



# ***Kent Driver***

***July 2012***

- **Mike Butler**
  - **Summer Slalom**
    - **Crystal Palace**
      - **IMPS**

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Volume 37 No 3



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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

July 2012  
Volume 37 No 3

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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.



# Editors' Chat

Once again another edition of the Kent Driver is hot off the press and onto your door mat.

Many thanks go again to the stalwarts of the magazine who supply all the wonderful articles that I can just cut and paste into what you see before you. I am sure however we have other budding authors out there so please don't be shy and come forward with your articles. On page 12 we have a new feature, the confessional, where our very own Father Bruce can hear and absolve all motoring sins; you can send in offering anonymously so as to protect the guilty.

We need volunteers for the IMPS car park at Headcorn on the 11th/12th August and I will be along on the Sunday. I forgot just how much fun this is and have missed them recently as I been away that weekend but I have dusted off my old wheel clamps and am ready to earn a few bob on the side. As an added incentive I am sure Chris Browne said he would leave some money behind the bar for everyone as an apology for not writing a Chairman's Chat this edition.

The AGM in May was a packed event at the Bull in East Farleigh and the commemorative Rolex watches given to all those who attended was a great surprise. Fortunately we had just enough for everyone there but I certainly won't miss next years AGM as I am sure I overheard the words "Bentley and "bulk buy" whispered amongst the committee.

Remember the editors motto, never let the truth get in the way of a good story.

GW

## SELF INDUCED STRESS

I have always believed in having a challenging hobby, but with the onset (or continuation) of old age I have realised that the challenges have to be mental rather than physical. Stage rally driving was given up for restoring Triumph TR's, but that is now becoming too physical for filling full days.

When I was visiting the USA on business regularly I set up a bank account there and for a decade the remaining money has sat there. Discussions with “er indoors” about importing a TR met with a determined NO, so with other



restoration projects the idea was forgotten. However the TR4 is almost finished and I re-started the search for a car over the pond. The days of buying pristine ones for nothing are long gone as the supply is drying up as at last the Yanks have woken up to the value of these cars.

Initial enquiries showed it is a minefield for the ignorant on importing.

Whilst it is possible to find private sellers and the prices are lower than the dealers, the pitfalls were so numerous that I decided that even with my somewhat cavalier attitude I was probably going to come unstuck and opted for the dealer route.

The sales attitude of dealers varied enormously, but I eventually settled on two who provided 70 plus photos of every car and by dealer standards seemed honest. One was on the West Coast the other on the East. Due to climate the West Coast cars were in much better condition, but prices reflected that and shipping was over twice as expensive. Discussions with shippers were like talking to accountants, each one gave a different answer! Import duties varied from 6% if landed in Holland, 20% for France (19.6%, the VAT rate?) and 30% for the UK.

It was four months before they had a Triumph TR4, but it was a west coast one and the finances did not make it a viable project, so was rejected. After another couple of months a TR3B turned up with the East Coast dealer, but it had body corrosion in all the usual places and also damage to the rear panel, but the chassis looked straight and sound. The 3B is a relatively rare model and alt-



though not in the written spec, on the photos had an overdrive switch – an unusual feature for a US spec car. (I eventually discovered it worked the additional electric fan – so no overdrive). After haggling, a small reduction was achieved and the discussions with the shipper and French handling agents began. The choice was Marseille or Le Havre and whilst initially the Marseille agent was more helpful, I could not get an answer to whether 19.6% VAT was added to the bill after the import tax which they said was 7%, another new figure! Shipping to Le Havre was \$750 less than Marseille and I eventually decided to have it sent there.



Fortunately our phone deal gives us free calls to the USA. I spent about four hours in the week of the purchase sorting the sale of some US shares, arranging money transfers, sorting the car deal, arranging the shipping and trying to sound to Maggie as though all was under control. Not easy!

The dealer made a good job of delivering the car to the docks, together with photos and then all went quiet for 6 weeks until the container ship arrived in Le Havre. I was allocated a shipping clerk who had the same degree in rudeness and unhelpfulness as most French civil servants, but fortunately she went on holiday and the replacement was patient and helpful, and called Sabrina which to my generation conjures up all sorts of good images! Most of the information on the import cost and procedure I had been given earlier proved wrong, but fortunately Sabrina patiently worked through the process with me, needless to say with further charges included. After another panic when the customs decided they needed yet another form to be completed, she sorted it, I sent yet another money transfer to her and she met the delivery date to me for the car.

The car is as described and I now have to decide whether to sell it after getting the French registration or once again spend time and money putting it in excellent condition before selling it, as both barns are now full of “collection” cars.

The ambition of importing a car from the USA – achieved; fun – yes; stressful – extremely at times; would I do it again – no, but that’s what I have said about stage rallying for years!

Trevor Gilks.  
05.12

## Engine starting agent gets a makeover!

I've often been puzzled when sometimes a well-established product takes a huge gamble by changing its name. Remember the chocolate bar 'Marathon' which became 'Snickers' - what sort of a name is that? Then, after decades of telling us they made your mouth water, Opal Fruits became Starbursts.

Well, now it's the turn of another well-known brand item. Bradex Easy Start is to be sold as... er... well, see the photo below. It's an Australian initiative apparently.

Rubbing my eyes with disbelief, I decided to attend their customer clinic, as I had been invited to assess the public reaction to it. The fact they promised me a brand-new XK Coupé, just for turning up, gave me the necessary incentive. How was I to know it was only 1/43rd the size?

Anyway, Bruce Truman, Sales Director, gave us all a rousing welcome, threw in the obligatory jokes about 'shrimps on the barbie' etc - which was fair enough as he was Australian - and then handed us over to fellow Australian Dr Bruce Strewth, who explained the chemical background to this ether based product, which they say will start any engine in difficulty.

An old and decrepit hatchback that had seen better days was pushed into the auditorium, and refused to start until given a blast of 'Start Ya...' by Australian mechanic Bruce Certitude. We were all encouraged to chant the new brand name as he sprayed away.

To be fair, it's only what most of us say when faced with a car that just won't start, and I have to appreciate the typical Australian directness.

We were all served a certain lager by the charming Brucella Real, who later gave us free samples to take away. Against expectations, the new name was universally voted a roaring success. Could you look a sales assistant in the eye and ask for some?

Deep inside, something tells me you don't believe me?



# VISITS

A request has been made that the Club organise some more visits to places of interest.

We have in the recent past made visits to Rolls Royce Prodrive, Beaufort Restrations and the Mini Factory. Some of these have been better supported than others and due to their location, especially Prodrive, can take a whole day.

Going by the numbers attending, Members seem to prefer evening visits. This limits the available places that we can visits.

If members have contacts at any local places they think would be of interesting, would they please contact **Bruce Jenkins on 10622 842327** or email: **bajenkins@btinternet.com** to discuss the possibilities.

Due a clash with a Sittingbourne FC  
home match the **AUTOSOLO** will now be  
held on Saturday **13th October NOT the  
7<sup>th</sup> October** as previously planned.



# The Confessional

## Let Father Bruce hear your sins

I am afraid it is time to confess my sins to the Kent Driver readers, not all of them I hasten to add, sins that is not readers, as Lyle would freak over the printing costs. I have I am ashamed to admit strayed from the path of motorsport and been tempted into the bright lights of sailing to exotic locations like Queenborough and Chatham.

I have however learnt my lesson and promise to return to the true path and hang up my life jacket and blow the dust off my helmet so to speak. So what has caused this "Road to Damascus" moment, what has brought me back to the one true sport and redemption?

Let me tell you a tale of fear, near death experience and a potential watery grave on the high seas that will chill the blood in your veins. At the end of May Gravelines, between Calais and Dunkirk, hosts a rally for old wooden boats where the local town council not only provide free moorings but also beer and food for the captains and crew who make the journey. Never one to miss a freebie I went last year on a friend's 100 year old wooden sailing boat and had an excellent time (except for the return journey where I was rescued by the RNLI).

This year weather forecast was a bit dodgy for the crossing so my friend Ian and I sailed from Upnor to Queenborough on Thursday night to see how the weather was first thing Friday morning and catch the favourable tide. Early Friday morning the wind had died down but the sea was still running a swell for the 10 hours crossing so we decided to make for Ramsgate and if it looked OK as we rounded the North Foreland change our plans and go for Gravelines.

We left the shelter of the coast off Margate and although a bit rough and uncomfortable the lure of free beer made us decide to make the crossing to Gravelines 5 hours away. Skirting the Goodwin Sands and crossing the first shipping lane the sun came out and we made about 6 knots in a brisk breeze, but with an uncomfortable rolling action due to the swell coming up the channel.

We were about 10 miles from the French coast when we heard a rumble, nothing loud but just an unusual noise that neither of us recognised. A while later Ian looked over the side to see water being pumped out by both bilge pumps. Now a wooded boat will always leak and we have two automatic bilge pumps to drain out any water which run for a few seconds about every couple of hours. The float switch that actions the second pump is set higher up as a backup in case the first ever failed. We have never ever seen both pumps running together non-stop before.

Ian went below and came up white faced with wet trouser bottoms having stepped into an indoor swimming pool, all well and good on a cruise ship but not an accessory in a 28ft sailing boat. We are sinking, something has holed the hull and we are sailing a potential submarine.

After much swearing and panic we settle down and grab the emergency pump we carry on board and plug that into the battery, firing the engine as well to keep a charge going. We also lift the lid on the manual bilge pump and I start working out on that.

Life jackets on, grab bag ready with flares, hand held radio and documents and life raft set to go we prepare for the worse, but after fifteen minutes of fear driven pumping the water level is dropping. Frantic calculations are made as to how long we have and how long a French lifeboat will take to reach us as the entrance to Graveline harbour comes into view. Slowly we gain confidence that we can make it provided the pumps keep going and neither of us slacken on the manual pump we now take turns in cranking.

Even with sail and engine going we still take over an hour to make it to the harbour, both of us staring at the GPS as it counts down the yards to the entrance and safety. The frantic pumping had reduced the water level by about half but as we reached the shelter of the harbour wall suddenly we started to lose that battle again.

Fortunately we had radioed ahead our problems and in the marina waiting for us was a big pump ready to take over and rest our aching arms. We could then work out exactly what had happened and get her ready for repair.

The water we knew was coming in somewhere in the bows and we

couldn't get to it easily without taking up the floor in the forward cabin. Our choices at sea were to pump or repair, we couldn't do both. At sea the wind made the boat lean to the left so part of the time the hole, which we now know was an 2ft split between two planks where the seal had been dragged out, was out of the water. When we entered harbour we were sheltered and level so the split was fully immersed hence the water coming in faster.



The boat had to come out of the water to be repaired as the split was inaccessible from inside and all we can think is we hit something semi submerged in the channel which caused the damage.

Wandering into the town square later for a stiff drink I came across a classic car parade with such unusual types and a Panhard 24 and a Peugeot 203, as well as the compulsory Citroen DS's.

It was then I realised someone was trying to tell me this sailing lark is too bloody dangerous, it's time to go rallying again.

GW

# Mike Butler



Sadly Mike Butler former M&MKMC member died in May. A versatile competitor who could be found in either seat in a rally car he co drove for Vic Elford and Doug Harris, notably in the 1970 World Cup Rally in a 1300 GT Escort where they finished 23rd and last some 20 hours after the previous car.

*I have known Mike a long time, from memory it was about 1955 when I had a 1928 Austin 7 then a 1935 Morris 2 seat tourer that we met up along with the other "teenagers" in Watts Avenue, Rochester area. Our other meeting place was the coffee bar, the Parlour, in Rochester/Chatham High Street, which was owned by Doug Harris, and many a time we were thrown out for not buying enough drinks ! I always remember Mike in a pale green well modified Austin A35 and then he had one of the first Minis in the area. He also raced at Brands Hatch sometimes with Keith Holland in an MGA. In the early days he navigated for me on a few events and then he moved on to "works" Triumphs with Vic Elford and others. I also had a spell moonlighting for Mike forming the Avanti steering wheels and map reading lights. Wendy also remembers Mike well inasmuch when he held a wild party at a very nice country house at Chart Sutton and was short of music records so he took Wendy home for her collection to use at the party - she never saw those records again! If we all got together we could probably write a best selling book on Mike's life !*

## **Lyle Cathcart**

*I am so old I knew Mike's dad (Fred Butler, who started and mostly ran Avanti Steering Wheels) and remember the very best of times with them. Carol, Mike, Mary & I where the very best of chums for four or five years circa 1969-74 and never really drifted too far apart even though both went their separate ways of course.*

*Mike was a seriously good rally driver whose talents were never really accepted or recognised. It didn't matter whether it was business, rallying, cars what have you, he did the whole lot rather too well, I guess his World Cup Rally win (in that 1300cc Escort) was a massive massive win ~ Mr. Ford bought the car from DRH, and gave them both Rolex Oysters and so on.*

*I navigated for Mike a few times ~ in Spain, Portugal, Belgium and France + a few S.E. events (we even won a MMK event somewhere in there - a Chico Rally I think!) but we never made much of any of those events ~ breakdowns were very much the order of the day.*

*Ah, still happy and very fond memories!*

## **John Jensen**

*I remember only too well when Doug Harris and Ron McCabe came round a corner on the Harold Sharpe only to find a set of straw bales laid across the road which were placed and set alight by Mike, to settle an old score, but I can't remember what it was. He was the best driver downhill that I ever navigated for.*

**Anne West**

*I was introduced to Mike by Hugh Thompson and was thrust from a quiet family background into one of fast cars, lots of girls & a generally 'get-on' way of life. Mike's cars raised my interest to a new level together with ones borrowed from Ford & Triumph's competition departments. All this made a great impression with me & was the foundation of my late career with a passion or historic motor sport & its administration for participants. I became great friends with his father & mother - Fred & May Butler & often went out on their boat on the upper Medway. I don't think the boat was one of Mike's favourite passions. He often referred to boat matters as 'a saga'! Mike was an influence in my racing at Brands Hatch in my self built Daimler V8 engined Lotus Cortina. I too worked for the Butlers [with their Avanti marque] on & off which was very pleasurable & experience gained of the business world was a bonus. Mike [ & Hugh Thompson] introduced me to the M&MKMC - another important part of my life. In those times of the sixties we all had a very good time & Mike was always a key member of our group of friends.*

*Another memory - amongst many - was the opening night of the first JJ Silencer garage in Maidstone. When the JJ 'festivities & promotion' were completed there was a lull. It was decided - probably by Mike that we should go to my family home in Hunton to finish the evening. I still remember that evening. The drive to Hunton was like a grand-prix! There were E Types, Cortinas, Anglias all flat out & on opposite -lock. We had some ornamental swords on wall display at home. They were removed. The following melee was worthy of a film set with my father coming down in his dressing gown in total disbelief of the antics going on!!*

*I will always remember Mike [Carol & family] with those of very happy & care-free days. I also remember that he & I had a weeks holiday camping in St Tropez. We tore down to & from the South of France in a yellow Triumph Herald 1200 convertible. We had a splendid time. One day he 'borrowed' my camera & photographed all the crumet on Tahiti Beach. It wasn't until we got home & I had the photos developed that I realised the true extent of his photographic ability!! Knowing Mike has been an important influence of my life & an influence not forgotten.*

**Laurence Parsons.**





**COMBINED OPS**  
**August 11th -12th 2012**  
Headcorn Airfield, Kent

Once again M&MKMC will be the “car park attendants” at the IMPS Combined Ops at Headcorn Airfield. This is a great day out when in return for a few short hours of telling people what to do you get free entry to the event. Its also a thank you to Headcorn Airfield for their continued support and use of land for our autotests.

Contact Lyle or Bruce to let them know which day you will be helping

**Lyle**

**Phone 01622 631621**

**Email: l.cathcart@btinternet.com**

**Bruce**

**01622 842327**

**bajenkins@btinternet.com**



## Summer Slalom 22<sup>nd</sup> July

It was the failure of the 2011 Weald Trial that had Andy Jenner thinking that with a few modifications a similar event could be run and be attractive enough to draw sufficient competitors to make it viable. After seeking opinions from a few potential customers a cunning plan started to emerge. The event would be like the Weald Trial but held in the summer and would therefore best suit auto-tests. So after a year in the planning and lot of hard work by Andy the chosen date of the 22<sup>nd</sup> July duly arrived.

With the Club having to cancel so many events this year, mostly due to inclement weather, what a day he had chosen! Not a cloud in the sky. Forty eight competitors, which could have been more if they had put their entries in on time, turned up at the start venue at Headcorn Aerodrome to sign on and have Gavin Lane run his scrutineering eagle eye over their cars. Entries had been received in all classes except specials. Not surprising it being an event that required the use of the public highway between competitive sections. Following successful scrutineering we were presented with the test locations and test diagrams. Initially these took some understanding as there were 31 tests to be completed and the diagrams were not presented in numerical order. This was really going to test everything.

I approached the tests with some trepidation as I had entered my MGBGT that I had just spent three years building and also had not competed in an autotest since 1971! Trying to remember the test was never easy but with anno Domini also comes short term memory loss. Well that's my excuse anyway!

The first four tests were at Headcorn and these had to be attempted only once at this time. Running in Class F, as was Lyle Cathcart it looked like it was going to be a competition between us to see who did the most wrong tests. For my part, although the grass was longish and still wet there seemed to be plenty of grip.

Having completed the Headcron tests we headed off to Pluckey Brickwork's where a test on a hard surface awaited us. This had to be attempted twice and was faster than the wet grass of Headcorn.

The next test was at Brockton Farm just a short distance from the Brickwork's. This again had to be attempted twice and was again on concrete. With only 500 miles on the clock of a brand new engine, I was trying to keep the rev's below 3000. There were many things to think about like using second gear, keeping an eye on the rev counter and still going the right way.

To reach the fourth set of tests at Park House Farm required a bit more road mileage as well as some navigation. I suddenly realised how dependant I have become on using the map displayed on my built in SatNav as a navigational aid. I have become used to having this silent navigator along side me giving me the ability to read off the bends. Having been greeted by a certain Mr Jor-

dan at Park House Farm, he explained the set up and then directed us to the three tests that had been laid out on grass. It was here that the exertions of the event were starting to find weaknesses in some of cars. Dennis Usmar was seen pushing his Mini. This of course may have been an attempt to win a prize for the most fuel efficient car of the event, who knws? Andy Kilby and Martin Chinnery were seen relaxing under at tree with their MGB saying they were suffering from fuel vaporisation. As they were later seen at the local pub I think this was just a ruse! However there was no time to for us to rest so we pressed on to the next tests back at the Brickwork's

In order to confuse me the course markers at the Brickwork's and as it turned out all the remaining tests where in the same place, only the route had been altered. On completion of the Brickwork's test it was back to Brockton Farm and then back to Headcorn. Unfortunately although I know the roads in the area and this may be due to the lack of my SatNav map, upon which I obviously have come to rely, I missed a turning and led Lyle on a scenic tour back to Headcorn.

It was mid afternoon when we arrived back at Heacorn and while collecting our time cards for the next tests Clerk of the Course Andy Jenner informed us that he was cancelling the second loop of external tests as the event was starting to run late.

Starting the tests at Headcorn for the second time it was obvious that the ground was starting to cut up and although much dryer, the surface provided a

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much lower level of grip. With the two runs of the four tests completed we handed our time cards to Secretary of the Meeting Hilary Jenner with an expectation of being first at the B.B.Q, before being politely told that we had another two tests to complete. By the time we had returned to the tests some of the early runners that had completed the second round of external tests were queuing for the tests we had just completed. This tested the marshals as they had two lots of competitors undertaking different routes on the same test at the same time. We therefore had to tell the marshal before starting which test we were performing.

Andy had laid on a BBQ to end the days activities and this was most welcome after quite a long hot and intense days competition. Unfortunately some people were not able to sample the benefits of Wendy Cathcart's cooking as they had either not finished or had gone home, due to the event over running slightly.

Due to the lateness of the finish and the complexity of the autotest scoring system, the results could not be completed and the awards presented. This however did not wipe the smiles from the faces of those tucking into their burgers, as they had had an excellent competition on a glorious sunny day. For my part I was pleased to have completed an event for the first time in forty years in a car I built myself. Checking the car over the following day confirmed that nothing had been damaged and that nothing had fallen off which was a grate relief.

Well done Andy and Team, I hope you are able to do the same next year.

<b>Class A</b>	<b>Driver</b>	<b>Vehicle</b>	<b>Total Time</b>	<b>Results/ Awards</b>	
<b>A1</b>	Ben Dawson	Peugeot 106	1002.4	10	
<b>A2</b>	Emma Dawson	Peugeot 106	1031.9	11	
<b>A3</b>	Kevin Lower	Ford KA	760.0	4	<b>3</b>
<b>A4</b>	Zach Lower	Ford KA	697.4	2	<b>1</b>
<b>A5</b>	Martin Stevens	Peugeot 205	872.5	8	
<b>A6</b>	Paul Goulet	Daihatsu	Retired	-	
<b>A7</b>	Adam Snow	Mini	813.6	6	
<b>A8</b>	Sophie Snow	Mini	828.6	7	
<b>A9</b>	Royston Carey	Mini	651.6	1	<b>FTD</b>
<b>A10</b>	Ben Greenfield	Peugeot 106	700.3	3	<b>2</b>
<b>A11</b>	Dave Town	Peugeot 106	883.2	9	
<b>A12</b>	David Balderson	Peugeot 205	804.6	5	

<b>Class B</b>	<b>Driver</b>	<b>Vehicle</b>	<b>Total Time</b>		
<b>B1</b>	Steve Groves	Corsa	662.7	2	<b>2</b>
<b>B2</b>	Jim Pullar	Micra	683.1	3	<b>3</b>
<b>B3</b>	Chris Pryorr	Fiesta	683.6	4	
<b>B4</b>	Emma Olsen	MG ZR	772.2	9	
<b>B5</b>	Richard Olsen	MG ZR	751.2	8	
<b>B6</b>	Chris Judge	Micra	711.9	5	
<b>B7</b>	Rebecca McLaren	Corsa	786.2	10	<b>N</b>
<b>B8</b>	Ian Mephram	Micra	657.4	1	<b>1</b>
<b>B9</b>	Sam Keeley	Micra	729.9	7	
<b>B10</b>	Tim Smith	Peugeot 309	716.8	6	
<b>B11</b>	Craig McGurk		884.2	11	
<b>B12</b>	Suzanne McGurk		1050.5	12	

	<b>Driver</b>	<b>Vehicle</b>	<b>Total Time</b>		
<b>Class C</b>					
<b>C1</b>	Glynn Williams	Subaru	812.6	1	<b>1</b>
<b>Class D</b>					
<b>D1</b>	Des Crocker	Westfield	681.3	2	<b>2</b>
<b>D4</b>	Sue Jessop	MX 5	760.6	3	
<b>D5</b>	Andy Elcomb	MX 5	979.6	1	<b>1</b>
<b>D6</b>	Johnathon Stewart	MX 5	887.4	6	
<b>D7</b>	Ray lane	MX 5	821.2	5	
<b>D9</b>	Paul Sharpe	BMW	802.5	4	

<b>Class F</b>	<b>Driver</b>	<b>Vehicle</b>	<b>Total Time</b>		
<b>F1</b>	Steven Watts	MGBGT	Retired	-	
<b>F2</b>	Bruce Jenkins	MGBGT	839.0	2	<b>2</b>
<b>F3</b>	Ron Gee	Mercedes SL	Retired	-	
<b>F4</b>	Dennis Usmar	Mini	Retired	-	
<b>F5</b>	Lyle Cathcart	Volvo Amazon	774.6	1	<b>1</b>
<b>F8</b>	Jeremy Payne	Berkeley	847.1	3	
<b>F9</b>	Andy Kilby	MGBGT	Retired	-	
<b>F10</b>	Martin Chinnery	MGBGT	Retired	-	

<b>Class J</b>	<b>Driver</b>	<b>Vehicle</b>	<b>Total Time</b>		
<b>J1</b>	Liam Carfrae	Fiesta	708.9	2	<b>2</b>
<b>J2</b>	Sam Williams	Subaru	842.3	3	
<b>J3</b>	Bridge Carey	Mini	691.2	1	<b>1</b>
<b>J4</b>	Emma Bubb	Micra	873.7	5	
<b>J5</b>	Elliott Sharpe		864.8	4	



## FOR SALE

garage clear out – surplus parts  
etc.

### **MAZDA MX5 :**

Unused MX5 Alloy wheel [2007 - pattern 5 spoke design110] with new & unused 205/50 R16 87V Yokohama Advan A11A tyre

### **LAND ROVER:**

Defender [1998] rear step

Defender [1998] tow hitch

### **VAUXHALL / OPEL :**

Corsa [2001] Alloy wheels 6Jx15H2 ET49

2no. Wheel nuts

16no Trilock [part no 187] locking wheel nut set

Opel plastic wheel centres 4no

Wheel nut black caps 12no

Opel Rekord [1980] door mirrors 1no pair

Opel Manta [1983] door mirror 1no [rh]

Tow hitch for [1978] Cavalier / Manta

### **FORD :**

Motorcraft Ford distributor [EDA 223 ?]

Ford clock 85/3251 – A2A

Ford Rev counter 6 cylinder

Ford AC fuel pump

Ford carburettor 1AD692W LA NS4 10 21 BE

**Contact – Lyle Cathcart**

**phone 01622 631621**

**Email [l.cathcart@btinternet.com](mailto:l.cathcart@btinternet.com)**

MMKMC CHAMPIONSHIPS 2012  
UPDATE No.2 JULY 2012

Following are the MMKMC Championships up to date as at 25 July 2012 compiled from MMKMC event results and any others supplied to me by members. As yet I haven't compiled the various "Driver of the Year" tables as results still seem to be a bit thin on the ground.

If you recall under Championship rules, results should be sent to me within one month of the event taking place. However as I know there are results still outstanding, because people have told me! I will have an amnesty until the end of August whereby you can send me any results from anytime this year in order to boost the tables. From 1st September the one month rule will re commence.

So I look forward to a rush of results being sent in!

Good luck in your motorsport for 2012.

ANDY JENNER  
Championship Secretary

MMKMC AUTOTEST CHAMPIONSHIP EVENTS LIST 2012

Event No: 1 = 7Oaks 03/05                      \* = Organiser Points  
          2 = MMK 23/05  
          3 = 7Oaks 31/05  
          4 = Eastbourne 20/05  
          5 = 7Oaks 14/06  
          6 = MMK 20/06  
          7 = 7Oaks 28/06  
          8 = MMK 04/07  
          9 = MMK 22/07

## MMKMC GRASS AUTOTEST CHAMPIONSHIP 2012

Event No:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Total
BRIAN SHARPE	10	15*	12	12	15	12	8	10										94
RICHARD OLSEN	12	12	10	15		15*	10	12	3									89
EMMA OLSEN	10	6	6	12		5	8	8	2									57
DIES CROCKER		6	10		12	8		5	8									49
DAVE COOK	5		10		12	10		6										43
BRIDGE CAREY		12				10		10	8									40
TOBY COOK			8		6	8		12										34
STEPHEN WATTS		4	8	10		4		4										30
STEVE GROVES		10				8			12									30
LIAM CARFRAE		10				6		8	6									30
CHRIS PRYOR		5				10		6	8									29
ROBERT SHARPE	4	5			4	6		6										25
JIM PULLAR						6		8	10									24
ALAN STEADMAN		8				5		6										19
DENNIS USMAR		10				8												18
MARK BEST		8				5		5										18
HANNAH MUNNINGS		8						6										14
DAVID HAND		6				8												14
PHILIP DALTON		5				4		4										13
TOBY GROVES		6				3		3										12
MARK NEWMAN		1				6		5										12
CATIE MUNNINGS		6				5												11
CALLUM GIBSON		5						4										9
BEN BARDELL		4				4												8
TIM NEWMAN		3				3		1										7
EMMA BUBB						2		2	3									7
JOSH WILLIS		2				3		1										6
LYLE CATHCART									6									6
MILLIE GROVES								5										5
BEN BARDELL								5										5
ROY RAYNER		2				2		1										5
BRUCE JENKINS									5									5
BEN LEIGH		1						4										5
PETER ASHWELL						4												4
KEVIN HASELDEN								4										4
BEN DAWSON		4																4
RAY LANE									4									4
MIKE DAWSON		3																3
JASON KHURTOO		3																3
DAVID GAY		3																3
ROY EDWARDS		3						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



**TRIALS**

Event no:	1	2	3						TOTAL
RICHARD OLSEN	15	8							23
EMMA OLSEN	12	10							22
DENNIS USMAR	10	5	2						17
RAY LANE	6	6							12
GAVIN LANE		4							4

1 = 7Oaks 18/03 2 = MMK 01/04 3 = WARWICK TRIAL

**RACE/SPRINT/HILLCLIMB**

Event no	1								TOTAL
CHRIS BROWNE	10								10

1 = CRYSTAL PALACE SPRINT

**TARMAC AUTOTEST & AUTOSOLO**

Event No:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	TOTAL
BRIAN SHARPE	5	5	8	5	10	5	5	6	6						55
DAVE COOK	3	3	8	8											14
TOBY COOK	1	1	5						3						10

1 = HAGLEY 11/3 2 = FOXLEY 01/04 3 = BATH 15/04 4 = WARWICK 22/04 5 = BRAKEFAST 29/04

6 = FIREFLY 27/05 7 = JUNIPER 10/06 8 = KENNINGS 9 = TIM SARGEANT

\*Organiser/Marshal Pts

**SCATTER RALLY**

Event No:	1	2	3	4	5	6	TOTAL
ROBERT SHARPE	15*	3	10	6	8		42
BRIAN SHARPE	15*	3	10	6	8		42
DES CROCKER		5	15*		10		30
HELEN CROCKER		5	15*		10		30
RICHARD OLSEN		10	12				22
EMMA OLSEN		10	12				22
BRIDGE CAREY			8				8
TOM SOLOMON	8						8
JOSH WILLIS			4		3		7
STEVE GROVES					6		6
REBECCA MCLAREN					6		6

1 = MMK 01/12 2 = 7OAKS 02/12 3 = MMK 03/12 4 = TWMC 03/12 5 = 7OAKS 04/12

\*ORGANISER PTS

**STAGE RALLY DRIVER**

Event No:	1	2	3	4	5	6	7	8	9	10	TOTAL
TIM MEWETT	4	12									16
ANTHONY NEWTON	10										10
STUART GILKS	5										5
ALAN CARFRAE	1										1
JASON THOMPSON	1										1

**STAGE RALLY CO DRIVER**

Event No.	1	2	3	4	5	6	7	8	9	10	TOTAL
LIZ JORDAN	4	12									16
CHRIS NEWTON	10										10
TREVOR GILKS	5										5
LIAM CARFRAE	1										1
HUGH THOMPSON	1										1

1 = BRANDS 2 = MIDDLEWICK

**ROAD RALLY DRIVER**

Event No:	1	2	3	4	5	TOTAL
LYLE CATHCART	5					5

**ROAD RALLY NAVIGATOR**

Event No:	1	2	3	4	5	TOTAL
JAMES CATHCART	5					5

1 = HUGHES

## **A Week End of Marshalling**

A good weekend of motor sport took place on the 26th & 27th of May on what was going to be one of the last dry and sunny weekends for many weeks. Sevenoaks & District MC held a two-day sprint at Crystal Palace and Blackpalfrey MC organised their annual Hughes Historic Rally on the Sunday. Sevenoaks Club asked the MMKMC if they could organise the car parking at Crystal Place due to the experience gained from organising car parking at other similar events.

Bruce volunteered to take on the task and drummed up a team of people to marshal the public, competitors and media into the correct parking areas. With a request to be on site at Crystal at 6.30am it was going to be an early start. I arranged to pick up two other MMKMC members Dave Fleck and Ken Johnson, as well as non-member Brian Jones who had volunteered to help us. With the weather looking quite promising and very little traffic on the road we arrived at Crystal Palace just after 6.30 and met up with Bruce and Lyle. Having found a suitably central place to park our cars we put on our high vis jackets and went off to find the Chief Marshal's Portacabin, where we were all required to sign on.

Most of the early arrivals were competitors and officials who were directed to the paddock entrance. Members of the paying public started to drift in mid morning as the gates opened at 10am. With the public car park area only filling very slowly two of our number were able to have a break and look round the exhibits and the competing cars by now in the paddock.

During our tour of the paddock area we bumped into Richard and Emma Olsen who were acting as paddock marshals. Their task was to get the competitors and their cars to the start line in the right order and on time. Easily recognised by its distinctive colour scheme was the Mk1 Escort of Club Chairman Chris Browne. Competing for the second time at this event Chris was setting some very good times on his early runs. Before returning for car parking duty we watched some of cars at different locations around the course and had a good look around the different attractions and exhibits on display.

The flow of public into the event was somewhat erratic with cars arriving in batches. We continued to direct the public into orderly lines until mid-afternoon when the new arrivals had slowed right down. With our task complete, we packed up and returned to Maidstone to prepare for Sunday.

Sunday was another early start requiring getting up at 6.30am and being out the door by 7.00am. After picking up the other volunteers, we made our way to the Wrotham Moat Hotel, the starting point for the Hughes Rally. By this time most of the Competitors were parked up waiting to start the event, having been scrutineered the pervious day. It was nice to chat to a number of people and view some very well prepared period cars that were entered for the event. We then reported to the Chief Marshal and collected our envelope with the test diagrams time cards etc.

Our first test was run on a concrete road and yard at an apple cold storage area located at Moat Farm near Five Oak Green. We split up into pairs for the start and finish, using the additional three people who joined us, as observers around the test area. The first car to arrive brought the clocks and was soon followed by the course car. Shortly after the departure of the Course Car we saw the first competitor. There was then a steady flow of cars arriving at one minute intervals. Following the departure of the last competing car we collected the cones and signs from the test area and waited for the closing car to arrive to collect the cones and score sheets.

With everything packed up we headed for our second test site at Headcorn Aerodrome. As we arrived early we set out our chairs and eat a packed lunch, while watching the different activities taking place round the Aerodrome. After a fairly long break a car arrived to lay out two tests. No sooner had we finished this, than the clock and course cars arrived. They stopped for vary brief amount of time and were then off again, as they were running late.

Soon a queue of cars was waiting to undertake the two tests. We started straight away and as one car finished the next one was set off on the test. After they completed the first test it was straight onto the second one. To begin with it was rather hectic but it slowed down after an hour. We waited a while in case any cars were running late, but no more arrived. Once again following the departure of the last car we collected the cones, tapes and signs and waited for the closing car to collect them. We packed up our bits and bobs and set off for home

An enjoyable day was had by all and it was great to see so many restored and well prepared historic cars still running on these rallies. I would like to thank all MMKMC members who at short notice turned up to help run the tests at Headcorn, you were a great help.

**D.U.**

# MMKMC Summer Treasure Hunt

Sunday 9<sup>th</sup> September 2012

Starting at Mercure Maidstone Great Danes Hotel.

Signing on from 1:30pm, first car leaves  
2:00pm,

**finish around 6:00pm at the nearby Park Gate Inn with optional  
dinner.**

Get this date in your diary, drag your friends and family along, and polish up your eyeballs! Come along and enjoy a pleasant afternoon taking a gentle tour of the beautiful leafy lanes of Kent, livened up by the challenge of looking for some photo clues on the way round.

The start will be the car park of the Great Danes Hotel (ME17 1RE) near M20 junc 8. The finish venue is well known for serving excellent food, giving the option of having dinner there to save you having to cook.

The format will be very simple, with easy directions provided to keep you on the correct route. There are no controls to visit and no competitive driving at all required. All you need is a car and a few passengers. (We recommend 4 people per car as a practical maximum.)

It certainly doesn't matter what the weather decides to do on the day, because it will not be necessary to leave the car to spot the clues. The route is approx 35 miles, so you won't even need to fork out a lot on fuel!

The entry fee is just £10 per car (and up to 5 crew), and this event is open to anyone, so please invite your family, friends, and neighbours to make up their own teams so they can come along and compete too.

Entries close at 9:00pm on Monday 3<sup>rd</sup> September. Maximum entry is 25 and minimum is 5. Late entries may be accepted, subject to a £5 surcharge. (*This is to encourage early entry, to ensure sufficient entries for the event to run. Please contact Tom in advance if you'd like to enter but are not sure if you can make it.*) Please enter using the enclosed Entry Form, which may be photocopied for multiple entries.

We look forward to seeing you there.

**Tom Solomon**

**Any questions: 07836 636622 (8am – 9pm)**

# MMKMC Summer Treasure Hunt

Sunday 9<sup>th</sup> September 2012

## Entry Form

**Team Name:** \_\_\_\_\_

Entrant/Driver name: \_\_\_\_\_

Entrant/Driver address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone number (home): \_\_\_\_\_

Phone number (mobile): \_\_\_\_\_

Motor Club (if any): \_\_\_\_\_

\*Car make/model/colour: \_\_\_\_\_

( \* *Not needed till the day* )

\*Car registration number: \_\_\_\_\_

Signature of entrant/driver: \_\_\_\_\_

I enclose the entry fee of £10.00

(Please make cheques payable to **MMKMC Ltd.**)

Please send to:

**Tom Solomon. 187, Merton Road, Bearste**

# MAIDSTONE & MID KENT MOTOR CLUB LIMITED



## Fixture List 2012

Event	Day	Clerk of Course	Date
Scatter	Thursday	Tom Solomon	19 <sup>th</sup> January
Awards Dinner	Saturday	Graham Wood	25 <sup>th</sup> February
Scatter	Thursday	Tom Solomon	22 <sup>nd</sup> March
Tyrwhitt Drake Car Trial	Sunday	Tom Thompson	1st April
Autotest Training Day	Sunday	Cancelled	29 <sup>th</sup> April
Evening Autotest	Wednesday	Cancelled	2 <sup>nd</sup> May
Evening Autotest	Wednesday	Cancelled	9 <sup>th</sup> May
Annual General Meeting	Tuesday	Bruce Jenkins	15 <sup>th</sup> May
Evening Autotest	Wednesday	Brian Sharpe	23 <sup>rd</sup> May
Crystal Palace Sprint *	Saturday/Sunday	Bruce Jenkins	26 <sup>th</sup> /27 <sup>th</sup> May
Evening Autotest	Wednesday	Cancelled	6 <sup>th</sup> June
Kent Driver Autotest	Saturday	Cancelled	9 <sup>th</sup> June
Evening Autotest	Wednesday	Richard Olsen	20 <sup>th</sup> June
Autotest Training	Sunday AM	Cancelled	24 <sup>th</sup> June
Grass Autotest	Sunday PM	Cancelled	24 <sup>th</sup> June
Evening Autotest	Wednesday	James Muir	4 <sup>th</sup> July
Evening Autotest	Wednesday	Cancelled	18 <sup>th</sup> July
Summer Slalom	Sunday	Andy Jenner	22 <sup>nd</sup> July
Evening Autotest	Wednesday	Jim Pullar	1 <sup>st</sup> August
Treasure Hunt	Sunday	Tom Solomon	5 <sup>th</sup> August
Combined OPS Show (IMPS)	Saturday/Sunday	Lyle Cathcart	11 <sup>th</sup> & 12 <sup>th</sup> August
Evening Autotest	Wednesday	Paul Thornton	15 <sup>th</sup> August
Evening Autotest	Wednesday	Provisional	22 <sup>nd</sup> August
Evening Autotest	Wednesday	Robert Sharpe	29 <sup>th</sup> August
Wings Autotest	Sunday	Richard Olsen	2 <sup>nd</sup> September
Autosolo	Saturday	Jim Pullar	13 <sup>th</sup> October
Scatter	Thursday	Tom Solomon	15 <sup>th</sup> November
All Day Tarmac Autotest	Saturday	Jim Pullar	19 <sup>th</sup> November
Brian Lewis Car Trial	Sunday	Tom Thompson	18 <sup>th</sup> November
Christmas Party	Tuesday	Bruce Jenkins	4 <sup>th</sup> December

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

[www.mmkmc.co.uk](http://www.mmkmc.co.uk)

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

[www.ASEM.co.uk](http://www.ASEM.co.uk)

## MAIDSTONE & MID KENT MOTOR CLUB Ltd.

### Membership Application Form 2012

I 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.

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	
Competition 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		Stage Rallies	
Production Car Trials		Club Magazine	
Sporting Trials		Club records/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 mailings 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]

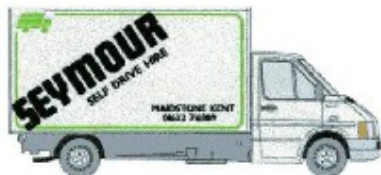
Please make cheques payable to "MMKMC Ltd" and send with this form to :

**Membership Secretary**  
Windy Croft,  
Bimbury Lane,  
DETLING,  
Kent  
ME14 3HY



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