



Kent Driver

June 2008

- **Belgium Rally Reports**
- **Autotest Results**
- **Monteburg Rallysprint**

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and Pastime of Motoring Since 1935**

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Volume 33 No 3



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Founded 1935
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Mote Squash Club
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If you would like details relating to membership please contact the
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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 Maidstone Squash Club, Mote Park, Willow Way, Maidstone, ME15 7RN. at 8pm.
New members are always welcome

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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.



Editorial

This edition of Kent Driver has a very Belgium feel, due to Steve Stringer kindly submitting a number of articles about his exploit overseas. He indirectly updates us as to how our "beloved" chairman is doing in his foreign travels when he isn't blowing up engines.

And on that note of unplanned expenses I was driving past Graham Standen's workshop near Marden the other night when I was certain the rather attractive rainbow was ending right outside his front door. Which club member was opening his wallet that night then?

The AGM was very well attended this year at the Bull, Linton when the legal and procedural part was quickly dispensed with and we could go to the bar. Sadly no one leaped forward to take over the editorship and my sentence has been extended for another 12 months.

One of the main items debated was should we have an awards dinner or continue with the dinner dance format. If anyone has any strong views on this your committee would be delighted to hear them.

If you didn't come along to this years AGM I urge you to make it a date next year. Its interesting to see how the club is managed, and appreciate the work that goes on into running the events. The Autotest Fairy doesn't just turn up and sprinkle magic dust over Headcorn on a Wednesday night you know

Lastly - check out the announcement about the flying proms on page any wannabe Traffic Wardens please contact Lyle, it's a great evening and FREE !!

GW



News

RESULTS

As you will be aware if you came to the AGM we are trying to produce the standings for the Annual Club Championship for publication in each Kent Driver. Matt Sullivan has kindly offerde to take over the co-ordinaton of the Championship for Ann Cook who has do it fo the last few years. Would you please send your results to date to Matt at results@mmkmc and then for the rest of the season as you have them.

By the way it is intended to publish the Rules in the next edition of the Kent Driver.

Regards,

Bruce Jenkins
Club Secretary

VISITS

Prodrive - 21st July Come and look round this famous rally team's workshops.

British Motor Heritage – 3rd September - A classic my dad had one of those (or in some cases) I had one of those occasions. British Motor Heritage Limited was established in 1975 to support owners and the marketplace by putting genuine components for classic British cars back into manufacture, using original tools wherever possible. Since 2001, when the company was acquired from BMW, it has been successfully run as an independent company.

For details and to book a place contact Brice Jenkins.



News

Signing-on forms

Clubs and Event Officials are reminded to always download the latest edition of signing-on forms from the MSA website ahead of each event – there may be small wording changes even during the course of a calendar year. There are separate signing on forms for competitors, marshals and the media, and a different form for officials under-18. See www.msauk.org > MSA Forms > Clubs > Signing On Sheets

Stage rallies – parking of non-competing vehicles

The MSA continues to receive accident reports and insurance claims involving rally cars crashing into non-competing vehicles. Regulation H136.6. (j) on page 286 of the *2008 Competitors' and Officials' Yearbook* states that non-competing vehicles should be at least 30 metres from the edge of the special stage. This is the *minimum* distance. In addition, at all venues issued with an MSA Track Licence, *all* non-competing vehicles *must* be parked behind the circuit safety barriers during the normal running of a special stage. The nature of the stage and weather conditions etc must be taken into consideration and the distance that non-competing vehicles are stationed from the edge of the stage should be increased accordingly. These points apply to *all* special stage rallies.

Go Motorsport

The MSA is to launch a nationwide marketing campaign to attract thousands of new people to motor sport. Go Motorsport is the first ever centrally co-ordinated campaign to raise the profile of motor sport among the general population and will encourage people to get involved with the sport, whether as a spectator, participant or volunteer. Go Motorsport will be launched officially with a high-profile media event later this year.

TAC Rally 4th/5th April

Two Kentish crews travelled to Tielt in the Flanders area of Belgium, for the TAC Rally, the second round of the Belgian Historic Rally Championship. The event being four laps of four stages on closed public roads, totalling 165 km. Chris Browne and Ali Cornwell of Bredgar had their Chris Browne Builders supported Mk 1 Escort, and Steve Stringer of Chatham had the usual Stringer & Associates Sunbeam Lotus with additional support from Passmores Timber Garages, with Dave Town of Ashford in the co driver seat. It was Dave's first visit to Belgium, and first time using pace notes.



Steve picked Dave up and they were on an early afternoon Seafrance ferry, arriving at the converted barn, where the team were staying. Chris and Ali were in the Shamrock Hotel [soo flash] and caught a later boat, all of us meeting up in our favourite restaurant in the town square, where the staff recognised us despite it being three years since our last visit!!

Friday was spent making notes of the stages. Simon Soanes Darren Russell and Dan Whittington brought my van and trailer out, Norman being entrusted with Chris's new **short** wheelbase Transit [he thought he had ordered a medium] and the Escort. The cars were scrutineered at about 3pm and unusually for this event, there was no queue, and it all went smoothly. Time for a quick snooze, while Dave wrote up the notes, and then we all went back to town for some nosebag, where DW was intro-



duced to the real reason we go rallying... DR had been before, and for an explanation you only need to look at Chris's and my waistlines.. [Chris is still a 32..... So he says]

Saturday dawned very wet, and the Belgian roads are very slippery in these conditions, and cars drag mud out of the verges. In these conditions the local crews experience gives them an advantage, which was exaggerated by both Kentish crews making the wrong tyre choice, at the end of the 1st lap Chris was 8th historic and Steve 10th.

Once the correct tyres were on some progress was being made with the crews up to 4th and 6th at the start of the last lap, Chris's pleasure was however to turn to sorrow with only 2km to go when the BDA engine broke a piston and they ground to a halt. Steve was in a fight for 4th with a Bel-

gian escort, and managed to secure it with a time 14 seconds faster on the last stage, the end result being a pleasing 18th overall, 4th historic and 1st in class. Dave had acquitted himself very well, and is now a convert to the Belgian way of rallying!

A lazy Sunday breakfast was followed by missing the booked ferry [nothing unusual] and a steak in the boat restaurant, returning to a very snowy Kent.

The next event for Steve is the Wallonie Rally in Namur, over the last weekend of April, hopefully it will be a bit dryer. Chris is hoping to have new engine in time for the Sezoens Rally in mid May.



Wallonie Rally

Chatham's Steve Stringer had his usual co driver Andy Gibson of Whitstable back in the Sunbeam Lotus for the Wallonie Rally based in Belgium's lovely old town of Namur. the event consists of 245km of fantastic, closed road, mainly tarmac stages, and is a round of the Belgian Rally Championship.



There is a spectator stage around the town's Citadel, partly on gravel and partly on cobbles, a stage where it is easy to loose the rally, almost before it starts!

Then on Saturday and Sunday there are a further 22

stages, four different on each day visited several times. After the first loop Steve and Andy were 3rd historic, and happy, despite damaging a half shaft slightly, which was changed quickly in service, on the second loop a trip into a field, and a half spin, dropped them to 4th, but on the third loop the rear axle started to make a lot of noise, and retirement ended a good run.

They stayed in Belgium to support Essex crew Craig Salter and Preston Ayres, on their first visit to Namur. Craig using a Mk1 escort, had a big grin on his face all weekend and ended the event a creditable 3rd Historic, they are planning a return for the Ypres rally in june,

Steve is repairing the Sunbeam ready for the Sezoens Rally in two weeks time.

Dear Member,

**SATURDAY 23 AUGUST 2008 - WINGS, WHEELS and
STEAM BALLOON FESTIVAL and THE SPITFIRE FLYING
PROMS**

**SUNDAY 24 AUGUST 2008 - KMFM ULTIMATE PARTY
NIGHT with tribute act RUMOURS OF FLEETWOOD MAC
and ABBA MAGIC.**

**This Club has again been asked to assist with the car
parking for the above events.**

**In order that we may make a commitment to Jamie Free-
man [owner of Headcorn Aerodrome] we will be most
obliged if you will indicate as to whether you will be able
to assist either on the Saturday or the Sunday or both
days.**

**You will of course have access to the events in between
the 2 hourly shifts we would like to operate, as in previ-
ous years.**

**So please Email me as soon as possible in order that we
may commence our pre event organisation.**

With best wishes

**LYLE
Maidstone & Mid Kent Motor Club Limited.**

Eastbourne and RAM 2008 Summer Regularity Series

Welcome to the 2008 Summer Regularity Series. A five round series of Sunday Morning Regularities.

Each event will consist of two or three regularity sections and finish at a country pub in time for lunch usually around 1:30pm. Signing on for each event will be at 9:00am with the first car starting at 10:00am giving enough time for a bit of breakfast whilst you plot a small amount of information needed to help you on your way.

Entries will be on a first come first served basis and strictly limited to twelve cars. Entries will be added to the list on receipt of a completed entry form either by email or post, you can pay the entry fee on the day. The entry fee will be £10. As most motor insurances do not cover events on the public highway we will be offering Locton insurance cover for an additional £15.50. For those that wish to make use of this facility you must comply with the conditions listed on the entry form, which can be downloaded from www.eastbourneandrammc.co.uk

The navigation will be simple and will be emailed or made available on this web page on the Friday evening before each round. For those that enter on the day the route will be issued 30 minutes before your start time. So it would be beneficial to send an entry in advance.

Regularity dates

Sunday 29 June 2008
Sunday 27 July 2008
Sunday 24 August 2008
Sunday 14 September 2008

AutoTests

Having over the years taken part in autotests in a number of totally unsuitable vehicles I was convinced by my son Matt to try and do it seriously for once.

The impetus for this was he took in part exchange a Daihatsu Cuore – or as we christened the white peril the Hotpoint Express. It has a 3-cylinder 865cc engine, looks about 3ft square and sounds like a spin dryer in distress.

Now one of the nice things about the M&MKMC autotests is that they do cater for the more challenged competitor, and as someone who is used to sitting in the passengers seat giving instructions than actually carrying them out I knew this would end in tears.

The first time I drove the Hotpoint Express was into the box at the start of the of the evening autotests. The next first was finding where reverse was, which was halfway round the test.

I won't embarrass the other competitors by revealing my result – one of the "perks" of being editor is that I can also edit the results, or at least infer I did otherwise that hold up the bottom of the table.

Missing the training day due to a decent weather forecast and a desire for a sail we appeared at the second evening autotest intending to take it seriously now. Well I would have done except I have a tendency to get lost on the way round.

Its one of the dangers of having the autotests in the evening, those of us with limited thinking capacity have used that all up by lunchtime.

Which reminds me Kevin Haselden has been voted best-dressed competitor, arriving in a suit with a copy of The Times crossword on the passengers seat of his mini.

So if you are thinking of trying out a few tests what can I say to encourage you? I started going to autotests years ago when Matt was about 12 and just about knew what the three pedals on the floor did. It was great experience for him in car control and handling in a safe controlled environment. Fast forward a few years and he is learning to drive, on one cold dark night we came across some black ice and he started to skid, instinctively he corrected. I have often though that came from autotesting in slippery fields over the years.

You frequently hear of young drivers being most at risk of accidents these days and I wonder if some of it is down to training and experience that we “older” drivers picked up naturally in our youth.

My first car was a Hillman Imp – 0 to 60 25 seconds? Top speed about 80 and by today’s standard pretty scary on any corner in the dry let alone add water or ice. Brakes, drum all round non servo.

My daughter first car 1.4 Fiesta – 0 to 60 about 11 seconds, top speed 100+ and disk brakes, ABS, handles pretty well.

So what makes you think she at 17 was any more sensible or a better driver than I was? The big difference is when she goofs she is travelling 2 or 3 times faster with the correspond-

ing reduction in reaction time.

We had skids and slides at much much lower speeds and were able to react in time and learn from our mistakes. Modern cars are so much better than what we drove, but also insulate the driver from what is happening outside. I knew to expect ice when the heater packed up and the inside of the windscreen froze. Nowadays you get a warning light!

I am convinced that both of them doing the odd autotest has helped keep them out of trouble and at least teach them a little bit about car control and handling.

That's enough preaching, if you want a couple of hours of harmless fun on a Wednesday evening come along, none of the people running it bite, and those at risk we muzzle anyway. All you need to do is stick you head into the M&MKMC caravan waving £12 in front of you and I can assure you of a warm welcome.

And if your last excuse is that you will feel stupid coming last – then don't worry about that, you will always be ahead of me.

GW

DATE CHANGE—GYMKHANA

Our Chairman invites you to Headcorn Aerodrome on the 27th July at for a fun filled day of games and frolics including free Bar-B-Que.

What is a Gymkhana I hear you cry—well I'm not sure either but apparently it is doing silly things with cars.

I am assured it will be a day to remember!!

Fashion show Rallying at Monteberg.

With age supposedly comes wisdom, so why did I say yes when my daughter said she would help service for me. We took the Escort out to Monteberg rallysprint again this year for this fun event.

I knew we were in for trouble when Hayley pointed out if she broke a nail changing our wheels we would have to retire. Luckily the pink overalls she found on EBay wouldn't arrive in time so she had to hunt out something else from her wardrobe.

Ric was criticised because his nomex balaclava didn't match his helmet lining and I should wear a V neck race suit to make me look slimmer.

The sun shined the barbeque was lit (and cooked ever so slowly) the car ran without any trouble and we finished unscathed. Jeff Williamson joined us with a Mini Clubman he had just bought and had Dave Towns from Ashford co-driving for him.

Roy Edwards got moved to the moderns because some scrutineer decided that a Mk2 Escort with a 6 speed sequential box, and servo brakes wasn't in period.

Poor Alan Honess in the ex-David Maslen Cortina GT found out the long left after the start couldn't be taken flat. We didn't see the crash but we heard it in service, went on for a very long time. Crew were safe and un-harmed which is more than can be said for the car, that's going to need a big tub of T-Cut to polish out.

Once More to Belgium

Chatham's Steve Stringer, and Bredgar's Chris Browne returned to Belgium last weekend to continue their attack on the Belgian Historic Rally Championship. Steve had Dave Town in the co driver seat of the Sunbeam Lotus, and Chris as usual had Alli Cornwall reading the pace notes, in his Mk1 escort RS. The crews met up in a restaurant late on Thursday, ready to make the pace notes and have the cars scrutineered on Friday, the event taking place on Saturday, with three laps of four stages making a total of 148km of



stages, with 30% of the route on gravel, the rest being bumpy tarmac. Chris went to bed Thursday, not knowing whether his car would have an engine in! Friday dawned dry and sunny, and the news was good, Graham Standen of Marden who prepares Chris's car, rang to say he had finished putting the engine in at 4am, and they were on the ferry.



Saturday morning the crews awoke to heavy rain, not a good combination when you are using tarmac racing tyres on wet gravel.

Both crews took the first loop of stages carefully, and then speeded up, with Steve being second historic after 10 stages,

Chris had dropped back having been quicker on most stages after an ignition wire worked loose and he had to stop for three minutes on a stage to fix it. As the rain stopped the locals got a little quicker, while Steve and Chris decided to ease up a little as both were leading their classes.

At the end after a long hard twelve hours of rallying the Stringer & Associates/Passmores Timber Garages backed Sunbeam was third historic, and first in class with the Chris Browne Builders Escort one place back, and first in class.

The cars are now being refitted ready for the Ypres Rally at the end of June, and event that attracts the best Historic drivers from all over Europe.

It was my 1st visit to Sezoens, and next time I will take different tyres, to raise the gearing a little, the Sunbeam only does 160k on the rev limiter, and it is there for a long time on a 1.5km straight!! Although 130kph on wet gravel with puddles on cut Dunlop's 'slicks' definitely focus's the mind!!

Well done to Chris and Rutger, who got revenge for TAC, and to Stephen and Marc who sneaked past at the end!

The event well run with no delays for us, and as usual in Belgium, all competitors and marshals were friendly and helpful.

As I explained to the commentator on the finish ramp, we rally in Belgium for the beer, the food, and the friendly people, the rallying comes after that!

Craig Salter, in the Mk1, and Alan Cooper, in his nice Sunbeam, are also coming to Ypres.

Caption Competition



Please send any entries to the The Editor - Kent Driver
- any obscene entries cannot sadly be published but
will be relished.

Also -
guess the
driver
competi-
tion -
who is
this ?



May 7th Autotest Results By Class

Class	Name	Car	Total	Position
A	Daren Hall	Vaux Nova	233.1	1
A	Jay Grossmith	Rover Metro	235.3	2
A	David Gill	Peugeot 106	287.2	3
A	Brian Grant	Ford Ka	289.2	4
A	Thomas Grant	Ford Ka	290.9	5
A	Matt Wood	Daihatsu	293.2	6
A	Gary Wood	Daihatsu	331.4	7
B	D Cook	Nissan Micra	215.6	1
B	Lee Townsend	Nissan Micra	225.3	2
B	Brian Sharpe	Daihatsu	241.9	3
B	Jim Pullar	Nissan Micra	250.3	4
B	Ron Davis	VW Passatt	266.5	5
B	Ann Cook	Ford Fiesta	273.0	6
B	Anthony Newton	Vaux Astra	279.3	7
B	Matthew Coulling	Ford Fiesta	286.0	8
B	David Willing	Ford Fiesta	296.3	9
B	Peter Willing	Ford Fiesta	309.3	10
B	Lorna Andersen	Ford Fiesta	397.8	11
C	Chris Winter	MGB GT	296.1	1
C	Robert Sharpe	Mazda MX5	298.5	2
C	Lloyd Boss	Morris Marina	324.6	3
C	Russell Phips	MGB GT	377.4	4
D	Gavin Lane	Mini Special	214.4	1
D	Andy Gibson	MG Midget	263.6	2
E	Steve Stringer	VW Passatt	247.1	1

May 7th Autotest Results Overall

Class	Name	Car	Total	Position
D	Gavin Lane	Mini Special	214.4	1
B	D Cook	Nissan Micra	215.6	2
B	Lee Townsend	Nissan Micra	225.3	3
A	Daren Hall	Vaux Nova	233.1	4
A	Jay Grossmith	Rover Metro	235.3	5
B	Brian Sharpe	Daihatsu	241.9	6
E	Steve Stringer	VW Passatt	247.1	7
B	Jim Pullar	Nissan Micra	250.3	8
D	Andy Gibson	MG Midget	263.6	9
B	Ron Davis	VW Passatt	266.5	10
B	Ann Cook	Ford Fiesta	273.0	11
B	Anthony Newton	Vaux Astra	279.3	12
B	Matthew Coulling	Ford Fiesta	286.0	13
A	David Gill	Peugeot 106	287.2	14
A	Brian Grant	Ford Ka	289.2	15
A	Thomas Grant	Ford Ka	290.9	16
A	Matt Wood	Daihatsu	293.2	17
C	Chris Winter	MGB GT	296.1	18
B	David Willing	Ford Fiesta	296.3	19
C	Robert Sharpe	Mazda MX5	298.5	20
B	Peter Willing	Ford Fiesta	309.3	21
C	Lloyd Boss	Morris Marina	324.6	22
A	Gary Wood	Daihatsu	331.4	23
C	Russell Phips	MGB GT	377.4	24
B	Lorna Andersen	Ford Fiesta	397.8	25

May 14th Autotest Results By Class

Class	Name	Car	Total	Position
A	Daren Hall	Vaux Nova	234.5	1
A	Jay Grossmith	Rover Metro	258.8	2
A	Kevin Haselden	Mini Cooper	266.9	3
A	Dennis Usmar	Austin GT	276.5	4
A	Brian Grant	Ford Ka	295.0	5
A	David Gill	Peugeot 106	299.9	6
A	Gary Wood	Daihatsu	313.4	7
A	Thomas Grant	Ford Ka	319.2	8
A	Matt Wood	Daihatsu	321.4	9
B	D Cook	Nissan Micra	227.2	1
B	Lee Townsend	Nissan Micra	244.5	2
B	Tim Mewett	Peugeot 106	254.4	3
B	James Muir	Peugeot 106	257.3	4
B	Jim Pullar	Nissan Micra	260.6	5
B	Brian Sharpe	Daihatsu	262.5	6
B	Anthony Newton	Vaux Astra	273.5	7
B	Ann Cook	Ford Fiesta	283.6	8
B	Andy Gibson	VW Golf	288.3	9
B	Lloyd Boss	VW Golf	297.7	10
B	Andy Relf	Vaux Astra	298.6	11
B	Peter Willing	Ford Fiesta	305.8	12
B	Chris Winter	Vaux Corsa	309.1	13
C	Richard Olsen	MGB GT	296.1	1
C	Robert Sharpe	Mazda MX5	298.5	2
C	Craig McGurk	Morris Marina	324.6	3
C	Emma Olsen	MGB GT	377.4	4
D	Ray Lane	Mini Special	247.4	1
D	Gavin Lane	Mini Special	224.1	2

May 14th Autotest Results Overall

Class	Name	Car	Total	Position
D	Gavin Lane	Mini Special	224.1	1
B	D Cook	Nissan Micra	227.2	2
A	Daren Hall	Vaux Nova	234.5	3
B	Lee Townsend	Nissan Micra	244.5	4
D	Ray Lane	Mini Special	247.4	5
B	Tim Mewett	Peugeot 106	254.4	6
B	James Muir	Peugeot 106	257.3	7
A	Jay Grossmith	Rover Metro	258.8	8
B	Jim Pullar	Nissan Micra	260.6	9
B	Brian Sharpe	Daihatsu	262.5	10
A	Kevin Haselden	Mini Cooper	266.9	11
B	Anthony Newton	Vaux Astra	273.5	12
A	Dennis Usmar	Austin GT	276.5	13
B	Ann Cook	Ford Fiesta	283.6	14
B	Andy Gibson	VW Golf	288.3	15
A	Brian Grant	Ford Ka	295.0	16
C	Richard Olsen	MGB GT	296.1	17
B	Lloyd Boss	VW Golf	297.7	18
C	Robert Sharpe	Mazda MX5	298.5	19
B	Andy Relf	Vaux Astra	298.6	20
A	David Gill	Peugeot 106	299.9	21
B	Peter Willing	Ford Fiesta	305.8	22
B	Chris Winter	Vaux Corsa	309.1	23
A	Gary Wood	Daihatsu	313.4	24
A	Thomas Grant	Ford Ka	319.2	25
A	Matt Wood	Daihatsu	321.4	26
C	Craig McGurk	Morris Marina	324.6	27
C	Emma Olsen	MGB GT	377.4	28



MAIDSTONE & MID KENT MOTOR CLUB

FIXTURE LIST – 2008

Date		Event	Venue
January 17	W	Navigational Scatter	Park Gate Inn M/R 188/83805370
February 21	W	Navigational Scatter	Contact Sevenoaks MC
March 20	W	Navigational Scatter	M2 Services (London bound) M/R 178/81706345
March 30	W	Tyrwhitt Drake PCT	East Farleigh
April 3	W	Navigational Scatter	Contact Sevenoaks MC
April 25		Dinner and Dance	Ramada Hotel, Hollingbourne
May 7	W	Evening Grass Autotest	Headcom Aerodrome
May 11		Autotest Training Day	Headcom Aerodrome
May 14	W	Evening Grass Autotest	Headcom Aerodrome
May 20		AGM	tbc
May 28	W	Evening Grass Autotest	Headcom Aerodrome
May 31		Kent Driver Autotest	Sittingbourne
June 11	W	Evening Grass Autotest	Headcom Aerodrome
June 22		Gym-car-na (Gymkhana)	Headcom Aerodrome
June 25	W	Evening Grass Autotest	Headcom Aerodrome
July 6		Wings Autotest (Southern Grass Series)	Headcom Aerodrome
July 9	W	Evening Grass Autotest	Headcom Aerodrome
July 23	W	Evening Grass Autotest	Headcom Aerodrome
August 6	W	Evening Grass Autotest	Headcom Aerodrome
August 13	W	Evening Grass Autotest	Headcom Aerodrome
August 23 & 24	W	Flying Proms	Headcom Aerodrome
September 14		Autosolo / Autocross	tbc
October 12	W	Weald Trial	East Farleigh
October 16	W	Navigational Scatter	tbc
November 13	W	Navigational Scatter	tbc
November 23	W	Brian Lewis PCT	East Farleigh
December 4	W	Navigational Scatter	tbc
December 11	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



Maidstone & Mid Kent Motor Club Membership Application 2008

I wish to become a Full / Family member of the Maidstone & Mid Kent Motor Club Ltd 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 Names(s) Additional Members Mr/Mrs/Miss/Ms	
Full Address Inc Post Code	
Occupation	
Age	
Home Tel No	
Work/Mobile	
e-mail address	
Competiton vehicles owned	

Motor Sport Interests/successes activities	
-----------------------------------------------------------	--

Would you like to organize or assist with the following:- please indicate which, Organise, Assist, Compete, Spectate as applicable:

Autotests		Stage Rallies	
Production Car Trials		Club Magazine	
Sporting Trials		Club Record/Archives	
Speed Events		Club Equipment	
Road Rallies/Scatters		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 mailing 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**

Seymour Advert

Coxheath

4x4