



Kent Driver

March 2019

Celebrating the Art, Sport and Pastime of Motoring Since 1935

- **Flanders Rally**



- **Tour of Kent**

- **Summer Slalom**

- **Lydden Autosolo**



- **Brian Lewis Trial**





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Maidstone & Mid Kent Motor Club Ltd.

Founded 1935

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<i>President</i>	Lyle Cathcart
<i>Chairman</i>	Gary Wood
<i>Company Secretary</i>	Liz Jordan
<i>General Secretary</i>	Bruce Jenkins
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Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

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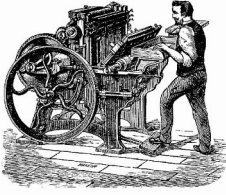
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Chairman's Chat – Editors Rumblings

It's the start a new season and the dust has been blown off the trophies to return to Lyle for the Awards evening on Feb 23rd.

Excitedly, we anticipate the warm summer days and waterlogged fields at Headcorn, as we traditionally cancel the first Autotest due to rain, wind, snow or I believe in Bruce's time a plague of locusts!

Other club traditions are maintained as Andy Jenner announces its absolutely, completely, certainly, without doubt the last year he is going to be the secretary of the Autotest. This year is different as Andy has decided to stand down in September until 2020.

We also look forward to the Twyritt Drake Trial, and another club tradition where spectators and competitors alike wonder at how Gavin Lane fits himself into a Mini, followed by how he gets out again without needing the roof cut off.

But some traditions do change, this year I understand we will no longer ponder on how much more Des Croker can dismantle of his Westfield at Headcorn as I understand he is now the proud owner of an MX5.

And myself, after nearly 12 years in the seat of editor I will be standing down, and this is the last time you will have my Rumblings inflicted upon you, those of you that have been foolish enough that is to pause at this page.

Continuing a theme, I will also end my tenure as Chairman at the AGM on the 7th May, which is a date to put in your diary.

The AGM is an important event where you the members hear what has been done on your behalf and can have you say and vote.

GW

SIX OLD GITS GO TO FLANDERS.....



It is the start of September & we are in Belgium. So it must be time for our annual visit to the Tour of Flanders Rally. We have been making this rally pilgrimage for almost 40 years – but we are now so old no one can remember exactly when the club started to attend either the Ypres or Flanders rallies!

Last year we went to the Ypres event for a change, but while the entry was bigger, we thought the quality was less good, & there were no Maidstone members involved. This time the rally was a round of the British Historic Rally championship, so there were a good number of British crews. The 124 car rally had three MMKMC crews entered. Tim Mewett & Liz Jordan were in the Escort, Steve Stringer/Carol Soanes in a Sunbeam Lotus, & Kevin Haselden/ Cat Lund in their red Mini.

The event was organised into three rallies. The main event had 94 entries which ranged from a good selection of Skoda Fabia R5's & Fiesta R5's, to a lot of Porche 911 GT3's. Mixed in with this lot were the historic cars, which were seeded amongst the moderns, rather than as a separate historic group. So it was good to see 40 year old Escorts running competitively amongst new 911's on pure speed. All these competitors tackled a two day, 18 stage rally across Friday & Saturday, totalling 200km of competitive stages.

On the Saturday there was a 'Criterium' event with 30 local crews tackling a shorter event just on the one day. There was also an 'E-Rally' comprising just three cars. They were doing some sort of regularity





event, & came past us at about 20mph. So embarrassing they were never seen again!

Friday dawned bright & sunny for a leisurely crossing on P&O, so the six of us set off in two Discoveries with Lyle Cathcart, Nigel Watson & I in one, & Royal Nicholls, Bruce Jenkins & Dave Farnham in the other. Despite an early start, by the time we had driven up to Roeselare where the rally is based it was midday. They had moved the service park & all we had to go on was that it was in the same place as last year. Except we went to Ypres last year instead. After much driving round looking for it, Liz finally pointed us in the right direction to find it in a modern industrial area.

After picking up a programme & stage maps, it was off to the farm B&B where we always stay. Comfortable rooms & the rally stage runs past the farm gates. Ideal! And after some light refreshments it was into town for some serious food – steak & frites & beers!

We chose to spectate on the very first stage on Friday evening, then to be repeated as stage 3. This 9km Beveren stage runs on country lanes alongside the main dual carriageway bypass for the town. So



they just close the four lane road to make spectating easier – not likely to happen in England any time soon! We found a suitable vantage point in the corner of a farmers field behind a hedge & a ditch for safety, & enjoyed the sight of 90 plus rally cars passing by twice. Towards the end of the second run, a local very officious policeman turned up & decided the spectators should be moved back about 20 feet. There was much arguing from the fans as we were all in a really safe spot. But eventually new red tapes went up – just in time for the last car to pass & everyone go home!

Next morning after breakfast at the farm we found ourselves a suitable viewing point just outside the farm gates. Spectating is good when you only need to go 50 yards from your accommodation! The Passendale stage this year was a two lap affair totalling 26km, the longest of the rally. And it was run twice! Our viewing was on the end of a half mile straight, & many of the cars were hitting the rev limiter in top. Unbelievably quick! They then had to judge the braking point for a tight 90 degree junction. It showed up those with poor pace notes or inexperienced co-drivers as many were braking far too early. It was good to see Tim & Liz getting late braking to perfection. With the main field plus the criterium event too, we had around 120 cars come past,



with 2 laps each. And with two runs of the stage that's somewhere around 450 cars to watch, sitting in the glorious sunshine!

By late afternoon the stage ended, & hunger was kicking in, so it was time for more beer & frites. Then a trip back into town just as the first cars returned for the podium ceremonies. Tim & Liz did amazingly well by coming 21st overall & first Brits. Steve & Carol were a creditable 47th in the Sunbeam. Even Kevin had been going really well in the Mini & had worked up to 64th at one point. But unfortunately rear brake failure put him out towards the end.

Sunday saw us journeying home, arriving back in time to catch the Italian Grand Prix. A great weekends motor sport. We have already booked our accommodation for next year....

Dave Todd

SUMMER SLALOM 22 JULY 2018

The seventh (not eighth as I announced at the Drivers briefing!) running of the MMKMC Summer Slalom took place on a glorious day again starting and finishing at Stuart Highwoods' farm in Collier Street. Unfortunately there were three non starters due to illness and one a car issue but still a decent entry of 23. Quality not quantity!

Twelve tests , done twice each , awaited the competitors. A loop of five , then two at Headcorn and another loop of five. As usual to keep the event running to some sort of time schedule competitors were sent to different start venues to keep things flowing. That said there did seem to be around an hour and half period after the Headcorn tests when I got calls from all the venues asking where the competitors were! Some sort of Black hole clearly. Whilst on the subject , to answer competitors who have asked over the years there are a couple of reasons why we don't run the event to a timed schedule and route .Firstly if we do , the local Route Liaison Officer , still Jim Anderson after all these years, has to get involved which is a whole lot of extra work including PR , especially near Blackspots. Also it means competitors need to have insurance an additional cost for them. Which is why we don't give out a set route just post the venue locations and let the competitors do the rest. That way there is no competitive element on the public road.

So the tests were at Stuarts Farm , Broad Oak farm , a new one the Oak Tree , the Oast and Headcorn. A mix of tarmac , grass and loose – hopefully something for everyone.

Interestingly competitors and marshals alike all thought the tests at Headcorn being wide and open would be a rear wheel drive benefit but in practice the top front wheel drive runners were right in the mix. Unfortunately there were a couple of small incidents with Cameron Covey sliding into the corner of the barn at the Oast and Chris Penfold having a slow straight on into barn door at Stuarts farm. Nobody hurt apart from their pride maybe?

This year for the first time each venue had a competitors checklist to mark down their times which were then photographed and sent to Helen to try and get the results done quicker and enable competitors to see how things were going on their return to the start venue during the day. I think it worked fairly well. The wonders of mobile phones.

As seems to have become the norm on this event there were close tussles throughout the day with FTD a mere 0.7 second ahead of second place. Not bad after twelve tests.

So to the classes : Class A was won by Royston Carey in the Mini 1.4 seconds ahead of Bridge Carey. Class B was won by Steve Groves a huge sixteen seconds ahead of second place , Toby Groves. Classes E , F and G were won by Andy Elcomb ,Lloyd Covey and Kevin Lower respectively, Charlie Lower giving second best to Kevin which is becoming rarer these days.

And so to Class D , the rear wheel drive class. There was just 4.2 seconds between the top four in the class with Chris Newton being second in the class by 0.7 second to his brother Anthony taking FTD. Well done to all the award winners and for the first time in the history of the event a rear wheel drive FTD. The full results are available on the MMKMC website.

As usual thanks to all the marshals without we know there would be no event . Thanks to Gavin & Ray Lane for scrutineering again and to Chris Browne coming out with me in the afternoon to collect up all the cones etc .from all the venues and doing a good bit of sweeping up as well. Thanks to Helen Crocker for writing the results programme for the club and doing results on the day especially after a very late night, or technically an early morning finish , playing with her band the night before. And of course thank you to all the venue landowners who without their generosity there would also be no event.

Which leads me nicely onto 2019. I try to keep the event “fresh” each year using a different mix of venues so no two years have ever been the same. However it is getting harder to do each year and having to rely on the same landowners for their support. So if any of you know of any landowner with a farm with a yard like Stuarts or a transport company with a lump of concrete they don't use at the weekend – basically anything large enough (sealed , loose or grass surface) to fit an autotest test onto in the Staplehurst/Marden/Maidstone/Paddock Wood area then let me know so I can go and talk to them. Even if it is a bit away from the other venues we've used before don't worry . Lets find a venue and then I'll try to make it fit!

Hope to see you back in 2019

AJ

MMKMC members on the Tour of Kent 2018.



The Tour of Kent organized by the Blackpalfrey MC of Kent was held on Sunday 7th October 2018 and attracted an almost full entry of 59 cars of which three were crewed by MMKMc members consisting of Bruce Jenkins and Jim Pullar in the MG V8, James & Jacques Cathcart with the Vauxhall [Droop Snoot] HP Firenza and Lyle Cathcart with Andy Jenner in the Volvo Amazon.

The rest of the entry list consisted of no less than 29 different manufacturers being represented with MG and Triumph being the most popular with 8 cars each, followed by Ford [6 cars], Volvo, Porsche, Jaguar and Austin Healey with 3 apiece. There were four pre-1940 cars being Alvis, Lea Francis, Lagonda and SS. Also out for the event were Chris Daisy and Paul Beeson in a borrowed Aston Martin DB9. Chris was very taken with the Vauxhall Droop Snoot [101] as this was the sister car [102] to the one he used as part of the Lee Davey/Drake & Fletcher Team with Lyle during the 1970s.

The event started at the Moat Hotel at Wrotham and then went along the Pilgrims Way to Kemsing, through Seal Chart across Sevenoaks Common, Ide Hill, skirting Sundridge, through Westerham and Crockham Hill, Bough Beech to the coffee Halt at Chiddingstone Castle.

Unfortunately the route across Goathurst Common clashed with a major off road cycling event where for over a mile the very narrow lane was brought down even narrower with parked cars attending this event allowing no passing places which became a major problem for many of the Tour crews.

The restart from Chiddingstone was delayed by about half an hour as the course opening car had come across an unannounced road closure which necessitated a reroute which was explained by the restart marshals.

The reroute added about eight miles and sent crews through Sevenoaks town centre which was very busy with tourists visiting the town and Knowle House. However back on the correct route from Hildenborough the Tour then went north through Ightham up Wrotham Hill through Trottiscliffe, Meopham, Shorne, Higham, Wainscott and then under the River Medway into the Chatham Historic Dockyard for lunch.

The organisers were badly let down as the lunch provided was somewhat less than the expected standard for this event and many crews did not receive any lunch at all !

The afternoon leg took crews back under the Medway and through the Chatterdean Barracks and out on to the Hoo Peninsula passing through Lower stoke, Allhallows, High Halstow, Cooling, and then Highham and Shorne to cross the M2 down to Luddesdown and Cuxton.

The final stretch took crews to Halling and crossing the Medway on the new bridge to Wouldham and then along the Rochester Esplanade up past the castle and cathedral to cross the Medway again on the A2 bridge to Frindsbury to again pass under the Medway back into the Chatham Historic Dockyard for afternoon tea in the Commissioners House.

This time the food was an improvement on the lunchtime fiasco but

several crews were seen leaving for home and missing out tea.

On the whole the event was well organized, as expected, but did highlight a few points to be taken into consideration when the MMKMC put on our Tour in June next year.

For me the route brought back many happy memories during my school days and especially the holidays as my friends lived in Cooling, Higham, Shorne, and Meopham areas all of which were regularly visited by cycling with friends along many of the lanes used on this Tour as well as working on the farms passed during our latter school holidays - happy days!

My thanks to Andy Jenner for keeping me on the right route through the event and putting up with my reminiscing !.

LC



Lydden Autumn Autosolo



Autosolo's it would appear, and this was borne out in the survey we did of club members in 2017, are a popular form of event. Autosolo's come under Section M of the Blue Book and are actually just all forward autotests and therefore do not require any reversing!!

They should not however be regarded as mini sprints!! So, the secret is very much in the course design.

Ever since we lost the use of Sittingbourne Stadium, we have been looking for a suitable venue to hold an autosolo. Despite appeals to Members no suitable venue has been forthcoming.

It was our 2017 Lydden Sprint meeting that gave rise to an opportunity to discuss with the circuit management the possibility of using Lydden for such an event. After lengthy discussions we were offered the exclusive use of the paddock but only in conjunction with one of their Track Days.

As most of you will know noise is a big issue at Lydden and gives rise to an ongoing battle with residents. So therein lay a risk.

Having secured a date I needed a Clerk of Course that understands

Solo's. Although in the middle of moving house, a traumatic time in anybody's life, much to my relief Jim Pullar agreed to work with me to run an event at this new venue. It would be a first for us and for Lydden Circuit. Our first job was to find a day when the paddock area was not covered in vehicles, so we could see how much tarmac we had available.

The first problem we could see was that the old scrutineering bay had been converted in to a café and sitting area and this would be in the middle of our course. At this point I have to say that much to my surprise Lydden Circuit Management were very helpful throughout the event both during setting up and on the day.

It was great relief then when they said they would shut the café and move it to their alternative location in the upper paddock. This gave benefits both in terms of course scope and reduction in potential risk.

After getting through a considerable amount of paper, with safety manual written, and much head scratching by Jim looking at different course layouts, we arrived at Lydden on the preceding Friday ready to set out our planned course.

The best part of the day was spent laying out the course and making sure we had all the necessary safety measures in place to make sure the track day participants didn't stray on to our patch.



We believed that simplicity was the key to masking the event enjoyable as possible for competitors. To this end the course was laid out using small cones as route markers rather than numbers as we had at Sittingbourne. Jim drove the course and declared himself satisfied and just to prove his point I even drove it in my SUV without reference to the diagram. So if I could do it there was a fair chance the competitors could, without getting lost!!

The following morning, the day of the event we arrived bright and early to find the many track day participants were already getting vehicles ready to go on track. What we didn't know was that it was a combined car and bike day. All the better for us as it would be them making all the noise, not us. The day was bright, sunny and quite windy but more importantly dry.

Not having run an event at Lydden before we limited the entry to 40 and were pleased to have a near full entry of 36. We would have had full entry but unfortunately, we lost a number of entrants due to various illnesses. Therefore 34 competitors spread across six classes started the event of whom a third were Maidstone members. Not as high as it should have been if you were to believe the result of the Club Survey.

The Track Days are run with quiet breaks of five minutes to keep the overall noise below a pre-set limit. It was a requirement that we followed the track day procedure but what we and Lydden hadn't banked on was a complaint that brought the Council Environmental Services Department out to investigate.

As it turned out it wasn't us or the track day but motor bikes on the main A2!! So, despite some misgivings about our possible noise levels we turned out to be insignificant in the scheme of things. The day therefore proceeded without incident and all competitors seemed to enjoy themselves.

The final reckoning was that Class A was won by Brian Sharpe in his Micra beating Paul Prescott and Chris Smith to second and third respectively, both in original Mini's. Must prove that Mini's are still a good bet for this type of event.

Class B was won by Neil Brown in a Ford Puma of all things, beating Graham Standen and Richard Olsen to second and third places. Some classes seem to be dominated by one particular make of car

and Class C is a case in point. Exceptions prove the rule here as Ian Mephram came second in his Peugeot 206 in a class dominated by BMW's.

First and third being the BMW's of Zach Lower and Vic Craven. Class D has become known as the MX class as there was no other type of car entered. The honours of first, second and third, went to Paul Hebden, Andy Elcomb and Charley Lower all in MX 5's of various vintages. If one splits the classes up too much to try and get all the cars of the same type together one ends up with very small numbers per class or even just one. Class E was made up of a mix of cars that did not comply with the requirements for other classes.

With a rally prepared Vauxhall Nova competing against TVR's and Lotus 7 inspired specials the final honours went to Chris Newton in his Nova with Des Crocker second with his Westfield and Ian Barkaway third with his Caterham.

Class F was for historic cars and after the disappointing withdrawal of Paul Bernal Ryan with his MG Midget, Liz Jordan and Tim Mewett were left to compete for class honours with Tim coming out on top. FTD and top honours of the day went to Anthony Newton the other half of the Newton ensemble in their double driven Nova rounding out what appeared from my perspective was the successful conclusion of a few months' work.

Thanks must always go to the time keepers and marshals who fortunately did not have to put up with anything other than a rather windy but sunny day.

Special mention must be made of Helen Crocker who gave up her day, when she would have much preferred to have been playing golf, to compile the results.

As we covered our costs without having to resort to an exorbitant entry fee and if everybody enjoyed it, maybe, just maybe we will run another one next year if Lydden is not sold to build houses on.

BAJ / Nov 18

Brian Lewis Trial - September 2018

After a combination of lack of entries and bad weather causing the Tyrwhitt Drake Trial in April this year to be cancelled, it was pleasing to get twenty-three people enter the Brian Lewis well in advance of the closing date.

Motorsport venues are difficult to find so it is particularly gratifying that landowner Ian Betts continues to allow the use of his field. Having visited the venue a couple of weeks before I was disturbed to find that a new drainage pipe had been laid right down the centre of the field with some of the works remaining to be completed. Having visions of having to extract trials cars from these large deep holes I was assured by Ian that all would be complete by the time of our trial. Good as his word when we arrived on the Saturday the drainage works had been reinstated and all looked neat and tidy.

Despite competing in a rally in Yorkshire the day before Chris Browne promised to make the journey south to act as Clerk of Course on the Sunday. As he was not available on the Saturday the usual team of Dennis Usmar, Gavin and Ray Lane spent a warm and sunny day setting out the hills, with some concerns that it might be difficult to get a result in the dry conditions.

Sunday morning began as Saturday finished in glorious sunshine, although there had been a heavy dew overnight which would help in stopping all but the most skilled reaching the zero markers.

Good to his word Chris Browne turned up bright and early along with Royston Cary who scrutineered the competing cars as they arrived. A welcome addition to the trialing scene is Ruth Ashby's catering trailer which also arrived early ready to fortify both competitors and marshal alike.

Unfortunately, by final signing on we were three entrants down with the last being Jamie Hunnisett whose bed had proved a greater attraction than driving to Otham! Twenty competitors therefore set off to conquer the six waiting hills.

The morning runs went well with Andrew Curtis leading Class A in his 1300 Volkswagen Beetle from Chris Smith in his Corsa. Class B the biggest class in terms of numbers, was led by Dennis Usmar just one

point ahead of Derek Hunnisett who in turn was one point ahead of Colin Reid. It was good to see Lauren Gorham driving the trusty family Fiat and with younger brother Jamie in the passenger seat. Dad Peter, was overheard muttering that it was likely to be the trusty Fiat's last out before a dose of recycling.

Class 3 was made up of one Hillman Imp double driving by Cliff Morrell and Adrian Gibson. At this point Cliff was well ahead of Adrian. In Class 4 Gavin Lane was leading the field in his Fiamini Special with Stuart Highwood in his rather unusual Reliant Scimitar that he uses for classic trials, tying for second with Andrew Sanders, both well behind Gavin on points.

With some rejigging of the hills at lunch time by the Clerk of Course, in an attempt to slow competitors down due to drying ground, the competitors set off to attempt the six further hills of the afternoon session.

At the final reckoning Class A was won by Andrew Curtis who had led throughout the day but Jim Pullar had over hauled Chris Smith to take second place demoting Chris to third. In sight of the finishing line and at least a place on the podium the diff in Dennis Usmar's Citroen AX gave up the ghost demoting him to third and handing hours to Colin Reid in his VW Golf. Second place going to Derek Hunnisett. Class 3 was a continuation of the morning with Adrian Gibson scoring twice as many points as Cliff Morrell thus giving Adrian the class win.

Class 4 also followed the mornings trend with Stuart Highwood taking the class win and Andrew Sanders coming second in Stuarts double driving Reliant. Best Novice was Lauren Gorman in what I believe was her first trial.

This left the final hours of Best Overall score and the magnificent Brian Lewis Trophy, to go to Gavin Lane.

Hopefully everybody had a good day's sport and in glorious sunshine for once. Thanks, must as always go to the army of marshals who spend their day running up and down the hills to make sure that the competitors do not sneak a few un earned points. Lets hope trialling is still alive and well!

BAJ Nov 18



Motorsport UK: the new name for the Motor Sports Association (MSA)

An ambitious new phase for motorsport in the United Kingdom has begun, with the Motor Sports Association (MSA) launching a new identity, Motorsport UK, as it transitions from a traditional governance-led association to a modern membership-focused organisation.

The rebrand from the MSA to Motorsport UK signals a shift in the governing body's emphasis, putting the promotion of the sport and customer service at the forefront of its mission.

This represents a fundamental repurposing of the organisation as it seeks to grow the sport and better serve its members.

The new name, Motorsport UK, and the more striking visual identity with its modern typeface and bold colour palette, will make the governing body more identifiable and relevant to new audiences, providing a better platform from which to market and grow the sport.

Motorsport UK's new strategy aims to build a stronger, more vibrant community across motorsport.

The new identity reflects this through four concentric circles to represent four wheeled action, united across four home nations, with a dynamic design celebrating speed.

Governance will remain a cornerstone of Motorsport UK's activities but the organisation will work to recruit and retain members through a more transparent and customer focused approach to regulations.

The governing body will maintain its track record of outstanding management of safe and fair sport; while lowering barriers to entry and enhancing its customers' ability to enjoy their passion for four-wheel competition.

David Richards CBE, Chairman of Motorsport UK, said:

“When I took over as Chairman in January, I outlined my vision of a sustainable future for motorsport in the UK.

It’s been a year of hard work behind the scenes as we’ve begun moving towards this goal, and I’m delighted that the first real changes can now be revealed in the shape of our new identity, Motorsport UK.

“This is the just the start; there are lots of new initiatives in the pipeline, all designed to grow the sport and better meet the needs of our customers and stakeholders.

We’re moving forward with a renewed confidence for the future of UK motorsport, and that future starts here.”

MOTORSPORT UK ROLLS OUT NEW MEMBER BENEFITS PROGRAMME

Motorsport UK has officially launched its new membership programme, offering a range of benefits and discounts designed to provide peace of mind, offset the cost of competition and get members closer to the action.

The initiative is part of Motorsport UK’s commitment to putting its membership at the heart of everything that it does.

From 2019, all competition licence holders, licensed officials and registered marshals are auto-enrolled in the programme, giving them offers and discounts including:

- Complimentary personal accident cover with JLT
- Discounts on competition and road car tyres, at Protyre, the fastest growing chain of fast fit and mechanical garages in the UK
- 10% off competition insurance and 15% off road car insurance with Adrian Flux
- 10% off in-store at Halfords
- 10% discount off Grand Prix Racewear's branded personalised overalls
- 10% off outdoor apparel and equipment at the UK's leading independent outdoor & mountain sports retailer, Ellis Brigham
- Discounts on ferry travel to the continent with DFDS.

Through the membership programme, Motorsport UK aims to support all levels of the sport and actively encourage grassroots participation across the breadth of the motorsport community.

Additional partners and promotional offers will be announced over the coming months. Motorsport UK members can access all these great benefits by renewing for 2019 and logging into the member portal, where they will find a new Member

Benefits section explaining how to take advantage of the various offers.

For any queries, please contact the Motorsport UK Membership Services Team on membership@motorsportuk.org.

Fixture List 2019

Event	Clerk of Course	Secretary of Meeting	Date
HRCR	Liz Jordan		13 th January
Awards Evening	Gary Wood	Lyle Cathcart	23 rd February
Kent Heritage Transport Show	Lyle Cathcart	Lyle Cathcart	6 th April
Tyrwhitt Drake Trial	Chris Browne	Bruce Jenkins	7 th April
Evening Autotest	Toby Groves	Andy Jenner	1 st May
Annual General Meeting	Liz Jordan	Gary Wood	7 th May
Evening Autotest	Jim Pullar	Andy Jenner	15 th May
Autotest Taster Day	Richard Olsen	Bruce Jenkins	19 th May
Evening Autotest	Liam Carfrae	Andy Jenner	29 th May
Evening Autotest	Paul Thornton	Andy Jenner	12 th June
Mike Jordan Celebration Tour	Liz Jordan		22 nd June
Evening Autotest	Steve Watts	Andy Jenner	26 th June
Darling Buds May Show	Andy Jenner	Andy Jenner	30 th June
Evening Autotest	Ben Dawson	Andy Jenner	10 th July
Lydden Sprint	Gary Wood	MMK/B19/ TW/7Oaks	13 th July
Summer Slalom	Andy Jenner	Charlotte Jenner	21 st July
Evening Autotest	Brian Sharpe	Andy Jenner	24 th July
Bearsted Car Show	Bruce Jenkins		28 th July
Evening Autotest	James Muir	Andy Jenner	7 th August
Evening Autotest	Robert Sharpe	Andy Jenner	21 st August
Wings All Day Autotest	??	??	1 st September
Autumn Autosolo	Jim Pullar	Bruce Jenkins	14 th September
Brian Lewis Trial	Chris Browne	Bruce Jenkins	29 th September
Autosolo	Jim Pullar	Bruce Jenkins	9 th November

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 2019

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

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] _____

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