



# ***Kent Driver***

***October 2012***

- **Rally Roeselare**
  - **IMPS**
    - **Championship Results**

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Volume 37 No 4



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# Kent Driver

The Magazine of the Maidstone and Mid Kent Motor Club Ltd

Founded 1935

The Club meets Park Gate on the A20 at Hollingbourne every third  
Tuesday of the month around 20.00 hrs.  
New members are always welcome

October 2012  
Volume 37 No 4

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This magazine is compiled by the MMKMC Ltd and every care is taken to ensure the contents and information is correct, however the club cannot accept any responsibility for errors. The opinions expressed are not necessarily shared by the Editor or Officers of the Club.



# Editors' Rumblings

What a bumper issue we have of the Kent driver with the added bonus of a Chairman's Chat (ghost written by Ali) and reports on the Omloop van Vlaanderen, and season reminisces from CB.

I decided to rename this slot Editors Rumblings, to reflect some of the sentiment expressed about the attendance at the IMPS weekend. Apart from being sanctimonious because I did my bit, admittedly the first time for about three years, it was good fun. Our Saga Louts Bruce and Lyle aren't getting any younger and its very disappointing how little support they got this year - I didn't fully appreciate how many days they put into this and resolve next year to help out more, even if its only by carrying their commode.

## **An Apology**

It has been pointed out that in a previous edition of Kent Driver a complimentary article appeared about Kevin Haselden. I would like to apologise unreservedly for such an article being printed and promise further editions of Kent Driver will be closely monitored to ensure no such disgraceful pieces appear in future.

I would however like to congratulate Kevin on his recent result on the Tour of Flanders. He started 59th out of 61 and through tenacious and spirited driving finished 28th - a fantastic improvement over his seeding!

Sorry forgot to add –only 27 other cars finished!

GW

# Chairman's Chat



What a terrible year for our club's best attended events, the evening autotests. As you all know the weather has been against us, water logging the field on numerous occasions causing us to cancel more events than we are running.

Thanks must go out to all the Clerks of the Course, the Jenner family and our team of marshals who would have been there had it not been for the rain. We must now look forward to next years' sunshine so as to have a full year of evening autotests.

Staying on a dismal note the turnout for this year's clubs payback, marshalling the car park for Imps at Headcorn Airfield, was poor. Where were you all?

Lyle and Bruce worked so hard and sent so many e-mails to the members to ask for support for this event, it was disappointing that only a very few people made the effort to help, and it has upset them both!! The future use of the field for our events is now in jeopardy if we do not marshal the car park next year so please make a note in your diaries and put a little something into the club.

We still have many club events left to compete in this year. Our next event is the Winter Slalom so get you entry in. With winter drawing in the scatter rallies will soon be in full swing with Tom Solomen at the helm so go along and have fun.

Finally, congratulations to Andy Jenner on the very successful multi venue Autotest. A first for the club, but hopefully not the last. Well done to all.

Happy Motoring  
Chris Browne



## A quick blast at rallying before the season finishes

The Escort has been parked up in the garage and gathering dust all year. I had a mega busy summer so needed to let off some steam and after a chat with Ali I finally convinced her that we would do Flanders.

With a bit of gentle persuasion I also talked her into doing Brands Hatch on the August Bank Holiday Monday as a shakedown for both us and the car. A good job we did as firstly I'd forgotten how to drive a rear wheel drive car that wasn't an automatic with power steering and servo assisted brakes – big shock! Also by the end of the event the oil pressure had dropped to 40lbs at full revs so something was very wrong.

With two weeks before Flanders the engine was out the next morning and at Sherwood Engines in Cambridge by the afternoon ready for a quick inspection, which, with such a short window just a new oil pump was fitted.

The engine was back so off we went pace noting the weekend before and the following Friday arrived for the rally. Unfortunately we couldn't get out any earlier so Liz Jordan, who was competing with Tim Mewitt, kindly collected our numbers and road book ready for us to do one final loop of the stages before the start that evening.

***I got a serious bollocking from the wife and told if I didn't sort it out she was off to the bar !!***

I was quite nervous before the start as it had been a while, and with only two stages ahead of us on the Friday evening, we started sensibly and was very surprised afterwards that we weren't last.

Saturday we were reseeded 8<sup>th</sup> on the road with 13 stages ahead of us. The first stage was very slow for us and someone had taken my confidence. Half way through the second stage I got a serious bollocking from the wife and told if I didn't sort it out she was off to the bar! The third stage was a different story as we were back on the pace for the rest of the day but by now had left ourselves a massive catch up job.

We took fastest times in MSA on the last three stages of the event and even beat Droogmans on one of them. We closed the gap down to 12 seconds but needed one more stage to take the win but there were no more. We finished 2<sup>nd</sup> overall and 2<sup>nd</sup> in class. A great weekend and I

will try harder earlier-on next year.

At the end of the rally we had little puffs of white smoke coming from the exhaust and could smell coolant. Luckily for us Alan Sherwood was on hand and witnessed this so yet again it was back home, engine out and off it went to Cambridge, this time for and in depth look. Damn – new cylinder head and all new valves!!

Just after Flanders was my birthday and Ali foolishly asked what I wanted, which was her to co-drive for me on Trackrod. I figured I was on a roll so what the hell.



So, engine back, changed suspension to forest spec and off we went to Scarborough for Trackrod Rally Yorkshire. Again, just as nervous, and rightly so as with the storms and floods from the previous week were still very evident and it was rather slippery to say the least.

On Friday night we had just one stage to do. In the pitch black we tackled 15 miles through the infamous Dalby Forest and it was incredible. Saturday morning began bright and early for three more stages through the classic Yorkshire terrain.

We struggled to get on the pace and had a few glitches with the new suspension as it caused severe under steer all the time, but big smiles all round as we had such good fun in the forest.

Finished 1<sup>st</sup> in class and the award was not the customary cup but two bottles of Italian wine so one very happy wife. The car is now going back in the garage to gather dust again as I've spent too much money in a short space of time. Roll on 2013!

Chris Browne

# Question?

Can anyone identify this mascot? A Dutch friend has bought it and although a number of people say its familiar no one has put a name to it.

Surely the great minds of the Kent Driver readers can come up with an answer?

Answers to [garyw@plumwood.co.uk](mailto:garyw@plumwood.co.uk)



## Omloop Van Vlaanderen or Rally Roeselare 2012

At the end of September the Maidstone Mafia (MM), phrase coined by young Tom Grant, made their annual pilgrimage to Roeselare in Belgium to support the three MMKMC crews entered in this year's Rally Roeselare. This year six members of the MM made the journey to Flanders some of whom have been making the journey for over 20 years.



Sadly missing from the group due to an attack of the Bombay Crouch and a strong attachment to his bathroom was God Father Mike Jordan. He had however promised to keep a watch on the Internet and provide any useful information by mobile phone to Dave Farnham, probably the only one of the group young enough to know how to use one.

Belgium has had very similar weather to that that we have experienced in the UK so it was pleasant to land at Calais in bright sunshine after a mill pond smooth crossing. The only notable event being passengers on the ferry trying to work out how to open the electrically operated doors on the new generation ferry toilets. The opening button being set very low down for the benefit of disabled passengers mystified many able-bodied travellers who pressed every button in sight apart from the right one.

Base camp has always been the same family run B&B farm chosen due to it's location in the middle of the stages, thus providing a good starting point to access all the stages. As some of the MM are getting a bit long in the tooth minimal travelling between stages is now a major consideration. Walking sticks and walking frames tend to get stuck in the mud.



Following last year's visit we were aware of some marital discord at the farm and had been warned that the hospitality might not be as good as

in previous years. We are however pleased to report that the facilities and hospitality were up to, if not better than that we had come to expect over the years. When the owners son turned up with an enormous John Deere tractor and 40 tonne trailer, it took all our powers of persuasion to stop John Brockwell taking it for a practice run round the adjacent stage.



Three MMKMC crews had entered the event being those of Chris & Ali Browne and Kevin Haselden & Rick Spurgeon in the historic section and Tim Mewitt & Liz Jordan in the moderns. Our the first ports of call were to the service centre and scrutineering where we managed to miss all the crews. It was interesting while observing at scrutineering,

to see that the cars of local Belgium crews were not required to even open their bonnets! Also there were a few LHD historic cars crewed by Belgian's on UK registration plates, that carried no current UK tax disc. We understand that road tax in Belgium comes with the number plate and therefore there is no requirement to display a separate tax disc. It seems that the Belgians are following the example set by many people in the UK!

Having failed to locate any of our heroes, it was decided to retire to the farm and book in and plan our movements for the weekend. The first two stages of the event are now held on Friday evening. The first being De Ruiter and the second Beveren a stage that starts at dusk and runs up to around midnight. Beveren which this year was over 20km in length, takes place each side of the main duel carriageway that forms the bypass to Roeslare. To our continued amazement the main road is always shut and turned into a car park and spectator area. We arrived at Beveren having completed the usual pleasantries at the farm just as the police and rally marshals were closing the road main. This gave us the benefit of being able to park right at the barriers and watch the proceedings without having to venture too far from our vehicles.

Things didn't start well as a very early car going off caused a hold up to

the rest of the field causing much consternation amongst the spectators. In fact it was rumoured that it was in fact a Course Car that had had an accident, as the first cars to arrive came past in a convoy of seven or eight including Chris and Ali Browne. (*Apparently the first car met an articulated lorry coming the other way having somehow blundered onto the stage—Ed*)

A call to base camp in the UK did nothing to shed any light on the situation. During the break in proceedings a discussion with the marshals established that they were all from the UK and had no more idea of what was going on than we had. After quite a long break, cars did start arriving as intended and with it now fully dark glowing brake discs as



well as headlights traced the path of the cars. The rally route runs along the service roads adjacent to the duel carriageway which are straight and therefore very fast. Some crews were going so fast they were unable to take the 90° left or right at the ends, much to the delight of the locals who cheered every mistake. The Historic's were running in front of the

Modern's so we had a long wait after cheering on Kevin and Rick until Tim and Liz came by, after which we decided it was past Lyle's bed time and retired to the farm.

When we awoke on Saturday morning a thick mist shrouded the countryside but with clear sky's this soon lifted to reveal another gloriously sunny day. Following breakfast an examination was made of the days stages and it was decided that as the second stage of the day Passendale, ran past the farm gate and to was run three time during the day, there was not much point in spending time travelling to other stages. Plan A was therefore to high jack all the chairs from the farm patio and watch the stage from the farm gate. Upon setting up at the farm gate we were confronted by the same UK marshal as we had been talking to the previous evening. Was this coincidence or a deliberate act by the organisers to keep an eye on us?

From the comfort of our newly constructed grandstand we watched the

first two runs and were impressed that all the competitors right down the field were obviously trying very hard. This was also evident from the number of gaps that were appearing particularly in the Historic entry. Following the completion of the first two runs hunger was getting the better of the Team and with the closure of our two regular watering holes due to the economic recession, we decide to take up the recommendation of the farm and try a new restaurant in Passendale. After sampling the local beer and cuisine it was back to the farm to watch the third running of Passendale. For the Saturday stages the Modern's were running before the Historic's so by the time we returned to our posts the Modern's were underway. The Modern entry was a bit more varied this year with the usual Mitsubishis, Evos, and 911s being supplemented by a group of Dutch entered Nissan 350z's. This was of course as well as the many small Citroens and Fords. As the day worn on the dust thickened as the cars cut the corners and Tim and Liz came through in fine style.

The last running of the day for us was the Historics with Chris and Ali running at the front of the field and Kevin and Rick running towards the end. So ended an enjoyable day in glorious sunshine having spectated from our own personal grandstand. The excitement had however been too much for some of our Team as some snoring could be heard at times during the day even above the sound of the competing cars.

We were pleased to find out that all our local crews had completed the event with Tim and Liz in Tims' Astra who were competing against much more modern and powerful machinery coming a creditable 40<sup>th</sup> in the Moderns. Chris and Ali finished 5<sup>th</sup> in the Historics being the second UK crew one place behind David Stokes and Guy Weaver in a similar Ford Escort. Kevin and Rick in Kevin's Mini finished 28<sup>th</sup> having started 59<sup>th</sup>, a performance any Formula 1 driver would have been proud of!

All that remained was to get a good nights sleep and head off to the ferry on Sunday morning. Rally Roeslare never fails to impress and provide an excellent weekend of rally spectating in the good company of the Maidstone Mafia.

**BAJ**

# COMBINED OPS [IMPS] 2012

The Club, at what has now become an annual event, organises and runs the public car parks for the Invicta Military Vehicle Preservation Society Show (IMPS) weekend at Headcorn Aerodrome which this year was held on 11th and 12th August 2012.

Our very successful Grass Autotest series and this year the Summer Slalom have the use of the Headcorn venue by the generosity of the landowner, Jamie Freeman, and as a "thank you" the Club organises and operates the public car parks for this annual Combined Ops event.

The event takes a number of days to set up so the setting out of the parking areas started on the Monday before the event when Bruce Jenkins commenced the marking out of the parking areas in the three adjacent fields opposite the aerodrome.



Due to some of our coloured setting out posts having been removed during refencing operations some additional setting out was required.

The following day Bruce was joined by Roy Nicholls, Paul Thornton, Dennis Usmar and Lyle Cathcart and the works were completed in record time due to the ground being relatively soft this year following the ploughing last autumn and the very wet weather this spring. Paul, being a strong young lad, proved invaluable at ramming the posts in but unfortunately did himself no good when the post rammer fell on his head - he has the scars to prove it !

Thursday was taken up with mowing the parking lines used as guidance during parking operation. This was not terribly successful this year due to the field having been planted with chicory rather than grass and the aerodrome mower having a bearing fail. On the Friday all the signage and safety taping necessary to inform and direct the public was completed.

A skeleton team of members manned the car parks from about 7.00am



on Saturday when the first of those who go parachuting, their followers and those who take part in the many other activities that are held on the aerodrome, start to arrive.

The main party of club member marshals arrived from 9.00am and after a briefing by Bruce were allocated their shifts, show passes and free meal tickets. Once their shifts were complete they were free to visit the Combined Ops event on the main aerodrome. On the Saturday among the other attractions, members were treated to wonderful flying display by the Spitfire and Lancaster of the Memorial Flight as well as a fly past by several planes including a Hawker Hunter..

It is quite an eye opener (and also alarming) when operating these car parks, to find that many members of the public have absolutely no idea how to park or position the vehicle they are driving. Also despite us being there to help the public, as Helen Crocker found out, how rude and aggressive people can be. Richard Olsen had the answer as when one member of the public said that they wanted to near the show entrance not at the back of the field, his retort was that they should have got up much earlier!

On Saturday we parked about 1400 vehicles with about 1600 on the Sunday and all appeared to run very smoothly, thanks to our member marshals to whom we are and all those who compete in the Autotests should be extremely indebted to. We thank them for helping the Club with this event.

The members and friends who helped were:-

Saturday :

**Roy Nicholls, Dennis Usmar, Brian Jones, Peter Hobden, Brian & Robert Sharpe, Steve & Emma Bubb, Des & Helen Crocker, Richard & Emma Olsen, Philip Dalton, Paul Bernal Ryan, Ray Lane and Dave & Toby Cook.**

Sunday :

**Roy Nicholls, Gary Wood, Steve Stringer, Alan Steadman, Roy Rayner, Ken Johnson, Andy Jenner, Royston & Bridge Carey, Jim Pullar, Tim Cathcart .**

As you will see from the names we had the bare minimum number of volunteer marshals on the Saturday but the number of Sunday was only half of what was required and those who were good enough to volunteer had to work all day without a break ! Some of these people were not even Club Members.



The Club currently has 128 members of which over 50 have competed in this years autotests/slalom events.

Of the 26 people that turned up only 22 were members of which only 16 were Autotesters.

This is not acceptable and YOU the Club Members are put on notice that if a

firm commitment is not received from YOU to help next year then the Club will be unable to continue with this help and the future of the Grass Autotests may be in jeopardy - **YOU HAVE BEEN WARNED !**

So come on you Autotesters, you enjoy competing now its payback time for having the use of the best venue in the south east.

Next years IMPS event will be held on 17th and 18th August 2013 so please put this date in your diary and come along and help - the more club volunteers the easier it is for all and it is a small amount of time to give up when you consider this superb venue for grass autotests.

LC & BAJ  
August 2012

# Imps Footnote

While I can agree with Lyle and Bruce’s disappointment at the turnout for IMPs on a it did mean more fun for those who did attend. I can reveal the thank you that the organisers arranged for us as you can see in the photo’s. After the free lunch Bruce and Lyle got the best ride while the rest of us had to slum it in the Lancaster, poor Andy Jenner was in the rear turret.



*Bruce far left in hi vis taking Lyle a fresh sick bag before his flight in the 2 seater Spit-*

*Rest of the M&MKMC crew coming over Smarden in the Lancaster*



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# Export Import

Reading Trevor Gilks account of his problems importing a car into the UK from America in the July edition of the Kent Driver, reminded me of the time back in the 1970's when I exported a car to Australia.

Shortly after arriving in Australia to visit my brother who did and still does live in Brisbane, my Father died unexpectedly. Unbeknown to me my Father had made me the executor of his will, so I had to return to the UK to help my Mother sort out his estate.

Having sorted my Fathers estate I made plans to return to Australia.



Among the possession left me was a Rover 2000 automatic. At this time there were very strict rules limiting the amount of money you could take out of the UK and similarly strict rules on what could imported in to Australia.

Cars were a particular no with heavy duties levied on all imported vehicles. My brother had found out

that one particular loophole was that bequeathed goods did not attract any duties and this included cars.

Now while a Rover 2000 auto is not a particular vehicle of choice, if it were to be imported to Australia its value would increase due to the heavy import duties and also I would need some form of transport once back in Australia.

Knowing a little about the road conditions in Australia I made a few upgrades to the car, laminated screen HD dampers etc., before attempting to ship it. Miles in Maidstone changed the screen for me, and broke two while fitting them, so they were not best pleased. I have to say at this point that I am not a superstitious person but this car was certainly jinxed as while in my Father's tenure he had been hit up the back by a

mobile drilling rig all but writing the car off. Anyway I arranged the shipping by container to Brisbane and duly delivered the car to Tilbury Docks.

I returned to Australia and after a few weeks my brother received a call from the importers at Brisbane docks to say the container had arrived and he was to be there to receive the car when they opened the container.



On the appointed day we presented ourselves at the docks and were taken to the

container. When shipping by container you pay for the volume used so I had taken the opportunity to fill the car with many other items that my brother wanted from my parents house that been left to him in my Fathers will. Among these items was a large mahogany grandfather clock.

We were accompanied to the container by a middle-aged customs official and a young lad learning the ropes. The car was pushed out of the container and examined by said customs gentlemen. Due to its size I had dismantle the grandfather clock as much as I could leaving just the main case resting in the passenger footwell and passenger seat. This was extracted and unwrapped which caused much sucking of teeth as the rear of the clock was riddled with woodworm. Australia is very hot on anything that might import destructive bugs, so in cases such as this items have be destroyed or to go for fumigation with the attendant costs.

While the senior man was examining the clock there was shout from the boot where the young lad was going through the items it contained. "What the hell is this" the young lad asked. Before my brother or I could say anything the senior man stepped in with his superior knowledge and said that it was a warming pan, and proceeded to explain to his junior what it was for and how it was used. Australians are famous for

the windups and I could see by the look on the lad's face that he thought he was being suckered by his superior. For someone that has spent all his life in a climate that rarely drops below 15°C the thought of having to warm a bed and with this particular tool was inconceivable.

The benefit to us of all this was that while telling everybody what he new about warming pans the senior man forgot all about the grandfather clock and signed off all our paperwork and wished us well.

The other problem that had become apparent during the unpacking was that the shippers had for some reason wrapped the car in corrugated cardboard. As we all know cardboard is very abrasive and the movement of the ship had given the car a zebra like finish. This was eventually rectified by a complete re-spray paid for by the shipping insurance.

***It was always referred to by Australians as, "that funny little Pommy car".***

The car was registered and taxed in my brother's name and I used it during my stay in Australia. It was always referred to by Australians as, "that funny little Pommy car". Now having a car in Australia I needed an Australian driving licence, but that's another storey.

As I said before I am not superstitious but that car was certainly jinxed as while I was driving it I had a accident in the mountains of New South Wales and was caught for speeding. It didn't help that I overtook a police car mind.

My brother had the same experience having an accident and being caught for speeding and I found out on my return to the UK that my Father had also been caught speeding in it. Although my Brother used it for number of years after I left, I think he was glad to see the back of it when he eventually sold it.

**BAJ**

MMKMC CHAMPIONSHIPS -  
UPDATE OCTOBER 2012

Following are the MMKMC Championships up to date as at 20 October 2012 compiled from MMKMC event results and any others supplied to me by members.

Everyone currently in position for awards at the end of the year have qualified by marshalling on an event at some stage during the year.

Good luck in your motorsport for the remainder of the year.

ANDY JENNER  
Championship Secretary

MMKMC AUTOTEST CHAMPIONSHIP EVENTS LIST 2012

Event No: 1 = 7Oaks 03/05                      \* = Organiser / Marshal Points  
2 = MMK 23/05  
3 = 7Oaks 31/05  
4 = Eastbourne 20/05  
5 = 7Oaks 14/06  
6 = MMK 20/06  
7 = 7Oaks 28/06  
8 = MMK 04/07  
9 = MMK 22/07  
10 = MMK 01/08  
11 = 7Oaks 12/07  
12 = RUGBY 25/07  
13 = RUGBY 08/08  
14 = IMPS Bonus points  
15 = 7Oaks 12/08  
16 = MMK 15/08                                  20 = TWMC 09/09  
17 = TWMC 14/08                                21 = Loughboro' 28/08  
18 = MMK 29/08                                 22 = Knutsford 03/09  
19 = WINGS 02/09                              23 = Rugby 09/09  
20 = TWMC 09/09                               24 =Peterboro' 23/09

## Grass Autotest Series 2012

Event No:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	Sub Total
TOBY COOK	5		8		8	8		12		12	15	12	15	15	8	15	8	15*			156
BRIAN SHARPE	10	15*	15	12	15	12	6	10		12	10			15	12	8	12	10		12	186
RICHARD OLSEN	12	12	10	15		15*	10	12	3	8	5			15	10	10		12		15	164
DAVE COOK	5		12		12	10		6		15	8	15		15	15	6		15*			134
EMMA OLSEN	10	6	6	12		5	8	8	2	3	4			15	5	3		6	5	8	106
DES CROCKER		6	10		12	8		5	8	5				15	8					12	89
JIM PULLAR						6		8	10	15*				15	10			8	12		84
BRIDGE CAREY		12				10		10	8	10				15	12						77
STEPHEN WATTS		4	8	10		4	4	4		3					6			10	6	12	71
LIAM CARFRAE		10				6		8	6	8						10		8	12		68
ALAN STEADMAN		8				5		6		6				15	5			12	10		67
ROBERT SHARPE	4	5			4	6		6	6	6	4			15	15*						65
CHRIS PRYOR		5				10		6	8	6								10	6		51
PHILIP DALTON		5				4		4						15		5			10		43
HANNAH MUNNINGS		8						6		5						8		6	8		41
DENNIS USMAR		10				8								15		6					39
CATIE MUNNINGS		6				5				6						6		5	10		38
ROY RAYNER		2				2		1		5				15		2			6		38
MARK BEST		8				5		5		8						4					30
EMMA BUBB						2		2	3	3				15		3					28
BEN BARDELL		4				4		5		5						8					26
LYLE CATHCART										6				15							21
BRUCE JENKINS										5				15							20
RAY LANE									4					15							19
CALLUM GIBSON		5						4											6		15
TOBY GROVES		6				3		3								3					15
DAVID HAND		6				8															14
KEVIN HASELDEN								4								4		5			13
JOSH WILLIS		2				3		1		2						5					13
ALAN CARFRAE										6								6			12
GAVIN LANE																12					12
MARK NEWMAN		1				6		5													12
DOUG PULLAR										3									5	3	11
MILLIE GROVES								5								5					10
TIZIANO ARECCO										4						4					8
TIM NEWMAN		3				3		1													7
JAY WHITE																		6			6
WAYNE MILTON																		6			6
BEN LEIGH		1						4													5
PETER ASHWELL						4															4
BEN DAWSON		4																			4
ALISTAIR PULLAR										4											4
MIKE DAWSON		3																			3
JASON KHURTOO		3																			3
DAVID GAY		3																			3
ROY EDWARDS		3						3													3
JOSH SMITHERMAN								2													2
JOSHUA CLARKSON								2													2
SAMUEL KEEP						2															2
TOM KEEP		2																			2
KATY NEWMAN		1																			1
REBECCA MCLAREN									1												1



## Grass Autotest Series 2012

Event No:	Sub Total	21	22	23	24	TOTAL
TOBY COOK	156	15	15	15	15	216
BRIAN SHARPE	186					186
RICHARD OLSEN	164					164
DAVE COOK	134				12	146
EMMA OLSEN	106					106
DES CROCKER	89					89
JIM PULLAR	84					84
BRIDGE CAREY	77					77
STEPHEN WATTS	71					71
LIAM CARFRAE	68					68
ALAN STEADMAN	67					67
ROBERT SHARPE	65					65
CHRIS PRYOR	51					51
PHILIP DALTON	43					43
HANNAH MUNNINGS	41					41
DENNIS USMAR	39					39
CATIE MUNNINGS	38					38
ROY RAYNER	38					38
MARK BEST	30					30
EMMA BUBB	28					28
BEN BARDELL	26					26
LYLE CATHCART	21					21
BRUCE JENKINS	20					20
RAY LANE	19					19
CALLUM GIBSON	15					15
TOBY GROVES	15					15
DAVID HAND	14					14
KEVIN HASELDEN	13					13
JOSH WILLIS	13					13
ALAN CARFRAE	12					12
GAVIN LANE	12					12
MARK NEWMAN	12					12
DOUG PULLAR	11					11
MILLIE GROVES	10					10
TIZIANO ARECCO	8					8
TIM NEWMAN	7					7
JAY WHITE	6					6
WAYNE MILTON	6					6
BEN LEIGH	5					5
PETER ASHWELL	4					4
BEN DAWSON	4					4
ALISTAIR PULLAR	4					4
MIKE DAWSON	3					3
JASON KHURTOO	3					3
DAVID GAY	3					3
ROY EDWARDS	3					3
JOSH SMITHERMAN	2					2
JOSHUA CLARKSON	2					2
SAMUEL KEEP	2					2
TOM KEEP	2					2
KATY NEWMAN	1					1
REBECCA MCLAREN	1					1

## TRIALS

Event no:	1	2	3						TOTAL
RICHARD OLSEN	15	8							23
EMMA OLSEN	12	10							22
DENNIS USMAR	10	5	2						17
RAY LANE	6	6							12
GAVIN LANE		4							4

1 =7Oaks 18/03 2 = MMK 01/04 3=WARWICK TRIAL

## TARMAC AUTOTEST & AUTOSOLO

Event No:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	TOTAL
BRIAN SHARPE	5	5	8	5	10	5	5	6	6		6	4	10	10	6	10		101
DAVE COOK	3	3		8						5	4	6	8		4	12		53
TOBY COOK	1	1		5					3	4	3	4	5		3	5		34
JIM PULLAR														6		15*		21
TIM MEWETT																15		15
RICHARD OLSEN													4			6		10
JAMES MUIR																10		10
LYLE CATHCART																8		8
DES CROCKER																6		6
MIKE DAWSON																6		6
LIZ JORDAN																5		5
PHILIP DALTON																4		4
KEVIN HASELDEN									4									4
ANN COOK																4		4
JAMES CATHCART																4		4
EMMA OLSEN														1		2		3

1 = HAGLEY 11/3 2=FOXLEY 01/04 3=BATH 15/04 4= WARWICK 22/04 5 =BRAKEFAST 29/04

6 =FIREFLY 27/05 7 =JUNIPER 10/06 8 =KENNINGS 9 =TIM SARGEANT 10 = HARTLEPOOL

11 =ALWOODLEY 12= OWEN 13 = LOUGHBORO' 14 = 7OAKS 23/09 15= L&CCC 30/09 16=MMK 13/10

\*Organiser/Marshal Pts

### RACE/SPRINT/HILLCLIMB

Event no	1									TOTAL
<b>CHRIS BROWNE</b>	<b>10</b>									<b>10</b>

1 = CRYSTAL PALACE SPRINT

#### SCATTER RALLY

Event	1	2	3	4	5	6	TOTAL
No:							
<b>ROBERT SHARPE</b>	<b>15*</b>	<b>3</b>	<b>10</b>	<b>6</b>	<b>8</b>		<b>42</b>
<b>BRIAN SHARPE</b>	<b>15*</b>	<b>3</b>	<b>10</b>	<b>6</b>	<b>8</b>		<b>42</b>
<b>DES CROCKER</b>		<b>5</b>	<b>15*</b>		<b>10</b>		<b>30</b>
<b>HELEN CROCKER</b>		<b>5</b>	<b>15*</b>		<b>10</b>		<b>30</b>
<b>RICHARD OLSEN</b>		<b>10</b>	<b>12</b>				<b>22</b>
<b>EMMA OLSEN</b>		<b>10</b>	<b>12</b>				<b>22</b>
<b>BRIDGE CAREY</b>			<b>8</b>				<b>8</b>
<b>TOM SOLOMON</b>	<b>8</b>						<b>8</b>
<b>JOSH WILLIS</b>			<b>4</b>		<b>3</b>		<b>7</b>
<b>STEVE GROVES</b>					<b>6</b>		<b>6</b>
<b>REBECCA MCLAREN</b>					<b>6</b>		<b>6</b>

1 = MMK 01/12 2=7OAKS 02/12 3= MMK 03/12 4 =TWMC 03/12 5=7OAKS 04/12

\*ORGANISER PTS

#### STAGE RALLY DRIVER

Event	1	2	3	4	5	6	7	8	9	10	TOTAL
No:											
<b>TIM MEWETT</b>	<b>4</b>	<b>12</b>			<b>8</b>						<b>24</b>
<b>CHRIS BROWNE</b>					<b>12</b>						<b>12</b>
<b>ANTHONY NEWTON</b>	<b>10</b>										<b>10</b>
<b>KEVIN HASELDEN</b>					<b>6</b>						<b>6</b>
<b>STUART GILKS</b>	<b>5</b>										<b>5</b>
<b>ALAN CARFRAE</b>	<b>1</b>			<b>3</b>							<b>4</b>
<b>JASON THOMPSON</b>	<b>1</b>										<b>1</b>

#### STAGE RALLY CO DRIVER

Event No.	1	2	3	4	5	6	7	8	9	10	TOTAL
<b>LIZ JORDAN</b>	<b>4</b>	<b>12</b>			<b>8</b>						<b>24</b>
<b>BRIDGE CAREY</b>			<b>12</b>								<b>12</b>
<b>ALI BROWNE</b>					<b>12</b>						<b>12</b>
<b>LIAM CARFRAE</b>	<b>1</b>			<b>3</b>		<b>10</b>					<b>14</b>
<b>CHRIS NEWTON</b>	<b>10</b>										<b>10</b>
<b>TREVOR GILKS</b>	<b>5</b>										<b>5</b>
<b>ALAN CARFRAE</b>						<b>4</b>					<b>4</b>
<b>HUGH THOMPSON</b>	<b>1</b>										<b>1</b>

1 = BRANDS 2 = MIDDLEWICK 3 = HONINGTON 4 = FLYING FORTRESS 5 = FLANDERS 6 = WOODBRIDGE

#### ROAD RALLY DRIVER

Event No:	1	2	3	4	5	TOTAL
<b>LYLE CATHCART</b>	<b>5</b>					<b>5</b>

#### ROAD RALLY NAVIGATOR

Event No:	1	2	3	4	5	TOTAL
<b>JAMES CATHCART</b>	<b>5</b>					<b>5</b>

1 = HUGHES

## MARSHALS

EVENT No:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	TOTAL
CHARLOTTE JENNER		10		10	10	10	10		10	10	10						80
PAUL THONTON		10			10		10		10			10					50
JOHN ASHWELL		10		10	10				10								40
ROY NICHOLLS		10		10				10									30
KEN JOHNSON	10		10					10									30
HELEN CROCKER						10		10				10					30
LYLE CATHCART	10		10														20
STEVE BUBB		10						10									20
BRUCE JENKINS			10		10												20
TOM SOLOMON				10			10										20
TIM MEWETT					10	10											20
STEPHEN WATTS	10											10					20
ROBERT SHARPE										10		10					20
STEVE GROVES	10																10
REBECCA MCLAREN	10																10
MILLIE GROVES	10																10
TOBY GROVES	10																10
ROY RAYNER	10																10
BRIAN GRANT	10																10
DAVE JOHNSON	10																10
STUART HIGHWOOD	10																10
JIM PULLAR		10															10
DENNIS USMAR			10														10
DAVID FLECK			10														10
ANN COOK				10													10
TOM KEEP				10													10
MIKE JORDAN						10											10
LIZ JORDAN						10											10
JAMES MUIR						10											10
MIKE DAWSON						10											10
TOM THOMPSON						10											10
GARY WOOD									10								10
STEVE STRINGER									10								10
ANDY JENNER									10								10
PAUL RYAN									10								10
TIMOTHY CATHCART									10								10
ALAN CARFRAE												10					10
LIAM CARFRAE												10					10

### EVENT OFFICIALS

ANDY JENNER		10		10	10	10	10	10	10	10	10						90
BRUCE JENKINS	10		10			10	10	10	10	10	10						80
HILARY JENNER	10		10	10	10	10		10									60
LYLE CATHCART			10				10										20
PAUL THORNTON				10				10									20
RICHARD OLSEN									10								10
KAREN CHAMBERS				10													10
RAY LANE										10							10
GAVIN LANE				10													10
TOM THOMPSON	10																10
CHRIS BROWNE	10																10

#### EVENTS :

- 1 = TRIAL 01/04
- 2 = AUTOTEST 23/05
- 3 = CRYSTAL PALACE 26/05
- 4 = AUTOTEST 20/06
- 5 = AUTOTEST 04/07
- 6 = SUMMER SLALOM 22/07
- 7 = AUTOTEST 01/08
- 8 = IMPS 11 & 12/08
- 9 = AUTOTEST 15/08
- 10 = AUTOTEST 29/08
- 11 = WINGS 02/09
- 12 = AUTOSOLO 13/10

# **Forthcoming Events**

## **Winter Slalom 10th November 2012**

Following the success of our then Summer Slalom and the Autosolo we are running an all forward Autotest at the Sittingbourne Stadium on the 10th November. The event should appeal to all those who compete in the Summer Grass Autotest Series. So come and enjoy yourself without getting your feet muddy. The Regulations are available on the Club Website, or contact Bruce Jenkins at : bajenkins@btinternet.com

## **Brian Lewis Trial 18th November 2012**

The Brian Lewis is being held at Stoneacre Farm Otham again this year. Time for all you regular Trialers and those who have not done it before to keep up your driving skills during the winter months. Contact Chris Browne at : chrisbrownebuilders@btconnect.com

## **2012 – 2013 Scatter Rally Series**

These events are run jointly by Maidstone and other area Clubs. Keep an eye on the Club Website for the dates or contact Tom Solomon at : toms24@aol.com

## **Christmas Party Tuesday 4th December**

This is always a well attended event as we take over the Brogdale Restaurant for a convivial evening to discuss the years events or anything else you can think of, over a super meal. Details from Bruce Jenkins

## **2012 Awards Dinner & Dance 23rd February 2013**

The end of year presentation of awards will again be held at the Village Hotel Sandling, so put Saturday February 23rd in your diaries ready to collect all your silverware or just to come and have good time with other Club members. Details available soon.

## MAIDSTONE & MID KENT MOTOR CLUB LTD.

### Membership Application Form 2012

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, and postcode.	
Occupation	
Age (if under 18)	
Home Tel No	
Work/Mobile	
eMail address	
Competition Vehicles Owned	

Motor Sport Interests / Successes / Activities	
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Would you like to organise or assist with the following – indicate with Organise, Assist, Compete, Spectate, as applicable :

Autokests	Stage Rallies
Production Car Trials	Club Magazine
Sporting Trials	Club records/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 mailings of Kent Driver, etc. to the Full Member only.  
[All memberships are renewable each 1<sup>st</sup> January]  
**Annual Junior membership is £7.00** [does not qualify for additional family Members]

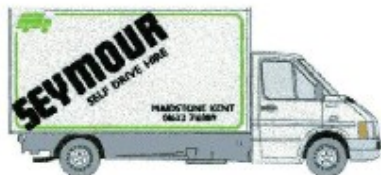
Please make cheques payable to "MKMKC Ltd" and send with this form to :

**Membership Secretary**  
Windy Croft,  
Bimbury Lane,  
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Kent  
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