

# ***Kent Driver***



February 2008  
Volume 33 No 1



the name behind the names

# **HAYNES**

- FORD CARS & COMMERCIAL VEHICLES • IVECO TRUCKS & VANS • FIAT COMMERCIAL VEHICLES
- NEW HOLLAND/CASE IH FARM MACHINERY • JCB AGRICULTURAL EQUIPMENT

## **HAYNES**

THE HAYNES GROUP OF COMPANIES

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*Founded 1935*  
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# Aford Awards

Rianos

# 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.

# Editorial



One of the advantages of being editor is that I can use this page for my own personal thoughts and opinions' confident in the knowledge that unless I go really over-board no one is going to depose me as no one else wants the job.

So this editorial is a very personal account.

Sadly on the 1st December 2007 Tony Fall died



He was in Tanzania, assisting the organisers of the East African Safari Classic Rally, when he was taken ill. He died in his sleep of a suspected heart attack.

Richard Anthony Fall was born in Bradford. After leaving school, he became a car salesman, in his spare time driving a Mini as a club rally driver.

In a recent interview, he told how he started in the sport: "I got a job at Appleyards at Bradford" – an Appleyard won many rallies in Jaguars – "and I wanted to go rallying, but they wouldn't let me use my company car.

"Then Marcus Chambers, who was previously competitions manager at BMC, joined us as service manager and said I could use the demonstrator Mini Cooper."

It was 1963 and young Fall soon made a name for himself on local road rallies against stiff competition with his first navigator, David Fawcett. Chasing the Morris Minor of rally legend of the day, Pat Moss, over the Yorkshire Moors was all part of the job in those days, he said.

Tony won the Yorkshire Rally twice, then came the call every amateur driver of the day dreamt about. BMC's Stuart Turner was well known for his blunt approach.

"Stuart called and said, You will do the Alpine Rally. We will give you £250. You will take Mike Wood as your co-driver. We'll enter the car, on the condition we don't hear from you, speak to you or get pestered by you before we see you in Marseilles for the start," Tony recalled.

He was co-opted into the works team alongside Paddy Hopkirk, Timo Makinen and Rauno Aaltonen. His first major international victory in the Mini was the 1966 Circuit of Ireland, co-driven by Henry Liddon.

Tony rallied with BMC for three seasons, a period in which he competed in the original London-Sydney Marathon, finishing 23rd in a Morris 1800. He then joined the Lancia team with whom, in 1969, he achieved his highest-ever finish – he was third – in the RAC Rally of Great Britain.

He joined Datsun for three seasons, achieving many high placings in world rallies, at the same time driving for other factory teams, including BMW, Porsche and VW.

Tony tackled the World Cup Rally from London to Mexico in 1970 with a celebrity co-driver – footballer Jimmy Greaves – and they finished sixth.

A long association with General Motors commenced in 1974, when he established Dealer Opel Team (DOT) at Tonge Park, Castleford, employing talented drivers such as Ari Vatanen and Tony Pond.

Success in the UK with DOT led to his appointment as director of motor sport for General Motors Euro Sport, based in Russelsheim, Germany, in 1978.

Under his direction, Walter Rohrl became World Rally Champion in 1982, and – in the latter part of the decade – Tony introduced the Opel-Vauxhall Lotus formula for single-seat racing cars, which launched the careers of many Grand Prix stars, including Mika Hakkinen and David Coulthard.

Tony Fall returned to the UK in 1990, initially as manager, then owner of the motor sport safety equipment manufacturer, Safety Devices, famous for the production of roll-over cages. He was managing director at the time of his death.

In recent years he drove a replica of his original Datsun in historic rallies with Yvonne Mehta, and was in Africa on "holiday", helping with the organisation of an event he loved, and which had been the scene of many of his triumphs.

I well remember as spotty slim youth standing seeing Tony in service in 70's in far flung places such as Mid Wales or Carlisle from behind a barrier. Leap forward over 20 years and I was introduced to Tony and Yvonne Mehta when I was co-driving for Roy Edwards once and we were sharing service together. Tony asked me why I was co driving for Roy, I explained he was going through the alphabet and after me it was a pole called Zabawosky.

Two days later a fax arrived at home on FIA letter head (Yvonne's husband the late Shekta Mehta was president of the FIA Rally Council) "Zabawosky has heard of Roy and say's no so you're stuck with him"

Some months later wandering through the halls of the Autosport show I get a slap on the back and a "how are you young man" It was Tony dragging people into the bar on the Safety Devices stand.

This was someone who I paid money to see and he knows my name. Over the years I was lucky compete against Tony in HRRCR events and prop the odd bar up with him, still slightly in awe of the fact that he knew who I was.

I would sit listening to Tony and his contemporaries recounting stories of how they did something to someone with something. I am desperately racking my brains for just one account that I could repeat here but sadly they all require far too much censorship.

My last memory of Tony was at Jeff Williamson's 60<sup>th</sup> birthday party in August last year when we were both trying to talk a very drunk Jeff out of doing something, quite what I can't remember.

The wonderful thing about this sport we all love is the people you meet along the way.

GW





# News

## Blackpalfrey Motor Club of Kent Events for 2008

Date	Event
6th January	Regularity Run
3rd February	Regularity Run
2nd March	Regularity Run
6th April	Regularity Run
4th May	Regularity Run
1st June	Hughes Historic Rally (HRCR Championship)
13th July	Regularity Run
31st August	Regularity Run
19th October	Regularity Run
30th November	Regularity Run

## Theft of Trailer

Stolen on the 10th January in Maidstone. a Brian James Minno 4 wheeled Transporter nearly new. It had a folding tow bar to reduce the storage length.

If anybody hears or is offered a trailer of this description could they please phone me on 01622764430

Dennis Usmar

## Visit to Beaufort Restorations

Lyle Cathcart has arranged a visit to Beaufort Restorations, Bexon Lane Bredgar on the 28th Feb.

Start 7.30

Refreshments provided

Come and see cars older than Lyle !!!!!!!



# News

## **MSA issues behaviour warning to motor sport**

The Motor Sports Association, governing body of UK motor sport, has issued a stern warning to everyone involved in the sport, that unacceptable behaviour will not be tolerated at any level or in any situation.

A recent judgement in the Royal Courts of Justice following an incident at Warden Law kart circuit clearly upheld the rights of landowners reasonably to ban persons from their premises for reasons of unacceptable behaviour. This applies equally to both competitors and non-competitors, irrespective of the status of the activity taking place at the time.

The MSA wholly supports this judgement and wishes to make it clear to the entire motor sport community that personal misbehaviour both on and off the track will not be tolerated.

Colin Hilton, Chief Executive of the Motor Sports Association said:  
"Three years ago, we introduced regulations to ensure that parents or guardians of young drivers under 18 years of age had to 'sign on' at each event, to create a 'contract' between them and the authorities and enabling disciplinary proceedings to be brought if necessary. The measure has been very successful, significantly reducing the number of these offences seen at events involving young drivers.

"There has, however, been a sharp rise in the number of cases of violence or threatened violence of serious abuse in recent years and we absolutely have to stamp it out. We fully support landowners and venue operators who ban people for unacceptable behaviour. MSA officials dealing with unacceptable behaviour both on and off the track have the full support of the MSA. The sternest possible line will be taken against competitors who are brought before the National Court for any reason of unacceptable behaviour."

Dennis Carter, Chairman of the Association of Motor Racing Circuit Owners said:

"The Association applauds and will strenuously support the governing body and any individual circuit owner in taking appropriate action to stamp out any form of violent behaviour from within motor sport."

# Memory Lane



**Apparently this is Trobe and Chitty - Lyle Cathcart can remember servicing on this car on the RAC and Scottish Rallies — but when was that?**

**Anyone got any memories?**

# ACSMC Car Trial Championship Regulations 2008

(Formerly “Production Car Trials”)

Championship Registration No: 11/2008

Championship Co-ordinator: Colin Reid

Anchor House, Banbury Lane, Rothersthorpe, Northampton. NN7 3JF

Telephone: 01604 831489, e-mail – [reidfudge@btconnect.com](mailto:reidfudge@btconnect.com)

Asst. Co-ordinator: Chris Smith

Brockenhurst, Heathfield Road, Burwash Weald, Etchingham, E.Sussex.  
TN19 7LB

Telephone: 01435 882408, e-mail – [chris@cs-coachwork.freemove.co.uk](mailto:chris@cs-coachwork.freemove.co.uk)

## 2008 Championship Calendar (Provisional)

17 <sup>th</sup> February	Southern Autos	Falcon
Milton Keynes		
9 <sup>th</sup> March	Golden Springs	Woolbridge
Blandford Forum		
14 <sup>th</sup> September	Mercury	Eastbourne
Heathfield		
12 <sup>th</sup> October	Brickhill	Falcon
Milton Keynes		
9 <sup>th</sup> November	Guy Fawkes	Falcon
Dunstable		
17 <sup>th</sup> November	Hungry Hill	Farnborough & District
Aldershot		

2008 Championship Registration fee: £5.00 (18 & under  
FOC)

1. The best 8 scores of registered contenders will count towards the championship. In the case of less than 10 scoring events, scores will be taken from the number of events, less 2, to a minimum of 8 (e.g. 8 events = 6 scores); then less 1 to a minimum of 4 events.

2. The point scoring system will be as follows:

Starting in a championship event	1 point
Finishing in a championship event	1 point
Entering a cancelled event	1 point
1st in class (subject to 5 starters)	5 points
2nd in class	4 points
3rd to 5th in class	3 - 1 points

The scale of points will be reduced in the event of less than 5 starters in a class e.g. 1st in a class of 4 = 4 points.

As a substitute for one event score, any registered championship contender who, during the season, acts in any official capacity (including marshalling) on any ACSMC Car Trial Championship qualifying round will receive 5 points. All contenders should attempt to officiate at least once in a championship year. In the event of a tie the winner will be the driver scoring the highest number of first in class, then second and so on until the tie is resolved.

3. Awards:

- Highest points overall - The Mid-Surrey Piston + An award
- 1st in class (subject to 3 entrants) - An award
- 2nd in class (subject to 8 entrants) - An award
- Best Clubman - The Up and Over Trophy + An award
- Best Lady - The Hazell Memorial Trophy + An award
- Young Driver (under 25) - The Sky-Speed Trophy + An award

No contender may win more than one award. Points for overall awards may be scored in more than one class (except Class S). Award winners must have competed on at least 50% of scoring rounds. Named trophies to be held for eleven months.

#### 4. Classes will be as follows:

Classes 1 – 4 will be as per the 2008 MSA Competitors Yearbook suggestions –

- 1 – Two wheel drive production cars first registered on or after 12 years prior to 1<sup>st</sup> January in the current year, taxed, carrying no ballast, driven to venue, max 10kg sump-guard, no modifications.
- 2 – Front wheel drive production cars not eligible for class 1.
- 3 – Rear wheel drive production cars not eligible for class 1.
- 4 – Modified production cars and kit cars.

Class R – Two wheel drive rally cars as described in MSA Competitors Yearbook (2007) Section K22 – Road Rallying and Section K37 – Stage Rallying. This class may not be included in the Index of Performance for overall positions on an event.

Class S – Two wheel drive cars not eligible for classes 1-4 and R. This class may not be included in the Index of Performance for overall positions on an event, and will only be eligible for a Championship class award.

... in all classes tyres must comply with MSA general regulations for Car Trials.

#### 5. Tyre Pressures.

Event regulations will notify competitors of tyre pressures.

Suggested tyre pressures are:

Classes 1 – 3 as per MSA/BTRDA Championships

Class 4 MSA/BTRDA less 3psi

Note 1 : In classes 1 – 4 any car fitted with a torque biasing differential or any other form of traction control as catalogued for that car when operational, will have tyre pressures set at least 4psi above the relevant class pressure.

Note 2 : Cars with an overall length of 166 inches and over in classes 1 & 2 may reduce tyre pressures by not more than 4 psi, subject to an absolute minimum pressure of 10psi.

Class R & S front wheel drive – 16 psi

front engine, rear wheel drive – 18psi

rear engine, rear wheel drive – 20psi

Note 3 : In classes R & S any car fitted with a torque biasing differential or any other form of traction control when operational, will have tyre pressures set at least 4psi above the relevant class pressure.

6. To count an event must consist of at least 24 observed sections attempted by each competitor. This number may be reduced to 16 if an event is affected by bad weather or other difficult conditions e.g.site.

7. Please note that passengers will need to be fully paid up members of an ACSMC Club.

# A DAY AT THE RACES

Having enjoyed our holiday in Australia and New Zealand two years ago we decided to make a return trip and I was in Christchurch on the weekend of the round of the National race championships. By more good fortune I met an enthusiast on our camp site who was pleased to have company on race day. Well, I couldn't disappoint him, could I?

Ruapuna Raceway is about 15km out of Christchurch and has existed for over 50 years and comprises a race circuit with 4 different configurations, a drag strip and a cinder speedway circuit for bikes and cars. There are 5 racing schools use the circuit in addition to corporate days and it can be used from 9am to 6pm 362 days a year with no noise restrictions. Apparently the council attitude to protests is the circuit was there first, if you don't like the noise then don't live here

I have not been to watch live motor racing for over 20 years, but came away having had a really enjoyable day. The first pleasant surprise was to pay the equivalent of £13 entry, a figure which Graham, my companion for the day regarded as extortionate as he had paid £16 for a 3 day pass. The full colour A4 programme was a further £1.80! No wonder they had a massive crowd relative to the population

The next surprise was the organisation. Between 9.30 and 4pm they ran 11 races comprising 125 racing laps of a 3.6km circuit plus two parade laps for each race and two 10 minute "open sessions" before the V8 saloon races. And they had a 45 minute lunch break! Continuous action, with the safety car joining the circuit immediately the last car crossed the line and the pace car heading the field for the next race about 500 metres behind. They had the benefit of being able to see the whole of the circuit and could recover stranded cars safely and easily. They had powerful, fast quad bikes for use by fire marshals during the races and used these for recovery by towing where possible and 4 axle trucks with hydraulic lifts for the cars with missing wheels etc. No recovery took more than 2 or 3 minutes.

The National Championships were for Formula Ford NZ, Mini, Porsche GT3 and NZ Truth V8's, 6 litre RWD Ford and Holden (GM) saloons plus 2 Clubman series. I was pleasantly surprised at the driving standard, determined but not dangerous or silly. The highlight of the day for me was the sound of 31 unsilenced V8's under full acceleration out of the hairpin 20 metres from where I was standing. For their second race of 22 laps the grid was a complete reversal of the finishing order in the first race; Unfortunately the race was too short for the quickest car to win, but Paul Radisich of BTCC fame in the 90's started last and finished about 8<sup>th</sup>. Exciting stuff!

The final good news was that we were back to the camp site by 4.30 just as the bell rang announcing the bar was open for business.

Trevor Gilks.  
12.07.



# **Autocross News**

## **What is Autocross?**

Autocross events are run under MSA regulations by local clubs and may be club, regional or national level. There are over 30 events proposed to run in 2008.

The events are run on grass or other relatively level surface (not tarmac or sealed surface). The circuits are up to 1200 yards in length and designed to incorporate left and right hand bends, testing handling and driving skill of both car and competitor.

Each run comprises of 2 or more laps from a standing start are timed. Two competitors usually run together, although some events do allow for 4 at a time starts.

Classes allow for most cars to compete with similar cars, including junior, standard, modified, rally and specials.

Autocross is designed to be a relatively low cost clubman sport which can be enjoyed by any competitor over 14 years.

## **Junior Autocross Class**

This class was introduced in 2007 so that any competitors from 14 years of age can compete. Cars are relatively low cost based and are included in regional and national championships.

An open day event, where you can try out and see cars prepared for this class, is proposed for 10<sup>th</sup> February

2008 at Langley Park Rally School.

For further details on this event and for further info on this class contact Simon Clark  
01279 777519

## **National Championship**

It is proposed to run a 6 round National Championship over three 2 day events, running in the North East, South East and South West.

For further details contact John White  
01279 731039

## **Regional Championships**

East Anglian Championship propose to run 7 events.  
Contact Antony Ashwell 01279 843118

Home Counties Championship proposes 12 events. Contact Sarah White 01279 731039

North East Championship proposes 14 events. Contact Dave Wellden 01912 629090

South West Championship proposes 14 events. Contact Colin Anderson 01404 41535



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

This year sees a change of venue for our one evening in the year where ladies can wear posh frocks and we men can just have fun with or without a black tie but no doubt a lot of us will be badgered into wearing something smart!

Due to a number of reasons (mainly financial!), we're relocating to the Ramada Hotel & Resort, in the Heart of Kent Suite, Maidstone – known to most of us as the Great Danes, Hollingbourne. Many of the bedrooms and public areas have been refurbished recently and we were pleasantly surprised at the overall reception that we received from the Events Team, so we're confident that a great evening will be enjoyed by us all.

Unlike Leeds Castle, there are plenty of bookable en-suite bedrooms available (please arrange direct with the Hotel – special rate of £45 pp based on two sharing a room). This price also includes breakfast and complimentary use of the Seb Coe Health Club with indoor swimming pool, sauna, steam room, spa bath and gym – a good deal don't you think? Not forgetting there's free parking for up to 500 cars.

We've reduced the ticket price by a whole 50p to £35.00!

We're tweaking the Evening's Programme from last year which we hope will improve your enjoyment even more; so please put the 25<sup>th</sup> April 2008 in your new 2008 diary and email me now to reserve your tickets ([graham@portico-uk.com](mailto:graham@portico-uk.com)).

We had a fantastic turn out in 2007 so please help to make this an even better and bigger Event.

Thank you in anticipation.

**Graham Wood**

(Contact: [graham@portico-uk.com](mailto:graham@portico-uk.com) mobile: 07785 544255)

# Tempest Rally 2007

When I received the call from the Three Musketeers to help with the Marshalling on last year's Tempest Rally I thought that I had got it wrong once again. The Weather forecast for the weekend was not looking good. I had visions of the Rally of Kent a few years back when Tom Thompson John Ashwell and I had marshalled the same location in rain and high winds and were thankful when we were able to get home and thaw out. So when I set off in the dark to meet up with Lyle Cathcart, I was well prepared for a cold and wet day. The only hiccup in the arrangements was when I couldn't find the most essential of items for a rally marshal, the kettle. Lyle fortunately came to the rescue after delving into the Cathcart "you want I've got it store". This caused us to be slightly behind Roy Nicholls on the road having planned to meet up with him on route.



We had agreed to marshal on Longmoor Stage, which is a military range that straddles the A3 in Hampshire. After a spirited drive by Lyle, we eventually arrived in good time to sign on. What I didn't know was that the three Musketeers had a trick up their sleeve because with Mike Jordan being laid up, they

had called up one of their reserve Musketeers in the form of John Brockwell. Having signed on, the four of us drove off to find our post. The surface of the stage was relatively good but we all remarked on the number of large potholes that existed along the way. Part of the stage was a long very fast straight running parallel to and separated from the A3, only by deer fencing. As I could imagine having to disentangle competitors from this, I was glad not to be marshalling on this section. I also noted that there were flagpoles at intervals along the stage flying red flags. From my limited knowledge of military ranges, I knew that when the flags were flying it meant danger. Danger in this case, being live ammunition. Anyway

the organisers obviously knew what they were doing, didn't they?

Having parked up and made camp, we set off to see what the organisers had in store for the competitors. The single-track bridge was approached uphill after a 90° left at the end of the aforementioned long straight. It was also on a steep convex vertical curve that made the exit from the bridge unsighted. The road beyond the bridge was a long sweeping downhill lefthander and had another track coming in on the left. The organisers in their wisdom had sort to slow the competitors by adding a chicane at the exit of the bridge using the space provided by the junction of the two tracks. This was obviously marked in the road book and had a sign indicating such, just before the bridge. The chicane was formed from two large "toilet roll" type straw bales, a number of truck tyres, some logs and the usual red and white tape. It all looked a bit dodg'y to us. There was however an Armco on the outside of the bend to stop cars going down the steep bank but nothing to prevent them from launching into space if they got wrong on the other side. When we arrived, a discussion was going between some of the course officials and the occupants of a radio car. The outcome seemed to be that the radio car could not receive a signal, so they packed their bags and departed to we know not where. This left the four of us to man two posts some quarter of a mile apart. We decided to split our resources and have two of us at each end with communication by mobile phone if needed. Another radio car turned up and positioned itself at the first 90° left, so Lyle and John made contact with the operator and took up their positions ready for the action. At the chicane end Roy and I tried various locations to see where we would be out of the way and Roy sensibly found that a position behind the Armco was also up wind of the dust that the cars would throw up.

The Rally was divided into two classes, four wheel drive and two wheel drive. Looking at the running order the four wheel drives were due to arrive first. Following a car numbered 0, the first car to arrive was the Subaru Impreza of Will Nicholls and Nick Broom. This and the following front running cars arrived over the bridge to be confronted by the bales, promptly locked up and just managed to get through the chicane. In doing so they sent tyres and logs flying in various directions, but fortunately not ours. This went on until the Melis Charalambous/Andrew Roughead Skoda Octavia came flat out over the bridge saw the bales, was unable to jink left through the chicane, hand braked 90° and slammed in to the two Bales. The bales as if in slow motion, took off down the hill neatly removing any sign of a chicane. The next few cars were able to pass through unhindered but confused by the lack any chicane. Roy managed

some how to return one of the bales to its original location while I summoned help from the other side of the bridge. Roy and John rebuilt the chicane while I tried to prevent the two of them being carried off as mascot's on the bonnets of the WRC cars approaching at high speed. The chicane was then further rebuilt between cars to a new and much safer "Nicholls" design, that slowed competitors without requiring a major rebuild after each car. This worked well until at the end of the field we had six white Land Rover Wolf XD's, what ever they are, entered by the BAFMA. They were according to their sign writing entered by different sections of the military. Anyway one of the last Land Rovers through managed to clip the outer bale and start it unravelling. Obviously his day job was a tank driver?

After the last four wheel drive car had passed we were not to sure what was happening, as there was no sign of a closing car. Suddenly three four wheel drive pickups arrived and parked up in the area where the competing cars could launch themselves if they got it wrong. When we asked the occupants what they were doing they said they had been marshalling on a post further round the stage and had been moved to this location by the organisers as the military had said they were located in a dangerous location adjacent to a firing range. My hunch about the red flags was obviously right!! Anyway after we pointed out that there current location put them in another danger this time from competing cars, they moved their vehicles to a more sensible location down wind of the dust!

After a break the two wheel cars passed through without too much drama with quite an assortment of different cars ranging from a Citroen C2 through to a Hillman Avenger. Quite a mixed bag, but good to see after the virtual two make sameness of four wheel drive cars.

Following the passing of a closing car and an assortment of other vehicles who made no attempt to communicate, we came to the conclusion that it was time for us to have something to eat. Despite the dire warnings of wind and rain and some rather black clouds passing by during the morning, the sun came out and we were able to sit and enjoy our lunch in the autumn sunshine. One thing is for shore when there's a Cathcart's involved, you will never go hungry. So after I had sat for ten minutes complaining about Lyles gas stove being useless and him pointing out that they work far better if you have a gas canister with gas in it, I managed to incinerate enough food to keep us all going for the afternoon session.

For the afternoon we decided to change ends and let Lyle and John have the excitement of retrieving the bales after the cars had played skittles with them. The cars were to run in opposite order from the morning, with the two wheel drive cars running first. As with the morning session the two wheel drive cars coped well with the chicane but our friends in the military Land Rovers continued their trick of demolishing anything that lay in their path. Being mid November it started to get dark in late afternoon, by which time the bales had been reduced to a pile of straw.

On the other hand the only excitement had by Roy and I was to retrieve the course markers on the inside of our 90° left where again the four wheel drive cars had taken a dislike to posts with red and white tape on them. By the time the last car had passed or we assumed so from the numbers, as there was again no closing car, it was completely dark. We collected up all the equipment apart from the straw and placed it in the customary pile for the organisers to collect and started to make our way out of the stage.

After about half a mile at another 90° left we came across a group of marshal who were not keen on us progressing further round the stage as they had not seen the closing car. One of the group then gave us directions to the camp exit via a route that was not part of the Special Stage. As there seemed no point in hanging around any longer we said goodbye to Roy and John, followed the directions we had been given, waved to the man on the camp exit barrier and left for home.

Looking at the results published on the Website following the event there were a considerable number of retirements in the four wheel drive class. Many of these were from mechanical failures and some from not being able to keep it on the road, with the class being eventually won by Will Nicholls and Nick Broom in a Subaru Impreza WRC. The two wheel drive class was won by Stephen Richards and Ian Withecombe in a 2 litre Ford Escort.

Our local hero's James Muir and Hugh Holderway came 21<sup>st</sup> in their 1300 Peugeot 205 Rallye. James has got to be good for Rally Driver of the Year unless anybody has done better?

**Dan Ger**

# Maidstone & Mid Kent Motor Club Bryan Lewis PCT Stoneacre, Otham, Maidstone.

Promoted by The Weald Motor Club

RESULTS: 9th December 2008

Ties have been decided on "Furtherst Cleanest".

Class	No	Name	Club	Make/Model	CC	1.1	1.2	2.1	2.2	3.1	3.2	4.1	4.2	5.1	5.2	Total Penalties	Class Position	Awards	
A	1	Ray	Lane	Maidstone	Austin Mini	998	11	9	9	7	11	9	8	8	1	83	4		
A	2	Viki	Lane	Maidstone	Austin Mini	998	10	11	9	9	7	9	9	9	2	78	2	2nd	
A	3	Emma	Olsen	Maidstone	Citroen AX	954	12	12	12	11	12	9	9	10	10	109	7		
A	4	Richard	Olsen	Maidstone	Citroen AX	954	10	12	12	12	11	12	9	8	8	102	6		
A	5	Vincent	Mingay	Blackpallfrey	Fiat	899	Retired								0				
A	6	Lason	Mingay	Blackpallfrey	Fiat	899	Retired								0				
A	7	Daren	Hall	Sevenoaks	Vauxhall Nova	1196	7	8	8	6	9	9	8	10	2	74	1	1st	
A	8	Janice	Chappell	Borough 19	Fiat Panda	1000	9	10	9	11	9	8	8	5	10	89	5		
A	9	Tracey	Clark	Borough 19	Fiat Panda	1000	9	8	9	10	9	11	8	8	3	83	3	3rd	
B	1	Chris	Judge	Sevenoaks	Cooper	1275	8	9	7	7	8	8	9	9	2	1	68	3	2nd
B	2	Anthony	Fisher	Maidstone	Rover 114	1396	10	10	8	9	11	11	9	8	8	7	91	8	
B	3	Gavin	Lane	Maidstone	Rover 114	1396	7	2	8	10	7	12	4	9	2	2	63	1	1st Overall
B	4	Bruce	Atken	B19	Citroen AX	1360	7	10	8	8	9	9	9	8	7	84	5		
B	5	Dan	Cuthbert	Chelmsford	Seat Ibiza	1400	11	12	12	12	7	8	9	9	5	8	93	9	
B	6	Tim	Mouniford	Chelmsford	Seat Ibiza	1400	8	12	12	12	8	12	9	12	8	12	105	12	
B	7	David	Gill	Maidstone	Peopet	1500	8	9	12	12	12	12	12	12	12	12	113	14	
B	8	Chris	Smith	Eastbourne	VW Golf	1800	Did Not Start									0			
B	9	Dennis	Usnar	Maidstone	Austin Mini	1275	8	8	12	12	12	12	9	12	10	107	13		
B	10	Jim	Pullar	Maidstone	Nissan Micra	1275	10	10	12	12	7	11	8	8	2	88	6		
B	11	Ian	Bell	Maidstone	Nissan Micra	1275	9	10	12	8	9	9	9	2	10	12	90	7	
B	12	Brian	Grant	Maidstone	Vauxhall Corsa	1500	7	12	12	12	11	12	12	12	12	114	16		
B	13	Nicholas	Creedon	Maidstone	Vauxhall Corsa	1500	8	12	12	12	12	12	12	12	12	116	17		
B	14	Dave	Johnson	Maidstone	Peugeot 205	1360	Retired									0			
B	15	Paul	Green	Chelmsford	Citroen AX	1500	Did Not Start									0			
B	16	Jay	Grossmith	Sevenoaks	Metro	1398	3	12	8	9	8	8	9	3	2	65	2	1st	
B	17	Craig	Broadway	Sevenoaks	Metro	1398	10	7	7	8	9	7	8	10	7	7	80	4	3rd
B	18	Gary	Chappell	Borough 19	Fiat Punto	1300	12	12	12	12	8	11	8	8	7	7	97	10	
B	19	David	Clark	Borough 19	Fiat Punto	1300	12	12	12	12	10	8	9	9	8	7	99	11	
B	20	Lee	Chappell	Borough 19	Ford Fiesta	1300	9	8	12	12	12	12	12	12	12	113	15		
B	21	Jack	Clark	Borough 19	Ford Fiesta	1300	10	10	12	12	12	12	12	12	12	116	18		
B	22	Ray	Roberts	Borough 19	Vauxhall Astra	1300	11	10	12	12	12	12	12	12	12	117	20		
B	23	James	Roberts	Borough 19	Vauxhall Astra	1300	10	11	12	12	12	12	12	12	12	117	19		
D	1	Colin	Reynolds	MGCC	MG Miget	1498	10	10	12	11	9	11	9	9	10	11	102	1	1st
E	1	Ken	Kimber	Maidstone	NSU TT	1177	9	7	12	6	12	6	8	8	11	1	80	1	1st
F	1	Row	Wareham	Maidstone	Dellow	1500	7	8	12	12	5	6	7	8	11	9	85	2	
F	2	Stuart	Highwood	Maidstone	Dutton Phaeton	1600	6	8	12	12	6	8	8	8	1	9	78	1	1st
F	3	Mark	Ensell	Maidstone	Dutton Phaeton	1600	10	12	12	12	12	12	9	12	10	12	113	3	



# Bryan Lewis PCT





## Aeon Sportscars Rolling Road Visit

On a sunny Saturday Aeon Sportscars threw open their rolling road to M&MKMC members to come and play. John Regan who has set up this rather special EBay purchase, yes that's where they found it – in the USA as well has written his own software to read the data so now what was lacking was a few cars to try it out.



It appears the BHP calibration is wrong, giving very low figures against cars that have known outputs, but the graphs and other data have proved interesting.





With a mixture of cars, both ancient and modern from the Lane's Mini, to Astra's Escorts MGB's and a Peugeot various configurations were tried.

Fortunately nothing went bang on the day and for those

who attended, if you haven't received your graph please send me an email and I will attach it

GW



## MAIDSTONE & MID KENT MOTOR CLUB

### FIXTURE LIST – 2008

Date		Event	Venue
January 17	W	Navigational Scatter	Park Gate Inn M/R 188/83805370
February 21	W	Navigational Scatter	Contact Sevenoaks MC
March 20	W	Navigational Scatter	M2 Services (London bound) M/R 178/81706345
March 30	W	Tyrwhitt Drake PCT	East Farleigh
April 3	W	Navigational Scatter	Contact Sevenoaks MC
April 25		Dinner and Dance	Ramada Hotel, Hollingbourne
May 7	W	Evening Grass Autotest	Headcorn Aerodrome
May 11		Autotest Training Day	Headcorn Aerodrome
May 14	W	Evening Grass Autotest	Headcorn Aerodrome
May 20		AGM	tbc
May 28	W	Evening Grass Autotest	Headcorn Aerodrome
May 31		Kent Driver Autotest	Sittingbourne
June 11	W	Evening Grass Autotest	Headcorn Aerodrome
June 22		Gym-car-na (Gymkhana)	Headcorn Aerodrome
June 25	W	Evening Grass Autotest	Headcorn Aerodrome
July 6		Wings Autotest (Southern Grass Series)	Headcorn Aerodrome
July 9	W	Evening Grass Autotest	Headcorn Aerodrome
July 23	W	Evening Grass Autotest	Headcorn Aerodrome
August 6	W	Evening Grass Autotest	Headcorn Aerodrome
August 13	W	Evening Grass Autotest	Headcorn Aerodrome
August 23 & 24	W	Flying Proms	Headcorn Aerodrome
September 14		Autosolo / Autocross	tbc
October 12	W	Weald Trial	East Farleigh
October 16	W	Navigational Scatter	tbc
November 13	W	Navigational Scatter	tbc
November 23	W	Brian Lewis PCT	East Farleigh
December 4	W	Navigational Scatter	tbc
December 11	W	Navigational Scatter	tbc

Other Club Evenings will be organised throughout the year

*W = Weald MC event.*

For more information on any of the above events please e-mail:

[info@mmkmc.co.uk](mailto:info@mmkmc.co.uk)

**Other Weald MC club events that MMKMC members may be able to compete at:**

Club	Website Calendar
Bexley Light Car Club	<a href="http://www.bexleylightcarclub.co.uk/blccevents.htm">http://www.bexleylightcarclub.co.uk/blccevents.htm</a>
Black Palfrey Motor Club	<a href="http://www.blackpalfrey.co.uk/bmckevents.htm">http://www.blackpalfrey.co.uk/bmckevents.htm</a>
Borough 19 Motor Club	<a href="http://www.borough19motorclub.co.uk/Reqs.htm">http://www.borough19motorclub.co.uk/Reqs.htm</a>
Sevenoaks & District Motor Club	<a href="http://www.sevenoaksmotorclub.com/calendar.html">http://www.sevenoaksmotorclub.com/calendar.html</a>
Southern Car Club	<a href="http://www.southernclub.com/events.htm">http://www.southernclub.com/events.htm</a>

For more information on any of the Weald events please e-mail:

[weald@mmkmc.co.uk](mailto:weald@mmkmc.co.uk)



## Maidstone & Mid Kent Motor Club Membership Application 2008

I wish to become a Full / Family member of the Maidstone & Mid Kent Motor Club Ltd and undertake to abide by the rules of the club.

**PLEASE COMPLETE IN BLOCK CAPITALS**

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

Full Name [1] Mr/Mrs/Miss/Ms	
Full Names(s) Additional Members Mr/Mrs/Miss/Ms	
Full Address Inc Post Code	
Occupation	
Age	
Home Tel No	
Work/Mobile	
e-mail address	
Competiton vehicles owned	

<b>Motor Sport Interests/successes activities</b>	
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Would you like to organize or assist with the following:- please indicate which, Organise, Assist, Compete, Spectate as applicable:

Autotests	Stage Rallies	
Production Car Trials	Club Magazine	
Sporting Trials	Club Record/Archives	
Speed Events	Club Equipment	
Road Rallies/Scatters	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 mailing of Kent Driver, etc to the Full Member only. All memberships are renewable each 1<sup>st</sup> 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  
ME14 3HY**

# Seymour Advert

# Coxheath

## 4x4