



Kent Driver

December 2019

Celebrating the art of Motorsport Since 1935



Registered with Motorsports United Kingdom

Volume 44 No2

Maidstone & Mid Kent Motor Club Ltd.

Founded 1935

Club Officers

<i>President</i>	Lyle Cathcart
<i>Chairman</i>	Liz Jordan
<i>Company Secretary</i>	Liz Jordan
<i>General Secretary</i>	Bruce Jenkins
<i>Treasurer</i>	Andy Jenner 32 Chestnut Lane Kingsnorth Ashford Kent TN23 3LR
<i>Membership Secretary</i>	Tom Thompson 43 Stanhope Ave, Sittingbourne, Kent, ME10 4TT
<i>Championship Secretary</i>	Des & Helen Crocker results@mmkmc.co.uk
<i>Equipment Officer</i>	Ray Lane
<i>Kent Driver Editors</i>	Lyle Cathcart & Bruce Jenkins Email mmkmcevents@btinternet.com

Club Website: www.mmkmc.co.uk

Enquires : 07513 913946

Contents

December 2019 Volume 44 No 2

Editorial and Secretary's Wittering's	Page 5
2020 Competition Licence Requirements	Page 6
President's Report 2019	Page 7
Sprinting My MG	Page 9
Late Summer Slalom	Page 11
Car Trials Over The Year	Page 12
Autotests 2019	Page 14
26th National Austin 7 Rally	Page 16
RAC Rally 2019	Page 18
Finally I Bought That MX5	Page 19
Motorsport UK Investment Initiative 2020	Page 21
Lydden Autosolo 2019	Page 24
Obituaries	Page 26
Trials and Tribulations	Page 27
Car Trial Championship Results	Page 28
The Annual Awards	Page 29
MMKMC 50 Years Ago	Page 32
Awards Evening Application Form	Page 35
2020 Fixture List	Page 36

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 and Secretary's Wittering's

Well, we have been talking about producing the next Kent Driver all year so here at last is an edition to end the year. Lyle has done it many time before over the years, but I am new to the game, so I would welcome some feed back on my first effort. Although people these days do not have an attention span long enough to read more than on line post, I hope there is enough interest to at least make you read about what other club members have been up to during the year.

The cost of producing and distributing the Kent Driver has been the biggest cost the Club incurs during the year for some time, so your committee has decided to produce a monthly Newsletter and then finish the year with a bumper hard copy KD to summarise all events. This hopefully will also partly solve the problem of lack of input from members. We do still need your article and comments as the Newsletters also need content. The first Newsletter went out at the beginning of November and hopefully we can keep these up and they will keep you in touch with what is going on. The other way we are keeping touch is through our website which Helen and Des Crocker have put a lot of effort in to updating and I would urge you to have a look and see what you think. The big benefit is that it is up to date and you will find all your results there straight after each event.

Motorsport is changing and this is highlighted by the recent changes introduced by our Governing Body Motorsport UK. It will not have escaped your notice that you will be required to have a RS Clubman Licence from January 2020. These are easy to apply for on line as you will see on the next pages I have applied for mine and it only took a few minutes and is completely free. Motorsport UK have introduced a programme of Member discounts and how to obtain these once you have your licence, are on the MSUK website. I don't know anybody that has benefited from these yet, but I would be interested to know how you fared if you have.

The down side of the changes is that Permit Fees have all increased by £5 per head so unfortunately we will have to increase entry fees by the same amount. The other way things are changing which always seems to be a subject of discussion is the ever increasing technology on cars. It does depend on which discipline you are taking part in but it will know doubt be the slow speed events (autotest and trials) that are affected the most. Different engine sizes and electrification will also require a new look at class structures. We are already seeing classes dominated by one particular make or model and how to define a car as standard is getting harder.

Venues have been a problem this year and will no doubt be ongoing in 2020. We have secured the use of a field at Otham next to our trial venue for autotesting and hope to use this as an additional venue to take some pressure off Headcorn. The first event to be held there will be the Autotest Taster Day on 10th May 2020.

And finally, the editors would like to say a big thank you to all those members who have contributed articles to this edition of the Kent driver and hope it will encourage others to share their motoring experiences in future editions.

And lastly we wish you and yours a Happy Christmas and hope you have a successful and enjoyable 2020 competing in the events you enjoy. As stated elsewhere in this Mag we could do with some help running the Club and as a minimum a bit of marshalling, so please put that down as one of your New Year resolutions.

Bruce and Lyle

A MOTORSPORT UK RS CLUBMANS LICENCE WILL BE REQUIRED FOR ALL EVENTS FROM 2020 AS WELL AS CLUB MEMBERSHIP

We want to let you know that from January 2020, Motorsport UK will be introducing a requirement for all competitors in Motorsport UK events to hold a Motorsport UK competition Licence in addition to a club membership. This will be as a minimum the newly created RS Clubman Licence. This applies to new competitors as well as anyone previously competing solely with a club membership card.

The good news is that this new RS Clubman Licence will be free.

This initiative is being introduced by Motorsport UK to encourage participation at grass roots level as well to ensure that all competitors are covered by comprehensive public liability and personal accident insurance. It replaces the Non Race Clubman licence, which in 2019 cost £29. All licence holders will have access to the members Benefits Programme which provides substantial discounts on well known product brands and services and provides an opportunity to offset the cost of competing.

If you have not previously held a competition licence or not renewed in 2019 it will also be a requirement to apply for a new RS Clubman Licence in order to compete or be a passenger in Club Events. This is free of charge and applicable to Autotests, Autosolos, Trials, Cross Country and Road Rallying including 12 Car and Scatter events.

You can Apply for a RS Clubman Licence from Motorsport UK website from 18th November 2019.



PRESIDENTS REPORT 2019 YEAR

This year has been one of mixed fortunes for the Club with unfortunately a number of events being cancelled due to matters outside our control and the Headcorn venue being unavailable on a number of occasions. On the positive side the Club this year has in excess of one hundred and fifty members [first time for a decade] and the events that were run attracted an increasing number of competitors. It is encouraging to note that over fifty per cent of our membership entered our events as a competitor or signed on as an official or marshal. Had all the events on the calendar been run then this number would undoubtedly have been higher.

The first event of the year was the Awards Evening, held at the George in Leeds village, and was attended by twenty members and following the awards presentation a lively debate about the Club and its future took place which resulted in the “elderly” committee members and directors being dragged further into the twenty first century and learning more about the advantages of electronic communications and the increasing use of the social media channels to keep the Club membership informed.

The first of our Car Trials, the Tyrwhitt Drake, was run at the Otham venue under the Clerking of Chris Browne with twenty two competitors enjoying a good days motorsport dealing with very wet conditions in the morning to almost dusty hills in the afternoon.

The following week ten members put their cars on display at the Kent Heritage Transport Show held at the Kent County Show at Detling. The Club stand complete with video clips of our events attracted a good number of spectators who were brave enough to challenge the rather inclement weather [to put it mildly] as it must have been one of the coldest and wettest days of the year !

May Day was the date for the first of the Evening Autotests at Headcorn where Richard Olsen laid out the tests for an encouraging entry of thirty four cars which was a promising number for the rest of the season. This anticipation was soon to be dashed in that the next five Evening Autotests were to be cancelled [including the Taster Day] due to the venue at Headcorn becoming unavailable usually at short notice which has been a disaster for the Club and all those members from our Club and visiting clubs as the Headcorn venue has been considered one, if not, the best venues for grass autotests.

The Club Annual General Meeting was held at the George with twenty three members in attendance to hear how the Club performed during 2018. Following the official business a lively debate again ensued with members giving their views on the future direction of the Club all of which was taken on board by the directors and committee members. It was at this AGM that our chairman for the past three years, Gary Wood, tendered his resignation from this appointment. During his chairmanship Gary has successfully dragged the elders of the Club into the twenty first century with his IT expertise as well as hosting most of the committee meetings at his offices which included very welcome refreshments. Gary was also deeply involved with our social events and Scenic Tours. Many thanks Gary for your time as Chairman.

Following this Clubs co-promotion with Borough 19, Sevenoaks & District MC and Tunbridge Wells MC in 2018 in running the Sprint meetings at Lydden Circuit the Club again joined forces with these clubs for 2019 and the first of the three meetings was held in June and attracted a disappointing entry of seventy competitors. The next meeting at Lydden was held in July and being a qualifying round of several championships, including the National Championship, received one hundred and twenty entries. Gary Wood was Clerk for this event and his experience with the National contenders enabled them to run during the event rather than at the end

proved very successful and allowed the full entry to have all their timed runs before the venue curfew. The last of the three sprint meetings was run in November and even before the appallingly wet day of the event, had a disappointingly small entry.

The Mike Jordan Celebration Tour due to be run in June was unfortunately cancelled due to unforeseen circumstances but is definitely back on the calendar for 2020 under the leadership of Liz Jordan.

July, at last, saw the running of two Evening Autotests at Headcorn with Ben Dawson and Toby Groves Clerking the events both of which had over thirty entries showing that these events are continuing to be popular with competitors. Unfortunately, both the Evening Grass Autotests were cancelled during August but luckily the Wings All Day event in September did go ahead with twenty six entries tackling the tests laid out by Bruce Jenkins wearing a different hat this time, as Clerk of the Course.

The ever popular Summer Slalom had to be renamed this year to the Autumn Slalom due to harvesting taking over one of the venues and the event was run in September using multi venues. Unfortunately, at the last minute the Headcorn venue was made unavailable but the Club's thanks must go to the Ian Betts who made the Otham venue available at very short notice which enabled the event to run albeit with a rather extended road mileage. The event was successful and enjoyed by the twenty four competitors and as usual, thanks go to Andy Jenner and family for the organisation and also the venue owners.

The second of the Car Trials, the Brian Lewis, was again held at the Otham venue and was Clerked by Andy Jenner at very short notice and the twenty two competitors had a challenging days sport.

The Club is always very indebted to the landowners who make the venues available and also to all the dedicated marshals' without whom the events would not run. To add variety to the current venues being used the Club is always looking for new venues, for all our events, so if any members reading this have a contact with a landowner please advise any of the officers of the Club.

It is unfortunate that so many of the Club members are regularly competing on International, National and other clubs events with a good deal of success but are keeping their results and achievements to themselves rather than sharing the information with the rest of the Club. This is disappointing as the Club is always interested in what our members are achieving in motor sport – so competing members keep us up to date ! [that includes Rowland Brown, Chris Browne, Royston & Bridge Carey, Alan & Liam Carfrae, Dave Cook, David Fleck, The Groves family, Stuart Highwood, Ray & Gavin Lane, Terry Luckings, Tim Mewett, Anthony & Chris Newton, Emma & Richard Olsen, Jim Pullar, Brian & Robert Sharpe, Simon Soanes, Steve Stringer, to name but a few – so come on and let us know how well you are representing your Club !].

You may have noticed that you have only received one issue of the Kent Driver magazine this year which is partly due to the editor for the last thirteen years – yes thirteen years – Gary Wood retiring from this important Club position. Gary has done a sterling job in keeping the magazine going for so long especially as the number of members contributing articles for inclusion in the magazine has dropped to an all-time low and to continue with the Kent Driver it must include contributions from members. In the meantime as a “stop gap” the Club will be producing a “Newsletter” to keep you informed.

The Club has also been involved in one way or another with other clubs events which include running some of the special test venues and marshalling on the annual Hughes Rally. The club is also looking at other events that may be pleased to use our support as it appears most clubs could do with more volunteers to help run their events and if this is done on a reciprocal basis it

will be an all win situation.

Your Club supporter's team is continuing to visit Belgium as it has been doing since 1977 so are into the forty second year in one form or another. The current B & B accommodation at Varlet Farm, in the middle of the Passchendaele Battle Fields, was again used this year for the seventeenth time ! Varlet Farm is a great place to stay and the Flanders closed road stages usually run past the farm, this year no less than six times so a great spot for spectating and waving to our competing members !

As previously mentioned Gary Wood has stood down as Chairman of the Club and the club is very lucky to have the very experienced Liz Jordan now in the Chair. The General Committee has this year welcomed aboard Lauren Gorham and Toby Groves who are bringing the all too needed "young ideas" to drive the Club forward into 2020 and beyond. These additions plus the excellent work being done by Helen & Des Crocker on updating not only the Club website but also now producing computerised results at our events which are appearing on the website as soon as the events are finished – well done and many thanks to you all.

Finally the Club must express its greatest thanks to those directors and officials that keep the Club running and coping with the continual ever increasing amount of legislation and Health and Safety requirements to be adhered to. Special thanks must go to Bruce Jenkins, as Club Secretary [and event secretary], without whom the Club would not exist in its current form.

LC
12/2019

Sprinting My M.G. Midget

When I started racing my Midget in 1974, yes nineteen seventy four, I used to have what I called my £100 days. That would include the entry fee for a couple of races, the fuel to get to Silverstone or Donnington, camping and feeding my crew and any incidentals. The incidentals might include such things as a new set of spark plugs. The special plugs I had to use then cost £3.00 each when a set of plugs for my tow car were 10 shillings (50 pence) a set. The plugs I use now are made for some super powerful Japanese motorbikes and are available over the counter and cost no more than a couple of pints of beer. Other things cost a bit more nowadays, the fuel alone needed to get to Silverstone would cost £100 or more and to find the entry fee now means having a fight with the Piggy Bank. The costs of running a race meeting are now massive with circuit hire, officials fees and insurance etc..

The alternative to racing are sprints, many of which take place on the same circuits as races. Driving your car around Goodwood and thinking of some of the famous drivers who have aimed for the same corner you are setting your car up for adds spice to the day. The great thing about sprints is that just about any type of car is eligible without needing huge amounts of money needed to make it competitive. I sometimes sprint my road car.

I still do the occasional race instead of the 10 or 12 events I used to do each year but most of my competitive driving is in sprints. This year I did 4 sprints and the cost of those 4 events was less than the entry for 1 race. Even the cost of a big national event like the Brighton Speed Trials leaves enough pocket money to treat my crew to fish and chips on the way home.

I used to sprint regularly at Lydden but even to put on an event there was getting very expen-

sive so the number of events got less. Then last year some brave committee members of four



local clubs, Sevenoaks, Tonbridge Wells, Borough 19 and our own Maidstone got together and committed themselves to organising a full day's sprint at Lydden. As it turned out I had a lovely day's sport but the clubs had to run the event at a loss as so many competitors were busy with other events on the same day. But thankfully the clubs were not put off and we have had 3 sprints at the circuit this year. At the first sprint I won my class and got a kiss from the attractive lady who was handing out the prizes, at the second

sprint I was beaten by one hundredth of a second, how do you measure one hundredth of a second? but still I got a kiss for second place and a posh prize for fastest Maidstone member. In between that event and the last sprint of the year I did a race at Lydden which was so wet that I was getting wheel spin when I changed into top and then some clever show off in a car that probably cost more than I have ever earned in a year decided to try and push me off the circuit. At least with a sprint you don't have to put up with bullies trying to pinch your bit of track.

The last sprint this year was also at Lydden and boy oh boy did that rain? my wet tyres are a bit ancient and not at their best so for the first time in years I spun my Midget. After a serious discussion with my 'crew chief', actually my mate Kevin, we decided that gazing at the pretty girl behind the bar in the Plough might be a better bet than risking bending the car so we packed up and wandered home. Shure enough, Jesse made us feel better after a pint and the car is now, still in one piece, is wrapped up for the winter but as soon as the regs for the next sprint come out I shall be there. Might see you there.

Paul Bernal-Ryan 2019



This year has been a very exciting one for me as to start with in February I was offered an amazing opportunity by Gary Wood to coodrive for the team he runs, based in Retford on the National Historic Championship. This was a fantastic opportunity that I could turn down, so I stepped up for the challenge and after the first event I felt comfortable in the car and with Phillips late braking...

We started to get better and quicker on stages meaning our timings and overall results improved. This was a great start to the season. We are aiming to be back out to re-join the championship in March and potentially competing in the Riponian in February.

I have also had a busy year with starting out as an apprentice for Mercedes AMG HPP and gaining valuable experience there is getting me more involved in the Motorsport world.

With a lot to look forwards to in the next few years I cannot wait for 2020! *Louise Gilks*

(Late) Summer Slalom 15 September 2019

Well the eighth annual running of the Summer Slalom came and went but only just! The date was changed from the previous July dates as we had the chance to use the great venue, Brockton Farm, offered by long time club member John la Trobe. The only problem is, his farm is used as a sort of central collection depot for grain for a number of farms in the area and it wasn't available in July or August. But it seemed too good an opportunity to miss, so a September date was chosen.

For probably the first time everything was planned well in advance and all was relaxed in the Jenner household regarding the event. So visit the venues the weekend before to make sure all was ok with them and send out final instructions, then we were all good to go. As most of you know we have to ring Headcorn before any event to confirm which field we can use, so the call was made on the preceding Wednesday and the answer wasnone of them! Lots of begging and trying to overcome the issues raised but no joy...panic! So a call to Bruce Jenkins who spoke to Ian Betts at Stoneacre who very kindly offered us the use of his field which he would need to cut for us, in the few days before the event. What a helpful landowner Ian is.

Due to pressure of work this is where things went a bit awry as I substituted Stoneacre for Headcorn and amended the details on the Competitors Instructions. In hindsight I should have thought it through and either not used Stoneacre at all or swapped the routes around as it created a long reroute which caused a lot of delay on the day.

Allied to this, the test at Broadoak Farm was longer than ever causing additional delays there as well. Whilst talking of Broadoak, thanks must go to Tim Mewett who spent a lot of his time doing his best using the landowner's machinery to smooth out the roughest part of the track, I thought quite successfully.

The eventual test locations were at Crow Plain Farm, Broadoak Farm, Brockton Farm and Stoneacre. As usual twelve tests were planned each test to run twice, with the best time to count.

So, my apologies to competitors and perhaps more so to the marshals who endured some very long delays during the day. However, under the circumstances the event did at least run which at one stage on Wednesday evening before, seemed very unlikely.

Despite all the problems I was pleased to still get some positive comments about the event from a number of competitors which makes all the stresses worthwhile - I think! And at least the weather was good!

Well done to all the award winners - results are still shown in full on the club website.

Thank you to all the marshals, Helen for doing the results, BRM for the catering and the landowners for the use of their land, without all of whom, as we know, the event wouldn't run.

Looking towards 2020 currently the event is the club calendar in September again but it is pretty certain now that the first Targa Rally to be run in Kent, will be on the same weekend, so to avoid a clash, the event will be moved back to an earlier date, probably July; but watch for updates. I will be trying to sort out venues very early in 2020 to give as much notice as possible; so watch this space - there might be a new venue as well.

Thanks to everyone both competitors and marshals, for your continued support of the event - hope to see you again in 2020

Andy Jenner

Car Trials over the last Year

The Car Trial season comes to an end with mixed results. The ASMEC Trial championship covers the majority of the events organised by motor clubs in the Southeast with seven events on the calendar for the coming year. The first trial was on the 20th January and was run by the Cambridge Motor Club. The Roger Holmes Trial was held at Harlton near Cambridge with three Maidstone members competing. This event is normally very muddy and run on a grassy meadow slope but this year it was frozen but still very slippery. Three Maidstone members entered in Class 2 and the results were Dennis Usmar 5th Dave fleck 6th and Ray Lane 10th

The next event was on the 31st March organised by the MMKMC, the Tyrwhitt Drake Trial, at Stonacre Farm near Maidstone. There was a low entry of twenty two, of which five were MMKMC members. A bit of dew on the grass to start with caught one or two people out in the first round. The rounds after that produced some very low scores due to the slopes drying out. Welcome back to Jay Grossmith after having a break from trials for a number years. Dave Fleck was BOS, with Class 1- Brian Shape 2nd and Class 2- Dennis Usmar 1st



Dennis Usmar Citroen AX GT

This followed on with Falcon Motor Club's Spring Trial held on April 14th at Ivinghoe near Dunstable, an ideal venue for trials. It can be quite cold with such open landscape with no protection from the elements. There was a maximum entry of fifty due to the number of champion rounds it was supporting. A well organised event enjoyed by all with five MMKMC members competing. Jim Pul-

lar finished 3rd in Class 1, Dennis Usmar 2nd Dave Fleck 3rd and Ray Lane 7^t in Class 2. Gavin Lane 6th in class 4.

The fine weather was with us on the 20th June for the Sevenoaks MC Jim Bates Trial at Meopham on grass slopes and wooded banks. Being a local trial it wasn't far to travel to the venue. In the morning the dew on the grass was making it very slippery, but it soon dried out producing some very low scores. There were six Maidstone members out of the twenty six that entered. The result was Dennis Usmar BOS Class 1 Jim Pullar 9th Class 2. Ray Lane 1st . Dave Fleck 3rd Jay Grossmith 5th and Class 4 Gavin Lane 3rd



Stuart Highwood Reliant SS1

After the summer break it was back to Stoneacre for the MMKMC Brian Lewis Trial held on the 29th September, a couple of days before the event we had some quite heavy showers

making a number of the hills quite a challenge to climb. At the start of the trial competitors were finding it hard to get any grip but the time the second round got underway it was starting to dry out providing a chance to get further up the slopes. After the lunch break some low scores were being achieved but on the last round we had a shower of rain making the slopes very difficult once again. The result was Jay Grossmith had BOS, Class 1 Chris Judges, 1st Brian Sharpe 2nd Class 2, Colin Reid 1st Dennis Usmar 2nd , Class 4 Steve Franklin 1st , Barry Redmayne 2nd

It was back to Dunstable on the 13th October for the Falcon MC David Maitland Trial. Due to the Falcon MC changing the date of the event to a week later than planned, it only attracted 23 entries. Jay Grossmith was the only Maidstone member to enter with a good result of 1st place in Class 1.

The last Trial in the championship was the Guy Fawkes Trial organised by the Falcon MC held on the 3rd November. The venue was on a grassy meadow slope which is nearly always wet, slippery and muddy. This time was no exception. We had mixed results but it still mystifies me how some competitors get so far up the slopes. The results being, Class 1 Jay Grossmith 1st Jim Pullar 7th, Class 2 Dennis Usmar 3rd and Dave Fleck 4th.



After all the championships point were collated Colin Reid, Andy Laing and Dennis Usmar all finished on 77points requiring a tie break to decide an overall winner.

Ray Lane Mini

(Championship Results are on page 31 Ed)

A big thanks goes to Roger Ashby for all his efforts coordinating the ASEMC Championship. The number of people registered for the ASEMC Championship has increased from last year but the number of events has declined over the years. We need more people to enter because a number of events have been cancelled in the past due to the lack of entries, officials and marshals to run the events. Once they are deleted from the calendar it is an uphill struggle to reinstate them again.

Looking forward to next year and hopefully see some more of you competing and marshalling

Dennis Usmar. 12. 19

AUTOTESTS 2019

Despite or due to the dry summer, it has been a disappointing year for Autotests. We started off well on the 1st May with Richard Olsen running the first event. This event had a good entry of 34 and promised to be the starting point for a number of new members keen to compete in autotests. It was good to see the latest member of the Gorham family, Jamie, following in his sister's footsteps but unfortunately was the only entrant in Class J. This did mean that he won his class in only his first event and not many of us can say that. The other classes were hotly contested but the overall winner was Dave Cook showing that despite his rare appearances he certainly has not lost his touch.

We had had a number of enquires about the Taster Day that had been planned to run on the 19th May. This was hopefully going to bring some new blood and encourage those that tried autotesting at that event to compete during the remainder of the year. However a dry spring followed by a dry early summer stopped the grass growing and the farmer at Headcorn was struggling to find enough grazing for his livestock. The sheep therefore were given priority and a moratorium was placed on holding any more autotests until the beginning of July. A desperate search was started by a number of Club Members for an alternative venue(s) but none could be found at short notice.

We were not able to start autotesting again until the beginning of July when Ben Dawson's event attracted 30 entries. This event had another new junior competitor, Drew Kellow. This was encouraging as juniors have been few and far between in recent years. FTD on this occasion went to Liam Carfare.

Having new people run events is a must for any club, so it was good to have Toby Groves Clerk the next event on 24th July. We had yet another if not a Maidstone member, entrant in class J and that was Will Penfold. Again, the event had a good entry at 31 and this time FTD was taken by Charlie Lower in a Ford Ka, showing that it's not the car but the driver that matters in autotesting.

As the dry weather continued it became increasingly difficult to persuade Hedacorn to provide a field for our use, with the result we had to cancel the 21st August evening event at short notice.

The last event of the year is always the Wings All Day Autotest which is also a round of the ASEMC Championship. Richard Olsen has been Clerk for this event for a number of year now, but his plans for 2019 meant that he would not be available. Brian Sharpe had agreed to step up and replace Richard but as he was competing in the Championship he asked if he could be relieved of the task. This left no obviously candidate for the job with time running out to find a replacement. Discussions with Andy Jenner produced a solution with him acting a Secretary of the Meeting leaving Bruce Jenkins to run his first event as Clerk. As he had not competed in autotests this century he had to try and remember what it is all about. Cars must have become a bit bigger since his day as some of the tests were a bit challenging with regard to manoeuvring space. Still it was a Championship event, so drivers should be challenged more than they are on an evening event.

Persuading Headcorn to allow the use of one of their fields was no less difficult for this event and eventually it was agreed we could use the Car Park Overflow field. We confined our activities to the rear most part (least used) of the field but after the event it was obvious that some damage had occurred to the ground. On the day 27 competitors competed for the end of year honours. It was good to see that we still had three entries in the Juniors class who hopefully by now were enjoying their autotesting and beginning to get the hang of it. I suppose it is inevitable, but the classes are dominated by one particular make or even model of car. Alan Steadman was the latest convert to enter Class D (the BMW Class) in a BMW Compact. Class E of course should be re-

named the MX 5 class, where Des Crocker has spent the year trying to convert from his Westfield to the less agile MX 5 RF.

The results were that Graham Standen won Class A in his trusty Ford Ka, Brian Sharpe won Class B in one of his Micra's (the blue one I think), Christopher Newton won the battle of the BMW's in class D, while Alastair Sutton was MX 5 king in Class E and Si Kellow won the passenger class P. It was good to see that we still had three juniors at the last event and Will Penfold came first with Jamie Gorham second and Drew Kellow third. The best Novice on the day was Samuel Hunter in an MX 5. At the end of the day Chris Smith had the best time and took FTD in his Rover Mini.

The loss of events during the year was a shame, but it was good to see strong entries at all events and some up and coming juniors. Thanks' as always must go to the small number that marshalled the events, as finding people to marshal is an ongoing problem and without this small band there would be no events. Another one without whom there would be no events is the Secretary of the Meeting. A BIG thank you must therefore go to Andy Jenner and his family for organising the series and undertaking the task of Secretary, a task no one else seems to be prepared to help with. And last but not least thank you to Helen and Des Crocker for getting the results promptly onto the Website for all competitors to peruse and wonder why they had been beaten by someone with a quicker time.

And finally thank you to all competitors for bearing with us during this short, difficult, but successful year. We hope everybody enjoyed it enough to return for more in 2020.

Bruce Jenkins

- **Analogue and Digital Tachograph Analysis.**
- **Operator Licence Compliance**
- **Driver CPC Training**

www.plumwood.co.uk

Tel 01634 540094

Email garyw@plumwood.co.uk



750 MC 56th National Austin 7 Rally

A few years ago I took my life in my hands and navigated for a work colleague on a couple of Austin 7 OC London to Brighton runs. Since that time we have both retired and Alan has put a lot of time and effort into maintaining the car he inherited from his father and then restored to tip top condition. The car in question is a 1934 Austin 7 Tourer which you may have seen at some of our club events when he has supported us at various shows.

The Austin 7 Owners Club is an off shoot from the 750 MC that was formed in 1939. The 750 MC is so named as the Austin 7's has a capacity of 750cc and their engines have been used



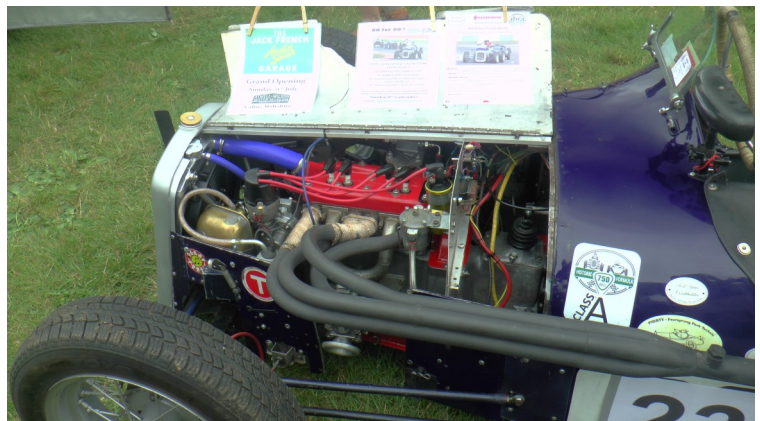
in all manner of competition vehicle since the 1930's. In fact our Club has in it's archives photographs of "Bug Racing" as it was called before the WWII, which were not much than Austin 7 chassis and a steering wheel. A forerunner of todays Auto-cross. Anyway I digress. In June this year I was propositioned to accompany said friend on a trip to Beaulieu to attend the 26th running of the Austin 7 OC Rally.

Having accepted the invitation we set off for Beulieu on a fine sunny day with me wrapped up as if I was off to the North Pole as the only open car I have owned was my first MGB roaster in 1969. This gave me head aches both metaphorically and physically so I was not taking any chances. Staying away from main roads we had a good run down to Fawley where we had booked a B&B for the night, with just one stop to refresh the crew in Petworth. Things went so well we nearly ended up in the sea overshooting our intended destination. As there was a pub beside the sea we refreshed the crew with a local ale and an excellent meal.

When the morning dawned it was overcast but fortunately still dry so we set off for Beaulieu 5 miles down the road. The museum was not busy when we arrived an we were ushered in to our allotted slot, by type, as 200 plus cars were expected. There are so many variations of the first genuine peoples car and many have survived to this day. They were even made under licence by BMW at one time.

Having perused the many Austin's we went off for a tour of the Motor Museum as Alan is also restoring an ABC motor bike he inherited and he believed there was one in the museum he could take some photos of to make sure he is doing things correctly.

We perused the many rows of motorcy-



cles but unfortunately were unable to find anything more than a old photograph of the ABC Factory. ABC's were made by the Sopworth Company the same company that made aeroplanes and went out of business due to being too well made and too expensive. A familiar storey in the motoring world. Outside the museum there was a gathering of the Triumph Stag OC with in excess of 200 Stag's present. I couldn't believe so many had survived but there were all sorts of well preserved standard cars to highly modified ones with Rover V8's. We became so en-



grossed in the exhibits that we lost track of time and upon returning to the car found a note on the windscreen to say the car had won its class and we had missed the prizegiving. Alan went off to apologise to the organisers and came back with his trophy. As it was late in the day we returned to our B&B via a tour of the New Forest after finding sustenance at a local pub.

The following morning dawned bright and sunny so we retraced our route back to Kent enjoying the scenery at a maximum speed of 40mph down hill with wind behind us. We had covered a total of 150 miles in two days taking 5½ hours in each direction including breaks. The car (and driver) had behaved perfectly and I believe there are plans for more power and more challenging trips in 2020. I hope he has plans for an ejector seat and a parachute break if I am to be involved!!!

BAJ 2019



RAC Rally 2019

Two years ago the Browne family did the RAC Rally. Four days with two cars amazing time, but too much preparation and too much money. We both finished but not doing it again was the comment!

But we decided to do it again this time 5 Days!

There was 10 in the team Ali and I in the MK1, Josh and Jane in the MK2, 2 trailers, Graham Standen and Alec in one chase car, David and James Potter in the second chase car, James Muir in the main service van and Tom in the hired camper. We must be mad but we all set off early Thursday morning to get to Leominster by lunch time.

2 stages in the dark that night; baptism of fire but due to bad fog visibility down to 3 feet! Both were cancelled, so back to service and a hot dinner all cooked by Ali the week before.

Friday was all in Wales, we both went well Josh was flying, but we were dropping down the leader board or was everyone else going quicker as we had dropped from 12th to 22nd? No, got back to service and the engine man checked the; car the timing had jumped a tooth no damage to valves thank goodness but it explained a lot.

Cars on the trailers and a long drive to Carlisle. Got there about one in the morning straight to bed to be up by 7am for Kielder.

Started rally again; we both got straight on it, conditions were wet but ok until 2nd run through same stages got very rough but that's rallying!

When night fell fog arrived back. Josh got up to 5th but was caught out in fog and dropped off the road his rally was over in Kielder Ditches!

We went steady but had a puncture, dropped 4 minutes and dropped out of the top 20. Had to do a night stage with out spot lights and dropped another minute. Not going our way but back to the camper for a nice dinner.

Started Sunday morning in Scotland with 2 chase cars got 500yards off the start line broke both



top links which in turn snapped the prop shaft. Once the stage finished drove the car out and repaired the damage with used parts. The main field went off to do 2 more stages and main service. We waited and re-joined the rally on the same stage.

Off the line and got straight on it for 3 miles and it all happened again; it was over for us. Waited for recovery after the last car had passed through and had a suspended rear tow as the axel had twisted down, after being towed for about 5 miles up in the air backwards, weird feeling. The Land Rover

stopped and there was Josh with a gin and tonic with ice!! Handed it to Mum; he was flavour of the month and the recovery team was duly impressed.

Early bath and out for a curry and lots of beer in Carlisle to return home Monday morning whilst the rally continued. Sad for the Team but we did have fun.

Not doing it againtoday's statement!

Chris Browne 12.19

Finally I bought that MX-5!

I bought my trusty Westfield SEiW back in 2003, and for the main part drove it around the roads thinking I was having a lot of fun. After a few years of this, the drawbacks of such a car became evident – no boot to store things, no doors to lock when you leave it, no proper roof, pathetic heater, etc. It's a long list that only those who have experienced kit car ownership will understand, not to mention always having to wrap up and have extra clothes with you in case of wind/rain/snow/sun! About 2011 I was thinking of selling the car because of lack of use but then stumbled across MMKMC. After a committee meeting where I met a lovely bunch of friendly and welcoming faces, Robert Sharpe persuaded me to go to Headcorn and 'have a go' at autotesting. This I duly did and had a lot of fun – much more than I had up to that point. So



started many years of competing at grass auto-tests, the odd autosolo, navigational scatters, Mike Jordan Tours, interesting social events, etc.

At some point, I do not remember exactly when, but probably one Christmas, a bear turned up. He had come from the Westfield factory complete with white T-shirt and hoody with the logo on. He was instantly named 'Westfield Bear' and subsequently accompanied me on all my excursions over the next decade. Some of you will have seen him, and many thanks to Charlotte

Jenner for removing the grass and muck from him while I did test 6 at Headcorn each time.

All through these fun years I kept looking at other competitors in their Mazda MX-5s and thought what a great little car they were. Quick enough for the type of events I was doing, but with all the practicalities that the Westfield does not have. I put those thoughts out of mind, telling myself that I had spent too much money at BD Engineering on tuning and mods over the years to now sell the car. Every year I kept having the same thoughts, so finally I decided I might try an MX-5, probably a MK2, then sell one of the cars after a year. We visited my sister-in-law last Christmas and I knew they had



bought a new MX-5 years before, but had never seen it as it stayed in the garage most of the time. As luck would have it they were trading it in and so offered it to me at the PX price they had been given. It turned out to be a very tidy MK3 roadster coupe with hard roof, 2.0 litre engine and LSD, complete with full history. In other words, it ticked a lot boxes for me! So the deal was done and I drove it back to Maidstone ready for a year of new adventures.

My first decision was to buy some spare wheels for it. The car had never had any, just a foam puncture repair kit. I bought a space saver spare wheel (all you can fit in a MK3 boot) and two alloys going cheap on Facebook. We (the bear and I) were ready for the first event which was



a tarmac autosolo at Brooklands. This was a bit daunting as I had no idea how the car was going to handle, or rather how I was going to handle it. We arrived and got scrutineered, and parked on the remnants of the old banked track. I had a bit of a moment when I could not get the seatbelt on as it would not extend, and thought they might stop me from driving without it. Richard Olsen to the rescue, who 'explained' with suitable sarcasm it was just because I was parked on a slope! Then we were off on the first test. Brooklands autosolo is quite tight and twisty so no getting the back out much, but it was a good learning curve for me to see how the car handled. All in all a good day out, and driving

there and back round the M25 was a doddle compared with the Westfield, which was never fun on motorways.

Then we tried some grass autotests at Headcorn. Apart from forgetting to remove the ABS fuse and turn the traction control off on the first test(!) all was good. And most importantly fun! The 2019 season continued with autotests, trips to Eastbourne & RAM Motor Club with Brian Sharpe leading the way (and me trying to keep up), Lydden autosolo, SDMC autosolo at Brands Hatch, and even a trip to Kempton Park for SCC for their very good event.

The overall theme of the year has been 'having fun' and doing the events where possible. It was always too easy to make an excuse with the Westfield and not go if the weather looked at all inclement, but with the MX-5 it makes no difference. I enter the events, drive there, meet my friends and chat, have a fun day driving, then back home, sometimes with the radio on (another luxury not known to Westfield owners). But how does it compare to the Westfield I hear you say? Where do you finish in the class? Well, I can honestly say now after my first year, that the Westfield did a good job of making my modest driving talents look a lot better than they are. It was so light and quick that I could get good test times because of the car, not my ability. The Mazda highlights this in black and white when I see the results, as I am somewhere in the middle of my class. I could rattle off the usual excuses of the wrong tyres, lack of coilovers, too much weight because of the powered roof, etc, etc, but deep down I know that it is my driving which is to blame. You know what? I really don't care! Life is about shared experiences with other people and enjoying those moments. The Mazda has given me lots of those this year because I have travelled further and done more events. So yes, I am happy and have enjoyed my first year with my MX-5.

What will happen to the Westfield? Well she is still here in the garage, awaiting some preparation for sale. I will be sad to see her go. We have been on a long journey together, but I hope she goes to a good new home and someone that will appreciate her. I will stick with the MX-5, and lobby the finance committee for sign-off on the obligatory upgrades. It is Christmas soon after all.

And what of THAT bear? Well, he has added two new Mazda logos to his T-shirt and hoody which he is getting used to. He still shouts at me when I get things wrong but he gets to go out more often and actually quite likes being warm and cosy.

Whatever happens he will always be 'Westfield Bear'.

Des Crocker 12.19

A Statement from Motorsport UK .

New investment initiatives for 2020

Now that 2019 is on the finish straight you may be starting to plan your events for the 2020 season, so we need to advise you of a number of changes to event permits and competitor licences that will affect the organisation of competitive events next year.

Throughout 2019 we have been evaluating the best strategy for the future of motorsport in this country. The fact is that there are some real challenges ahead and we need to act now, or potentially see a further decline in both licence holders and events. Why should that be something to worry about? The issue is that across the sport we are beginning to see some events, clubs and championships reaching a tipping point where their viability is in doubt.

A large part of this is the lack of promotion and visibility for motorsport, especially at a grass roots level. The next generation are not seeing any form of our sport in their media consumption, and that means we are facing a challenge to bring new recruits into the clubs and events. We need to invest in tools to help clubs be better equipped for marketing and thus build new levels of membership. We need to look after our officials and volunteers with enhanced education and training, attracting new recruits and providing a clear pathway for progression. For those in the sport already we need to provide more reasons to stay; whether it be new innovations and formats, or reductions in bureaucracy and red tape. And then there are larger threats on the horizon in the form of environmental issues and the changing role of the car in society, and these need to be proactively managed lest we become victim to others agendas.

Motorsport UK needs to be better equipped to meet these challenges, and to make the necessary investment in our future. The reality is that the current economic model for managing the sport is out of date. It has evolved over decades and has many inconsistencies within it and has developed into an often unfair system for many. We also believe that there are plenty of opportunities to broaden the revenues to fund the sport. Already we have created a comprehensive member benefits scheme, to get money off branded products and services. That takes the pressure off the cost of competing. We have already launched the fan focused Trackside member product, and we have other ambitious plans to create new membership tiers. Motorsport UK is generating important revenues from providing consultancy to other ASN's and events, such as The Safari Rally in the WRC next year. And as we develop new UK properties we will seek to attract sponsorship to help us invest in the future of the sport.

One key improvement for clubs is a significantly increased public liability insurance – now providing up to £100million of cover; in addition to substantive improvements to our members' personal accident insurance.

The permit and licence architecture is overly complicated and confusing, so we have pared it back to a simpler system, with new streamlined categories that match the new licence types. At a club level we need to make it easier for people to get into the sport, and at the real grass roots we need to make it easier for competitors to get engaged with Motorsport UK. From January it will be compulsory for all competitors in any Motorsport UK event to hold a Motorsport UK licence; thus replacing the Club Card only entry system. But the good news is that this entry level licence, to be called RS Clubman, will now be free.

We have simplified and re-aligned our licence and permits architecture and made it more inclusive of grassroots motorsports. For 2020 there will be four grades of organising permit:

- **Clubman** – as before
- **Interclub** – replaces National B
- **National** - replaces National A
- **International** - as before

Certificate of Exemption events will continue as before.

Interclub status is going to be the lowest grade for Race, Speed, Stage Rally, Rallycross, Drag Race and Kart Race.

We have also simplified licences for competitors in 2020 and corresponding to the permits structure, we will have the below licence grades. Please refer to Competitors Minimum Acceptable Licences via the link below for further details.

- **Clubman**
- **Interclub**
- **National**
- **International**

In addition, the previously mentioned free of charge RS Clubman licence will now replace the Non-Race Clubman licence. This is intended both to introduce a fairer system and to encourage participation at grass roots level by removing a barrier to entry, and shifting the payment from the licence to the permits as we adjust the fees to place more emphasis on pay-as-you-play.

Competitors and passengers previously using their local club membership card alone will now need the new RS Clubman Licence along with their local club membership card. This only applies to Motorsport UK grass roots events run on a Clubman permit. The new free RS Clubman licence will include the improved insurance cover for 2020.

If you organise Clubman status Autotests, Trials, Road Rallies and Cross Country events it is essential that you advise your members of this change. We have included an email template via the link below and we would be obliged if you could forward this to your members. 2020 licences will be available from 18th November and there will be a dedicated link from the Motorsport UK homepage for applicants.

If you are planning an event in January and/or if your members will be competing it would be beneficial if they could apply for their licences in good time, online, before an event to avoid hold ups at signing on. Competitors can also apply for this licence on the day by completing a hard copy form and attaching a photo. We would also suggest including information on your websites/ Facebook pages and highlighting the changes in event supplementary regulations. To assist you with informing your members about the new RS Clubman licence, please find a post for Facebook and social media in the link below to share with your members.

You may be aware that over the last 20 years or so Motorsport UK clubs have benefitted from a relatively stable insurance market and also any permit fee increases were set at the retail price index. For

9 of these years between 2010 and 2018, the permit insurance per capita remained static. Unfortunately the insurance market for motor sport insurance has now changed – globally there have been substantial claims, not just in the UK, which have resulted in the markets hardening, and we have had to renegotiate our cover and in turn this has resulted in increases to the permit fees. The 2020 Permit fees have been set at a flat £5 uplift versus 2019 across all events, we are however confident that the rates are competitive when compared to other countries motor sport governing bodies.

Below is a link to the organising permit fees for 2020, these have been reviewed due to increased insurance costs and in line with our strategic review.

Motorsport UK is committed to investment in the future of motorsport in the United Kingdom. From our strategic review we have identified four main areas that require investment, and these are:

Member and club development

1. Sport promotion
2. Education and training

Sport development and innovation

Please refer to the link below which explains Motorsport UK's Investment Strategy and licence improvements for our competitors in 2020. In addition, the link also contains details to the 2020 Permit Prices, Competitors Minimum Acceptable Licences and example Email and Social Media Posts on the new RS Clubman licence for your use.

<https://www.motorsportuk.org/Resource-Centre/Clubs-Organisers>

2020 Organising Permits are now available and the 2020 Yearbook will be available in the first week of December.

Thank you for your on-going dedication and commitment to our sport.

Wishing you a safe, successful and enjoyable season ahead.

Kind Regards

Motorsport UK
Competitions & Clubs Team

LYDDEN AUTOSOLO 2019

Having dipped a toe in the water in 2018 Jim Pullar and I were keen to build on the success of the Lydden Autosolo particularly as solo's are popular at the moment. Finding a venue had been difficult after the loss of Sittingbourne Stadium but Lydden Hill Circuit and their staff had been so helpful and cooperative it was a must to carry on. The event had to run in parallel with Lydden's on circuit events, so the 19th October was agreed with Lydden as a suitable date.



Preparation this year was a lot easier as we had been through the learning curve in 2018 and most of the concerns we had, proved not to be any problem. Jim always worries that the layout is the same year on year but with limited space and fixed obstacles to avoid there is not much opportunity for variation, but he does his best to make it interesting for the competitors.

With a need for competitor numbers to be in the mid-thirties to cover the event costs we were living on a knife edge in the week leading up to the event. Unfortunately, because you can, people do, leave entering until the last moment. This always leaves organisers in the do we don't we, run the event situation. However confident at we had 29 entries (enough to break even) and the paddock clear of any obstructions we set up on the Friday. The weather did test us at one point as we had a thunderstorm in the middle of setting out the course which for a brief moment flooded the paddock. This brought back memories of the very wet day we had at Sittingbourne which has been immortalised in the photo of Des Crocker in his Westfield that can be seen on our website. To our relief this quickly drained away so we were confident that if it was repeated on the Saturday, we would be able to carry on after a brief pause.



The day of the event dawned dry and much to our surprise the on-track action was to be a day of drifting, so no noise worries this year then. Andy Jenner and his Team of Marshals and Timekeepers signed on while Royston Cary scrutineered the assembled machinery. A good selection of different cars were present but as usual Class B was dominated by Citroen's, Class C by BMW's and Class D by MX5's. The one entrant in Class F, Historic was Jonathan Stuart in his Hillman Imp, once a common sight but now a rarity, particularly his as it is a 1000cc



which was a hot car in its day. Scrutineering completed and drivers briefing held with a few smacks on the wrist to some entrants from the scrutineer, which I hope they take on board, runs got underway soon after nine o'clock.

With the weather dry and no sign of any thunderstorms Tests one and two went very quickly. Helen Crocker who had very kindly offered to operate the computerised results system had turned up in good time to start loading the scores. These were displayed live, on the Club's TV screen which Lydden had allowed us to plug into their electrical supply. The results displayed on the TV screen showed that the competition was close particularly in class C (the BMW Boys) and any one of the leading contenders could take top honours as long as they kept neat.

After a break for lunch a further two tests were run with plenty of the afternoon still remaining. Helen was leant on to expand the pre set up score sheet to allow another Test to be scored. After



discussions, Jim and Andy decided to run Test Four again rather than modify the layout as competitors familiarity with this would save the time of them having to walk a new course.

The day ended in sunshine with the competition for class and overall honours going down to the wire. As a result, Class A was won by Brian Shape in his Micra, with Chris Smith second in his Rover Mini and Toby

Groves was third in his Clio. Class B was headed by Richard Olsen in his "new" Citroen AX, with Steve Burles in a Citroen Saxo second and Graham Standen third in his Ford Ka. The BMW Class C honours went to Anthony Newton with brother Christopher 1.5 seconds behind in second. In the MX 5 Class D Paul Hebden won the class with Alex Peters second and Steve Rackley third. Inevitably with no one else in his class Jonathan Stuart won Class F in his Hillman Imp. The best Novice award was won by Peter Byles in his Citroen Saxo. After a hard-fought battle between the BMW's in Class C, a 4.4 second advantage over Anthony Newton gave Ian Mephem FTD.



The day flowed well with no noise stoppages (thanks to the drifters) and a good day was had by all. Those that did the marshalling/time keeping had a busy day so the small band led by Andy Jenner of Royston Carey, Tom Thompson, Nigel Watson James Muir, David Fleck and Brian Grant deserve a big thank you.

There are changes afoot at Lydden which will affect the Paddock in 2020 particularly if they are successful with their current planning application, so we will have to wait and see if we will be able to run the event here again next year.

Jim Pullar and Bruce Jenkins

OBITUARIES

Mike Dawson 1950 — 2019

Mike, Dad, ignited his passion for motorsport back in the early 70's, exact date unknown but it was definitely due to my Grandad's love of all things with wheels. Leslie would bring many vehicles of all shapes and sizes back from the car dealership and in the really early days some were borrowed for the local autotests where Dad started. 1974, photo adjacent, is the first one we have of him competing, with a win on the Canterbury & District Autotest Championship in his Mini Cooper. Something he has reminded me of for many years, albeit from the other seat.

At the time, he was a member of the 173 Motorclub, later going on to be Chairman. Organising, clubman events and I believe a few stage rallies in East Kent, including at Manston Airport.

In 1975, he met Mick Hands. The story has a seriously dented Mk1 Cortina in there somewhere, being driven to an inch of its life (that would have been Mick then!) and when Mick asked Alan Jewis if he knew of a co-driver, after a swift phone call Dad was in the Co-drivers seat the following weekend. The start of a great pairing and friendship which would last for 45 years.



In the late 70's & 80's both Mick & Mike enjoyed a number of successes, generally in Escorts either Mk1's or 2's and enjoyed a fair few outright wins. In 1982 Dad won the ASEM Championship (Co-Drivers) with Mick. Something Dad would go on and do with me again in 2014. The rule seemed to be if they finished, they would win something. Some of the stories of driving down a dark motorway in the middle of the night with the axle in the shape of a banana with the old man following in Mick's van after a not so lucky day, has always been a classic. Cars were often built

on a budget, by the pair and the merry service crew (Rod Snowden is still servicing for us today, and still has more energy than all of us combined!), but Mick was quick (still is) and confident in the notes. Part of his love for the sport was building the cars themselves, with his mates. They weren't perfect, to his own admission, but blood sweat and tears went into them and they usually performed well above their humble price tag.

In the 70's, 80's & 90's Dad had many outings with many drivers, just a few being John Welsh, Ken Welsh, Joe Rook, Pete Grey, Keith Collier, Steve Groves, Malcom Cooper & Jon Lyons. The Kent clubman rallying army were together most weekends as I remember, competing against each other but having a lot of fun doing it. Chris Brown, Andy Jenner, Steve Stringer, Kevin Haslenden, Graham Standen, Mike & Liz Jordan, Steve French, Barry Strong to name a very few of the great friends he made over the years.

In 1983, Dad competed on the Hankiralli in Finland with Malcom Cooper (Cooperman), some-

thing that again started a bug to rally overseas, and Mick & Dad entered numerous rallies over the years in Belgium with a few in France & the Netherlands too. But Dad loved the Belgian atmosphere, their overwhelming support of British crews and probably the beer as well. Mick & Mike enjoyed many class wins in Europe over the years.

The later part of the 80's & early 90's were quieter with Dad's business taking over but he continued to support the local clubs, and get out when he could. Mick & Dad still did a bit, Ae86 Corolla (they despised it from all accounts), a non-finished Sierra Cosworth, more Mk2's and then the 1300cc Nova which they had for 5 years, competing twice on the Network Q, and lots of local outings including a few trips to Belgium. He also sat with Paul, Mick's son, a few times in his own Mk1, also blisteringly quick like his dad.

Following a bit of a sabbatical from 2000 to 2006, Dad came up with the bright idea on building a 106 Rallye to compete on the Endurance Road Rally Championship, this time with me at the helm. We had some success, loved the "test" but didn't do so well on the road rally elements. Dad never did enjoy road rallies! We persevered and become 1300cc ERRC Champions in 2008. Later that year we built a Rover 214 which we nearly went on to win the Lombard Rally in, only a minor mistake on one test placing us 4th having led a good deal of the rally. We drank a lot that evening.



The ERRC Years were coming to a close and with the Old Man's thirst for adventure we started to look for something exciting, which led us to build HUT 129N, the Orange Mk2 Escort to go to Cape Town. It was nuts. It was Epic. Bruce wouldn't be able to fit all of the stories of the rally on these pages so just a short one.



Friday 13th January 2012 – bit of a Shi££er (for more reasons than one now) we are happily minding our own business making our way to the Sudan/Ethiopia Border. Next thing we know the O/S/F wheel is making his own way down the road on its own, the stub axle had snapped taking the brake calliper with it. Great. Middle of basically a war zone without a front leg for a Mk2. Francis Tuthill (great guy) turns up and Dad makes his

way off to the border some 20km away with him to rustle up a tow truck to get us to the border. No Luck, and I'm still at the car. The army turn up. One of the chaps jumps out, puts his AK47 down and starts to give me a hand – in fact pushes me out of the way to strip the leg off the car. I reckon previously he'd worked at Gartrac. A few hours later Dad reappears in a taxi with the Sudanese rally fixer, we've got what's left of the leg and we head back to the hotel 50km away we stayed at the night before. Sudan is a dry country. Brilliant. The fixer re-appears with something alcoholic which I'm pretty sure might previously have been battery acid. By this time we have ordered another leg to come overnight from Gartrac, to Khartoum 500km away. We wait a very painful day, but we find out that evening the leg is lost in London customs.

The 15th. Dad says come on, this leg isn't turning up, we've got about 60 hours before we are

OTL so let's find a local "machine" shop and see what they can do for us. 4 hours later, having seen some of the best health and safety practises know to humankind (think the lead from an angle grinder being hung over the workshop + and adjacent earth cable, to fettle the brake calliper mount), but in the corner is a WW2 German Lathe. A monster. Spinning our suspension leg over and over whilst a bit more of the newly arc welded stub axle is machined away. True engineering.

Taxi ride & 2 hours later it's on the car, the Man from Gartrac is still there with his AK47 guarding the car, and once we've handed over his 200 Marlboro reward for helping us out we are on the road again. 54 hours later we are in Nairobi, Kenya supping a cold one with Phillip Young.

The moral of the story, well actually there is two, Never, Ever Give Up. One of Dad's most famous traits.

The other P.P.P.P.P.P. – Proper Planning Prevents Pi\$\$ Poor Performance. Yeah, we did toy with the idea of taking a spare front suspension leg.....By the way the Gartrac sent strut turned up 3 months later.

Together we have had great times, brilliant results, loads of fun, won some of pots & made many superb memories.

On the 13th November this year, we lost him to a brain haemorrhage, he was in no pain. Ironically he had beaten the Prostate Cancer that nearly took him last year. The Friday before he passed he had the all clear from the doctor.

He'll be enjoying a beer or 3 with my Grandad I'm sure.

Together we've run Autotests and marshalled for MMKMC for nearly 10 years now and that won't end, he wouldn't want it to.

Unfortunately, we've lost a great advocate for clubman motorsport, a truly great man & great friend to many.

Mike's Grandson, Luke, (my kid) is going to sit next to me at the Brands Hatch Stages, in January, he'd wanted Luke to get started and although it's going to be emotional, in tribute to the Old Man we are going to give the car the beans so please come along if you can.

We are supporting Prostate Cancer UK and any donations would be gratefully received.

Ben Dawson – Mike's Son

Russell Brookes 1945 - 2019

It was sad to hear about the passing of another of our rally greats when it was announced that Russell Brookes had died as a result of a bicycle accident on 30th October.

He was born in Reddich in Worcester where his father had a building firm. Russell caught the rallying bug in 1961, shortly after his 16th birthday, on a family holiday to Yugoslavia, where he saw a stage of the Liège-Sofia Liège Rally. He was still 16 when he made his competition debut driving a Renault Dauphine in a production cat trial. His first rally was the Mermaid in which he overturned his fathers Austin A105 Westminster. Russell started life as a quantity surveyor but

was sacked when he refused to work Saturdays because it got in the way of his rallying. He found a job as a technical correspondent for British Leyland . “I was the man who wrote to people with broken gearboxes and said “Dear Sir, you have been singularly unfortunate ... where upon they would write back and say “I have been singularly unfortunate four times already”. Starting as a privateer he gained sponsorship from Andrews Heat for Hire winning the Castrol/MN and Group One tittle in the National Championship in an Escort RS2000. In 1976 he was given a works Ford Escort and came second to Ari Vatanen in the British Championship. The following year he had a full time drive for Ford retaining his Andrews Heat for Hire sponsorship and livery and went on to win the British Championship. He eventually retired in 1991 having had drives in a Talbot Sunbeam, Opel Manta400, Vauxhalls and Lancia's. After retiring, he competed in one offs and won the Historic RAC Rally in 1997.

SIX OLD GITS GO RALLYING

Omloop Van Vlaanderen. For those who don't speak Flemish, we know this event as the Tour of Flanders Rally and every year we six old gits make the trek to Roeselare in Belgium for this rally. It is a stage event held on closed public roads around the town with a serious 200km of stages offered.

The club has been making the annual pilgrimage to Belgium for more years than we can remember. We started going in the mid 70s when the club used to send a large number of members to the Ypres Rally each June. We used to marshal a whole special stage on the first night of the 3-day event. This usually involved staying up all night, standing in a muddy potato field in a howling gale, with torrential rain. Then once our marshalling duties were over we spent the rest of the weekend watching the stages. However, as enthusiasm waned for marshalling, the number of members who went each year became smaller and smaller and eventually just six of us now remain. After going to Ypres for around 30 years, we now go to the Flanders event which is held in September and the weather is normally warm and sunny, much better than wet and windy Ypres.

And so it was that six of us set off this year two cars; Roy Nicholls, Bruce Jenkins and Dave Farnham in one, and Lyle Cathcart, Nigel Watson and myself in the other. An early morning start & we are soon in Dover. Now we are a bit older and like the cushy life, we take the ferry and travel club class for a bit of comfort. It is only just over an hour from Calais to where the rally is held in Roeselare so we arrive by lunchtime. The rally HQ is based around an industrial park on the outskirts of town and the crews all set up their servicing arrangements in the nearby streets. Part of the area is closed off for a 'zoning' stage where cars fill the stage for multiple laps. We soon find our MMKMC crews for a chat. Just two entries this year - Tim Mewett and Liz Jordan are in their Mk.2 Escort and Kevin Haselden and Cat Lund are in the trusty red Mini.



This year the event is a round of numerous Belgian & Dutch championships, plus the HRCR and Mini-Sport Championships, so there is a very large British contingent taking part. The main event has a 99 car entry list with a huge range of cars from Fiesta & Skoda R5's, Porsche GT3's and other cutting-edge modern rally cars right down to historic TR8's, Minis & Anglias. On Saturday a local 'criterium' shortened rally with 38 cars is run alongside the main rally. Unlike the Ypres event where the historic cars are run as a separate field at the rear of the modern event, on Flanders all the cars are seeded together so the historic cars are well spread throughout the modern field. It is amazing how quick an Escort can be when the cars in front & behind are Porsche GT3's.

After picking up maps and programmes from rally HQ we set off for the farm where we stay each year. Once we are settled into our rooms it's time to go back into town for some food. Steak and chips and beer are always necessary before an arduous evenings spectating. The rally format is two stages on Friday evening each repeated twice. Then 5 more stages on Saturday each run three times. Repeat use of stages makes life much easier for organisers, crews, & especially spectators.

On Friday evening we usually go to the Beveren stage which is the second stage of the event. Last year we found a really good spectating point in the corner of a farmer's field. Despite it being well protected behind ditches and hedges, this year it was taped off so we couldn't use it. However, we did find a new viewing point just beside an underpass where the rally runs alongside the main dual carriageway around the town. Despite easy access and parking there were very few spectators here this year, so we had good viewing. Until it rained! We braved the rain for a little while, but as it looked set in for the rest of the evening so we decided to call it a day and return to the farm. There is a very attractive fridge outside our rooms which is well stocked with Belgian Beers; the weak ones started about 6% work up to an amazing 13% !

Staying on the farm has the great advantage that the rally stage runs right past the farm entrance. This means we can sit in comfy chairs for spectating and nip back to make coffee whenever we feel like it. The farm is set on a T-junction and each year the rally organisers vary the stage to tackle the T from different directions. This year it was a fast straight approach straight into the T and sharp right. Great to watch, with good judgement needed for the braking point. The 17km stage consists of of two laps, so we have the benefits of each car coming past twice. With a field of over 130 cars that means around 260 cars passing each time the stage is run. And the stage is run three times throughout the day so potentially there are 700 cars coming past before allowing for retirements. This makes really good viewing – and all from our chairs without going anywhere!! The first run is 9am Saturday morning, then again at lunch-time and the final run of the stage begins at 1800 so the road is actually closed to the public for the bulk of the day, with just a couple of small gaps for locals to come and go. Can't see that happening in England!



Tim & Liz in the Escort are very impressive as they come past fast and smooth, unlike some of the Belgian drivers who are very sideways but not actually as quick. By the end Tim and Liz are up to 26th and second best historic. Kevin and Cat are doing well in the Mini and are well placed amongst the rest of the field. Kevin finishes 52nd from a start seeding of 93. A very creditable performance from both of them.

When spectating over it is time for more food so we head off to our usual restaurant in the village just up the road. Despite appearing empty we are told that it is fully booked and they cannot possibly fit us in. Finding restaurants in some of the small towns in Belgium is not easy, and we don't really want to go back into the town centre again so we hunt through our village until we find small cafe bar marked 'tea haus'. They assure us they can rustle up steaks for us, and very helpfully they shuffle the tables round and fit us in. It looks like this could be our regular watering hole next year!

Finally it's back to the farm for beer and bed. Next morning it's time to head back to the ferry. But not before we reserved our accommodation for next year trip

Dave Todd

Trials and Triangulation

Or how to fit two larger gentlemen in an inappropriate car!

Some of you may have seen our Austin 7 chassied Ford (1172) engine "Coates" Othoptera Special at the club stand at Detling earlier in the year, oh for £5 for every time I am asked "is that a Dellow mate?"

We originally bought the car to compete in the ACTC and MCC long distance trials some 20 years ago but progress has been slow due to other distractions.

We finally had the little beast up and running in 2017 and were able to compete in a few local production car trials with a small amount of success.

In 2018 Ruth and I competed in and finished the Falcon Clubs March Hare long distance trial and the car went well on what was one of the coldest days of the year, At the end a very cold Ruth commented "Never again until you get something with a roof and doors!"

Surprisingly and with no pressure from me prior to the 2019 event she offered to passenger and we entered but sadly the event was cancelled for a number of reasons including low entry. It is unlikely that this event will be run again in its original format meaning that to compete in these types of events, travel is required to other parts of the country.



For the last 18 years Gavin and Ray Lane (my close neighbours) have been helping me on and off with the car and have done some amazing work on it. Gavin always said it was far too small for him to get it however after Ruth had asked me to put in a foot brace to stop her sliding forward in the garage one day I suggested that Gavin try sitting in the passenger seat!

Well he fits even if it's not very wide, his words were along the line "Oh ***** now I'll have to passenger for you".



In late 2018 we entered the Bristol Clubs Allen Trial a long established event starting near Chippenham. Suffice to say it's an excellent trial and when the car was going well it performed superbly sadly due to problems we did not finish.

In February we entered the Chairman's Trial in the Holsworthy area, a hard trial where we were delighted to finish despite the leaking fuel tank sealed with chewing gum provided by another passenger!

On the 17th November we travelled to Devon to compete in the Hardy Trial run by the Woolbridge Club, some of the sections were demanding. If you search U Tube you will come across us coming to a dead stop in a cloud of steam as the cooling fan became entangled with the radiator and we then retired.

Other M&MKMC notable in this event was Stuart Highwood competing with his SS1 Scimitar sadly he also retired with a broken drive shaft.

The following week saw us all and new member Les Rayfield travel to the Chippenham area to try again in the Allen Trial. I am pleased to say all went well and the little car excelled itself and we finished with only minor issues. We were particularly pleased to clean the final section "Johnny Walker" where many cars were



unable to manage this long section.



We were pleased but were unable to emulate Stuarts excellent clean sheet in this event.

Les Rayfield with nephew Chris passengering in their "Fun Buggy" were delighted to finish their first long distance trial (only 2nd Motor Sport event!) and are both looking forward to their next adventure.

The next event for Gavin and I is the MCC's Exeter Trial which runs through the night starting on the evening of 2nd January 2020.

Roger Ashby

2019 Trial Championship Results

Overall Championship winner

Dennis Usmar

(77 points and 36 competitors in class beaten over the 7

rounds)

Class 1

1st place Andy Laing (77 points overall and 25 competitors beaten in class over 7 rounds) (56 points in class 1)

2nd place Jim Pullar (50 points overall)

Class 2

1st place Colin Reid (77 points overall and 34 competitors in class beaten over 7 rounds)

2nd place David Fleck (67 points overall)

Class 3

No awards/no entrants

Class 4

1st place Steve Franklin (61 points)

2nd place Gavin Lane (17 points)

Historic Class

Ray Lane (Mini 42 points)

This was a very close result with 3 drivers (Andy Laing, Dennis Usmar and Colin Reid) finishing on 77 points so the positions were decided using the tie break of total number of competitors beaten in individuals classes over all events, this again was close with Dennis and Colin beating 36 and 34 competitors respectively.

Hopefully we can have a good attendance at the awards event and I will let you know details as soon as I am aware.

Roger Ashby

Coordinator 2019 ASEM Trials Championship

The MMKMC 50 YEARS AGO IN 1969.

If you think the Club is busy today just take a look at what it was up to 50 years ago! The Club calendar no less than 27 events covering most aspects of motor sport with 4 road/stage rallies, 5 twelve car rallies, 3 race meetings, 3 evening driving tests, 2 sporting trials, 2 production trials, 2 autocross, 1 national driving test, 1 economy run, 1 gymkhana, 1 dinner & dance, 1 film show, 1 carnival entry. To organise the number of events the Club did in 1969 we had an all time record number of 570 members but the events were as always organised by a relatively small number of dedicated officials, so no change there!

January - the year started with the Annual Dinner & Dance held at the Tudor House Bearsted with 347 members and guests sitting down to an excellent meal followed by the awards presentation and the entertaining speech by Stuart Turner. Next came the first of the 12 car rallies starting and finishing at the Lord Raglan at Chart Sutton. A social meeting organised by John Jensen was held at the Three Squirrels, Stockbury.

February – Another 12 car event, the Petite Rally, put on by John Jensen and Roy Carey [Royston's father] started at the Three Squirrels in blizzard conditions not deterring the competitors but the results showed rear engine cars to the advantage with an Imp 1st, and 2nd a VW albeit with Paul Beeson 3rd with A35 and our Kevin H 4th in a Cortina !

March – the Chico Rally attracted 74 entries starting from Farthing Corner M2 Services and organised by Roger Kemplen and Peter Bennion and took competitors on a “thrash” along the North Downs and into the Weald. Winners were Geoff Austen and Mike Cockle with Tancock/Jensen in 3rd. Unfortunately the rally attracted a good number of local resident complaints which was to become a regular feature of road rallies. Next came the Trywhitt Drake PCT with 50 entries. Starting from the Roebuck at Harrietsham the route used “white” roads including West End, Timbold, Stock Wood, Trundle Wood, Pollyfields, Boxley, and Robin Hood Lane, names many of you may recognise. The third 12 car again started from the Three Squirrels and this month saw a fog bound route for the 12 cars entered with Tom Thompson winning the event!

April – The Brian Lewis Sporting Trial was held at Vinters Park, Maidstone with a good entry of BTRDA competitors enjoying the hills in the Valley. Vinters Park was owned by local businessman Percy Barden who was a regular competitor in Sporting Trials with his PAB Special towed behind his Rolls Royce to the displeasure of the manufactures ! The first Autocross of the year was a round of the Players No 6 National Championship and held in Mote Park, Maidstone with 106 entries battling it out on the course laid out by Jack Henley and Ken Jordan in the Valley! Drivers including John Taylor, Rod chapman, Barry Lee, Chris Daisy, Geoff Crabtree, the Piper Brothers, Roy Carey all giving the many spectators a day of entertainment. The month concluded with the AGM at the Tudor House and a Club Film Show. The International Caravan Road Rally saw Club members taking several of the top awards with Roger Kemplen navigating the winning outfit, followed in 2nd place by Peter Bennion/John Jensen/Chris Daisy and 5th were Lee Davey/Lyle Cathcart/Mike Cockle all driving works outfits and these crews also taking the prestigious Team Award.

May – the first National Race Meeting at Brands Hatch had 7 races including two 41 lap races for

the “new” Formula 5000 cars which was a fantastic spectacle. Two evening Driving Tests, now named the Apollo Series, were run at Elderden Farm Chart Sutton with Eric Northover and Jack Henley in charge of the tests which as usual attracted a good entry of 40 cars.

June – the Bent Con Rod Autocross was run at the Mote Park venue on a very warm and sunny day which saw some fast times recorded on the Valley circuit. Although not being a national championship round the event still attracted well known competitors including Geoff Crabtree, Rod Chapman, John Taylor, Barry Dutnall, Roy Edwards, Tony Skelton, the Piper Brothers, Geoff Crabtree to name a few ! A few days later the next round of the Apollo Driving Test at Elderden Farm took place attracting the usual competitors. Also this month the Club’s Economy Run was put on by Derek Ralph and Ray Aberly but unfortunately no records appear to exist for this event.

July – this was a quiet month for the Club with only the final of the Apollo Driving Tests at Elderden Farm attracting the usual entries with Robert Piper, Roy Carey, Kevin Haselden, Bruce Jenkins, Bob Wicken all putting up good performances. The Inter club Championship was won by Tun Wells A team with MMK A and B teams close behind. The Maidstone Carnival was entered with a float, a low loader supplied by courtesy of Jack Henley, which was decorated by Don [?], Ken Jordan, Chris Daisy, Mrs Sibley, Norman Higgins, Brian Chambers and Jack’s driver. The carnival procession toured the streets of Maidstone finishing at Mote Park and was a popular town event at the time.



August – another busy month with two major events being the second Brands Hatch Race Meeting and then the Grasshopper Rally organised for the second year by John Jensen and Roy Carey. This year’s night event included 10 special stages and 5 Selective’s along the 150 mile route in Kent and Sussex and attracted an entry of over 90 crews with the first week of publishing the regs ! The event sorted the men from the boys and the only local success went to Geoff Evans/Ron McCabe who finished 6th and to Bob Piper/Dave Boichat who were best MMK member. The award presentation evening was attended by 350 people and included a film of the event.

September – the Invicta Driving Tests, the tarmac event of the year, was held in Maidstone Market which was an ideal venue except for the complaints from one particular resident that lived across the river in College Avenue who complained every year! However this is such a good venue the Club has to treat the complaints in the normal manner! It was then back to Brands Hatch for the third time for another full race meeting.

October – is the Trials month with the Bossom Sporting Trial held on the Boxley Downs and being a round of the BTRDA championship attracted a national entry with competitors coming from all over the country. Ken Jordan was CoC and laid out “interesting” hills for the competitors on the Boxley Downs on a fine sunny day. Notwithstanding the weather several crews needed “assistance” after getting stuck among the trees! The final results confirmed the usual experts in the top positions being 1st Rex Chappell, followed by Ivor Portlock, Peter Le Couteur, Freddie Cole, Colin Taylor. A week later it was the turn of the Stock Wood PCT. Although the event title was Stock Wood the morning hills were held at this venue and then after lunch the hills were laid out at Cossington and then on the Boxley Downs. The hills favoured the rear engine cars and the outright winner was Mick Siveyer in his ex-Cathcart Hillman Imp! Chris Daisy and Bob Piper both won their classes.

November – the only complete event this month was the Windows Rally a 140 mile event which included a few “whites” according to the Regs and organised by Nick Jackson, Mike Ducker and Chris Shields. A small entry of 24 cars left the start at the Tudor, Bearsted led by Geoff Evens with Roger Kemplen in the hot seat followed by Chris Daisy and Roy Carey. The route took competitors along the North Downs then onto the Romney Marsh and back to the Tudor where the leading crews were Bob Piper/Brian Millen, next Chris Daisy/Hill, and then Roy Carey/John Jensen. The social event for the month was another Film show.

December – with no competitive events it was a chance for members to start preparing their cars for the next season. The Club held yet another Film Show evening which were continuing to gain popularity. A busy season for the Club especially when one takes into account the amount of organising that is involved with the National status race meetings and rallies with all the route preparation liaison which unfortunately led to residents being prepared for the rally to pass and unfortunately organise their objections to the events. Notwithstanding this members continued to support the Club events and the organising teams continue to work tirelessly preparing future events for the competitors.

It was interesting to note at the beginning of the 1969 the RAC had to issue a statement on the apparent misunderstanding of the new competition licence system. 50 years later we have a new licence system again so is history repeating itself?

Those old enough to experience motorsport and especially road rallying arguably had some of the greatest times taking part in what were really thinly disguised road races which lead to stricter controls coming in to ration the use of the favourite areas such as the North Downs, the Kent forest areas and the infamous Romney Marshes. Some of the problems with the disturbance to local residents were caused by the frequency of events often on consecutive weekends leading to the overuse of the areas referred to but also to the cars being used which were becoming increasingly quicker and nosier but that was all due to the continuing development of the motor vehicle. On the organising side the relatively small pool of event organisers were supported by a large percentage of the membership who would man dozens of rally controls or marshal posts on race circuits. Today many people complain about people complaining about anything but 50 years ago people were still complaining but since that time the population of the south east has increased dramatically and so have the complaints!

Some things change but that's the evolution of the world ? *LC 12.19*

2019 Awards Evening – Dog and Bear Hotel Lenham Square
 Saturday 1st February 2020 7.30 for 8.00
 £25.95 per head *Full payment required by 13th January 2020*



Name			
Address			
Postcode			
Telephone/ Mobile			
Email			
Number of places		Non Refundable @ £27.00	Total £

Payment by BACS/Cheque/Paypal

Send completed form to mmkmcevents@btinternet.com or Bruce Jenkins, Protea,

Gravelly Bottom Road, Kingswood, Maidstone, ME17 3NU.

Mark your choices on the menu below. *Vegetarian options are available. See www.dogandbearlenham.co.uk*

Starters		
1	Seasonal Soup <i>with crusty bread</i>	
2	Chicken Liver & Forest Mushroom Parfait - <i>Served on toasted Shards with Balsamic onion chutney</i>	
3	Prawn, mango, Chilli & Coriander Salad - <i>With balsamic dressing</i>	
4	Baked Halloumi & Balsamic Onion Confit Tart (V) - <i>Wheat berry, apricot, apple & cranberry salad with red dressing</i>	
Mains		
1	Roasted Topside of Beef - <i>Served with Yorkshire pudding and red wine gravy</i>	
2	Roasted Belly of Pork - <i>With caramelised apple & whole grain mustard.</i>	
3	Oven Roasted Chicken Breast - <i>Stuffed with mozzarella & basil wrapped in bacon and served with roasted pepper coulis</i>	
4	Pan Seared Cod Loin - <i>Served with a selection of seasonal vegetables and potato.</i>	
Desserts		
1	Chocolate Brownie - <i>With sweet black cherry compote, clotted cream & chocolate flake</i>	
2	Coconut & Lime Posset - <i>With mango and passion fruit compote & shortbread biscuits</i>	
3	Blackberry & Apple Eton Mess - <i>With crushed meringue, whipped cream & raspberry coulis</i>	
	Coffee & Mints Included	

FIXTURE LIST 2020

Event	Clerk of Course	Secretary of Meeting	Date
Awards Evening	Liz Jordan	Lyle Cathcart	1 st February
Tyrwhitt Drake Trial	Chris Browne	Bruce Jenkins	29 th March
Kent Heritage Transport Show	N A	Lyle Cathcart	4 th April
Annual General Meeting	Lyle Cathcart	Liz Jordan	5 th May
Autotest Taster Day	TBA	Bruce Jenkins	10 th May
Evening Autotest	TBA		20 th May
Evening Autotest	TBA		10 th June
Mike Jordan Celebration Tour	Liz Jordan	TBA	27 ^h June
Evening Autotest	TBA		24 th June
Evening Autotest	TBA		8 th July
Lydden Sprint	Gary Wood	MMK/B19/TW/7Oaks	11 th July
Evening Autotest	TBA		22 nd July
Bearsted Car Show	N A	Bruce Jenkins	26 th July
Evening Autotest	TBA		5 th August
Wings All Day Autotest	TBA		22 nd August
Autumn Slalom	Andy Jenner	<i>Provisional</i>	20 th September
Brian Lewis Trial			27 th September
Autosolo	Jim Pullar	<i>Provisional</i>	17 th October

Brands Hatch Stages	18 th January
Tendering & Clacton Rally	25 th / 26 th April
Crystal Palace Sprint	24 th / 25 th May
Hughes Rally	30 th May
Tour of Kent	4 th October
Kent 100	5 th September

The Clerks of the Course for the autotests have yet to be fixed. We hope those who presided over the 2019 events and those who were unable to, due to our venue problems will still be available in 2020. Please contact Andy Jenner to let him know your availability.

We have an urgent need for new event officials both Clerks of Course and Secretary of Meeting as can be seen from the chart above. If you would like to take on an event your help would be most welcome because if we do not have some new people events may not be able to run in 2020. Help will given to anybody willing with many club proformas already in place, so not too much work involved in running at least one event. Please contact Bruce Jenkins or Andy Jenner for more information,

If you would like to help organise or assist with the following - indicate **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 **Full Membership** **£17.00 (annual)**

Family Membership **£25.00 (annual)**

- for Spouse, Partner, Sons, Daughters resident at full members address only. All mailing and the Kent Driver, etc , to Full Membership address only.

Annual Junior Membership £7.00 (annual)

(does not qualify for Family Membership)

If you wish to pay by bank transfer: please mark your payment as "Subscription"

Maidstone & Mid Kent Motor Club Ltd.

Sort Code 60-60-08 Account No 00045349

Or

By PayPal, Debit/Credit Card or Bank Transfer Online at

www.membermojo.co.uk/mmkmc

Or send a cheque with this form to

Membership Secretary

43 Stanhope Avenue

Sittingbourne

Kent

ME10 4TT

At B D Engineering we can offer a full range of services for classic car enthusiasts from rolling road tuning, fault diagnosis, carburettor servicing and mechanical repairs to MOT standard.

We are recommended by the MG Owners Club as an approved repairer and our experience covers a very wide range of vehicles including Ford RS, Jaguar, Lotus, Aston Martin and many more.

Kit cars are another area of expertise. From supplying and fitting performance upgrade packages to general repairs and MOT preparation, we have it covered.

We are equipped with both 2 & 4 wheel drive rolling roads and the latest Bosch FSA engine analysers, which when used together can get the best from your engine whether it is a 1950's classic racer or a con-course Ford RS.



We can supply carburettor and throttle body kits, fuel pumps, regulators, ITG and Alpha air filters, linkage kits and a full range of Webcon products.

B D Engineering Ltd

Unit H1

Newington Industrial Estate

London Road

Newington

Sittingbourne

Kent

ME9 7NU

Telephone:01795 843 980

Mobile:07969 902 380





The name behind the names

HAYNES

- FORD CARS & COMMERCIAL VEHICLES • IVECO TRUCKS & VANS
- FIAT PROFESSIONAL COMMERCIAL VEHICLES
- NEW HOLLAND/CASE IH FARM MACHINERY • JCB AGRICULTURAL EQUIPMENT

HAYNES

THE HAYNES GROUP OF COMPANIES

HEAD OFFICE: HAYNES HOUSE, 23 ASHFORD ROAD,
MAIDSTONE, KENT ME14 5DQ 01622 756781

Maidstone • Ashford • Uckfield • Birchington • Great Chart • Wrotham Heath

www.haynesgroup.co.uk

