



Kent Driver

July 2017

Celebrating the Art, Sport and Pastime of Motoring Since 1935

- **Lydden Sprint**



- **Mike Jordan Tour**

- **2016 Annual Awards**





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Founded 1935

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Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

July 2017
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This magazine is compiled by the MMKMC Ltd and every care is taken to ensure the contents and information is correct, however the club cannot accept any responsibility for errors. The opinions expressed are not necessarily shared by the Editor or Officers of the Club.



Rumblings from the Editors Chair

Welcome to my first Kent Driver as both Editor of the magazine and now Chairman of the club.

This does of course mean that the lack of deference to the Chairman, at least in the editorials, is now a thing of the past. At least I have only myself to chase for the message from the Chairman piece to go into the magazine periodically.

I am delighted the club has been involved in a sprint for the first time in 17 years, with the event at Lydden, which was well received by competitors and hopefully on the calendar next year. The club will have incurred a small loss, which we intend to reverse in 2018. A number of championships that expressed an interest in coming to Lydden had already closed their calendars when we decided to stage the event, and the extra 14 entries we needed to make a profit (hopefully next year) will come from them.

Autotest entries have also been down this year, perhaps due to the decision to try and catch up on the lost events caused by bad weather earlier in the season. Maybe there were just too many Autotests running at any one time?

The survey has certainly shown a desire for more Autosolo's and the committee are trying to see if they can find venues or share events with other clubs.

Does anyone know of a nice flat and available piece of tarmac?

As organisers get fewer and older, clubs have less resources to stage events and maybe collaborations are the way to go. For the Crystal Palace event, Sevenoaks have a team on site erecting Armco, strapping tyres, and laying out haybales up to 14 days before. How long before they cannot find the volunteers they need to stage that event?

People are 'time poor' these days and we as a club can no longer expect the hours given in the past, I hope to present you with some ideas on that later this year.

GW



CLUB NEWS

At the AGM in May Chris Browne stood down as both Chairman and Director of M&MKMC.

Chris felt that his current business commitments meant he could no longer manage to give his time to the club.

Chris had been Chairman for 10 years, quite long enough for anyone to serve in that role and retain their sanity!

Chris will be greatly missed by his fellow directors and committee and we look forward to one day in the future enticing him back.



Allo Allo Allo

Does anyone have any idea what Mr Stringer is up to in this photo?

I haven't heard anything about a remake of Carry on Constable, but I guess if they are casting the next Charles Hawtrey there is a similarity.

Perhaps we should run a caption competition?

Go Motorsports

We have a new GoMotorsports Regional Development Officer now that Suze Endean has been promoted to oversee all the RDO's.

Andrew Actman has a long experience including racing, sprinting, hill-climbing, rallying and auto-testing as well as some club organisation.

He has already met with the club's committee and we hope to see him at some club events.



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 distance.

Johnathan Collins

D Type - Customer

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

Simon Fulligar

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2016 ANNUAL CLUB CHAMPIONSHIPS.

You will all now have seen the Final Results for the Club's 2016 Aggregate Award Championships and it is interesting to note some notable exceptions that have done many events during the year but have not submitted the results for inclusion in the Championship or have not complied with the Championship Regulations by marshalling at a Club event.

Why is this? Are these members too proud to enter the Championship or can they not be bothered?

On to the 2016 Championships – a quick analysis of the results (as published) brings some interesting, or maybe not, facts about the Club membership which for 2016 totalled 123 [144 in 2015] members. Of these 68 [85] members [55% of the membership] were involved either as an organiser, marshal or competitor. Had those 29 [34] members who competed but did not marshal, made the effort to help with organising the Club events the Annual Award Winners list would have seen some changes.

The Grass Autotests attracted 34 [54] members to enter one or more of the events that were run and continue to be the most popular event for Club members. The Club venue at Headcorn Aerodrome is still considered one of the best [if not the best] venues in the South. Club entries for tarmac Autotests, Autosolos and Slaloms only attracted 9 [5] members partly due to the non running of the Club's events due to venue difficulties.

The Scatter events saw 14 [15] drivers and navigators taking part and Road Rallies had 1 [6] drivers and navigators during the year. Stage Rallies fared somewhat better with nineteen Club members competing but of those 6 drivers and co-drivers were excluded for not marshalling/organising at a Club event.

The Speed/Sprints events had just one driver competing but again this member did not marshal.

Car Trials attracted 17 [13] Club member drivers taking part in this Club's and invited events.

2016 saw 5 [1] Young Drivers with only one member [1] qualifying and 2 drivers in both the Lady drivers and Senior driver categories.

The Marshals award included 40 members and the official/organiser section included 11 qualifiers which when one considers the number of events promoted by the Club shows how we are struggling on to properly organised some of our events and the competitors who did not help in this aspect should realise that without organisers/marshals they would not be able to take part in motor sporting events.

The John La Trobe Trophy for 2016 [organiser of the year] was awarded to Bruce Jenkins who has continually associated with all of the Club events together with carrying out all the General Secretary duties on behalf of the Club and without his continual commitment we would be in deep trouble, so all of our thanks to Bruce.

The Ford Rose Bowl for 2016 [Club Person of the Year] goes to Brian Sharpe who not only competes, organises, and marshals on the Club events but also promotes the Club across the country when flying the flag for the MMKMC and our thanks go to him as a great ambassador for the Club.

Finally we must thank Helen and Des Crocker for keeping the Annual Aggregate Awards tables up to date and regularly publishing the results on the website. Not an easy task which can be very onerous especially during the height of the season with so many events being run – well done and thankyou.

The Championship Rules for 2017 include some minor changes from 2016. Should any Club member consider that Rule changes should be introduced for 2018, we ask you to come and express your views at the forthcoming AGM or contact any of the Club's directors.

THE RESULTS FOR THE 2016 ANNUAL AWARDS ARE AS FOLLOWS :

Young Driver of the Year	
1st Under 21 Trophy	LAUREN GORHAM
2nd Sports Car Challenge Cup	no qualifiers
Senior Club Driver of the Year	
1st David Haynes Rally Trophy	ROBERT SHARPE

Lady Club Driver of the Year

1st Eric Northover Memorial Trophy

EMMA OLSEN

2nd Uniflo Trophy

REBBECA GROVES

Marshal of the Year

1st Don Baker Trophy

CHARLOTTE JENNER

2nd Kleeber Trophy

NIGEL WATSON

Navigational Scatter Driver & Navigator

1st Peter Singleton Memorial Trophy

LLOYD COVEY

2nd Graham Castle / Alan Turner
Memorial Trophy

TOM SOLOMON

Car Trials Club Driver of the Year

1st Waugh Two in Crew Trophy

RAY LANE

2nd M R Cannon Trophy

GAVIN LANE

Grass Autotest Club Driver of the Year

1st Castrol Shield

BRIAN SHARPE

2nd Roy Carey Trophy

LIAM CARFRAE

Tarmac Autotest Driver of the Year

1st Ken Jordan Bent Con Rod Trophy

BRIAN SHARPE

2nd Ken Jordan Memorial Trophy

CHRIS NEWTON

Race, Sprint, Hillclimb Club Driver of the Year

1st Jubilee Trophy

no qualifiers

Special /Stage Rally Club Driver & Navigator of the Year

Driver Charing Rose Bowl

CHRIS NEWTON

Navigator Wilfred Pocock Rally Trophy

+LIZ JORDAN &
CHRIS NEWTON

Road Rally Club Navigator of the Year

1st Lee Davey Navigators Trophy

LIZ JORDAN

2nd John Liddell & Co Trophy

no qualifiers

Road Rally Club Driver of the Year
1st Kathleen Jupp Trophy
2nd Doug Harris Mid Kent Trophy

CHRIS BROWNE
no qualifiers

Overall Club Driver of the Year
1st Hayward Trophy
2nd Cornoation Trophy
3rd P A Barden Trophy

BRIAN SHARPE
ROBERT SHARPE
CHRIS NEWTON

Club Event Official of the Year
1st Sir Gwaine Baillie Trophy

ANDY JENNER

Club Organiser of the Year
John La Trobe Trophy

BRIAN SHARPE

Club Person of the Year
Ford Rose Bowl

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My start to Rallying.



I have been co-driving at single stage rallies for two years now with three different drivers and I have mainly brought them back to the finish line and maybe with a couple of exceptions or bits missing off the car.

I am now in the final year of my GCSE's so hopefully I can

compete in more events after June.

Hopefully I will be competing in some multivenue events after my 16th birthday like Otterburn or the Mini Manx building up to what will be driving a junior rally car at simple tracks then developing my skills so I can tackle bigger and more challenging circuits. My results have been up and down throughout this year as I have had 1 retirement, 7 finishes, 4 class awards and 1 overall award.

I am gutted that my Granddad has finally said he is finishing rallying but I would like to say a huge thank you for all his positive feedback and his endless encouragement at rallies to help me develop my skills as a co-driver.

Having him driving helped me realise a co-drivers job is not only to read the maps and tell the driver where to go but to also multitask (which I am still working on) by responding and adjusting my calling depending on the speed and weather. While co-driving for my Granddad we have had many fun experiences like Donington where the intercom didn't work and then we went into the night stages with virtually no light coming from the LED bar, I distinctly remember going along the long straights at Anglesey and him telling the car to go quicker and finally the Sunday Rockingham stages where we nearly took the wrong split!

I have also co-driven for my Dad – Stuart Gilks and Mike Taylor, both of which are in Lotus-Sunbeams. I first co-drove for my Dad two months after my 14th birthday, in Wigan competing in the Roskirk Stages, where I collected a third overall trophy.

However we have not always been successful as a month later, at Cadwell Park we went straight into a welcoming armco which was then repeated by another car shortly after we were recovered. In early 2016 I

did my first event in a 2.5ltr car with Mike Taylor where we were in for a very cold, wet and slippery day at Blyton Park. This was a very interesting event as I have never been there and Mike had not been there in a while, but nevertheless we went out and apart from a few moments where I suffered from the inevitable cone blindness we finished in 5th place overall.

My most recent event was a two day event at a circuit known to be miserable and cold in November, possibly all year round actually – Anglesey, I competed in this event with Mike. We were up bright and early on the Saturday morning to walk around the track and set up, the only problem when we got to the top of the hill was keeping our balance on the way down where you could easily slide to the bottom due to the thick layer of ice covering the tarmac.

However this didn't put us off as after stage 1 through to stage 3 we were second overall and until the end of the day we were fourth overall. It was a good feeling going back to the hotel knowing that one day was over and we were 4th overall but then you have to complete the event for it to count.

Day two came around and the sun had decided to shine so the ice soon cleared up and we were off. The time mainly stayed the same throughout the day and by Stage 9 we gained a position and kept it through to the end of the day. So another successful weekend of rallying with my second top 3 finish!

It has come to the end of my rallying for 2016 where I competed in a championship, coming 3rd in class D and 3rd overall ladies co-driver, and adding a few more trophies to my collection. I would like to thank all the people that have let me sit in with them to gain valuable experience which is greatly appreciated.

Louise Gilks



RAY HEAL MEMORIAL

Lydden sprint



SATURDAY 15 JULY

ENTER ONLINE:

www.borough19motorclub.org.uk

Back in December last year I was sitting round with Norman Redhead of TWMC talking about sprinting and the possibility of using Lydden again. TWMC had run a Sprint in 2015, but that was only a half day event and the circuit hire was shared with another event. A whole day sprint would be another matter as we needed to attract at least 120 entries to break even.



Lydden, albeit slightly cheaper than Brands Hatch and Goodwood, is still a significant expense, and add the MSA permit costs, medics etc you are looking at £12-14k to stage such an event.

Although as a club we have sufficient reserves to host such an event M&MKMC was lacking in expertise as we haven't organised a sprint since 2002. Talking to Sevenoaks, and Borough 19 none of our clubs had sufficient resources to stage the event on our own, but together was a different matter.

It was then the plan of the 4 Clubs Sprint was hatched. TWMC could do the start line, with the excellent Goodwin brothers; Norman, Sue and Katie Redhead did the results and acted as Secretary of the meeting. TWMC also promote the All Circuit Sprint Championship.

B19 had the contacts for entries and championships as well as John Sharp for timekeeper, in addition to their sprint championship.



Sevenoaks also have a sprint championship, but were busy with Crystal Palace, which takes 2 weeks to set up, however Willie agreed to be Chief Marshal, and they brought a number of competitors.

M&MKMC of course could provide marshals, and paddock team as well as myself as one of the licenced Clerks. We initially tried to get the National Championship to Lydden but

we were too late, we did secure Paul Richardson as the second Clerk , who, as a national A licence holder, brought a great deal of experience.

It was decided to name the event in honour of Ray Heal who passed away in 2016 at the age of 90. Ray was a familiar face within the South East motor sport scene competing first in autocross and then sprinting with a Mallock clubman's car.



GW

LYDDEN SPRINT 2017 Paul Bernal-Ryan.

“Could you write a report of the sprint” said Lyle. Write a report Hmm!. Where do you start? At the beginning I suppose.

Ages ago some clever person came up with the idea of getting our club to work with Borough 19,Sevenoaks and Tunbridge Wells clubs to arrange a sprint at Lydden.

For all sorts of reasons, sprinting and club racing at Lydden,(just about my favourite circuit), has not happened since 2015, so persuading the circuit management that an all day sprint was a feasible proposition was the first job.

Once that was sorted all the clubs had to do was organise the event - what a task! All they needed to do was get over a hundred competitors to pay up and commit themselves.

To me that was no problem, when I looked at the entry form there was a picture of me in my car taken at the circuit on the front, I imagine my entry was one of the first to arrive at the office.

Having entered all I had to do was get the car ready, because my car is of 1965 vintage I do not need to wear a Hans Device for sprinting but I have entered a race in August (guess where? yep Lydden) and for that event I have to have a Hans so would it not be sensible to try one out during the sprint? Well yes it was but I found that I had to alter my seat

belt mountings and the seat to suit the Device. So having spent huge amounts of beer tokens and spent ages fiddling with car I was ready.

The weather forecast for the day was warm and dry with a gentle breeze, looking good so far. My crew and I arrived early at the circuit and found a good place to park.

As I hadn't been at Lydden for a couple of years it was great to meet up with lots of old friends and walk into the signing on office to find even more familiar faces.



Everybody was in a good mood and looking forward to the day's sport. The scrutineer was happy with the my changes to the car so I was pleased with that and ready for the 'fray'.

Lydden has changed over the years (I first went there when it was just a grass track venue in the sixties) now we even have hot water and showers in the toilet block, there's posh for you!

After our driver's briefing it was time to get into the car and put on the new Hans and helmet and drive to the start line area for the practice laps, there were Bruce and Lyle and other club members lining the cars up, I felt quite uncomfortable with the strange new Hans Device round my neck and was not too sure if I was going to get on with it.

Before the event I had wondered whether I would remember the circuit and how to drive round it. I very rarely 'walk the circuit' before driving it as I have found that everything looks different from the driving seat compared with looking at it when standing up. So I decided to go flat out from the start and work it out as I went along.

Within a few seconds from the off I had forgotten all about the Hans and with a nice dry and clean circuit I was enjoying myself and remembering 'my lines'.

The little MG seemed to be enjoying it as much as I was and I set a time that was within a couple of seconds of my fastest ever there, great!

As the day progressed I was second in my class behind Sarah Munns in her super lightweight and powerful Mini Miglia and being a gentleman I was happy for 'ladies first'.

The whole event was organised well and went very smoothly till about lunchtime when it rained where did that come from?



Suddenly people were putting on wet tyres or even going home, I decided that even with my fancy wet tyres I was not going to get any quicker so just let down the pressure in my 'slicks' and went back to my crossword.

Bruce came around the paddock muttering that nobody would join him at the start line so I got in the car and drove to the start, by this time the slight rain had stopped so I wiped my visor and lined up at the start.

As soon as I moved off I realized that because it was so warm the circuit was nice and dry so I 'went for it' and my time was only a second or two from what I had been doing all day.

There was to be a 'fun run' after the competition but I always feel that having thrashed the poor little car all day and got away with I would be very upset if I broke it just doing a non-competitive run at the end of the day.

So having had a lovely day, my crew and I decided that a good way to finish would be to load up and call in at The Plough on the way home and that is what we did.

I am very grateful to all the people who worked so hard to make a success of the day hope that they will be encouraged to do it all again in the future.

Paul Bernal-Ryan



Mike Jordan Celebration Tour 2017

You never know why, but for some reason the entry for this year's event was well down on previous years. Among them for a variety of reasons were a number of notable absentees, such as Chris and Ali

Browne, the Cathcart family and Team Jordan.

This was a shame as it had everything going for it. The weather was set fair with Paul and Gary having done their usual meticulous preparation with the promise of an entertaining route.

For my part I had to enlist the help of a different navigator this year as Lady Protea was unfortunately indisposed, or may have had enough of my driving? Very bravely then, Charlotte Jenner had agreed to occupy the hot seat and risk being shouted at for sending me the wrong way.

As has been the case in previous years, we had all met up at the Great Danes for the start. Following signing on we were handed a very professional looking Road Book, none of your cheap photo copied stuff here, plus some amendments to the route book. More of that later.

As we were an early number we retired to the car to allow time for me to explain how things should work if my preparation had been done correctly and for Charlotte to locate the ejector seat button she would need for later when she had had enough of me.

The first part of the route was too familiar to me as it took us past my local watering hole and off towards Grafty Green where we promptly went wrong. Probably due to me being too familiar with the roads!

We were however soon back on track and heading for Pluckley. The





route then took us across country towards Woodchurch and on to Appledore.

All very familiar country with Charlotte commenting that we could have popped into her house for a cup of tea, we were that close. From Appledore it was out on to Romney Marsh to Brenzett and then a turn north before heading south again to New

Romney in a loop around Ivychurch.

After some good driving roads across the Marsh we found ourselves back in Appledore and heading towards Wittersham. The coffee stop had been planned for Chapple Down but the route amendment we had been handed at the start duly sent us on past Small Hythe to Silcocks Farm Shop at the back of St Michaels.

It would appear that despite arrangements having been made with Chapple Down some time in advance! they were not prepared to honour their agreement. (It transpired that due to there being two different business managers at Chapple Down and both being involved, one did not know what the other was doing!!) Anyway, Silcock's plied us with a very welcome drink of our choice and a very large portion of cake. Enough to slow anybody down. The break enabled us all to have a natter sitting in the sunshine, after 65 miles of excellent motoring.

After Gary Wood had checked everybody's Tachograph to make sure they had made the regulation hour and three quarters stop, we set off again towards Wittersham again the on to Stone in Oxney. Good job I know this area quite well we may have become airborne at the Ferry Inn hump back bridge.



I was not the only one that knew the area as we were soon caught by Andrew Sills



in his E type and Simon Dunford in his Kougar who you may member from our visit to Classic Jaguar Racing.

We passed by Appledore (again) on to Hamstreet, Bilsington and then back out on to the marshes.

We left the Marsh through Lympne

and headed north to Stowting. Along the way we had to stop for a herd of jittery heavy horses being led down the road towards us. It also appeared to us that just about every cyclist in Kent was out on his/her bike this weekend. They should stick to Motorways and leave the lanes to us!!

When we got to Walton I overshot a left; got a bit carried away, and Andrew and Simon took advantage by slipping passed us. The route headed north until it neared Chartham and then went east to Lower Hardres before going south again down to Stelling Minnis.

Some quite rapid progress was made by three cars on some fairly narrow roads led by an E Type with a bonnet that kept coming open.

Glad we were at the back! From Stelling Minnis we wiggled our way round Elham and Etchinghill down into Newington. Hear things went a bit awry as all three cars over shot the turn to Shorncliif and end up having to turn around and try and find the Tesco's referred to in the road book. As if Tesco's doesn't stand out! It was then down Horn Street passed my first school (yes, it's still there) and on to the finish at Saga.

Our group were some of the first to arrive so it was 'get stuck in to the food before the hungry hoards arrived'. As it turned out there was enough to feed the 5000!

Hunger satisfied, Gary and Paul presented the three awards: -



The car the Organisers would like to take home - Andrew Sills's 1961 E-Type

Concourse Award—Mike Jones 1934 Lagonda16/80 Tourer

Sprit of the event Award—Gavin Lane—for starting in a Mini that broke a piston ring and rushing home to switch to the MX5 to finish the event.

An excellent day with Paul's best route yet, only to be enjoyed by too few.

Charlotte survived my driving and got us to the finish in good time and was still able to enjoy something to eat at the end.

Many thanks to all for an enjoyable day.

BAJ

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	8th October
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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Family [2]

Full Name [1]	
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If you would like to help organise or assist with the following - indicate **O**rganise, **A**ssist, **C**ompete, **S**pectate, as applicable.

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

Signed

[1] _____ [2] _____

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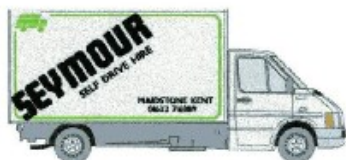
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