

# *Maidstone and Mid Kent Motor Club*

## *March Newsletter 2021*

### **CHAIRMAN'S CHATTER**

It was good to see the announcement from Motorsport UK that organized permitted motorsport could resume in England from 29 March subject to local guidance and in accordance with their Restart Guidance.

In planning our calendar of events for 2021 we are mindful of the earliest dates that have been proposed for the easing of government restrictions. We have therefore decided to delay the start of our autotest season until after 17 May with the first evening event on 19 May. Sadly, this has resulted in the cancellation of the Autotest Taster Day on 9 May. Please let us know if you would like this to be rescheduled. If there is the demand, we will find a date later in the year.

We have also decided to delay the Mike Jordan Classic Tour until after 21 June as we believe the ability to socialize is a key aspect of an event of this type.

The prospects for Tim and I competing in Belgium in 2021 are not looking too encouraging. It seems a very long time since our last event at Goodwood in February 2020. We had a terrific battle with the Newton brothers which resulted in them being 2<sup>nd</sup> overall and us in 4<sup>th</sup>. A good result for MMKMC crews!

The procedures we introduced in 2020 for pre-event signing on of competitors and marshals will continue for the evening autotest season and therefore it will no longer be possible to turn up to either compete or marshal on the night.

Please let me know on [chairman@mmkmc.co.uk](mailto:chairman@mmkmc.co.uk) if you are willing to marshal on any of the evening autotests and are happy for your name to be added to a contact list. This will be used to ask for volunteers in advance of each event.

*Liz*

### **Editors Mutterings.**

Yet another month has gone by, so here is another Newsletter to help keep you informed about what your Club is doing to try and get competitive motorsport going again in 2021.

Emma Olsen is continuing to delve into the secrets of how members got started in motor sport, so we have the second of our Club member profiles in this issue. As you would expect there is no news of club events, so I have tried to fill the void with articles of general motoring interest, some of which will as well having an impact on our daily lives, will also impact our sport in the years to come.

The results of the Annual Club Championship show that despite 2020 being a difficult year there was strong competition for the overall driver's award. The awards had unfortunately to be given at the last virtual social evening rather than in person to the recipients.

Lyle has again been delving into the Club archives to find items of interest from the past and this addition makes interesting reading. We hope to continue with a monthly Newsletter so as always, we would like to hear about your exploits. Please send them by email to [mmkmcevents@btinternet.com](mailto:mmkmcevents@btinternet.com).

*Bruce*

## CLUB CHAMPIONSHIP 2020

What a year 2020 turned out to be! We were not able to compete at all for more than four months of the year and when activities did take place we had to adhere to new strict requirements designed to reduce the risk of transmission of Covid-19.

The club championship results on the MMKMC website reveal that despite the difficulties inherent in Competing and organizing in 2020, 35 members competed as drivers on 24 different events and in addition 5 members co drove on special stage rallies.

The club organised three events in 2020 and 23 members acted as officials or marshals to enable these events to take place. Although we are giving no organisers awards for 2020 I would suggest that special thanks are due to Bruce Jenkins, Lyle Cathcart and Andy Jenner who held the key roles on all three MMKMC events. *Liz*

### **AWARD WINNERS FOR 2020**

#### **Junior Marshals of the Year**

**Harry Mewett and Jamie Graham**

It was great to see Harry, 13 and Jamie, 17 marshalling on both the Brian Lewis Trial and the Autumn Slalom. On the trial they demonstrated that young legs have no difficulty running up and down hills to check scores and guide cars in their efforts to extricate themselves from wherever they came to a halt. On the slalom they were both totally confident using their mobile phones to operate the Sapphire timing system and we will be looking to them to train the older marshals when the evening autotest season starts in May.

#### **Junior Club Competitor of the Year**

**Ryan Howartson**

Ryan, 15 competed on the Wings Autotest and the Autumn Slalom in a Nissan Micra as well as the tarmac autosolo at Brands Hatch. He won the junior class at the slalom and was 4<sup>th</sup> in class at the autotest. He finished 13<sup>th</sup> out of the 35 drivers competing in the MMKMC club driver of the year championship.

#### **Senior Club Driver of the Year**

**Dennis Usmar**

We now go to the other extreme with the senior award to Dennis, 71 who competed in 4 car trials in Kent and East Anglia. He was the leading driver in the club car trials championship and 10<sup>th</sup> overall in MMKMC club driver of the year championship. Dennis also marshalled on the Wings Autotest.

## Third Overall Club Driver of the Year

### Lloyd Covey

Lloyd scored points from six grass autotests and two tarmac autosolos covering events organized by MMKMC, Eastbourne & Ram MC and Sevenoaks & DMC. The results of the MMKMC events show that he used a Fiat Panda on the autotest and a Mini on the slalom.

## Second Overall Club Driver of the Year

### Richard Olsen

Richard also scored points from grass autotests and tarmac autosolos but he went further afield with five tarmac events throughout the southern England with some good scores on the Abingdon and Kempton events. During the year he used an MG ZR, a BMW and a Citroen.

## First Overall Club Driver of the Year

### Brian Sharpe

For eight of the last nine years Brian has taken the lead in the club driver championship. His Nissan Micra demonstrates that you do not need an expensive car to do well just skill and consistency. He competed on five grass autotests and four tarmac autosolos and had some good class battles with Dave Cook on the MMKMC event

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## Up and Down the A20

- The DVSA has changed the rules to stop the anomaly where aftermarket LED conversions were illegal to use because the lamps could not be E-marked, but would pass an MOT if the beam was OK. After changes in January 2021, halogen headlights converted to HID or LED will now be an MOT failure.
- The Government recently allocated £10 million to councils in England for the repair of potholes. Pity they have not spent some of it on the one outside my house.
- The Department for Transport has introduced regulations that legally require new labelling on all fuel dispensers and nozzles in all UK filling stations by 1st September 2019. How will the introduction of E10 fuel later this year affect you? Can E10 Petrol be used in all cars? In short, no. As many as 600,000 vehicles on our roads in 2020 aren't compatible with E10. Drivers are advised to contact car manufacturers with any questions surrounding their specific vehicle. For example, Vauxhall says "E10 fuel can be used in all petrol-engine Vauxhall vehicles except models with the 2.2-litre direct-injection petrol engine (code Z22YH) used in Vectra, Signum and Zafira." As a rule, drivers of cars registered prior to 2002 are advised not to use E10 in their vehicle, as problems have been reported. As of 2011, all new cars sold in the UK must be E10 compatible.



It is understood that if you put E10 fuel in an incompatible car it will still run, but seals, plastics and metals may be damaged over longer periods as a result of bioethanol's corrosive properties. There have also been reports that E10 is a less stable fuel and that this can make it more difficult to start a vehicle that has not been driven for an extended period.

- **Are BMW** using recycled Allegro steering wheels to save money?



- **BOGOF Jaguar?**

With it being the 60<sup>th</sup> anniversary of the launch of the E Type Jaguar in 1961, Jaguar Land Rover Classic are building a limited number factory restoration 3.8 litre E Types. They can only be had in pairs of a coupe and roadster, so for £850,000 if you buy one, you get one free?



- **EURO 7**

Vehicles currently sold in the UK and EU must meet the EURO 6 emission standard. Euro 6 is expected to be replaced by a final standard EURO 7 in 2025 before all vehicles are required to be zero emission. Although the UK is no longer bound by the EU standard the UK government proposes to ban the sale of petrol and diesel engines vehicles from 2030. The sale of hybrid vehicles will be banned in the UK from 2035. The EU is looking at a number of options to include in the new EURO 7 standard. The rules could see hybrid's forced to drive in electric only mode in certain places, while MOT test could also be affected. Options currently being considered by the EU include monitoring real world emission over the entire lifetime of new cars. This would ensure compliance and robustness against tampering and enforcement indicating that action not just monitoring could occur. The system would collect data via GPS using a device in the (OBD) on board diagnostics port.

## 2021 CLUB FIXTURE LIST

Event	Clerk of Course	Secretary of Meeting or Contact	Date
12 Car Rally	Liz Jordan	POSTPONED	January 2021
Annual Awards Evening via Zoom	Liz Jordan	Lyle Cathcart	16 <sup>th</sup> March
Annual General Meeting via Zoom	Lyle Cathcart	Liz Jordan	4 <sup>th</sup> May
Autotest Taster Day		CANCELLED	9 <sup>th</sup> May
Evening Autotest			19 <sup>th</sup> May
Evening Autotest			2 <sup>nd</sup> June
Evening Autotest			16 <sup>th</sup> June
Evening Autotest			30 <sup>th</sup> June
Mike Jordan Celebration Tour	Liz Jordan		3 <sup>rd</sup> July
Evening Autotest			14 <sup>th</sup> July
Lydden Co-pro Sprint	Barry Morris		17 <sup>th</sup> July
Summer Slalom	Andy Jenner	Provisional	25 <sup>th</sup> July or 1 <sup>st</sup> August
Evening Autotest			28 <sup>th</sup> July
Wings All Day Autotest	Andy Jenner	Bruce Jenkins	22 <sup>nd</sup> August
Kent Forestry Targa Rally		Toby Groves	18 <sup>th</sup> September
Tyrwhitt Drake Trial	Andy Jenner		26 <sup>th</sup> September
Brian Lewis Trial			31 <sup>st</sup> October

### Other Club Events

Brands Hatch Stages		CANCELLED	16 <sup>th</sup> January
Tendering & Clacton Rally		CANCELLED	24 <sup>th</sup> / 25 <sup>th</sup> April
Hughes Rally	Blackpalfrey MC		24 <sup>th</sup> August

## Meet the Club Members

**A Profile of :** Ray Lane

**Current role in Club:** Competitor / Marshall

**First joined:** 1998 (approx.)

**When and how did you first get involved in motorsport?**

My first event was a motorcycle trial, the Williams trophy, which started at the Bredhurst Bell pub in 1965. This covered about 45 miles of road work linking groups of about 45 observed sections. At this time I belonged to Rochester Motor Club which had both motorcycle and car sections. Inevitably I got drawn into the four wheeled side, first marshalling various events from small rallies (pre 12 car regs) and then Autocross events at Bredhurst (with a young Bruce Jenkins competing) to marshalling at the Brands Hatch Festival of Speed, which Rochester ran at this time. I started competing in club rallies as navigator in a friend's Ford Anglia. We were never completely sure of where we were but usually found the finish, eventually. I also used my long suffering 850 Mini for Production Car Trials (PCTs), usually at Boxley rifle butts, and grass autotests, usually at the Bredhurst circuit.



Around 1998 my son Gavin joined MMKMC and was doing the grass autotests. The temptation became too much again and I joined the club, using my then new Skoda pickup for auto testing (well it was still under warranty!).

In the early 2000's I decided I didn't bounce as well as I used to, and I gave up competing on 2 wheels but continued for some time as a licensed clerk of course and steward.

**What was your first competition car?**

As mentioned above the 850 Mini, an ex-district nurses car 4440 KR which most weekends was asked to tow a trailer with 2 bikes on. It eventually grew to 1100cc.

**How many competition cars do you currently have and what types of events are they used for?**

1380 Mini for Production Car Trials.

1430 Mini autotest special, built and owned jointly with Gavin, used on grass and tarmac autotests.



Mazda MX5 used for the first two MMKMC Summer Slaloms (but much too low) and occasional grass autotests.

Skoda pickup - see above and it is still going!

Shogun not really a competition car but essential as a tow car.

### **What types of events have you competed in over the years?**

Rallies - in the early days unregulated (pre 12 car rules). On one memorable occasion we could not work out why the entry seemed to have grown since we left the start and were all going the opposite way to us (not unusual). It eventually dawned on us that there was another event on the same route in the opposite direction!

Autotests

Production Car Trials

Scatter Rallies

Summer Slaloms



### **What is your most memorable event and why?**

Any event I finish without too much damage!

### **What do you consider your greatest achievement and why?**

Still enjoying motorsport.

### **From your experience what advice would you give to other club members?**

Enjoy your motorsport, it's supposed to be fun and don't eat the yellow snow!

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## ***Obituaries***

**Sabine Schmitz**, the racing driver and television personality has died at the age of 51 after a long battle with cancer. She became known to many of us through early appearances on Top Gear. Who can forget the line, "I tell you something - I do that lap time in a van?", uttered in response to what she deemed a sub-par effort from Jeremy Clarkson in a Jaguar S-Type. Later, she came incredibly close to doing just that. For a lot of petrol heads, Schmitz and her incredible driving on TV gave our first proper introduction to the Nordschleife. But she was a legend long before that. Amidst her many motorsport achievements, she won the 1996 and 1997 24 Hours of Nurburgring and remains the only woman to have done so. Schmitz was born in Adenau, right next to the track, and clocked tens of thousands of laps over the years, many in the E39 and E60 BMW M5 'Ring Taxi vehicles. She lived and breathed the place in a way few others did, and while it's been



great to see online tributes flooding in, there really ought to be something more permanent. One suggestion involves naming a corner after her.

## **Murray Walker**

British broadcasting legend Graeme Murray Walker died on March 13, 2021, at the age of 97. For seven decades, Murray Walker was *The Voice* of so many motorsports. He was, of course, best known for his inimitable Formula One commentaries. The sheer delight of experiencing F1 races with him in your ears was truly like nothing else.

Murray Walker was born in Birmingham, England on October 10, 1923. The late, great *Guardian* sports columnist Frank Keating

wrote perhaps the greatest one-line descriptor of Walker in an obituary that he, himself penned before his own passing in 2013. Of Walker's beginnings, Keating wrote, "The infant was gulping exhaust fumes from the first." Truer words have rarely been written.

Although Walker was best known and loved in the U.K. Awarded an OBE in 1996 for services to motorsport. Fans throughout the world came to know his unmistakable voice through the years. Even F1 racing video game developers got Walker on board to lend his voice to their efforts—so inextricably interwoven was his presence in the sport. His particular turns of phrase, which came to be known as "Murrayisms," only endeared him more to his worldwide fanbase throughout his lifetime.



In addition to his massive F1 presence, Walker also offered commentary for over 200 Isle of Man TT races over the years. He also lent his keen insights and commentaries to many more senior Manx motorcycle road race events, and motocross, as well as plenty of other racing types that didn't involve four wheels.

Murray's father Graham Walker regularly competed in the Isle of Man TT from 1920 to 1935, and then went on to become the BBC's first-ever motorcycle racing commentator—back when it was a radio-only. Graham Walker raced works Sunbeams, Nortons, and Rudges in road race series all over Europe throughout his career. It was under Graham's tutelage that young Murray grew to love motorcycles, motorsport, and commentary work, too. Murray did also have a comparatively brief turn in advertising work, but once he went full force into the motorsports commentary realm, he never looked back.

Put simply, if you love motorsports commentary, that world was forever shaped, in ways both large and small, by Murray Walker's contributions. His legacy will continue to be felt in the years to come, because there will never be another quite like him.

*I have checked all the MMKMC Race Meeting programmes for Silverstone and Brands Hatch but Murray does not appear to have commentated at any of the MMKMC events. Apart from his race meeting commentaries which were always interesting my own memory was having lunch with him in 2005 when we were on a cruise to the Arctic Circle and he was the main Speaker on board but, he did come on the shore tours, one of which he was on the same coach as us. His commentary on numerous hairpins down a pass in Norway was very appropriate.! On the review of his life on BBC I did have a good shot of him at Brands Hatch with Gerald Gordan Webb [the MMKMC starter] in the background.*

*Lyle Cathcart*



## FIA Motorsport Games: Represent Your Country



Last month Motorsport UK launched the application process for the chance to join Team UK at the 2021 FIA Motorsport Games.

Set to take place at France's Circuit Paul Ricard on 29–31 October 2021, this international event will see motorsport competitors from all over the world compete in 18 different disciplines, with the hope of collecting a gold, silver or bronze medal for their nation.

Six disciplines formed the schedule at the inaugural 2019 event, with 49 countries and territories represented in GT, Touring Car, Formula 4, Drifting, Karting Slalom and Digital competitions. All six events will return for 2021 alongside 12 new disciplines.

The second edition of the FIA Motorsport Games will also see 50 additional countries and territories enter the competition, as the Games look to celebrate grassroots disciplines. The new competitions in Auto Slalom (Autotesting), Crosscar (Autocross) and Karting Endurance offer the chance for grassroots and novice competitors to compete and represent their country on the world stage.

Ctrl + Click on the link of your chosen discipline below for entry requirements and more information.

To read the terms and conditions for the overall competition, please [click here](#). You can also contact us with any queries by emailing [fiamsgames@motorsportuk.org](mailto:fiamsgames@motorsportuk.org).

[Auto Slalom](#) [Cross Car](#) [Digital Motorsport](#) [Drifting](#) [Endurance](#) [Racing Formula 4](#) [GT](#) [GT Sprint](#)  
[Historic Rally](#) [Historic Regularity Rally](#) [Karting Endurance](#) [Karting Slalom](#) [Karting Sprint](#) [Rally](#)  
[Touring Car](#)

## Green NCAP

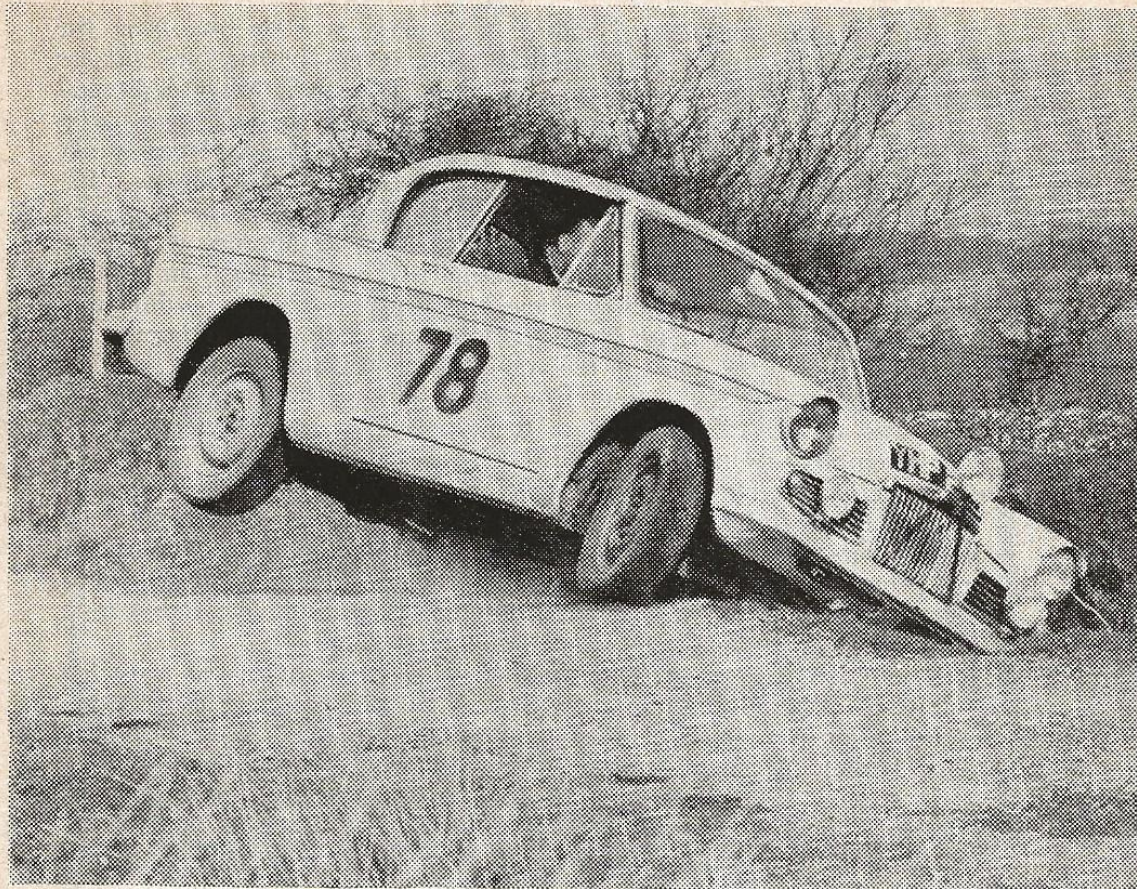
Green NCAP is a new, independent, pan-European consumer programme which tests and rates vehicles on their environmental performance and promotes the development of cars that are clean, energy efficient and do not harm the environment. It aims to improve the quality of the air we breathe, to maximise the use of resources used for passenger transportation and to reduce global warming.

It is interesting to note that of the cars they have chosen to test in 2021 that some diesel cars have been rated better for air quality than some of the hybrid cars that are sold by their manufacturers as meeting perceived higher environmental standards. As you would expect hydrogen powered and pure electric cars are rated as best in all categories, but cars such as Skoda Octavia with the VW 2.0 TDI engine (6.7/10, an engine used in several VW group cars, the Land Rover Discovery Sport D180 (5.8/10) were rated highly for air quality. The big selling Mitsubishi Outlander PHEV scored 3.9/10 and the Kia Niro 4.9/10. Just goes to show how clean manufactures have managed to make their diesels that meet the Euro 6 standard.

## Overview of all February 2021 results

<b>Audi A3</b>	3	stars	<b>Mercedes-Benz A-Class</b>	2½	stars
<b>BMW 1 Series</b>	2½	stars	<b>MINI Cooper</b>	2½	stars
<b>BMW X1</b>	2	stars	<b>Mitsubishi Outlander</b>	2	stars
<b>Citroën C3</b>	3	stars	<b>Opel/Vauxhall Corsa</b>	2½	stars
<b>Dacia Sandero</b>	2½	stars	<b>SEAT Leon</b>	3	stars
<b>FIAT Panda</b>	2½	stars	<b>Škoda Fabia</b>	3	stars
<b>Ford Kuga</b>	2½	stars	<b>Škoda Octavia</b>	3½	stars
<b>Honda Civic</b>	2½	stars	<b>Toyota Prius</b>	4	stars
<b>Hyundai NEXO</b>	5	stars	<b>Toyota Yaris</b>	3½	stars
<b>Hyundai Tucson</b>	1½	star	<b>Volvo XC60</b>	2	stars
<b>Kia Niro</b>	3½	stars	<b>VW Golf</b>	3½	stars
<b>Land Rover Discovery Sport</b>	1½	star	<b>VW ID.3</b>	5	stars
<b>Mazda CX-30</b>	2½	stars			

## Short Circuits from Ireland



**BEFORE**



**AFTER**

*Photos, by permission  
of "Motoring News"  
of John La Trobe  
and Julian Chitty  
at Easter.*

# ***How To Improve In Driving Tests***

by SAM ACTMAN.

What is the appeal of club driving tests ? For me, it has always seemed that driving tests offer the owner of an ordinary, unmodified car a unique opportunity to take part in a highly competitive sport—at the absolute minimum expense. You can't hurt yourself—or the bodywork of your car. At worst, you *might* be unlucky enough to break a half-shaft or strip a gear, but I would emphasise that these occurrences are very rare indeed. Fuel costs and tyre wear are negligible when compared with any other form of motor sport, except trials—and for these you need a special car !

So the question is: how to arrive at a reasonable standard of proficiency and thus enjoy the experience of competing with a good chance of success ?,

First of all, see that your “tools” are sharp. Brakes must be in perfect adjustment, hand as well as footbrakes. Tyres should have higher than standard pressures for good surfaces—lower for grass or gravel. Front tyres should be good ones—rear tyres don't matter. Steering must be “spot on”. Engine idling speed should be raised, to obviate stalling. All loose “junk” must be removed from interior and luggage boot. If the regs. permit, take out the spare wheel too. Remove or re-position wing mirrors and radio aerial. Remove nave plates.

Now get hold of the test diagrams, and after reading through them all, to ensure that you understand them fully, walk round each test. This helps you remember where to go. Note the position of any loose gravel, or wet patches. While you are waiting your turn, watch those in front doing the test. Try to see where you can save a second. Concentrate on the test—this is no time for a chat ! Get your engine temperature up to the mark, for best efficiency, but don't oil a plug.

Right, then. You're on the line. In gear, engine running, brake off. The countdown starts and you move on “Go”. *Not*  $\frac{1}{2}$  sec. afterwards ! On driving tests, the shortest way is always the quickest way, so you should just miss those pylons by a hairs-breadth. Now the “stop astride”. Don't take this too literally. For quick results, just get your leading pair of wheels across the line—no more. Remember that any wasted distance and time is *doubled* when you have to reverse off the line as well. Change into reverse at the moment your driving wheels lock. No need to wait until you stop.

Now the wiggle-woggle. Remember—get as close to all the pylons as you possibly can, for this is the art.

“Spin in a box”. To do this in a rear-wheel drive car, you turn the wheel, jam on the handbrake and declutch—all momentarily; and simultaneously. In a front wheel drive car, don’t declutch. Simple!

For a “flick-turn” get up speed in reverse, dab the footbrake and simultaneously throw in a good handful of steering wheel. While the car is “flicking”, change into 1st and correct the steering. *Warning.*—Do not attempt the above manoeuvre in saloon cars (except Minis) *unless* you are on a slippery surface. Otherwise you just might turn over!

Certain modifications to your car can improve your times—providing your driving is of a sufficiently high standard—although as I said before, even completely ordinary cars can be used with success. Should you decide to enter the lists as a national-class expert, these are the improvements to aim at: stiffer suspension, a brake-booster, lower final drive ratio, higher engine power, improved torque at low revs.

But even a 1275S is no good in the hands of a novice. Practice makes perfect.

It would, of course, be naive to say that absolutely anybody can become a top class Driving Test exponent. To say this would be to say that any racing driver can become a Jim Clark! What I *would* say is that it is perfectly feasible for any keen driver possessing a well kept vehicle to reach a standard where the results he obtains would be sufficiently gratifying to keep him interested. It is equally true to say that without a lot of practice even the most gifted novice would be foolish to expect good marks.

It is also interesting to comment that the matter of age does not seem to affect a driver’s capabilities in tests in the slightest degree. People like Ian Mantle will, no doubt, forgive me for pointing out that although past the first flush of youth they can almost always show the younger ones the way home. It seems to be more a matter of manual dexterity allied to quickness of thought; such propensities seeming to remain with us far longer than one might expect. It is also perhaps curious to note that a good driver on the road is not necessarily a Driving Test expert, and the writer recalls many occasions during Rallies when as the navigator, he has been asked by the driver to do the Tie-deciding Test.

As in most sports, there exists an elite—such people as Paddy Hopkirk, Tom Gold, Doug Harris and the aforementioned Ian Mantle spring to mind—whose times are so consistently fast as to put them in a class of their own. However, the rest of us can enjoy this unique and exciting sport just the same.

## **THEY ALL SAY "YES, BUT IT WASN'T MY FAULT!"**

The ingenuity of drivers involved in accidents in seeking to assert their innocence or at least to excuse their errors, is apparently inexhaustible, to judge from the following selection taken from accident reports. After reading them you may consider them humorous, but there is a moral to be learnt—do not give any of these explanations or excuses should you be involved in a car accident. Better still, avoid accidents altogether and then you will have no cause to give explanations.

I collided with a stationary tramcar coming the other way.

To avoid a collision I ran into the other car.

The water in my radiator accidentally froze at twelve midnight.

The car had to turn sharply owing to an invisible lorry.

I collided with a stationary tree.

I told the *other* idiot what he was, and then went on.

I blew my horn, but it would not work as it was stolen.

I thought the side window was down but it was up as I found out when I put my head through it.

If the other driver had stopped a few yards behind himself, the accident would not have happened.

I bumped a lamp-post which was obscured by a pedestrian.

Coming home I drove into the wrong house and collided with a tree I have not got.

I heard a horn blown and was struck in the back ; a lady was evidently trying to pass me.

I left my car unattended for a minute, and whether by accident or design it ran away.

She suddenly saw me, lost her head and we met.

The other car collided with mine without giving warning of its intentions.

I knocked over a man. He admitted it was his fault as he had been run over before.

I consider that neither vehicle was to blame, but if either were to blame, it was the other one.

A pedestrian hit me and went under the car.

The other man altered his mind so I had to run into him.

I can give no details of the accident as I was somewhat concussed at the time.

*Reprinted from "Milestones",  
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