



# ***Kent Driver***

## ***March 2016***

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



- **Annual Awards**
- **Brands Hatch Stages**
- **Visit to MAPS**



**Registered with Motor Sports Association United Kingdom**

**Volume 41 No 1**



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Founded 1935

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# Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

The Club meets at the Park Gate on the A20 at  
Hollingbourne every third Tuesday of the month around  
20.00 hrs.

New and existing members are always welcome

March 2016  
Volume 41 No 1

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



## Editors Rumblings

This should prove to be, weather permitting, a busy year for the club with the season opening trial being the Twyritt Drake on the 10<sup>th</sup> April and the start of our Autotests later in the month.

The Kent Anniversary Tour will run for the second time on the 12<sup>th</sup> June and I understand in lieu of entry, Buckingham Palace has decided to have a party for 10,000 guests in the Mall. No doubt we will get a begging phone call from the Palace to be the start venue but we will still start at the Great Danes as it's hard enough to get our chairman there for 9am let alone central London!

The KAT this year is also part of the HRCR Scenic Tours Series and we are already getting enquiries from further afield for this popular event. Amongst the early entries are an Austin Healey 3000, Lagonda 16/80 and three Lancia's, as well as the usual "my dad had one of those" vehicles.

2016 will also be the year that M&MKMC comes into the 21<sup>st</sup> century. We have a Facebook account, interestingly, the most popular posting was a query about Bruce & Lyle running the car park at the 1905 Crystal Palace Motor Show. This will be a useful place to check if an Autotest is cancelled due to weather or get results and club gossip. For the older members it's like an "Up and Down the A20" on a magic lantern!

I understand the online membership system has ensured we have had the highest ever renewal rate the committee can remember, and if you haven't paid your membership by the end of March you will be automatically moved to the lapsed members file.

The committee hopes that all these new systems will reduce their workload (*with the exception of producing the Kent Driver*) and streamline the organisation of the club for the benefit of the members.

This of course is the committee's aspiration, reality may well bring us crashing to earth, particularly after seeing our chairman use Tippex to correct an entry in his Smartphone contact list!

GW



# CLUB NEWS

.You may have noticed less communications of present from Bruce Jenkins, this is due to he and Lady Protea being on a world cruise. They left the UK in January went via Barbados and the Panama Canal, crossing the Pacific, stopping only to spend a few hours at any land mass they happen to bump into, like the USA or Australia.

Apparently they are on a giant floating old peoples home and by San Francisco had managed two deaths, two 'wrinklies' were evicted as they were caught thieving and one for being drunk and disorderly.

The 115-night trip will bring them both (possibly, unless good sense makes her Ladyship push Bruce overboard) back to the UK late April.

## **ARE YOU INTERESTED IN SPRINTING IN 2016?**

THEN THIS IS FOR YOU! THE 2016 ESSEX EXTREME AEMC SPRINT CHAMPIONSHIP

Classes for all types of cars:

Category A: Road Going Series/Specialist Production Cars (Inc. classes for standard cars, 4WD, Kit Type Cars and Replicas)

Category B: Modified Series/Specialist Production Cars

Category C: Sports Libre Cars

Category D: Racing Cars

Calendar:

There are 16 rounds, from March to October, counting towards the championship using venues at Abingdon, Blyton, Curborough, Debden, Goodwood, Hethel, North Weald and Snetterton

Details on AEMC website.

## **AGM - 10th May 2016**

Don't forget the AGM at the Bull Inn, East Farleigh, 8pm in the function room. Its your opportunity to put yourself forward for a role within the club or vote off any member of the committee.

## **New Club Championship Co-ordinator**

Using our time honoured recruitment method of blackmail and or coercion, Des and Helen Crocker were delighted to discover they had agreed to take over the collation of club championship results.

You can send all your results to them on [results@mmkmc.co.uk](mailto:results@mmkmc.co.uk)



## Obituary

Terry Dawe, a prominent member of the club in the 1950's has sadly passed away on 21st February at his daughter's home in Portugal, where he has lived for a number of years.

He started the clubs Chico and Windows rallies as well as running some of the Silverstone meetings, and was a member of the club's executive committee.

The Club would like to extend its condolences to his family.

## Championship Regs

Championship Regulations for 2016 have been published. Firstly I am sure we would all like to say a big thank you to Mike Jordan for his sterling work over the last few years doing this key role.

There are two things that you need to note this year:

- 1) Send your results to the new email address - [results@mmkmc.co.uk](mailto:results@mmkmc.co.uk)
- 2) Up to 31st March 2016 we will accept results for any events completed so far in 2016, but after this date it will revert back to the normal rule of results have to reach us within one calendar month of the event to be included in the championships.

## Go Motorsport sparks interest with Guides

Go Motorsport coordinated a wheel changing competition at Spark, the Guides event at Alexandra Palace in London (20-21 February). Over 440 Guides took part and working in pairs, the challenge was to remove the wheels using hand tools only before swapping wheels (front to rear) and fitting them again.

Over 220 wheel changes were completed over the two days, with the quickest completing the change in 2 minutes 20 seconds. The event would not have been possible without Malcolm Wise of Green Belt Motor Club, Catie Munnings of Maidstone & Mid Kent Motor Club and Matt Endean of Chelmsford Motor Club.



## THREE GENERATIONS STAGE RALLYING

My granddaughter, Louise was 14 and obtained her MSA co-drivers licence a few days after the Brands Hatch event in January 2015. The plan was for her to do two or three rallies with her father, Stuart, before co-driving for me from March, doing seven rallies during the year with me. Like most plans, it all went wrong. In February I developed stiffness and pains in my shoulders, neck and hands and could not drive competitively. Stuart and Louise's first event was at Three Sisters where they were award winners, but two weeks later Stuart made a rare mistake and demolished the front of the car on the Armco, so in two events she had experienced both ends of the rallying spectrum, but lost none of her enthusiasm.



Stuart spent three months sorting the car out and at the same time I was having physio and steroid injections. We both entered the Anglesey event in June, with Louise co-driving for me for the first time. At last, three generations out on the same event. Stuart did well, but we retired when the clutch blew up spectacularly. It was changed in just over an hour

and the organisers let us run the last four stages for fun and experience at the back of the field. It was the first time in six or seven events that the Peugeot had any sort of problem.

After the summer break, Louise and I arranged to do Donington, Oulton Park and Rockingham over a period of two months. It was the first stage rally at Donington for about 20 years and used all of the circuit as well as an infield section. The last two stages were run in the dark and to augment the standard lights I had a 120 watt LED light bar. In the paddock it seemed fantastic, but I soon found it had almost no range. Consequently, coming down the Craner Curves flat in top and then trying to find the sharp right at the bottom was "interesting", as was locating the chichane of tyres on black tarmac on a fast straight. The answer to the latter was to brake hard when the skid marks came into view! My advice to anyone considering LED spotlights – Don't!

Louise was learning fast and as I knew Oulton Park we were able to push on a bit harder until the night stages. I still had the LED bar and

we came uncomfortably close twice to failing to locate chicanes on the fast straights. I issued an ultimatum – the car would have proper lights for Rockingham, and then that event finished before dark! We finished near the bottom of the results as expected, but Stuart blew the engine spectacularly with the innards of the engine visible through the hole in the block.

Stuart, with the spare engine fitted, did an event before the two day Rockingham event. I settled for the Sunday event with Louise beside me again. We had a spin at Tarzan, a notoriously slippery hairpin, on the first lap of the first stage and on the second lap got the call “open hairpin left –



slippery!” Getting good with the calling! She also made very strong calls on the couple of occasions when I tried to go wrong. Mysteriously our 1.6 Peugeot 205 had been seeded amongst a couple of Evo’s, a Subaru and a couple of quick BMW’s so it was hectic at times. Another good run for us and we had our best finish of the season, but Stuart blew another engine so some hectic work over the holiday period to have the car ready for January.

This year I am not announcing my retirement, the first time for umpteen years. I have bought my new HANS device and helmet, compulsory for 2016, and intend to do an eight event season with Louise co-driving. All three of us will be at Brands Hatch at the end of January and hope we get to see several Club members.

Having just read the worthy exploits of our esteemed editor with the MSA and seeing that it includes stage rallies, expect me to competing under a pseudonym in 2016!

Trevor Gilks.

12.15

## Visit To MAPS



Once again we have to thank our aviation expert Ray Lane for organising a visit to the Medway Aircraft Preservation Society (MAPS) workshops at Rochester Airport.

This time they are restoring a rare Pobjoy Short Scion built in 1937 at Rochester by Pobjoy Airmotors and Aviation Ltd under licence from Short Brothers of which this is one

of only three known to have survived from a production run of 22. Short Brothers later acquired Pobjoys.

This restoration is to rebuild the aircraft for display not flight as the airframe was so poor and the cost would be too high. MAPS bought what can only be described as 'remains' from a field near Southend two years ago, with one wing having been run over by a tractor at some time.

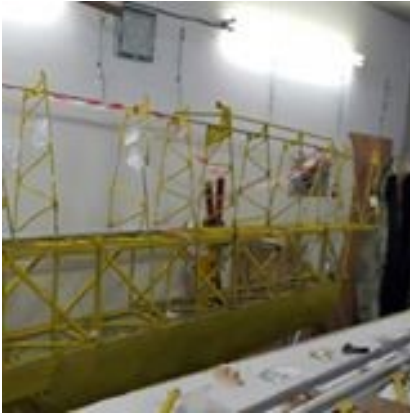
G-AEZF, built by Pobjoy and first flown in December 1937, was originally operated as a floatplane by Elders Colonial Airways in Sierra Leone, between Bathurst-Freetown, and was returned to Shorts in 1939 and converted into a landplane in 1941.

After operating for the company for another six years it was eventually sold on to Air Couriers Ltd. in 1947, after which it changed hands between private owners several times before finally ending up at Southend airport, where it was allowed to become derelict.

The twin Pobjoy Niagara engines are missing, and it is thought none survive.

The team at MAPS don't have any drawing or details of construction beyond a few photographs and other





similar aircraft of the era to refer to. Sadly Shorts when they left Rochester in 1947 destroyed any drawings or paperwork referring to past aircraft as they were not needed.

With a maximum speed of 120 mph and a cost when new of £2500 (about £600,000 in today's money) the pilot and 5 passengers fitted into an area barely the size of a small garden shed before being launched skyward.

The whole aircraft looks to be so flimsy and fully laden weighed around 1.5 tonnes including passengers.

The whole project makes a car restoration look simple in comparison and is expected to take 5 years to complete.

GW

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## NOT ANOTHER ONE !



I blame it all on Ryanair. From October to April they reduce the daily flight to Tuesday, Thursday and Saturday on my usual route to England. So at the start of November, Friday afternoon and Saturday were spent playing rallying at Oulton Park, Sunday nursing the resulting aches and pains leaving Monday to kill.

All the family were either earning or learning so the only answer was to go looking at cars advertised on the net.

I already have four Triumph TR's and a Jaguar XK8 to play with, so there is no need for any more, but when has that ever stopped me? I found a bargain down in deepest Sussex and after getting fellow Club member and pre war Austin expert Ken Kimber to give it the once over, I became the proud owner of a 1936 Austin 10/4 Sherborne.

Delivered at the end of November, it is admired by the Brits and French alike. All I now have to do is learn to drive it, coming to terms with steering with a mind of its own, rod brakes in serious need of balancing, a clutch that makes a competition one seem gentle and progressive and pedals too close together for my size 11's.

But it does look good stood in front of the barn!

Trevor Gilks.  
12.15





Once again the green and luscious fields of Kent were invaded by “Essex Boys” from Chelmsford Motor Club for the Brands Hatch Winter Stages held as a single venue rally on a mixture of paddock, car park, pits and circuit.

M&MKMC were however represented by myself as Assistant Clerk of Course, a number of entrants and a scrutineer.

Competitors will be delighted to see Royston Carey running around the scrutineering bay as a trainee scrutineer. I fear his mentors will have to take him to task as first of all he moves far too fast for an official, added to that he is smiling and looking happy in his labours.

This is not the correct image for a scrutineer who should be grumbling under their breath and making competitors nervous and feeling inferior.

The event consisted of 8 stages giving around 45 stage miles and was round 5 of the new Motorsport News Circuit Rally Championship. Entries were oversubscribed within a few days of the regs being published and a full field of 80 cars started stage one.

Notables amongst the club entrants were Trevor Gilks and his granddaughter Louise, who looks in their Nissan Micra like she is being taken to school by her grandad. That is until she dons her overalls and helmet.





***Not sure why Mr Gilks is pointing in the opposite direction to everyone else?***

I fear Mr Stringer's showbiz career has kept him from rallying for too long and he admitted he wasn't quite sure what to do. His red Sunbeam did look a little dusty and once the scrutineers made him remove the sequins from his race suit, which I understand he had spent hours sewing on, and tone down his makeup, it all came back to him.

Tim Mewett had Alan Carfrae in the passenger's seat in the smart Mk2 Escort which they pedalled rapidly, entertaining the crowd.

Other notable cars were Steve Perez in the ex WRC Focus and an Opel Manta with a Rover V8, from the sublime to the ridiculous perhaps.

A pair of Ferrari 308's the usual collection of Mk1 and Mk2 Escorts, BMW 325's and Subaru's made up an eclectic field which also included a TR7 V8 to add an emotive sound to the spectacle.

The changeable damp weather and lack of use of Brands over the winter months made the first few stages very slippery with certainly the pit lane section very oily, not helped by a Subaru emptying its gearbox.

Sadly, the event had to be stopped early due to another Subaru ending up on its roof at the end of the pit lane.

The crew were unharmed, although a little shaken as the doors wouldn't open and neither would the windows. The glass took some effort to break to release them both, a little shaken by their ordeal.

With fading light and spillage of fluids to clear up the 6pm curfew defeated us and the final stages had to be aborted.

The large crowd at Brands on a very cold damp day was encouraging for the future of rallying in the south east, and they certainly saw an action packed and busy day.

Chris West and Steve McNulty took the win in the Peugeot 306 Maxi from Ashley Field Ryan Vickers in the Darrian T90 GTR+

The Newton's took Class A honours by nearly 3 minutes and an excellent 20<sup>th</sup> overall humbling some much more powerful kit in their nimble Nova. Class B went by 19 seconds to the Dawson's showing that keeping it in the family must be the way to win.

#### M&MKMC Members Results

Tim Mewett / Alan Carfrae Ford Escort MK 2	16 <sup>th</sup> OA 7 <sup>th</sup> Class
Roland Brown / Terry Luckings Ford Escort Mk1	18 <sup>th</sup> OA 9 <sup>th</sup> Class
Vince Sillett / Samm Keeley Ford Escort	Retired - accident
Christopher Newton / Anthony Newton Vauxhall Nova	20 <sup>th</sup> OA 1 <sup>st</sup> Class
Martin Page / Hugh Holdaway Ford Escort Mk2	Retired - gearbox
Ben Dawson / Mike Dawson Ford Escort MK 2	27 <sup>th</sup> OA 1 <sup>st</sup> Class
Stephen Stringer / Carrol Soanes Sunbeam Lotus	41 <sup>st</sup> OA 9 <sup>th</sup> Class
Trevor Gilks / Louise Gilks Peugeot 205	50 <sup>th</sup> OA 5 <sup>th</sup> Class

GW



## **2015 ANNUAL CLUB CHAMPIONSHIPS.**

You will all now have seen the Final Results for the Clubs 2015 Aggregate Award Championships and it is interesting to note some notable exceptions that have done many events during the year but have not submitted the results for inclusion in the Championship or have not complied with the Championship Regulations by marshalling at a Club event.

Why is this? Are these members too proud to enter the Championship or can they not be bothered? It is the same with reports and articles for the Kent Driver magazine – competing members seem to think that the rest of the membership are not interested at their achievements or otherwise. Are the Club members interested? Yes!

On to the 2015 Championships – a quick analysis of the results as published brings some interesting, or maybe not, facts about the Club membership which for 2015 totalled 144 members. Of these 85 members [60% of the membership] were involved either as an organiser, marshal or competitor. Had those members who competed but did not marshal [34no] made the effort to help with organising the Club events the Annual Award Winners would have seen some changes.

The Grass Autotests attracted fifty four members to enter one or more of the events that were run and continue to be the most popular event for Club members. The Club venue at Headcorn Aerodrome is still considered one of the best [if not the best] venues in the South. Club entries for tarmac Autotests, Autosolos and Slaloms only attracted five members partly due to the non running of the Club's events due to venue difficulties.

The Scatter events saw fifteen drivers and navigators taking part and Road Rallies had six drivers and navigators during the year. Stage Rallies fared somewhat better with nineteen Club member's competing. The Speed/ Sprints events had just one driver competing.

Car Trials attracted thirteen Club member drivers taking part in this Club's and other invited events.

2015 was a disappointing year for 'Young Drivers' and the 'Lady Driver' with only one member qualifying for each award. At the other end of the scale the 'Senior Driver' section did see three members in the results.

The Championship Rules for 2016 are as those for last year but if Club members consider Rule changes should be introduced for 2017 we ask you to come and express your views at the forthcoming AGM of contact any of the Club's Directors.

**THE RESULTS FOR THE 2015 ANNUAL AWARDS ARE AS FOLLOWS :**

**Young Driver of the Year**

- 1<sup>st</sup> Under 21 Trophy
- 2<sup>nd</sup> Sports Car Challenge Cup

**LAUREN GORHAM**  
no qualifiers

**Senior Club Driver of the Year**

- 1<sup>st</sup> David Haynes Rally Trophy

**ROBERT SHARPE**

**Lady Club Driver of the Year**

- 1<sup>st</sup> Eric Northover Memorial Trophy
- 2<sup>nd</sup> Uniflo Trophy

**EMMA OLSEN**  
no qualifiers

**Marshal of the Year**

- 1<sup>st</sup> Don Baker Trophy
- 2<sup>nd</sup> Kleeber Trophy

**CHARLOTTE JENNER**  
**LYLE CATHCART**

**Navigational Scatter Driver & Navigator**

- 1<sup>st</sup> Peter Singleton Memorial Trophy

**STEVE & REBECCA**  
**GROVES**

- 2<sup>nd</sup> Graham Castle / Alan Turner  
Memorial Trophy

**DES & HELEN**  
**CROCKER**

**Car Trials Club Driver of the Year**

- 1<sup>st</sup> Waugh Two in Crew Trophy
- 2<sup>nd</sup> M R Cannon Trophy

**DENNIS USMAR**  
**GAVIN LANE & BRIAN**  
**SHARPE**

**Grass Autotest Club Driver of the Year**

- 1<sup>st</sup> Castrol Shield
- 2<sup>nd</sup> Roy Carey Trophy

**BRIAN SHARPE**  
**ROBERT SHARPE**

**Tarmac Autotest Driver of the Year**

- 1<sup>st</sup> Ken Jordan Bent Con Rod Trophy
- 2<sup>nd</sup> Ken Jordan Memorial Trophy

**STEVE WATTS**  
**RICHARD OLSEN**

### **Race, Sprint, Hillclimb Club Driver of the Year**

1<sup>st</sup> Jubilee Trophy **CHRIS BROWNE**

### **Special /Stage Rally Club Driver & Navigator of the Year**

Driver Charing Rose Bowl **TIM MEWETT**

Navigator Wilfred Pocock Rally Trophy **LIZ JORDAN**

### **Road Rally Club Navigator of the Year**

1<sup>st</sup> Lee Davey Navigators Trophy **LIZ JORDAN**

2<sup>nd</sup> John Liddell & Co Trophy no qualifiers

### **Road Rally Club Driver of the Year**

1<sup>st</sup> Kathleen Jupp Trophy **TIM MEWETT**

2<sup>nd</sup> Doug Harris Mid Kent Trophy **LYLE CATHCART**

### **Overall club Driver of the Year**

1<sup>st</sup> Hayward Trophy **BRIAN SHARPE**

2<sup>nd</sup> Coronation Trophy **ROBERT SHARPE**

3<sup>rd</sup> P A Barden Trophy **CHRIS NEWTON**

### **Club Event Official of the Year**

1<sup>st</sup> Sir Gwaine Baillie Trophy **ANDY JENNER &  
BRUCE JENKINS**

### **Club Organiser of the Year**

John La Trobe Trophy **PAUL THORNTON**

– for not only continuing to be CoC for an Evening Grass autotest he together with Gary Wood introduced the first running of The Kent Anniversary [Scenic] Tour in recognition of the 80<sup>th</sup> Anniversary of the formation of the Club. The event was a resounding success and enjoyed by all involved.

### **Club Person of the Year**

Ford Rose Bowl **GARY WOOD**

Gary Wood has become increasingly more involved with the running of the Club and was appointed a Director during 2015. He took over the reigns as Editor of the Kent Driver magazine no less than 10 years ago [this August] and has brought the magazine into the twenty first century to much applaud from Club members. He also had a major input into the publication of the First 80 years History of the Club. Gary is also Secretary of the Kent Anniversary Tour and is becoming an MSA Licenced Clerk of the Course for Speed events.

## From the Archive



*1.6S with 69 bhp of raw power! - Ed*

In July 1979 a team from M&MKMC competed on the Ypres 24 hour rally. Here is their report for the August edition of the Kent Driver.

Imagine yourself in a 1.6 S Chrysler Sunbeam driving against the clock from 7 p.m. Friday night through to 7 a.m. Sunday morning with a six-hour rest, with the thought of changing gear 12,000 times at speeds up to 105 m.p.h. round twisty country lanes.

Well, this event could be the 24 hour Ypres International Rally which was held in Belgium over the weekend of 29th/30th June.

This major European Championship Rally attracted thirty-four British entries, the largest British contingent since the 1959 Monte Carlo Rally. One of the five British Chrysler Sunbeams was that of Cascade of Dartford, their car being driven by Mick Greenland of Sittingbourne, Kent, with Jim Anderson of Bexley also in Kent, in the navigator's seat. As service back-up Cascade's Workshop Manager John O'Shean with top apprentice Peter Farrugi took a Chrysler Rancho with spares and tools. The car itself was supplied by Cascade, courtesy of Mr Trevor Webb the Manager, and from the conventional production line 1.6 S with three months' hard work, piece by piece the special components were fitted. The Sunbeam was finished just two weeks before the event.

This rally in Belgium took place on closed public roads near the town of Ypres. With this particular type of rally practising is allowed on the route beforehand. With this in mind and with the event starting on Friday, the Cascade crew took the Channel crossing on the preceding Tuesday and spent the entire period before the rally practising and making pace notes. These pace notes were to give the exact description of the road i.e. severity of bends, junctions, distances and hazards and were read to the driver en-route by the navigator. Having this note system gave Mick knowledge of what to expect around the corner to enable him to confidently drive faster. After the preliminary scrutineering and signing-on during Friday morning, the crowds started to gather in the streets of Ypres as if to see the Queen - not 190 rally cars. At 5 pm the first car left the Start and drove through the crowded streets of Ypres. Even though the Cascade Sunbeam started at no.139 the crowds were still cheering as they were for car no.1. The first special stage was situated three miles from the town and after the usual formalities of clocking-in the Cascade crew with crash helmets on proceeded to the start line, ready for the count down.

After the first of twenty special stages was completed they moved on into the night visiting their service crew at pre-arranged locations to top up with fuel etc.

With the first leg of the rally over the Sunbeam arrived back at Ypres at 6.30 a.m. Saturday with Mick and Jim feeling just a little tired. The service crew, John and Peter, looked decidedly more exhausted trying to keep up with the rally to reach servicing points in time.

At midday our Team were awakened by the sound of the disco in the town square and; curious to know their overall position at this stage, they ventured out of bed. The computerised results showed that they were lying 38th over-all and second in class.

during the early afternoon the car was allowed out of parc ferme (overnight compound) to carry out minor repairs. The spot and fog lamps were fitted back on after hitting a lamp post on the last stage, the front brake pads and rear shoes were renewed and the alternator completely changed.

After servicing, the event restarted at the town 's industrial estate, a stage known as Ypres Grand Prix where batches of twelve cars were lined up, each car being set off at five second intervals around four laps of this two-mile circuit. The navigators were not allowed in the cars during this time, the Grand Prix being on a par with a super saloon race at Brands Hatch, with the added excitement of a rally car taking corners sideways. With the Grand Prix finished the cars lined up in, the town centre for the final 450-mile section with just 130 cars left in the running and many more due to retire as the event progressed.

The first of the next 34 special sections showed an improvement of five seconds a mile for the Cascade crew and from there on they drove through the night until 7 a.m. Sunday morning.

The only real problem during this leg was when the brake fluid boiled away after one mile on an eight-mile section, causing a distinct lack of stopping power.

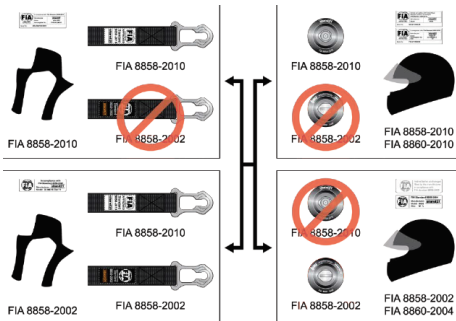
The Cascade Sunbeam finished the event along with 52 other cars and no major damage to the engine or bodywork. After waiting patiently for the results the team were to learn that they had taken 16th overall position and had won the 1600 c.c. class trophy. They also took the coveted award for Best British Crew. Now Mick and Jim and John and Peter were going to find a comfortable bed for a few hours' sleep.

Mick Greenland

*Looking back at the entry for the 1979 event the guys were mixing it amongst some impressive crews and cars, and although listed as the twin webber Ti model at best they had 100bhp.*

*Amongst the retirement were Russel Brookes in the Andrews Heat for Hire Escort and Tony Pond in a works Sunbeam Lotus, both crashing out of the event. - Ed.*

# Updates from the MSA News



## FHR / tether / anchor post compatibility

Please refer to the FIA produced diagram for clarification on compatibility. On the left the diagram shows the compatibility between FHRs and the tethers, with the only unacceptable combination being that you cannot use an 8858-

2002 tether with an 8858-2010 FHR. An 8858-2002 FHR is compatible with both the 2002 and 2010 standard tethers.

On the right the diagram shows the compatibility between anchor posts and helmets, demonstrating that an 8858-2010 or 8860-2010 approved helmet can only be fitted with 8858-2010 anchor posts. And an 8858-2002 or 8860-2004 approved helmet can only be fitted with 8858-2002 anchor posts. The arrows in the middle then show that any combination of tether and anchor post is compatible, so an 8858-2002 tether is compatible with an 8858-2010 anchor post or an 8858-2002 anchor post. And an 8858-2010 tether is compatible with an 8858-2010 anchor post or an 8858-2002 anchor post.

Note also that FHR tethers are not lifted. Some models will have a date on the label (as shown right), but this only refers to the date of manufacture and does not mean that it will expire at any time. Of course the manufacturer's guidelines will state that the tethers should be replaced following a significant



## Ever wondered about the Fines Fund?

The MSA is often asked what happens to fines collected from competitors who fall foul of the regulations. Well in 2015, the governing body was pleased to donate a total of £75,685 to a range of UK charities:

Toyota GB (charitable dinner)	£500
Association of Air Ambulances	£2,000
Lincs & Notts Air Ambulance Trust	£2,000
London's Air Ambulance	£2,000
Midlands Air Ambulance	£2,000
Scotland Charity Air Ambulance	£2,000
Wales Air Ambulance	£2,000
Derbyshire, Leicester & Rutland AA Trust	£2,000
Hampshire & Isle of Wight Air Ambulance	£2,000
Thames Valley Air Ambulance	£2,000
Great West Air Ambulance	£2,000
Dorset & Somerset Air Ambulance	£2,000
Great North Air Ambulance	£2,000
Devon Air Ambulance	£2,000
BEN £5,000 Roadsafe	£5,000
Henry Surtees Foundation	£5,000
UK Youth	£5,000
Torch Trophy	£5,000
Motor Sport Safety Fund	£10,000
FIA (Nepal Solidarity Fund)	€20,000 £14,185

Rob Jones, MSA Chief Executive, said: "We're extremely pleased to direct these funds to some very important charities, including vital air ambulance services across the UK."

## Fixture List 2016

Event	Clerk of Course	Secretary of Meeting	Date
Scatter	Tom Solomon	Tom Solomon	21 <sup>st</sup> January
Awards Evening	Chris Browne	Chris Browne	20 <sup>th</sup> February
Scatter	Tom Solomon	Tom Solomon	17 <sup>th</sup> March
Tyrwhitt Drake Trial	Chris Browne	Andy Jenner	10 <sup>th</sup> April
Treasure Hunt	Tom Solomon	Tom Solomon	17 <sup>th</sup> April
Evening Autotest	Ray Lane	Andy Jenner	27 <sup>th</sup> April
Evening Autotest	Jim Pullar	Andy Jenner	4 <sup>th</sup> May
Annual General Meeting	Liz Jordan	Chris Browne	10 <sup>th</sup> May
Evening Autotest	Robert Sharpe	Andy Jenner	18 <sup>th</sup> May
Crystal Palace	Bruce Jenkins	Andy Jenner	29 <sup>th</sup> / 30 <sup>th</sup> May
Evening Autotest	Steve Groves	Andy Jenner	1 <sup>st</sup> June
Kent Anniversary Tour	Paul Thornton	Gary Wood	12 <sup>th</sup> June
Evening Autotest	Des Crocker	Andy Jenner	15 <sup>th</sup> June
Autotest Taster Day	Richard Olsen	Andy Jenner	19 <sup>th</sup> June
Evening Autotest	James Muir	Andy Jenner	29 <sup>th</sup> June
Evening Autotest	Ben Dawson	Andy Jenner	13 <sup>th</sup> July
Summer Slalom	Andy Jenner	Hillary Jenner	24 <sup>th</sup> July
Evening Autotest	Brian Sharpe	Andy Jenner	27 <sup>th</sup> July
Combined Ops Show			13 <sup>th</sup> / 14 <sup>th</sup> August
Evening Autotest	Paul Thornton	Andy Jenner	17 <sup>th</sup> August
<i>Wings All Day Autotest</i>	<i>Richard Olsen</i>	<i>Andy Jenner</i>	<i>21<sup>st</sup> August (Provisional)</i>
Brian Lewis Trial	Tom Thompson	Bruce Jenkins	18 <sup>th</sup> September
Scatter	Tom Solomon	Tom Solomon	10 <sup>th</sup> November
Christmas Party	Bruce Jenkins	Bruce Jenkins	6 <sup>th</sup> December

\* Sevenoaks DMC Event but counts towards Club Championship

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

[www.mmkmc.co.uk](http://www.mmkmc.co.uk)

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

[www.ASEMC.co.uk](http://www.ASEMC.co.uk)





# Maidstone & Mid Kent Motor Club Membership Application Form 2016

I am/wish to become a Full/Family member of the Maidstone and Mid Kent Motor Club and undertake to abide by the Rule of the Club, which are available on request

Please complete in BLOCK CAPITAL below or join and pay/renew online at [www.membermojo.co.uk/mmkmc](http://www.membermojo.co.uk/mmkmc)

**Class of Membership**

Full [1]   
Family [2]

Full Name [1]	
Full Names (additional family members) [2]	
Address and Postcode [1]	
Occupation	
Age (if under 18)	
Home No	
Mobile	
Email	
Vehicles Owned	



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 £16.00 (annual)**  
**Family Membership £7.00 (each)**

- 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](http://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.*

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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 concourse Ford RS.*



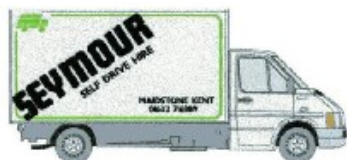
We can supply carburettor and throttle body kits, fuel pumps, regulators, ITG and Alpha air filters, linkage kits and a full range of [Webcon products](#).

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