



Maidstone and Mid Kent

Motor Club

Newsletter

December 2022



Editors Ramblings.

As I sit here putting this end of year Newsletter together looking out the window at 100mm of snow it is difficult to believe we experienced a long dry summer with temperatures over 40°C. In every year since the turn of the century we have lost events to inclement weather, so with a full calendar at the start of 2022 it was inevitable we would lose at least one. Therefore, it was remarkable that although the weather was not always kind to us, we did not lose any events this year at all.

The year kicked off with the 12 Car Rally starting and finishing at the Sugar Loaves in Hollingbourne. This proved a great success and succeeded in some old faces appearing out of the woodwork. The Annual Awards Evening was held live again this year in March, after the Covid restrictions of the last couple of years and produced a good turnout of Club Members.

Ben Dawson was as good as his word so mid-March saw him organise and run our first Autosolo at Ashford Market. This attracted a good entry despite the cutting cold wind that tested the resolve of the marshals. The end of March saw the Tyrwhitt Drake Trial at Otham, which after a slow take up by competitors had an acceptable number of entries. (remind me to move to a date next year that does not coincide with the clocks going forward!!)

The Club's AGM was held at the Ridge Golf Course at the beginning of May, again as a live meeting. It was good to see a cross section of the Membership in attendance with some



lively but constructive discussion taking place. May also saw our annual autotest training day which was rebranded this year as a MSUK Streetcar Taster Day. Although the Club had to pay a permit fee, entry was free in an attempt to attract new people to the sport of autotesting. A good number of new people did turn up and some even continued for the rest of the year.



With grass autotesting being at the mercy of the weather (and the BMW boys) we alternated the evening events between Otham and Headcorn. This is to save the fields being carved up in the wet weather, but of course Murphy's Law dictated that dust was our Achilles Heel this year!!

After all the problems of the last couple of years this year saw the reintroduction of the Mike Jordan Tour at the beginning of July. This saw a broad spectrum of classic vehicles head off to the RHD Railway Café at Dungeness, from the Pepperbox at Ulcombe. Not a massive entry but much enjoyed by those who took part.

July also saw the annual running of the B19 Co Sprint at Lydden. This year it attracted a full entry of 120 including full blooded racing cars from the National Sprint Championship. Despite a big entry in the road going class Paul Bernal-Ryan in his trusty MG Midget, was the only club member to enter. Maybe we will see more of our members in the road going class now that the rules on safety equipment have been relaxed a little?

The end of July saw the annual running of one of our most popular events the Summer Slalom. With Andy Jenner finding ever more difficult to find suitable venues for this event it was to start and finish at Headcorn Aerodrome this year.

August proved to be as hot a month as the rest of the Summer and the high point, temperature wise, probably was the Combine Ops Show at Headcorn. The Club returned to marshalling the car parking over the two days of the show after an absence of a few years, now in the capable hands of Tim Mewett and James Muir. Although the attendance numbers were nothing like those of previous years the heat made it an exhausting weekend. The numbers of those requiring disabled parking were also well down. I wonder if Covid had anything to do with this? Thanks must be given to those that helped as this event which is the Clubs payment for the use of the airfield for the evening autotests.



The last autotest of the year was the all day event now renamed the "John Ashwell" after the man that did so much for the club and autotesting over the many years of his involvement with the Club. This event held at Headcorn also saw Emma Olsen take a break from competing and act as Clerk of Course for the first time. She even had to cope with a Chinook helicopter landing in the middle of the event!!

Although not a club event, September saw the second running of the Kent Forestry Targa at Mereworth with many of our club members either competing in or marshalling this popular event.



The last event of the year is always the Brian Lewis Trial. Held this year at the end of October. After a beautiful warm and dry set up day on the Saturday the heavens opened on the Sunday and we were back to typical trials weather. Anyway, a good entry seemed to enjoy the day despite the mud. Although we have been using the Sapphire Solutions App for timing and scoring our autotests for a couple of years now, this was our first attempt at using the trials version. All that can be said is that it needs a bit of work done on it or Andy and Des will be as bald as I am before long!!

This year the Brian Lewis was indeed not to be that last event of the year as Dave and Ann Cook came out of retirement to organize and run a tarmac autotest at Ashford Market in mid-November. Despite some trepidation by all concerned as to whether there would be an appetite for this type of

event at this location this late in the year it was a resounding success and enjoyed by all those who competed. An incredible addition to our calendar and a worthy highlight to the end of what has been a successful year.

A big thank you goes to all the organisers who have worked hard to provide you our members, with a full and varied calendar of events in 2022. All that is left is to wish you a Happy Christmas and a successful 2023 from the Club's Directors and Committee.



Bruce

Up And Down The A20

- According to DVLA records there are currently 874,083 cars over 30 years old of which 412,568 are registered for the road, with the remainder being declared SORN. A report by loopagency.co.uk that studied data from the last 70 years found that these cars contribute just 0.22 % of transport emissions. It makes interesting reading.
- Seen in Maidstone.



- Stellantis the owners of Citroen will not allow Hornby to call their latest Corgi model of a 1965 Monte Carlo Rally DS 19 a Citroen, as they have split Citroen and DS as separate brands.
- There were 2.7million privately issued parking fines sent out between April and June 2022 according to the DVLA a 50% increase year on year.
- Private e-scooters are banned in the UK but are seen on public roads and pavements. Collisions with e-scooters killed one and left 62 pedestrians seriously injured in the year to the end of June, with another 180 suffering minor injuries according to findings. During the same period eleven e-scooter users died in crashes. Following the findings, the Department for Transport has made a series of changes including mandatory unique identification numbers for all rental e-scooters, and increased guidance and encouragement for operators to provide helmets.
- Police forces detected 1.74 million speeding offences in 2021/22, with offenders paying £45.7million in fines. The M25 in Surrey, Junctions 7 – 16, had the second highest number of Notices of Intended Prosecutions, with 23,134 issued.

John Ashwell All Day Autotest 21st August 2022 at Headcorn.

Taking a rest from competing Emma Olsen stepped up to be Clerk of the Course and put together a set of challenging tests for this year's John Ashwell All Day Autotest. Six tests in the morning and six in the afternoon all run twice. Considering the long dry summer Headcorn stood up well to the days sport with dust not becoming too much of a problem for competitors.

The morning had a good mix of tests, four with reversing and two all forward, allowing a variety of manoeuvres. It was a bit damp to start but that soon dried out leaving it very grippy in places.

By lunch time Class A was led by Grahame Standen in his KA just 0.1 seconds ahead of Lloyd Covey in the classic Mini. Class B was led by Toby Cook in a Micra, who built a 3.4 second lead over Mike Thomas in his Clio, who was 1.6 second ahead of Dave Cook double driving the Micra.

Class D was unusually a class of just one, Alan Steadman in a BMW compact. He was sitting 16th overall but had mechanical issues which



saw him take the BMW home only to return later and continue in the same class in his Suzuki Cappuccino!

Class E was also close fought with Des Crocker in the MK3 MX-5 leading Josh Smith in the MK1 MX-5 by 1.1 second. Class F, another class of one, saw Steven Stringer in the Silva Stryker

sitting 5th overall. Finally, Molly Boyd in class P doing her first ever autotest sitting 18th overall.

So it was all to play for with just 4.7s separating the top five in this order: Toby, Grahame, Lloyd, Mike and Steven.

Whilst we all ate lunch and had a catch up, Richard and Emma Olsen were running around adjusting the tests, again four with reversing and two all forwards. It was dryer and very grippy by now making it very competitive.

Towards the end we were treated to a Chinook landing on the runway right next to us to re-fuel. When it took off the down draft caused a few people to lose their hats! We also saw a Spitfire take off several times throughout the day. What other venue can boast that?!

Results:

Lloyd hit 4 posts in the afternoon which allowed Grahame, who didn't hit anything, to extend his lead in Class A to 5.2seconds!

Class B had a bit of a shake up with Mike getting two wrong tests and a post pushing him down to 4th in class. Dave Cook was on it and closed the gap to Toby in first place, from 5 seconds at lunch to 3.7 seconds, with Brian Sharpe chasing Dave down to finish 3rd in class.

Class D saw Alan, now in the Cappuccino move up one spot overall to 15th.

Class E was still a close battle between the MX-5's with Josh clawing back the 1.1 seconds from Des and then extending his lead to 3.5 seconds.

Class F was still just Steven who improved his position to 3rd overall from 5th.

Molly also improved her overall position to 17th in Class P.

So the top five changed to Toby FTD , Dave (who was sitting 6th at lunch), Steven, Grahame, Lloyd with 15.9 seconds separating them, which is quite impressive for Toby when you consider how close it was at lunch time, and Dave who had moved up four places.

Trophies were given out by the Stuart and Peter Ashwell, son and grandson of John Ashwell after whom this event has now been named. Our thanks to them for coming along to watch and present the awards as I am sure John would have been proud.

We hope everyone had a fun day and our thanks as always to our dedicated team of organisers and marshals but especially to Emma making her succesful debut as Clerk of Course.

That was it for summer autotests for this year, but things were afoot for something new later in the year.



Brian Lewis Car Trial - 30th October

What a difference a day makes. Setting up on the Saturday was a dream in dry sunny weather. Come Sunday morning we were treated to heavy rain calling into question Saturday's hill layouts. Still with drivers and marshals briefed battle commenced on what had become some very muddy hills.

After a closely fought day Class 1 was won by Bruce Aitken in his Citroen C1 with Leigh Armstrong second in his Peugeot 106. The Best Junior of the day came from Class 1 in the form of Lola Armstrong. She managed 4th in class and 14th overall, a very credible achievement on a wet day. Colin McKay in his MGTD finished just ahead of William Opie to take home the best MGCC trophy.

Class 2 was led home by David Holmes in his SEAT Ibiza with Dennis usmar coming home in second spot. With only two entrants in Class 3 Cliff Morrell and Adrian Gibson shared the Hillman Imp with Cliff taking the class honours.

The battle in Class 4 was between the Redmayne's, with son Graham taking Best Overall score of the day from Dad Barry, by just one point. Barry had to settle for the Class 4 win.



Apart from the weather the only blight on the day was the problems the organisers had with the "Trials App". It was the first time we had used it and it did show up some weaknesses. Apologies to the competitors who went home empty handed until the Final Result could be calculated.



Autumn Tarmac Autotest.

Ashford Livestock Market – 19th November 2022

“How did that happen.....?!!”

At the end of October 2021, Toby and I were moving all the old ‘Kent Driver Autotest’ kit from Mum’s place (she was selling up) to the club container at Stoneacre; Bruce was there to help unload. He mentioned that Lloyd Covey was keen to run a tarmac Autotest at Ashford. I said that I would be happy to do some test diagrams and help with setting out, to make sure the tests flowed OK.

It would be good to have a tarmac Autotest in Kent again. We used to run the ‘Kent Driver Autotest’ – BTRDA and MSA Championship round from 1984 to 2011, the last one, as the 2012 event did not run – cancelled !

Anyway, the next time we discussed was at the wake after Chris Daisy’s funeral – Lyle, Liz and myself were again talking about whether or not the Club should ‘go for it’. Nothing really happened until the ‘John Ashwell Autotest’, at Headcorn in August. At the end of the event, I started talking to Lloyd about the same..... in no time Liz, Bruce, Des and Andy joined in and all of a sudden, we had an enthusiastic organising team. Within a few days the Committee approved and the date was set. I was getting on with writing the regs, Helen Crocker sorted out my scribbles and produced the poster which went live on social media and even made its way to the MSUK Revolution Magazine. Emma Olsen also became involved as Club Sustainability Officer as well as printing the trophies with Si Kellow – many thanks.

Toby, Ann and I spent a couple of Saturday’s at the venue finalising site layout and checking the test layouts fitted and worked.

So, it was going to happen – the first tarmac Autotest in Kent for eleven years. It was aimed squarely at club level and was not a round of any Championships. To keep things fair, I added an extra class (F) for ‘tarmac experts’ that would not be eligible for overall FTD award.

The Friday before the event Ann and I met up with Bruce, who brought the fully loaded club trailer, and with Des’s help set everything out. This also involved a fair break for tea and cake in the café !! Job done, Bruce and Des set off home and ‘Team Cook’ set up the motorhome to stop the night in the paddock area. The weather for Saturday was looking better and we were ready for ‘gates open’ at 7.30 am.

Liz had sorted plenty of marshals and they all did a great job on the day.

Many thanks go to Liz, Lloyd, Bruce, Andy, Des, Emma and Helen for all their input and help in making this event happen, and to all the marshals.

“How did it go.....???”

So, we had 3 tests laid out and the paddock area was also on the concrete – a good call as the grass was very boggy after recent heavy rain.

The tests were open, with plenty of room for any car. As it was an Autotest – they all involved some reversing. The same 3 tests were used all day with 5 runs at each, best 4 to count. There were 21 starters many of whom had never done a Tarmac Autotest before.

The first test started at 10.30am and competitors ran in class and number order all day. With keen competitors and slick marshalling things went very smoothly. After the first round of tests, pretty much all drivers seemed to have big grins and were eager to join the queue for 2nd runs – even the beginners who had never done a Tarmac Autotest before.

Josh Smith and Jamie Woolley, were having a great battle in their 1700 KA – not sure who had the biggest grin, and were setting some quick times.

Light rain just as the second runs were starting made the smooth concrete extremely slippery and caught out even the most experienced drivers – a couple of line penalties for Toby Cook and Charlie Lower. Charlie was double driving Steve Stringer's Striker – and doing a great impression of an 'orangutan' – no steering wheel knob! Even he was laughing at it!

Si and Drew Kellow were using their standard 998 Mini and Drew was driving without a passenger for the first time..... and was loving it.

Zac Lower was going quick in the 'family' MX5 but collecting a few line penalties on the way.

Two unlikely cars for an Autotest were Callum Finamore in his Subaru BRZ and Richard Seymour in his Toyota GT86 – both were attacking the tests in style.

Lunch break was after 3 runs – followed by 2 more runs in the afternoon. The drizzle had stopped and things started to dry out, and by now everyone had got the hang of the tests and were getting quicker. It was great to see drivers in standard road cars improving and trying out some proper Autotest manoeuvres.

So, in the end, after 5 runs :-

Zac Lower	MX5	FTD	513.4
Josh Smith	KA	1 st in Class A	526.9
Jamie Woolley	KA	2 nd in Class A	593.8
Brian Sharpe	Micra	1 st in Class B	521.7
Des Crocker	MX5	1 st in Class D	566.1
George Sweeney	MX5	2 nd in Class D	576.2
Toby Cook	Micra	1 st in Class F	460.7
Steve Stringer	Striker	Best MMKMC	552.6
Steve Hammond	MX5	Best Novice	582.0

We also did a marshals draw, and two well deserved marshals each won a bottle of wine.

"When's the next one.....???"

Well.....

We had a debrief meeting after the event and it was agreed that the event was a great success. It looks like a second similar event will happen in early 2023, with a provisional date of Saturday 4th March.

The club has also enthusiastically agreed to run a BTRDA (and possibly MSUK) Championship round in Summer 2023 – I just need to sort a date that fits.

We just need more competitors to join us, have fun, and help make the events financially viable.

Remember Have Fun JUST DO IT !

Dave Cook – Clerk of the Course.



'Fast Car'
Mazda MX5 – Zac Lower – FTD.

'New Car'
Subaru BRZ – Callum Finamore.



'Old Car'
Mini 998 – Drew Kellow.



Southern Autotest Championship Results – 7th October 2022

Congratulations go to Brian Sharpe in his Micra who has won the Southern Autotest championship for the eighth consecutive time (and 9 in total).

Brian has been a keen supporter of grassroots motorsport and this year competed in all 16 of the events run - it has taken some time to work out his best 7 scores! His name will be on another shield added to the base of the magnificent Doug Worgan Trophy.

The overall runner-up, Paul Hebden wins the South Bucks Trophy for the first time, as well as being the winner of the evening series and the ASEM trophy. He maybe benefited from the dry conditions for his MX5 but there was often a large class of sports cars to beat and his awards are well deserved. Mike Thomas also deserves a mention supporting the championship from his home north of the Thames and wins the Harrow Car Club shield.

Congratulations go to all the award winners and many thanks go to all the clubs who have put on events during 2022.

Finally, thanks go to all entrants for making the 2022 Southern Autotest Championship a success.

Here's to 2023! Any suggestions for improvements are welcome.

Cheers

Peter Cox & Toby Groves

Southern Autotest Championship Organisers

Quote from Brian Sharpe on Facebook 2/10/22.

Final round of the Southern Autotest championship today, with Eastbourne and Ram Motor Club. Wet & slippery this morning and it never really dried out. Finished with a dominant FTD. 😊 Didn't take many photos due to the rain and concentrating on the difficult conditions. Still to be confirmed by the championship coordinators, but by my reckoning I've clinched the Southern Autotest championship overall, for the 9th time.



SOUTHERN AUTOTEST CHAMPIONSHIP

ENGRAVING ON PERPETUAL TROPHIES				
		2020	2021	2022
Doug Worgan	small shield on base	B SHARPE - MICRA	B SHARPE - MICRA	B SHARPE - MICRA
South Bucks Trophy	on cup	D COOK	G STANDEN	P HEBDEN
Quaiffe Cup	on base	G FOX	G STANDEN	B SHARPE
Harrow CC Shield	plate on back		M THOMAS	M THOMAS
ASEMC Cup			B SHARPE	P HEBDEN
Steve Redsell Cup		A SCOTT	-	L COVEY
Steve Redsell Shield	shield on back	JAMIE WOOLLEY	PAUL HEBDEN	ALAN STEADMAN
Brian Sharpe	2020 Overall Champion	Alan Steadman	2021 Class	
	2021 Overall Champion		2022 Best S of Thames	
	2022 Overall Champion			
	2021 Grass Champion	Jamie Woolley	2020 Best S of Thames	
	2022 Grass Runner-up		2020 Novice	
Paul Hebden	2021 Best S of Thames	Sue Gibbard	2021 Novivce	
	2022 Grass Champion		2022 Class	
	2022 Overall Runner-up			
		Steve Burles	2021 Class	
Grahame Standen	2020 Class		2022 Class	
	2021 Overall Runner-up			
	2021 Grass Champion	Dave Cook	2020 Overall Runner-up	
		Geoff Fox	2020 Grass Champion	
Mike Thomas	2021 Best N of Thames	Alan Scott	2020 Best Road Car	
	2022 Best N of Thames	Alex Peters	2020 Class	
		Des Croker	2021 Class	
Lloyd Covey	2021 Class	Kim Charnley	2022 Novice	
	2022 Best Road Car	Steve Stringer	2022 Class	

Don't try this at home !

In over sixty years of messing about with cars I would like to think that I've learned to work sensibly and safely despite sometimes needing to have been quite inventive when lacking the ideal tool or equipment for the task in hand.

A recent embarrassing incident, however, proved that maybe I wasn't as smart as I thought !

Needing to clean up a length of copper fuel pipe with a union at each end from the 1929 Austin Seven Fabric Saloon that I am restoring, I decided to remove the worst of the corrosion with a wire brush in an electric drill. I put a heavy duty apron on, earmuffs, mask and gloves, fixed the pipe in the workmate and began cleaning it. After several relocations of the pipe about 80% was done but I could not get it into quite the right position to clean the rest.

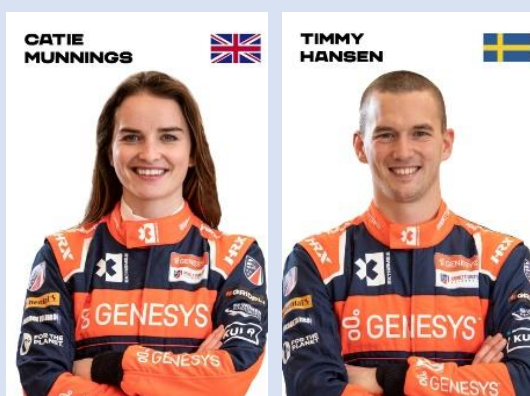
I decided, stupidly as it turned out, to fix the drill in the vice, using soft jaws to avoid damaging it, and then hold the pipe at each end with my hands whilst cleaning the centre coiled section. It is very strange that an inanimate objects appear to have an ability, at times, to make decisions ! The wire brush appeared to decide that the pipe would be better if it was coiled tightly around the chuck of the drill ! In doing so the wire brush grabbed the pipe out of my hands, which as it flailed around managed to tear my left forearm quite badly with one of the unions. I was unable to reach either the switch on the drill or the socket in order to switch it off, at this point the vice decided it wanted to play no further part in what was going on and released the drill ! This resulted in the drill and pipe first thumping me in the chest and then somehow managing to whack me in the backside, it then flew across the garage, pulling the plug from the socket and ended up silent and sulking on the floor ! Fortunately, it missed the cars !

I switched everything off, mopped up some blood and white faced and distinctly shaken flopped onto a chair in the kitchen saying to my wife Jilly "I've done something rather silly"!

Ken Kimber

Local girl and former autotest club member Catie Munnings, is to partner Timmy Hanson for Genesys Andretti United Extreme E Team again in 2023 after the pair come sixth in 2022.

Genesys Andretti United Extreme E is made up of two powerhouses of motorsport – Andretti Autosport and United Autosports.



60 MILES AN HOUR ON GRASS

CAR racing enthusiasts to whom Autocross means more than just a word, will be televised on Saturday when Associated TeleVision network a meeting from Mote Park, Maidstone, Kent.

Autocross is racing for the ordinary car, owned by a member of a motor club, on a grass track.

Mote Park is corporation-owned. The grass track is leased to the local motor club for their particular brand of sport. On this 950yd circuit, shaped like a bone—two straights with circular ends—the Maidstone and Mid-Kent club members will race for their own amusement and to aid local charities.

Club founder-member Reg Sinclair explained that Autocross racing is run in eight classes, cubic capacity of the engine deciding the class in which cars run, except in the case of trials cars, which have a special class.

Said 46-year-old Sinclair: "The cars are all production models . . . no special equipment or tyres are allowed. They must be completely standard—the same as any owner drives for normal use. Supercharged cars are allowed, but they go into a higher capacity class."

Speeds? Anything up to 60 mph down the straights, though, apart from the actual performance of the cars, the speeds may depend on how well the club members have done their preparatory work on the grass

track. They do a few circuits on it with a two-ton roller after every rainy day, so if the laps turn out to be a series of bumps, they've only themselves to blame.

No driver may compete without a crash helmet, and there are no passengers in Autocross cars.

Maidstone club member Jane Waugh, wife of a veterinary surgeon, competes in "closed events." She drives an AC-Bristol, and has been very successful. It costs 15s

to enter a car for a meeting. Entrance fee to the public is 1s a head and 5s for a car. The proceeds go into a pool, with money raised by other organisations from dances and whist drives, and the lot is shared out among local charities.

The Maidstone Cricket Week Trophy goes to the driver putting up the fastest time of the day. He holds it for a year and keeps a replica. Each class-winner is presented with a cup, and there are awards for runners-up.

Sinclair has competed in every major car rally in England (twice in the Monte Carlo) and this year won the Brighton Motor Club's Concours d'Elegance for the third time running. He could have kept the trophy . . . instead, he gave it back.

Tommy Long



1959

★ ★ ★ ★

ACCIDENTS do not happen, they are caused according to the latest issue of Kent Driver, the official journal of the Maidstone club.

Taking a strong line, the editorial said, "With the advent of summer, thousands of carefree holiday makers will be passing through Maidstone. Most are honest decent folk like ourselves, but lurking among them are the boorish, thrusting, impatient, inexperienced idiots, and those are the people who are most likely to start an accident.

"We, in the Maidstone area, will be using the A20 frequently and as drivers bearing the M and MKMC badge, it is up to us to set an example to those less fortunate than ourselves."

★ ★ ★ ★





Club Officers

<i>President</i>	Lyle Cathcart
<i>Chairman</i>	Liz Jordan
<i>Treasurer</i>	Andy Jenner
<i>Secretary</i>	Bruce Jenkins
<i>Membership Secretary</i>	Tom Thompson
<i>Chief Marshal</i>	Dennis Usmar
<i>Club Championship Coordinators</i>	Des & Helen Crocker
<i>Website</i>	Des Crocker
<i>Social Media</i>	Lloyd Covey
<i>Sustainability Officer</i>	Emma Olsen
<i>Safeguarding Officer</i>	Janet Barlow
<i>Newsletter Editor</i>	Bruce Jenkins



HAYNES

THE HAYNES GROUP OF COMPANIES



2023 CLUB FIXTURE LIST

Event	Location	Date
12 Car Rally	TBA	27 th January 2022
Annual Awards Evening	Ridge Golf Club	21 st February
Tyrwhitt Drake Trial	Otham	2 nd April
Tarmac Autotest	Ashford Market	4 th March
Autosolo	Ashford Market	18 th March
Lydden Co Pro Sprint	Lydden Circuit	20 th May
Annual General Meeting	Ridge Golf Club	23 rd May
Autotest Taster Day	Otham	7 th May
Evening Autotest	Headcorn Aerodrome	17 th May
Lydden Co Pro Sprint	Lydden Circuit	20 th May
Evening Autotest	Otham	31 st May
Evening Autotest	Headcorn Aerodrome	14 th June
Mike Jordan Tour	Pepperbox Ulcombe	24 th June
Evening Autotest	Otham	28 th June
Evening Autotest	Headcorn Aerodrome	12 th July
Lydden Co-pro Sprint	Lydden Circuit	15 th July
Summer Slalom	TBA	30 th July
Evening Autotest	Otham	9 th August
Combined Ops Show	Headcorn Aerodrome	12 th & 13 th August
John Ashwell All Day Autotest	Headcorn	20 th August
Kent Forestry Targa Rally	Mereworth	16 th September
Brian Lewis Trial	Otham	1 st October
Tarmac Autotest	Ashford Market	18 th November

B.D. Engineering

01795 843 980

