



# ***Kent Driver***

## ***June 2016***

**Celebrating the Art, Sport and Pastime of Motoring Since 1935**



- **Crystal Palace Sprint**
- **Twyritt Drake Trial**
- **Mike Jordan Celebration Tour**



**Registered with Motor Sports Association United Kingdom**

**Volume 41 No 2**



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# Maidstone & Mid Kent Motor Club Ltd.

Founded 1935

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**Club Website:** [www.mmkmc.co.uk](http://www.mmkmc.co.uk)



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# Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

The Club meets at the Park Gate on the A20 at  
Hollingbourne every third Tuesday of the month around  
20.00 hrs.

New and existing members are always welcome

June 2016  
Volume 41 No 2

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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

This edition is a rather mixed record of the club's achievements, events and loses. It sadly normally falls to the editor to write obituaries and summing up Mike Jordan's contribution to the club and his personality in a few words is an impossible task.

A more comprehensive supplement will be produced about Mike at a later date.

The committee have been very busy these last few months with a revamped website and Facebook presence, online membership renewal and training on the new systems for our more mature club directors.

The IT training has been a bit like teaching someone who hates cars to drive, with Lyle still mounting the curb and Chris Browne crunching the gears as he forgets to use the clutch, apparently at work he "has someone to do that for him".

All these new initiatives are to help the club better engage with you the members, unfortunately, the one main advantage so far has been to announce cancelation of Autotests more effectively.

Who knows, now we have the technology bit between our teeth you may be able to soon watch live streaming video of committee meetings in your home?

After 10 years as editor I have finally got Chris Browne to write an article, normally his epistles are ghost written by his long suffering wife Ali.

Despite much encouragement from Ali, I have avoided printing his Crystal Palace report in a font called 'crayon' and look forward to many more contributions from him as he now knows how to do it.

We tend to forget how many M&MKMC members turn up at different events across the country - the Newton's at various rallies as does Mr Gilks from his chateaux in deepest France. If you participate in any non club events, don't forget to let Des & Helen Crocker know so they can add you into the championship points table.

And you could always write a few words and provide a photo or two about it for me to publish in this magazine as well.



# CLUB NEWS

## Autotests

Normally we would include in the Kent Driver a report on the Autotests, however due to the rain 'gods' looking unfavourably on our events, at time of going to press we had only managed to run one. This is unprecedented, four cancellations has never happened before and we can only hope the season improves.

On June 8th we at last managed to run an Autotest at Headcorn, with much scratching of heads and mutterings as everyone tried to remember what to do.

## Hughes Rally



Chris Browne and Liz Jordan were the only M&MKMC entry for this years Hughes Rally in the Team Jordan Escort.

Chris, who is not noted for following instructions, was a bit bemused by the regularity sections and not driving flat out all day.

Liz somehow managed to exert sufficient control to finish 8th overall and 3rd in class.

A number of members were at the Brockton Farm test and it was good to see John La-Trobe helping Bruce work out how to use the timekeeping technology.

Unfortunately Blackpalfrey only got 38 entries and with the Headcorn test being curtailed due to the field still being too wet, the event was certainly a challenge to run this year.





## Andy Gibson

Sadly, Andy Gibson lost his battle with cancer, and a Memorial Service was held for him at the Moat, Wrotham on the 8<sup>th</sup> June.

He was better known perhaps as a navigator but was also quick behind the wheel as well winning a number of rallies from both seats over a long and illustrious career. Noted for his quiet but calmly authoritarian manner, Andy was responsible for many events not least the Hughes which he

sadly died just before.

In later years he was on the committees of both Blackpalfrey and the HRCR, who he gave great service to by organising its road rally championship and organising training days. He also wrote a number of training guides on road rallies for new navigators.

## AGM

This had to be moved at last minute to the Great Danes Hotel due to our normal venue being double booked. Only 16 members attended to hear our chairman's annual report and examination of the accounts, and voting in of directors.

This is the members chance to voice their opinion as to how the club is managed and hold the directors to account, as well as join in the discussions as to how the club can better serve you.

It's a shame that only 7.5% of the membership could be bothered to attend.

## Facebook



Our Facebook page continues to get more and more likes, shame on you if you haven't yet click through to us. It has also been invaluable as a tool to announce if an Autotest is running so as to avoid unnecessary journeys.



The greatest number of engagements for a post however was the news of Royston Carrey's retirement and the closing down of that Maidstone intuition 4U2FIT.

It has also come to our attention the former proprietor is looking for a life on the road and is making enquiries as to suitable caravans for the discerning retiree.



## NATIONAL MOTORSPORT WEEK



1 JULY - 10 JULY 2016

National Motorsport Week will run from 1 July – 10 July 2016 as a celebration of UK motorsport. The week kicks off with the UK round of the Formula E Championship at Battersea Park and ends with the British Grand Prix at Silverstone.

Throughout the week motor clubs and organisations are urged to spread awareness of the importance and strength of our domestic sport and its related industry.

The MIA and MSA value the role that motor clubs play in developing interest in motorsport and as a result, are awarding a £500 cash prize to the motor club that runs the best promotional campaign during NMW.

For more information visit [www.nationalmotorsportweek.co.uk](http://www.nationalmotorsportweek.co.uk)

## Club Calendar Changes

Due to the cancellations to the Autotest series new dates have been added and some changed, the latest version is on the club website.

Announcements are made via email, the website and Facebook are used if we need to cancel an event so please keep your details up to date through the club membership system to ensure we can contact



## President's Piece.

In this issue of the Kent Driver you will read the brief tribute to our Past President, Mike Jordan, who was such an important part of the MMKMC and the Club will be producing a more comprehensive supplement featuring Mike's involvement with the Club since he became a full member in 1969.

At the time of this edition of Kent Driver going to print the sad news of Mike's death on 24th March has been compounded two months later with the equally sad news that long time Club member and supporter Andy Gibson died on 23<sup>rd</sup> May.

Both of these motor sporting enthusiasts had been suffering from long term illnesses which they both fought so courageously but still maintained their support for club motorsport and will be sorely missed but their memories will remain with all who had the privilege of knowing them.

For the first time in the Club's history we have had a disastrous start to the Grass Autotest season with the first three events at Headcorn Aerodrome being cancelled due to unsuitable ground conditions.

The possible changing climate may have a bearing on this or it may just be bad luck that the rains decided to pour down on Headcorn on the days before the scheduled dates.

The Club is looking at whether we can promote some addition dates so that members will still have the opportunity to ply their skills at Autotesting.



Organisation of the Mike Jordan Celebration Tour in June is progressing well and entries are still coming in to what promises to be another successful event and thanks must go to the organising team headed by Paul Thornton, Andy Jenner and Gary Wood.



As some of you may have noticed the first four months of this year saw very little communication with Club members from the Club's General Secretary, Bruce Jenkins, who decided to tour the world aboard one of P & O's

cruise liners but I am pleased to report that he is now back on dry land and we await his report in due course on his motoring experiences at the eighty four ports of call he made.

Finally I must make mention of the very successful Tyrwhitt Drake Trial held on 10<sup>th</sup> April at Otham which was nearly cancelled due to the waterlogged venue on the day before the event [the valley was a running stream] but



following consultations with the landowner, Ian Betts, he agreed we could continue with the event on the Sunday and what superb conditions prevailed on the day with very, very, wet hills in the morning and almost dusty hills in the afternoon – what more could you wish for a car trial.

Thanks go to the chairman, Chris Browne, and his team for organising the event which attracted an excellent entry.

LC

# Obituary

## Michael Keith Jordan

### 16<sup>th</sup> April 1953 – 24<sup>th</sup> March 2016



Look back through past editions of the Kent Driver and for over 40 years the name Mike Jordan crops up again and again as both competitor and official.

Mike served as President 2004-13, Chairman 1982-84, Kent Driver Editor 1979-82 and again from 1997-2006 and can now be revealed he was one of the

main contributors to the salacious 'Up and Down the A20' column.

Mike was a notable competitor in the BTRDA Autotest series in the early 80's in his discreet yellow Escort RS2000, winning his class and going on to represent England in the 1986 winning team for the Ken Wharton Memorial Autotest.

In 1982 Liz came into his life when she quite literally threw herself at his feet when she crashed out of the St Julian stage of the Ypres Rally being rescued by the M&MKMC contingent of which Mike was part. They returned to marshal on the Ypres Rally in 1984 as part of their honeymoon.

Professionally Mike worked all his life in insurance, being so well regarded that he was successively headhunted by former colleagues to join them in bigger and better ventures.

In the 90's Mike reduced his Autotest appearances to support Liz in her co-driving career until his illness, which he regarded as a "temporary inconvenience", made him less mobile.

At his funeral the slippery car park at the crematorium caught out the drivers of Mike's beloved Escort RS2000 and Mexico and they inadvertently did a couple of doughnuts!.

The subsequent Service of Celebration in Hollingbourne Church brought to mind the quote 'By his friends shall ye know him', with every seat taken by those gathered to remember and commemorate his life.



The sudden heavy shower earlier that day making the entrance to the car park more like a test on the Tyrwhitt Drake would have amused Mike immensely.

Afterwards the pub, bursting at the seams, was filled with laughter as numerous stories of Mikes' exploits, ex-

amples of his wit and humour, and salutes to his achievements were recounted by friends and family far and wide.

*Say not in grief he is no more but live in thankfulness that he was - Hebrew proverb.*

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## BRANDS HATCH STAGES



Another year older but no wiser, I took the plane to England for the Brands Hatch stages at the end of January. This is my favourite venue, as I have been competing here for over 50 years, and always meet up with old friends and other Club members.

Scrutineering on the Saturday was a bit slower than usual due in part to the new helmet and HANS device regulations in addition to car rule changes for 2016. I was surprised to see Royston Carrey scrutineering, but I guess the other front runners in the two litre class preferred to see him there rather than competing!

Just as the Peugeot got to the front of the queue, an imposing looking gentleman also sporting a MSA tag came up to me and informed me that I would not be allowed to compete as there were too many red Peugeots entered! It was of course our esteemed Editor who was performing some important function on behalf of the MSA. The first time I had met him, but to find two poachers turned gamekeepers in one scrutineering bay, and both Club members was amazing!

I was pleased to find that Sunday morning was wet. I have always enjoyed driving in the wet, and with one of the least powerful cars it evened things up a bit. Within a minute of the start I drove stupidly quickly down the hill on the handling circuit performing a 360 degree pirouette on the way down, but finished up facing more or less in the right direction.





My 15 year old granddaughter co-driver just looked up briefly, then looked back to the map and said “9 right slippery” as though that was the way we always came down the hill! Despite this lapse we improved by 30 places on our seeding and made up another two places on stage two.

Unfortunately it then started to dry out and power came back in to importance and we started to slide down the order. Not through lack of enthusiasm though although a couple times more it exceeded the skill level, but we had some good close dices.

The only disappointment was that due to a serious accident, the last two stages were cancelled. They were due to be run in the dark, which I also enjoy, especially as the car had its proper light pod back and not the awful LED one I used previously.

The next event is hopefully at MIRA in April, when I have been promised a new engine with another 30 brake horse power, so the opportunity for things to go pear shaped faster!

Trevor Gilks  
1.16

## Tyrwhitt Drake Trial



The Tyrwhitt Drake trial was eventually held at Otham after bad weather necessitated a change of venue. Chris Browne and his team managed to snatch success from the jaws of failure with an excellent event.

The newly sign written club trailer was rolled out, and once again the comments about burgers and 2 teas' we trotted out. Despite hearing it every five minutes we still all rolled around laughing when yet another competitor asked for a burger.

An eclectic mix of vehicles was entered, from a Smart car which confused the scrutineer when he tried to open the bonnet and look for an engine, to a Citroen Arcadiane – a Dyane van.

The hills started slippery in the morning but the brisk wind and sunshine during the day dried them out, making them no less challenging but giving drivers the impression they were improving.

Probably the happiest competitor there was Royston Carey, showing his son Bridge that the old man is not completely gaga and beating him to Class 5 honours in their shared Mini.

MMKMC member Stuart Highwood took overall honours in his Marlin, with class 2 honours going to Richard Olsen, and Class 4 to Andrew Saunders.



Sevenoaks members Chris Judge took class 1 and Andy Elcomb class 3 and a total of 30 competitors entered the trial.



## A Clerks Progress – Chapter 2

So having completed all the modules and submitted my courseware to the MSA along with letter of support for my application from two clerks and an organising club (thank you TWMC) I was all set for my assessment.

This involved a club letting me run their event under the scrutiny of my assessor to see just how much I could screw it up.

I submitted three possible events, two at Goodwood which I know well and one at the Lotus test track at Hethel, which I have never been to. Yes, you guessed it – I was off to Hethel for my assessment, at the B19 sprint on the 1<sup>st</sup> May.

Fortunately, my assessor was Dave Lucas who I knew from my HRCR championship days as he was their coordinator for a number of years. We met up for dinner at our hotel the night before and went over a number of scenarios testing my knowledge or ability to thumb through the blue book. Some of the scenarios were really off the wall like a competitor reporting an official for verbal abuse!

Bright and early to the track Sunday morning and all going well; track inspection passed by MSA Steward; marshals sufficient in number and deployed; medics all on site; rescue unit ready to go; cars queued for the start at 8:55.

08:59 – radio message from timekeepers – “our equipment’s not working”. My response “Ok, its only practice and a sprint so times are not obligatory we can run without that, give timekeepers 10 minutes to see if they can fix it” I then decided to start anyway and see what happened.

Hethel sprints are one and a quarter laps with the cars then pulling off into a holding area and then passed back into the paddock. Car No 3 misses the entrance and wanders off on a second lap at non-competitive speed – red flag, stop event. Gather everyone up and re-start, then car No7 does exactly the same, but also misses pit entrance and wanders off on a third lap!

Send out a couple of extra flags in cones to mark the entrance to the holding area, and that appeared to solve the problem. Now getting a little concerned as I have 100 cars to get through 4 runs by the curfew at 5pm and we are losing time.

By 11am I have had so many 'off's' dragging gravel and muck back on to the track that I have had to deploy the road sweeper four times and the poor marshals on post 1 are asking for a new broom as they have worn one out!

Now it's a ponder over the blue book as I have to drop the second practice if I have any chance to get two timed runs in and therefore qualify the event for championship points. The only way to do this is to have a drivers meeting and get everyone to agree and sign off the change. At last at 11:45 I get the first run finished, and tell the drivers they won't get the two timed in unless they sign up to the dropping of second practice.

Finish that drivers briefing and get called to a complaint of abuse towards a competitor from an official.

Deal with that and get first timed run underway.

Did I mention the single seater that burst into flames? And the car dumping its fuel in the paddock?

Oh, the timing equipment started working halfway through the practice by the way.

Then of course there were the medics having to attend a driver who dislocated his arm when he spun.

At one point a light aircraft hovered overhead and we did wonder if it was going to try and land on the old runway, because at that point I was expecting anything to happen.

Dave Lucas assured me none of this was setup and reckoned it was the most eventful sprint he had ever seen.

We did get it all finished by 4:45 and my MSA Steward and assessor drove off giving no indication as to my fate except to say it would be obscene to put me through this again.

Four days later a nice letter from the MSA arrived confirming my appointment as a licenced Clerk of the Course for Speed and Hill Climb. Now it's off to complete the same for Stage Rally, I must be mad!

GW

## Crystal Palace Sprint Sunday 29<sup>th</sup> May



For my sins I decided to do a family entry for this years sprint at Crystal Palace as I have competed there three times before and it has always been a super day out.

We all decided who was driving what cars then Ali told us! Josh would drive the Escort, I would drive the Healey and Ali in the E type, first decision made.

Decided that two trailers would be enough so managed to borrow Graham Standens, surely we would have one car at the end of the day we could drive home, here's hoping.

Preparing three cars was a bit more work than I had thought but managed to get to bed at 2am all loaded and ready to go. Ali prepared a super picnic lunch and as I walked indoors she announced 'up at 5 leaving at 6' so not much sleep then!

Off we went, the weather was dry and we arrived at 7 as there was no traffic, during the week on the south circular it's normally 2 hours plus.

Once parked Richard and Emma, as always, were there with a large van to transport all the gear and very importantly the picnic, chairs and table to the paddock, but no wine this year as we were all driving. Once set up, the three of us walked the course (I've never done that before) and I showed them my lines, Josh had to argue he saw better ones - what do I know?

Then off to the drivers briefing Chris Judge started and Andy Elcomb the Clarke of the Course finished, very well organised but the dulcet tones of Colin Billings were sadly missed all until I saw him in his leathers on his vintage motor bike, no comment!

Signing on was not as straight forward as expected as all the cars are in the road going classes and all were taxed, insured and mot'd but no tax disc? Apparently you can print off a sheet from the DVLA website that proves it is, good to remember for the future. Josh saved the day with the youth and a phone proving they were all taxed on the website -

Kids!

I was first off for practice as it is run in reverse order, all sounded good until I pulled off the start line, missing the popping and banging then realised only revs to 5.5 big shock had to change gear a lot - old cars! Re-thought how I drive, as I had to go totally back to basics but improved on every run and in the end although not quick had a super day.

Ali was next up she but as she hadn't driven the car before (only to the event that morning) so was a bit nervous but got to grips with a big car straight away and apparently it is now her car. By the end of the day was really going quickly and on the last run into the hair pin I held my breath, late braked and drove it superbly well done to her.

Josh had never driven the Escort apart from the petrol station and back. He drove very smoothly as his times showed and got below 40 seconds but not down to 38 which I did the year before so I breathed a sigh of relief as that would have been hard to swallow. Many comments from people in the pits "see you're not driving the escort this year as it was in a straight line" - don't know what they mean?

All three cars finished without incident, a major bonus, and Josh won his class. A successful day all round.

This event is such a good day out with many different cars altogether and so much to see, also lovely people who are so enthusiastic and many of them had these old cars when they were new.

Big congratulation's to all at Sevenoaks MC who organised the event and a little help from a few Maidstone members.

Well Done All.

Chris Browne





## Mike Jordan Celebration Tour

It doesn't feel like 12 months ago in a moment of rash euphoria I committed Paul Thornton and Andy Jenner to do another tour, added to which I put Mrs Wood into the regs as Entry Secretary on the basis its often easier to seek forgiveness than ask permission. She started to get suspicious when envelopes arrived with her name on containing cheques and entry forms.

Increasing the pressure on the team we gained registration as one of the HRCR Scenic Tours events, leading to a number of people travelling some considerable distance to enter.

In the end 45 crews entered, up 50% from last year, and gathered at The Great Danes to sign on, with an eclectic mix of cars from a 1928 Lagonda to TVR's and Ford Anglia's.

This year's route took in the north Kent coast which is often overlooked, dropping down to Goodnestone Park, near Dover and then across the famous marsh roads to end at SAGA's headquarters in Folkestone for a BBQ meal and natter.

Unfortunately, this year we lost Graham Waites Volvo Amazon when it caught fire just after the first passage control in Whitstable. Everyone exited safely, Graham, Sally and their dog that is.

On entry to Goodnestone for our coffee and cake stop everyone was asked the price of a gallon of petrol for the year their car was registered. A range of values, some in decimal or old money were guessed at but the winners were the two 1936 registered vehicles who both said 1/6d – within 1d of the right answer.

Three awards were presented at the end of the tour.

### Spirit of the Event Award

Helen Brenchley and Carol Bilney spent the whole day “topless” in the Frogeye sprite, resorting at one point to an umbrella in the queue at Goodnestone to keep dry. There appeared to be no wet weather





gear in the little white Sprite whatsoever and the ladies' defiance of the consequences to hair and makeup made them obvious winners.

### M&MKMC Barbeque Award

After 20+ years of hard forest rallying for Graham & Sally Waites Volvo Amazon they decid-

ed to retire it to the more sedate world of Scenic Tours. Sadly, the severe Kent potholes proved more destructive than even Kielder Forest and the Amazon burst into flames and was lost. As a small consolation we have created this award to mark its passing.

### The Vehicle We Wanted to Take Home

A difficult choice here, so we decided to ask the question, if we were young again what car would we most like to pull up outside a disco in? Escorts were too common, the Lancia 2000, lovely car but more gigolo than Travolta. The BMW 2002, perhaps just a little garish.

Hugh and Ann Thompson's little Fulvia had it all, Italian charm and sophistication, and the little 1.3 engine would make your date's mum think it was as nice and safe as her Allegro, 'not like that nasty boy in his E-Type'.

Last of all a big thank to Paul Thornton and Andy Jenner for pulling all the clever bits of the tour together, our roving time control marshal Brian Sharpe, and the Olsens who made sure the event got underway on time.



# Updates from the MSA **News**

**The Motor Sports Association (MSA) has published updates to the 2016 Stage Rally Safety Requirements, as part of its RallyFuture campaign to further enhance safety in UK stage rallying.**

The Stage Rally Safety Requirements represent a common template for the organisation of all UK stage rallies.

Following feedback from events and organisers, the requirements have been updated with reference to topics such as the Stage Commander, radio requirements, Safety Car procedures and much more.

The update is available in two formats. First there is a straightforward updated version of the main document. Secondly and alternatively, the updates are available as a supplementary sheet to the existing main document.

Rob Jones, MSA Chief Executive, said: “The Stage Rally Safety Requirements are key to RallyFuture but they’re also relatively new to the sport, so we’ve listened to organisers’ feedback and made adjustments where needs be.

We appreciate that this has been a challenging time for rallying and that the requirements have increased workloads for hard-pressed volunteers, but it has been very encouraging to see the sheer effort and enthusiasm they have put in to help ensure the future of the sport we all love.”

## Fixture List 2016

Event	Clerk of Course	Secretary of Meeting	Date
Scatter	Tom Solomon	Tom Solomon	21 <sup>st</sup> January
Awards Evening	Chris Browne	Chris Browne	20 <sup>th</sup> February
Scatter	Tom Solomon	Tom Solomon	17 <sup>th</sup> March
Tyrwhitt Drake Trial	Chris Browne	Andy Jenner	10 <sup>th</sup> April
Treasure Hunt	Tom Solomon	Tom Solomon	17 <sup>th</sup> April
Evening Autotest	Ray Lane	Andy Jenner	27 <sup>th</sup> April
Evening Autotest	Jim Pullar	Andy Jenner	4 <sup>th</sup> May
Annual General Meeting	Liz Jordan	Chris Browne	10 <sup>th</sup> May
Evening Autotest	Robert Sharpe	Andy Jenner	18 <sup>th</sup> May
Crystal Palace	Bruce Jenkins	Andy Jenner	29 <sup>th</sup> / 30 <sup>th</sup> May
Evening Autotest	Steve Groves	Andy Jenner	8 <sup>th</sup> June
Kent Anniversary Tour	Paul Thornton	Gary Wood	12 <sup>th</sup> June
Evening Autotest	Des Crocker	Andy Jenner	15 <sup>th</sup> June
Autotest Taster Day	Richard Olsen	Andy Jenner	18 <sup>th</sup> June
Evening Autotest	James Muir	Andy Jenner	29 <sup>th</sup> June
Evening Autotest	Ben Dawson	Andy Jenner	13 <sup>th</sup> July
Summer Slalom	Andy Jenner	Hillary Jenner	24 <sup>th</sup> July
Evening Autotest	Brian Sharpe	Andy Jenner	27 <sup>th</sup> July
Evening Autotest	Robert Sharpe	Andy Jenner	3 <sup>rd</sup> August
Combined Ops Show	Lyle Cathcart	Bruce Jenkins	13 <sup>th</sup> / 14 <sup>th</sup> August
Evening Autotest	Paul Thornton	Andy Jenner	17 <sup>th</sup> August
Wings All Day Autotest	Richard Olsen	Andy Jenner	28 <sup>st</sup> August
Brian Lewis Trial	Tom Thompson	Bruce Jenkins	18 <sup>th</sup> September
Scatter	Tom Solomon	Tom Solomon	10 <sup>th</sup> November
Christmas Party	Bruce Jenkins	Bruce Jenkins	6 <sup>th</sup> December

\* Sevenoaks DMC Event but counts towards Club Championship

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

[www.mmkmc.co.uk](http://www.mmkmc.co.uk)

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





# Maidstone & Mid Kent Motor Club Membership Application Form 2016

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](http://www.membermojo.co.uk/mmkmc)

**Class of Membership**

Full [1]   
Family [2]

Full Name [1]	
Full Names (additional family members) [2]	
Address and Postcode [1]	
Occupation	
Age (if under 18)	
Home No	
Mobile	
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 £7.00 (each)**

- 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](http://www.membermojo.co.uk/mmkmc)

**Or send a cheque with this form to**

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



*At B D Engineering we can offer a full range of services for classic car enthusiasts from rolling road tuning, fault diagnosis, carburettor servicing and mechanical repairs to MOT standard.*

We are recommended by the MG Owners Club as an approved repairer and our experience covers a very wide range of vehicles including Ford RS, Jaguar, Lotus, Aston Martin and many more.

Kit cars are another area of expertise. From supplying and fitting performance upgrade packages to general repairs and MOT preparation, we have it covered.



*We are equipped with both 2 & 4 wheel drive rolling roads and the latest Bosch FSA engine analysers, which when used together can get the best from your engine whether it is a 1950's classic racer or a concourse Ford RS.*



We can supply carburettor and throttle body kits, fuel pumps, regulators, ITG and Alpha air filters, linkage kits and a full range of [Webcon products](#).

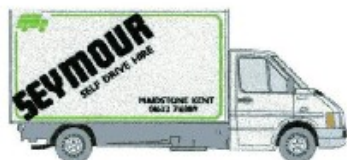
## **B D Engineering Ltd**

Unit H1  
Newington Industrial Estate  
London Road  
Newington  
Sittingbourne  
Kent  
ME9 7NU  
**Telephone: 01795 843 980**  
**Mobile: 07969 902 380**



# SEYMOUR

SELF DRIVE HIRE



**Vans**



**Trailers**



**Light Commercials**

# 01622 716 889

[www.seymourhire.co.uk](http://www.seymourhire.co.uk)

1 mile from Junction 4 of the M20

THE OLD BANK BUILDING, NEW HYTHE LANE, LARKFIELD. KENT ME20 6SB