



Maidstone and Mid Kent

Motor Club

Newsletter

April - May 2023



Editors Ramblings.

After a good start to the year, the dry then wet weather brought things to a halt causing the cancellation the Tyrwhitt Drake Trial and the first evening autotest. We did however manage to run the autotest Taster Day by postponing it until the ground had dried out sufficiently to access the field at Otham. The lack of events to report has also meant delaying the newsletter, so this edition is a bit of a catch up. As always, a big thank you goes to those members who have taken the time to record their exploits for the rest of us to enjoy at our leisure. Please keep your reports coming and set them down in print before you end up like me and cannot remember what you did yesterday!

For those of you who were not at the AGM and as you will see in this Newsletter Lyle Cathcart has retired as a director of the club having given a lifetime of service to the club that will probably never be surpassed. Whichever aspect of the club's activities you look at, Lyle has "*been there and done that*". Also, as his father was a founder member, he is our link with the clubs roots all those years ago. He spent many hours recording the club's activities, competition and social over the years and has set it down on paper in "The First 80 years 1935 to 1915" a document that he and Gary Wood put together in 2015. My hope is that modern technology is still able to maintain records of our current club activities, so that his legacy can be continued for future generations to look back at the club's members many achievements.

Bruce

Up And Down The A20

- From 31st May 2023 the maximum allowed length of articulated lorries has be increased by 2.05m to 18.55m.
- The average car insurance premium is up 16% in the first quarter of 2023.
- In 2021 467 people were killed or seriously injured in collisions where fatigue was contributing factor.
- Concerns have been raised over 1960's and 1970's built multi story car parks that were designed for cars with an average weight of one tonne, now that EV's can weigh over two tonnes.
- The 14.1% drop in the value of used EV's in the last year might mean it could be a good time to buy one. Ideal for autotests as long as it has a mechanical hand brake!
- If you have a narrow garage an MG Cybester with its scissor doors might be the answer?

Maidstone and Mid Kent Motor Club Limited

Chairman's Address for year ended 31 December 2022

2022 saw a return to normal levels of activity after the pandemic lockdowns of 2020 and 2021. 2022 also saw exceptionally good weather and we were able to run all fifteen of the events we organised as well as co-promoting a sprint at Lydden with three other local clubs. However we did experience a reduction in competitor numbers on our events which we suspect is due to the impact of the increase in the cost of living we all experienced during the year.

Membership numbers for 2022 were encouraging finishing the year with 173 compared to 161 at the end of 2021.

During 2022 the directors held three board meetings. General committee meetings were held on the 1st Tuesday of each month, using Zoom video conferencing. The club members meet socially on the 3rd Tuesday of the month in person at the Bull at Penenden Heath.

The club benefits from membership of three regional associations - ASEMC in the south east, AEMC in the east, and ACSMC in the south. We are also members of Weald Motor Club, a club of fourteen clubs in the south east. We have been represented at ASEMC Council Meetings by Bruce Jenkins. I have been Chairman of ASEMC since November 2019. The association is a forum for discussion of technical and operational issues concerning all clubs in the area and an important link between the club and Motorsport UK.

Events

Due to the availability of Ashford Market, we have been able to run two events in 2022 that have been missing from our calendar since the loss of Sittingbourne Stadium, an Autosolo and a Tarmac Autotest. Special thanks go to Ben Dawson and Dave Cook respectively whose enthusiasm led to these events taking place. The autosolo had 29 Competitors and the tarmac autotest had 22 competitors. It is hoped that these events will continue as part of our annual calendar.

We were able to run all six of our planned evening autotests in 2022, with three at Otham and three at Headcorn, together with the all day John Ashwell autotest at Headcorn. These attracted 136 entries in total including 4 junior entries. We also ran an autotest Taster Day in May which had 35 entries with 20 being new to autotesting or juniors and benefitting from a free entry.

We organised a round of the Weald Motor Club 12 Car Navigational Rally series in January and this was the first time we had run an event of this type for many years.

We also ran the Mike Jordan Tour again after a gap of three years.

We linked with Borough 19 Motor Club, Sevenoaks & District Motor Club and Tunbridge Wells Motor Club to run a sprint at Lydden in July which was a success and contributed a surplus to club funds.

The Summer Slalom ran as a multi venue event again in July. This attracted 33 competitors including 2 juniors. Once again they all seemed to really enjoy this unique event.

The Tyrwhitt Drake Car Trial ran in March with 23 competitors and the Brian Lewis Car Trial ran in October with 21 competitors.

All members of the Club need to pass their appreciation on to all the organizers, officials and marshals without whom our events could not be run. We are now using the Sapphire electronic entry and signing on system for most of our events, and Andy Jenner has taken on the management of this. A number of our marshals have been trained to use TimingAppLive on their mobile phones. This

provides web based instant results and is one of the benefits from the changes introduced as a result of the pandemic.

Social Events

The Awards Evening in February and Annual General Meeting in May were both held at The Ridge with refreshments being provided and these provided members with opportunities for socialising.

Website and Social Media

Des and Helen Crocker continue to look after our website and Lloyd Covey took over responsibility for our Facebook page and Instagram feed.

Newsletters

We have continued to have regular communication with our members by email. Bruce Jenkins has been producing e-newsletters which have been well received by all. Thank you to the advertisers on our website for their continued support and thank you also to all contributors of articles.

Club Officials

Special thanks should be given to those who act as club officials and contribute an enormous amount of time and effort to our activities:

Lyle Cathcart – President

Bruce Jenkins – General Secretary

Andy Jenner – Treasurer

Tom Thompson – Membership Secretary

Des & Helen Crocker – Championship Secretary, Results and Website

Lloyd Covey – Social Media

Emma Olsen – Sustainability Officer

Janet Barlow – Safeguarding Officer

Ray Lane – Equipment Officer

We are looking forward to a full programme of events in 2023. The year started well with a 12 Car Navigational Rally in January, a tarmac autotest and an autosolo in March but the Tyrwhitt Drake Car Trial and the first evening autotest have had to be cancelled because our venues at Headcorn and Otham were waterlogged after the exceptionally wet weather in the spring.

Liz Jordan

May 2023

Lyle Cathcart Retires after 55 years

At this year's AMG we celebrated 55 years of dedication to the club by Lyle Cathcart.

Just stop and think about that for a second, 55 years is astonishing!

Lyle joined the club in 1960 as a competitor, since 1968 he has held pretty much every role there is, vice chairman, chairman, event organiser, event official, magazine editor, treasurer and president to name a few.

The club and anyone who has attended any of our events over the years owes a great deal of thanks to Lyle, without him we wouldn't be where we are now.

Sadly, after 55 years Lyle has taken the decision to step down as a director of the club, we presented him with an artwork of him competing in a caravan rally in the 70's, just a small token of appreciation for all he has done.

Luckily for us Lyle has agreed to carry on for a further year as honorary president.

Thanks Lyle, we appreciate everything you have done for our club and wish you all the best for the future.

LYLE CATHCART's impressive CV with MMKMC Ltd.

1960 - Joined the Club

1963 - On General Committee

1965 - Elected to Executive Committee – director

1978 - 1982 - Chairman

2004 - 2013 - Treasurer

2004 - 2013 - Membership Secretary

2013 - President

Kent Driver Editor :

1968 -1969 with Peter Bennion

1981 -1982 with Mike Jordan

1997- 2006 with Mike Jordan

2019 -2021 with Bruce Jenkins

Club History – The First 80 years – 1935 - 2015

Clerk of the Course :

Chico Rally

Players No6 Autocross & Club Autocross

Farthingloe Hill Climb

Natter & Noggin Rallies

12 Car & Scatter Rallies

Rally of Kent [Deputy]

Club Tarmac & Grass Autotests

Tyrwhitt Drake & Club Production Car Trials

Table Top Rallies

Mid Kent Stages Rally – Stage Commander

Gymkhanas

Social visits

Dinner Dance & Awards Presentation Evenings

Headcorn Parking

Club Archivis



Hanson Rallysport's First 6 Months of 2023 – It's Been Eventful!

By Ben Dawson aged 43 ½

As a bit of a background to Hanson Rallysport, we are a team of 7 guys, Ben Dawson, Paul Hands, Mick Hands (Paul's dad), Sam Hands (Paul's son), Rod Snowden, Steve O'Bray & my son Luke Dawson. We are stage rally competitors mainly, campaigning a Mk2 Escort with a 1600cc Vauxhall engine, mostly in Belgium, but we do tend to do our local rallies, the Brands Hatch Stages & Corbeau Clacton Rally & support the local motorsport events where we can.

The Hanson Rallysport name started some 45+ Years ago with Mike Hands & Mike Dawson, they competed together for over 4 decades in stage rallying, again mostly in Escorts. They were highly regarded in the southeast for Mick's "if in doubt, flat out" driving style & my old mans "we **CAN** do anything" view on life. They won a fair few rallies & a couple of championships together and always had a lot of fun along the way. Sort of our ethos really. Rod's a bit of legend for having fun....!

We lost my father 3 ½ years ago now unfortunately, but there are many happy memories and great photos.

Paul & I spoke about bringing the name back in 2020, and here we are, after covid, trying to live up to the name.

We've had a mixed start, Hemicuda 2021 (Bel) was our first rally together, 55th o/a & 9th 1600cc, Clacton 2022 39th o/a & 5th 1600cc (we were leading the British Rally Championship for about 15mins as well!), Rally Wervik (Bel) RTD – Alternator & brush with a post! & Hemicuda (Bel) 2022 40th o/a & 3rd in class. Things were moving up (in the class) and we were looking forward to 2023.

In there as well were 2 results for my son Luke & I at the Brands Hatch Stages, 2021 a brush with the Armco on the first stage in the notorious winter conditions cost us a better result overall but 22nd o/a & 2nd in class with the **Red 63** on the door was epic and a year later we were 33rd & 5th in class. No excuses, I wasn't going fast enough!

2023:

Brands Stages – January:

I was itching to get my 17year old daughter Isabella in the Mk2. She'd shown some interest now she had started taking driving lessons (unfortunately she hadn't really shown any in autotesting, preferring boys, eyelashes & weird fingernails?) so we put an entry in for the Brands Stages. Whatever happened it was going to be interesting & no doubt emotional.



Some slight wardrobe issues with the suits before the rally (my old man's rally suit wasn't pink.....!) we got down to it on stage 1. She was fantastic, clear and concise, a little quiet on the intercom but did a brilliant job and we got round lying 28th o/a & 3rd in class, very happy to be on the pace in slippery conditions with some very old wet Michelins! Over the flying finish with tears in my eyes was not a good look – don't tell anyone..! Such a proud Dad moment.

Back to service, all was going ok until Paul spotted a rear brake hose with a weep. We are generally fastidious with spanner checking before a rally Paul & I. I know I had checked the union in the workshop, and I had paint marked it. We tried to put a turn on it, still weeping. Decided to pull it. With hindsight we should have left it. I had a good pedal, the bottle hadn't lost a lot but with my long suffering (but very supportive) wife, Emma, in attendance and with the risk of my little angel in the

car there was no real choice to be made. This was right at the end of the service time so we decided to miss stage 2, whilst we did a proper repair with the assistance of that ever lovely Engine Hugger Mr. Ian Mephram. Such a legend.



Stage 3, back out, car felt good, Isabella again doing a super job on the “notes”. Getting into a rhythm together we started banging in some good times, mostly in the high 20’s & low 30’s. We persevered through the day, staying just above the bottom of the overall results and looking forward to a well deserved beer. Very proud of Isabella, did a fantastic job all day and we got a result, Grandad would have been very proud too, I’m sure – Maybe better finishing position next year. Great results too for fellow club members all of which were flying! Literally

in some cases! Luke also co-drove for Ben Smith in his EVO and had a great day (although adventurous!) and finished a superb 19th o/a & 4th in class.

Luke has now completed his BARS test, so if anyone has any brave pills & bottomless pockets they could lend me it would be appreciated! Sincerely, he looks pretty quick and controlled so we’ll see what the future brings. Maybe it’ll be Orange and Escort shaped with a few miles on her....

MMKMC / Performance Automotive Autosolo @ The Cattle Market – March:

MMKMC had seen fit to let me run a ‘solo for them in 2022 at the Ashford Cattle Market in glorious sunshine, a bit chilly but the sun shone all day and it was a real success. Tests were enjoyed by all and we had really high hopes for the 2023 version. New tests, much the same fantastic team, what could go wrong?.....

Leading up to the solo the weather had been so so, bit of rain here and there but we were confident that we could utilise the grass paddock around the perimeter of the venue. Set up day (Friday), little bit of rain but again still reasonably confident (Paul, BenG & myself even had a little play in the Escort & Ben’s Super Solo 106 after we set up). Damp but do-able. Things were looking ok & we happy with set up.



5am Saturday morning. I looked at the weather on Metcheck. I looked at the weather on yr.no. I looked at the weather on various other weather websites and they were all telling me the same. RAIN!!!! And not just a little bit.

We got to the venue (Emma & I) and from memory, it wasn’t yet raining but we could see it coming so prepared as best as we could before the rest of the team & competitors turned up. We bought some straw for a very reasonable price from Paul the groundsman, then some more, and it then rained. The straw did the job for a short period but by the 2nd run of the 1st test the paddock was just impassable to get to the start line. BenG and I along with others had been continually pushing cars out for an hour until we just said enough is enough. 3rd run of the 1st test cancelled and decamped the whole paddock to the top end of the tarmac. Nervous we would lose too much time and have to

start scrubbing more tests, BenG quickly modified by hand one on the test diagrams in the back of the van and then went and set up the test, whilst I was organising the movement of 46 competitors and all their gear, we got going again with the modified 2nd Test following a thank you to the competitors for their patience with us and running through the new diagram with them.

Thanks to the team working together so well, we lost little time and managed to keep pretty much on time for the rest of the day. A couple of further changes to suit the new paddock location/s and start/finish and the sun even came out later on.

Truly a tough day. We'd had it easy the year before? Many, many thanks to all that supported us in the 'Solo, especially, my Emma, Andy Jenner, Liz Jordan, Bruce Jenkins, Des Crocker, all the marshals (inc the Hanson Rallysport boys) and of course Ben G – I couldn't do it without him. P.P.P.P.P.P.?

Great result for Llyod Covey with the win. A special thanks to Ian Mephram for sponsoring the 'Solo with a fantastic FTD Trophy and prizemoney for the Juniors. Luke had a great day as well in his first 'solo borrowing the Smiths Ka.

Corbeau Seats Rally – Clacton & Tendring – April:

Hanson Rallysport have been at every running of the Clacton rally since its inception in 2018. It's just a fantastic rally, with a real Belgium feel to it although it's just north of the water. We have had mixed results in the past but Paul and I were up for this one. We were prepared like we hadn't been before and ready to take it to the other cars in our class (& above), no matter their budget.

Recce on the Saturday went well, stages were dry and although being run in the opposite direction to previous years we felt confident going into the first 2 stages on the seafront. CMC had cut the first section of the stage which no one we spoke to were unhappy about, it was very tight and mostly covered in sand.

Paul gives her grim death off the line. He's a bloody animal. Into the first acute hairpin on the handbrake, straight back on the throttle, carbs barking away, fired us into the Open SQL & into Open SQr some 60m up the sea wall. 2nd, 3rd, 4th, 5th flying along the concrete, just scrubbing a bit of speed for the chicanes and then straight back on it, 58.5 seconds after the start, over the flying finish feeling spot on. Smiles ear to ear on the pair of us. Out on the promenade main road link section hundreds of spectators enjoying the rally cars, lots of thumbs up from the Essex crowds.

Back to the start for Stage 2, slight hold up with the timing but we are sitting on the start line a few minutes later holding 5k rpm ready to go again. Paul "Animal" Hands is back with the red mist and launches us off the line into the first hairpin, broadside to the camera he's having it again down the sea wall. Flying. Over the flying finish, exactly the same time of 58.5! We lead the 1600cc and below class into the following day and are laying 47th O/A. Not bad for heavy old Mk2 with a H Pattern box!

Excellent steak at our favourite restaurant (Black Rock) on the seafront, we go to bed happy looking forward to whatever the Sunday brings.

I'm not sure if it's me but the rain just seemed to have followed me this year so far. Horrible conditions compared to the day before would be coming, pretty much just as we left service to venture out onto road section the first stage. We chose Slicks on the back and our old trusty Michelins on the front.

First Sunday stage start, apprehensive, just so slippy, she just wouldn't grip at either end and we just had to drive it to the conditions, knowing that we'd be dropping time to the class behind us but working on the basis we'd get through the day with a bit more experience with the car and together as crew. It's a rally, not a sprint. First loop of stages complete, (just), rain getting worse we called back to service and asked them to stick a pair of Kuhmo Wets on their credit card for the rear of the

car. It turned out to be a good move as the weather only got worse as the day continued. Lots of very expensive cars in ditches reminiscent of Belgium on a wet Sunday. We did our thing and kept plugging away at our own pace.

2nd Loop & Stage 6, the longest stage of the rally, with the infamous farmyard was going well for us until we came across Tim & Liz's Escort on a pretty much flat out straight with a very bumpy section in the middle. Tim was on the right hand side of the stage waving us to go slowly where we briefly saw his car looking like it had embedded it in a piece of farm machinery, as it turned out it wasn't but had been damaged enough for retirement. Fortunately, both Tim & Liz were unhurt, but the car was looking very sorry for itself. Unlucky as they had been right on the top guys pace and were on for a cracking result as is usual for Tim & Liz.

Back to service for us, sticking for the same tyre choice and we had a great 3rd loop, Paul really getting to grips with the new Khumo's, but just so difficult to find grip without locking up under braking, similar to "Belgian Slippery Tar", just not knowing where you could push and be brave was frustrating, however a later look at the times showed we were on the pace in the class and setting some top 30 times, which was more than good enough for us.

Last loop, always that feeling that we are nearly there, but still a job to do. All was going well, our pace had dropped off a little but the we were still pushing. At this point we hadn't been looking at the times all day, just getting the odd inkling that we were doing ok and just needed to get her to the end. We'd had an issue during the day where the 'box had been jumping out of 4th at strange time so the last loop we elected to short shift from 3rd directly to 5th and with the 5.1 CWP in the Escort it wasn't causing us much grief when on the power. Under braking was slightly different where we use the engine braking as well which caught us out a couple of times, one that was coming up on the last stage....

Last stage, the rain had stopped but was still very slippery, the stage had been going well until we reached a xroads with a bale chicane with a 200m or so into a 2nd chicane uphill. She just locked up under braking and punched a Mk2 sized hole in the last bale of the 2nd chicane. BO!!OX!!!! Paul reverses 5m or so and lights her up back up the hill but we've still got a fair few miles of the stage to go so whilst trying to read the comprehensive but dulled down for us Pattersons notes at speed, I'm also looking over at the water temp and oil pressure gauge knowing that the smack was hard enough to punch a hole in the oil cooler or rad. We throttle back a bit, but not a lot and get out of the stage. T's & P's ok. As it turns out the alternator bracket & fan were not so lucky along with the front panel but we'd got out the end and only had a few miles back to service.

First view of the results on the way back to service and we were shocked. 31st o/a & 3rd in class. It had been our best result so far together and we were both elated. We'd beaten machinery we just did not even expect to be competitive with in really difficult conditions and in places we just gelled with the notes & Paul's incredible driving. The old girl was a bit battered but she'd done brilliantly.

Buckmore Park – May

Sam (13), Paul's Son & Mick's Grandson, has been starting out in Karting this season and had had couple of practice sessions earlier in the year but mid May was his first proper session. We all went to Buckmore for the day, cold but the sun was out, and Sam was up for it. First session, was good, feeling his way around and reacclimatising himself to the karts and track, keeping up with the quick ones in the pack and generally setting times just above the 1min. Paul had said to me early on he's like to see Sam in the 50's and he didn't have to wait long. 1st heat and into the groove, Sam was flying, 58's were popping up on the board and he was getting his elbows out where he needed to. Brilliant! 2 more heats, one starting from pole, the other from the back was great experience with the

other lad's & young ladies on track, again great times firmly in the high 50's. Last race. Starting mid pack, good off the line, entered the first corner & **WHAM**. Another Kart in the side, spun him round and he rejoined dead last. This was where he showed his inner "Hands". Rightly mega annoyed with the incident and showing it, started pumping the times in again and got his head down passing the other Karts in the pack, getting himself back up to the middle of the pack at the end of the race. Great driving showing real skill. Great day with another MMKMC Member on his way into motorsport. Well done Sam!

Hughes Rally – Manston – May

Paul, Sam & I ventured to Thanet for the day to give Blackpalfrey a hand marshalling at Manston airport. We took the van, I forgot the stove so we couldn't make coffee or bacon sandwiches which I was nearly lynched for, but the sun was out, windy, but lovely in the sun. We were not expecting to be overwhelmed by the cars being driven "hard" but there were plenty of competitors giving it the full beans in very nice machinery in our little area (with Brian Grant). We were posted on the finish of test 3 & 6 and really enjoyed it. We even ended up getting one competitor going again with our spare can of Ford brake cleaner! It's nice to give a bit back to motorsport whichever way you can. Hanson Rallysport have an affection for Manston after my old man ran rallies down there in the 70's & I reckon Manston's got a stage rally written in its future.....



Next 6 months:

Well it's my MMKMC Autotest at Headcorn Wednesday July 12th, so hope to see you all there. It'll be different, it's a Dawson Autotest! Hanson Rallysport are hoping to venture to the Escort Rally Special in September, it looks great and will be different to the Flanders rounds as there are some hills! After that, who knows!!!! Maybe another 'solo'?

Ben Dawson

P.S. I've still got a few Sticky trophy plaques which turned up after the 'solo which I'll bring to the autotest. Apologies for this Emma put them in the "draw of good hope" in the kitchen....

Stay Safe, Go and Enjoy what you can!



Autotest Taster Day Sunday 4th June 2023

After all the rain earlier in the year this event was a bit delayed but finally took place on a lovely sunny Sunday at Otham. The number of entries was significantly less than in previous years as it clashed with several other events for experienced Autotesters. However, all of the 9 entries were novices or total beginners, who the event is really intended for.



The morning started with Richard Olsen giving an overview of what an Autotest is and gave advice on learning tests and the main manoeuvres commonly used. Then it was time to have a go on the 3 layouts designed



to allow practicing the different methods of negotiating the course. Everyone could have as many attempts as they liked to build confidence and improve their skills. Richard, Des Crocker, Steve Stringer and Emma Olsen offering advice and support.

After a relaxing lunch break in the sunshine 2 more tests were set out – 1 with reversing and another all forwards test. These tests were timed so that everyone could measure their improvement.



Overall everyone really enjoyed the day and the level of skill being shown by everyone by the end of the day was impressive, which was rewarded by Richard with the traditional chocolate bars! Especially impressive were the 2 juniors, Travis in his grandad Vince's mini and Miles in his Dad Peter's 1 series BMW coupe who had not driven before the event, both who showed great car control and placement.

Matt Soames was having a blast getting to grips with sliding Steve Stringers Silva Striker and Robert and Cameron Ferris were learning front wheel drive skills in their Suzuki Swift after their MX5 overheated on the previous evening Autotest.

From this event we have welcomed a few new club members and it was great to see Des's friend Richard, Robert, Cameron, Peter and Miles at the next evening Autotest, with congratulations to Miles for winning best Junior on his first full event.



We think that this event really benefitted the people who came along and propose that in future entries are only accepted from complete beginners to allow time and focus to develop the key skills.

Emma Olsen



Just a couple of photos from the autosolo at Finchley Manor.

Andrea Martin

Don't forget the

**Autumn Tarmac Autotest 2023
Saturday 18th November.**

From The Archives



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HAYNES

THE HAYNES GROUP OF COMPANIES



2023 CLUB FIXTURE LIST

Event	Location	Date
12 Car Rally	Dog & Bear, Lenham	27 th January
Annual Awards Evening	Ridge Golf Club	21 st February
Tarmac Spring Autotest	Ashford Market	4 th March
Ashford Market Autosolo	Ashford Market	18 th March
Tyrwhitt Drake Trial	Otham	2 nd April
Autotest Taster Day	Otham	7 th May
Evening Autotest	Headcorn Aerodrome	17 th May
Lydden Co Pro Sprint	Lydden Circuit	20 th May
Annual General Meeting	Ridge Golf Club	23 rd 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	Headcorn	30 th July
Evening Autotest	Otham	9 th August
John Ashwell All Day Autotest	Headcorn	20 th August
Brian Lewis Trial	Otham	1 st October
Autumn Tarmac Autotest	Ashford Market	18 th November
Autosolo	Ashford Market	November

B.D. Engineering

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