



# *Maidstone and Mid Kent Motor Club*

## *Newsletter*

*September 2021*



### **Editors Mutterings.**

Yet another month has passed and we are coming to the end of another motorsport season. We have at least been able to run a number of our regular events after the Lockdown restrictions of 2020. Unfortunately with the restrictions not being lifted until the Spring this has meant is that the season has been compressed into the latter part of the summer – a good choice of events for competitors but too many all at once. The weather has played its usual part being all back to front - wet autotests and dry trials. Despite this you Members, both competitors and marshals have made it work.

This month's Newsletter is missing a Member Profile as Emma's powers of persuasion have deserted her for the moment, but we hope we can lean on someone for next month - may be you!!

Our proposed list of fixtures for 2022 is set out at the end of this Newsletter. Despite everybody enjoying the day at Hole Park the owners were not impressed with having this type of event, so we are having to rethink the Slalom for 2022. The plan next year is to run at least one autosolo, probably at Ashford Market for which discussions are being held with Seveoaks MC about a series of events. Hopefully we can be back to a full calendar next year and that the weather will also be kind to us.

*Bruce*

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### ***Autotests Reports.***

#### **Summer Slalom 1 August 2021 – Hole Park**

Another brilliant running of this annual event organised by Andy Jenner. This year the venue was a bit different as all tests were at one location, Hole Park near Rolvenden and a big thank you to the owners for letting us run the event.

This was a great venue as a mixture of grass, concrete and some tarmac elements within the 6 morning and afternoon tests. Also, lovely catering facilities with a ploughman's lunch included in the entry fee! Unfortunately, the weather was not kind and had a major impact on conditions, especially for the marshals.

Everyone looks forward to this event as a highlight of the MMKMC calendar and there was a full entry of 40 cars and a range of experience and cars including minis, BMW compacts, MX5s and of course MG ZRs! Entries were also from far and wide including Suffolk, Sussex and Surrey! Richard and I were entered in our MG ZR which was not very yellow by the end of the day – mud on the roof is always a sign of a fun day!

The courses were laid out on the Saturday morning avoiding the worse wet areas but with the rain in the afternoon and more rain during Sunday this resulted in some unavoidable very muddy and slippery conditions. A big thank you to all the marshals who did a fantastic job braving the wind and rain so the rest of us could slip and slide our way around the courses. At times it was like a combination of a car trial and slow motion autotesting! There were also some unusual challenging aspects to the venue including cows on one test!

The results were probably significantly affected by the conditions and the order in which each test was undertaken depending on which group you were in. However, from the people I spoke to on the day and reactions on Facebook afterwards I think the taking part was so enjoyable that the results did not really matter that much. For the official record though Brian Sharpe was FTD and other class winners were Grahame Standen Class A (by just 2 10ths from Alan Scott!), Steve Groves Class B, Tom Grant Class C, Chris Newton Class D, Zach Lower Class E and Jamie Gorman was fastest Junior.

***Some Facebook quotes:***

**Ian Mephram**

It was as epic as ever thank you for all the hard work and to all the marshal's for braving the weather. How many sleeps till next year?

**Newtons Motorsport**

Maidstone & Mid Kent Motor Club Summer Slalom at Hole Park Farm, great day with friends. BMW on concrete = lots of fun.

**Graham Child**

Great event thanks to the organizers and marshals

**Jon Bray**

What a great event. First time for the slalom, loved it. Thanks goes to the organizers and especially the marshals for braving the downpours but still smiling. Will see you next year!!

**Peter Byles**

Great day, Big thanks to all the marshals for doing a brilliant job

**Grahame Standen**

Brilliant as usual, it's the variety of tests that makes it, looking forward to next year

**Kevin & Zach Lower**

Brilliant event again, well done MMKMC. Such a fun day, thanks so much to the marshals and organizers.

This year another unique element was that friends and family were able to come to the venue to enjoy the gardens and have a nice lunch. There were 21 people who took up this offer and it was

lovely to see them and have an opportunity to chat to people not seen for over a year. Young Leo Covey had the biggest smile of the day with a whole ploughman's to himself and cake to follow.

For Richard and I we took this event as a great excuse for a weekend away and enjoyed a lovely 2 nights nearby glamping in a beautiful octagonal shed!

We hope Andy can source more great venues for next year as I am sure we will all plan on entering the event again next year. Andy – please can you also arrange for dry conditions!

*Emma Olsen*

## **Autosolo 12 September 2021 – Farnborough District Motor Club**

Another great solo at Bordon, Hampshire organised by FDMC. This is a great venue and Keith Pettit who was Clerk of the Course this time set up some good, fast flowing and challenging tests. As he was Clerk it also meant someone else had a chance at FTD! This was Adam Rock in his MX5.

There was a full entry and with the relaxing of the Covid rules by the MOD the event was able to run as a full day with competitors split into 3 groups to do marshalling duties as well during the day. The weather was lovely and dry so all 4 runs went very smoothly. So much so that the organisers set up a “fun” slalom at the end which was a good opportunity to try other people's cars and passenger each other for some tips. This involved Richard yelling at me to go faster and making sure I hit the rev limiter!! Good lesson so he better watch out next time!

There were 3 entries from MMKMC – us and Toby Groves. Richard won class C for up to 1800cc in the MG ZR and Toby won class D for over 1800cc in his Renault Clio with exactly the same time – down to the hundredths and with accurate electronic timing beams no human interventions! They were 7<sup>th</sup> and 8<sup>th</sup> overall respectively. I was 7<sup>th</sup> in class and 20<sup>th</sup> overall but happy with my times as getting closer to Richard's each run.



There were also 3 entries from Sevenoaks – Steve Burles, Paul Hebden and Kim Chamley.

Many thanks to FDMC for another great event. We

hope that they will also be able to run their Autumn Antics event on 17 October at Bramley, which is an autotest on tarmac/concrete and normally quite slippery surfaces and there is 1 more autosolo planned to be run by Southern Car Club on 14 November but not sure of venue as was previously at Kempton Park.

*Emma Olsen*

## 2021 Tyrwhitt Drake Car Trial 20<sup>th</sup> September

Not being able to run the Tyrwhitt Darke Car Trial in 2020 and also in its normal spring slot this year due to the Covid restrictions, it was good to be able to hold it again. As is the way, having had to cancel autotests due to wet weather and ground conditions it was perfectly dry when you need it wet for trails to challenge the experienced competitors. Having said that it enabled the set up team of Dennis Usmar, Ray and Gavin Lane to make use of the usually wet side of Otham Valley to guarantee a result on the day.



After a request by John Morgan of the MGCC (South East) they were included in the invited clubs. Despite some trepidation on John's behalf and to my relief, five of the entries came from that club without which the event would hardly have been viable. I was a little horrified when I saw that some of the cars in question were post war MG TC and TD's. Seeing that these cars were low, long wheelbase and in pristine condition, I thought that one look at the hills would see them disappear saying they had wasted what little petrol they had. As it was, they all got stuck in and showed many of the regular competitors how the hills should be driven.

Unfortunately, many of our regular trial's competitors were also absent. As also does seem to be the norm this year, our eventual entry of 24 competitors was reduced to 20 on the day, due to four competitors having to withdraw for various [non covid] reasons. AS the event was held on the Sunday when the fuel panic was at its highest, I also had concerns that some of the competitors traveling from as far afield as Surrey and Berkshire would either not make it or be concerned enough not to chance running out of fuel. As it was everybody made it and in good time for the 10am start.



After cars were given the once over by Scrutineer Richard Olsen the entry was split up between the six hills by Clerk of Course Andy Jenner, to see if they could defeat our efforts to stop them reaching the top.

The grass in the valley was longer than usual due to the sheep being sent off on holiday, and the morning dew gave us some hope that despite the recent dry weather, even the experienced competitors would not

clean all the hills.

At the completion of the morning runs Alan Scott was leading Class 1 in his Suzuki with the unusual sight of Des Crocker riding shotgun. The remainder of Class 1 was headed up by William Opie in his MG Magnette, with the rest of the class all being MGCC Members. Class 2 was a duel between Dennis Usmar and Brian Grant. Dave Fleck driving Dennis's Citroen Saxo was in third spot. It was also notable that Grant senior was 5 points ahead of Grant Junior at this halfway stage.



In Class 3, the rear wheel drive brigade, Cliff Morell was just one point ahead of Adrian Gibson both driving his Hillman Imp. Chris Young was a creditable third in his MX 5 that appeared to need a step ladder to in to, rather than the normal crane to get you out of!! He was not taking any chances with punctures either having two spare wheels that had modified his boot lid.



In the specials Class 4 Simon Fowler was leading Alan Hockham in the Austin 7 special, although Simon was concerned that if it carried on this way Alan would not let him drive his car again. Les Rayfield was not far behind the two in the Austin, with the Laing's fighting it out for last place.

By lunch break the day had turned warm and sunny and was drying out the hills. Clerk of Course Andy Jenner revisited the hills and made a few modifications in the knowledge that the ground would be even dryer in the afternoon. A further six hills were attempted twice following a leisurely lunch. Despite Andy's attempt to make the hills more difficult many of the hill were cleaned by most competitors.

With a relatively small entry of twenty competitors, proceedings came to a close mid-afternoon, which was probably just as well considering the possibility of problems due the fuel pandemic that everybody might experience on their way home.

The final reckoning was a win for Alan Scott in Class 1 despite having to cart Des Crocker around all day. The rest of the class was made up of MGCC members with William Opie taking the trophy for best MGCC Member, leaving second place for Peter Parker in his MG TD. Although he spent most of the day taking videos and photos, Simon Gray completed the course in his pristine MG Metro, even if he did take the wooden spoon.

Obviously, Dennis Usmar had got his eye in in the morning, only dropping 5 points on one hill in the afternoon, cleaning the rest to take the class win from Dave Fleck, neither of whom had managed their usual trick of breaking the car! Brian Grant was obviously suffering from fatigue in the afternoon as son Tom overtook him to take third in the class. In the rear wheel drive class Adrian Gibson overtook Cliff Morrell to take the class win, with Chris Young pushing Andy Laing down to third. Unfortunately, Martin Franklin was a bit out classed in his supercharged MG TC by the more modern machinery and ended up fourth.



As you would expect the specials class produced the overall winner for the day with Alan Hockham in his blown Austin 7 special losing just 29 points all day. To do this he had beaten Les Ray field by just two points allowing him to take the class win from Simon Fowler, who slipped to second.

Although many of the usual suspects were missing it was good to see a number of competitors from outside our area particularly with the "Fueldemic" at its hight on this day. We are particularly indebted to John Morgan for encouraging five MGCC members to compete, without whom the event would not have been viable.

*Bruce Jenkins*

# *Rally Report*

## **Kent Forestry Stages 18<sup>th</sup> September - A Day Out in Kent**

Liz said, "Let's do a few 12 Cars and regularities". "OK" said I, not realising that the first regularity would be Mereworth Woods on the Hughes Rally in Kent. An average of 30 mph she said. All was going well, 1 second late at the first control. Easy peasy I thought. 51 seconds late at the second control!! We needed to pick up speed. This was the first time driving in the woods since a cancelled stage on the Network Q Rally many years ago. So off we went. It was great fun.

We had acquired the car from Peter and Paul Brewerton a month earlier. It had been standing around for a couple years and we were not sure how things would go. A few adjustments to brakes, new Brantz and harnesses and we were ready for anything, or so we thought.

We picked up a bit of speed and grew more confident that nothing had fallen off. 11 seconds late, 12 seconds late and 54 seconds late at the end of the regularity. Suspension bottoming out a bit with a thump under the back. Must have a look when we get home. Next regularity went well, 7 seconds early and so on.



**Photo acknowledgement – Thomas Busbridge**

### **(BLACKPALFREY MOTOR CLUB)**

Mid Kent autosolo at Headcorn on the Sunday. I am sure a few words in jest will be exchanged. Getting in the stride now and collected all the code boards and not last!!!

On to the next test in Hole Park and a chance to slide around on grass. "It's slippy at gate J" was the instruction from the start marshal. Off we went and no wheel spin and gathering speed. In and out of the trees with a bit of opposite lock we were doing well. Gate J had been moved due to the equipment van getting stuck!! Through Gate J and on to the soft stuff. Slower and slower until up to the back axle and stuck!! Forwards, backwards no way, definitely stuck. In the end we had to take a maximum time and eight marshals covered in mud, we were free. Sorry people.

A dash to the lunch restart – no time for lunch!! The start was delayed by ten minutes and so we had a chance. Car 12 was at the front of the control and a quick run round to hand in the timecards meant we were still in the event. We took our place in the queue ready to start the afternoon leg. Deep breaths and leave the control on our time. No time for lunch. I wonder if we can redeem the luncheon vouchers?

First test in the afternoon and something was not quite right with Dolly, she stalled. Started again and the clutch pedal went to the floor! Pressing it again and it came back Phew. We arrived at the start of the test and the

countdown began and she stalled again. Woops. So, into first – five, four, three, two – crank the starter – one, go – and we were off. It's not easy to slow down for the code boards with no clutch, but we managed it and promptly stalled at the end of the test.

Driving on a test with no clutch is one thing, but on the road at slow speeds is another, so we decided to call it a day. We only took ownership of Dolly three weeks earlier and she had been standing for over two years, so not bad.

As soon as the test had closed, we crawled around the road section, back to the lunch halt carpark in Hole Park to find the MG we were next to on the road had a similar issue. We were fortunate to have Nigel the marshal on the first code board to give us a lift to the truck and trailer, which were safely parked with Bruce and Caroline Jenkins, after a few smirks and advice on how to stop at code boards!!

Two events in two weekends and another one the following Sunday. Parts ordered from a well-known supplier and a roll around in the garage required to get Dolly back on the road.

Brilliant fun. Thanks to Peter and Paul B for allowing us to acquire Dolly.

*Stanley Graham*



## UP and Down the A20

- Apparently this is what retirement looks like !!  
The question is does it have wheels and a tow bar?  
Anybody can tow one of these, as the Government has done away with the requirement for drivers who have passed their driving test after 1997 to take a trailer test.

- **What will change later in 2021**

Trailer test is no longer required from 22<sup>nd</sup> September 2021.

If you passed your car driving test after 1<sup>st</sup> January 1997, you will be allowed to tow trailers up to 3,500kg MAM when the law changes. DVLA will update your driving licence record to show that you're allowed to tow trailers. You will

get **category BE** added to your driving licence when you get a new photocard driving licence.

You do not need to contact DVLA for this to happen. It will be done automatically.



- If you are about to go off on your skiing holiday you need to change your GB plate for the post Brexit UK plate. In June of this year the UK Government applied to the United Nations under the 1968 Vienna Convention on road traffic to change our National identifier from GB to UK. Number plates can also display one of the UK's three national flags. In the case of England the Union Flag.



## The History of Haynes of Maidstone

The Haynes Group can trace its origins to 1790 when the business was founded as an ironmongery and general store in the Edgware Road, London (now the site of the Metropole Hotel). In 1832 William Haynes took the two or three day journey to Maidstone and went into partnership with John Gurney who had acquired an ironmongery business in 1817 on the corner of Week Street and Kings Street in Maidstone, which had been known to be trading there since 1771. The Gurney and Haynes partnership continued until 1856 when John Gurney retired from the business and William Haynes bought his shares and took control. In 1857 William Haynes took into the business his eldest son, William Haynes and traded in the name of Haynes & Son until 1863 when George Haynes, the second son, joined as a partner and it became Haynes & Sons. From the records that remain, the business expanded under the management of the father and his two sons, serving a large area of Mid and West Kent and part of East Sussex. The business had active workshops and specialised in amongst other things, agricultural ironmongery, heating installations, kitchen ranges and developing patents. It secured important trading connections with the rising industries in the Maidstone area — paper mills, breweries and cement works. In 1872, following the death of William Haynes, the Company changed its name to Haynes Brothers - the same name as the Holding Company today. The business continued to expand and with the advent of electricity the Company set up its own electrical contracting department. Additionally, with the introduction of the "Penny Farthing" cycle, the Company capitalised on the boom

In the 1890s in the cycle market. Motor cycles followed and in 1903 the firm sold its first motor car a -Humber, and so the motor business was born with agencies for Daracq, DeDion, Sunbeam and the American Hupmobile. To house the expanding motor business additional premises were bought in 1906 in King Street. In 1894 the sons of George Haynes, Bernard and another William Haynes joined the Company, the third generation and two years later Haynes Brothers became a limited company.

In 1911 one of the most significant events in the Company's long history took place. Bernard Haynes was taken for a demonstration ride in a Model T Ford and was so impressed with its performance up Boxley Hill together with its competitive price that he ordered one immediately at a cost of £180. From this small beginning started the firm's long connection with Ford Motor Company as one of their main distributors, the first in Kent and the 12th in the UK. In 1922 Ronald Haynes (eldest son of Bernard) joined the Company after studying at Cambridge and training with Ford Motor Company and he played an important role in the expansion of the developing motor business. He was joined by his brother Philip in 1928 and both became Directors in 1936.

Together they expanded the business and also bought the first 1¼ acres of the Company's current 5 acre Ashford Road site. As times changed, the Company took the decision to focus on its motor and agricultural business acquiring a site in Parkwood, Maidstone in 1966 for its agricultural operation and body and paint division. This initiative was lead by David Haynes, son of Ronald, and then the fifth



generation of the Haynes family to run the business, who joined the Company in 1953 and became Managing Director in 1966. Under the leadership of David Haynes, the business again expanded significantly and included the opening up of an agricultural depot in 1962 in Appledore and a further depot in Eastry in 1992. Additionally, the Company began its long association with motorsport as David Haynes, a former successful saloon car driver for the Ford Willment Team, took the decision to sponsor John Taylor in his Ford Escort in the widely televised and popular rallycross series in the 1970s, and who became the first European Rallycross Champion. In 2000, David Haynes' son, Andrew Haynes, took over as Managing Director and in 2009 took on the additional role of Chairman, making him the sixth generation of the Haynes family to run the business. Since 2000 the company has expanded significantly again and now operates additional branches at Uckfield, Birchington, Wrotham Heath, Great Chart, Ashford and Canterbury and its Head Office is now situated on the expanded 5 acre site at Ashford Road, in Maidstone. Today its major franchises include Ford, Iveco, New Holland, case IH, JCB & Fiat Commercials and with a staff of over 275, the Company has sales in excess of £72million.



## *From the Club Archives*

### **HOW IT ALL STARTED**

#### **Taken from the Club Monthly Bulletins April & May 1937,**

The Maidstone & Mid Kent Motor Club was formed 86 years ago 'to enable the ordinary everyday motorist to obtain greater amusement from his motoring' [this was the original Aim and Object of the Club) it all started as the result of a chance meeting on a Tuesday morning in January, at a well known coffee shop [Lyons], in High Street, Maidstone, following two gentlemen meeting by accident in a local shop.

Until that moment the two Members of the Community at Large were complete and utter strangers the one to the other, but only till then. The entrance to the Newsagents altered all that. You see, that entrance was designed for the orderly admission of orderly people one at a time. Far be it for me to suggest that our two friends are disorderly but, I ask anyone, when two ordinary people arrive simultaneously the same spot each intent upon the same objective, nothing but trouble can ensue and there was the very Grandmother of all rows in that narrow doorway. However, no sooner had they both gained admission than a simultaneous request for "Today's Motor please" issued forth. Instantly the prevalent tense atmosphere cleared, as if by magic, from Maidstone's worst to Margate's best.

*"Dyou run a car?"*

*"Yes. Morris 8. Why, do you?"*

*"Yes, Austin 7. It's up the road - come and have a look.*

*And that was how it all started. Jack Rudge was the owner of the Morris and John Cane the owner of the Austin - and did they talk! As a result, a little acorn was brought into the world. This little acorn was destined to be become The Maidstone & Mid Kent Motor Club.*

*The first few weeks alter its birth were difficult to say the least. The quantity of midnight oil consumed, the early morning rising necessary - yes, these two, together with one Malcolm Ogg and*

*Wigham Smeal, who had by this time been roped in actually met at Cane's place at 7.30 am, for discussions as to the Pros, Cons, Possibilities and Problematics of making this new born acorn nationally famous. Present indications [April 1937] may shortly alter this to INTERNATIONALLY famous, "Advertise" said Cane "That's it: Advertise! Chorused the others. Advertise they did with dire results to their exchequer.*

*"The inaugural meeting of the Maidstone & Mid Kent Motor Club will be held at the New Inn Hotel, on 25th March. Will all interested please attend at 8 pm."*

*Thus read the motoring public, and did they attend? Did they? Yes 10 people precisely! Cane did his level best to look cheerful and so did Rudge as they took their places at one end of the Ballroom and we of the remainder, at the other. However, he opened the meeting with the usual remark, "would you mind coming forward please, there are plenty of seats at the front". Just as though we didn't know it seeing that some 150 chairs separated us. The writer obediently moved forward but being the only one to do so made himself thoroughly conspicuous as a consequence. The proceedings were quite informal, but we all felt frightfully proud when he suggested that we were all to be appointed Committee men forthwith. The first run, he told us, was scheduled for April 20th and would take the form of an average speed run over second class roads - no chassis breaking stuff or anything of that sort and no road-hogging. Well the weeks roved by and our original 10 members reached 23 on the Thursday before the great day and everyone seemed mildly optimistic - Cane had spent hours on the route - would this road [Pilgrims Way] be too rough, would that hill [Detling Quarry!!!] be too steep - There were a thousand and one things to be considered. The odd one as a matter of fact was a bloke by the name of Parkinson, since departed for the North, a good chap in many ways but a left winger when the rest of us were right and a right winger when we were left sort of thing. I don't think he agreed with anything - even. And to crown it, on the Thursday before the run he wanted the course altered. Cane's face was a picture. But what a man - I ask you. He was persuaded to sit down eventually though.*

*Well the great day dawned and actually 20 members were present as Competitors [that is 87% for those interested in lower Maths]. The remaining 3 acting as Marshals. Do you realise therefore Ladies & Gentlemen, that, that first run brought a 100% turnout: It augured well for the future - more of which anon! [Author F.H.G.]*

*The author [F.H.G.] of the "In Passing" section of the Monthly Bulletins was a Founder Member named Frank Henry Gibbs a Commercial Traveller from Marden. The Who's Who in the Club" read as follow :*

*GIBBS F.H [Rudge Nut] Difficult to be rude enough concerning this gentleman. One of the original 'select ten' and ever since the self-appointed 'left wing' of the Committee. Besides this he is consistently rude and deprecating about Committee meetings in his Bulletin contribution "In Passing". Derives nickname from fiendish and unnatural desire to re-model the Club Badge on these lines. Is however a most efficient Press Secretary whom you should thank when you see your name in any of the Motoring Journals. Runs a Morris 8 [Series I] which attains more MPH than any other we know, [Never mind Frankie - we like you! Ed].*

## ***Lyle Cathcart***

Footnote: Copies of the MMKMC "The First 80 Years" compiled by Lyle are still available from him.

## 2022 CLUB DRAFT FIXTURE LIST

Event	Clerk of Course	Secretary of Meeting or Contact	Date
12 Car Rally	Liz Jordan	Toby Groves	21 <sup>st</sup> January
Annual Awards Evening	Liz Jordan	Lyle Cathcart	15 <sup>th</sup> March
Tyrwhitt Drake Trial	Andy Jenner		27 <sup>th</sup> March
<i>Autosolo (Provisional)</i>	<i>Ben Dawson</i>	<i>Andy Jenner</i>	<i>April</i>
Annual General Meeting via Zoom	Lyle Cathcart	Liz Jordan	4 <sup>th</sup> May
Autotest Taster Day - Otham			8 <sup>th</sup> May
Evening Autotest - Headcorn			18 <sup>th</sup> May
Evening Autotest - Otham			1 <sup>st</sup> June
Evening Autotest - Headcorn			15 <sup>th</sup> June
Evening Autotest - Otham			29 <sup>th</sup> June
Mike Jordan Celebration Tour	Liz Jordan		2 <sup>nd</sup> July
Evening Autotest - Headcorn			13 <sup>th</sup> July
Lydden Co-pro Sprint	Barry Morris / Josh Bennett	Simone Cornish	16/17 <sup>th</sup> July
Summer Slalom	Andy Jenner	Hilary Jenner	31 <sup>st</sup> July
Combine Ops Show – Headcorn Parking	Tim Mewett		6 <sup>th</sup> /7 <sup>th</sup> August
Evening Autotest - Otham			10 <sup>th</sup> August
Wings All Day Autotest -Headcorn			21 <sup>st</sup> August
Kent Forestry Targa Rally	Dave Clark	Toby Groves	17 <sup>th</sup> September
Brian Lewis Trial	Tom Thompson		30 <sup>th</sup> October

October 2021

### For Sale

1994 Mazda MX 5 Mk1

Fully polybushed suspension with four new dampers and four new tyres. New cam belt and water pump. New hood and MOT until June 2022 – Ready for autotests and autosolos. £2000.

Contact Bruce at [bajenkins@btinternet.com](mailto:bajenkins@btinternet.com)

