



Kent Driver

March 2011

- **Brands Hatch Stages**
 - **Club Championship Awards**
 - **Dinner Dance**
 - **Weald Trial**

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

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Volume 36 No 1



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Founded 1935

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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

March 2011
Volume 36 No 1

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

Chairman's Chat



Our first Kent Driver of the year and a new year of motorsport.

I started competing early this year and already have three rallies under my belt. Brands Hatch, a super event run again after an absence of many, many years and our motor club had more entries than the organising club. A proud moment for Maidstone and Mid Kent members! The Wydean was my next event, which we used as a shake down to get on the pace for the British Historic Rally Championship, the first round being the Mid Wales on 6th March.

The Club's annual Awards Dinner took place at the Ridge Golf Club, with only 51 attending - a fantastic evening was had by all. The format was changed for this year's dinner, moving away from the traditional dinner and dance, but the turnout was much lower than any held before and was somewhat disappointing.

We have a full club calendar booked for this year, with an addition of an autosolo in October, which I am very excited about, as this will be a first for our Club. More details to follow in the coming months.

The evening autotest team is all in place and raring to go with Hillary Jenner taking the position of Secretary for whole series and Karen Chambers doing all the results. We start the season with the Training Day on May 1st, so we look forward to seeing as many of you as possible, either competing or marshalling.

Dave & Ann Cook have confirmed that the Kent Driver Autotest a round of the BTRDA Championship will take place this year at the Sittingbourne stadium. This unfortunately had to be cancelled last year due to problems with the venue.

Enough of my ramblings – here's to a year of safe and enjoyable motorsport.

Chris Browne

2010 Weald Trial

It doesn't seem a year ago that we competed in the Sevenoaks Weald Trial. Time seems to fly by these days. The format for the event was nearly the same as previous years using public roads between the different venues. There were changes to the regulations this year, these being:-

- All autotest section diagrams would be issued to competitors before the event.
- When competing in the autotest sections a passenger was required to remain in the car.
- Walking the courses of the autotests or the trial hills was not allowed.
- Only one attempt at each test was allowed apart from a couple of hill climb venues that we were able to attempt twice with both scores counting.



We were informed that the reasons for the changes were to ensure a smooth flow for the day's sport and to avoid finishing in the dark as happened last year.

It was just light as we arrived at the start of the Sevenoaks autotest venue at Coldharbour Farm Farningham. We found the scrutineer who went through his usual checks, then went and signed on. There was nothing else to do before the autotest section opened at eight-thirty. As we had already been issued with autotest diagrams and being unable to walk the tests, all we could do was to look to see where the cones

had been positioned. The three tests were straightforward with no reversing, but it became very obvious that it was very wet and every body was struggling to find traction. The site is on a slope and on some of the tests the passengers had to push the car out of the test to finish. All three tests completed, we handed in our score sheet, packed up the car and headed off to Edenbridge.

There was plenty of time to travel to Gabriels Farm, just out side of Edenbridge for another autotest organised by the Tunbridge Wells MC. A different field this year but plenty of space on flat short grass which was still very damp.

There were three straight forward tests which we completed in no time and without any problems. I had a chat with some of the other competitors before packing up and moving on. Originally the next venue was to have been a hill climb at Burwash, but this had been cancelled.

Headcorn was next, and reached after the longest road section of thirty two miles. There was a small hold up on the A21 due to a road accident but we still managed to arrive at Headcorn way before it was due to open. We had a bite to eat and a chat with fellow MMKMC members before starting. Brian Sharpe was Clerk of the Course with other familiar faces marshalling. The grass by now was starting to dry out which helped make the three tests flow nicely. In no time we had completed the tests, so made our way to Stoneacre.



This year Stoneacre was organised and run by the Bexley Light CC. There were four hills marked out, each to be attempted twice. On Hill No.1, we only managed to get halfway up before running out of grip. On the second run we cleaned it. On Hill No.2, we only managed to get halfway up on both runs. The third hill we cleaned both times. On the fourth hill, the competitors that managed to climb up and over the first

mound were confronted with an adverse camber, which then turned sharply up the rest of the hill. Everybody either slid out of the markers or spun their wheels and ground to a halt.

Dean Street was run by the MMKMC with Andy Jenner being Clerk of the Course. At this venue a single track leads into a valley where three hills and two autotests awaited us. The autotests were straight forward and proved to be no problem. The first hill climbed up a grass bank and then turned into wooded area. The grass bank we climbed ok, but in the wood it was very slippery and we slid out of the flags. The other two hills were a maze of flags and took some working out as to where to go on the grassy bank. On both hills we managed two thirds of the way up before running out of grip. We then had a chat with fellow club members before packing up and moving onto the last venue.

Chapman Hill Meopham, run by B19 Motor Club had four hills to climb allowing two attempts of each. The sun had set, the temperature was starting to drop and it was beginning to get damp. We managed to clean all the hills bar one on which we scored a single point.

We headed back to the finish at the Bell at Kemsing, had a chat and drink while all the scores were being collated from the different venues. The results were announced and trophies presented. It was a shame that it didn't attract more competitors as this was an excellent event. It was also great to see so much support from the individual clubs helping with the organisation of the event. It was a good days sport for the competitors. Let's hope it can be repeated next year and attract more competitors.

Results of MMKMC members.

	Class A	Class F	Overall
Richard Olsen			1 st
Dennis Usmar	1 st		3 rd
Stuart Highwood		2 nd	4 th

Dennis Usmar

Important information—New Motor Insurance Law

From January 2011 a new law gives DVLA more power to combat keepers of vehicles that are not insured.

DVLA will compare its records with details of vehicles on the MID (Motor Insurance Database) – the UK’s central record of vehicle insurance.

If a vehicle does not have insurance the registered keeper could face;

1. a fixed penalty fine of £100
2. their vehicle being clamped, seized and disposed of, and
3. a court prosecution with a maximum fine of £1000.

Unless a Statutory Off Road Notification (SORN) has been made. These new measures are in addition to the powers the police already have to seize an uninsured vehicle and fine the driver.

If you want to check your vehicle is recorded as ‘insured’ on the MID record, visit the free service at **www.askMID.com**

Do not contact DVLA as only your insurance provider can update your insurance details on the MID. If your vehicle registration number is not on the MID, contact your insurance provider immediately to get the MID updated.

What this means for you

If you are keeping your vehicle for use on the road and it is not insured, **insure it now.**

If you are keeping your vehicle off the road and it is not insured you must make a Statutory Off Road Notification (SORN). If it is taxed you need to return the disc (including nil discs) to DVLA.

For more information on this, please visit **www.direct.gov.uk/stayinsured**

2010 Annual Awards Dinner

After consultation with members at the 2010 AGM it was decided to present the Annual Awards at a Dinner rather than a Dinner Dance as has been the case over the previous seven decades of the Club's history. It was disappointing therefore that the evening was not particularly well attended by members and a prize winners. Having said that Graham Wood and his Team put on a n event at the Ridge Golf Club Sutton Valence that was up to his usual standard and enjoyed by the 51 people that attended. Our convivial Chairman Chris Browne acted as Master of Ceremonies and kept the evening running smoothly. He also made sure that people parted with their cash to make suet they were in with a chance of winning one of the excellent raffle prizes.

During an excellent meal guests pondered over a set of quiz questions comprised of photos of well know drivers from the last 60 years of racing and rallying. Senility obviously struck Table 4 as there was a lot of "I know the face but cannot remember the name" going on. It was no surprise to learn therefore that Table 4 was headed up by Mr Cathcart! The final result was very close with Table 1 and Table 5 being separated by only one point. The prizes of wine and chocolates went on the final count to the Dawson family and their guests and well done to them.



Philip Dalton receiving his award from Mike Jordan

The evening continued with Mike Dawson explaining that he and Ben Dawson had entered for the London to Cape Town Rally. This had been postponed from January 2010 to next year as the Foreign Office had advised against running the event due to unsafe conditions in some countries along the route. As with so many of these events the organisers are raising money for Charity as part of the event, so Mike and his Team are looking for sponsors. This part of the evening culminated with Mike auctioning two books written and signed by Charley Borman in aid of Charity. £60 was raised for the benefit of UNICE.

The evening culminated with the Club Championship Awards being presented by our President Mike Jordan to the successful competitors in each of the championship categories. A full list of winners is set out else where in this issue of Kent Driver. Of specific note was that Andy Jenner was awarded the "Club Person of the Year" award for his work as Championship Co-ordinator and without whom the results would not have been possible. A big thank you must go to Andy for his hard work during 2010.

B.A.I

ASEMC Championship Award Winners 2010

Car Trial Championship

First Overall	Colin Reid	Fiat Panda 1000cc
Best Junior	Thomas Grant	Ford KA 1300cc
Best Female	Emma Olsen	Citroen AX 1100cc
Class 1 - 1 st	Tim Mountford	Renault Clio 1200cc
Class 2 – 1st	Richard Olsen	Citroen AX 1100cc
- 2nd	Chris Judge	Nissan Micra 1348cc
- 3rd	Bruce Aitken	Citroen AXGT 1360cc
- 4th	David Balderson	Peugeot 205 1360cc
- 5th	David Judge	Fiat Panda 1000cc
- 6th	Ray Lane	Mini Mayfair 998cc
Class 3 – 1st	Dave Harvey	Hillman Imp 915cc
Class 4 – 1st	Barry Callen	Nissan Micra 1346cc
- 2nd	James Smith	Rellard Special 3000cc
Class 5 – 1st	Matt Endean	Nissan Micra 998cc

Speed Championship

First Overall	Bill McKenna	Porsche 966 3600cc
Category Winners		
Category A	Tim Cole	Mini Cooper 1293cc
Category B	Barry Thorn	Peugeot 205 GTi 1906cc
Category C	Steve Boother	OMS 1095cc
Class Winners		
A1	James Hall	Mini Red Hot 1293cc
A2	Mitchell Perry	Renault Clio 1998cc
A3	Brian Winstone	Porsche GT3 3600cc
A4	Logan Black	Mitsubishi EVO 2000cc
A6	Colin Crang	Lotus Exige 1796cc
B7	Paul Bernal Ryan	MG Midget 1380cc
B8	Peter Thorn	Peugeot 205 GTi 1906cc
B9	David James	MGBGT 3500cc
C10	Gerry Fincham	Caterham R400 1800cc
D12	Chris Judge	Jedi MK 4 600cc
D13	Roy Millbank	Pilbeam N/P62 1998cc
Masters Trophy:	Stephen Laing	Lotus Exige 1796cc

CLUB CHAMPIONSHIP AWARD WINNERS

YOUNG CLUB DRIVER OF THE YEAR

- 1st Under 21 Trophy : TOBY COOK
2nd Sports Car Challenge Cup : PHILIP DALTON

SENIOR CLUB DRIVER OF THE YEAR

- 1st David Haynes Rally Trophy : ROBERT SHARPE

LADY CLUB DRIVER OF THE YEAR

- 1st Eric Northover Memorial Trophy : EMMA OLSEN
2nd Uniflo Trophy : GEMMA FULFORD

MARSHAL OF THE YEAR

- 1st Don Baker Trophy : CAROLINE JENKINS
2nd Kleeber Trophy : ANDY JENNER

NAVIGATIONAL SCATTER DRIVER & NAVIGATOR

- 1st Peter Singleton Memorial Trophy : ROBERT SHARPE
2nd Graham Castle/Alan Turner Memorial Trophy : BRIAN SHARPE

CAR TRIALS DRIVER CHAMPIONSHIP

- 1st Waugh Two in Crew Trophy : RICHARD OLSEN
2nd M R Cannon Trophy : DENNIS USMAR

GRASS AUTOTESTING CLUB DRIVER

- 1st The Castrol Shield : BRIAN SHARPE
2nd The Roy Carey Trophy : DAVE COOK

TARMAC AUTOTESTING CLUB DRIVER

- 1st Ken Jordan Bent Con Rod Trophy : BRIAN SHARPE
2nd Ken Jordan Memorial Trophy : JIM PULLAR

RACE/SPRINT/HILL CLIMB CLUB DRIVER

- 1st Jubilee Trophy : TOBY COOK

SPECIAL STAGE RALLY DRIVER/NAVIGATOR OF THE YEAR

- DRV Charing Rosebowl : CHRIS BROWNE
NAV Wilfred Pocock Rally Trophy : LIZ JORDAN

ROAD RALLY NAVIGATOR OF THE YEAR

- 1st Lee Davey Navigators Trophy : LIZ JORDAN
2nd John Liddell & Co Ltd Trophy : NOT AWARDED

ROAD RALLY DRIVER OF THE YEAR

- 1st Kathleen Jupp Trophy : MKE JORDAN
2nd Doug Harris Mid Kent Trophy : TREVOR GILKS

CLUB DRIVER OF THE YEAR

- 1st Hayward Trophy : BRIAN SHARPE
2nd Coronation Trophy : RICHARD OLSEN
3rd P A Barden Trophy : TOBY COOK

ORGANISER OF THE YEAR

- John La Trobe Trophy : ANDY JENNER

CLUB PERSON OF THE YEAR

- Ford Rose Bowl : C & B JENKINS

World Cup Rally - London to Cape Town 2012

The Endurance Rally Association (who organised the Peking-Paris rally) is organising this event and Ben and myself are looking to take on this 9000 mile venture starting at the Houses of Parliament on January 1st 2012. We will drive through Europe via Greece, Turkey into Jordan, Saudi Arabia, Sudan, Ethiopia down the west side of Africa through Kenya, Tanzania, Botswana, South Africa and finish on the waterfront in Cape Town.

This is a timed event with 30 days of competition. Each day there will be up to 450 miles on what ever surface we meet timed to the minute and a stage of up to 60 miles thrown in, timed to the second.

We had an entry for the 2011 event but the British Foreign Office decided to step in 6 weeks before it was due to start. The event was cancelled as it ran through Tunisia, Congo and Nigeria and they told us



that they would not come to our rescue in the case of an incident.

Ben and myself had by the time the event was cancelled self built a Mk 2 1600 Escort basically to works specification, with help from Gartrac and

Connaught. Hopefully all that was left was our own preparation ... but even now I'm still not sure how you get ready for a 30 day rally.

Reliability will be the big issue on this adventure and with a 120 bhp engine, a single down draught carburettor, straight cut gearbox and a 350bhp Atlas axle and suspension to match, we feel that we are a long way towards getting to Cape Town. Having prepared the vehicle ourselves, including all the seam welding, we at least have first hand knowledge of our charger.

We fancied this event, as unfortunately in all forms of motorsport now, there seems to be a lot of waiting around in cold wet places for hours on end. This is just to go and play on the same piece of track/circuit and see the same corners over and over again while paying through the nose for it. This is probably due to venues not being as easily available as they were years ago and our masters at Colnbrook wanting bigger dividends.

Don't get me wrong, everybody needs to start somewhere and the types of events out there now are good experience, but the cost is prohibitive. With a National B event now costing close to £1000.00 for 40 miles of barracks, airfield and woodland that you see so many times in a day, and then to be beaten by a bloke in a hundred thousand pound WRC car, who fly's home in a helicopter. What chance does a clubman have in a self-built car? A British National B event costs £25.00 per mile, London to Cape Town we estimate will only be 25p a mile.

Ben and myself also need some financial support. Not mega bucks, but some sponsorship for the event, and if anybody would be interested or know of anyone we could speak to, then please will they get in contact with me on 01227 731356 (office) or mike.dawson@uku.co.uk , and I will be only too happy to discuss their involvement. We also have a website <http://www.dawsonmotorsport.co.uk> with all our details including that of our vehicles and a lot more.

Already in our planning for the 2012 World Rally is our support for UNICEF in the hope we can give Africa back something for allowing 60 cars to create mayhem on their continent. At the MMKMC Annual Dinner we auctioned two books signed by Charley Boorman who together with Ewan McGregor, did London to Cape Town on a motorbike. I am sure you will have all seen it on the TV. We raised £60.00 from these books, which will go direct to UNICEF. Thank you.

We now have a few months in front of us preparing for this adventure and hopefully we can make Cape Town this time.

Mike Dawson

Grand Test Auto

I love driving. I love the idea of getting behind the wheel and going for a drive for the fun of it. And this dream of mine to have a licence came true. The day after the last autotest at Headcorn I took my test and passed first time. I have to say I was pretty scared not only because passing this test meant whether I would be able to drive solo but also because the driving examiner had no sense of direction and we got lost several times, unnerving me slightly

I had a blow out while driving home from school one evening

But as I said I passed the test and aside from the occasional boy racer tailgating me, driving has turned out to be pretty good on the whole and I couldn't wait until the next season of Autotesting when I would have the chance to drive solo. Well that was until I remembered that I'm now in the same class as Dave Cook! And let's be honest I have no chance against a more powerful, stripped out version of post-man pats van...Goodbye Autotesting mugs! Looks like I'm going to have to lower my target to make sure I beat my dad now. Now that is rubbing it in!

On the positive side Autotesting has helped me with driving on the road. Within a fortnight of passing my test, I had a blow out while driving home from school one evening on a national speed limit road. Luckily my right foot wasn't buried and I was able to control the car before being able to pull over and change to a spare tyre. What I first thought to be a blowout then turned out to be a pretty much shredded tyre and I feel that without the skills I have learned from Autotesting I probably wouldn't have been able to control the car half as well.

And that wasn't the only 'incident' I experienced. Soon after the monumental snowfall we experienced my dad and I managed to dig the car out in the school car park from under a mound of snow and I was back into the routine of driving to school. I decided, stupidly, on my way home one day to take my normal shortcut down a small lane that cuts about 10 minutes off my journey. Looking like the lane was clear,

I hit black ice going down a slight hill and approached a small bend out of control and with useless brakes.

I proceeded up the road, I reached the top of the small hill, with the path ahead looking clear, I continued full of confidence that the lane was clear and OK to use...How wrong I was. I hit black ice going down a slight hill and approached a small bend out of control and with useless brakes. Somehow managing to counter steer, I narrowly avoided becoming one of the statistics an insurer uses about young male drivers. Needless to say I didn't go back down that road until I was 100% sure all the ice had melted.

But luckily we are experiencing some nicer days now where the temperature is slightly bearable and the evenings last a little longer. The new season of Autotesting is fast approaching and my anticipation and nervousness and excitement is building. It's the first time I will be driving alone, so I won't be able to blame dad for directing me the wrong way (note from dad – "don't blame the navigator..."), and equally I can say I am faster due to losing the weight of a passenger.

All I can do is try my best and see how the little 998cc Micra stacks up against the competition...Bring it on.

Philip Dalton

MMKMC GEAR



Sweat Shirt	(sizes S M L XL XXL)	£ 16.00
Polo Shirt	(sizes S M L XL XXL)	£ 12.00
Club Stickers		
Large Rectangular		£ Free
Small Rectangular		£ Free

Contact
Lyle Cathcart or Roy Nicholls

BRANDS HATCH STAGES – 30 January 2011

Since local motor clubs lost the Rally of Kent [organised by Bexley, Maidstone, and Sevenoaks clubs] several years ago, due to the commercialisation of Bedgebury Forest, local stage crews had to travel well out of the County to take part in this specialised sector of motorsport. The promotion and return of Stage Rallying to the Brands Hatch racing circuit was welcomed by all and promised to be a great event which is exactly what it turned out to be.

Maidstone & Mid Kent was very well represented with seven crews out of an entry of eighty cars.

Being a “local” event it attracted many well known stage rallying crews and the entry list filled up within days of the regulations being released.

Maidstone & Mid Kent Club was very well represented by no less than seven crews out of a maximum total entry of eighty cars. Our crews were Chris & Ali Browne in the Ford Escort Mk1, Stuart & Trevor Gilks Nissan Micra K12, Tim Mewett & Liz Jordan Vauxhall Astra, James Muir & Andy Twyman Peugeot 205, Christopher & Anthony Newton Vauxhall Nova, Martin Page & Hugh Holdaway Ford Escort Mk2, and Jason & Hugh Thompson British Leyland Mini.

James and I duly arrived at the Brands Hatch circuit on an extremely cold morning. Not having been to a meeting at the circuit for many years, we decided to initially watch from the viewing area by the permanent mini stage training area, having studied the stage layouts on the website beforehand. For this event this was the start for the morning stages 1 to 4. While walking to the start we came across members of the Sevenoaks club marshalling a control where Darren Hall and Andy Elcomb warned us the stage was very slippery and should be good entertainment.



The seeded front runners duly arrived on time and certainly proved the first few hundred yards of the stage had virtually no grip at all especially on cold tyres with most of the front runners taking various extreme measures of driving skill to stay on [and off] the tarmac. Notwithstand-

ing the “advice” from your scribe to our “club” crews none of them took too much notice and I think all of them had various moments whilst in our view. This was especially true of Jason & Hugh who took out nearly



all the bollards on one corner and Tim & Liz also had their moments [Tim regretted not taking my advice and expected the sarcasm that he later duly received!].

During the morning we moved our vantage point to watch at Paddock Bend and witnessed very tidy driving from our members especially

the Newton's in the Nova and the quick pace being set by the Gilks in the Micra “special”! The morning stages all started from the same point running through the Paddock area and tunnel onto the circuit at Paddock Bend, then going in front of the main stands and hairpinning left into the pit lane. At the end of the pit lane a hairpin right took them behind the pits and then hairpin left led back onto the circuit at the entrance to Clearways. This was followed by going “wrong way” back

up to Druids, Paddock and Clearways, finishing the stage at the start of the Grand Prix circuit. The stage layouts gave the great number of spectators superb viewing and with many cars in view at the same time a certain amount of “lapping” was constantly taking place. The afternoon stages were almost a rerun of the morning stages but in reverse with a bit of “tweaking” here and there.



During the lunch break we ventured back to the service area where we met up with the many Club members who had come to watch and cheer our competing crews along. The atmosphere was so very relaxed and

one was constantly meeting people from the past. Recognition of people we had not seen for some time was made more difficult due to most of them being wrapped in scarves and hats to combat the bitter cold that lasted all day. It was during this break that James Muir's car was towed back to the service area following James' argument with a very solid post during the morning. As is often the case all the damage was



on the co-drivers side, but luckily we understand he only suffered severe bruising. Needless to say James had plenty of advice from several members how to repair the damage or replace the shell [We think Russell Phipps was touting for business!]

For the afternoon runs we started watching from Clearways and were soon treated to the "major off" into the shingle by the Gilks crew, right in front of us and when Stuart saw us his look said it all! At the end of the stage the beached Micra was towed out and they re-joined for the final stages. More drama was to come when Tim Mewett's Astra broke a drive shaft, but some swift action from his service team fitted a new one, enabling Tim & Liz to continue to the finish.

When the overall results were finalised they showed our Club Members had put in good performances with Chris & Ali Browne finishing tenth, followed just 52 seconds behind by Martin Page and Hugh Holdaway in seventeenth. Next were Tim Mewett & Liz Jordan in twenty sixth slot and in thirty fifth overall and third in class, were Christopher & Anthony Newton. The final Club finishers were Jason & Hugh Thompson in fifty second place. Unfortunately due to their "incidents" the Gilks and James Muir & Andy Twyman were not classified as finishers. So ended a good days motorsport which had allowed free admission for the large number of spectators, but will it be free next year?

LT & LT

RALLYING AT BRANDS HATCH

As soon as Chelmsford Motor Club announced the stage rally at Brands Hatch I knew that my “n”th retirement from the sport was not going to happen. Maggie kept on at me for a week and eventually I mailed Stuart and said I would co-drive for him and got the reply “pleased to see you have seen sense”



I had co-driven in a Peugeot 205 at Anglesey in November and before the last stage shook his hand and thanked him for 15 years of stage rallying together. It was not an ideal event to finish on as the car had a virtually standard 115 bhp engine, a narrow seat which did not suit my ample buttocks and whilst he drove the wheels

off it, we got nowhere.

The Micra had a catastrophic engine blow up in May last year, necessitating a complete new engine. The new one was only a 2 litre but had 10 bhp more and a higher rev limit meaning even more noise in the car. It had been virtually mechanically rebuilt with several new tweaks which meant nothing to me. When a computer is needed to change engine settings, I give up! The bodywork was still the usual Gilks standard though, showing the hard life.



We arrived on Saturday evening for scrutineer-within 10 minutes I met Mike Jordan who had M&MKMC stickers in hand for the car and Roy Edwards in the queuing queue and we

car's day and had met thrust my then scruti-ex-

changed some pleasant banter. This set the social theme for the weekend for me. With about 10 M&MK crews entered plus the Peter Maylum supported entries and the many Kent based marshals and visitors it

was a series of enjoyable reunions.

The stages were in two halves. A couple of minutes of slow or very slow section in the rallyschool and paddock areas followed by high speed sections on the paddock lanes and track. With 2 splits and merges there was always going to be traffic difficulties, but driving standards were generally good. We were seeded 26 but were running in the top 12 times which we were pleased with considering we made a wrong tyre choice for stage 1, had a couple of explorations into the cones and only had a 2 litre engine. Stages 3 & 4 demonstrated the good handling of the car on the limit of adhesion but its dislike of circuit racing rumble strips where it threatened to throw itself off the track. Lesson learned, stay off them.



The afternoon stages were the morning ones run in reverse, meaning the track sections were in the normal racing direction. With a split at the exit of Clearways, the third time being faster than the previous two as we were carrying on up the track, not into the pits area. Stuart took me literally and he buried

the car up to the sills in the gravel on the outside of the corner. When I eventually extracted myself from the car the marshals offered me a welcome mug of tea as we were in for a long wait to be recovered.

With no damage to the car we rejoined the event for fun on stage 7 as last runner. However our times were 90 seconds quicker than these guys at the back so the aim was to pass 3 of them in the stage. We managed it on 7, but not 8 the last as we were stopped by the noise curfew at the end of the circuit section.

A great day of motor sport and good to see and meet many old friends May Chelmsford be successful in obtaining the authorisations needed to run the event in 2012.

No, I'm not announcing another retirement. I'll be out in the Micra later in the year, either in the West Country or the North or maybe both. It's too much fun to miss, even if I do ache for a week afterwards!

Trevor Gilks

A MOTORING FANTASY - THE BEST OF BRITISH.

Having recently read reports of the 'James Bond' Aston Martin selling for £2.6 million I found myself speculating on which I would buy if I could afford to spend that sort of money on a car or cars.

Although there are obviously many people with that sort of money, Maidstone & Mid Kent members amongst them no doubt, I would need to win the lottery – but what harm does a little dreaming do?

After a good deal of thought I decided that I would spread the money across a collection but of what? In the end I opted for trying to choose one British car firm from each decade of the twentieth century - so here is my list.

1900 - 1910. Plenty of makes to choose from most now defunct and many forgotten but not many with races I think it would have to be a Napier but because there are so few I don't think one could be choosy about the model.

1910 – 1920. Because of WW1 only half a decade of car production to choose from. There really ought to be a Rolls Royce in the list somewhere I will therefore go for a Silver Ghost preferably with the London – Edinburgh bodywork.



1920 – 1930. This decade really takes us to the end of the Vintage period with masses of reverend cars to choose from including of course the various Bentley's but I have just never hankered after one. In many ways the best 'all rounder' is perhaps an Alvis 12/50 but because the budget is still looking quite healthy I am going to go upmarket and choose a Vauxhall 30/98.

1930 – 1940. This was the period when the archetypal British sports car flourished with Austin, MG, Riley, and Singer representing the 'small fry', with Lagonda, Invicta, Alvis, and others representing the 'big fish' with cars such as Aston Martin representing the 'mid sizes'. A very difficult choice here and I am very tempted by an Invicta but because it's a car I should have bought forty years ago but screwed up the negotiation, I am going for a 1100cc Lagonda Rapier. I think this is a jewel of a

car looking just like a miniature version of the 4½ litre.

1940 – 1950. I found this the most difficult decade to choose a car from. The first five years had no car production and post war constraints limited what was then available with the majority of cars being revamped pre war models. The most exciting car produced in Britain was no doubt the JAGUAR XK120 but despite a wonderful engine and good looks its not for me and too much like hard work to drive as well as uncomfortable. My choice here is the relatively humble but very clever Jowett Javelin.

1950 – 1960. Lots to choose from here but for me it's a toss up between an AC Ace and a Frazer Nash Le Mans Replica – if one could find one and the budget is still ok I will have the Frazer Nash please.

1960 – 1970. In many ways a Golden Era for British cars especially in the Rally field so I think it's a case of Cooper 'S' or Healy 3000. Although for nostalgic reasons the Cooper 'S' tempts I've never owned, or even driven one. So a Healy 3000 will be my choice.



1970 – 1980. We are now moving into a period where choosing something that is even remotely British is difficult. Morgan is of course still available but the 'traditional' ones are hardly representative of the 80's. TVR's are a possibility but they do not enjoy the best of reputations so I think I will opt for a Caterham, but again specification to be decided.

1990 – 2000. A chap of my age needs a bit of luxury from time to time so for my final choice I am going for a complete contrast and seek out a Bristol – a quality car with huge performance and rarity.

One suspects that anyone reading my list will have an entirely different selection, in fact there is a good chance that none of 'my cars' will even be on their short list.

Ken Kimber

News Bites

Due to the change in the MSA permitting system most Club events will now be run under a CLUBMANS permit rather than a CLUBSPORT. Clubsport no longer exists. Your Club membership card is your competition licence, so please make sure you have it with you when signing on at Club events.

Following the above changes competitors can now compete in ASEMC and other Championship rounds with a CLUBMANS licence rather than having to have a National 'B'.

The ASEMC is running a Speed Championship and a Car Trial Championship in 2011 and is hoping to add an autotest championship in 2012. However there are a small number of grass autotests [4] included in the ACSMC Championship rounds in 2011 for which the ASEMC will be presenting a trophy to the most successful competitor.

The MSA are looking for support from clubs for their approach to Government for a change in the law to allow some motorsport events to take place on closed public roads. They have requested possible events and venues that could benefit from this change.

Sevenoaks MC Crystal Palace Sprint was so successful in 2010 that they are running it again in 2011 [29/30th May]. Entries are available now on line.

Our first Autosolo will be held at Sittingbourne Stadium [the same venue as the Kent Driver Autotest] on Saturday 8th October rather than Sunday the 9th October due to noise restrictions at the venue.

The MSA have put some money into maintaining a Marshals Register and this will now be updated annually.

The ASEMC is looking to run a Stage Rally Championship in 2012 that may include a round in Belgium.

The Club AGM will be held at the Bull at East Farleigh this year, so please put the 17th May in your diaries and come along and put your questions and suggestions to the Committee that **YOU** elected to run the Club.

Tunbridge Wells MC are looking for sponsorship with a view to reopening Pestalozzi Hill Climb in Sussex.

New Members

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

David Fleck - Maidstone

Graham Baker – Aylesford

Stephen Watts – Lenham

Dean Chiddention – Maidstone

Ben Farmer – Gillingham

It was good to see some of these new members at our Club evenings at the Park Gate, which is a reminder to all our Members that the Club meets at the Park Gate on the A20 at Hollingbourne every third Tuesday of the month around 20.00 hrs. We have a growing band who come along for a “Natter and Noggin”; so why not come and join us and help put the world to rights? Food is available for those that haven’t had time to eat.

The Club has a loyal band of Advertisers and we would like to thank them for their continued support of the Club in 2011 without whom we would not be able to publish the Club Magazine “Kent Driver”. If there are any other people out there who would like to advertise in the Club magazine please contact Lyle Cathcart on 01622 631621 or l.cathcart@btinternet.com to negotiate terms.

MSA calls for closed road proposals British Rallycross 2011 changes revealed

The MSA has asked registered clubs to submit their proposals for suitable events to support the governing body's campaign for closed road motor sport. The MSA is engaged in ongoing discussions with Westminster regarding an amendment to existing legislation that would grant local authorities the power to suspend the Road Traffic Act. "We're making good progress with closed roads," said MSA Chief Executive Colin Hilton. "We now need to draw up more details of potential events to demonstrate the possibilities of the proposed legislation."

An event proposal form is available by clicking [here](#); completed forms should be sent to media@msauk.org

Stage Rally Vehicles – Mud Flaps and Window Film

Competitors are reminded that the implementation date for mandatory window film and mud flaps behind each wheel was brought forward to 2011 for all stage rally vehicles.

This means that any stage rally vehicle, regardless of when its Competition Car Log Book was issued, is now required to comply with (R)48.1.10 and (R)48.1.12.

This year's Quaife MSA British Rallycross Championship title will be fought out by Supercar class drivers only.

As a result the Superfinal, which has traditionally featured Supercar and SuperModified runners battling for overall honours, has been dropped.

A new two-wheel-drive MSA Supernational Championship has also been introduced, as have BMW MINI and 1600cc Hot Hatch categories. Championship promoter Amy Doran said: "Last year was the first that Lydden Hill Motorsport Club had control over the championship and these changes are as a result of what we learned and experienced, as well as addressing competitor concerns and interest

MSA stands popular at Autosport International

The MSA enjoyed a productive four days at Autosport International in January, with staff and drivers on hand to answer questions on licensing, regulations, the MSA Academy and the Go Motorsport campaign.

The MSA stand featured the inaugural Reaction Race; nearly 1000 showgoers took on the BATAK wall, with one winner each day claiming a Silverstone driving experience for their high scores.

Meanwhile, the Go Motorsport stand focused on 'Maximum Thrills for Minimum Bills', showcasing low-cost competition cars from various disciplines.

"This year's Autosport International was one of the best yet for the MSA," said Chief Executive Colin Hilton. "We held several key industry meetings and welcomed hundreds of visitors to the MSA and Go Motorsport stands over the course of the show.

Towing Points

The MSA Technical Department is concerned by the number of towing point failures. The requirement, detailed in (Q)19.1.3, is for substantial towing eyes that are securely fixed to the main vehicle structure, front and rear, with a minimum internal diameter of 60mm. They must be housed within the confines of the body and painted a contrasting bright colour. Some failures are caused by misuse but others occur because the eye is neither sufficiently substantial nor securely fixed.

Harness and FHR compatibility

Competitors are advised that it is acceptable to use an FIA-approved Frontal Head Restraint (FHR) (e.g. HANS) in conjunction with a three inch shoulder strap harness. Some harnesses have a section of two inch webbing let into the straps to accommodate the use of an FHR; these are acceptable only when used in conjunction with an FHR.

Advertising on transparent surfaces

As detailed in MSA Regulation (H)28.1.4, no display on a transparent surface can exceed 13cm in height. To clarify, the word "display" refers to all advertising material on the individual transparent surface. Therefore it is not permissible for a surface to feature multiple displays that are each shorter than 13cm but which exceed a combined total height of over 13cm.



Fixture List 2011

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

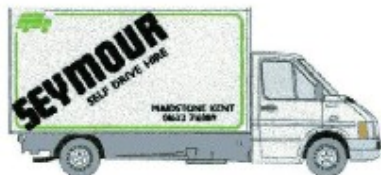
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