint.

By 1967 Sir Gawaine had retired from racing. Sir Gawine died in 2003 aged 69.

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MMKMC CHAMPIONSHIPS - UPDATE NOVEMBER 2012

Following are the MMKMC Championships up to date as at 30 November 2012 compiled from MMKMC event results and any others supplied to me by members.

Everyone currently in position for awards at the end of the year have qualified by marshalling on an event at some stage during the year.

Don't forget any results for December events must be with me by 10 January 2013 latest in accordance with the Championship rules to enable the Final Championships to be published and awards engraved for the Dinner & Dance in February.

Best wishes for Christmas and the New Year

ANDY JENNER
Championship Secretary

MMKMC GRASS AUTOTEST SEASON REVIEW 2012

What a shocker! The great British summer didn't arrive until it was almost too late. I don't think anyone can recall the club having to cancel so many events ever before. On the plus side Jamie Freeman has bred a new strain of water resistant sheep which means the wool needs no further treatment to make it into waterproof clothing. What should have been the first event of the year, the Practice day was the first event to be cancelled and then re-arranged and then cancelled.

We finally managed to run our first event on 23 May with a bumper entry of 38 competitors. Perhaps they were worried they wouldn't get another chance to compete again with the continuing weather issues.

There were class wins for Kevin Lower, always a good spectacle in his RS2000, Steve Groves, Dave Hand, Bridge Carey and Richard Olsen.

One thing that doesn't seem to change was FTD to Daren Hall. With another event cancelled the next round didn't take place until 20 June. another good entry of 33. Bridge Carey again won the Juniors with other class winners being David Hand, Kevin Lower, Roy Carey and Brian Sharpe. Again Daren took FTD.

MMKMC GRASS AUTOTEST CHAMPIONSHIP 20

Event No:	Sub Total	21	22	23	24	TOTAL
TOBY COOK	156	15	15	15	15	216
BRIAN SHARPE	186					186
RICHARD OLSEN	164					164
DAVE COOK	134				12	146
EMMA OLSEN	106					106
DES CROCKER	89					89
JIM PULLAR	84					84
BRIDGE CAREY	77					77
STEPHEN WATTS	71					71
LIAM CARFRAE	68					68
ALAN STEADMAN	67					67
ROBERT SHARPE	65					65
CHRIS PRYOR	51					51
PHILIP DALTON	43					43
HANNAH MUNNINGS	41					41
STEVE GROVES	40					40
DENNIS USMAR	39					39
CATIE MUNNINGS	38					38
ROY RAYNER	38					38
MARK BEST	30					30
EMMA BUBB	28					28
BEN BARDELL	26					26
LYLE CATHCART	21					21
BRUCE JENKINS	20					20
RAY LANE	19					19
CALLUM GIBSON	15					15
TOBY GROVES	15					15
DAVID HAND	14					14
KEVIN HASELDEN	13					13
JOSH WILLIS	13					13
ALAN CARFRAE	12					12
GAVIN LANE	12					12
MARK NEWMAN	12					12
DOUG PULLAR	11					11
MILLIE GROVES	10					10
TIZIANO ARECCO	8					8
TIM NEWMAN	7					7
JAY WHITE	6					6
WAYNE MILTON	6					6
BEN LEIGH	5					5
PETER ASHWELL	4					4
BEN DAWSON	4					4
ALISTAIR PULLAR	4					4
MIKE DAWSON	3					3
JASON KHURTOO	3					3
DAVID GAY	3					3
ROY EDWARDS	3					3
JOSH SMITHERMAN	2					2
JOSHUA CLARKSON	2					2
SAMUEL KEEP	2					2
TOM KEEP	2					2
KATY NEWMAN	1					1
REBECCA MCLAREN	1					1

CLUB DRIVER OF THE YEAR

	Grass A/test	Tarmac A/test	Trials	Stage/Road Rally	Scatter Rally	Race/Sprint	TOTAL
BRIAN SHARPE	186	119			42		347
DAVE COOK	146	95					241
RICHARD OLSEN	164	20	23		22		229
EMMA OLSEN	106	8	22		22		158
DES CROCKER	89	21			30		140
JIM PULLAR	84	31					115
ROBERT SHARPE	65				42		107
STEPHEN WATTS	71	12					83
ALAN STEADMAN	67	8					75
DENNIS USMAR	39		25				64
STEVE GROVES	40	12			6		58
TIM MEWETT		23		24			47
PHILIP DALTON	43	4					47
ROY RAYNER	38	5					43
LYLE CATHCART	21	8		5			34
RAY LANE	19		12				31
JAMES MUIR		20		6			26
KEVIN HASELDEN	13	4		7			24
CHRIS BROWNE				12		10	22
GAVIN LANE	12		4				16
ALAN CARFRAE	12			4			16
REBECCA MCLAREN	1	6			6		13
MIKE DAWSON	3	6					9
BEN DAWSON	4			1			5

LADY DRIVER OF THE YEAR

	Grass A/Test	Tarmac A/Test	Trials	Scatters	TOTAL
EMMA OLSEN	106	8	22	22	158
REBECCA MCLAREN	1	6		6	13

SENIOR DRIVER OF THE YEAR

	Grass A/test	Tarmac A/Test	Trials	Stage Rally	Scatter	Road Rally	TOTAL
ROBERT SHARPE	65				42		107
DENNIS USMAR	39		25				64
LYLE CATHCART	21	8				5	34

YOUNG DRIVER OF THE YEAR

	Grass A/test	Tarmac A/test	Trials	Race/Sprint	TOTAL
TOBY COOK	216	64			280
BRIDGE CAREY	77				77
LIAM CARFRAE	68				68
HANNAH MUNNINGS	41				41
CATIE MUNNINGS	38				38
EMMA BUBB	28				28
CALLUM GIBSON	15				15
MILLIE GROVES	10				10
TIZIANO ARECCO	8				8
TIM NEWMAN	7				7
PETER ASHWELL	4				4
KATY NEWMAN	1				1

To try and catch up for lost events an extra was put in for Sunday 24th June but of course it got cancelled so the next event was 4 July. Another strong entry with 36 competitors. A change in the Junior category saw Toby Cook take the honours with class wins again for Kevin Lower, Brian Sharpe and Richard Olsen. Amazingly Robert Sharpe won his class in his Citroen Picasso proving you can enter anything and have a go! No prizes for guessing who was FTD again.

So onto the 1st August, another 4 week gap before our next event. 31 competitors came down to play for this one with class wins going to Royston Carey, Dave Cook, Kevin Lower, Robert Sharpe and Toby Cook. No surprise who was FTD again.

We actually managed to fit in another event two weeks later on 15th August. Another good entry of 27 with a couple of new class winners, Jim Pullar in class B and Des Crocker in D. Toby Cook and Royston Carey again made up the other class wins and as usual Daren took FTD.

A fortnight later and we actually managed 3 scheduled events in a row! I think the holiday season must have affected numbers slightly as we only had 20 entries but as it turned out that might not have been such a bad thing as the evening drew in quickly. We had a new winner in the Junior section, Liam Carfrae and other class wins for Richard Olsen, Brian Sharpe, Wayne Milton and Kevin Lower. This time it was Kevin's turn to prove you can compete in almost anything using his large Nissan Skyline. Again FTD went to that Daren Hall chap.

So that was the end of the Evening series. Thanks to all the Clerks of the Course who actually managed to run an event and to those who offered but the weather conspired against.

Also thanks should go to Bruce Jenkins who now has a direct hotline to the airfield for his continued efforts to re arrange dates to try and fill in for the events lost.

Thanks to Hilary for looking after signing - on at each event and to myself for the results!

We did struggle for marshals on a couple of events so if anyone can bring along a "plus one" next year it would be greatly appreciated as

without marshals the events will not run.

And so on to the Wings Autotest our all day end of season finale on Sunday 2 September .

Again Richard Olsen was Clerk of the Course. 21 competitors turned up for 6 tests run twice in the morning and another 6 run twice in the afternoon. Kevin Lower again won his class along with wins for Liam Carfrae, Chris Pryor and Jim Pullar . FTD , surprise,surprise went to Daren Hall who not only collected his official MMKMC medal but also Richard's own handcrafted award.

Richard also made a large metal spider for the "name the spider" competition to raise funds for Demelsa House Childrens charity. This was won by Catie Munnings for the name Jeff.

Again however the event nearly didn't run as we had no marshals! So it was down to Richard , Bruce (officially Steward so shouldn't really marshal) and myself to marshal 3 tests and then move on to do another 3.

Fortunately we had a few late risers turn up to help in the afternoon. So that ends another year. Lets hope 2013 runs to schedule. Clerks of the Course expect an e mail early in the New Year requesting your services again.

Well Done to all the award winners especially Kevin Lower who won his class on every event and to Daren doing the same with FTD on every event. Is somebody going to beat him next year?

Finally and probably the most important thank you goes to Jamie Freeman for the continued use of his fields which to quote a well known advert is "probably the best Grass Autotest venue in the South East"

AJ

MMKMC AUTOSOLO 13 OCTOBER 2012

The second running of this event at Central Stadium , Sittingbourne saw an increased entry from 2011 , up to 31 entries of which 30 actually started the event.

Jim Pullar was again Clerk of the Course and after much thought on his part he designed four tests which better utilised the available space compared to last years tests.

Like last year the event saw a range of vehicles from Micra's and MX5's to Historics including Escorts Mk1 & 2 , Volvo Amazon and of course Mr Cooks "RS100E". Other intriguing entries were Smart Roadster and TVR Chimaera which if nothing else would have won the award had there been one for "most impressive sound of the day" The event started right on time and like last year to give each time-keeper time to settle in they all timed one car each with only one car on the test at a time to get a feel of things. After that the cars were fed in quicker so there was one car ready to start one just finishing and one car roughly half way round to ensure we got through all the tests. The event ran very well with a rolling changeover of competitors to marshals to their rest period ensuring that other than the lunch halt the event ran pretty much continuously .

Halfway through with results of the first two tests posted (best two times of three runs at each test to count)there were some close battles developing, notably Class F (Historics) where there was just 0.8 sec seperating Tim Mewett in the Team Jordan RS2000 and Dave Cook in the 100E.

After a spell of rain which fortunately coincided in the most part with lunch the afternoon battle commenced with the tests time wise at least slightly shorter. The close battles then got even closer , the closest being in the Historics with a mere 0.6 sec between first and second. Thanks must go again to Jim Pullar for putting on a great event , Ray Lane for scrutineering , Bruce Jenkins for results and to the Time-keeping team of Helen Crocker, Tom Thompson ,Paul Thornton and Alan and Liam Carfrae led by myself!

Also thanks to Dave Cook for his behind the scenes work regarding the venue and liaison with the local council.

Award winners:

Class A

1st Kevin Lower Ford Ka
2nd Brian Sharpe Daihatsu Charade
3rd Zach Lower Ford Ka

Class B

1st Ian Mepham BMW
2nd Richard Olsen MG ZR
3rd Ben Greenfield Pug 106

Class D

1st Andy Elcomb MX5
2nd David Balderson MGF
3rd Paul Vincent MX5

Class E

1st Des Crocker Westfield

Class F

1st Tim Mewett RS 2000
2nd Dave Cook RS100E
3rd James Muir RS 2000

FTD

Paul Prescott Mini 1275

Full results can be viewed on the clubs website.

AJ

Fixture List 2013

Event	Day	Clerk of Course	Date
Scatter	Thursday	Tom Solomon	17 th January
Awards Dinner	Saturday	Graham Wood	23 rd February
Scatter	Thursday	Tom Solomon	21 st March
Tyrwhitt Drake Car Trial	Sunday	Tom Thompson	7 th April
Autotest Training Day	Sunday	Steve Stringer	28 th April
Evening Autotest	Wednesday	TBA	1 st May
Evening Autotest	Wednesday	TBA	8 th May
Annual General Meeting	Tuesday	Bruce Jenkins	14 th May
Evening Autotest	Wednesday	TBA	22 nd May
Crystal Palace Sprint *	Sunday/Monday	Bruce Jenkins	26 th /27 th May
Evening Autotest	Wednesday	TBA	5 th June
Kent Driver Autotest	Saturday	(Provisional)	8 th June
Evening Autotest	Wednesday	TBA	19 th June
Evening Autotest	Wednesday	TBA	3 rd July
Evening Autotest	Wednesday	TBA	17 th July
Summer Slalom	Sunday	Andy Jenner	21 st July
Evening Autotest	Wednesday	TBA	31 st July
Combined OPS Show (IMPS)	Saturday/Sunday	Lyle Cathcart	17 th & 18 th August
Evening Autotest	Wednesday	TBA	21 st August
Treasure Hunt	Sunday	Tom Solomon	4 th August
Wings Autotest	Sunday	Richard Olsen	1 st September
Autosolo	Saturday	Jim Pullar	12 th October
Scatter	Thursday	Tom Solomon	14 th November
All Day Tarmac Autotest	Saturday	Jim Pullar	9 th November
Brian Lewis Car Trial	Sunday	Tom Thompson	17 th November (Date may change)
Christmas Party	Tuesday	Bruce Jenkins	3 rd December

Regulations for all events will be available on the Club Website throughout the year.

www.mmkmc.co.uk

Don't forget to enter the ASEMC Trials, Autotest and Speed Championships.

www.ASEMC.co.uk

ANNUAL SUBSCRIPTION 2013

The club are pleased to confirm that for the ninth successive year their will be NO increase in the Annual Subscription which will remain at :

Full Membership fee - £15.00 per annum

Family members who are resident at Full Members address - £7.00 each per annum

Junior Membership [where not a Family Member] £7.00 per annum

Even if you are already a Member please complete an application form and send it to Lyle Cathcart with your remittance to keep your details up to date.

In accordance with the Rules of the Club your Annual Subscription for 2013 is due on 1st January 2013

The Hon. Treasurer :-

**Lyle Cathcart
Windy Croft
Bimbury Lane
Detling**

MAIDSTONE & MID KENT MOTOR CLUB Ltd.

MEMBERSHIP APPLICATION FORM 2013

I am / wish to become a Full / Family member of the Maidstone & Mid Kent Motor Club Limited and undertake to abide by the Rules of the Club, which are available on request.

PLEASE COMPLETE IN BLOCK CAPITALS

Class of membership: Full (individual) [1] / Family [2], see below.

Full Name [1] Mr/Mrs/Miss/Ms	
Full Name(s) [2] (additional members) Mr/Mrs/Miss/Ms	
Full Address, and postcode.	
Occupation	
Age (if under 18)	
Home Tel No	
Work/Mobile	
eMail address	
Vehicles Owned	



Motor Sport Interests / Successes / Activities	
---	--

Would you like to organise or assist with the following – indicate with **Organise, Assist, Compete, Spectate**, as applicable :

Autotests	
Production Car Trials	
Sporting Trials	
Speed events	
Road Rallies/Scatters	

Stage Rallies	
Club Magazine	
Club records/archives	
Club equipment	
Social Activities	

Signed:

[1] [2]

I enclose **£15.00** annual Full Membership fee, and a further **£7.00** [each] for Family Membership – for Spouse, Partner, Sons & Daughters resident at Full Members address only – all mailings of Kent Driver, etc, to the Full Member only. [All memberships are renewable each 1st January]

Annual Junior membership is **£7.00** [does not qualify for additional family Members]

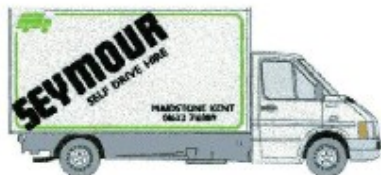
Please make cheques payable to "MMKMC Ltd" and send with this form to :

Membership Secretary
Windy Croft,
Bimbury Lane,
DETLING,
Kent
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