



Kent Driver

Oct 2017

Celebrating the Art, Sport and Pastime of Motoring Since 1935

- **Summer Slalom**



- **Wings Autotest**

- **Brian Lewis Trial**





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Maidstone & Mid Kent Motor Club Ltd.

Founded 1935

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Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

Oct 2017
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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.



Rumblings from the Editors Chair

I hope you will have noticed some changes to the club website and Facebook page over recent weeks.

Firstly, the website now has a link to events on our Facebook page, this means we only update or make any changes to an event in one place. If you are intending to go along to an Autotest it will also be a good idea to tell Facebook you are going, that way if we have to cancel, you will get an immediate notification.

The full year club calendar is now on the website as a Google calendar so that is now much easier to keep up to date and accurate.

Online entry and payment is very popular with competitors and makes organisation much easier, least of, not having to decipher handwriting. We hope to make all our events online entry next year including the Autotests, with some benefits for club members.

Helen Crocker has kindly spent a great deal of time on creating a new results system to work out the vagaries of Autotest timing, and for next year we will just publish results on Facebook and our website rather than email them out to competitors. This is all part of the Club's scheme to reduce the workload on organisers, and make the running of events easier and less time consuming.

M&MKMC has always been known as a rally club and for 2018 we hope to run a novice 12 car event, and as a taster, there is a Fantasy Table Top Rally on the 15th November. Want to know what a table top rally is? Well go to page 19 for an introduction and come along for the evening and join in what will no doubt be total chaos.

Last of all don't forget to sign up for the Christmas Meal, new venue, new menu, same old faces? Hope not, its at The Weald of Kent Golf Club halfway to Headcorn, so you can't claim not to know where it is.



CLUB NEWS

Club Christmas Meal

Our Christmas Meal is at a new venue this year, where we have a private dining room – “The Lakeside Room”

The cost will be £24.50 per person payable in advance, drinks can be purchased on the evening.

See the club website for further details.

Fantasy Table Top Rally

We have found lurking in a cupboard, an old table top rally. For those who don't know what one is – it's just like a navigational rally except you work out the answers to clues from a map, no driving or going outside a nice warm pub is required, carbon neutral motorsport. All you need is a romer (spares will be available on the night) and OS Map no 188.

Entry fee is free and a team will be on hand to help or mislead you as to the correct answers.

And the fantasy bit – well that is the vehicle you enter, it must fit on a table for scrutineering but it can be anything from Thunderbird 4 to a Routemaster, the stranger or more exotic the better. That way you can honestly claim to have won a rally in a London Bus or Stirling Moss's Mercedes 300 SLR.

Lydden Sprint 2018

The club will be returning to Lydden next year and joining with Borough 19, Sevenoaks and Tunbridge Wells to stage an all day sprint at Lydden Hill Circuit on July 14th

TOUR of KENT 2017.



This years tour attracted a full entry of 65 classic cars including visitors from Holland and Belgium and several crews from the HRCR programme.

The selection of cars was very varied ranging from a pre war Jaguar to a late model Aston Martin. The popular makes included Triumph (13no), MG (9no), Porsche and Ford (6no each), and Jaguar (5no). In all more than 24 manufacturers were represented with at least 49 different models which gave competitors and the public a very varied spectacle of classic cars past and future.

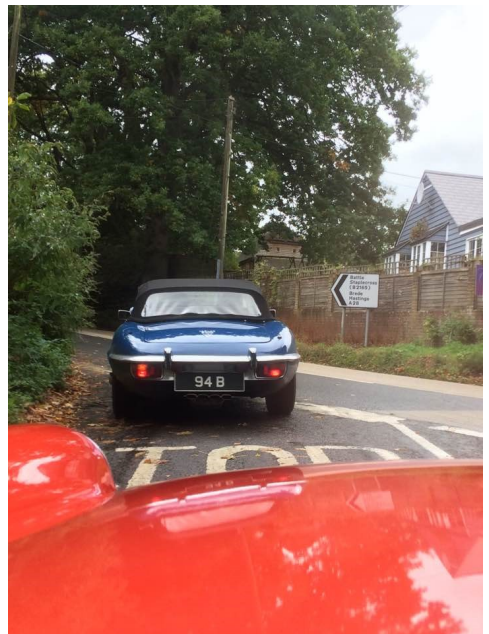
At the start parking was somewhat restricted possibly due to the number of non competing cars being parked in the Tour start area.

Much reminiscing of the good old road rally days of the 60s and 70s was heard from the competitors from those days including Roy Edwards & David Shield, Terry Friday, Chris Daisy & Paul Beeson, Chris & Ali Browne, to name but a few!

The days tour was split into three legs of 33m, 34m, and 42m. The first leg from the start near to Mereworth went through the rural lanes to the villages of Offham, Wateringbury, Yalding, Marden, and onto Tenterden for the coffee halt at The K & E S Rly station where the steam trains of yesteryear run from.

From Tenterden the route went to Appledore and then around Romney Marsh before returning to Appledore to go alongside the Royal Military Canal across to Wittersham and on to the lunch halt at Bodium castle.

Unfortunately more than two thirds of this leg was on A and B roads





which did not allow crews the benefit of driving along some of the best rally roads on the south on the Marsh!

From Bodium the route went west and ventured further into East Sussex where crews were able to enjoy the rolling countryside and forests as a contrast to the flat Marsh areas used in the morning.

The route wound its way through Etchinghill, Stonegate, Wadhurst, Mark Cross, Rotherfield, Groombridge, through Five Hundred Acre Wood onto Hartfield and back to Groombridge before the finish at High Rocks near Tunbridge Wells for a well received afternoon tea.

Unfortunately the weather for the day was not as good as in previous years and good windscreen wipers were the order for the day but the weather did have the advantage that many of the public did not venture out so the roads were relatively clear and very few oncoming vehicles were encountered along the rural lanes.

It was good to see a full entry which included several cars from Holland and Belgium (in TR's) and shows the interest in classic scenic tours is continuing to attract owners to bring out and use their vehicles and drive through parts of the countryside which they would not normally visit. Perhaps next year's route will include more rural lanes so entrants can see the real Kent countryside.

My thanks to Andy Jenner for navigating me safely round the route.

LC
10/17

*(Pictures courtesy
Gary Goodwin
TWMC)*



SUMMER SLALOM 2017



So back in the day there was an event run by Sevenoaks with assistance from MMKMC called the Weald Trial. It was a mix of trial hills and simple autotests around Kent. Unfortunately entries began to dwindle and the last year it was due to run, it was also bad weather forecast and was cancelled.

That was 2011. Whilst chatting at the Brian Lewis trial the idea was put into my head of a similar style event but just based on autotests.

2012 was the first event so here we are running the sixth incarnation of the event. This year venues were Crow

Plain farm , The Oast , Broad Oak Farm and the wood yard in Dean street.

A full entry of thirty competitors and good weather for the day beckoned so after the drivers briefing competitors set off to their designated tests.

Crow Plain Farm is now all nice smooth tarmac (thank you Stuart!) , The Oast concrete and grass and Dean Street just grass. And then of course there is Broad Oak Farm! I hadn't been to check the venue beforehand as I had done in previous years as nothing much changes and it had been planned to run two tests again this year , one starting in the yard running down the track and finishing on the bend where in the past there has been a stop astride and a second test as before using the grass and track on the bottom slope.

However driving over the bottom slope was like driving in a ploughed field with just the main "track" being drivable. As in the past Steve Watts





and Richard Olsen were helping me set on the Saturday so initially I thought we'd revert back to one test as in previous years , start at the top down the track through the chicanes , stop astride a line , carry on to a 180 turn and back again. But then it was suggested it was a

waste not to use the grass track as well so that's what we did. One big test!

Apart from Broad Oak which remained the same there was a morning loop of tests then all over to Dean Street for two tests then an afternoon loop of slightly different tests at each venue.

As in previous years classes and overall times were very tight. Unfortunately in the afternoon a corner of concrete at Crow Plain Farm was lifting slightly as cars ran over it so the decision was made to cancel that test to avoid any problems it may have caused.

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Unfortunately I had to take the van out to collect up all our kit as we were desperately short of assistance as if I had been at the venue I would have reverted back to a different test instead but better to be safe.



As far as I am aware a good time was had by all and for the third time in six running's the overall winner was Kevin Lower in the Moke.

Thank you to Richard & Steve as mentioned , also Dennis Usmar helping set up at Dean Street. Thanks to Ray & Gavin for scrutineering and Charlotte & Lee for results. Thank you to all of you who marshalled on the day and finally thank you to the landowners who without there would be no event.

Having spoken to a couple of competitors in the week after the event I mentioned 2018. Now apparently I had sort of intimated that 2017 might be the end of it but I can tell you the event is on the calendar again for 2018 and I'm hopeful of at least one new venue already.

That said that part of Kent is not an area I know as well as my local area so if anyone has a contact or knows a friendly farmer where there is a track , chunk of concrete or tarmac a yard of some description then please let me know as I always try to vary the event from year to year. Hope to see all the competitors and marshals again in 2018 and perhaps a few more marshals please would be great.

Andy Jenner



Wings Autotest



A disappointing 17 entrants turned out for the Wings Autotest on a bright sunny day at Headcorn.

It was also our first event with the new results system which Helen Crocker has developed, and proved to be not only quicker than Bruce and his pencil but also legible.

We will be looking to use this next year at our evening Autotest and emailing the results almost before the contestants get home.

The Lower family turned up mob handed, making up nearly 18% of the entry list, along with the Sharpe's and the Olsen's to make this a clash of the Autotest clans.

As a bonus we were treated to a flying display throughout the day by the two seat Spitfire, a Harvard and a Tiger Moth.



Apparently, it costs about £2500 for 20 minutes in the Spitfire, which is a little eye-watering but the schoolboy in all of us was trying to work out how we could sneak that amount out of the joint account without being detected.



I do have to say it does look like you get a great ride as when the Spitfire returns to land it first does a low-level fly past and a dramatic climb up into the sky, all very Battle of Britain.

The Autotesting was equally dramatic with Zach Lower taking the lead at the midday break and despite sibling rivalry and the old man trying his best – fuelled by Ginsters Sausage Rolls, he retained FTD for the day.



Matthew Collins in his first Autotest took best Junior after a short lesson on what to do from Charlie Lower. Matthew only turned up to watch but a quick membership application and entry turned him from spectator to prize winner in one day.

Once again Richard Olsen put together an entertaining series of tests, including reversing, to challenge but not necessarily mesmerise competitors.

Thanks to all who helped out on the day marshalling and organising this event which was much appreciated by the competitors.



Brian Lewis Trial 2017



There is no escaping from modern technology as there I was sitting in Changi airport waiting for a plane to Brisbane when I received an email from our esteemed editor of the Kent Driver requesting some words for the next edition about the Brian Lewis Trial.

So here I am in an unusually cool and rainy Brisbane trying to remember what happened.

A few years ago we moved the Brian Lewis to a date earlier in the year as we had got fed up with cancelling the event year on year due to a waterlogged venue. This year it could not be different as the weather forecast for the weekend was for a dry and sunny two days. Dry weather does however make getting a result more difficult when deciding how to set out the hills.

As usual the "Team" (Chris, Ray, Dennis, Tom and Bruce) met up on the Saturday at Otham to set out the hills. Clerk of Course Chris Browne turned up at the appointed hour but it appears that everybody else was late, according to Chris that is.

As said the dry weather made the choice of hills more challenging but at the end of the morning we had six hills that we were happy with.

As the sun came up on Sunday morning the rain on Saturday night made for a slippery start to what looked like was going to be a dry day

and gave Chris some confidence of getting a result.

The entry was not huge at twenty but we had managed to attract four entries from Falcon and one from Eastern Counties which was good to see.

Scrutineering commenced on time with Royston Carey doing the honours. With no major problems encountered and drivers briefing completed the competitors set off in groups to attempt the hills. By the end of the first runs the sun was rapidly drying the ground and cleans were appearing on the score sheets.

Things were running so smoothly due both to Chris's organisation and the competitors desire to get on, that it was decided to complete three runs before lunch instead of two. While the competitors took a well earned break and made the most of the hot autumn sunshine the addition of the scores revealed that at the half way mark Chris Smith led Andy Elcomb in Class 1 and Derek Hunnisett led Class 2 from Dennis Usmar with Jamie one point in front of Ray Lane in third. Cliff Morrell led Adrian Gibson both in the Imp in Class 3. In Class 4 Emma Olsen led husband Richard by two points with Simon Fowler two points ahead of Andy Lang for third.

When competition started again after lunch the sun had dried things out and cars were starting raise the dust. As a result more "cleans" were appearing on the score sheet despite Chris Browne having altered some of the hills to prevent it.

At the end of the day the positions in Class 1 remained the same with Chris Smith first and Andy Elcomb taking second. Jamie Hunnisett



finished ahead of Ray and Gavin Lane to take the Class 2 win, with Ray finishing ahead of Gavin for second after Dennis Usmar did his usual trick of breaking his Citroen. A drive shaft this time!! The contest of the Imps gave Class 3 to Cliff Morrell ahead of Adrian Gibson.

Unfortunately the lead that Emma Olsen had created over husband Richard at lunch time in Class 4, she had not been able to maintain and ended the day second but still some way ahead of Andy Lang in third.

When all was done and dusted Derek Hunnisett ended the day with the lowest score to take overall honours in his Ford Car. It just goes to show that you can compete in just about any car and be competitive as you would have thought that the specials would win the day but certainly not so this time.

Congratulations to all the winners and as always a big thank you to all the marshals who spent the day climbing up and down the hills to record the scores. It was nice to see some competitors from out side our area who had taken the trouble travel down to Kent for the event. We just hope they enjoyed it enough to come again next year.

I shall now go outside and see if it ever stops raining here in the tropics.

BAJ 2017



What is a Table top Rally?



As we are running our first table top rally in many years I thought it useful to try and give a short explanation of what they are.

Table Top Rallying has it's history in U.K. road rallying.

Road rallies take place on open public roads and are usually run in hours of darkness over a Saturday night/Sunday morning.

They reached their height of popularity during the 1970's and each weekend it was not uncommon to be able to select from dozens of events all over the U.K. Key events would attract up to 120 competitors.

Since then, with increasing traffic, less public tolerance and ever stricter organisational rules and regulations, road rallying is now a shadow of it's former self.

New rallying competitors tend now to start off with Stage rallying and Road rallying now confines itself to fewer, smaller events, often with severe restrictions on the type of cars that can be used.



Because of the nature of road rallying, a significant competition element was placed on keeping down average speeds to usually 30 m.p.h. or less.

This was achieved by making the route secret, having frequent control points to slow the passage of the event, and most significantly making

the navigation not at all obvious.

Sometimes the whole route was handed out when a rally crew left the start control; more common was a "plot and bash" theme, where route instructions were handed to the navigator as they left each control to get them to the next control.

The route instructions used all kinds of tricks to conceal the route and thus force the crew into losing time while the navigator attempted to unravel where to go next.

All such events are based upon the U.K. Ordnance Survey Landranger 1:50000 scale maps. 204 maps in total define the U.K. mainland, with each map sheet covering an area of 40 kilometres by 40 kilometres.

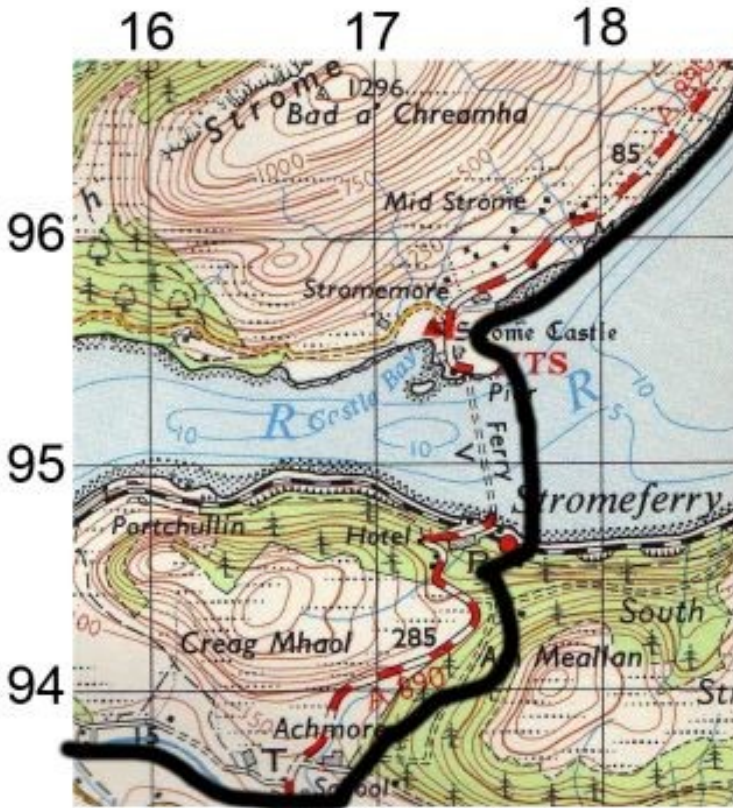
They are the most detailed maps in the world, rich in content, geographical features and place names, with a precise grid for defining map references. Consequently, organisers had enormous scope for designing route instructions in various forms.

Sometimes organisers might use Tulip diagrams - so commonly seen on stage rallies, but the route would be disguised by showing the diagrams in a jumbled sequence without the blobs and arrows.

So the navigators, by a process of elimination, guesswork and skill had to transfer this information to the map before they could be on their way to the next control.

I'm sure you can imagine how difficult it would be, if you were at the start of a rally, and you had the car, the driver, the map and the enthusiasm, no idea where you should be going, the start marshal

This is the theory behind Tabletop Rallies - to make you think and hone your skills before ever venturing out on the public road. And believe me - the skills you'll learn doing Tabletop Rallies will stand you in good stead for many, many years to come!



SW 85 18 96 95 285 17 94 T 16 15

You can see that in the example above, the numbers refer to: Direction (SW), Spot height (85), grid 18, grid 96, grid 95, Spot height 285, grid 17, grid 94, Junction (T), grid 16, Spot height 15.

They could refer to absolutely anything that's on the map, but they don't - and that is where the difference lies between the experienced and the novices!

CLARIFICATION: RED FLAG PROCEDURES

The MSA has issued a clarification of red flag procedures in Circuit Racing. This clarification, shown as red additions, is as follows:

(Q)5.4.2. Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red Flag.

Only cars which are proceeding under their own power, in accordance with 15.1.(j), at the showing of the Red Flag will be classified.

The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise. The result will list all competitors who took the start in the race even if they did not take part in the restarted race and will use the first part for purposes of establishing lap records and point scoring where applicable. Any issues for any class in a Championship will be determined from the initial grid not the grid for the restarted race. (Q)5.4.3. Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only cars which are proceeding under their own power, in accordance with 15.1.(j), at the showing of the Red Flag will be classified. If run as a two part race 5.4.2 will apply. Date of implementation: immediate Reason: Clarification. Required following National Court decision.

CLARIFICATION: HEATING OF TYRES

The MSA has issued a clarification of the recently published regulation change regarding the heating of tyres in Sprints, Hill Climbs and Drag Racing. This clarification, shown as red additions and struck through deletions, is as follows: (S)9.3.1.1. With the exception of Drag Racing, tThe heating of tyres, by any method other than 9.3.1. above, or their treatment by any chemical substance is prohibited. For the avoidance of

doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed. Date of implementation: 1 January 2018. Reason: Having been approved by MSC in June and subsequently publicised it became apparent that the above clarification is necessary.

FRONTAL HEAD RESTRAINT MSA APPROVAL STICKERS



The latest regulation changes approved by Motor Sport Council (see page 12) include the introduction of an approval sticker for Frontal Head Restraint (FHR) devices.

This label will provide the same function as the existing MSA helmet stickers and will be applied to the FHR following a detailed inspection confirming suitable condition and compliance with the regulations.

Competitors are advised that scrutineers will remove the sticker if the FHR is found to be damaged or not in compliance with the regulations, or if it is involved in a significant accident – in much the same way as with the helmet sticker. The sticker is made of the same material as the helmet sticker, so if removed it will void and cannot be reapplied. Stickers are available directly from scrutineers at a cost of £2.50 – the same as helmet stickers.

AUTOSPORT INTERNATIONAL DISCOUNT FOR MSA MEMBERS

The MSA has teamed up with Autosport International once again to offer members an exclusive £5 discount on tickets to the two trade days at Birmingham's NEC on 11-12 January.

To claim the discount, [go to www.autosportinternational.com](http://www.autosportinternational.com) and then follow the link to complete the registration form, inserting your MSA licence number when promoted. The offer is limited to one ticket per MSA licence holder; if purchasing multiple tickets, all licence numbers must be inserted.

The MSA will return to Autosport International with a stand in the usual location, just inside the main entrance. As always, staff from the governing body will on hand throughout the event to handle queries on licensing, sporting, technical and other matters. More details will be confirmed in due course

Fixture List 2018

Saturday, 24 February 2018				
19:30	Awards Evening	Clerk of Course	Gary Wood	Secretary Gary Wood
Sunday, 4 March 2018				
10:00	Short Touring Assembly	Clerk of Course	Gary Wood	Secretary Sharon Plummer
Sunday, 8 April 2018				
	Twyritt Drake Trial	Clerk of Course		Secretary
Sunday, 29 April 2018				
10:00	Novice 12 Car Rally	Clerk of Course	Gary Wood	Secretary
Wednesday, 2 May 2018				
18:30	Evening Autotest No 1	Clerk of Course		Secretary Andy Jenner
Tuesday, 8 May 2018				
20:00	AGM	Clerk of Course	Liz Jordan	Secretary Gary Wood
Wednesday, 16 May 2018				
18:30	Evening Autotest No 2	Clerk of Course		Secretary Andy Jenner
Sunday, 20 May 2018				
	Autotest Taster/Training Day	Clerk of Course		Secretary
Wednesday, 30 May 2018				
18:30	Evening Autotest No 3	Clerk of Course		Secretary Andy Jenner
Sunday, 3 June 2018				
	MJCT	Clerk of Course	Gary Wood	Secretary Sharon Plummer
Wednesday, 13 June 2018				
18:30	Evening Autotest No 4	Clerk of Course		Secretary Andy Jenner
Wednesday, 27 June 2018				
18:30	Evening Autotest No 5	Clerk of Course		Secretary Andy Jenner
Wednesday, 11 July 2018				
18:30	Evening Autotest No 6	Clerk of Course		Secretary Andy Jenner
Saturday, 14 July 2018				
	Lydden Sprint	Clerk of Course	Gary Wood	Secretary
Sunday, 22 July 2018				
	Summer Slalom	Clerk of Course	Andy Jenner	Secretary
Wednesday, 25 July 2018				
18:30	Evening Autotest No 7	Clerk of Course		Secretary Andy Jenner
Wednesday, 8 August 2018				
18:30	Evening Autotest No 8	Clerk of Course		Secretary Andy Jenner
Wednesday, 22 August 2018				
18:30	Evening Autotest No 9	Clerk of Course		Secretary Andy Jenner
Sunday, 2 September 2018				
	Wings Autotest	Clerk of Course		Secretary
Sunday, 7 October 2018				
	Brian Lewis Trial	Clerk of Course		Secretary
Tuesday, 4 December 2018				
19:30	Christmas Dinner	Clerk of Course		Secretary Sharon Plummer

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

www.mmkmc.co.uk

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

www.ASEMCA.co.uk



Maidstone & Mid Kent Motor Club Membership Application Form 2018

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

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)	
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Mobile	
Email	
Vehicles Owned	



If you would like to help organise or assist with the following - indicate **O**rganise, **A**ssist, **C**ompete, **S**pectate, 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] _____

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