



Kent Driver

March 2012

- **World Cup Rally Report**
- **Brands Hatch Rally 2012**
- **Championship regulations 2012**

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

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Volume 37 No 1



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Company Secretary	Liz Jordan
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 garyw@plumwood.co.uk

Club Website: www.mmkmc.co.uk



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127 High Street

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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 2012
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Club Website www.mmkmc.co.uk
Kent Driver Email : 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.

Editors' Chat



With the sad demise of the News of the World I feel that Kent Driver should take up the baton of expose journalism. As a first move I have started to hack into the voicemails of some of the committee and am shocked by what I heard.

Chris Browne – A lot of his voicemail were in builder speak which consists of using a well known four letter expletive as a noun, verb, adjective, pronoun and adverbs. The only other information gleaned that can be printed is how to put a whole seasons rallying through the books as tea and coffee.

Ray Lane – Much more disturbing, a number of messages from a group calling themselves the Provisional Mini Army who appear to be some radical car club. The only other voicemail of note was one from his solicitor advising that chaining himself to the gates of the MINI factory was unlikely to disrupt production.

Lyle Cathcart – A few calls from his Swiss bank manager of course and Saga with special offers. Most of his messages however were from the Greek Prime Minister asking for another loan and moaning that 2500% was a bit steep.

The Jordan's messages were very benign, just Liz reminding Mike not to miss his Zumba class or moaning that he hadn't put his leotard in the wash.

Dear Bruce Jenkins I fear may be losing it, as no one has bothered to leave him any messages he resorted to leaving messages to himself instead. They were mainly what did I come upstairs for, where are my keys and do you know who I am.

I can't see there being much chance of being hauled up before the Leveson Inquiry for this.

GW



World Cup Rally 2012 - London to Cape Town 1st - 29th January 2012

It started as an idea, well probably more like a mad cap idea, back in December 2009 when I saw an event on the Endurance Rally Association web site for the 2011 London to Cape Town Rally, so as you do you ask your son if he fancied the idea, of course he said yes!

Then started the Escort purchase, build and the cancellation of the 2011 event due to Foreign Office intervention due to the rally running down the wrong side of Africa.

ERA came up with a new event for 2012 down the East (right side?) of Africa and once again the build started for this event with the Escort. The car is well captivated in magazines now (Classic Ford and Retro Ford January 2012) with 5 page spreads in both magazines.

Day 1 into Day 2 Started with scrutineering at Brooklands, minor really (have you got 2 reflective vests, first aid kit, do you want to drive to Cape Town answer yes to all and that's it) a couple of hours listening to doctors, event organisers, time keepers and more we left Brooklands for Central London on January 1st, with supper in the Red Lion (including commorative mug) opposite Downing Street and official start from the car park of the Houses of Common car park at 7pm in the rain.

The entry consisted of entrants from all over the globe and a real mish-mash of cars from a 1923 Vauxhall, Karmen Ghia, loads of big Mercs through to Francis Tuthill running a 4 car team consisting of a Porsche 911, with assistance vehicles (all competing) of a Hilux, Mercedes 4x4, Toyota 4x4 and a camera crew.

Into Kent and the Holiday Inn at Wrotham prior to Merryworth for the first World Cup Section (WCS) which proved really muddy and wet and within a couple of miles we overtook the 4x4 Porsche in front of us (which we did for the next few days) then the Holden in front of him on Merryworth 2 finishing with some good times.

Down the M20 to the A20 Café then onto Kings Wood with us taking more cars and good times again and then starting a 30km night/marked

map section over the Downs to the top of Dover for the ferry at 3.30am January 2nd. Unfortunately we missed one junction near Alkham which got us caught with other cars lost as well mostly due to most foreign crews had never used a map before or even done a night event.

Through northern France in the rain with a series of farm tracks linked by open roads we still set up good times in our 1600 Connaught Engineering Escort then onto Beaune for our first overnight stop.

LONDON TO CAPE TOWN RALLY WON BY A WHISKER

Block event just ticks in Centre put paid to a Morgan Plus 8 (unopposed classic) and the unexpected arrival of a Citroën 2602 to track out at the same pace. Though the crew organised an extraordinary 4000 ft detour in order to catch up and complete the run. The toughest section of northern Kenya gave all crews a tough time. The road to Meru – named after a village to its southern end – saw five cars fall to arrive at all that day and most came with hours of lateness penalties.

Shane's outstanding drives came from Alan Edgilligan and Gillian Cotton in their MG Maestro, which was second overall at Dover and then refused all attempts to knock her out of top 10. As organiser Philip Young put it: "I can't lose Rick Arthur and Tony Ford steering from this place."

One and all took the Coupe des Dames and second in class, in the cheapest and best powered car in the field of 44 cars. "It's been fantastic," said Jane. "So much more fun when you are in a car everyone else says won't make it. But we have eight inches of wheel travel at the back, which is handy to have on long tarmac runs."

Among the special awards, Ben and Mike Dawson won the Top Car prize for their 2000cc catch-up through

After a month of driving half way around the planet, the World Cup rally was closed by less than one minute on Sunday. Steve Bland and Bob Cook were in a non- turbo Subaru Impreza brought in well used conditions for £2000, slipping long time leaders Andy Adcock and Andy Edwards in their Toyota Hilux by just 38 seconds.

First among the classics were Brigitta Jones' two Camberlegs and occurs Cassiter's 1973 Porsche 911. Class winners outside the overall positions included Alastair Calder and Hayden Bower's Porsche 912 in the sub 2.0-litre classic and Alan Picking and Dave Biddis' Lotus Elise in the over 2.0-litre classic.

The two Volvo 144s on the event and most of the five Peugeot 505s did well, yet all three Mercedes had serious problems from day two: one finished on a truck via into Cape Town, Peter Scott, who ran above a Mercedes 280CE coupe with Owen Lloyd, said "I got to the end, but every day I thought, 'this will be our last...'"

After Alkham after breakfast a 2000 cc and being almost two days, while James and Ollie prior to simply getting to Cape Town and not even getting as far as Alkham had produced a 1:50 out of 4.5 (broken) in their vintage Maudslayi 2160.

The rally achieved several firsts, not least becoming the first competitive, timed event to cover the full length of Africa without having to resort to air or sea transport to dodge trouble spots. Along the way, books were delivered to a new school library in Victoria Falls – each crew had to carry some – and a tidy sum was raised to improve the sanitation and drinking water supply for people living in more remote parts of Africa, through Water Aid.

See www.londontocape.com

The 2000cc catch-up through

So far we had lost one wiper blade and the 35 year old speedo needle decided to fall off. Minor and we were 12th overall even having lost an hour in penalties in the Kent lanes.

Day 3 took us into Italy with a mixture of rain, snow and sunshine and toll roads (more expense) onto a series of WRC's totalling 45kms over the Ligurian Hills (all timed to the minute) on open roads with loads of hairpins in the dark. Thankfully the roads were dry but very cold.

Day 4 early start to a misty set of WCS's using roads from the Rallye Italia and then to the docks at Ancona and the ferry overnight to Greece

Day 5 into Greece with snow on side of roads, but blue skies to a set of WCS's (20km, 30km & 10km) starting on snow covered and icy tarmac and gravel roads down through villages and hills on open public roads.

Day 6 Restart to a WCS of very muddy conditions with lots of cars stuck but our Dunlop SP82 got us through the drops and gullies of this section with a top 10 time. Then a series of WCS's of 6, 14, 7, 16 and 3km on slippery but really quick gravel roads which the Escort loved with more good times. Unfortunately the fuel gauge decided not to play along and we ran out of fuel on the long section dropping us probably 10 minutes. Mind you the sections today were nearly as long as a one day British event and we never saw the same corner twice brilliant!!!!!! The end of the day to Pireaus and the docks for a ro-ro ferry with us as the only passengers 96 crew with 97 passengers with all food and drink

free luxury

Day 7 across from Greece to Egypt on ferry

Day 8 We docked at Alexandria and a 5 hour customs/immigration check before we hit Alexandria town and a real eye opener as far as traffic is concerned, with any space however small being taken up by cars, trucks, tut-tuts, donkeys, carts, bicycles etc and all on really broken tarmac dusty roads with no lane or vehicle discipline. After a 4 lane motorways with horrendous unmarked speed bumps, we ran into Cairo and passed the Pyramids and Sphinx in the dark on a 365km trek to our overnight 4 star hotel near the Red Sea with a reception of whirling dervishes, dancing horses and lots of sword waving and minor checking on



the car (blead rear brakes, squeaking front struts sorted with a bit of oil and general check over).

Day 9 Started with several WCS in the sands in the sun, we opened the air conditioning on the car (roof vents and windows and into the first section of 30 km and promptly lost the trip meter (speedo cable got ripped off in the sand) and then got stuck in the dunes

with 20 other cars which took us about 2 hours to get us all out, everybody helping each other, thankfully ERA reduced the lateness for all beached but we all missed the next WCS and we all caught up later at a hotel, again with dancing and a cake slicing (don't think we saw any cake though) ,an evening meal and rooms before a police escort late in the evening to catch the ferry across to Saudi Arabia with a 3 hour immigration/customs check before we boarded.

So far we were still in the running with us running in the top 15 overall, we were happy with this.

Day 10 After a night on a Red Sea catamaran, sleeping on the floor we landed in Saudi Arabia and were soon on the road. Because the girls with us could not drive and all had to get dressed in black head to foot (photos available) and were not allowed to drive, which meant that the

Saudi Arabia experience was basically a 850 km dash down the Red Sea coast with an overnight stop in Yandu and onto the ferry on day 10 at Jeddah. The road was mostly dual carrigway with petrol cheaper than a can of Coke, the skies were blue, temperature was 25+ and the Red Sea is not red!

We took the time to swap the Hankook front tyres round on the front rims, but found that turning up at prayer time was a bit of an inconvenience for the fitter!

The overnight halt at Yanbu was disturbed by the hoards that turned up at 2am, which the police dealt with (most police cars are big American style saloons with bullbars front and rear), but some cars were broken into, including the Porsche were they took his Yellowbrick tracker (Yellowbrick were tracking it within a few hours with the police – bad news if you get caught stealing in Saudi as they still cut off hands for stealing)



Day 11 Road to Jeddah and ferry connection to Sudan – not a good experience on the ferry which should have been scuttled in 1948 and think some of the cockroaches on board had been there since then

Day 12 Sudan and Suakin dock – because we got to the port late (one engine went down on the boat as we left Jeddah) and the customs and immigration took 4hours we didn't get out of the docks until 1600hrs with a police escort and 700km in front of us to our overnight halt, we all soon dropped the escort and ran in convoy with others across Sudan on 80% tarmac and some of the largest ruts/holes/chasms appearing out of the dark, with lorries overloaded and mega cross winds on the desert sections we covered the 700km in 10 hours.

Day 13 Started well at 0730 went down hill at 0930 when we broke a front stub axle at 0920 some 15km from the Sudanese/Ethiopia border long story will add to later news letter

Day 14 Sudan (story to come)

Day 15 Sudan till 1800 hours when we got the Escort (just) over the border before they closed

Day 16 Ethiopia (story to come)

Day 17 Ethiopia border 0400hours into Kenya then at Nairobi 2330 (story to come) we caught up with everybody else at the Safari Park Hotel Nairobi for a well earned drink after a 2500km trek on our own



Day 18 Rest day it said in the road book – bloody dreamers - we eventually got to bed at 0100hours day 19 after working on the car (mind you the bar was rather excellent at midnight for MJD so a few whiskies went down well)

Day 19 Back in the fold with the other crews we had lost a lot of time (basically 2 days plus a 6 hour penalty for missing the finish control on Day 17) so our 15th overall at the end of day 12 was now a restart of 39th (not last mind you and with over 24 hours of penalties) was not what we really wanted, but we were still in the event and looking forward to the second half of the rally.

With new tyres, front struts, oil changes and refreshed (huh) after the rest day we went into the restart with vigour and really happy to be back with the event and a WCS to start the day of 50km on gravel road before we got to the Kenya/Tanzania border where we met the most miserable carnet/customs women ever, but the transit was easier than we had experienced todate and following the washing of tyres and shoes into Tanzania along with the queue to the customs window (only one open) the crossing was easy (by now we were getting used to border crossings go with the flow!!!!!!!)

Another rather nice hotel overnight in Arusha with pool, excellent food and security for the cars

Day 20 With 185km to the first WCS today all on rather nice tarmac roads until we got to the Chinese road, a new road of a hard (!) red surface which we were not allowed to use and kept getting put off into by-

passes/laybys which after overnight rain was really muddy and after 20km we came to the end of the new road to a single track road which was the start of our WCS “Kolo Pass” of 100km – an uphill start on a public road, all on gravel, wet, with deep gullies each side, up one side of a mountain then down the other plus more, absolutely brilliant, we overtook 5 Peugeots, 4x4x4’s plus more to finish the WCS 1hour 19minutes later. Almost a full event in UK.

The smell of fuel in the boot wasn’t a real worry until we found we had split the tank which we repaired overnight with epoxy and chewing gum.

Day 21 The hotel in Dodoma was excellent with a dull warm day towards Myeba and more WCS, the first of 60km on very bumpy Tanzanian tracks with loads of gullies, wash aways and jumps followed by 15km and more Chinese roads



Day 22 Decent start this morning at 0840 with a 100km run to the Tanzania/Zambia border

Imagine London Bridge on a busy day, funnelling into 2 lanes, on red mud, with no traffic signals, along with trucks, coaches, people, money changers, street sellers now double it and your not even close pure mayhem!!!.....don't think that anybody knew who was entering or leaving the country. Amazingly there seemed to be a 90/10% traffic from Tanzania to Zambia really strange.

Ben had a change of clothes when he bought a womans T shirt for 400 shillings (about £3.00 and he beat the guy down from £4.00)

Once across the border the road surface changed to really badly broken for the first few km (good border policing maybe) to an excellent tarmac surface with us passing very few car, just trucks and tankers, then at 300km the road changed to bad potholes and then onto our hotel another 65km away and some rather good food. Our accommodation over

night was an old mission with a room with a basin, mosquito nets and that was about it all, however our accommodation was better than the rest as they had no hot water (shame)

Overnight we heard of stories of cars ailing, Merc with 20psi + head gone + suspension broken, suspension on many cars broken from Kenya, sumps broken and the Volvo (car 1) the cigarette lighter had packed up, plus Paul Carter in the Volvo had no rear brakes, broken suspension, and Ben had a shower with an interesting hairy spiderplus more

Day 23 We had heavy rain overnight, but don't think it woke us, with a grey dawn start and restart at a local petrol station in the rain where there was a ATM (don't see many in Africa) and I with drew 1,100,000 Zambian dollars (about £110.00) and onto a long tarmac road with so few cars and loads of police checkpoints.

Travelling at 125kph the miles passed quickly to our first WCS at 525km and then a 15km WCS plantation section with a load of concrete water channels which made the suspension scream at times followed by 135km to the Intercontinental Hotel in Lusaka and a rather splendid night of swimming, eating and sleeping

Day 24 One of the shortest days of the event, only 484km to Livingstone on a sunny warm day starting at 0830 hours into the Zambezi Sun Hotel complete with dancing tribesmen at 1430hours on long fast tarmac with loads of brows.

The hotel was fabulous with a 10 minute walk to the Victoria Falls (what an experience, the noise and water, and this was in the dry season – love to see in the wet season), zebra on the hotel grounds, one which objected to Ben and a pool, restaurant and bars to die for brilliant! We did however spend time checking the front wheel bearings plus more that evening plus handed over books to the local school which every body carried for the event as sponsorship. We also had 2 minor cracks welded up on the turret tops at a local Land Rover dealership, we turned up, asked, within 20 minutes they had the cracks welded, charged us nothing, we left not sure you would get that sort of service in UK

Very few animals along side of road but bicycles every where in the towns and for the first time we saw a supermarket (as we know then) with all roads lined with tall grass screening off the local countryside then for the first time in thousands of kilometres we came across a road sign.

Day 25 This was the long day – 1050km from Livingstone to Tsumeb – including a border crossing along with a 5\$ exit council fee as we left Livingstone.

Started at 0630 with long fast flat roads with green arable landscape all around, all on gravel roads with the border to Namibia 210km away and a 1 hour exit through the customs (and a 220N\$ road tax bill) onto more gravel roads and the Caprivi Strip, a narrow strip of land between Botswana and Angola (this was not the day to get lost), we passed elephants, went thro a mega lightning storm and did the 1050km in about 13 hours including stops for fuel and police checks.

Day 26 Unfortunately all the Peugeots by this time were on standard suspension as previous roads had killed their rally suspension and our rally position had moved up a bit to 33rd (you try making up 12 hours+!) as we caught cars on the 15km and 137km WCS's on open farm tracks with wide gravel tracks, cattle grids, big wet puddles full of glutinous mud and the odd vulture sign and the odd herd of wandering cattle plus the local farmer trying to get home with a rally car passing them at 125kph and then they wave at you don't think I've seen this in Wales (ever)

Oh and then we had another 170km to the overnight halt! With another WCS of 73km across more farm roads where encountered more of the same plus monkeys and Lord Lucan.

Day 27 Just another 860km today from the Kalahari Sands Hotel to the Ai-Ais Hot Springs Resort (you really need to look both these places up on the internet amazing)

Not only another set of WCS's with the run over the Spreetshootge Pass an amazing 55km over a mountain with a downhill section for the last 5km where really you would have liked to have stopped at the top to take the most amazing picture ever, but needs must and the steep descent was as good as any alpine section I've ever been on, then onto a 35km farm track section with another 50km connection track to more gravel roads to a WCS of 80km of flat, dusty, bumpy track with many brows and once again catching and overtaking cars in front.

Day 28 They say that there is always a sting in the tail, today got close with not only a border crossing into South Africa (which really was a piece of p**s) then WCS of 30km, 75km, 10km and the finish after 600km on the road at the Clanwilliam Bowls Club and one of the nicest places we stayed in – a B&B.

We spent early evening in the pool with 2 Australian crews who told us about their cars at home, one had 2 Ferraris and a Bentley (plus more I can't remember) and the other had 3 Porsches plus another 1923 Vauxhall OD (and again more that I can't remember) – envious or what!!!!!!!

Day 29 Could have been an anticlimax really, but the 330km into Cape Town offered 20km over a dam then another 10km of dusty track before the haul into Table Bay Hotel and the finish

We finished 29th (without the broken stub axle and penalties probably top 10 – but first you have to !!!!!!!!!)

A real experience for both of us and above is only snippets, we have loads of photographs and stories to come plus the car is coming home in one piece (a result in itself)

Go to londontocapetownrally.com there are reports for each day plus loads of photographs

What did I learn:-

Escort is best

Without friends and support - life would be hard

Don't use DHL (at time of writing – 3 weeks after the event - the Gartrac front strut is still in Nairobi)

PPPPPP – proper planning prevents piss poor performance

If the chance came along again Bloody right I'd be there!

MJD

PS

On behalf of Ben and myself thank you for the trophy.....Unexpected and gratefully received

We would also like to thank MMKMC members for the £77.00 raised for Unicef

Mike Dawson

At an ASEM C meeting last year I put my hand up to try and get a stage rally championship organised for the South East of England; something I last did some 21 years ago.

My first task was to try and make this a very special championship unlike all the others running at the moment, sponsorship would be important, so would the type of events that were included.

After much discussion I came up with the idea of trying to include an event in Belgium for the first time in an association championship, this proved not to be as easy as I first thought. So I organised a trip to Belgium to meet the organisers of the now classic Monteburg Rally Sprint which will run this year on the Saturday 14th April,.

Stefaan Brackx was very interested and said that he would help to get the event included into the new championship, all I needed was an invitation letter from his chairman of Super Stage, the club that runs both the Ypres Rally & the Rally Sprint.

“Many years ago I was in the Scouts with a chap called Colin Fowell “

The next step was to meet with Ian Davis of the MSA, his job is to consider events suitable for the championship. Regulations for an event was quite new me so had to call on Chin from 7 Oaks & Andy, Chairman & Secretary for the ASEM C to give me a helping hand.

In the meantime I was also looking around for somewhere to try and get some money or product plus awards to make this championship worth entering.

Many years ago I was in the Scouts with a chap called Colin Fowell, back in the 60's and 70's he raced Morgan's and opened a shop in Hastings called Corbeau Equipe. This shop, which is now ESK for the younger readers, was small and sold car accessories which was a growing market way back then.

Not sure when he decided to make his own seats, but one of the first was a bucket seat the GT6 which sold very well , and the rest is history as they say, Corbeau is now a worldwide company incorporating Luke

harnesses and much more.

I went to see Colin as I had kept in touch normally every five years, usually when I needed a good deal on some seats or belts for me or my friends cars.

Colin agreed to see me great or so I thought, then I had a message to say that Colin had sold the company to a group of motorsport companies but he kindly gave me the name of the new MD a Mr Vic lee who's name rang a bell with me but could not remember where or when.

Another meeting was arranged and Vic said yes he would see me, so suited & booted I was ushered in to his office.

Vic came in and asked how I knew Colin (the companies new President) as Colin had told him about me being a club rally driver & co-driver for many years, "*what are you after*" he said. I explained about this new championship I was trying to put together that needed some help to get some interest going. I asked if he would supply some products as an incentive to the contenders but he replied "*I can do better than that, after all if I give you seats, the crew may already have them fitted and just sell them on*".

"I will give you £2000 and a special discount for them across the board of 20% , to do as you wish with, providing the contenders advertise the Corbeau Brand on their cars", great I said I will give Corbeau Seats UK headline billing and put it all to the next ASEMC meeting so that it can be approved in principle. He commented that Corbeau are more known in the race arena and the Family car celebrities use on Top Gear than rallying scene so he was pleased to help out.

Now that I had a main sponsor, I started to think about awards for the championship, Fairfield Motorsport came to mind as John Morgan the MD competed on the Monteburg Rally many times himself. I thought he would be interested in promoting that particular event, as he organises ferry deals & hotels for many crews for events (just Google Fairfield Motorsport and take a look).

Explained about the championship and my headline sponsor, he then offered to buy all the awards for the championship and give special dis-

counts to all the registered contenders for both products and ferry deals etc, terrific, another good deal for the championship. All I needed now was that invitation letter from Super Stage, a set regulations to submit and get approved by the MSA, and I would receive my championship permit No.

Next task was to find ten events including the optional Nat A round in Belgium, and after a good response from the organising clubs the championship now has that with seven to count.

The first round is at Brands Hatch on 22 January with round two on the 11th February at the Goodwood Race Circuit, more details and regulations can be found on www.ASEMC.org.uk in the stage rally championship section, or contact me on 01797-223422 / 07818 206265. Registration is just £10 per driver or £15 per crew ,there are also classes for Historic cars & Classics.

Registrations are coming in but more are always welcome particularly for the Historic Classes.

Events

22nd January TRS (Essex) Stages Chelmsford MC Brands Hatch Nat B
11th February Towncross Southdown Stages Southsea MC Goodwood Nat B
14th/15th April ** Monteberg Rally Sprint Super Stage MC Dranouter Nat A
22nd April Cadman Construction Stages Chelmsford MC RAF Honington Nat B
13th May Middlewick Stages MCAC Woodbridge Nat B
10th June Abingdon Stages Sutton & Cheam MC Abingdon Nat B
2nd Sept Bomb a Long Stages MCAC Venue TBA Nat B
23rd Sept Hutton Kitchens Chelmsford MC Woodbridge Nat B
24th Nov Winter Stages Bexley LCC Goodwood Nat B
29th Dec Loco Stages Sutton & Cheam Longmoor Nat B

As HANS will be mandatory in 2012 in Belgium, Helmet & HANS hire will be available to contenders.

www.ASEMC.org.uk

**Contact Derek Webb on 01797-223422 / 07818 206265.
Registration £10 per driver or £15 per crew
Classes for Historic cars & Classics.**

BRANDS HATCH STAGES 2012.

As soon as the Brands Hatch rally was announced by Chelmsford Motor Club, I asked Stuart to get an entry and he did so promptly – we had a confirmed entry within 3 hours on the opening date. As last year, the event was well over subscribed and most unusually for a club rally more marshals than they needed. The plan was to use the Micra, but the engine ingested a bolt in December and blew itself to pieces. He hired the Lotusbits Sunbeam Lotus from his friend, a car that was only completed a few weeks ago and had only competed on the Loco Stages as a shake down. It is a car still in development and as we were to find out, still being de-bugged. The plan had been for him to do a test session, but the first time he actually drove it was from Brands to the hotel in Wrotham.

The car has been meticulously prepared as a showpiece for Lotusbits and tailored for Mike, who is 12 stone to drive and a 10 stone co-driver. Stuart & I found it distinctly cosy! The engine gives 270bhp and revs to 9,000rpm but more importantly has excellent torque from 3,000rpm. The plan was to limit it to 8,300rpm which would give 50mph in first and a top speed of 107mph – excellent for the handling circuit bits and just about enough speed for the race circuit section. For once, Stuart was pleased it was dry.

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The morning stages had the race circuit section first and finished on the handling circuit and the opposite in the afternoon. Stage one was always going to be a journey into the unknown, and so it proved. The handling was superb, but the rev limiter cut in at 6,500rpm and so we were bumbling along the straights at 84 mph on the limiter. Fortunately with the wide torque band, short shifting in the lower gears was not too serious.

Frantic activity ensued in service with Mike & Stuart poring over a laptop to change the limiter value and on stage 2 it cut in at 7,500rpm, an improvement and a better stage time with Stuart starting to get the feel of the car and the tightness of the chicanes. He was keen not to damage the car and especially the wheel arches. Steve Stringer checked them for us at the end of several stages with expressions of surprise to find all intact!



The engine would rev to 8,300rpm when the car was stationary in service and the problem was never properly resolved.

A good run on Stage 3 was followed by more problems on stage 4. By the time we were at the line we only had 11.5 volts at 6,000rpm.

After the first lap the dashboard readout had died leaving Stuart with no information and the expectation that the ECU would give up at any moment. With so many issues to manage apart from driving it all went pear shaped and we were relieved to make the finish of the stage, albeit 20 seconds down. The break whilst the stages were changed saw loads of activity under the bonnet, sorting oil cooling, alternator, rev limiter and other niggles.

The afternoon stages were run in the opposite direction, starting on the handling circuit before arriving at the race circuit. By the time we arrived at the quick bit my body refused to listen to my mind and car sickness prevailed on each stage.

Fortunately Stuart was able to cope during this period and luckily I was OK whenever we arrived at the splits which were the crucial calls.

The alternator had given up by stage 6 and we relied on charging the battery during service and it saw us through 7 without further problems, but we had less than 20 minutes of charging before stage 8 which would be run in the dark

We had no chance of catching the Aston Martin GT who was second in class and were over 40 seconds ahead of the Focus in fourth at the end of stage 6, so the class position was safe provided we finished. However we only had 12 seconds in hand to retain 11th overall in front of Tim Mewitt / Liz Jordan.

We had a brief discussion about running on sidelights only, but quickly decided this would lead to a meeting with the MSA steward and abandoned the idea. I've been there once or twice before, thanks!

I urged Stuart to back off slightly at Druids as he had used all of the rumble strip and a bit more on the exit several times, and we could afford a second or so to avoid any dramas there in the dark. In the end we completed the stage, albeit dropping another 3 seconds to Tim and Liz, but held our positions.

I told Stuart that my stage rallying days were finished and pleased that we had ended on a high and he seemed to accept it. After collecting the pot and as we went our separate ways I thanked him for 15 years of fun, stage rallying together and he smiled and said "we'll see".

Trevor Gilks.
01.2012



Humble Pie

For many years it has been this publications duty to report on the rally exploits of Kevin Haselden. Unlike other competitors he has dead flies on the rear window where they have hit him rather than vice versa.

Kevin is friends with every course closing car crew on the European Rally circuit having held them up for years. I remember going off on the Flander Rally a few years ago and having to wait for Kevin to pass before



we could be recovered. All the other cars that came across us in the ditch we warned to slow down, Kevin we waved to speed up so we could get home before dark.



So image my shock at opening this month's Classic and Sports Car to see a picture of Kevin crossing a ford on LeJog 2011 and then read he had won a Gold Medal!!!! Ok so I wasn't sure if that was a bow wave from the car or the tide coming in but on checking the results its true K Haselden first in class and a Gold Medal Winner. I will say the only

photos I found of Kevin it looks like there is a queue of cars stuck behind him but he is there at the prize giving so it clearly looks like humble pie needs to be eaten and congratulations offered.

STOP PRESS

FROM HACKING KEVIN'S VOICEMAIL IT APPEARS THE ORGANISERS ARE CONFUSED AS WELL, HE STARTED LEJOG 2010 NOT 2011 SO HE WAS FINISHING THAT YEAR'S EVENT !!!!



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

MINI COOPER :

Mini Cooper [10"] wide wheels 2no.

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



Maidstone & Mid Kent Motor Club Ltd

Championship Regulations 2012

Introduction

The revised Regulations for MMKMC 2012 Championships are enclosed.

The main changes from the previous rules are under **General Regulation 2.**

These have been made to try and encourage organisers and marshals for our events as without them the events will not run. The main change is that Juniors are now required to marshal to be eligible for Annual Awards.

You may not be aware but the club has use of the best grass Autotest venue in the South East free of charge thanks to Jamie Freeman. However in lieu of payment we agree to operate the public car parks for the Invicta Military Vehicle Society Show weekend in August. In 2011 we struggled for help so for 2012 bonus points will be allocated to any competitor in the Grass Autotest championship who assists with the parking on either day of this event.

Don't forget to qualify for awards at the end of the year competitors must have marshalled on or helped organise at least one MMKMC event during the year. This is to ensure MMKMC events run successfully. To re-cap a competitor can claim points towards a championship in which they usually compete by marshalling or organising, so they are not penalised for missing the event. As an alternative they can marshal or organise a completely different type of event in which they do not compete. In this case they will score points in either the marshals or event official championships accordingly. In either case they will then be eligible for the end of year awards.

Good luck in 2012

Andy Jenner

Championship Secretary



Maidstone & Mid Kent Motor Club Ltd

Championship Regulations 2012

General Regulations

1. For points to be accumulated for any event you must be a paid up member of Maidstone & Mid Kent Motor Club (MMKMC). Results will only count from the time of receipt of your subscription.
2. To qualify for any Championship you must have signed on as a marshal or named official on at least one MMKMC event of any type during the year. To encourage members to take an active part in organising or marshalling on events without sacrificing their Championship position, Championship points will be awarded to officials or marshals as if a class win had occurred in the largest class. Only one set of Organiser points may be claimed per season per Championship in which you compete. However any competitors marshalling car parks at the IMPS Military event at Headcorn Airfield in August will get an additional 15 bonus points towards the Grass Autotest championship. If you do not compete in a championship you cannot claim marshal or officials points towards it and any points will be allocated to either the Marshal or Event organiser championships accordingly. Competitors who marshal at an Autosolo cannot claim marshal points as above as it is a requirement of the event regulations they do so.
3. It is the responsibility of the individual member to ensure that copies of the results are sent to the championship secretary by e mail at the address below **within one month of the results being declared final.(Except results for events run in December when they should be received by 10 January latest)**

Andy Jenner

andrew@jenner44.wanadoo.co.uk

4. Championship tables will be issued regularly in the Kent Driver and on the MMKMC website (www.mmkmc.co.uk)
5. The Executive Committee will act as an adjudication panel in the event of disputes or queries .
6. MSA authorised events are deemed to include any MSA authorised event in the UK or authorised by the appropriate motor sport governing body if overseas.
7. **MMKMC Event Organisers** – Please send copies of the Officials signing – on Sheets and results to the Championship secretary after every event.



Maidstone & Mid Kent Motor Club Ltd

Scoring

All points are based on Class Results. Points will be awarded based on finishing position within the class. These points apply to all Championships except Marshal of the Year.

Class Position	Largest Class	2nd Largest Class	3 rd Largest Class	4 th Largest Class	5 th Largest Class
1	15	12	10	8	6
2	12	10	8	6	5
3	10	8	6	5	4
4	8	6	5	4	3
5	6	5	4	3	2
6	5	4	3	2	1
7	4	3	2	1	1
8	3	2	1	1	1
9	2	1	1	1	1
10	1	1	1	1	1
All other finishers receive 1 point					

Where Classes are amalgamated on any event, they will also be treated as one for Championship points.

Where an event has no Class structure then if 10 or more entrants, scoring will be as "Largest Class". If there are nine or less entrants then points will commence from 10 down.

In the event of a tie in any Championship at the end of the year the "countback" system will be implemented until a result can be declared, ie: most 1st in Class, then most 2nd in class etc.

Club Driver of the Year Championship

This award is made to the MMKMC member aged 18 and over on 1st of January of the current championship year who accumulates the most points throughout the course of the year, from 1st January to 31st December by driving in any MSA authorised motor sport event providing the entrant is a MMKMC member at the time of the event. Points must be obtained from more than one discipline. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations.



Maidstone & Mid Kent Motor Club Ltd

Young Club Driver of the Year

This award is made to the MMKMC member aged under 18 on 1st of January of the current Championship Year, who accumulates the most points throughout the course of the year from 1st January to 31st December by driving in any MSA authorised event, providing the entrant is a MMKMC member at the time of the event. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations.

Senior Club Driver of the Year

This award is made to the MMKMC member aged 60 and over on 1st of January of the current Championship Year who accumulates most points throughout the course of the year from 1st January to 31st December by driving in any MSA authorised event providing the entrant is a member of MMKMC at the time of the event. Points must be obtained from more than one discipline. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations

Lady Club Driver of the Year

This award is made to the MMKMC Lady member who accumulates the most points throughout the course of the year, from 1st January to 31st December by driving in any MSA authorised event providing the entrant is a member of MMKMC at the time of the event. Points must be obtained from more than one discipline. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations.

Road Rally Driver & Navigator Championships

These awards are made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by competing in any MSA authorised rally except Navigational Scatter or Special Stage Rallies as a driver or navigator providing the entrant is a member of MMKMC at the time of the event. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations. Navigators points cannot be counted towards any Club Driver of the year championships.



Maidstone & Mid Kent Motor Club Ltd

Special Stage Rally Driver and Co- Driver Championships

These awards are made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by competing in any MSA authorised Special Stage rally either in the UK or abroad as a driver or co-driver providing the entrant is a member of MMKMC at the time of the event. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations. Co-driver points cannot be counted towards any Club Driver of the year championships.

Navigational Scatter Championship

This award is made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by competing in any MSA authorised Scatter Rally providing the entrant is a member of MMKMC at the time of the event. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations.

Race/Sprint/Hillclimb Championship

This award is made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by driving in any MSA authorised Race, Sprint or Hill Climb providing the entrant is a MMKMC member at the time of the event. Points will be awarded for all events for which Final Results are submitted in accordance with section 3 of the General Regulations.

Car Trials Championship

This award is made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by driving in any MSA authorised Car Trial providing the entrant is a MMKMC member at the time of the event. Points will be awarded for all events for which Final Results are submitted in accordance with section 3 of the General Regulations.



Maidstone & Mid Kent Motor Club Ltd

Grass Autotest Championship

This award will be made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by driving in any MSA authorised Grass Autotest providing the entrant is a MMKMC member at the time of the event. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations.

Tarmac Autotest and AutoSolo Championship

This award is made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by driving in any MSA authorised Tarmac Autotest or AutoSolo providing the entrant is a MMKMC member at the time of the event. Points will be awarded for all events for which Final Results are submitted in accordance with Section 3 of the General Regulations.

Marshal of the Year

This award is made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by marshalling on any **MMKMC organised** event. Points will be awarded for all MMKMC events at which the member has signed on as a marshal. Anyone signed on as a competitor cannot subsequently sign on as a marshal at the same event. A marshal is deemed to be a person signed on as such who is NOT a named official. This award is a "standalone" award and does not count towards any other championships.

Scoring is a flat rate of 10 points per event.

Event Official of the Year

This award is made to the MMKMC member who accumulates the most points throughout the course of the year, from 1st January to 31st December by acting as a "named official" on any **MMKMC organised** event. Points will be awarded for all MMKMC events at which the member has signed on as an official. Anyone signed on as a competitor cannot subsequently sign on as an event official at the same event. A "named official" includes but is not limited to any of the following: Clerk of the Course, Secretary of the Meeting, Steward, Scrutineer, Chief Marshal, Chief Timekeeper and Results Team. This award is a "standalone" award and does not count towards any other championships.

Scoring is at a flat rate of 10 points per event.

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 1st January]
Annual Junior membership is £7.00 [does not qualify for additional family Members]

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

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



MAIDSTONE & MID KENT MOTOR CLUB LIMITED



Fixture List 2012

Event	Day	Clerk of Course	Date
Scatter	Thursday	Tom Solomon	19 th January
Awards Dinner	Saturday	Graham Wood	25 th February
Scatter	Thursday	Tom Solomon	22 nd March
Tyrwhitt Drake Car Trial	Sunday	Tom Thompson	1 st April
Autotest Training Day	Sunday	Steve Stringer	29 th April
Evening Autotest	Wednesday	Ray Lane	2 nd May
Evening Autotest	Wednesday	Robert Sharpe	9 th May
Annual General Meeting	Tuesday	Bruce Jenkins	15 th May
Evening Autotest	Wednesday	Brian Sharpe	23 rd May
Crystal Palace Sprint *	Saturday/Sunday	Bruce Jenkins	26 th /27 th May
Evening Autotest	Wednesday	Jim Pullar	6 th June
Kent Driver Autotest	Saturday	Dave Cook	9 th June
Evening Autotest	Wednesday	Richard Olsen	20 th June
Evening Autotest	Wednesday	James Muir	4 th July
Evening Autotest	Wednesday	Ben Dawson	18 th July
Summer Slalom	Sunday	Andy Jenner	22 nd July
Evening Autotest	Wednesday	Steve Groves	1 st August
Treasure Hunt / Gymkhana	Sunday	Tom Solomon	5 th August
Combined OPS Show (IMPS)	Saturday/Sunday	Lyle Cathcart	18 th & 19 th August
Evening Autotest	Wednesday	Paul Thornton	22 nd August
Wings Autotest	Sunday	Richard Olsen	2 nd September
Autosolo	Sunday/ (Provisional)	Jim Pullar	7 th October
Scatter	Thursday	Tom Solomon	15 th November
Brian Lewis Car Trial	Sunday	Tom Thompson	18 th November
Christmas Party	Tuesday	Bruce Jenkins	4 th December

*Helping Sevenoaks & DMC with Parking.

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

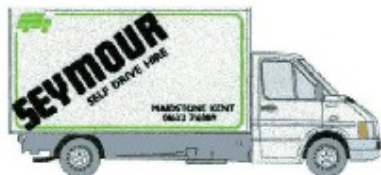
www.MMKMC.co.uk

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

www.ASEMC.co.uk

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