

Maidstone & Mid Kent Motor Club
Founded 1935
Officers of the Club

President	Mike Jordan
Company Secretary	Liz Jordan
Hon Treasurer	Lyle Cathcart Windy Croft Bimbury Lane Deiling Maidstone Kent ME14 3HY 01622 631621
Championship Secretary	Ann Cook 10 Harcourt Gardens Rainham, Gillingham, Kent ME8 8TG 01634 364021
Kent Drivers Editor	Gary Wood 17 Birkdale Court Buckland Road Maidstone, Kent ME16 0UH Tel 01622 676669

T

Email garywood2005@fiscali.co.uk

Club Website www.mmkmc.co.uk

Registered Office: Thames House, Roman Square, Sittingbourne, Kent ME10 4BJ
Registered Number 339785 England

Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

The Club meets on the first and third Tuesday of the month at Rianos, 33
Tonbridge Road, Maidstone at 8pm. New members are always welcome

April 2007
Volume 32 No 2

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Club Website www.mmkmc.co.uk
Kent Driver Email : garywood2005@tiscali.co.uk

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.



Editorial

It's nice to see the start of another season, clocks going back – light evenings, the smell of charcoaled food on the barbeque, freshly mown grass, and the sneezing of hay fever sufferers.

The most comprehensive weather study ever has confirmed what we all suspected - the weather really is worse at weekends. Meteorologists at the University of Karlsruhe evaluated 6.3 million pieces of climate data from across Europe between 1991 and 2005.

Their conclusion: On weekends the weather is worse than on weekdays.

They found Wednesdays have the highest average temperatures, Saturdays the lowest. Monday was the driest day, Saturday was the wettest. The most blue sky was on Tuesdays, with on average 15 minutes more bright sunshine than on the weekend, and on Saturday the clouds were the thickest.

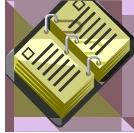
According to the team, people themselves are to blame for their misfortune. They said: "Exhaust gases cause fine dust. This obstructs sun and boosts cloud formation. As these come into effect only after a certain delay, the weekends suffer and have bad weather."

So the Wednesday Autotests are now guaranteed good weather and you have no excuse for not turning up and any of you competing on a Saturday need only buy wets for the season.

Don't forget the annual dinner and dance, when some of us will be strutting our stuff on the dance floor, John Travolta eat your heart out. Our guest speaker will also entertain you with some of his great stories, the one about the goat and the gerkin is a classic.

And if you have any lewd stories you want to slip me or free drinks, I will be at the "press bar".

GW



Club Calendar 2007

Date		Event	Venue
January 18	W	Navigational Scatter	Park Gate Inn, Leeds
February 7	W	Navigational Scatter	Contact Sevenoaks & DMC
March 8	W	Navigational Scatter	M2 London Bound Services
March 17 & 18		Rally of Kent	See www.rallyofkent.co.uk
April 4	W	Navigational Scatter	Contact Sevenoaks & DMC
April 8	W	Tyrwhitt Drake Production Car Trial	East Farleigh
April 27		Dinner and Dance	Leeds Castle, Fairfax Hall
May 9	W	Evening Grass Autotest	Headcorn Aerodrome
May 13		Autotest Training Day	Headcorn Aerodrome
May 16	W	Evening Grass Autotest	Headcorn Aerodrome
May 22		AGM	Rianos (see map)
May 30	W	Evening Grass Autotest	Headcorn Aerodrome
June 2		Kent Driver Autotest	Sittingbourne
June 13	W	Evening Grass Autotest	Headcorn Aerodrome
June 27	W	Evening Grass Autotest	Headcorn Aerodrome
July 8	W	Southern Grass Autotest	Headcorn Aerodrome
July 11	W	Evening Grass Autotest	Headcorn Aerodrome
July 25	W	Evening Grass Autotest	Headcorn Aerodrome
August 11		Flying Proms	Headcorn Aerodrome
August 15	W	Evening Grass Autotest	Headcorn Aerodrome
October 14	W	Brian Lewis Production Car Trial	East Farleigh
November 8	W	Navigational Scatter	Tbc
December 6	W	Navigational Scatter	Tbc

Other Club Evenings will be organised throughout the year

W = Weald MC event.

For more information on any of the above events please e-mail:

info@mmkmc.co.uk

Other Weald MC club events that MMKMC members may be able to compete at:

Club	Website Calendar
Bexley Light Car Club	http://www.bexleylightcarclub.co.uk/blccevents.htm
Black Palfrey Motor Club	http://www.blackpalfrey.co.uk/bmckevents.htm
Borough 19 Motor Club	http://www.borough19motorclub.co.uk/Regs.htm
Sevenoaks & District Motor Club	http://www.sevenoaksmotorclub.com/calendar.html
Southern Car Club	http://www.southernclub.com/events.htm

For more information on any of the Weald events please e-mail:

weald@mmkmc.co.uk



News

Rally of Kent

Sadly the Rally of Kent was cancelled due to lack of entries. It is understood that a group of people are working to see if they can resurrect the event next year and we wish them all the best.

Visits

Visit to Prodrive on the 23rd May is now booked up but we have another visit on the 30th July currently with 10 spaces available. The cost of the visit is £38.00 including transport but not meals.

Also we have now booked the visit to Shuttleworth on the 20th June. This visit will cost £35.00 including transport and lunch. The day will include a guided tour of the aircraft museum in the morning and the gardens in the afternoon if people would like it.

Arrival at Shuttleworth is at 10.45, so the coach will be leaving Maidstone at approx 08.30

Longcross

2007 Chieftain and Scorpion Sprints at Longcross have been cancelled following the decision of QinetiQ Management to withdraw the venue from ALL motor sport use.

The withdrawal is also effective immediately for all remaining motor club bookings for rallies (Craven MC / Sutton & Cheam MC / Rally Britannia / Bexley LCC / Oxford MC) and Sprint bookings (London Irish MC).

Sadly we have lost another motor sport venue in the south east.



News

Astra Stages.

The Astra Stages Rally has also been cancelled (it was due to run 6th/7th April) again due to lack of entries in the moderns although Historic entries were also well down for this event over previous years.

This is an event that is normally oversubscribed - will the MSA now take note?

40th anniversary of Rallycross

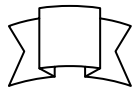
Roy Edwards is organising a special 40th anniversary of Rallycross celebration at Lydden on Easter Monday 9th April.

Historic rally cars (road or stage) are invited to come and be displayed at the TonHire hospitality area, with a procession around the tarmac circuit (up to 30 mins track time) during the lunch break.

If you would like to come and take part in the lunchtime procession and enjoy the hospitality of Tonhire whilst watching the rallycross, please email Andy Gibson at andy@hrcr.co.uk

Roy is still looking for some more fully stage prepared historic rally cars to compete in the special historic rallycross event as a part of the main meeting. There will be two heats and one final in the 1967 format of four off the line at once, three laps in each heat followed by a four lap final of the four fastest cars.

Anyone who would like to participate in the rallycross please contact Roy Edwards at TonHire 01892 836155 or email roy@tonhire.co.uk



Invitations Received

WEALD MOTOR CLUB LIMITED

The 2006 - 2007 12 Car Rally Series

A series of seven 12 Car Rallies which will comprise the following events:

Friday, 15 December 2006 (B18 Promotion)

Friday, 12 January 2007 (Croydon Promotion)

Friday, 16 February 2007 (Sevenoaks Promotion)

Friday, 16 March 2007 (B18 Promotion)

Friday, 13 April 2007 (Central Sussex Promotion)

Entries for the Croydon promoted events to

Peter Turner, 43 Harrow Road, Warlingham, Surrey CR6 9EY.

Work and fax: 01883 623465. Mobile: 07778 857160

Email: apt.design@btinternet.com

Entries for the Sevenoaks promoted events to

Martin Chinnery, 36 Churchside, Vigo, Kent DA13 0SJ.

Home: 01732 823132. Work: 020 8691 6221. Email: chin@btinternet.com

Entries for the Borough 18 promoted events to

**Roger McKenzie, 10 Mid Comp Farm Cottages, Comp Lane, St Mary's Platt,
Borough Green, Kent TN15 8QT. Tel: 01732 884312.**

Email: rmckenzie@playleandpartners.co.uk

Entries for the Central Sussex promoted event to

Matt Fowle, 7, Frant Road, Hove, East Sussex BN3 7QS

Home: 01273 551145. Work: 01273 416331, Email:

matt@mdfowle.freeserve.co.uk

Wheels

We have not added a copy of *Wheels* to Kent Driver in the last issues due to the number of articles received. If you wish to read wheels you can download it from the MSA website.

<http://www.msauk.org/site/cms/contentViewArticle.asp?article=2197&category=658>

January 18th Scatter Rally

The day before the scatter rally we had far more than our fair share of rain and wind making driving round the Kentish lanes rather hazardous, but it did make it rather interesting. The start was at Park Gate Pub near Leeds Castle on the A20.

We weren't sure if any crews would turn up due to the appalling weather conditions we still had with us, but to our relief five crews arrived.

At 8pm the instruction sheets were handed out to the crews to start plotting as many points as they could. Well over half the points were eight figure map references.

The other were navigational routes for the more experienced crews consisting of herringbones, tulips, compass points and some others thrown in. After half an hour most crews had started.

The 40 points on the map were split into three areas, 11 north of the start between Detling, Stockbury and Hollingbourne, 12 to the south west, 12 around the Yalding area and the rest no further south than Staplehurst.

We had nothing further to do so we headed back to Maidstone and had a coffee and a natter.

We made sure we arrived back at the Park Gate in plenty of time to clock the competitors in. Everybody returned but they reported they had found plenty of mud, some roads were flooded and some broken branches needed moving before they could continue.

After a short time the results were announced as follows

The clear winners were

1st	Ray and Gavin Lane	160 points
2nd	Chin and Willie	140 points
3rd	Tom Solomon (He arrived back 1 minute later than Chin)	140 points
4th	Nigel and Rosemary Mead	130 points
5th	Hannah and Roland Brown	40 points

Well done to everyone turning out on a wet and windy evening and supporting the event

Dennis Usmar Tom Tompson

Qantas Airlines

After every flight, Qantas pilots fill out a form, called a "gripe sheet," which tells mechanics about problems with the aircraft. The mechanics correct the problems; document their repairs on the form, and then pilots review the gripe sheets before the next flight. Never let it be said that ground crews lack a sense of humour...

Here are some actual maintenance complaints submitted by Qantas pilots (marked with a P) and the solutions recorded (marked with an S) by maintenance engineers.

By the way, Qantas is the only major airline that has never had an accident.

P: Left inside main tire almost needs replacement.

S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.

S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.

S: Something tightened in cockpit.

P: Dead bugs on windshield.

S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.

S: Evidence removed.

P: DME volume unbelievably loud.

S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.

S: That's what they're for.

P: IFF inoperative.

S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.

S: Suspect you're right.

P: Number 3 engine missing.

S: Engine found on right wing after brief search.

P: Aircraft handles funny.

S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.

S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.

S: Cat installed.

And the best one for last ...

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: Took hammer away from midget

MS

AUTOTEST update 2007

Just a quick update on the 2007 AUTOTEST scene.

The BTRDA championship has already started, our own Grass Series starts on 9th May, our training day will go ahead on 13th May, our two championship rounds, The Kent Driver and the Wings Autotests are both on schedule, there is an important new rule change that will affect the Junior Drivers - and it's all good news.

Rule Changes This affects Junior Drivers - MSA rule **F 9.2.2** has changed. I did mention this at the last event in 2006. The new rule simply says - ***The vehicle is by definition a "saloon car"***. This means that junior drivers are no longer restricted to a 1600 saloon driven to the event. You can bring it on a trailer, it does not have to be registered (must still pass scrutineering) and there are no restrictions to cc or induction method. But you will still have to find someone daft enough to lend you a Subaru!! (and sit next to you!)

Grass Series All dates are fixed with Headcorn. I will shortly be contacting those who kindly take on the role of Stewards and Clerk of the Course, to allocate events for 2007. Regs will be out towards the end of April.

Training Day Sunday 13th May 2007 - this will follow a similar format to previous years. If there is any particular aspect of Autotesting you would like me to include, please let me know – so I can look it up! I was thinking of adding a bit about **AUTO-SOLOS**. If you don't know what they are, or you want to find out more, then come along on the 13th. Remember, you don't know what you're missing!

Demon Tweaks direct BTRDA Championship The first round of the 2007 championship was on Sunday 5th March at Curborough. Run by Hagley and District Light Car Club with ex British Champion and top sports car driver Malcolm Livingston as Clerk of the Course, the event is always first class.

This year was no exception although the weather was atrocious with heavy rain all day (glad I did not do it). FTD went to 2006 BTRDA champion Paul Swift who rushed back from an event on Saturday in Ireland, where he missed FTD by 0.5 seconds. He made up for it on Sunday with a winning margin of nearly 60 seconds.

For those interested, Championship results are available on www.btrda.com then go to autotests, 2007 results. A full report will be added to the web site shortly. Round 2 is on Sunday 1st April at Foxley in Herefordshire, run by Herefordshire Car Club it is also round 1 of the 2007 Link Up MSA British Championship.

Race Retro As previous years, BTRDA will be doing some Autotest demonstrations at this year's event, on Saturday 24th and Sunday 25th March. We will have 6 or 7 cars including Paul Swift in his Mini Special, Malcolm Livingston's Lotus 7, Chris Atkinson's Subaru Buggy and my 100E. This year the demonstrations will be more frequent and indoors in Hall 4, so hopefully they will be quite spectacular. (I designed the tests so they should suit rear wheel drive!) If you are going to the show, come and find us.

That's about it for now. I'm not sure this will be a regular feature, [*yes please—ED*] but you never know.

Dave Cook

BRSCC QUIZ NIGHT

On Thursday 22nd March the finest brains in British Motorsport gathered at the Kentagon, Brands Hatch for a quiz night sponsored by the BRSCC. Sadly a team from M&MKMC “slipped” in to lower the average IQ.



Sevenoaks, Borough19, Rochester and five other teams fielded their best anoraks, to debate who came 8th in the fourth round of the 1986 Renault Clio Cup, 2nd heat!

As you can probably gather our performance was somewhat below that of the other teams,

but we are a “rally club” as we kept repeating as we came last round after round.

Into the last round and we are clearly the Minardi’s of the quiz world, when we play our Joker for double points as it is about rallying A romping 8½ out of 10 doubled up with the Joker and we only win last place by ½ a point from the BRSCC dinner ladies.

The BRSCC kindly awarded us each with a camembert cheese to commemorate our fine achievement, hopefully the printers have blanked out our faces to avoid any embarrassment.

Many thanks to the BRSCC as organisers as well as feeding and watering us for the evening, running the raffle and in general being excellent hosts.

GW

Production Car Trial

The first PCT event to be run after Christmas was organised by the Borough 19 Motor Club on 4th February. The venue was Chapman's Hill, Ridley. The land was a valley a quarter of a mile long with pasture land in the basin. On either side of the valley there were wooded slopes and one side had a grassy bank.

The first part of the day was a test to see if you could get in the field and park without getting bogged down and stuck. The first hurdle over, next was to sign on in the caravan and then preparing the car for scrutineering. This



consists of mainly checking wheels, tyres and tyre pressures for each class. Checking the brakes, steering and a visual look around the car for any sharp edges and loose parts that may come adrift.

There were four hills laid out, three in the wooded area and one on the grassy bank. It pays to walk the hills looking for areas to gain maximum grip and try to negotiate any tight turns and familiarising the route of the trial.

After the drivers briefing we started the competition about 11am having the choice of starting at any hill. You had two attempts to negotiate each hill with both results

counting, so no room for errors. In the wooded area it was fairly dry with not too many problems but on the grass it soon turned into a quagmire resulting in a job to drive with mud flying everywhere.

After everybody had completed the four hills we had a lunch break. This gave the organisers time to alter one hill to make it more of a challenge and to lay out another three fresh hills.

After the break we had two attempts at each of the new hills. The weather stayed fine but overcast giving the mud a chance to dry out a little so we had more grip in the afternoon.



We finished fairly early, handed the score card in and had time to watch other competitors attempt some of the hills. With the competition over we packed up ready to leave while the results were being collated.

There was a good entry of 50 competitors (some cars double driven) split into 5 classes.

Class A 1200cc front wheel drive -19 entries.

Class B Over 1200cc front wheel drive -24 entries

Class C Front engined rear wheeled drive -2 entries

Class D Front engined rear wheeled drive sports cars -4 entries

Class E Rear engine production car -1 entry

It was well supported by 11 MMKMC members who received a number of awards

Gavin Lane Overall (Index of Performance) winner in class B with 8 Penalties.

Dennis Usmar 2nd in class B with 16 Penalties

Richard Olsen 4th in class B

Emma Olsen 5th in class B

Ken Kimber 1st in class E (Good to see you out again Ken)

Brian Grant received Best Novice

Vicki and Ray Lane received the Team Trophy

Other MMKMC member competing were:-

Thomas Grant in class B

Roger Ashby in class B

Dave Johnson in class B

Thanks to Borough 19 for a good well organised event. It only left the greatest challenge of the day to get out of the muddy field. There was a lot of wheels spinning, pushing and towing and I assume everybody did get out in the end.

The Club is organising the Tyrwhitt Drake PCT on the April 1st

I hope the members will support this event either by competing or marshalling, it is a good entertaining motor sports day.

Any members interested contact the Secretary of the event Bruce Jenkins.

Dennis Usmar.

WINTER CLASSIC TROPHY 2007.

This event is new to the UK motor sport calendar and was organised by Simon Rossiter and his team who are well known for the Classic Rally Tours that have been run for several years on the Continent. The format for the event was to follow the established Classic Rally tours philosophy with no tricks navigation tough regularities and time to socialise with the competitors and organisers.

The final entry may have been slightly down on the numbers expected but what it lacked in quantity was most certainly made up by the quality of the entry with well known international rallying crews including Richard Prosser / Andy Gibson [Sunbeam Alpine], Jane Wignall / Kevin Savage [Alfa Romeo Guilia], Goeff Twigg / Shon Gosling [Mini Cooper S], Mark & Sue Godfrey [MGB], David Astle / Colin Francis [Reliant Scimitar], Paul Bloxidge / Dennis Greenslade [Volvo Amazon], Paul Wignall / Fred Bent [Porsche 911S], Tony Colvill / Willy Cave [Rolls Royce Shadow], to name but a few.

This Club was represented by Andy Gibson [see above], Steve & Chris Winter [Volvo 144], and Lyle & James Cathcart [Volvo Amazon].

The start of the event was from the Heritage Motor Centre at Gaydon where all the crews assembled on the Sunday afternoon for signing on, scrutineering and documentation.

The rally commenced on the Monday morning with a special test around the cones in the car parks at Gaydon followed by a transport section through the Midlands using main roads to the Curborough sprint circuit, for another special test, using most of the circuit. Then straight into the first regularity starting near to Rugeley and over the moors onto the lunch halt at Ashbourne. The afternoon regularity went through the Peak District to finish at the Buxton Palace hotel for the first overnight halt.

Day 2 started with a regularity which took us to the Buxton Raceway for another special test around the circuit and then the regularities for the rest of the day continued across the Peak National Park on through the Bradfield and Midhope Moors, stopping for

lunch near to Marsden, then across Rishworth and Soyland Moors through Mytholmroyd, and Wadsworth Moor and Ilkley to the overnight halt at the Cedar Court Hotel in Harrogate.

The route for the regularities on day 3 headed north through the lanes and villages to cross Dallowgill Moor for the coffee break at the Black Sheep Brewery at Masham and on through Wensleydale and Coverdale to Hawes for lunch. The afternoon regularities took the competitors across Wherside and Dentdale to Kirby Lonsdale to the afternoon halt at Newby Bridge. The final regularity for the day started near to Trover and past Broughton Mills then across Boole Fell and Eskdale before tackling the Hardknott and Wrynose passes to finish the day at the hotel in Kendal.

Day 4 was out over the Howgill Fells to Kirby Stephen and then across Sleigholme Moor for lunch at Barnhard Castle. The afternoon route took in Snowhope and Westernhope Moors and then crossed Langdon common to Alston for the afternoon halt before the regularities through Kings Forest of Gilderdale to finish the day at Carlisle.

The final day [5] regularities were through the Scottish borders and Eskdalemuir Forest before stopping for lunch at the Tushielaw Inn. The penultimate "secret" regularity was timed to the minute and was a quick blast through Ettrick Forest, Minch Moor via Innerleithen and the Moorfoot Hills. The final regularity of the day, and the event, was back to being timed to the second to finish near to Penicuik. All that remained was the run back, in rush hour traffic, to the Capitol Hotel in Edinburgh where the final dinner was held followed by the awards prize giving.

Generally the weather during the event was somewhat unseasonable inasmuch that the expected snowy conditions did not prevail and it was fine and sunny for most of the time, albeit it was cold and windy for the marshals on the exposed highlands. During the event the roads were fairly clear of other traffic for the regularity sections but occasional baulking did occur which affected some cars more than others as could be seen by an analysis of the results, and most crews were reporting the "if only and buts" which almost certainly arise on a five day event and can effect the results quite dramatically.

The fortunes of "our Club" crews was somewhat mixed and Andy Gibson was the most consistent and almost certainly lost an outright win by a couple of unfortunate baulking instances which relegated him to 4th overall at the finish with 582 penalties - his individual daily positions being 10th, 2nd, 14th, 2nd, and 2nd.

Steve and Chris Winter had good and not so good days with daily positions being 11th, 17th, 38th, 8th, and 10th which resulted in them finishing 27th overall. The day they were 38th was due to them having to leave the event and divert to the nearest town to obtain a new set of tyres - not often one has to make a pit stop of this nature while competing on regularity sections !

Lyle and James Cathcart had good first and last days with 4th and 5th overall but on day 2 fuel pump failure and electrical problems, just before the final regularity of the day, incurred a massive penalty of 1350 points from which recovery was impossible which resulted in the final position of 35th overall.

These regularity events are quite sociable as all the crews meet up at time controls for coffee, lunch, and afternoon tea breaks which are located at places of interest where tales of the preceding regularities may be exchanged. The overnight halts were all at exceptional good "Best Western" hotels with the exception of the Carlisle hotel of which the less said the better as it was terrible in comparison with the others.

The Cathcart crew thoroughly enjoyed the event, in spite of the problems, and were pleasantly surprised with their performance on days 1 and 5 which proved they are able to successfully compete against some of the best crews in the sport - all that is needed is consistency !

As far as preparation of our car went all the usual items were checked and adjusted but in addition we were advised by the organisers to prepare ourselves for cold weather, including snowy conditions, in the Peak and Lake Districts, the Pennines, and the Scottish Border regions so we duly fitted all weather tyres and packed a shovel and a survival kit, just in case.

The route devised by Simon Rossiter and his team found some fantastic roads which were extremely narrow with stone walls less than 2 metres apart. Also some of the fords and bridges required accurate driving so as not to damage the paintwork.

For us the challenge of the Hardknott and Wrynose Passes at night was great and as we managed to pass the cars in front, so as not to be baulked, it was most enjoyable notwithstanding the punishment to the car. The breakdown was most embarrassing especially as we were not carrying a spare fuel pump but thanks to the generosity of Barbara Morris [Volvo P1800S], who was carrying a spare, we were able to rejoin the event after becoming immobile on the Tuesday at Mytholmroyd and then being recovered to Harrogate.

For the first two days of the event cars ran in date order and from Wednesday were reseeded on the results for the first two days. This meant we were relegated to last on the road from Wednesday morning which did result in some serious baulking - at one time we had eight cars in front of us [three competitors and five Joe public] when we met a lorry on a single track road with a passing place for only one car which resulted in the lorry shunting back and forth to allow the cars to pass causing us a delay of many minutes. This must be accepted as one of the problems of rallying in the UK. To try and overcome this we understand the event for 2008 will be moved further north with more of the event in Scotland.

A good event on which we have come back wiser and looking forward to the next one.

LC
February 2007.

ssible photographs from [www classictrophy.com](http://www.classictrophy.com)

Cathcarts : Tuesday nos 24 and 78
 Wednesday nos 28, 58, 186
 Friday nos 1, 24, 60

MAIDSTONE & MID KENT MOTOR CLUB Ltd.

Membership Application Form 2007

I wish to become a Full / Family member of the Maidstone & Mid Kent Motor Club Limited and undertake to abide by the Rules of the Club.

PLEASE COMPLETE IN BLOCK CAPITALS

Class of membership: Full (individual) [1] / Family [2], see below.

Full Name [1] Mr/Mrs/Miss/Ms	
Full Name(s) [2] additional members Mr/Mrs/Miss/Ms	
Full Address, inc postcode.	
Age	
Home Tel No	
Work/Mobile	
e-mail address	
Competition Vehicles Owned	

Motor Sport Interests / Successes / Activities	
---	--

Would you like to organise or assist with the following – indicate with 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 £15.00 annual Full Membership fee,
 and a further £7.00 [each] for Family Membership – for Spouse,
 Partner, Sons & Daughters resident at Full Members address only
 – all mailings of Kent Driver, etc, to the Full Member only.
 [All memberships are renewable each 1st January]
 Annual Junior membership is £7.00 [does not qualify for
 additional family Members]

Please make cheques payable to "MMKMC Ltd" and send with
 this form to :

**Membership Secretary
 Windy Croft,
 Bimbury Lane,
 DETLING,
 Kent
 ME14 3HY**