



Kent Driver

October 2016

Celebrating the Art, Sport and Pastime of Motoring Since 1935



- **Wings Autotest**
- **Summer Slalom**
- **Brian Lewis Trial**





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Maidstone & Mid Kent Motor Club Ltd.

Founded 1935

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Club Website: www.mmkmc.co.uk



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Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

Oct 2016
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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 Rumblings

Before the advent of Facebook and the internet we had to wait until Thursday to get all the latest news and motorsport gossip in the form of Autosport or Motoring News.

Autosport has the added advantage of the Barry Foley Catchpole cartoon which some of the older members will remember. I was quite shocked to discover these ended in the early 90's over 20 years ago! The reason I am reminded of this is that during a periodic sort out of what Mrs Wood regards as "rubbish" and I consider "future Antiques Roadshow products" I found a Catchpole compilation from the late 90's.

All the characters were there, Demon Tweak the permanently oily mechanic, the accident prone Mad Dog Malone, and the politically incorrect Booby Galore. My favourite was Dillon the marshal who was as blind as a bat and spent all season irrespective of the climate in wellies and duffle coat, before going into hibernation somewhere around Post 23 at Brands at the end of the year.

Most interesting are the cartoons about Formula 1, apparently it was either dominated by a single team, processionary with no overtaking, or full of politics from organiser, officials and team bosses. Just substitute names like Walkinshaw and Wheatcroft for modern equivalents and the cartoons could have been produced yesterday.

Barry Foley wrote Catchpole for 24 years, and this edition of the Kent Driver marks what I have been told is my first 10 years as editor. Our club archivist also informs me that I am now the longest serving editor in a single stint, Lyle Cathcart and Mike Jordan did 9 years together and a total of 12 years in three tenures, and David Edmondson did serve from 1938 – 1952 but no Kent Drivers were produced during WW2.

For at least 50 times now I have sat in front of a blank screen wondering what on earth to waffle on about in 350 words to fill this page of the magazine, sometimes as you can clearly see, scraping the barrel a little more deeply than usual.

Here's hoping I can get the hang of this editor lark sometime in the next 50 editions.

GW



CLUB NEWS

ASEMC Rally Training Day at Brands Hatch on the 26th November 2016.

The ASEMC has organised for officials and marshals a one day training course to cover all aspects of rally organisation and safety.

Rally Organisation

Roles and Responsibilities of a:

- Marshal
- Radio marshal
- Officials
- Safety Delegate

Typical Rally Event Format

Safety Cars - Roles and responsibilities
Explanation of radio controller and event communication process
Radio procedure – and how to use one
Incident Response / First on Scene

Timing Marshals

Operation of a time control
Techniques for efficient operation

Rally Future Focused Topics

Overview of new stage safety requirements
Safe Stage Setup – Box Junctions, Spectator Areas etc
Spectator Control & Management inc assisting competing cars
Yellow Flag Procedure

Registration will be via the ASEMC Website, and lunch and refreshments are included.

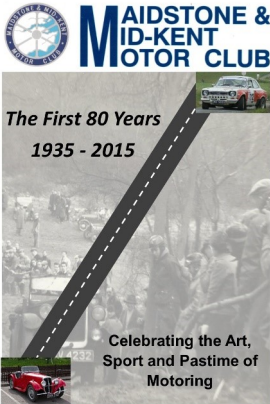
With the new Rally Futures initiative being implemented, this course will bring you up to date with the latest requirements.

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Graham Wood 01622 880006 or 07785 544255.
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Maidstone & Mid Kent Motor Club

The first 80 years 1935—2015

It's understood there are still a few copies of the Club History available for £5 from your favourite local author.

Please contact Lyle Cathcart to purchase this ideal Christmas present that has a soft cover that can be used as an ice scraper in winter and fly swatter in summer.

Safe Loading For Trials Cars.

It is understood that Denis Usmer may be available to offer advice and guidance on how to safely secure a car to a trailer so it does not become detached while in transit.

Kent Surrey Sussex Air Ambulance



Our Ref: 35944
12 July 2016

Mr Andy Jenner
Maidstone & Mid Kent Motor Club
32 Chestnut Lane
Kingsnorth
ASHFORD
Kent
TN23 3LR

Dear Mr Jenner

2015 Dinner Raffle

Thank you very much for your kind donation of £200.00 raised from the Raffle held at your dinner in 2015. Please pass on my thanks to all the members of Maidstone and Mid Kent Motor Club for their generosity. We are so very grateful to you for supporting the air ambulance in this way.

2016 is an exciting year for the charity. We have taken delivery of our new helicopter, an AgustaWestland AW169, which will soon be operational. Flying faster, further and for longer it will enable us to reach, treat and deliver our patients to hospital even faster and potentially reach more people in time. The AW169 has a significantly larger cabin, improving in-flight access to patients, which will allow for delivery of more life-saving interventions. It also offers the potential to carry out those interventions inside the aircraft rather than outside – which can only be better for our patients.

I have enclosed some information for you, in case you might like to find out more about the work of the charity, and how your donation will go towards helping those who need our assistance.

Once again, I would like to extend my sincere thanks to you for choosing to support the charity.

Yours sincerely

Lynne Harris
Director of Income Generation

SUMMER SLALOM 24TH JULY 2016



The fifth running of the Summer Slalom took place on 24th July. After last year's rain soaked event it was good to have a sunny day again although the marshals may have a different opinion.

A healthy entry of 27 met at Stuart Highwoods Farm once again. Over four venues, six different tests were laid out and for the first time no grass ... the tests being

sealed surface or farm tracks. After the drivers briefing where again the presence of farm buildings on all the tests were pointed out , the crews went off to their different start venues. There were two loops of six tests all attempted twice.

Three tests at Crow Plain Farm were all around , beside or between buildings with test one being the favourite as seen on MMKMC Facebook page which has had many hits of Kevin Lower in the Moke and Ian Mephams' BMW. Whilst standing with Stuart in the afternoon he said "they're getting quite close to that telegraph pole" and they were! But no incidents thank fully.

Bramley Cottage was all tarmac and concrete again round farm buildings similar tests to last year. The Hop Yard was very tight but doable and again there is footage on the Facebook page.

The sixth test was BroadOak Farm a long/very long slalom down the farm track and back. The marshals here in particular again got completely covered in dust as it blew over all day. Why is it the dust always blows in the direction of the marshals?

Although results of the first run weren't available to competitors before they went out again a quick look saw Ian Mephams, Steve Groves, "them Newton boys" and Brian Sharpe were separated by only a few seconds and Kevin Lower despite having a bit of a mare in the first run, not far off.



After the second run things were just as a tight but to finish off there was one final test at Crow Plain Farm which was tests one and three joined together. This seemed to be a bit of a sting in the tail for many as the transition off tarmac onto loose caught quite a few out and many cones were hit or missed altogether.

As the results were finalised things had got even tighter at the top with less than two seconds separating the top five with Steve Groves coming out on top by 0.1 second from Ian Mephram and Brian and the Newtons fractions behind.

Well done to you all and all the other award winners. I hope you all enjoyed your day.

One competitor did say that they should be allowed to walk the tests beforehand like is done on other Autotests but that is one of the features of this event that makes it different and you have to drive it as you see it. And from what I am told "back in the day" on Driving tests as they were then called, you didn't walk the tests first.

Thanks to all the landowners for the use of their land, marshals for getting covered in dust again, Charlotte for doing the results, Gavin and Ray for scrutineering and Paul and Ray for going out to collect all the kit up and to Richard and Steve for helping me set up on Saturday and to Steve Watts for trying out all the tests.

See you again in 2017?

SIGNING OFF



For the last four events I have used a different Peugeot 205 with 140 bhp and a close ratio gearbox, but otherwise indistinguishable from the original. With the old car refreshed and with almost 200 ponies under the bonnet and raring to go, I decided to go back to MIRA after 19 years (that was in the TR3A) and do the Horiba D'Isis (what a title) stages on a variety of surfaces.

The top speed of the 205 is calculated at 122 mph and we were doing that on a couple of the straights, and when faced with Armco at the end and in someone else's car it concentrates the mind on the braking point. Maybe I was being cautious, but only a couple of moments of doubt. The pair of staggered gates giving a chichane about nine feet wide half way down a straight and taken at over 100 mph also focused the concentration!

The results we achieved were rubbish, but my granddaughter and I both enjoyed it, but at the end of the event I decided that I had done it for the last time.

July is Anglesey time, a circuit I know well both as a driver and a co-driver. The Enville stages run 90 per cent on the circuit with only one mickey mouse section, but this year they had put a ramp on it which livened it up more.

The garage we rented came in useful to shade us from the sun again this year – it was about the only sunny day Anglesey has had this year!

It was a family event. Me driving, my granddaughter Louise co-driving and my son, Stuart in charge of the spanners.

The 205 handles excellently at this venue and after taking the jump cautiously the first time, by my standards got going and as we were one of the faster cars in our bunch made some good passes. However on stage two the brain did not react properly to the instruction and we came off, fortunately only hitting small cones.

Interesting dices with a Porsche 924 and a TR7V8, both of which we



could stay with on the twisty bits and then... On stage nine another brain fade and I reacted to the “7 right” but not the “then immediate 9 right”. This time we were faced with

substantial lorry tyres. The marshals had plenty of plastic and glass to sweep up, but fortunately no mechanical damage and we finished the event.

After a few days of contemplation I have decided to stop stage rallying before the concentration loss causes a serious accident. I had hoped to do another couple of years teamed with my granddaughter, but at least we have had fun for a year. So after so many retirement threats, this one is final and there is a crash hat and HANS for sale that have done only three events.

With no motorsport here for road going cars down here, I am resigned to slow convoy runs to Sunday lunches and TV and a mug of cocoa being the highlight of the evening.

Trevor Gilks



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Wings All Day Autotest



I am not sure whether the date chosen for the Wings Autotest did not clash with Richard and Emma's holiday arrangements or whether they generously fitted their arrangements around the Club calendar. Either way the organising Team arrived bright and early on a dry but windy Sunday 28th August ready to accept a massive entry.

Cars were flowing in and it looked like we were in for a busy day. It soon became clear though the big influx of cars was in fact heading for the Boy Scouts Boot Fair in the next field!

As it turned out only twenty competitors came our way but it was suggested by the Clerk of the Course that a test could be run around the Boot Fair field with competitors required to come back with three objects such as a cuddly toy, an item of table ware and something to put on the mantelpiece.

Once the competitors had signed on and studied the test diagrams for the morning tests they probably would have gone along with the Boot Fair idea.

As usual we were short of marshals so the tests had to be run in stages with competitors helping with the marshalling. At the end of the morning Kevin Lower was the clear leader in Class A in his well use Mini. Class B was turning out to be a tussle between Dave and Toby Cook who had

put in a guest appearance having not competed all year, with Steve Groves in hot pursuit.

Class D was led by Ian Mephram and Class E by Alan Steadman with Paul Hebden hot on his heels.

Following a break for lunch, Richard re-jigged the tests for the afternoon session. There were a few gasps when the test sheets were handed out with even Emma Olsen going away muttering "what was Richard drinking when he drew up the tests?"

The diagram for test six which was a simple all forward test, looked like a drunken snail had been ordered to slide across the paper! The Clerk of the Course however explained with not an ounce of sympathy that this was the end of the season and everybody should be up to speed and with it by now.

So at the end of play Kevin Lower had maintained his morning lead and beat Chris Smith in to first place. The battle between Dave and Toby Cook saw Dave finish 15.5 seconds ahead of Toby and Steve Groves still third a further 28.3 seconds behind. The battle in Class D was so close that Zach Lower demanded a recount as he was beaten into first place by Ian Mephram by only one second. Again Alan Steadman maintained the lead in his Suzuki Cappuccino with Paul Hebden some 19.6 seconds behind and Andy Elcomb in third. There should have been another prize in this class for the most flamboyant car as Joy Waiton had seen fit to make her car stand out by painting the hub caps to look like daisies!! At the final count despite his long layoff Dave Cook took the overall honours of FTD promoting Toby to first in class with Steve Groves second and Jim Pullar third.

A successful and dry end to a difficult season.

BAJ/9.16



HEADCORN PARKING - 2016.



For the eleventh year in succession the Club again organised and operated the Public Car Parks for the larger of the public events promoted at the Headcorn Aerodrome for the owner Jamie Freeman. 2016 was the seventh year for the Combined Ops event which was put on by the Invicta Military

Preservation Society [IMPS] – [the first four years saw the Flying Proms events].

The well-established procedure for the setting out of the Public Car Parks continued this year with Bruce [Jenkins} assisted by Nigel Watson doing the bulk of the work. Assistance from Dennis Usmar was also much appreciated as was Lyle Cathcart's cutting of the parking lines with his tractor.

As a large number of the previously used chestnut stakes markers had been utilised elsewhere on the farm these were substituted with metal road pins. This certainly eased the driving of these into the ground with just a club hammer rather than the post rammer used in previous years particularly as the ground had suddenly dried out.

The two planes on show this year a Dutch Airforce Mitchell B25 and a Catalina flying boat did not create the same interest the two Lancaster bombers [2014] or the Vulcan bomber [2015] from last year which both attracted the largest ever number of spectators whose cars we had to accommodate.

The Lancaster and the Spitfire of the Memorial Flight put in appearances over the weekend but they were not advertised as star attractions as they were in previous years. Despite this, the parking marshals were kept busy on both days throughout the morning and early afternoon until around 2.00pm, when they were able to stand down.



Jamie Freeman getting ready for the next flood

Whether the previous years “star” attractions attracted “the wrong sort of spectator” or not, it was noticeable this year that the number of cars arriving claiming to be disabled were far fewer and as a consequence the aggravation from the purported disabled was well down, much to the relief of the Club members and friends on duty.

The public attending this year arrived in a fairly steady flow until about 2.00pm when, on both days, our parking marshals were able after standing down, to visit the main show.

As, unfortunately has been the trend in past years, the number of Club members volunteering to help with this event is very small and this year was no exception.

It is very disappointing that more of the evening Grass Autotest Competitors do not contribute to this car parking event as a thank you for being able to enjoy the Headcorn Grass autotest venue which is recognised as one of the best available in the south east.

The Club is very indebted to the Club members and friends who supported and assisted on this year’s event, who were on:-

Saturday

Paul Bernal Ryan, Royston Carey, Steve & Rebecca Groves, Ken Johnson, Mike Lee, James Muir, Laurence Parsons, Dick Slaughter, Dave Todd, Tom Thompson, Dennis Usmar, Trevor Bareham, Dave Fleck, Richard Singleton, Steve & Graham Watts, Nigel Watson.

Sunday

Royston & Bridge Carey, Lloyd Covey, Des Crocker, Andy Jenner, Ray & Gavin Lane, Chris Newton, Emma & Richard Olsen, Brian & Robert Sharpe, Alan Steadman, Dennis Usmar, Richard Singleton.

In the eleven years that the Club has organised the public parking at the Flying Proms and Combined Ops events it is estimated that in the region of 35000 vehicles have been parked by our Club members with record numbers in 2014 and in 2015 when in excess of 3000 vehicles were parked on the Saturdays.

Special mention and thanks must go to Lyle Cathcart, Bruce Jenkins, Ray & Gavin Lane, Mike Lee, Richard & Emma Olsen, Brian & Robert Sharpe, Tom Solomon, Dennis Usmar, who all, according to Club records, marshalled on the first 2006 event and still had the stamina to be there in 2016 – that's dedication and loyalty for you - so as this is the last time the Club will be involved with the Combined Ops Show – many thanks to you all.

LC

09/16

Dutch Airforce Mitchell B25



Evening Grass Autotests



They tell me we had a wet winter which I was fortunate enough not to have experienced, although I was surrounded by water for most of the beginning of the year.

Upon my return to the UK in April I made an inspection of our long standing Headcorn venue and I have to say I have never seen it so wet.

Our first event was due to be run on 27th April by Ray Lane but this had to be cancelled as there was standing water everywhere. Unfortunately, this situation prevailed for the next two events with there still being standing water at the end of May.

It eventually fell to Steve Groves to run the first event of the year on the 8th June. So here we were in the middle of the year and only just able to run our first autotest, unprecedented in my experience.

It seemed that the autotesting fraternity had also forgotten about it with it being so long since the last event in 2015 with only 21 competitors turning up to refresh their skills. At the end of the evening it was Brian Sharpe that came out on top and posted FTD.

The low entry persisted for the rest of the season averaging around twenty entries per event. With the addition of one event to make up for the ones lost at the beginning of the year we eventually managed to fit in six of our nine scheduled events.

Liam Carfrae now an experienced autotester stepped up to Clerk the 15th June event and proved that we still have some young talent in the Club both as competitors and organisers.

We can only wish that a few more of our younger members would follow his example. Kevin Lower took FTD on this event and set the tone for the rest of the season making the Lower family the ones to beat.

James Muir, Robert and Brian Sharpe undertook their normal roles as Clerks of Course working around the persisting wet spots to limit damage to the field.

The penultimate event of the year proved to be the best attended when Ben Dawson managed to attract nearly thirty entries and still finished before the time he had set for his curfew.

The last event of the year on 17th August fell to Paul Thornton to organise and fortunately as had been the case for all the events we did run, it stayed fine.

Unfortunately, the other trend of the year has been the lack of marshals. It was good to have Nigel Watson back marshalling and the likes of Toby Groves stepping in to help, after finishing his competitive runs.

As always a big thank you must go to the Jenner Family, Andy, Hillary and Charlotte for organising all the events as with without a secretary of meeting we wouldn't even get off the ground.

BAJ 09/16



Brian Lewis Trial 2016



I don't know if it was the change of date or the fact that we obviously chose a date when there was a lot else on, but in the time leading up to the event we had insufficient numbers to make the event viable. A bit of cajoling by all and sundry managed to produce twelve on the day.

Originally the Brian Lewis was run in November when there is plenty of mud about as that's what the trials boys seem to like but after a couple of years of having to cancel due to it being too wet to even get in the field Tom Thompson decided to move to September when there is more chance of it being dry enough to run. This year Murphy's Law prevailed

with a long dry spell preceding the event. So on a dry sunny September morning twelve competitors arrived at Stoneacre Farm Otham to undertake the challenging hills set out the previous day by Tom's "Trials Team". Having said that there had been a light shower of rain during the night to make the hills nice and slippery to start things off.

As seems to be the case these days the shortage of marshals dictated how the event was to be run. With only enough people to marshal three hills, competitors started their morning runs, their cars having been passed fit by Club President and Scrutineer Lyle Cathcart. Having completed the first three hills everybody then moved on to the second three hills.

At the end of the first two runs Class One was led by Bruce Aitken in his Saxo with Chris Scudder in hot pursuit with his Metro. Class Two had the biggest entry of five drivers. This was soon to change though as Dennis Usmar's run of bad luck continued with him going out with a broken diff.

As this car was double driven by Dave Fleck this also left him on the side lines. Dennis and Dave's retirements left the class being led by Cameron Covey with Ray Lane and Lloyd Covey not far behind. Class Three was a duel between the two Smiths Jamie and Callum in a rather



unusual car for a trial of a BMW E30 estate. At this point Jamie was six points ahead of Callum. Class Four had three entries with Austen Lang leading Andy after the first two runs.

Following a break for lunch the remaining ten competitors set off on the next two runs using the same procedure as for the first two runs but

the numbers were soon to be further reduced when a holed sump put an end to the Smiths day. At the end of the second two runs Bruce Aitken still led Class One, Cameron Covey Class Two and Austen Lang stretching his lead over Andy in Class Four.

With such a small number of competitors it was decided to have a fifth run of hills to decide the outcome of the day. With the ground now dry from the day's sun hills proved less challenging with competitors incurring fewer penalties. At the final reckoning Class One was won by Bruce Aitken, Class Two by Cameron Covey in his Fiesta and Ray Lane Mini, second. In Class Four Andy Lang had managed to catch up on Austen but not enough to stop Austen getting the best overall score of the day and leaving Andy with the class win. Unfortunately, none of the retirees had completed 75% of the course [as required by the rules] to be classified as finishers.

The rather handsome Brian Lewis Trophy which dates back to 1937 and has been awarded for both production car and sporting trials and contains notable names from the past such as Peter Highwood [Stuarts father] and Rex Chappell went to Austen Lang . All we have to do now is find space to put his name on it.

A special thank you must go to those that did turn to marshal, these being Lauren & Peter Gorham, Brian Jones, Charlotte & Andy Jenner, Lee Clay, Grant Shepherd and Lyle Cathcart, without whom there would have been no event.

BAJ 09/16

Fixture List 2016

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

Don't forget to enter the ASEM 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

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

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(does not qualify for Family Membership)

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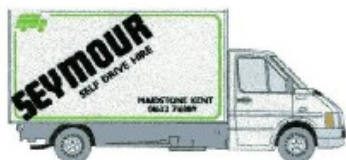
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