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Maidstone • Ashford • Canterbury • Uckfield • Lingfield • Eastry • Appledore

www.haynesgrp.co.uk



Maidstone & Mid Kent Motor Club
Founded 1935
Officers of the Club

President

Mike Jordan

Chairman

Chris Browne

Company Secretary

Liz Jordan

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Club Website www.mmkmc.co.uk

Registered Office: Thames House, Roman Square, Sittingbourne, Kent ME10 4BJ
Registered Number 339785 England

Aford Awards

Rianos

Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

The Club meets on the first and third Tuesday of the month at Maidstone Squash Club, Mote Park, Willow Way, Maidstone, ME15 7RN. at 8pm.
New members are always welcome

Oct 2007
Volume 32 No 5

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Club Website www.mmkmc.co.uk
Kent Driver Email : gary.wood@clone-europe.com

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.



Editorial

The Tour of Flanders is fast becoming M&MKMC main away fixture of the year. I wonder if we are the best represented regional club with the number of members entered.

Once again I visited a ditch (turning into a habit this, see picture in Lyles report). Apparently I shot out the car like a rat up a drainpipe (some drainpipe to fit this rat in), but so would you if you knew the car behind was a Merc 500 coupe. We spent the rest of the time waving people down as they approached us until that is the Honorary Course Closing car or Kevin Hasledon appeared.

Everyone else we waved to slow down, Kevin we waved to go faster – we wanted to go home.

Kevin is a legend amongst course closing cars all over Europe, some events think it would be a good idea to give him the dual role.

He also takes all the ribbing very well, so I'm told.

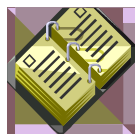
Flanders may not have the stages of Ypres like the killer 32km Heuvel-land or the history, but what it does have is friendly and efficient organisers and a really hospitable feel to the event. If you haven't done it I stick it on your calendar for next year – you won't be disappointed.

The only criticism I could levy is that Roeslare does not have particularly good hotels. So far I have stayed at the main rally hotel and been bitten to death by some flesh eating bug and this year found Fawltly Towers or perhaps I'm just unlucky.

Add to that the support from a drunken group of OAP's leaping up and down in a potato field in M&MKMC blue polo shirts you have the recipe for a unique and memorable event.

The next edition will be the bumper Christmas Issue so get your articles to me as soon as possible to be included in this epic publication.

GW



Club Calendar 2007

Date		Event	Venue
January 18	W	Navigational Scatter	Park Gate Inn, Leeds
February 7	W	Navigational Scatter	Contact Sevenoaks & DMC
March 8	W	Navigational Scatter	M2 London Bound Services
March 17 & 18		Rally of Kent	See www.rallyofkent.co.uk
April 4	W	Navigational Scatter	Contact Sevenoaks & DMC
April 8	W	Tyrwhitt Drake Production Car Trial	East Farleigh
April 27		Dinner and Dance	Leeds Castle, Fairfax Hall
May 9	W	Evening Grass Autotest	Headcorn Aerodrome
May 13		Autotest Training Day	Headcorn Aerodrome
May 16	W	Evening Grass Autotest	Headcorn Aerodrome
May 22		AGM	Rianos (see map)
May 30	W	Evening Grass Autotest	Headcorn Aerodrome
June 2		Kent Driver Autotest	Sittingbourne
June 13	W	Evening Grass Autotest	Headcorn Aerodrome
June 27	W	Evening Grass Autotest	Headcorn Aerodrome
July 8	W	Southern Grass Autotest	Headcorn Aerodrome
July 11	W	Evening Grass Autotest	Headcorn Aerodrome
July 25	W	Evening Grass Autotest	Headcorn Aerodrome
August 11		Flying Proms	Headcorn Aerodrome
August 15	W	Evening Grass Autotest	Headcorn Aerodrome
October 14	W	Brian Lewis Production Car Trial	East Farleigh
November 8	W	Navigational Scatter	Tbc
December 6	W	Navigational Scatter	Tbc

Other Club Evenings will be organised throughout the year

W = Weald MC event.

For more information on any of the above events please e-mail:

info@mmkmc.co.uk

Other Weald MC club events that MMKMC members may be able to compete at:

Club	Website Calendar
Bexley Light Car Club	http://www.bexleylightcarclub.co.uk/blccevents.htm
Black Palfrey Motor Club	http://www.blackpalfrey.co.uk/bmckevents.htm
Borough 19 Motor Club	http://www.borough19motorclub.co.uk/Reqs.htm
Sevenoaks & District Motor Club	http://www.sevenoaksmotorclub.com/calendar.html
Southern Car Club	http://www.southerncarclub.com/events.htm

For more information on any of the Weald events please e-mail:

weald@mmkmc.co.uk



News

Whoops

As in previous years Liz Jordan was providing pacenotes for the Tour of Flanders, so who went straight on over a ditch and into a field on the first corner on the first stage?

Visits



Aeon Sportscars in Pattenden Lane Marden are installing a new rolling road and have offered to provide an open day for M&MKMC members to bring their cars along and try it out for free. The date has been set for January 2007 and details will be announced in the December issue of Kent Driver.

We will be limited to 250bhp and two wheel drive, and you need to pre book the slot by calling me on 07708 578 773 or email gary.wood@clone-europe.com.

GW

CLUB MEETING VENUE

New Members

Welcome to

Oliver Manser
Charley Green
Philip and Mavis
Denyer
Terry McKeown
John Bromley
Greg Verryden
Nick Maytum
Christopher Manser
Roy Wareham.

With effect from Tuesday 06 November 2007 the Club will meet at Maidstone Squash Club, Mote Park, Willow Way, Maidstone, ME15 7RN. Mr 76905515. Further meetings on Tuesday 20 November and 04 December 2007 will also be held at this venue. All members are invited to join the Club Committee at these meetings where they may have the opportunity to put forward views on motor sport and this Clubs activities and maybe become involved with the organisation of an event or two.



News

Federation of British Historic Vehicle Clubs - please help!

This is **not** an appeal for money; it is not even an appeal for anything of direct benefit to FBHVC.

It is an appeal by FBHVC to **you** to do something to help save, preserve and display the technological and innovative treasures that belong to the nation and that are held in the collection at the Science Museum. You can help do this simply by making a phone call or sending a text or an e-mail at the right time.

The Science Museum has around quarter of a million exhibits showing the history of man's ingenuity. This includes a substantial collection related to transport. Presently, the museum has space to display only a small fraction of these items with the remainder in storage in less than ideal conditions in dilapidated WW2 hangars on a 500 acre site at Wroughton, near Swindon.

The Science Museum plans to reconstruct two of these giant hangars and link them with a state-of-the-art atrium to provide acres of exhibition space that will enable it to display the whole collection. The emphasis is very much on using the ingenuity of the past to inspire the developments of the future - and that gives the project its name - **Inspired**. It is all about stirring the imagination of the young and encouraging the scientists, technologists and engineers of the future.

A £50 million lottery jackpot that is to be decided by a public vote following a series of TV programmes that will go out in December.

The Science Museum **Inspired** project is one of six projects vying for this 'winner take all' funding. See www.fbhvc.co.uk for more information

You can help secure this essential funding.

Commit to vote at the appropriate time - good intentions are no help, it needs you to be certain to act. You can register your intention to vote NOW on the website noted above and you will then receive a reminder nearer the time.

Above all, recognise that unless all of us with an interest in science and engineering **take the trouble to vote**, £50 million of lottery money may go to fund a tourist attraction leaving national treasures (which, having been received by a national collection, cannot be sold) to moulder and decay.

Please do it!

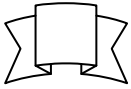
Jim Whyman.

Secretary

Federation of British Historic Vehicle Clubs Ltd

Kernshill, Shute Street Stogumber, Taunton, Somerset TA4 3TU

Tel: 01984 656995 Fax: 01984 656762



Invitations Received

WEALD MOTOR CLUB LIMITED

The 2006 - 2007 12 Car Rally Series

A series of seven 12 Car Rallies which will comprise the following events:

Friday, 15 December 2006 (B18 Promotion)

Friday, 12 January 2007 (Croydon Promotion)

Friday, 16 February 2007 (Sevenoaks Promotion)

Friday, 16 March 2007 (B18 Promotion)

Friday, 13 April 2007 (Central Sussex Promotion)

Entries for the Croydon promoted events to

Peter Turner, 43 Harrow Road, Warlingham, Surrey CR6 9EY.

Work and fax: 01883 623465. Mobile: 07778 857160

Email: apt.design@btinternet.com

Entries for the Sevenoaks promoted events to

Martin Chinnery, 36 Churchside, Vigo, Kent DA13 0SJ.

Home: 01732 823132. Work: 020 8691 6221. Email: chin@btinternet.com

Entries for the Borough 18 promoted events to

Roger McKenzie, 10 Mid Comp Farm Cottages, Comp Lane, St Mary's Platt, Borough Green, Kent TN15 8QT. Tel: 01732 884312.

Email: rmckenzie@playleandpartners.co.uk

Entries for the Central Sussex promoted event to

Matt Fowle, 7, Frant Road, Hove, East Sussex BN3 7QS

Home: 01273 551145. Work: 01273 416331, Email:

matt@mdfowle.freeserve.co.uk

Wheels

We have added a copy of *Wheels* to Kent Driver

48th Omloop Van Vlaanderen or 48th RALLY OF FLANDERS

The Club was represented at this years event by 6 members competing and 4 who were spectating. The competing members were the crew of Chris Browne and Ali Cornwell, and drivers Steve Stringer, and Kevin Haselden, and co-drivers Liz Jordan, Gary Wood, and also past members Roy Edwards and David Shields. Your spectating support team were the usual Roy, Mike, and Lyle, joined this year by Bruce Jenkins on his first attachment to the MMKMC Spectator Group



Your spectating team have the advantage of "inside information" in that Liz Jordan prepares the "pace notes" for the UK entries and therefore is able to advise where the best spectator vantage points are.

After the trip through the "tunnel" we made our way to our accommodation at Valet Farm, which is on the Passendale battlefield and well located for all the stages on this event which is centred around Roeselare. After the customary tea and apple pie at the farm we made our way to the Rally Headquarters which was located just off the Ring Road to Roeselare where we met up with most of the competing Club members who were just finishing scrutineering and final preparation for the start on Saturday morning. As there were no rally stages to watch on Friday we made our way to Ypres to attend the last post ceremony at the Menin Gate which as usual was extremely well supported by visitors and some rally crews. It was then off to have supper in the company of Dessie Nutt and

Saturday morning was fine and warm and as Stage 3, Passendale, came past the entrance to Valet Farm we decided to have a leisurely breakfast and move our transport [Roy's Discovery] off the stage and settle down to watch the competing cars past the farm. As we had time to wait the farmer, Dirk , who now speaks good English, took us on a tour of his tractor barns and showed us his new Fendt tractor which he had recently purchased in Normandy and had driven it all the way back to his farm some 450 km in 14 hours.

During Saturday we also visited the stages at Rumbeke, and Zilverberg , and also the Zoning stage in Roeselare which is four laps of a street circuit which is very competitive for the quicker cars as they complete a lap as the next cars leave the start and the sight of up to five Escorts power sliding past our vantage point at the roundabouts with less than a cars length between each of them is a entertaining spectacle.

The first stage on Sunday was De Ruiten, which I approached down a fairly rough white with no entry at the start but we now ignore these signs in common with most of the locals. Our vantage point was where the competitors did a double lap before a split so we were able to see them all twice, well those who kept on the road. The Club crews were now getting used to seeing us waving them on with our visible presence being the sea of blue MMKMC polo shirts, a sight they were to see on several occasions on the event.

After all the historic had passed, including Kevin, we made our way into Roeselare via the Rally HQ and on to the Zoning Stage again and then back to Westrozebeke to have our meal of the day, omelettes with frites.

"Our" crews had mixed fortunes with Chris and Ali spoiling the chance of a repeat of last years win by having gearbox problems on Saturday and Liz, of all people, was to leave the road with Adrian Kermode, on the first bend of the first stage on Saturday,

and Liz had as usual prepared the "pace notes" for all the English crews ! Steve was going well as was Kevin who was running last number in the field. Liz and Adrian were able to rejoin the event for Sunday and put up some good times.



Of the other British crews notable performances were put up by Jimmie McRae and Andy Richardson in the Stobart Escort who were best UK team from Gareth Lloyd and Ian Oakley also in an Escort. Overall winner was local hero Paul Lietar in his extremely fast Escort [as usual]

So that was it for another year, an excellent event, good weather, good company, good food - what more could one expect !

“The Team”

PS. It would be nice to have some words for **Kent Driver** from “our” competing crews

A Different sort of Recce

Organisers like you to use an unobtrusive recce car, however if you co-drive for Ric Lee that is not an option. Ric is also new to rallying so some of the “social etiquette” is missing.

The call went something like his

What we using for the recce then?

Well the Bentley is too big, both the Continental GT and the Ar-nage is even bigger, the Aston too unreliable, the Ford GT is probably too low. I reckon the DeTomaso would be a laugh.

Well tough call eh .. (actually I didn't have a clue what a De-Tomaso looked like either),

We agreed to meet at the Village Hotel just off the M20 and go onto the tunnel from there. I heard Ric somewhere about Junction 4 of the M20 and a few minutes later a wall of sound just below the pain threshold appeared. A sheepish Ric leapt from the drivers seat and rushed off to the loo, while I packed my very small bag into the even small luggage compartment. Well I say luggage compartment, glove box would be a better description, brilliantly mounted above the engine. “Hope you haven't got any aerosols in there” commented Ric “Or they will explode, that gets

De Tomaso

The first car that De Tomaso built was a 1500cc Formula 2, built at the end of 1959. The chassis had a tubular frame, with a DOCH 4 cylinder 1500cc OSCA engine. After the Formula 2, De Tomaso built a Formula Junior ISI powered by a 1100cc engine derived from the Ford engine and modified by Holbay

After first building a Formula 1 with a tubular frame and powered by an Alfa Romeo engine, they then built a sports car equipped with a OSCA 1100 cc engine which won every race it entered. This was followed by a sports car powered by a OSCA 1500 cc engine, and then a Formula 1 car with a flat 8 cylinder engine. This car entered the 1962 Grand Prix at Monza.

After these achievements in the racing field DeTomaso shifted it's interests to the sports car, building spiders and coupes such as the Vallunga, the Mangusta and the Pompero.

The Pantera was born in 1969. When it was introduced to the public in the 1970's, it was a huge success and subsequent versions remained in production until 1994.

The Guara was the last DeTomaso model before they went into liquidation in the late 1990's

mighty hot !.

The DeTomaso he brought along was a Guara Spider – one of only three soft tops built, and we had to keep the roof down because we couldn't get in it with it up.

Now some of you may remember going to disco's in the 70's and walking home afterwards with your ears ringing, still partially deaf hours later. Well it was a bit like this when we arrived at check in for the tunnel. We are shouting at the top of our voices to the check in lady who is whispering back to us.



Loading on the shuttle was ridiculous, not only did we deafen ourselves further, we

damaged the hearing of everyone around us, and with the non-existent exhausts pumping out more lead than a Saturday night in Tombstone.

Not being able to communicate above 20mph we decided might be a problem so off to the rally spares shop in Ypres to buy a practice headset kit, which we wired into the cigarette lighter with a chisel and some tape and conversation was resumed.

With 300+bhp from the 4.0 V8 BMW lump, in an 1100kg body shell we think we were faster on recce than on the rally. Certainly the 285x35x18 tyres were grippy but at 6ft 8in wide we did pick up a few scratches and dings along the way. It also liked its fuel, which was a problem as for weight distribution the fuel tank is a 90 litre bag tank sited in the transmission tunnel. This took an age to fill at a trickle – I'm sure it took less time to empty than fill.

I must admit the Guara is very comfortable and roomy, with virtually no buffeting even up to 250kph even with the roof down. It's just in purple it looks like a giant hairdressers car, particularly with too fat old blokes riding around in it trying to look macho with headsets on. Best laugh I've ever had on a recce though.

GW



FLYING PROMS 2007.

For the second year this club was able to assist Jamie Freeman with the car parking for this event on 28 July. As previously, Mike Jordan, Roy Nicholls, and Lyle Cathcart spent most of the Friday setting out the car parks which is a “must” if the maximum number of parking spaces is to be achieved.

The weather up to the event had not been too promising and this was reflected in pre event ticket sales but this was rectified by the number of spectators who turned up and purchased tickets on the day.

The rains did keep off for most of the programme and our Club members who turned out to support this event did an excellent job and kept the traffic moving. In recognition of the Club’s efforts Jamie hosted a thank you evening at the Aerodrome on Saturday 22 September.

We would like to record our thanks to the following members for their help to make this event a success :

John Ashwell. Paul Bernyl-Ryan. Tim Cathcart. Karen Chambers. Jenny Fuller. Andy Gibson. Bruce and Caroline Jenkins. Liz Jordan. Ken Kimber. Carol, Gavin and Ray Lane. Tim and Janet Mewett. Emma and Richard Olsen. Angela, Russell and Toby Phipps. Brian and Robert Sharpe. Lee Townsend. Dennis Usmar. Keith Ward.

Next year it is proposed the event will be a 2 day programme on 23 and 24 August 2008 - put it in your diary NOW.

MJ / RN / LC

Maidstone & Mid Kent Motor Club - Weald Trial Dean Street PCT
RESULTS: 14th October 2007

Class	No	Name	Club	Colour	Make/Model	1.1	1.2	2.1	2.2	3.1	3.2	Total Penalties	Index	Position
A	1	Christopher Armstrong		Black	Peugeot 106	3	4	4	8	6	6	31	152	23
A	2	Leigh Armstrong		Black	Ford KA	4	3	4	4	6	5	26	127	19
A	3	Terry Armstrong		Blue	Mini	2	3	5	5	5	6	26	123	15
A	4	David Balderson		Red	Citroen AX	0	0	5	4	5	5	19	93	4
A	5	Suze Bisping		Green	Nissan Micra	4	3	6	5	7	7	32	157	24
A	6	Craig Broadway		White	Rover Metro	4	4	5	5	6	6	30	144	22
A	7	Jay Goldsmith		White	Rover Metro	3	4	4	5	6	6	28	137	21
A	8	Chris Judge		Green/White	Mini	0	0	3	4	5	5	17	83	2
A	9	David Judge		Green/White	Mini	0	0	4	4	3	4	15	74	1
A	10	Sam Keeley		Yellow	Peugeot 106	2	3	5	5	6	5	26	127	18
A	11	Ian Mepham		Yellow	Peugeot 106	2	3	4	4	5	5	23	113	13
A	12	Emma Olsen		Red	Citroen AX	0	0	6	4	5	4	19	93	5
A	13	Richard Olsen		Red	Citroen AX	1	0	5	4	4	4	18	88	3
A	14	Jim Pullar		Silver	Nissan Micra	3	3	4	5	6	6	27	132	20
A	15	Dennis Usmar		Blue	Austin 1275	3	3	4	4	6	5	25	123	=16
A	16	Chris Scudder		Silver	Rover Metro	3	1	5	4	6	6	25	123	14
A	17	Darren Hall		Silver	Rover Metro	2	3	4	5	4	4	22	108	12
A	19	Xvette Knight				1	0	4	5	6	5	21	103	11
A	20	Mark Kemp				3	3	4	4	6	5	25	123	=16
B	1	Tim Smith		Red	Peugeot 309	3	3	4	5	6	6	27	100	8
B	2	Stephen Thompson		White	Lancia Delta	3	1	5	5	7	6	27	100	7
C	1	Keith Young		Red	Ford Anglia	4	3	9	8	5	4	33	100	9
D	1	Andy Kilby		Blue	MBGT	2	1	5	5	6	6	25	101	10
D	2	Colin Reynolds		Blue	MG Midget	0	0	0	0	0	0	0	0	0
D	3	Hales Vaughan		Red	AH Sprite	2	3	4	4	5	6	24	97	6
E	1	Ken Kimber		Red	NSU TT	0	0	0	0	0	0	0	0	0
F	1	Geoff May		Blue	Dellow Mk2	0	0	3	3	4	3	13		3rd
F	2	Duncan Welsh		Red/Silver	AH Special	0	0	0	0	0	0	0		1st
F	3	Jenny Welsh		Red/Silver	AH Special	0	0	4	4	4	0	12		2nd
F	4	Nicholas Woollett		Silver	Dellow Mk1	3	4	0	4	7	5	23		8th
F	5	Roy Wareham		Red	Dellow Mk1	0	0	4	4	5	5	18		6th
F	6	Stuart Highwood		Red	Dutton Phaeton	0	0	5	5	4	0	14		4th
F	7	Mark Ensoll		Red	Dutton Phaeton	0	0	4	4	4	4	16		5th
F	8	Ted Holloway		Green/black	Enigma Special	0	0	8	5	5	4	22		7th



N W K M C

North West Kent Motor Club



PO Box 312, Dartford, Kent, DA1 9EG

22 October 2007

Dear Club Official,

We have been selected by the Wales Rally GB Organisers to host a meeting. This is aimed at those who intend to marshal on The Wales Rally GB, or are contemplating to in the future.

The Training officer, Clive Grounds, will be travelling from Cambridge so a good turn out would be appreciated from your club. If I can impose on you, or someone whom you delegate in your club to notify me ASAP as to how many of your members are likely to attend it would be greatly appreciated. The meeting will commence at 8.00pm prompt and there will be a short break, to lubricate the larynx!

Date	Town	Venue	1	2	3	4	5	6	7	8	9	Instructor
13 November	Swanley, Kent	The Olympic, Beachenlea Lane, BR8 8DR	Y	Y	Y		Y	Y	Y			Clive Grounds

Training Agenda

- 1 Health & Safety
- 2 Whats New
- 3 New Marshals
- 5 Equipment
- 6 Senior Personnel
- 7 Incident Handling

A Google map and an on-line application form is available for the venue on www.volunteersinmotorsport.co.uk then training day details and search by month and date.

Yours sincerely,

John Caryl

John Caryl (Chairman)

Maidstone & Mid Kent Motor Club Ltd

The Brian Lewis Production Car Trial

To be held at

Stoneacre Farm, Otham, Maidstone Kent.

Sunday 9th December 2007

SUPPLEMENTARY REGULATIONS

1. The Weald Motor Club Limited will promote a Club Sport Production Car Trial, organised by the Maidstone & Mid Kent Motor Club Ltd on Sunday 9th December 2007 at Stoneacre Farm, Otham, Maidstone, Kent ME15 8RS. The event will be open to all fully elected members of the organising club and 6 invited clubs, including the Historic Rally Car Register and MGCC.
2. The meeting will be held under the General Regulations of The Motor Sports Association Limited (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the Clubs may issue for the Event.
3. The MSA Permit No. TBA
4. Club membership cards will be inspected at Signing-on.
5. The event will take place at map reference 188 / 800536. The event will take place entirely on Private Land. There will be at least 5 tests and it is hoped that at least two runs will be allowed at each test. Signing-on will commence at 10:00 hours, followed immediately by Scrutineering. The Event will start at 10.30 hours. Any competitor who has not signed on by 10.30 hours may be excluded. Each competing car must run with at least one passenger and the passenger(s) must also be signed-on for that competing car.
6. All cars will comply with the MSA Vehicle and Tyre Regulations. The following classes will apply:
 - (A) Front wheel drive production cars up to 1200cc.
 - (B) Front wheel drive production cars of 1200cc and over.
 - (C) Front engined rear wheel drive production saloons
 - (D) Front engined rear wheel drive production sports cars.
 - (E) Rear engined production cars.
 - (F) Specials - Any vehicle not eligible for Classes A - E may be entered in this class. Vehicles entered in this class will not be included in the overall classification but are eligible for a Class award subject to a minimum of three entries.
7. Vehicles will be strictly scrutineered. Classification of any vehicle will be entirely at the discretion of the organisers.

8. Awards will be presented as follows:
 First Overall (least total of penalties) or
 First Overall (by index of performance) subject to 25 entries
 First in each Class.
 Second in each Class, subject to five entries
 Third in each class, subject to eight entries
 (No Competitor may win more than one award)
9. The entry list opens on publication of these Supplementary Regulations and closes on **1st December 2007**. All entries must be made on the official entry form and be accompanied by the appropriate fee. The entry fee is **£15.00**. Entry fees may be refunded at the organisers' discretion. Late entries may be accepted at the organisers discretion and be subject to a fee of **£20.00**.
10. The Secretary of the Meeting, to whom all entries must be sent, is
Bruce Jenkins, Protea, Gravelly Bottom Road, Kingswood, Maidstone, Kent
Tel Evenings : 01622 842327 or Days 01622 852000
Mobile: 07958 810119, Email: brucejenkins@onetel.com
11. Other Senior Officials are:

Clerk of the Course	Tom Thompson
Club Steward	Lyle Cathcart
Scrutineer	Tom Solomon
Chief Marshal	TBA
12. The maximum number of entries for this event is 40 the minimum is 15. There is no maximum or minimum class entry. Should the minimum entry figure not be reached, the organisers reserve the right to cancel the meeting. A maximum of two (at the organiser's discretion) drivers per car will be accepted, each being treated as a separate entry. Final instructions will be made available to entrants before the start of the competition.
13. We bring your special attention to the General Regulations of the Motor Sports Association (MSA) in particular M.3.2.5 and **remind you that no front passenger may be under the age of 12 years** and M.3.2.10 in that the Passenger(s) comprising the crew at the start **must not be altered during the competition**.
14. Starting order will be in accordance with MSA GR M3.3.1 and 3.3.4.
15. Marking and penalties will be as MSA GR M.3.5.10 as printed.
16. Provisional results will be published as soon as possible following the end of the event. Protests must be made in accordance with MSA GR O.5.
17. Identification numbers will be supplied by the organisers and must be fixed in a prominent forward facing position.
18. All marshals are appointed "Judges of Fact" to adjudicate on items listed under GR M. 3. 5. 1.
19. All other GR's of the MSA apply as written except M. 5.8.1 - As the event takes place on private property, cars need not be currently registered, taxed and MOT'ed [M7.1.2], but they must be properly silenced.

Contact Names: Bruce Jenkins 01622 842327 / Tom Thompson 01795 477755

Maidstone & Mid Kent Motor Club Limited

PRODUCTION CAR TRIAL

ENTRY FORM – 9th December 2007

Driver's Name:.....

Address:.....

.....

.....Post Code.....

Tel. No.....(Home).....(Mobile).....

Email:.....

PASSENGER'S NAME(S).....

Vehicle Make.....Model.....cc.....

Reg.No.....Colour..... Class entered..... Club.....

Please send the completed entry form, not forgetting to sign the Declaration of Indemnity below, with £15.00 cash or cheque made payable to: **Maidstone & Mid Kent Motor Club Ltd., Bruce Jenkins, Protea, Gravelly Bottom Road, Kingswood, Maidstone, Kent, ME17 3NU. Tel: 01622 842327 / 07958 810119**

DECLARATION OF INDEMNITY

I declare that I have been given the opportunity read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and that I am competent to do so. I acknowledge that I understand the nature and the type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence. I declare that my car complies with the vehicle regulations appropriate to its class.

State your age if you are under 18

Driver's Signature:.....Age..... (if under 18). Date.....

Passenger's Signature:Age..... (if under 18)

If I am the Parent/Guardian/Guarantor of the driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Section Z of the General Regulations of the Motor Sports Association Ltd.

Parent/Guardian/Guarantor:.....Relationship.....

Address:Signature

In case of an accident or injury please contact..... Tel No.

2nd Prodrive Visit 30th July

It took a long time, over a year to get a place on the Prodrive visit list. I was disappointed then when my contact Jackie Irwin told me the date she had allocated to us. It was the day before I was due to go on holiday. She had explained that they only do tours on Wednesday's starting at 5 O'clock so places were limited. When I explained my disappointment she immediately came back with an additional date of Monday the 30th July. I was confused until she explained she was able to fit us in due to another commitment being cancelled, this opportunity therefore was accepted without hesitation although it was Monday. Not the best day of the week.

It came to pass then that 14 members and friends gathered at Whatmans car park in Maidstone to board the coach for Banbury. One of our number was Rose Carr the owner of the coach company who had been told by her driver who drove the coach the for the first visit that the tour was so interesting that she asked to come with us.



LeMans Winning Aston

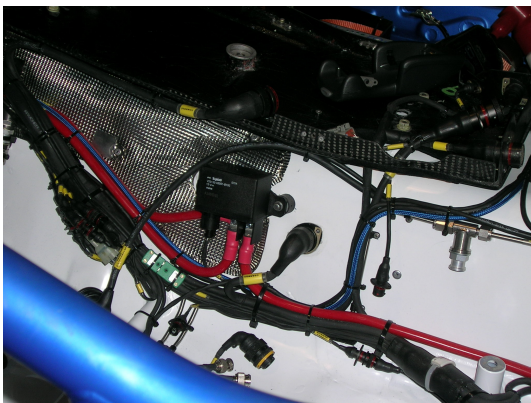
After an uneventful trip up the motorway quite a feat in itself and a stop to water the horses we arrived at Prodrive at the appointed time where Jackie Irwin welcomed us in their small museum. Jackie invited us to examine/sit in, the cars that surrounded us but explained that Prodrive had suffered some the flooding problems in the previous week the factory being in the flood plain of the River Cherwell. This had given rise to two additional cars being in the museum that were not normally there. One was a dark blue Aston Martin DB5 Superlegger and the other was a pre war Frazer Nash.

These it was explained belong to the Boss and his wife. Touching these could lead to the death penalty, for visitors anyway! Jackie

then introduced us to Ben Sayer who was to conduct us on the factory tour.

After the video presentation that was drowned out at one time by the noise of a helicopter landing, we embarked on the factory tour. Our first stop was the wiring shop that to me was the most amazing part of the tour. I expected to see bodywork, mechanical and general greasy bits, but would never have believed the detail that goes in to the manufacture of the all important wiring looms in modern high-tech competition cars. We were shown the full size CAD drawings laid out on boards, which the technicians use a template to build up the looms. What was also interesting was that all the wires used are the same colour. Identification is initially by a number on a sticky label until the wire is assigned to its correct pin in its connecting plug. The looms are then finally shrunk wrapped in a protective sleeve ready for installing in the vehicles.

We then moved on through the gearbox, engine and fabrication shops and were shown the machine shop that produces the most complicated looking components from solid blocks of steel or aircraft grade alloy. At this point we nearly lost some of number who got into an in-depth conversation with one of the technicians. Look out for some special mods to Subaru's competing in club events?



Wiring harnesses installed in a Subaru

In the Aston Martin workshop we were treated to a number of cars in part built or completed stage. In the shop the LeMans winning car has pride of place and we were allowed to examine this and the many part build cars in every detail. The surprise here was that as the Astons are built entirely from alloy, apart from the roof skin which is steel, and they are glued together rather than riveted or welded.

We then moved on to the bodyshop where various Subaru shells were being put back to their correct shape after being subjected to the driving skills of unspecified rally drivers. Parts of the shells looked very rusty but it was explained that they are painted stripped by immersion in an acid bath prior to welding and final painting. The last stop on the tour was the assembly shop for the Subaru rally cars. Here the covers were lifted off three WRC cars that were being prepared for Rally Germany, one for each of the works drivers. It was explained that two cars were prepared for each driver for each event, with cars being recycled after events. This is a big commitment from Subaru and a lot of work for Prodrive. At this point we were rejoined by Jackie Irwin and reluctantly told it was time to go home as it was getting dark outside.

Upon returning to the museum building Ben Seyer and Jackie were thanked for providing us with a very interesting evening and Ben particularly for his patience in answering our questions and his knowledge of what goes on within Prodrive. Jackie also explained that the helicopter which we were now hear taking off was “The Boss” who had been negotiating a deal for his F1 aspirations.

We returned to Maidstone much wiser, and looking at Lawrence Parsons asleep on the coach, worn out. After a quick stop at the M40 services, we had the only hiccup of the trip. When we arrived back at Whatmans at midnight, the gate was shut and there was no watchman to be seen, until some one had the bright idea of ringing the telephone number that was displayed on a small notice on the gate. This brought a bleary eyed watchman who kindly let us in to collect our cars. Mobile phones do have their uses!



BJ

Jackie Irwin, complete with matching Prodrive jewellery!



Wheels

THIRD TIME PLUCKY

The wider and wilder the debate on global warming, the more confused I get about whether to ignore it all or continue with the language lessons I'm taking on how to talk to polar bears; I haven't come across any in Colbrook yet but you can't be too careful.

The whole issue makes me sure of only two things. The first is that I categorically do NOT need ageing rock stars pompously pontificating on what I should or shouldn't do; the second is that we need to recognise just how fast the green handwagon is rolling and maybe take appropriate steps. Some clubs have appointed Environmental Officers to keep an eye on things, a few have run economy runs - getting positive local media coverage in the process, while others have found ways of linking with schools, highlighting the positive job opportunities and technical spin-offs from our sport.

I suspect we're going to have to do more such things to reach out to the wider world. Which is where National 'Weeks' can come in. There's even a National Shed Week during which presumably people discuss the things they get up to in them, some of which obviously can't be mentioned in a family publication like this.

I'm sure I wasn't the only one to wonder why our sport needed such a 'week' when the first one was announced but the impact a few clubs have managed to make with the two so far has changed my opinion. As just one example, take the Cirencester Car Club's event mentioned on the MSA page in a recent issue. Based on a user-friendly pub with a large car park and paddock, the weekend gave an opportunity to people to try several grass-roots motorsport activities - a scatter rally, grass autocross, simple driving tests, a measure hunt and a touring assembly. All very much geared to using everyday road cars. As people signed in they were given a neat rally plate and a guidebook explaining what the event was all about and 'selling' our sport.


Expensive? Er...no. Thanks to some deft sponsorship for rally plates and the like, the weekend actually turned a small profit. Worth the effort? Very much so. Around 120 people turned up, the club increased its membership by 20% and, by no means least, existing members got enthusiastic about the project, helping team spirit in the club. Sounds like a 'win, win' situation to me.

With the next National Motorsport Week fixed for 9-17 August (see www.nationalmotorsportweek.co.uk) there's

plenty of time to slot something into a club's calendar and into its budget. Maybe insurance cancellation cover should be considered - another lively club, Wigton, were all geared up to put on a major display but the landowner reluctantly pulled the plug because of the fear of Foot and Mouth.

NMWeek activities are not going to double club memberships at a stroke but they could halt the membership decline some clubs face and they are certainly likely to pull in younger members. So, instead of wringing hands and saying not much happened during the 2007 Week, I think we should be plucky and vow to make the third one really bounce.

Stuart Turner


COD FILLET QUIZ

1. Which driver holds the record for the greatest number of British Rally Championship wins?
2. What *de'Aires* Monte win caught in the Le Mans 24 hr race?
3. Name the last great city-to-city road race which is still held annually in Paris.
4. Which Formula 1 team is based in Ennace in Gijón/Spain?

ANSWERS ON PAGE 10

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No licensing of off-road vehicles

The MSA has welcomed the withdrawal of the Off Road (Vehicles) Registration Bill, a Private Member's Bill proposed by Graham Springer MP, which although primarily designed to tackle illegal and nuisance motorcycling in public places would have forced many other vehicles used for off road events to be registered and carry number plates.

Concern had been expressed that the introduction of the Bill would have had an unintended impact that would have affected a large number of legitimate off road activities. Both the Government and Opposition fortunately shared this view and the new Transport Minister, Jim Fitzpatrick, is now understood to be looking at a different approach to the problem of illegal motorcycling, but without affecting existing legitimate sporting activities.

Wheels change

This publication was started 14 years ago to improve communication with motor club members by supplying pages that could be inserted easily in club magazines. Now, most motor clubs use digital forms of communication –

which are more cost effective. *Wheels* in its present form has therefore become redundant and the final issue will be posted on 10 February 2008.

On 10 March 2008, and monthly thereafter, a page of MSA News only will be emailed to the club contact person for those clubs registered with the MSA for 2008. He or she can then circulate it directly to club members or forward it to the club webmaster or newsletter editor. *a-Wheels*, (as it will be called) will also be posted on the MSA website.

Many readers will know that Stuart Turner instigated *Wheels* and has been the driving force behind it. Stuart's editorials have been witty, thought-provoking and always on the button. With the move to an electronic version, Stuart has decided to step back from his editorial role. The MSA is very grateful for all the hard work he has put into *Wheels* over the years.

It is fitting that a search of the Internet should yield this apposite tribute to Stuart.

Your sense of humour was greatly appreciated by everyone, but within this humour you managed to touch some very important points which were well noted by everyone present."

Heart Heart

Women's summit

As part of the MSA's proposal to widen participation in the sport, a preliminary brainstorming session was held at Motor Sports House during September to identify issues

and ideas on the inclusion of women in motor sport, to include the interests of clubs, competitors and officials across all disciplines. Twelve women took part and it was facilitated by Sue Sanders-Peppin (Volunteers in Motorsport coordinator) and chaired by Allan Dean-Lewis of the MSA.

Funds up

The Club Development Fund has passed the £500,000 mark for grants made since its inception – to projects worth more than £2.6m.

The new Rescue Development Fund, launched this year, has already granted more than £27,000 to projects worth nearly £100,000.

Insurance assurance

The MSA has appointed Jardine Lloyd Thompson Limited (JLT) to handle all its insurance requirements from the start of 2008 following a formal tender process earlier this year.

China calling

In September, the MSA welcomed a delegation of Chinese Government Sports Officials, which included members of the Beijing Chinese Olympics Committee. They were visiting a number of sports governing bodies in the UK to compare working practices in areas such as risk management, organizing major events, talent development and the training of, and qualifications for, officials.

Kartmania 2007

Boosted by increasing numbers of exhibitors and ticket sales, Kartmania have committed to 5 years at Stoneleigh Park. The centrally located exhibition centre in Warwickshire has impressed Kartmania organiser Martin Capenhurst enough to ensure it remains the long-term home of the show.

The innovative "Kartboot" area is generating a lot of interest. Anyone can turn up with a car or van on the Saturday or Sunday morning and sell all their old kart parts. You can pay at the door – just £25 for cars and £35 for a van – any items can be sold as long as they're not in current use (i.e. new chassis and spares, but new spares for karts over 3 years old are fine).

The show caters for everyone including avid racers, and for those new to the sport. The Stars of Tomorrow race track will be in attendance as well as every MSA class of kart for visitors to sit in.

If all of this wasn't enough then Kartmania '07 will also include...

Fashion show – see new race gear and accessories. **Auction** – each afternoon at 3.30, stay and bid for bargains. **Ken Walker** – 'racing reporter'. **Free parking!** And much more. Buy your tickets on-line at www.kartmania.co.uk.

The show will run on Saturday 17th and Sunday 18th November. If you want to find out more or want to exhibit contact Martin Capenhurst on 0116 2883506 or 07974 766529, or visit the website.



REVIEWS FROM



STIRLING MOSS SCRAPBOOK 1929-1954
ISBN 978 0 9559068 8 3
Philip Porter and Stirling Moss, Porter Press International, £34.95
(Deluxe edition £75).

To order: see www.porterpress.co.uk or call 01584 781588
 Porter's inspired idea of tapping into the scrapbooks of famous drivers continues with this third volume on maestro Moss. The format is the same: a wealth of photos, artefacts, cartoons and press cuttings littered with quotes, results and biography. This edition covers the early years, including dad Alfred's exploits at Brooklands, first girlfriends – including a mystery blonde 'sex goddess' called Marlene – and the Cooper 500 years up to his Mercedes-Benz trial in winter '54. The treat of this edition is the variety of cars, including the family BMW 328, rally Sunbeam-Talbot, Irish machines, HWMs and a host of Jaguars. It's a joy to dip into the packed layouts and discover fresh gems. Highly recommended and fine value.

MEMORIES OF THE BEAR – A Biography of Denny Hulme

ISBN 1 84425 108 6 Eoin Young, Haynes, £17.99
 Who better to recount the career of 'The Bear', the only Kiwi F1 champ, than fellow New Zealander Young? 'Hulim' was his daughter's godfather and, as you'd expect from a former Autosport correspondent, the story is as fresh as if it was yesterday – much of it told in

quotes from Hulme. Nothing is left out, from his Hackberry Five childhood on a Pongakawa farm, where an under-age Denny honed his skills in Chevy trucks, through F1 and Canada to his fatal heart attack in a BMW M3 at Bathurst in '92. Ever the hero, he calmly brought the car to a stop but was dead by the time rescuers arrived. The wonderful photos – most from the Hulme Family Collection – are captivating, including a portrait of Denny with protégé 'Baby Bear', Jody Scheckter. A must for anyone who follows The Bear.

DALEY'S RACING REPRINT
ISBN 978 0 7603 3117 0;
£18.99.

After the welcome return of *The Crow Sport*, Motorbooks has now reprinted Robert Daley's 1961 collection of stories, *Cars at Speed*. Subjects covered in his vivid and enjoyable style include de Portago and Fangio and epic circuits such as Spa and the 'Ring. The author later turned away from the sport and wrote *Year of the Dragon* and *Prince of the City*.

MCQUEEN ON A BUDGET
 Latest in the recent rash of Steve McQueen books is Taschen's bargain paperback on the cult Hollywood hero. Written by film historian Alain Silver for its popular *Movie Icons* series, this top-value, 192-page book packs in 150 high-quality images, with many unpublished stills, posters and lobby cards. It costs just £5.99. ISBN 978 3 8228 2119 0; see www.taschen.com

MARSHALS POST

by the BMMC

Towing appears to be the simplest way of recovering a vehicle, but it's fraught with potential problems. For starters, it requires the active cooperation of two people, neither of whom can control what the other is doing, the person being towed is invariably the least experienced party and what they do can determine whether everything goes smoothly or ends in disaster.

If you are asked to sit in the driving seat to be towed, here are a few pointers. Your aim is to keep the tow rope taut and your car directly behind the vehicle towing it, while not making any sharp movements of the steering wheel. Get the first

bit wrong and you will run over the tow rope – or worse, into the back of the recovery vehicle. Get the second bit wrong and you could turn the car over, with yourself inside.

First of all, check the seat is secure and no fluid has leaked onto it. Check the brakes work and that there is no mechanical damage that could make towing the vehicle unsafe – damaged wheels, suspension or transmission or leaking fluid, for example. Talk to the recovery operator to make sure you both know where the vehicle is being taken, and by what route.

Secure at least some of the safety harness straps – the lap strap, for example – and wear a securely fastened helmet and gloves, if you have them. Make sure the car is out of gear and rest your foot very gently on the brake pedal – make the pressure light enough to avoid jerking when the tow rope or strap

becomes taut and maintain slight pressure to keep it taut.

If a strap has been attached to the roll hoop of a single seater, hold on to it to stop the shackle hitting your helmet or head, but never allow your fingers or your hand to slip through any loops.

Stay directly behind the recovery vehicle and keep a close eye on the tension of the tow rope, adjusting the pressure on the brakes if the rope starts to slacken or the tow vehicle's brake lights come on. Keep steering movements to a minimum and take particular care when negotiating corners.

QUIZ ANSWERS

1. Jimmy Mullen (5 times)
2. 1959 Drivers: Carroll Shelby and Roy Salvadori
3. German old time
4. BVC Renault F1 Team



Christmas cards

From an oil painting by John Ketchell, Aston *Coupe Two*, Carroll Shelby/Roy Salvadori lead Maurice Trintignant/Paul Frère at the 1959 Le Mans.

The cards are in full colour and are £6.50 for a pack of 10 including envelopes, postage and packaging.

Please send payment to:

Motorsport Safety Fund,
PO Box 200, Sevenoaks TN15 8WZ



MAIDSTONE & MID KENT MOTOR CLUB Ltd.

Membership Application Form 2007

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, inc postcode.	
Age	
Home Tel No	
Work/Mobile	
e-mail 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	
Production Car Trials	
Sporting Trials	
Speed events	
Road Rallies/Scatters	

Stage Rallies	
Club Magazine	
Club records/archives	
Club equipment	
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**

Seymour Advert

Coxheath

4x4