



Kent Driver

January 2017

Celebrating the Art, Sport and Pastime of Motoring Since 1935



- **Tour of Kent 2017**
- **Car Trials**
- **Tour of Flanders**



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Maidstone & Mid Kent Motor Club Ltd.

Founded 1935

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<i>Company Secretary</i>	Liz Jordan
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Club Website: www.mmkmc.co.uk



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Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

January 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.



Editors Rumbblings

Reflecting on 2016 I realise that I have had a great season, starting at Hethel when I was assessed and qualified as a Clerk of Course for Speed, Hillclimb and apparently Drag Racing. Never been there before but a great venue, Thank you, Borough 19, for a great day.

Debden was my first event as a qualified Clerk of Course, went there last year as part of my training so the venue was familiar. Really varied range of competitors and vehicles, from Nissan Micra's to single seaters. Thank you Green Belt MC, for a great day.

Deepest Wales next and the Harry Flatters as part of my Rally Clerk of Course training. Have co driven many times over Epynt but very different in a course car, you get to look at the scenery! Spent part of the day with the Safety Officer seeing how the new Rally Futures programme is being implemented. Thank you Brecon MC, for a great day.

Throgmorton I could barely pronounce yet alone locate, but the single venue Carfax Stages was my last event as a trainee Rally Clerk of Course, every sort of vehicle from a Mini to a Ferrari 308, real grass roots motorsport. Thank you, Oxford MC, for a great day.

Goodwood is a lovely circuit and it was great working with Andy Stevens for a round of the All Circuit Sprint Championship. Apart from noise problems and trying to get competitors to wear slippers and whisper in the paddock the day went well. Thank you TWMC, for a great day.

Now qualified as a Rally Clerk of Course it's off to Rockingham to work with Simon Marks as his deputy for the Motorsport News Championship round. Stages in the dark and a very tight timetable make this a challenging event. Thank you Thame & Middlesex MC, for a great day.

Now the more observant reader will have noticed a trend here, not a mention of M&MKMC, why, because we don't have these sort of events, our last Rally or Sprint was over 10 years ago!

Next year we are hoping to run a sprint with some other local clubs at Lydden, and you dear reader can be involved. I want this event to be run by new people, I don't want to be stuck with Bruce, Lyle, Andy etc.

This is going to be a once only call for help, decide you are better employed washing your hair that day and we won't be asking again.



CLUB NEWS

Awards night

Change of venue this year to the George Inn Leeds Village on the 25th February. Further details to follow:-

Scatter

Don't forget our first event of the year, 26th January at The George, Trotsicliffe. Check website for details www.mmkmc.co.uk

Visit Classic Jaguar

We have organised a visit to Classic Jaguar Racing (www.classic-jaguar-racing.co.uk) at Wittersham Near Rye for Saturday 11th February at 10.30.

The visit will last about 2 hours and enable members to see the high quality work that they undertake building and repairing classic Jaguars.

Following the visit for those interested in a lunch and a natter, the plan is to meet for lunch at the Oxney Gourmet Pie & Burger Bar in Wittersham (was the Swan pub).

If you would like to take part in this visit please contact Bruce Jenkins.

Congratulations, Catie Munnings

Chris Munnings daughter Catie has been crowned the 2016 FIA Ladies European Rally Champion in her inaugural season in the sport – the first British driver to win a European Rally title in 49 years.



The FIA European Racing Championship is Europe's premier rally competition and the oldest international rally series in the world.

Catie only started racing at the end of 2015, but managed to win the title by racing at Ypres, Belgium and Liepaja, Latvia and scoring enough points to be the best woman driver overall.

Despite having only taken her 'A' Levels this summer, Catie has decided to make rally driving her vocation and is already eyeing up more titles including the prestigious overall ERC crown, which was won this year by Kajetan Kajetanowicz from Poland.

Catie was one of only two Brits taking part in the Championship. Herself and fellow Brit Chris Ingram who came 2nd in the ERC Junior Championship, were flying the flag high for Britain amongst a total of more than 100 drivers.





CLASSIC JAGUAR RACING



Simon Dunford formed DUNFORD CLASSIC & SPORTS CARS in 1990. After the sale of the first Jaguar E-Type Low Drag Coupe, built by this company in their spare time, they quickly became a much more specialised company based entirely on their commitment to the finest quality cars.

Dunford has been making and has been associated with restoring original D'type Jaguars for the past 24 years. We have seen most of the original cars and supplied parts for the rest.

You guys do a great job. The D Type was driven to the test, and as you can imagine, turned heads all the way there from admirers the whole

Johnathan Collins

D Type - Customer

Like so many things trying to find high quality component has been difficult, especially for a C type Jaguar. So find craftsmen like this has been fantastic!

Simon Fulligar

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Presidents Piece



As we are now well past the Christmas Festive Season a look back on the Club's last twelve months activities shows a busy Calendar [some twenty five events in twelve months] puts an enormous amount of organisational work on a relatively small number of members to ensure the events run to the standard expected from our Club.

On the actual day of many of our events Club members do come to the rescue in carrying out marshalling duties but the main organising is still done by the same few Club members, some of whom are getting on in years, and the worrying aspect is who is going to replace them when they finally hand in their keys and take on a well-earned spectator role?

Organising events is becoming an ever more professional pastime in order to comply with the continuing MSA requirements [mainly Health & Safety] which are being introduced in the interests of organisers, marshals, competitors, and spectators.

We can expect a continuation of these requirements to surface in 2017 and we look forward to all involved in Motor Sport to comply with the regulations as stated.

As many Club members are able to enter our "Clubmans" events on the basis of the Club Membership card they do not receive a copy of the MSA Blue Book [which members with an MSA Competition Licence receive free of charge] and therefore do not have the Blue Book to hand to read all the regulations appertaining to the events they enter, BUT this is no excuse for pleading ignorance of the rules governing our Motor Sport. I therefore recommend that ALL of you involved take time to read the General Regulations of the MSA [at least the section pertaining to your discipline] which you have signed that you are acquainted with on your club Membership Card.

For those that do not have a hard copy of the Blue Book it is available for you to view on line at www.msauk.org

In March all Club members were affected by the untimely passing of Past President Mike Jordan who had been such a major player in the Club since he was a young lad in short trousers and his contributions to

the Club will always be remembered.

A couple of months later Andy Gibson also passed away and to lose two such valuable members was a great loss to Motor Sport.

The extent to how much these individuals were respected was demonstrated by the huge turnout of the motorsport fraternity at their respective funerals.

The first event for 2016 was the Scatter event in January only attracted five entries which seems to be the average now !

In February the Club moved to a new venue for the Annual Awards Presentation Evening held at the Orchard Spot in Bearsted and a good turnout of thirty seven members were entertained by an interesting talk by Royston Carey [Bridge was held up returning from competing in a rally "up north"].

The first of the Car trials, The Tyrwhitt Drake, was due to be held at West Malling but was moved to Otham in spite of the venue being waterlogged on the Saturday but dried out on the Sunday to give a very competitive set of hills which were enjoyed by all.

This event saw the first outing of the Club Trailer in its new sign written livery so the "white van" image is now in the past!

The Evening Grass Autotests scheduled to be held at Headcorn got off to a disastrous start with no less than the first four events being cancelled due to the waterlogged nature of all the field options so it was not until June the series finally started.

Entries have been slightly down on previous years now averaging in the mid to high twenties.

The Annual General Meeting was held at the Bull, East Farleigh, and as we have now become accustomed the turnout of members was disappointing, particularly as this is where you can ALL come along and express your opinions as to how the Club is being run. Let's hope more of you come along in 2017 with some fresh ideas!

The second running of the Club's Scenic tour was held in June and renamed in memory of Mike Jordan. It attracted forty-three interesting classic cars who all had an enjoyable day apart from the occupants [and dog] of one Volvo Amazon that was destroyed by fire en-route!

The Summer Slalom in July was this year blessed with fine weather and the twenty seven competitors visited several venues where interesting tests were laid out.

In August the Club did its last running of the public car parks at Headcorn Aerodrome for the combined Ops event. This was the eleventh year the Club has run the car parks at Headcorn but the setting up and organisation on the event days was becoming a bit too much for the “oldies” tasked with this and the Club has now come to alternative arrangements with the landowner for the use of the fields at Headcorn for the next five years.

In contrast to the Tyrwhitt Drake the second Car Trial, the Brian Lewis, was again held at Otham in dry weather but with a disappointing entry of only twelve.

However despite some car breakdowns reducing the finishers, an enjoyable day was had by all.

The final event for the year was the Christmas Party held at Brogdale, Faversham, where thirty five members enjoyed a good Christmas meal.

Many of our Club members regularly compete in in various Stage Rallies, Road Rallies, Car Trials etc and it is disappointing that reports of their exploits are not shared with other Club members – perhaps some of them will let us know what they are up to in 2017 as it will be of interest to all and will make the reading of the Kent Driver even more interesting!

Here’s wishing you all great Motor Sport for 2017.

LC
01/17

Tour of Kent October 2016



The combination of an early number and the start being at the Ashford Homelands Stadium meant that I had problems with getting my navigator started. Having achieved that we made our way to Ashford to sign on and collect our road book from organiser Tom Ash. This is the third time we

have entered the Blackpalfrey Tour of Kent and somehow each event has been blessed with good weather.

It was good to see a number of Maidstone members entered. Lyle Cathcart and Andy Jenner were the first Maidstone members away in Lyles Volvo 131 with Team Jordan being represented by Tim Mewett and James Muir in the Escort Mexico and Liz Jordan swapping her normal role as co-pilot and driving the Escort RS2000 with Janet Mewett. Further down the running order was Peter Gorham navigated by his son Jamie in their Porsche 924. Swapping his normal role of driver for navigator was Dick Slaughter in a modern Renault Clio V6 starting just ahead of the Cathcart Jenner combo and standing out a bit with the cars generally starting oldest first.

At 9.30 the field was led away from the Stadium by Colin Mackenzie in his 1930 Lea Francis. Ten minutes later it was our turn to start and the first argument of the day started about exactly where to zero the trip the Stadium having a long access road. Having followed my navigator's instructions to "shut up and drive" we turned left and headed south to Ham Street. From Ham Street we headed east to Aldington and then south to Romney Marsh and Burwash. The route then took us to West Hythe and Western Hanger over the M20. Then north to Etchingham, Hawkinge back over the M20 on to the coffee stop at the Caple-le Ferne Battle of Britain Memorial. Somehow Dick Slaughter and his driver Simon Marks arrived behind the Cathcart/Jenkins train having started in front at Ashford. Tortoise and hair syndrome may be?

The Battle of Britain Memorial has been completely modernised recently and it is the first time I have been there since they opened their new building. The new building which has all the modern facilities of AV displays etc., as well as those needed by old people who have been drinking coffee, is shaped in the form of a Spitfire. The first floor which

my navigator decided was better accessed by the lift gives a marvellous view out over the Dover Straits particularly so on this fine sunny morning.

When we returned to our cars we found that they had all been lined up in grid fashion behind a gate that led on to the public road, so we were obviously in for a racing start. As my navigator was busy taking photographs of anything that didn't move we were left standing in the middle of the grid with cars passing either side. When we did get going the next section of the route passed along the cliff top road out of the Memorial which gave splendid views out over the Channel.

The next section of the route took us north to Alkham. Temple Ewell over the A2 on to Whitfield and East Langdon. It was then a quick loop back towards Dover Castle before heading north again along a cliff top road to St Margaret's at Cliff. We then headed inland towards Great Mongeham at the back of Walmer and threaded our way through the town to the Lunch break at Walmer Castle.

A frugal lunch was taken in shifts in the small but welcoming Walmer Castle Café followed by a leisurely stroll around the Castle and grounds. I had never been to the Castle before so this was a new experience for me but obviously not for Brian Millen as he regaled storeys of a misspent youth while staying locally with his Aunt. Again the views over the Channel that could be had from the battlements of the Castle were something to behold.

Walmer Castle

Following lunch, and thankfully my navigator hadn't fallen asleep, we all set off again in our allotted order, but things didn't stay that way for long. We stopped for fuel as despite a recent tune up at BD Engineering which had much improved the smooth running of my MG it had for some reason shown a 10bhp drop in power and an equivalently similar increase in fuel consumption.

Somehow Lyle and Andy had wrong slotted exiting Deal which meant despite our stop we soon caught them up again. This didn't last long as we spent most of the afternoon following





Tom Featherstone's Lotus Elan whom we overtook at one stage but due to the driving going faster than the navigation we wrong slotted only to end up back where we started, behind the Elan. Our route then went by way of Eastry, Nonington, Barham and down the picturesque Elham Valley to Yewtree Cross where we headed north again to Wheelbarrow Town. One wonders how that place got its name but it did conjure up some interesting images. After Stelling Minis and Wye we arrived at the A20 opposite the Ashford Tesco. Turning left on to the A20 towards Folkstone, took us in to the last part of our journey to end at Blisington Priory at Aldington Frith.

After parking we went and enjoyed Blackpalfrey's now customary slap up afternoon tea in a tent in the grounds of the Priory. I think this defeated most people as the sandwiches and cake was replenished as fast as it was devoured. When the entrants had eaten so much they couldn't argue with the organisers a "Concours d' elegance" and "Car the judges would like to take home" prize were awarded with the Concours award going to the recently restored MGA of Helen Brenchley and Carol Bilney.

Following the prize giving people started to drift away but as the day still having some life left in it and sun was still shining we decide to take the scenic route home via Tenterden and round off a very enjoyable day.

BAJ Oct 16

ASEMC Production Car Trials Championship Events 2016

Where has this year gone, it only seems like yesterday that I renewed my MSA competition licence for 2016 to compete in eight rounds of the ASEMC Production Trial Championship.

Throughout the season eight MMKMC members registered for the ASEMC championship.

The first round started way back on the 17th January with the Roger Holmes trial at Harlton in Cambridgeshire. It was a fairly long day leaving in the early hours of the morning with the weather being very unpredictable at this time of the year. I hear you say that Cambridgeshire is very flat and you are competing on a hill climb. It must be one of a few hills to be found in the area.



Cambridgeshire MC use a meadow slope on a small hill which can be quite a challenge for anyone. It was very mild for this time of the year but the slopes were very muddy and it was a job to find any traction. There was a gap of month before the next trial.



It was the Basil Elkington Trial organised by the Sevenoaks & District Motor Club held on the 20th March at our local venue Stoneacre Farm Otham.

The event was also a contender for the BTRDA championship. There was quite heavy dew over night creating a few problems in the morning but it soon dried out with the

competitors finding plenty of grip and clearing a number of hills in the afternoon.

MMKMC was the host for the Tyrwhitt Drake Trial run on the 10th April also at Stoneacre Farm Otham This was originally planned to be run at West Malling but due to the venue being very waterlogged and deeply rutted it was decided to run it at Stoneacre. The entry list for the trial was down but a good days motor for the ones that did take part.

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The weather was starting to look quite promising as June arrived for the Jim Bates Trial organised by the Sevenoaks & District Motor Club at Chapmans Hill, Ridley, Meopham.

Unfortunately this event was cancelled due to clashing with a number of other events on that day.

A break for summer holidays with the next event being MMKMC Brian Lewis on the 18th September back at Stoneacre Farm Otham.

This event used to be run at the end of November/December but it was cancelled on a number of occasions for being too wet and waterlogged. September this year was very dry enabling the course organisers to create some hills on a slope that is normally too wet to use. It was a typical autumn day for a trial run with a minimum entry.

The David Maiterland Memorial Car Trial at Ivinghoe Aston Farm, Aston near Dunstable with the organising club being the Falcon MC was held next. This is a very popular trial that had attracted a full entry list. We had a thorough soaking in the morning then it turned into an autumn afternoon with pleasant sunshine and a steady breeze.

A few weeks later back to Dunstable for the Guy Fawkes Trial run also by the Falcon MC at Kensworth. The day started with a sharp frost and a cold wind blowing across the slopes. It was forecast that in the afternoon there would be some rain but that turned out to be a light snow shower. It was a job to find grip but a good trial was had by all.

The last trial of the year that was to be held at Aldershot on MOD land did not get off the ground due to the MOD asking for a substantial increase in fees to use the land it was a shame it didn't take place, it is a very popular trial to end the season with.

D U

Omloop van Vlaanderen - Rally Roeselare 2016



As the years roll by it would appear that some of the founder members of the Old Gits Outing (OGO) to Flanders are starting to fall by the wayside.

Only three of the normal six participants managed to make it to Roeselare at the beginning of October. Various excuses were given but it left only Dave Todd, Bruce Jenkins and Roy Nicholls (our member from as far west as you can get) making the trip to support Club and British crews on this annual event.

As the event has not been part of the British Rally Championship for a couple of years now the number of British crews has dwindled to just fifteen this year. Most notable has been the decline in historic entries.

The only Club crew taking part this year was that of Tim Mewett and Liz Jordan. The one crew that always guarantees that we stay until to the last car has past, is that of Kevin Haselden who had decide this year to do the Isle of Man Rally instead.

So it came to pass that the three remaining supporters boarded a P&O Ferry for Calais on the Friday morning, driving straight through check in and on to a waiting ferry. An excellent start. A good run through France and in to Belgium followed, seeing us arrive in Roeselare around lunch time.

As nothing stays the same the rally organisers had made some big changes to the service park and podium this year. Instead of being located in a local sports hall on the outskirts of the town they had relocated to an area alongside the canal that runs through the centre of Roeselare, with the podium and Rally HQ next to the town railway station. There were probably good reasons for this of which the biggest probably being cost, but with the podium adjacent to an area where there are a number café's, it gave the rally a higher public



profile. Our first test, was to find where everything had been moved to. A task that called for something called walking.

Our aim was to find Rally HQ, buy a programme and then track down Tim and

Liz. Having found the canal, the problem was trying to find somewhere to park as all the available space was taken up with rally crews and their paraphernalia.

After a few laps of the area we did find some where to park but the facilities that were previously all in one place seemed to be spread out over a large area. After a lot of marching around we found the scrutineering bay but no sign of Rally HQ. We found the Podium and next to it a couple small wooden garden sheds. Upon interrogating one of the sheds it appeared that programmes would be available but not until later in the day. Fortunately, the sun was shining, so it was decided to go and book into our accommodation and return later in the day when said wooden shed was claimed to be occupied.

Having arrived at our now usual farm based accommodation we went through our time honoured greetings with the owner and his daughter and were surprised to find that they were not fully booked this year. Usually all the rooms are taken up with British people marshalling on the rally, but to our amazement there were none. At this point hunger started to raise its head and enquiries were made as to which establishments would be open early enough for us to watch the evening stage with full stomachs.

Off we went and parked up already to get tucked into the Belgium Frits when a tour of our previous eating houses and some other recommended establishments proved that they were either shut or had gone out of business. This somewhat stumped us. Had Belgium been hit by the same recessions as the UK or did they know we were coming? There was only one thing for it but to head in to the centre of Roeselare where we knew there were a number of decent cafes.

Having arrived in the town centre we were in for another shock as the car park in the town centre was currently taken over by a market and

the bit that wasn't had been remodelled into some strange, what could only be called a car alleyway lined both side by high kerbs topped with tall espalier trees. The town planners in Belgium seem to have the same strange ideas as those that keep throwing our money at the centre of Maidstone.

After perusal of various menus an establishment was chosen to be blessed with our custom. The next mistake we made was to sit outside as no sooner had we sat down and it started to rain. Clutching our eating irons we moved along with other customers under the establishments large umbrellas. During our meal we were to observe a strange mode of transport in the form of a bar powered by a number of young ladies sitting facing each other at said bar while engaged in some exercise peddling. We eventually observed this strange contraction being loaded on to a trailer towed by a Dutch registered vehicle. No wonder we voted to come out the EU! By the time we had finished our meal the skies were very grey but it was time to head off to the stages if we were to see the action.

The Friday evening consisted of five stages, two of which were run twice. The Beveren Stage had been included again this year after it's omission in 2015. A stage that runs adjacent to the main R32 dual carriageway.



We have always marvelled at how they manage to get away with shutting this main road allowing spectators to use it as a car park and viewing platform. The pressure is obviously on as this year the stage was much reduced and the duel carriageway was not shut.

We always do a recce to establish the best viewing spots for the stages and a trip around Beveren proved the roads were very narrow and suitable viewing spots almost non-existent. This prompted us to move on to De Ruiter Stage.

As in the UK organisers are having to be far stricter about the locations that people are allowed spectate. De Ruiter had two locations to Beveren's one so we headed to De Ruiter and found a suitable parking spot close to the action but €10 needed to change hands to allow this to happen. By this time it was dark and raining.

The running order in recent years has been a mix of modern and historic rather than running them as separate groups. The bend adjacent to our viewing spot managed to cause a fair bit of excitement as most of the competitors had started the rally on dry tyres and were having considerable difficulty keeping it on the black stuff.

We found out later that this had been more of a problem for those without big service crews able to change tyres at the end of a stage. For us also with the darkness and the increasingly heavy rain it became more difficult to see what was going on so it was decided to abandon the night shift and see what the morning would bring.

Saturday morning delivered a different day altogether. It was fine warm and sunny which bode well for the days viewing. With sixteen stages as possible locations to experience the rally we had plenty to choose from. Our accommodation was in the middle of Passendale Stage which has pros and cons. On the down side if you don't get out early you are locked in for the day. On the plus side it was to be run three times and the organisers had very thoughtfully made it the first stage of the day and not made the first car until 09.00. The other plus was that as access to the stages is now restricted we had the ability to view from several locations within walking distance of our refreshment centre. This walking thing looked like it was becoming a habit!

After the first run of cars we were miffed to find that there was no



Tim and Liz. A phone call our replacement controller in the UK who was supposed to be standing by his computer to pass on the live results proved that he was neither use nor ornament as he was at work and said he had no time to keep us up dated.

I don't know the younger generation don't understand the needs of us Old Gits! Further phone calls eventually located James Muir who was spanning for Tim and Liz and turned out to be on his way home with Tim's car in tow. Apparently, Tim and Liz had gone out on the Friday evening after having had two alternators fail. Not an ideal situation in the dark. The rest of the day was spent moving between different viewing locations and returning to base for tea coffee and snacks.

As the day drew to a close it remained dry but the wind became more of an issue so we made our transport our viewing platform at a location where we could make a quick getaway for our evening meal.

Having learnt from the previous day we headed straight into Roselare to eat and with the idea of going to the podium to find out who had won. A walk through and down the main street brought us to the podium area where a man who had been let loose with a microphone was endeavouring to deafen everybody in mile (sorry 1.609km) radius while congratulating and handing out a vast array of silver ware. We were impressed to learn that Phil Foster who was competing for the twelfth time and running last (in Kevin's rightful place) had had finished last. At least he finished as there were 33 who didn't.

While watching this spectacle, we were surprise to be accosted by Cathcart Jnr who was also there to watch the rally. A nice Opel Cadet drew his attention and apparently a desire to compete in one in future years. May be the Cathcart spirit is still alive and well?

All we had to do was find where we left the car, get a good night's sleep, fight our way through the occupants of the Jungle and hope that UK Boarder Control let us back into the country.

BJ/11.16

Fixture List 2017

Event	Clerk of Course	Secretary of Meeting	Date
Scatter	Lloyd Covey	Tom Solomon	26th Jan
Awards Evening	Chris Browne	Chris Browne	25th Feb
Scatter	Tom Solomon	Tom Solomon	16th March
Tyrwhitt Drake Trial	Tom Thompson	Andy Jenner	9th April
Treasure Hunt	Tom Solomon	Tom Solomon	17th April
Evening Autotest	Ray Lane	Andy Jenner	26th April
Evening Autotest	Jim Pullar	Andy Jenner	3rd May
Annual General Meeting	Liz Jordan	Chris Browne	9th May
Evening Autotest	Robert Sharp	Andy Jenner	17th May
Crystal Palace			TBA
Evening Autotest	Steve Groves	Andy Jenner	31st May
Mike Jordan Tour	Paul Thornton	Gary Wood	4th June
Evening Autotest	Des Crocker	Andy Jenner	14th June
Autotest Taster Day	Richard Olsen	Andy Jenner	18th June
Evening Autotest	James Muir	Andy Jenner	28th June
Evening Autotest	Ben Dawson	Andy Jenner	12th July
Summer Slalom	Andy Jenner	Hilary Jenner	23rd July
Evening Autotest	Brian Sharpe	Andy Jenner	26th July
Evening Autotest	Paul Thornton	Andy Jenner	9th Aug
Wings All Day Autotest	Richard Olsen	Andy Jenner	3rd Sept
Brian Lewis Trial	Chris Browne	Bruce Jenkins	17th Sept
Scatter	Tom Solomon	Tom Solomon	16th Nov
Christmas Party	Bruce Jenkins	Bruce Jenkins	5th Dec

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

www.mmkmc.co.uk

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

www.ASEMC.co.uk



Maidstone & Mid Kent Motor Club Membership Application Form 2017

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

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Full Names (additional family members) [2]	
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Email	
Vehicles Owned	



If you would like to help organise or assist with the following - indicate **Organise, Assist, Compete, Spectate**, as applicable.

Autotests	
Production Car Trials	
Sporting Trials	
Speed Events	
Road Rallies/Scatters	

Stage Rallies	
Club Magazine	
Club Records/Archives	
Club Equipment	
Social Activities	

Signed

[1] _____ [2] _____

I enclose **Full Membership** £16.00 (annual)
Family Membership £25.00 (annual)

- for Spouse, Partner, Sons, Daughters resident at full members address only. All mailing and the Kent Driver, etc , to Full Membership address only.

Annual Junior Membership £7.00 (annual)
(does not qualify for Family Membership)

If you wish to pay by bank transfer: please mark your payment as "Subscription"

Maidstone & Mid Kent Motor Club Ltd.
Sort Code 60-60-08 Account No 00045349

Or

By Paypal, Debit/Credit Card or Bank Transfer Online at
www.membermojo.co.uk/mmkmc

Or send a cheque with this form to

**Membership Secretary
43 Stanhope Avenue
Sittingbourne
Kent
ME10 4TT**



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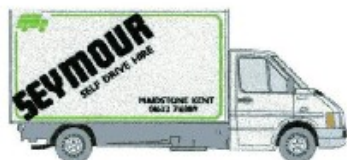
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