



Kent Driver

May 2012

●“Clones”

●Visit to MAPS

●AGM Announcement

●Dinner Dance

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Volume 37 No 2



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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

May 2012
Volume 37 No 2

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Editors' Chat

Its that time again when I have to fill a whole page with something appropriate and witty instead of my usual efforts of cut and paste from the web.

Trevor Gilks has written a fascinating article on clones, no not mad French moonshine induced advanced biology experiments but pointing out a competition car may not be quite what it appears. He also gained permission to reprint a similar article from the Old Stager to expand further on this topic.

Stories have been around for years about multiple identities, particularly some manufacturers being less that accurate with VIN and registration numbers.

The most famous story must be about Eric Carlsson and his SAAB which rolled on an RAC Rally in the fifties with no apparent damage. People started to think Carlsson had switched to a second identical car. It wasn't until that great bear of a man grabbed the door sills and tipped the car onto its roof in front of everyone that it was clear the rounded designed made it both self righting like a lifeboat and damage free.

Not motorsport I know but we had a great visit to the Boulton Paul Defiant at Rochester Airport. This unique aircraft is nearing completion but sadly as a static display as it is too rare to risk flying. You forget how important Rochester and nearby Eastchurch on the Isle of Sheppey were to early flying in the UK with the Short brothers playing a major role.

See you at the AGM on the 15th!!!!

GW

WHAT DO YOU REALLY OWN

I was going to call the article “the con called provenance”, but it might have sounded too provocative.

I expect that ever since cars have been registered there have been ways of changing their identity. Certainly by the 1960’s the information was often incorrect on the “log book” as engines were changed on a regular basis after 30 or 40 thousand miles and the manufacturers sold reconditioned units which even main dealers would fit, (sometimes under warranty!) without having the log book detail changed.

The DVLA had accepted that the engine number on the car would not necessarily tally with that on the log book. Add to that the frequent mistakes they made on transferring information and that they would hand out replacement log books with virtually no questions asked and cloning was established, but it never seemed to be big news.

The ease of changing registration numbers for little money and effort meant it became a popular pastime and the DVLA were happy as they got a fee for the transaction. My TR3A had four numbers before I christened it 1166 TR. When I was buying and selling cheap mini’s to pay for my racing I swapped any good numbers I got onto the best cars to improve the value. Me, and everyone else buying and selling popular cars!

It was all quite harmless until the 90’s when provenance started to become important. Then, making ordinary cars into “known” cars became a lucrative business. Take an ordinary TR, mini, Austin Healey or the like and clone it into an ex-works one and it immediately became immensely more valuable – and a new industry was born!

Eventually the one make car clubs woke up to the scam and today the checks are much more rigorous, but I strongly suspect it is still happening. The temptation is being fuelled by organizers of events such as Goodwood, Le Mans Classic and some rallies to only accept cars with a “pedigree”.

Another popular activity is to actually find a car with provenance and “restore” it. This reminds me of the roadsweepers 10 year old broom,

original, but it has had 20 heads and 12 handles. Throw away the shell and buy a new heritage one. If it has a chassis, buy a new one and then build up the car using new components and incorporate the latest modifications, buy and stamp up a new chassis plate (possibly slightly distressed), put the original registration number on it and Bingo, a car suitable for major classic events, or if you don't have the money to do them, sell it for lots of money to someone who has. I find it amazing that these activities are actually boasted of in the classic car magazines.

Recently, a Jaguar Club magazine described how a racing E-Type was totally destroyed with the driver killed and the bits scattered over 200 metres and it has recently been rebuilt and was the dazzling star at a car exhibition. More macabre, the Austin Healey driven by Lance Mack-



lin in the tragic Le Mans disaster in 1955 has recently been auctioned as a restoration project for lots of money and will be being paraded and possibly raced in a couple of years.

Looking at these “restored” competition cars, it is obvious that they bear little in common with their originals. I looked at the TR3's racing at the Le Mans Classic in 2010. They had TR6 gearboxes and brakes, latest polybush suspension with a negative camber kit and anti-roll bars, and that is without knowing what was in the engine. The French entered one even had twin Weber carbs, never used on TR's in 1957, but was accepted. However the public like to fondly think they are original cars!

It is not just the expensive end of the market here it happens. In 1998, Auntie MSA changed the eligibility regulation on the HRCR National rally series from date of model introduction to date of first registration. On

the first event with the new regs, there were at least 10 cars which looked remarkably similar to last years now ineligible cars except for the chassis and number plates.

The 3.8 Jaguar which was always my main competitor, and my TR3A were two of them, but scrutineers and owners alike turned a blind eye – there were far bigger breaches of the rules than a couple of transferable plates!

The most flagrant clone I have seen was at a stage rally where a well known preparation company had three arrive and drive cars, two of them with the same registration number.

Undoubtedly, there are genuine cars with lots of provenance, but the multitude of fakes detracts from these and the genuine car competitor is at an immediate disadvantage, another reason to quietly do a few updates.

It has been known for years that there are more Type 35 Bugatti than the factory made. Reportedly, Lotus Cortina's have now joined that select, but undoubtedly increasing list of desirable cars.

There are genuine cars in the market, but it is imperative to check very thoroughly if you believe you are buying a car with provenance.

Trevor Gilks.

03.12

PS: As I was penning this article, Old Stager, the HRCR magazine published an article by Graham Robson about the works Ford Escorts and their provenance. Essential reading for anyone interested in their history. I have obtained permission for it to be published in KD in part or full if our Editor believes it to be of interest.—And I have see the following pages GW

'Works' Escorts...

The March of the Clones

By Graham Robson



Roger Clark's famous 'Esso Blue' RS1600...
the first one was a 1971 Safari Twin-Cam

Why did more than one works Escort appear to be fitted with different registration numbers at one or other time during its career and why, on one or two notorious occasions, did two versions of the 'same' car exist at the same time ?

Since it all happened a long time ago, I think I can say that in every case, the swapping of number plates, or even the 'cloning' of cars, made good sense at the time - motorsport sense, that is. In almost every case, in fact, such manoeuvres were connected with niceties connected with budget limitations and fleet holding lists. From mid-1977, too, there was change of British legislation, which said that a car could not be newly-registered unless the base model had been subject to British Type Approval - and the new 'Group 4' Escort RS never went through this procedure.

Boreham, mind you, was not as much in love with vehicle identities as rally enthusiasts became in later years. As an example, I will not forget the story passed on to me from an occasion at Boreham in the 1980s/1990s, when a visitor saw refurbished and new Group A cars being prepared, side by side, for a particularly arduous World Championship event. Pointing at one half-built car, he politely asked: "Which one is that?", to which his guide picked up several stick-on number plates, shuffled them, smiled helpfully at him, and said: "Which one would you like it to be...?"

Which summarises, ideally, the situation in such a busy department...

Some cases, however, need explanation, especially in the case of the works Escort fleet. In almost every case, I note, these puzzling events occurred in the late 1970s when the question of budget limitations often raised its head, and this is a summary:

LVX 942J - Twin-Cam to RS1600

Ford built five brand-new 1.6-litre Twin-Cams for the 1971 Safari, LVX 942J was used by Joginder Singh, then the car stayed in Africa for the rest of the year. Back in the UK at the end of the season, its battered body shell was finally laid to rest, and the identity then became the core of a brand-new 2.0-litre RS1600, which was Roger Clark's legendary 'Esso Blue', the 1972 RAC-winning car. Except for the transfer of some trim and minor components, the two cars were totally different.

YEV 208L to XPU 216L, and back again...

When Clerk of the Course, Henry Liddon, needed a car to survey the route for the 1974 World Cup Rally (London-Sahara-Kano-Sahara-Munich), he persuaded Ford to loan him YEV 208L, a new Pinto engine RS2000.

Months later, Andrew Cowan also persuaded them to lend him an RS2000 to tackle the event itself, so Ford re-prepared this self-same car, but used another registration number, XPU 216L.



A new body shell for Billy Coleman's HHJ 701N in mid-1976? No, it was a new car (STW 128R) in disguise



More complications:

XPU 216L had already appeared on the RS1600 which Russell Brookes had written off in a roll on the 1973 RAC Rally. It was never revived. YEV 208L, on the other hand, was eventually applied to a new RS1600 shell, a car which was loaned

out to Nigel Rockey for the whole of 1975.

HHJ 701N and STW 128R

Billy Coleman's 'Thomas Motors' car was the second new RS1800 to be completed at Boreham in 1975, and had a very hard life. By mid-1976 it was ready for the scrap heap - but, miraculously, what appeared to be a re-shelled car then appeared for the Manx rally and the rest of that season. It was, in fact, a new car which (after a change from RHD to LHD) would be handed over to Reinhard Hainbach in Germany, and registered STW 128R

HHJ 702N and ODA 622R

Russell Brookes used his Andrew-sponsored RS1800, HHJ 702N, throughout 1975, and into the first half of 1976, giving it a hard and intensive time, crashing it on several occasions. From early 1976, however, his own mechanics had built up a second visually identical car in his Black Country-based workshops, and used both cars thereafter. The new car still carried HHJ 702N plates for no fewer than nine major events in 1976, before adopting its correct number of ODA 622R in 1977. HHJ 702N, the 'old nail' was sold off, and continued its eventful career in other hands.

STW 200R - heavyweight and lightweight versions

The original STW 200R (a right-hand-drive 'heavyweight') was one of four new RS1800s produced to contest the East African Safari, and was for Roger Clark to drive, it later tackled the Quebec and RAC events too. Then, in 1978, Boreham needed a new 'lightweight' car to tackle tarmac events in 1978, so built a new left-hand-drive machine for Hannu Mikkola, and later Jean-Pierre Nicolas to drive. This also carried



'STW 200R', and both cars tackled a variety of events in 1978, though neither appeared together at any point. The 'heavyweight' STW 200R eventually disappeared from view, but the 'lightweight' STW 200R was eventually hived off to Ford-of-Ireland and Billy Cole-

man.

STW 201R - how many cars would you like?

When Ford won the 1977 Safari, the winning car - STW 201R - was immediately turned into a show car, a replica for showroom display was also built (side-by-side pictures exist in Ford's archive), and the original eventually found a home in Ford's Heritage collection.



Within months, however, Ford also won the RAC rally in another car (WTW 567S, which was liveried in British Airways sponsorship), and some publicity philistine

decided to have the Safari Heritage car repainted to look like that - so all visual links and the registration number of STW 201R were lost.

A year later, Boreham found itself needing new cars for its active fleet, built up a new forestry-specification machine, and revived the VIN plate and STW 201R registration plate which had been in storage. This car



did several events in 1978 and 1979, including winning the Cyprus rally of 1979.

That car was eventually sold off to David Sutton (Cars) and became one of the Rothmans fleet in 1980 and 1981. The original car is still in the Heritage collection, still in 'British Airways' colours, but was re-shelled after TV personality Tiff Needell rolled it in a filming session in the 2000s.

There are even more complications - for the damaged shell was then sold off, it has been repaired and a new car re-created, the owner now claiming that it is the ex-Safari-winning STW201R, which it most assuredly is not.



TWC 234R and GVX 489T

Way back in 1977, Boreham built up a new RS1800, registering it as

TWC 234R, but confining its use to practice and testing. It never even started an event in that guise, but was a valuable member of the works fleet.

Now roll the story forward to 1979, when three ultra-special 'farmac' Escorts were built, lower, wider, faster and more specialised than any previous examples. Two of

them (VHK 47S and VHK 74S) tackled the 1979 Monte, and were never seen again, while the third car was allocated to Russell Brookes, with his habitual Andrews Heat for Hire sponsorship.

Because this car was due to have a registration number which would not be available until May 1979, and because the Circuit of Ireland was held in April, for that very first event it carried the registration plate of TWC 234R (there is photographic evidence).

Thereafter, it picked up its real registration, which was GVX489T. The final complication is that when it was sold off to Ireland in 1980, for a short time it carried the local (Irish) plate of API 100 before reverting to GVX 489T for other events. Puzzling? You could say so...

Do you know of other such Ford puzzles, clones, or double identities? If so, the author would love to know of them.

Note : These comments apply only to Escorts which were still owned by Ford at the time. What happened later, when cars were in private hands, often became very complicated indeed. The author knows of several cases where up to three different restored cars were all claimed to be descended from one famous original...

Reprinted with kind permission of the HRCR Old Stager magazine

2011 Awards, Dinner & Dance.

He did it again! Despite the recession Graham Wood managed to organise yet another excellent evening for the Club's premier event of the year. Where else can you get an evening out with a three course meal, music and dancing and receive some prizes (if your lucky) for just £30??

This year the event was held at the Village Hotel at Sanding, a new venue for the Club but one that proved popular with the eighty plus members and guests that attended the event. Anne Lee Davey started the proceedings and continued her late husband's and our past President's, long established tradition by saying grace. This was followed by an excellent three course meal which was only interrupted by the presentation of the annual awards. Jim Cathcart who had come over especially from Guernsey to act as master of ceremonies did an excellent job of keeping our chairman Chris Browne and event organiser Graham Wood to the planned script. Or at least that's what they claimed!

With it being the year of the London Olympics, the Club had decide to mark the occasion by presenting gold, silver and bronze medals as trophy replicas instead of the usual glassware. These had been specially commissioned by the club depicting the club badge and supported by a ribbon bearing the club's name. To make sure the winners were fully recognised for their achievements our Chairman had at great personal sacrifice, made first second and third winners plinths in true Olympic style, upon which to present the awards. It was a testimony to his workmanship that these completed the evening without any sign of structural failure, even if the paint was still wet!

The list of award winners is published else where in this magazine but special mention must go to Mike and Ben Dawson for the award of the Club Person of the year award. This was made for their successful completion of the London to Cap Town Rally despite experiencing many delays and mechanical failures. A tribute to what amateur motorsport is all about, doing it for the love of it and succeeding.

Following the award presentation, members and their guests danced to the disco and the band "The Hoochies", who played alternate sessions throughout the rest of the evening. Those not wishing to exercise away the excesses of the meal retired to the bar to explain why they had not been amongst the winners of any silverware. Members were also able to peruse the display of material from the club's archive's that brought back memories for many.

Well done Graham, I am sure you will be able to maintain the standard in 2013.

YOUNG CLUB DRIVER OF THE YEAR

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

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 : ANN COOK

MARSHAL OF THE YEAR

- 1st Don Baker Trophy : JOHN ASHWELL &
ROBERT SHARPE
2nd Kleeber Trophy : BRUCE JENKINS

NAVIGATIONAL SCATTER DRIVER & NAVIGATOR

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

CAR TRIALS DRIVER CHAMPIONSHIP

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

GRASS AUTOTESTING CLUB DRIVER

- 1st The Castrol Shield : TOBY COOK
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 : DAVE COOK

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 : ANDY GIBSON
2nd John Liddell & Co Ltd Trophy : JAMES CATHCART

ROAD RALLY DRIVER OF THE YEAR

- 1st Kathleen Jupp Trophy : LYLE CATHCART
2nd Doug Harris Mid Kent Trophy : MIKE JORDAN

CLUB DRIVER OF THE YEAR

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

EVENT OFFICIAL OF THE YEAR

- Sir Gwaine Baillie Trophy : BRUCE JENKINS

ORGANISER OF THE YEAR

- John La Trobe Trophy : JIM PULLAR

CLUB PERSON OF THE YEAR

- Ford Rose Bowl : BEN & MIKE DAWSON

Annual General Meeting 15th May

The Club's Annual General Meeting will be held on Tuesday 15th May at the Bull Public House East Farleigh, at 8pm.

The Club's Articles of Association have not been updated since the Club was founded in 1935 and as the Club is a Limited Company it has to comply with the current Companies Act.

The Club's directors have therefore updated the Club's articles to comply with the latest 2006 Act but these need approval from you the Members before they can be adopted.

Please come along as this is your opportunity to have your say about the future of the Club.

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Crystal Palace Sprint 26th & 27th May 2012

This year the Club is officially participating in the Crystal Palace Sprint being held over the weekend of 26th & 27th May.

The Club has been asked to organise the public parking for the event on both days. For those prepared to help this is not a very onerous task and gives you free entry to the event. Around eight people are required on each day to enable those involved to have the opportunity to watch the racing and have a walk round the stands and displays.

The event has a very informal atmosphere and has the added benefit of being able to stroll around the paddock and see the competing cars and talk to the drivers.

To help promote the Club we are also intending to have a display of cars as one of the attractions, so if anybody has a car that they would like to bring along this would be a most welcome addition.

If you fancy a day out or even two, and would like to help, please make contact and let me know which day you are available, as soon as possible please.

Bruce Jenkins

bajenkins@btinternet.com or phone on 01622 842327

PLEASE SUPPORT YOUR CLUB'S EVENTS.

Without marshals there will be no events for competitors to compete in.

KENT DRIVER AUTOTEST

Marshals are needed for the **Kent Driver Autotest** on **Saturday 9th June** at Sittingbourne Stadium. Please contact **Dave Cook** on **01634 364021** if you are able to help.

INVICTA MILITARY VEHICLE PRESEVATION SOCIETY SHOW 18th & 19th August

Car Parking Marshals are again needed for the **IMPS** at Headcorn Aerodrome on the weekend of **18th & 19th August**. All Autotesters, please remember that helping at this event helps secure the best autotest venue in the South East. So please put this date in your diary.



FOR SALE

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Contact – Lyle Cathcart

phone 01622 631621

Email l.cathcart@btinternet.com



Visit to Medway Aircraft Preservation Society

Rochester Airport

Ray Lane kindly organised a visit to the MAPS workshops at Rochester Airport to view the restoration work on the only Boulton Paul Defiant in the world.

Specification F.9/35 called for a two seater fighter. The pilot occupying the front, while a gunner occupied the rear with a swinging turret. The result was the acceptance of the Defiant built by the Boulton Paul Aircraft Company, which took over the aviation department of the Boulton and Paul Aircraft Company in June 1934.



Initially, delays in production meant that the first Defiants did not enter RAF squadron service until the December of 1939. With many pilots now getting used to the Spitfire and the Hurricane that had only recently been delivered to squadrons, first glimpses of the Defiant by the pilots indicated that the plane would be looking to a good future.

The range of the Defiant was reasonably good, more than the Spitfire but not as much as the Hurricane. Maximum speed was a bit of a problem, but its main disadvantage was that it had no forward firing power relying only on the hydraulically operated dorsal turret.

When they first appeared during the Battle of France, they had the element of surprise when attacking the German bombers. The Germans had no idea that the British had an aircraft that could fire at them from the rear. In the early days, the Defiants had much success, not only against the bombers, but against the Messerschmitt Me109 as well who were caught unawares by the gun firing turret of the Defiant.

But once the Luftwaffe pilots got their measure, the glory days of the Defiant were over. The Me109 showed its superiority in speed, even the Bf110 was to outperform the Defiant which was now doomed to failure. They were to become death traps for their crews,

incapable of dog fighting, and they became far too slow in getting away from the incoming enemy. Many pilots later complained that it was also a difficult task in baling out of a grief stricken aircraft, and many had to go down with their planes.

Many losses were incurred during the latter stages of the Battle of France and in the early stages of the Battle of Britain, that many Defiant squadrons were withdrawn to western and northern airfields away from the main combat areas. They were used as a



night fighter, but again, it was not best suited to this role. Many Defiant crews failed to return and it was decided that the aircraft be withdrawn from operational service in 1942.

MAPS are restoring Defiant N1671 Built by Boulton Paul at its Pendeford, Wolverhampton factory in February 1938, it was fitted with a a Merlin III engine. N1671 was

the 179th production aircraft out of a total build of 1,064. From the factory it was taken on charge at No.6 Maintenance Unit at Brize Norton before being issued to 307 (Lwowski) Polish Squadron then based at Kirton-on-Lindsey on September 17 1940.

Work is progressing on the Defiant with many of the paint-stripped parts now etched and undercoated. The Merlin III engine is back on its bearers attached to the fuselage and looks in pristine condition.



Components within the cockpit area are now being replaced, the glazing for the hood and the canvas area behind the gunner.

Work continues on the centre section and wings with the undercarriage receiving attention at this time. New inner tubes have been placed within the tyres and the turret is slowly being put back together

again. Work is estimated to continue well into the autumn.



Sharp rise in Club and Rescue Development Fund applications

Having branded 2012 'The Year of the Motor Club', the MSA has received twice as many Club and Rescue Development Fund applications in the first quarter of 2012 as in the same period last year.

So far this year the MSA has received 25 applications to the Fund, which grant-aids venue improvements and the purchase of safety-related equipment and certain venue improvements, as well as the replacement of licensed rescue units and upgrading of their kit. For 2012 the MSA has doubled from £2500 to £5000 the amount per application that can be awarded.

Among the applications approved so far is a £6500 contribution towards a replacement vehicle for Stoke Rescue Safety Group's nine-year-old licensed rescue unit, which serves almost 90 events per year.

"We all appreciate the assistance we have had from the Fund – the continued support really does help us to maintain the safety service we provide to the sport," said George Bailey, the unit's administrator.

MSA Director of Training and Education, Allan Dean-Lewis, added: "Since its inception in 1995, the Club Development Fund and (with the support of the British Motorsports Training Trust) the later Rescue Development Fund has to date provided grant aid in cash of approaching £1 Million, but as it is a partnership fund, this has benefited the sport hugely with overall total project values of almost five times that amount. The enhanced level of grant aid made available for 2012 has clearly had an effect on the level and quality of applications received, especially at this time when the economic climate can have a negative effect on some Club's abilities to plan ahead for the future."

Tyre Widths in Stage Rallying

The MSA Technical Department wishes to advise on (R)48.5.3, which states maximum permitted wheel widths in relation to the cubic capacity of the vehicle's engine, as follows:

Up to 1150cc: 7in

Over 1150cc and up to 1600cc: 8in

Over 1600cc: 9in.

These width measurements are of the complete wheel, including the flange, rim and tyre, and relate to the vehicle engine capacity inclusive of forced induction coefficient. Please also note regulations (R)48.5.7 and (R)48.5.8, which state that the complete wheel shall be measured with the tyre at normal running pressure and that the measurement will be taken at the widest point of the complete wheel, above the hub level.

Varley Red Top Batteries

The MSA Technical Department has received a number of enquiries recently regarding battery types, particularly the Varley Red Top battery. These do not fall within the 'wet battery' classification because they do not contain fluid or gel, and they can therefore be situated within a vehicle's driver/passenger compartment without being enclosed. For 'wet batteries' the requirements of (J)5.14.1 remain applicable.

Fuel testing

The MSA reminds competitors that it will be carrying out random fuel sample testing at MSA-permitted events of various disciplines during the course of 2012. These tests will normally be performed by an MSA nominated Technical Commissioner in accordance with the Procedure for the Testing of Fuel, as detailed in section (D) of the MSA Yearbook. The MSA kindly requests the cooperation of any competitor who is asked for a fuel sample by an MSA Official.

Seat homologations and regulations

The MSA Technical Department wishes to clarify the application of MSA Regulations relating to FIA seat homologations.

For national stage rallying, if a car was issued with an MSA Competition Car Log Book prior to 1 January 2009 then (R)48.10.6.1 applies as follows: "For any vehicle was issued with an MSA Competition Car Log Book prior to 1st January 2009, the requirements of R48.10.6 are satisfied until 31st December 2012. This is provided that the seat(s) have previously been FIA Homologated and in addition the seats have the appropriate seat mountings in accordance with R48.10.6."

As the wording of this regulation contains no provision for the fact that a homologation can be withdrawn by the FIA, any seat that is included on FIA Technical List 12, whether or not it is red and struck through, is acceptable in UK National motor sport under (R)48.10.6.1, provided that it carries a genuine FIA homologation label and is in a satisfactory condition.

Silverstone is new home of Motorsport UK

Motorsport UK, the motor sport trade show supported by Go Motorsport, is moving to Silverstone after concluding a new partnership with the Northamptonshire venue.

Renamed Silverstone Motorsport UK, this year's show takes place on 3-4 November. "We are thrilled to be teaming up with Silverstone," said organiser Martin Capenhurst. "For people looking to make a start into motor sport we have a number of new LIVE elements, providing visitors with the chance to get behind the wheel of one of Silverstone's cars and learn the ropes with a qualified instructor, while the Go Motorsport kart challenge will provide visitors with the chance to compete and win sponsorship for their 2012 season."

Silverstone Managing Director Richard Phillips added: "We are delighted to welcome Motorsport UK and Kart Mania to Silverstone. We have been extremely impressed with the two events and we look forward to working with Martin, his team and partners in making these events a success and a not to miss fixture on the UK Motorsport calendar."



PC Autotests record strong growth

The number of people taking part in Production Car Autotests rose by 35 per cent in 2011, thanks to a 16 per cent increase in the number of events.

“Being cheap and widely available, Production Car Autotests are the best way into the discipline for people as young as 14, so it’s encouraging to see this area show strong growth last year,” said Autotest Committee Chairman Mike Sones.

Simeon Fry, 16, recently took part in his first PC Autotest, organised by the Under 17 Motor Club Northwest (pictured above). “I had a lot of fun and would like to come back soon and have another go,” he said. “I think the experience provides vital knowledge that all people should know about the car before driving on the road.

If you learn to control the car ready for when you start learning to drive, not only do you save money on lessons but you could also reduce the crash statistics of new drivers because they will have experienced emergency manoeuvres in a controlled environment.

I am currently completing my Bronze Duke of Edinburgh Award and have been told I can use experiences

MSA requests applications for membership of 2013 Specialist Committees

The MSA is seeking nominations for individuals to join the Specialist Committees that represent the interests of the various disciplines of motor sport.

The Specialist Committees meet two or three times a year, normally at Motor Sports House, to discuss and debate new regulations and other issues. The following Specialist Committees may have vacancies available for next year:

- Autotest Committee
- Cross Country Committee
- Historic Committee
- Kart Sporting Sub Committee
- Kart Technical Sub Committee
- Race Committee
- Rallies Committee
- Autocross & Rallycross Sub Committee
- Dragster Sub Committee
- Sprint & Hill Climb Sub Committee
- Trials Committee

All applicants must be members of an MSA-recognised motor club or Regional Association, which must 'sponsor' the application. However, there are no formal qualifications required other than the benefit of experience in motor sport. The role is entirely voluntary, although expenses will be paid to cover travel to meetings at Motor Sports House, and the appointment is normally for a three-year term.

HOW TO APPLY

Applicants should submit a brief CV of their motor sport involvement and achievements, including any relevant qualifications, together with name, address and contact details to the sponsoring MSA-recognised club or Regional Association. The sponsor will forward the application to Andrea Wren at Motor Sports House, Riverside Park, Colnbrook, SL3 0HG. This must be done as soon as possible as applications must be received before the end of June 2012 at the latest.

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

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]

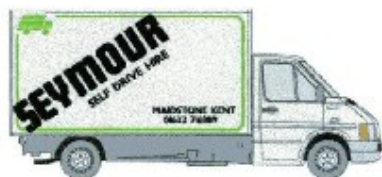
Please make cheques payable to "MMKMC Ltd" and send with this form to :

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



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