



Maidstone and Mid Kent Motor Club

May Newsletter



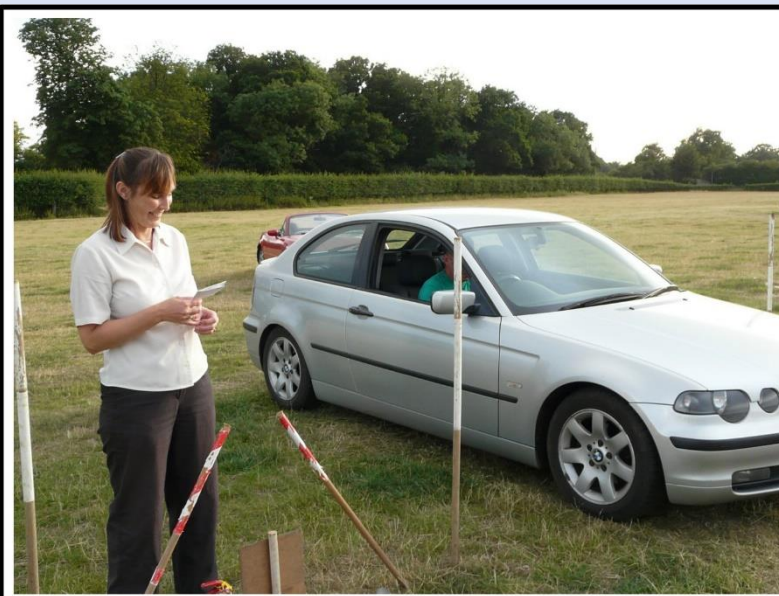
Editors Mutterings.

Well despite our best efforts we did not manage to run the scheduled Evening Autotest on the 19th May. The topsy turvey weather we have had this year, dry then wet, ended up beating us. After discussions with the Land Owner Ian Betts, we decided that discretion was the better part of valour and canceled what was due to be our first event of the year, as we did not wish to damage the field any further after our very wet Slalom of last year. The wet weather has made the grass grow so we are indebted to Tim Mewett who spent a Saturday morning mowing the grass so that we did not need to buy longer autotest poles. All is now in place for the 2nd June and we are keeping our fingers crossed that the weather holds this time.

The big issue for motorsport, whether it be for established circuits or club autotests is finding and maintaining venues in an ever increasing environmentally aware world. In order that our Club and motorsport in general does not damage its reputation, the Committee has decided to take on board the Motorsport UK and FIA push for long term sustainability, with a target of creating an Environmental Management System (EMS) for the Club and obtaining official accreditation. To achieve this there will have to be some changes to what we do and how we do it. We hope that club members and competitors alike will work with us towards this goal as it is everybody's long term benefit. Emma Olsen has agreed to take on the role of the Clubs Sustainability Officer and will in due course explain what we all need to do to meet the necessary targets. Emma will be talking to competitors at events and explaining some of the simple steps that will enable us to reduce our environmental impact.

Since Andy Jenner started the Summer Slalom a few years ago it has become a popular event in our calendar. As it was originally conceived as a multi venue event the big problem has been finding suitable venues. He has managed to replace some venues that have been filled up with houses, but it is not easy to find enough within a reasonable radius to make it a coherent event. We WILL be running it again this year, but it will follow a similar format to 2020 as a single venue event. Andy is to be congratulated in setting up a deal with Hole Park near Rolvenden to allow us to run this year's event totally in their grounds. In order that we make the event viable for both the Club and the Landowner it is important that the event is well supported by Members. Even if you do not wish to compete in the event, we would like to see Members come along on the day and bring an interesting car and partake of a lunch and enjoy the grounds of this privately owned estate. Details of the event to take place on 1st August will be issued shortly.

Bruce



www.mmkmc.co.uk

19th May
2nd June
16th June
30th June
14th July
28th July



**Evening
Autotest
Series
2021**



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 th March
Annual General Meeting via Zoom	Lyle Cathcart	Liz Jordan	4 th May
Autotest Taster Day		CANCELLED	9 th May
Evening Autotest - Otham		CANCELLED	19 th May
Evening Autotest - Otham	Richard Olsen	Bruce Jenkins	2 nd June
Evening Autotest - TBA	Lloyd Covey		16 th June
Evening Autotest - Otham	Liam Carfrae		30 th June
Mike Jordan Celebration Tour	Liz Jordan		3 rd July
Evening Autotest - Headcorn	Brian Sharpe		14 th July
Lydden Co-pro Sprint	Barry Morris / Josh Bennett	Simone Cornish	17 th July
Summer Slalom - Hole Park	Andy Jenner		1 st August
Evening Autotest - Headcorn	Ben Dawson		11 th August
Wings All Day Autotest - TBA	Andy Jenner	Bruce Jenkins	22 nd August
Kent Forestry Targa Rally		Toby Groves	18 th September
Tyrwhitt Drake Trial	Andy Jenner		26 th September
Brian Lewis Trial			31 st October

Other Club Events

Brands Hatch Stages		CANCELLED	16 th January
Tendering & Clacton Rally		CANCELLED	24 th / 25 th April
Blackpalfrey - Hughes Rally			21 st August
Blackpalfrey - Tour of Kent			3 rd October

May 2021



Hole Park Estate is situated between the pretty Kent villages of Benenden and Rolvenden in a beautiful area of the High Weald.

BY CAR: Hole Park garden is located on the B2086 between the villages of Benenden and Rolvenden.

On a larger scale Hole Park sits neatly in the centre of a group of larger towns; Maidstone, Ashford, Hastings and Royal Tunbridge Wells.

It is easily accessible from Dover or the Channel Tunnel (about 45 mins) and from the M25, M26 or M20 (about 30 mins).

SAT NAV: Hole Park, Benenden Road, Rolvenden, Kent, **TN17 4JA**

Up and Down the A20

- According to insurance companies the cheapest cars for young drivers to insure are cars such as VW Up, Citroen C1 and Peugeot 108 rather than things like Ford Fiesta, Vauxhall Corsa and VW Polo. The difference in premium can be as much as £300 and a further £300 if you go up to a VW Golf or Vauxhall Astra.
- According to The AA the A229 has one of the highest collision densities among young drivers, so beware when on your way to our Club events!
- David Brown Automobile who has been making original Minis, have launched an Oselli Edition for a cool £98,000.
- The Kent Targa Rally will now be run as a single venue event at Mereworth due to constraints imposed by the MOD.
- For those concerned about ethanol in petrol, Esso have made the following statement. *Although our pumps have E5 labels on them, our Synergy Supreme+ 99 is actually ethanol free (except, due to technical supply reasons, in Devon, Cornwall, North Wales, North England and Scotland). Legislation requires us to place these E5 labels on pumps that dispense unleaded petrol with 'up to 5% ethanol', including those that contain no ethanol, which is why we display them on our Synergy Supreme+ 99 pumps. There's currently no requirement for renewable fuel, like ethanol, to be present in super unleaded petrol although this could change in the future, in which case we would comply with any new legislation.*

Meet the Club Members

Name: Des Crocker

Current role in Club: Competitor/Championship Secretary/Director

First joined: 2012

When and how did you first get involved in motorsport?

I grew up with a love of cars, memorising all the 0-60 times and top speeds and could not wait to be old enough to drive. I wish back then I had known about the club and autotesting – I would have been very keen to come along and have a go!

The first I knew of it was when I was at the University of Portsmouth. During fresher's week there was the usual mix of social and sports clubs to join, but it was the motor club stand that caught my interest. A quick chat and I was signed up ready for my first Sunday morning event! They did tarmac autotesting, scatter rallies and some treasure hunts. Back in those days I was driving my first car – a 1977 Fiat 127. I went along and really enjoyed the events, even coming second a few times. My parents were not so impressed with the need to replace all four tyres on the car only months after paying for them! When I traded it in for my first true love (a Mk1 VW Scirocco) the garage remarked on the fact that the steel belts were showing through on all four wheels – whoops!



Fast forward to 2003, with no motorsport in between at all, and I bought my Westfield kit car. I had just been made redundant and thought I would treat myself as I had always wanted a Caterham (but too expensive). It was a difficult relationship once the initial excitement had worn off, and I ended up not using it much. Helen issued a decree that I needed to either use the car or sell it (she's always right of course!) and we stumbled upon MMKMC. I went along to a committee meeting at Mote Park Squash Club and everyone was very welcoming. Robert Sharpe suggested I come down to Headcorn to have a look the next week, which I did, and we decided the car would do just fine. I joined the club and the rest is history.

What was your first competition car?

Technically I suppose it was my Fiat 127, but that was the only thing I had. The first serious car was my Westfield SEIW, 1.6CVH with some tuning work done (pointless on grass, but useful on tarmac). It served me well for about 8 years and got 'very muddy and dusty' as BD Engineering always told me when I collected it back from them.



I also have my constant supporter in Westie Ted, who came from the factory just after I bought the Westfield. He comes along to every event, still bearing his Westfield logo. There are some shouts of

encouragement, but usually he is moaning about my lack of driving talent. He was rebranded in 2020 with a Mazda logo on his back, but he will always be known as Westie!

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



A Mazda MX-5 Mk3 which I bought as 'mint' from my sister-in-law. She really loved the car (I can see why) and was sorry to see it go. It's certainly seeing a more active life than it had before - the LSD most definitely is! I use it for all my motorsport, so grass autotests, tarmac autosolos, scatter rallies, tours, even classic car meets - yes really! Just the one now which makes life easier!

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

Mainly the events put on by the local clubs, so autotests, autosolos, scatter rallies, gymkhana, touring assembly, classic car shows.

What is your most memorable event/events and why?

Early on with my time in the club they ran the Sittingbourne autosolo. To say it was wet was a massive understatement. Back in those days I had no roof for the Westfield, so I set off up the A249 with a towel, wiping the water from the inside of the windscreen as it came down all over the switches and instruments. It was a horrible journey just getting there. Once there we had a lot of fun, but there was a lot of standing water. At first, I drove through it at normal pace, and you can see from the picture the results. The car had to dry out before the next run, but as usual was completely reliable and we finished the event, got home and had a good story to dine out on for many years! You can see the pictures on the MMKMC website homepage – hover over the Westfield and you will see what I mean.



What do you consider your greatest achievement and why?

Well, as much as I have loved the driving, competing, organising events and social side of belonging to this club, I feel the most important achievement is on the technical side of things. When Mike Jordan sadly passed away, Helen and I became joint Championship Secretary and took on collating the Championship Results and publishing on the website. I joined the committee and took over the running

and redesign of the website. Helen computerised the grass autotest result system. We carried on Gary Wood's good work of online entry and payment systems, GDPR, social media, etc. I only joined to drive my car, but if you can help out a small club like ours it is a great thing to do, and you feel that you are giving something back.

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

Watch other drivers and talk to each other! You will see how to drive the tests, learn new skills, what tyre pressures to run, plus a host of anecdotes and tales. And you must have a list of excuses - you can borrow some of mine!



From the Club Archives

TEN MOTORING COMMANDMENTS

- 1 Thou shalt not murder by motor.
- 2 Thou shalt not mix alcohol with petrol.
- 3 Thou shalt not exceed the speed limit.
- 4 Thou shalt not follow too closely.
- 5 Thou shalt not weave from lane to lane.
- 6 Thou shalt not fail to signal.
- 7 Thou shalt not lose thy temper.
- 8 Thou shalt be courteous to thy fellow motorist.
- 9 Thou shalt favour the pedestrian and cyclist.
- 10 Thou shalt honour traffic laws that thy days may be long.

FROM :
KENT
DRIVER
OCT 1960



THE HOPPER RALLY

During the 1950s and 1960s the Club ran the Hopper Rally as a National event which attracted some of the best known International and National Rally crews as may be seen from the Results for the 1959 1960 and 1961 events

More often than not the crews were driving factory works cars as used on International rallies

If one reads the history of post war motor sport many of these competing in our Hopper will be mentioned as they were household names at the time.

The popularity with rally crews was the most likely downfall for the Hopper Rally as many local residents along the route did not appreciate up to two hundred cars passing their properties during the night and early hours of the morning which lead to complaints to the various authorities whose actions resulted in stringent restrictions being introduced on the running of road rallies in the South East of England.

How many names can you recognise in results ?

Results copied from the Kent Driver magazines 1959 - 1961.

BRITISH NATIONAL HOPPER RALLY—4th APRIL, 1959.

1. The Harold Fletcher Trophy and 100 Guineas	J. La Trobe ←
The Rootes Rally Trophy	E. Hatfield ←
2. The Wilfred Pocock Trophy and 75 Guineas	B. Harper ←
A Trophy	R. Kelling ←
3. A Trophy and 50 Guineas	A. Firmin ←
A Trophy	J. Spiers
4. A Trophy and 25 Guineas	G. W. Best
5. A Trophy and 15 Guineas	Dr. J. T. Spare
6. A Trophy and 10 Guineas	P. P. Roberts
7. A Trophy and 10 Guineas	Miss Pat Moss ←
8. A Trophy and 10 Guineas	F. T. Butler
9. A Trophy and 10 Guineas	R. N. Richards
10. A Trophy and 5 Guineas	Tomassi
11. A Trophy and 5 Guineas	K. Chambers ←
12. A Trophy and 5 Guineas	W. A. R. Nash
13. A Trophy and 5 Guineas	D. M. Barton
14. A Trophy and 5 Guineas	J. Sprinzell ←
15. A Trophy and 5 Guineas	K. Barrow ←

RESULTS FOR THE NATIONAL "HOPPER" RALLY

Saturday, 2-3rd April, 1960

1. The Harold Fletcher Trophy and 100 Guineas	Miss Pat Moss ←
The Rootes Rally Trophy	S. Turner ←
2. The Wilfred Pocock Trophy and 75 Guineas	G. D. Grimshaw ←
A Trophy	B. Melia ←
3. A Trophy and 50 Guineas	R. N. Richards
A Trophy	G. C. Davies
4. A Trophy and 25 Guineas	S. Clipston
5. A Trophy and 15 Guineas	R. J. G. Smith
6. A Trophy and 10 Guineas	D. Seigle-Morris ←
7. A Trophy and 10 Guineas	E. Malkin
8. A Trophy and 10 Guineas	H. J. Harper ←
9. A Trophy and 10 Guineas	R. A. Clift
10. A Trophy and 5 Guineas	I. D. L. Lewis ←
11. A Trophy and 5 Guineas	G. Mabbs ←
12. A Trophy and 5 Guineas	D. H. Ray
13. A Trophy and 5 Guineas	J. Stedman
14. A Trophy and 5 Guineas	J. Poulton
15. A Trophy and 5 Guineas	J. R. Clarke

HOPPER RALLY RESULTS 1961

1. £100 Harold Fletcher Trophy	Pts. Lost 0 (27.9)
Car No. 93 Driver : <u>D. SEIGLE-MORRIS</u> Navigator : <u>V. ELFORD</u> .	
2. £75 Wilfred Pocock Trophy	Pts. Lost 0 (41 + 10)
Car No. 11 Driver : <u>M. ROGERS</u> Navigator : <u>J. CHITTY</u> .	
3. £50 Epps Challenge Trophy	Pts. Lost 1 (30.1)
Car No. 48 Driver : <u>I. D. L. LEWIS</u> Navigator : <u>—PORTER</u> .	
4. £25 Trophy	Pts. Lost 2 (39.3)
Car No. 37 Driver : <u>J. STEDMAN</u> Navigator : <u>—EDWARDS</u> .	
5. £15 Trophy	Pts. Lost 3 (Failed)
Car No. 1 Driver : <u>J. EASTEN</u> Navigator : <u>G. ROBSON</u> .	
6. £10 Trophy	Pts. Lost 5 (31.5)
Car No. 73 Driver : <u>C. P. CRABTREE</u> Navigator : <u>Miss V. DOMLEO</u> .	
7. £10 Trophy	Pts. Lost 5 (37.1)
Car No. 29 Driver : <u>R. N. RICHARDS</u> Navigator : <u>—DAVIES</u> .	
8. £10 Trophy	Pts. Lost 7 (27.1)
Car No. 69 Driver : <u>J. CAMPBELL</u> Navigator : <u>M. BUTLER</u> .	
9. £10 Trophy	Pts. Lost 7 (29.00)
Car No. 2 Driver : <u>S. CLIPSTON</u> Navigator : <u>J. GODFREY</u> .	
10. £5 Trophy	Pts. Lost 7 (36.9)
Car No. 39 Driver : <u>C. W. DART</u> Navigator : <u>P. D. DONOVAN</u> .	
11. £5 Trophy	Pts. Lost 8 (28.2)
Car No. 130 Driver : <u>E. J. HATCHET</u> Navigator : <u>R. BRITT</u> .	
12. £5 Trophy	Pts. Lost 8 (28.6)
Car No. 133 Driver : <u>C. M. WILLIAMS</u> Navigator : <u>J. BROWN</u> .	
13. £5 Trophy	Pts. Lost 8 (32.6)
Car No. 45 Driver : <u>B. HARPER</u> Navigator : <u>R. CRELLIN</u> .	
14. £5 Trophy	Pts. Lost 8 (32.9)
Car No. 8 Driver : <u>J. LaTROBE</u> Navigator : <u>P. ROBERTS</u> .	
15. £5 Trophy	Pts. Lost 9 (40.00)