



# ***Kent Driver***

***June 2011***

- **Crystal Palace Sprint**
- **Tyrwhitt Drake Trial**
- **Poppy Rally**
- **Autotest Season**

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

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United Kingdom**



Volume 36 No 2



the name behind the names

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Founded 1935

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President	Mike Jordan
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General Secretary	Bruce Jenkins
Treasurer	Lyle Cathcart Windy Croft Bimbury Lane Detling, Maidstone Kent, ME14 3HY 01622 631621
Championship Secretary	Andy Jenner 32 Chestnut Lane Kingsnorth Ashford Kent TN23 3LR
Equipment Officer	Ray Lane
Executive Committee	John Ashwell Ann Cook Tom Solomon Tom Thompson Paul Thornton
Kent Driver Editor	Gary Wood Email <a href="mailto:garyw@plumwood.co.uk">garyw@plumwood.co.uk</a>

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



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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

June2011  
Volume 36 No 2

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Club Website                      [www.mmkmc.co.uk](http://www.mmkmc.co.uk)  
Kent Driver Email : [garyw@plumwood.co.uk](mailto:garyw@plumwood.co.uk)

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

# Chairman's Chat



The year is moving on at a great rate of knots, and here we are already in June half way through the motorsport season – where does the time go?

The evening autotests are well under way with all events having entries in excess of thirty competitors, many of those being in the junior class, which is more popular than ever this year. Long may this continue so that when some of us old boys finally slow down and retire, we have some young blood to fill our places.

The Kent Driver Autotest ran at the Sittingbourne greyhound track at the beginning of June. A sunny day and a great event that was enjoyed by all. Hope to see a detailed report in these pages soon.

The AGM was held at one of our old haunts this year, The Bull at East Farleigh. This has been re-decorated and now offers a super venue for future meetings and events. Where were all our important members on this evening? After the official business we had a film show, chat and drinks. We are looking to compile all of our old tapes and films so that we can have a film evening and a ramble down memory lane. Will keep you posted.

I am still contesting the British Historic Rally Championship rounds and enjoying every minute of it, even managed to win the category of the last event, the Severn Valley, so there's fight in the old dog yet! Enjoy your summer motorsport and hope to see as many of you as possible at the Gymkhana in August.

Best wishes,

Chris Browne

# Crystal Palace 2011

Although I worked in the Crystal Palace area many years ago nothing seemed familiar at half past six in the morning. I did eventually find some roads that I recognised and arrived at Crystal Palace to be greeted by Chris Judge who had drawn the short straw to look after the public parking at Sevenoaks second sprint meeting at this venue.

The Sprint is a two day event run on that part of the old racing circuit that Sevenoaks Club have managed to resurrect with the blessing of Bromley Council. Like all events it needs a lot of helpers and five Maidstone members had volunteered to help out with the car parking on the Sunday. All credit to Dennis Usmar who had rounded up three volunteers to get up early and help out.

The somewhat windy morning was taken up with shepherding members of the public into the area set aside for public parking. The only notable thing about this was that it was a reminder as to how high a proportion of drivers, can't!



The available space allotted for public parking had been largely filled by 13.00 when the timed runs were due to commence. With Chris allowing us to stand down this gave us the opportunity to go and see what the show had to offer and watch the competitors do battle on the circuit. The wind had dropped by this time and the sun had burnt off the mist to reveal a beautiful sunny day.



A display of cars put on by Ancaster's the event sponsors greeted visitors once they were through the entrance gate. There were also a number of displays by one make clubs such as Mini, MG and

Triumph that provide an added attraction for the visiting public. The track is 740 metres long and runs through the wooded part of the Park so it is not possible to view the whole track from one location. Some footwork is therefore required to explore the best location for viewing. The track runs generally up hill with the paddock being located in a wooded area at the start of the course. Maidstone Members Emma and Richard Olsen, who did a sterling job on both days, ably marshalled the paddock. The paddock area is also open to the public so they can get up close and personal with the competitors and inspect the competition machinery.

Sunday's entry was a real mix of cars ranging from 1930's Wolseley Hornets to modern supercars and zero emission electric cars. There were many familiar faces among the competitors but only the evergreen MG Midget of Paul Bernal Ryan entered under the Maidstone & Mid Kent banner. FTD for the day was taken by John Hewat from Otham with a time of 37.57 sec in his Stohr DSR.



Roy Edwards in 21KR, he will be 80 in November!

From a spectators point of view the track looked straightforward enough with only a mid course chicane to test drivers ability to keep it on the black stuff. All the runs seemed to go off with out incident with drivers coming back to the paddock sporting big grins.

One can only congratulate Sevenoaks Club as they have obviously put a lot and time and effort into resurrecting this event and risked a lot in doing so. We are desperately short of motorsport venues in the south east and to have on in a built up area like Crystal Palace is quite something. It is well worth putting this event in your diary for 2012.

*BAJ*



# FORTHCOMING EVENTS

## COMBINED OPS

13<sup>th</sup> & 14<sup>th</sup> August Headcorn Aerodrome

ALL YOU AUTOTSEERS MUST REMEMBER THAT THIS IS THE PAYMENT FOR THE USE OF HEADCORN AERODROME, SO WITHOUT THIS THERE WILL BE NO AUTOTESTS.

### **Autosolo Saturday 8<sup>th</sup> October Sittingbourne.**

The Club is running an **AUTOSOLO** at Sittingbourne Stadium on Saturday 8<sup>th</sup> October. Jim Pullar will be Clerk of the Course and will require assistance from Members to help set up the event and also to marshal on the day. This will be the first event of this type the Club has run so if you are an autotester that would like to compete in something different or if you are able to help please **contact** :

**Jim Pullar on** : [jimpullar@aol.com](mailto:jimpullar@aol.com) or

**Bruce Jenkins** : [brucejenkins@btinternet.com](mailto:brucejenkins@btinternet.com)

## INVITATIONS

### 20/20 Rallies

6<sup>th</sup> August B18 – Contact Roger McKenzie

24<sup>th</sup> September Bexley – Contact Glyn Williams

29<sup>th</sup> October Croydon Contact Mike Shotter

### 12 Car Regularity Runs

10<sup>th</sup> July & 28<sup>th</sup> August Blackpalfrey - Contact Andy Gibson

4<sup>th</sup> June, 17<sup>th</sup> & 31<sup>st</sup> July and 4<sup>th</sup> September – Contact Tim Smith

## Autotests

30<sup>th</sup> June, 14<sup>th</sup> July, 7<sup>th</sup> August Sevenoaks – Contact Stacey Thompson  
8<sup>th</sup> & 22<sup>nd</sup> July, 5<sup>th</sup> 14<sup>th</sup> and 19<sup>th</sup> August ERMC – Contact Tim Smith

## Car Trials

25<sup>th</sup> September ERMC Contact Tim Smith  
23<sup>rd</sup> October B19 – Contact John Sharp  
23<sup>rd</sup> October Sevenoaks – Contact Chin.

## The current main contacts for each Club are:

**Bexley** - Glyn Williams 01622  
715018

[wilcat@btinternet.com](mailto:wilcat@btinternet.com)

**Blackpalfrey** –  
Andy Gibson 01227 792740

[andy@blackpalfrey.co.uk](mailto:andy@blackpalfrey.co.uk)

**Borough 18** –  
Roger McKenzie 01732 884312  
**Borough 19** John Sharp 01206  
728272

[rmckenzie@playleandpartners.c  
o.uk](mailto:rmckenzie@playleandpartners.co.uk)  
[jmsharpb19@hotmail.co.uk](mailto:jmsharpb19@hotmail.co.uk)

**Central Sussex** Graham Prevett  
07973 719948

[grahamprevett@yahoo.com](mailto:grahamprevett@yahoo.com)

**Chelmsford** Matt Endean 01375  
407124

[superuno@blueyonder.co.uk](mailto:superuno@blueyonder.co.uk)

**Croydon** Mike Shotter 07910  
874414

[michaelshotter@gmail.com](mailto:michaelshotter@gmail.com)

**Eastbourne** Tim Smith 01424  
222662

[ermccontact@aol.com](mailto:ermccontact@aol.com)

**Maidstone** Tom Solomon 07836  
636622

[tomsk24@aol.com](mailto:tomsk24@aol.com)

**North West Kent** -  
John Caryl 07775 564497

[john@carylj.freeseve.co.uk](mailto:john@carylj.freeseve.co.uk)

**Sevenoaks** –  
Steve Thompson 0208 3002609

[stevthom1@hotmail.com](mailto:stevthom1@hotmail.com)

**Southern Robert** Pike 01233 840057

[robert@pulmolink.co.uk](mailto:robert@pulmolink.co.uk)

**The Committee and Members would like to welcome the following new members to the Club who have joined during 2011.**

Alan & Jessica Andrews.

Alec Bennett

Martin Bellinger

Liam & Rachel Hannigan

James Slaughter

Mark Newman

Adam & Cliff Ratcliffe

Joshua Smitherman

Benjamin Bardell

Christopher Mercer

Max Jones

Katy Newman

John Owen

Kathleen Bridges

Joshua Clarkson

Alasdair Brown

Miles Watson

Jason Tong

Royston Edwards

Cullum Gibson

Michael Carter

## Tyrwhitt Drake Car Trial

What's gone wrong? Normally the car trials are cold, wet, muddy, frosty, snowy and some times cancelled at the last minute. This one was dry, sunny with a light breeze and you couldn't have asked for a better day to compete on. The entry had only attracted twenty three competitors, class two being the largest which was disappointing.

I arrived there fairly early to be greeted by Bruce Jenkins in the caravan with the signing on sheets. We could see Tom Thompson at the far end of the valley checking over and making last minute alterations to the six hills that had been laid out the previous day.



After the scrutineering we had plenty of time to spare so we decided to have a walk round the venue to see what torturous routes had been laid either side of the valley. Being that the ground was so dry Tom was able to plan a lay out of some of the hills on the south slopes that hadn't been able to be used before because they are normally too wet. After walking up and down the hills we came to the conclusion that it was going to be a challenge and virtually impossible on some hills to score any zeros.

After the drivers briefing, the marshals were ready to start us off on the hills and the event got under way. Though it was a nice sunny day the grass on the slopes was still very wet causing some problems at the bottom of the hills. This reflected on the scores at the end of the first round.

The next round there was a noticeable difference on how much the slopes had dried out and crews were able to climb further up the sections with some zeros being scored.

Tom, noting all these zeros being scored decided to change some of the sections and tried to make them more of a challenge, which he did.

A break for lunch giving competitors and marshals a well-deserved break. This gave the crews a chance to chat about how the morning runs had gone. Crews were still scoring too many zeros so Tom made even more changes to the sections. The lunch break also gave Bruce time to print off and post the results for the morning runs.



With the hills altered again we completed another two

rounds. The slopes being very dry now enabled us and other crews climb further up the hills and score several zeros.

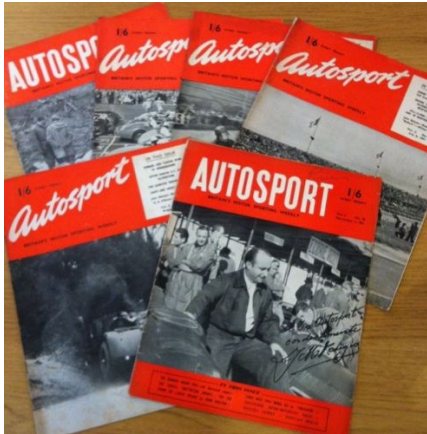
After the last competitor had finished Bruce started to collate the scores while we helped to clear the site of markers on the hills. The results were announced with a presentation of trophies to the class wins.

An excellent day's motor sport had by all thanks to Bruce, Tom and all the people involved organising this event. Not forgetting the marshals giving up their time, without whom the event couldn't take place.

The next MMKMC is in the autumn so let's see more entries from the club members.

*Dennis Usmar.*

## MOTERING NEWS and AUTOSPORT



As one of the top British Rally drivers during the 1950s and 1960s our Club member John La Trobe collected several hundred copies of the Motoring News and Autosport motoring journals during his competitive years.

He has now generously donated, to the Club, these historic records of motor sport.

The collection comprises of :-

406 copies of Motoring News from edition 151 [January 1960] to 601 [September 1968] unfortunately there are 45 editions missing.

400 copies of Autosport from Volume 16 [1958] to Volume 33 [1966].

John has suggested that the money raised from the sale of the above should be put into Club Funds.

Before these are put onto the open market we are giving Club Members the opportunity to make an offer for all of the above.

At this moment in time, although the collections are not totally complete, we would wish to sell each of the collections as they stand and not as individual editions.



Will interested members please contact :

Lyle Cathcart by Email at [l.cathcart@btinternet.com](mailto:l.cathcart@btinternet.com).

# Autotest Season 2011

## Evening Autotests

This years autotest season got off the a cracking start with the training day on the 1st May with Steve Stringer fresh from his Top Gear World tour attracting a large entry. Both hardened autotesters and juniors turning up to practice their skills. On the following Wednesday 39 competitors enjoyed the first of a series of fine sunny evenings when Ray Lane put the competitors skill to the test. FTD was taken by Daren Hall nad class wins went to Richard Olsen, Dave Cook, Kevin Lower and Josh Smitheman. The large junior class was won by Bridge Carey.

The 11th May saw Robert Sharpe take on the roll of Clerk of the Course for the first time and provide some tests that gave others as much trouble as he has had as driver over the years. At the end of the evening FTD went to Daren Hall, with Kevin Lower taking Class A, Dave Cook Class B, Ian Bonner Class C, Des Crocker Class D and Bridge Carey first in the juniors. Best Lady went to Ann Cook and best novice to Philip Dalton.



Brian Sharpe took a rest from competing and became Clerk of the Course for the 25th May event and this also had a strong entry of 36. Daren Hall took FTD, with Kevin Lower winning Class A, Steve Groves Class B, Ian Bonner Class C, Robert Sharpe Class D and the Junior class win going to, Toby Cook. Best Lady was Emma Olsen and best Novice Zach Lower.

Following the first rain we have had for months Jim Pullar ran the 8th June event and managed to get 37 competitors to complete all the test by 8.45. This was a magnificent achievement since we have been struggling to finish the events before darkness arrives, despite imposing a curfew to hurry competitors up. The honours on this occasion going to

Kevin Lower FTD, Grant Shepherd Class A, Brian Sharpe Class B, Ian Bonner Class C, Gavin Lane Class D and the Junior crown going to Zach Lower. Highest placed lady was Emma Olsen and the novice award went to Tracey Munnings.

So far it has been a very successful season with the biggest ever junior classes, with up to 14 in the class. Lets just hope that the juniors carry on competing after they reach the age of 17.

## KENT DRIVER AUTOTEST SATURDAY 4th June 2011

Back after a years lay off due to problems at Sittingbourne Stadium, Dave and Ann Cook ran an excellent event managing to organise some dry and sunny if but windy weather for 30 competitors from all over the Country. Some competitors came from as far a field as Northern Ireland to compete in this National event and it was also good to see club members competing along side the top competitors in tarmac autotesting.



### AWARD WINNERS

FASTEST TIME OF THE DAY Harold Sharp Trophy Simon Echlin  
BEST M&MK MEMBER Haynes Bros. Challenge Trophy Chris Atkinson

BEST NOVICE - Richard Bass

BEST LADY Helen Perren

CLASS A - - FIRST IN CLASS Rob Rolston

CLASS B - - FIRST IN CLASS David Thompson

CLASS C - - FIRST IN CLASS Richard Pinkney

SECOND IN CLASS Chris Chapman

THIRD IN CLASS Ian Chapman

CLASS D - - FIRST IN CLASS Alastair Moffatt

SECOND IN CLASS Steven Ferguson

CLASS E - - FIRST IN CLASS Roger Holder



**COMBINED OPS 2011**  
**Historic Military Vehicles and**  
**Classic Aeroplanes**  
**AT**  
**HEADCORN AIRFIELD**  
**ON**  
**SATURDAY & SUNDAY**  
**13th & 14th AUGUST JULY 2011**

*The Club is again this year assisting Mr. Jamie Freeman [owner of the Airfield and our Grass Autotest venue] by operating the Public Car Parks on the days of the event.*

*Bruce Jenkins and Lyle Cathcart will co-ordinate the operations which will only be a success with the help of ALL Club Members.*

*As in previous years you are invited to help on a "shift" basis which means that everyone will have an opportunity to visit and enjoy all the activities on the day.*

*PLEASE put this date in your diary NOW and confirm that you are able to help the Club by contacting :*

*Bruce Jenkins - [bajenkins@btinternet.com](mailto:bajenkins@btinternet.com) 01622 842327*

*Lyle Cathcart - [l.cathcart@btinternet.com](mailto:l.cathcart@btinternet.com) 01622 631621*

## POPPY RALLY 2011 - 18 - 20 March 2011.

This Poppy Rally is organized by the Classic Rally Association every other year and is centered at the town of Ypres in Belgium. It's an area steeped in history and an area MMKMC has a long connection to, because in years gone by our Club ran the "British Special Stage" near to Sint Juliaan on the Ypres International 24 Hour Rally. Until about thirty years ago MMKMC travelled to Belgium with a team of up to fifty members and all the equipment needed to run the Special Stage at this annual event. Some of the Club members competing on this year's Poppy Rally were part of this marshaling exercise so many years ago!

The success of the first Poppy Rally in 2009 meant the organisers had to extend the maximum entry on this years event from sixty to seventy five and although the vast majority of crews came from the UK (47) there was a sizable Belgium entry (15) and a scattering of cars from the Netherlands, Luxembourg, Germany and Austria – and even one from Hong Kong.



The selection of cars entered made an interesting spectacle with the usual brigade of Porsche 911, Mini variants, Escorts & Cortina's, Austin Healey's & MGBs, TRs, and Amazon's. There were also the more unusual sights of Reliant Scimitar, Tornado Talisman, Alfa Romeo Guilina, Triumph Vitesse,, Lancia Aurelia, Austin Allegro and a Ford Zodiac, as well as an Opel Manta and Kadet – both popular in the heyday of the Ypres 24Hr.

The Club was represented by

Kevin Haselden in the Mini [with David Kirkham],  
Mike & Liz Jordan [Escort],  
Lyle & James Cathcart [Volvo],  
Andy Gibson [navigating Richard Prosser in Reliant].

Other local competitors included

Dave Hughes [navigating Tony Arnold in MGB],  
Geoff Crabtree & Chris Winter [Alfa Romeo],  
Paul Beeson [navigating for Terry Mower [Ford Zodiac].

Scrutineering and signing on was initially in the underground car park of the Novotel which was also rally headquarters and then moved to the local school yard which was also the parc ferme for the event. During Friday evening the crews were given the Road book for Leg 1. This included a Practice Section, which although optional, was undertaken by most crews and proved a test in its self with cars going in all directions except for the correct one. The evening was not helped by the torrential rain and bad visibility which meant finding junctions was not that easy.

The event was divided into three legs – Leg 1 [6 regularities and 12 tests] was daytime Saturday from Boezinge to Proven with a lunch stop at Watou. Leg 2 [4 regularities] from Proven to Ypres during the evening finishing early Sunday morning and then Leg 3 [5 regularities and 2 tests] was on the Sunday starting at 7.00am from Ypres and finishing from mid afternoon.

The regularity sections were defined by the usual methods but this year the organisers supplied all the necessary maps which meant

navigators were unable to use the excuse cited in the 2009 event when photocopies were handed out that the maps were not to the original quality. Even so the Belgium maps are not to the same OS standard and can still be difficult to read at times.



The involvement of the local community and some well connected members of the organizing team meant many of the Special Tests, were run on closed public roads. In fact some of the roads were the

same ones used on the Ypres Rally. The Watou town square, local car parks and a speedway circuit were also used for Tests. They were all run against the clock and some were up to about 5km in length. Crews had to keep to the overall average speed while stopping to record several code boards located along the route. The codes being on the back side of the board meant almost stopping to a standstill to see the letters or numbers before driving flat to the next board. This is where the really quick cars have the advantage.

A bright and sunny morning greeted the competitors on the Saturday. The start of Leg 1 [Boezinge to Proven] at Boezinge Square began with cars setting off in numerical order from beneath an inflatable Poppy Rally archway and within five minutes the first Special Test was putting drivers under pressure at a venue just outside of the town. Next came a couple of regularities and back to Boezinge for a coffee break and then a repeat the first test. Another regularity and test 3 took the field into the Town Square at Watou where the next test was laid out in the Square, around a statue and along an adjoining cobbled street. After lunch and leaving Watou it was onto another three regularities and then another eight tests took us to Proven for a two hour break and evening meal before the night section.



Lyle looking for Specsavers....

The finishing order at Proven was used to reseed the field for the rest of the event. Andy Gibson and Richard Prosser who had only dropped 59 seconds to this point were at the front. Mike & Liz were the next local crew having dropped 4.08 in 26<sup>th</sup> place, with Kevin just a further 59 seconds down in 32<sup>nd</sup> spot. Next came Geoff & Chris on 5.38 in 37<sup>th</sup> spot with Dave & Tony and Lyle & James trailing with over 8 minutes dropped in 50<sup>th</sup> and 53<sup>rd</sup> places.

The night section, although not as hectic as the one on the 2009 rally still proved a challenge. Drivers and navigators were forced to work hard and in some cases work the car hard too to stay on route and on time. The flat open fields surrounded by roads of short straights and endless 90s made for an entertaining night. Marshals were also strict with enforcing Quiet Zones and Give Way junctions.

Returning to Rally HQ at Ypres in the early hours of Sunday morning it was the Mini of Dick & Mark Appleton that now had the lead having dropped 2.58. Andy & Richard had dropped to 10<sup>th</sup> following a bad night which included being penalized for failing to stop at a 'Give Way' where the marshal was none other than our chairman Chris Browne!

All the other 'local' crews improved their placings with

Kevin & David up to 22<sup>nd</sup>,  
Mike & Liz to 23<sup>rd</sup>,  
Geoff & Chris 26<sup>th</sup>,  
Dave & Tony 37<sup>th</sup> and  
Lyle & James 44<sup>th</sup> whose Amazon had electrical problems and had to be pushed started at the start of the Leg and bump started in the middle of a road section. Lyle also collected a 5 minute penalty for a Quiet Zone infringement and has made an appointment to see his optician.

Following just a few hours sleep it was up early on Sunday morning with a 7.00am start from the hotel in Ypres to the regularity start on around a local industrial estate before heading into the countryside, where again cars were going in all directions!

After early bird regularity and it was back to the hotel for breakfast before a further four regularities and two Special Tests just over the French border near to Bailleul on a speedway circuit.

During the run back to the finish at Ypres quite a lot of 'weekend' traffic was encountered and the finish in the Square had to be moved to the area behind the Cloth Hall due to a funfair in the Square.

The 2011 Poppy Rally proved to be a very good event enjoyed by all.

The overall winners being Dick & Mark Appleton on 4.02.

The highest placed Club representative was Andy Gibson who with Richard Prosser finished in 9<sup>th</sup> [8.34].

Other Club members were scattered through the field:

Kevin Haselden & David Kirkham 18<sup>th</sup> [12.42],

Mike & Liz Jordan 24<sup>th</sup> [16.09],

Geoff Crabtree & Chris Winter 25<sup>th</sup> [16.20],

Tony Arnold & Dave Hughes 33<sup>rd</sup> [20.50],

Lyle & James Cathcart 41<sup>st</sup> [29.31].

It was great to see our President, Mike Jordan, competing again on a two day event and thoroughly enjoying himself. It is most enjoyable taking part in events of this nature.

There was a noticeable advantage for those crews who are out regularly and almost 'professional' in the number of events they take part in. While those who only do one or two events a year proved how in some cases it can take a long time to get back into the swing of things and if that is near to the end of the event by then it's too late to recover time lost.

Finally, having toured the roads which criss-crossed the Battlefields of the Great War and passed many beautifully kept Commonwealth War Graves with their rows of Portland Stone headstones, it was a nice touch to end the event this year with a visit, en mass, to the Menin Gate for the 'Last Post Ceremony'. Drivers, navigators and marshals joined the hundreds of tourists, school children and veterans for the short act of remembrance which is held at 8.00pm every evening of the year in memory of all the lives lost in the World Wars.

*LC & JC*  
*03/11*

## Nobody believes this was hard work.....

It all started back in March last year, on a Thursday evening. I got a call from Paul Swift to ask if I could do a driving job on the next day as he needed some extra drivers at the last minute for rehearsals for a TV ad, and culminated at the end of March this year after a hugely successful world tour with Top Gear Live performing to over 300,000 people in 70 live shows covering 24,000 miles



across 3 continents. Starting in London in November the team travelled to Birmingham, Dublin, Brisbane, Melbourne, Johannesburg, finishing up in Oslo in late March.

But back to the start, Paul was providing drivers for an Audi R8 ad and needed to increase the number to 22 in total, hence the desperate call. I was given the task of driving a hot rid with V8 and auto box, and brakes that were a bit iffy [oh and a left

hooker] and expected to drive in figures of eight and then straight at the R8, while it was filmed from a 'Russian Arm' [Merc ML with stabilised camera arm used for From Russia With Love] I was told to hit the R8 rather than the Camera as the camera was £800k!! Fortunately I hit neither.

A couple of weeks later I was at Excel centre in London for three days to shoot the actual advert, this time I had a proper 1950s American stock car with lots of BHP, and a 3 speed truck box. Which had separate levers for 1<sup>st</sup> and reverse and for 3<sup>rd</sup>/4<sup>th</sup>, fortunately quick changers were not needed, it didn't need a



**My Toy**

handbrake and could be slid around all day in a figure of eight with two other cars, while the R8 went through the middle.



**Gearlevers**

The ad <http://www.youtube.com/watch?v=8G-9HXKLiPE?autoplay=1&rel=0>

The feature from ITV for 'best of year' <http://www.youtube.com/paulswiftstunts/#p/u/0/jWuehlmXRJI>

A few weeks later Paul was back on the phone, and it was North Weald again, for a world cup car football advert for Hyundai . <http://www.youtube.com/paulswiftstunts/#p/u/3/Nr7FJyKDL98>

We played in 5 aside teams and had 22 cars, which allowed 10 cars to be re stickseed in another set of team colours while we shot a 'match' amazingly the directors decided Spain won, and they did!! This was a much lower quality production with less crew and a lot fewer retakes, but it went well, and only a couple of panels got dinged.

I was then enlisted for a Vauxhall day at Silverstone, where we allowed punters to have a go at an autotest for a £5 [to Help The Heroes]. On the hour Paul gave a short demo and we had instructor run offs, for the demos celebrities showed up....

<http://www.youtube.com/paulswiftstunts/#p/u/4/UvriVF-QIzM>

Around this time Paul asked if I could do 7/8weeks away, for the Top Gear World tour, it started with Sam Bowden and I testing cars at an airfield in Oxfordshire, just to check basic set up etc. A few weeks later I was at the Top Gear track for a press day, I was expecting to be doing a few autotest type manoeuvres in something interesting, but ended up taking reporters around the track in a Fiesta ZetecS, I started in reverse then 'J' turned out onto the track, chased by a race MX5 and a Lotus Exige, still I was entertaining!! [Even got on London 6pm news! – the reporter was a wimp and wouldn't let me play 'for health & safety'reasons]

Then for a week in October we were at the NEC for rehearsals, including developing all the sequences, the main team was Paul Swift, Sam Bowden, Gordon Clendening and me, to which were added a couple of guys directly employed by the production company [Chris Burns, a drifter from Ireland, and Kiwi Neil Cunningham a racer]. This was all new to me, and was dam hard work, with 10/12 hour days, of you think a championship autotest is hard try learning a 4 minute sequence, an awful lot of walking is involved!! We also had the first play with a Fiesta that split in two! [A motorbike engine in each half and two steering wheels, very tricky!] The sequences are to music, and we had a choreographer calling the important changes in an earpiece.

November the first saw us reconvened at Earls Court for final rehearsals and the real thing - first show Thursday night then three shows a day on Friday, Saturday and Sunday. The first show was not brilliant, but we got through, even 12 times world trials champion Dougie Lambkin fell out the JCB bucket!!



After that the next week was NEC for a repeat, and then a weekly or two at home and off to Dublin for the same again... A compilation of the show - <http://www.youtube.com/watch?v=hMLQqjYzt54>

A few months off then on Sunday 27<sup>th</sup> Feb. at 10 pm I was taking off from Heathrow for a 23 hour flight to Brisbane, and the start of the second half of the tour, we landed at 6.30am Tuesday [where did Monday go?] we had a day off in the city [with a few hours kip], and discovered with beer at £8 a pint we were not going to drink much!! We also had a very nice steak for dinner, but with a bottle of house red and a pancake it was nearly £100... fortunately food was provided at the venue and was pretty good. We were put up in 2 bedroom apartments, which also were pretty good. The arena was square rather than the rectangular shape we had been using, so we worked on the diagonal, and even played car football on the diagonal [as in UK we had four 3 wheelers again but instead of two Bedford Rascals they had found a seventies Holden Ute and an Austin 1800 [landcrab], they did some damage...

### **'My 3 wheeler seemed to be in the thick of it....**



The following Monday we flew down to Melbourne, where we actually had a couple of days off while the cars came down by road. Again the arena was square so a diagonal set up was used, and not too much rehearsal was needed. We were in a modest hotel on a tram route, so we had a look around, Gordon and I visited the MCG, the others went down the coast with a friend of Paul's. The first day at

the venue we found the food was terrible, so they had to stump up for dinner in the hotel for the rest of the week.

After the last show on Sunday we flew to Sydney and the next day to Johannesburg, here we were in a really nice hotel, and beer was once again affordable!! I can't think of much else I liked about South Africa!! The show was part of a big festival at Kyalami, and our bit was outside on a skid pan, out of 10 shows 3 were dry... we were using locally supplied cars [Megane turbos] and they were not ideal in the wet.... I have never seen thunderstorms like they have, the last show was delayed and we had to have a security convoy escort to the airport, which was fun! Straight from the show to the plane [still sweaty]

for an overnight flight to Heathrow, and a 7hour wait for a flight to Oslo [from 30° to 0°]. In Oslo the show was in fact the 2009 one [the 2010 cars were still in Aus], so I had a whole new set of sequences to learn, still we got a day off to have a look around a really nice city, with a fair bit of ice and snow about.

### **Conclusions:**

It was hard work, but also the really good bunch that make up the crew make it enjoyable most of the time. The three main mechanics have been on 27 World Championship winning teams from rallying, racing and bikes, so they are very good, and love a bit of fun.... Like connecting the windscreen washer jets on Paul's rascal to the brake light switch, so with no screen he got a bit damp... The presenters more or less ignore everyone! The crew party in S.A. was good, chatting to Sabine Smitt and Nick Mason playing the drums in the band... Brisbane was a modern tower block city, Melbourne much nicer with a bit of history, Jo'Berg was all richness, and poverty, and corruption, Oslo was the best.

For those that like a few travel pics

Oslo <http://s226.photobucket.com/albums/dd112/FBF25T/TGL%20Oslo/>

Melbourne<http://s226.photobucket.com/albums/dd112/FBF25T/TGL%20Melbourne/>

Brisbane<http://s226.photobucket.com/albums/dd112/FBF25T/TGL%20Brisbane/>

A collection of nice cars <http://s226.photobucket.com/albums/dd112/FBF25T/Linfox%20car%20collection%20Melbourne/>

MCG [cricket ground... ]

<http://www.facebook.com/l.php?u=http%3A%2F%2Fs226.photobucket.com%2Falbums%2Fdd112%2FFBF25T%2FTGL%2520MCG%2F&h=87799>

Various photos from the show... <http://s226.photobucket.com/albums/dd112/FBF25T/Top%20gear%20live%20tour/>

Also some vids..

You would not believe how tricky this was, the arena was a skid pan [literally] and turbo Meganes are dead at 1000-2000 rpm then all hell breaks loose..

<http://www.youtube.com/watch?v=xvrTH9LFIU0>

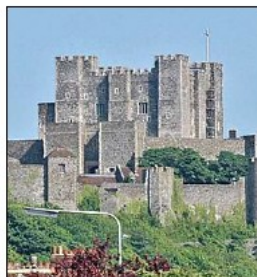
Oslo [ a different show to Aus, S.A. was also different]<http://www.youtube.com/watch?v=SDMqRioQYeg>

**Steve Stringer**



**Continental**  
car tours

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Fax: 01304 375581  
[www.continentalcartours.co.uk](http://www.continentalcartours.co.uk)  
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## *Deal Classic Car Festival*

*Sat 16<sup>th</sup> July*

**£20 per car and two people**

*Come and join the Deal Classic Car Festival on Saturday 16th July, starting from the Deal & Betteshanger Rugby Football Club in Canada Road, Walmer at 10.00.*

*A fantastic drive around quiet country lanes, you will be given clues to spot on the way, and you determine the route. There will be a prize for the car that spots the most clues with the least mileage.*

*The tour will finish at approx 13.00, when the cars will take part in a classic car show in the grounds of the Rugby Club, where a music festival with several live bands takes place during the afternoon. Food and drink will be available.*

***All proceeds will go to local charities.***

# *Deal Classic Car Festival Sat 16<sup>th</sup> July*



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*All proceeds will go to local charities.*

---

**Please complete this form and send it together with a cheque for £20 per car, payable to Continental Car Tours,  
or call 01304 380244 to book with credit/debit card**

Driver Name .....

Passenger name .....

Address .....

Phone No .....

Email .....

Car Make and model .....

Car Registration Number .....

MMKMC GRASS AUTOTEST CHAMPIONSHIP 2011

Event No:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TOTAL
DAVE COOK	12	15	15	12	12		15											81
TOBY COOK	8	10	10		6	15	8	12										69
BRIAN SHARPE	10			10	10	15*	10	12										67
ROBERT SHARPE	6	10		15*	12	6	8											57
BRIDGE CAREY	10			15		12	10											47
JIM PULLAR	8			8		8		15*										39
RICHARD OLSEN	12			5		8		6										31
IAN BONNER				8		8		8										24
PAUL THORNTON	5			5		5		8										23
TOBY GROVES				12		10												22
HANNAH MUNNINGS	3			6		5		8										22
GAVIN LANE	15*							6										21
ADAM RATCLIFFE	5			10				6										21
STEVE GROVES						10		10										20
RAY LANE	15*							5										20
LIAM CARFRAE				8		6		5										19
PETER ASHWELL	6					8		4										18
ANN COOK	6			6				5										17
EMMA OLSEN	6			2		3		3										14
DES CROCKER				8		6												14
MATT HELM	5	6																11
LIAM HANNIGAN	4					4		3										11
PHILIP DALTON				4		1		6										11
GRANT SHEPHERD								10										10
TRACEY MUNNINGS	1			3		2		3										9
MARK NEWMAN	1					4		4										9
TIM MEWETT						6												6
DENNIS USMAR				4		2												6
JOSH SMITHERMAN	6																	6
CHARLOTTE JENNER	1			3		1		1										6
KATY NEWMAN	1			2		1		2										6
CLIFF RATCLIFFE	2							4										6
JACK THORNTON				4		1												5
BRIAN GRANT	3							2										5
ALAN CARFRAE	4																	4
JAMES MUIR						4												4
THOMAS GRANT	4																	4
EMMA BUBB	1			1		1		1										4
BEN BARDELL	3																	3
RON DAVID						3												3
RACHEL HANNIGAN	2							1										3
JOSHUA CLARKSON				2														2
MAX JONES	2																	2
CALLUM GIBSON						2												2
JOHN DALTON	1					1												2
STEPHEN WATTS				1		1												2
AL BROWN				1		1												2
MICHAEL CARTER								2										2
GEMMA FULFORD	1																	1
ROB THOMPSON	1																	1
CHRIS MERCER	1																	1
DICK SLAUGHTER	1																	1
OLI BARROW								1										1
JACOB BARROW								1										1
MILES WATSON				1														1

## 2011 GRASS AUTOTEST CHAMPIONSHIP EVENTS

EVENT No: 1 = MMK 04/05  
 2 = 7OAKS 05/05  
 3 = OWEN 08/05  
 4 = MMK 11/05  
 5 = 7OAKS 19/05  
 6 = MMK 25/05  
 7 = 7OAKS 02/06  
 8 = MMK 08/06

\* ORGANISER / MARSHAL POINTS

## TRIALS

Event no:	1	2	3	4						TOTAL
DENNIS USMAR	1	10	10	1						22
RICHARD OLSEN		5	15							20
EMMA OLSEN		6	12							18
STUART HIGHWOOD		10								10
RAY LANE		8								8
ALEC BENNETT			8							8
BRIAN GRANT			8							8
THOMAS GRANT			6							6
MARTIN BELLINGER			5							5

1=BRICKHILL 13/2 2= 7OAKS 20/3 3=MMK 10/04 4=WARWICKSHIRE

## RACE/SPRINT/HILLCLIMB

Event no	1	2	3	4	5	6	7	8	9	10	11	12	Total
TOBY COOK	4	12	1	1	6	12	3	1	1	15			56

1=KART 16/01 2=KART 23/1 3= KART 20/02 4=KART 27/02 5=KART 20/3 6=KART 27/3 7=KART17/4 8=KART 24/4 9=KART 15/05

10 = KART 22/5

## TARMAC AUTOTEST

Event No:	1	2	3	4	5	6	7	8	9	TOTAL
BRIAN SHARPE	6	10	4	6	6					32
LLOYD BASS				8	8					16
RICHARD BASS				6	6					12
CHRIS ATKINSON				5	4					9
STEVE REDESELL		8								8
RICHARD OLSEN				5						5

1= HAGLEY 2=HARROW 3=FOXLEY 4 = KENT DRIVER 5=WARWICKSHIRE

**SCATTER RALLY**

Event	1	2	3	4	5	6	TOTAL
No:							
ROBERT SHARPE	3	10*	5				18
BRIAN SHARPE	3	10*	5				18
TOM SOLOMON		8	8				16
RAY LANE	10*	3					13
GAVIN LANE	10*	3					13
HELEN CROCKER	4	2	2				8
DES CROCKER	4	2	2				8
RICHARD OLSEN	1	5					6
EMMA OLSEN		5					5

1 =MMK 27/01 2= MMK 24/03 3=7OAKS 31/3 \*ORGANISER PTS

**STAGE RALLY DRIVER**

Event No:	1	2	3	4	5	6	7	8	9	10	TOTAL
DICK SLAUGHTER		12	15	10	10						47
CHRIS BROWNE	5	8	8	8	15						44
CHRISTOPHER NEWTON	8										8
MARTIN PAGE	2										2
JASON THOMPSON	2										2
TIM MEWETT	1										1

**STAGE RALLY CO DRIVER**

LIZ JORDAN	1	8	8	8	15						40
ANTHONY NEWTON	8										8
ALI CORNWELL - BROWNE	5										5
HUGH THOMPSON	2										2
HUGH HOLDAWAY	2										2

1=BRANDS 2=MID WALES 3=BULLDOG 4=PIRELLI 5 = SEVERN VALLEY

**ROAD RALLY DRIVER**

Event No:	1	2	3	4	5	TOTAL
LYLE CATHCART			6	4		6
MIKE JORDAN			2			2
TREVOR GILKS	1	1				2

**ROAD RALLY NAVIGATOR**

Event No:	1	2	3	4	5	TOTAL
ANDY GIBSON			10			10
JAMES CATHCART			6			6
LIZ JORDAN			2			2
MAGGIE GILKS	1					1

1=WINTER CLASSIC 2=MONCLAR D'AGENAIS 3=POPPY RALLY

## MARSHALS

EVENT No:	1	2	3	4	5	6	7								TOTAL
JOHN ASHWELL			10	10	10		10								40
BRUCE JENKINS		10				10	10								30
GRANT SHEPHERD	10					10									20
STEVE STRINGER			10			10									20
ROBERT SHARPE						10	10								20
ALI CORNWELL-BROWNE						10	10								20
BEN BARDELL				10											10
DAVE JOHNSON	10														10
JIM PULLAR	10														10
JAMES CATHCART	10														10
STEPHEN WATTS	10														10
TIMOTHY CATHCART	10														10
TREVOR GILKS			10												10
TOM THOMPSON			10												10
RICHARD OLSEN		10													10
EMMA OLSEN						10									10
LIZ JORDAN					10										10
MIKE JORDAN					10										10
PAUL THORNTON						10									10
TOBY COOK						10									10
LYLE CATHCART						10									10
ANDY JENNER						10									10
DES CROCKER						10									10
HELEN CROCKER						10									10
GAVIN LANE						10									10
RAY LANE						10									10
JAMES MUIR						10									10
GEMMA FULFORD						10									10

## EVENT OFFICIALS

Event   No:	1	2	3	4	5	6	7								TOTAL
LYLE CATHCART	10	10	10	10			10								50
HILARY JENNER		10	10	10	10		10								50
BRUCE JENKINS	10		10	10	10										40
ROY NICHOLLS			10	10	10										30
KAREN CHAMBERS			10			10									20
CHRIS BROWNE	10						10								20
DAVE COOK						10									10
JIM PULLAR						10									10
ANN COOK						10									10
STEVE GROVES						10									10
STEVE STRINGER		10													10
TOM THOMPSON	10														10
TOM SOLOMON	10														10

1 = Trial 10/04 2 = A/T Training 3= A/Test 04/05 4=A/Test 11/05 5 = A/Test 25/05 6 = KENT DRIVER 7 = A/Test 08/06



# MAIDSTONE & MID KENT MOTOR CLUB LIMITED



## Fixture List 2011

Event	Date
Scatter	27 <sup>th</sup> January
Awards Dinner	26 <sup>th</sup> February
Scatter	24 <sup>th</sup> March
Tyrwhitt Drake Car Trial	10 <sup>th</sup> April
Autotest Training Day	1 <sup>st</sup> May
Evening Autotest	4 <sup>th</sup> May
Evening Autotest	11 <sup>th</sup> May
Annual General Meeting	17 <sup>th</sup> May
Evening Autotest	25 <sup>th</sup> May
Kent Driver Autotest	4 <sup>th</sup> June
Evening Autotest	8 <sup>th</sup> June
Evening Autotest	22 <sup>nd</sup> June
Evening Autotest	6 <sup>th</sup> July
Evening Autotest	20 <sup>th</sup> July
Evening Autotest	3 <sup>rd</sup> August
Gymkhana	7 <sup>th</sup> August
Combined OPS Show (IMPS)	13 <sup>th</sup> & 14 <sup>th</sup> August
Evening Autotest	17 <sup>th</sup> August
Wings Autotest	4 <sup>th</sup> September
Autosolo	8 <sup>th</sup> October
Weald Trial	23 <sup>rd</sup> October
Scatter	27 <sup>th</sup> October
Brian Lewis Car Trial	20 <sup>th</sup> November
Christmas Party	6 <sup>th</sup> December

Club Secretary: B.A Jenkins.  
 Reg. Office: Thames House, Roman Square, Sittingbourne, Kent, ME10 4BJ.  
 Registered Number: 339785 England.

## MAIDSTONE & MID KENT MOTOR CLUB Ltd.

### MEMBERSHIP APPLICATION FORM 2011

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]

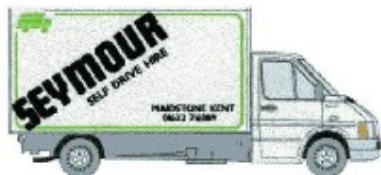
Please make cheques payable to "MMKMC Ltd" and send with this form to :

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



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# Coxheath

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