



# ***Kent Driver***

## ***Christmas 2008***

- **Tempest Rally**
  - **Historic Rally Round**
    - **2008 Club Events**
      - **Tyrwhitt Drake Trial**

**Celebrating the Art, Sport  
and Pastime of Motoring Since 1935**

**Registered with  
Motor Sports Association  
United Kingdom**



Volume 33 No 6

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

<b>President</b>	<b>Mike Jordan</b>
<b>Chairman</b>	<b>Chris Browne</b>
<b>Company Secretary</b>	<b>Liz Jordan</b>
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Registered Number 339785 England

## **Christmas Address**

Dear Members

It's been a year now since I first took over as Chairman and it's been a year I have thoroughly enjoyed.

All events during 2008 have been an outstanding success, and I am sure you will join me in congratulating all those involved. Without the support and hard work of those people behind the scenes, these events would not be possible.

In the summer, as promised, we resurrected the Gymkhana. This was a fantastic, fun day, very well supported and due to popular demand, we have decided that it should run again in 2009, with the added bonus of a classic car display.

Unfortunately, we were unable to run an Autocross or auto-solo as hoped due to lack of venues, but will continue looking for somewhere suitable for next year.

As 2009 races up, I would like all of our members to gather their views and opinions ready for our AGM in May. This year's attendance was greatly improved on previous years but we do require everybody's input to keep the club buoyant and avoid stale repetition.

Wishing everyone a very merry Christmas and a happy and prosperous New Year.

Best wishes and good luck with your motor sport in 2009.

Kind Regards,

Chris

**ANNUAL AWARDS PRESENTATION  
and  
DINNER & DANCE  
at  
RAMADA GREAT DANES  
on  
FRIDAY  
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# ANNUAL SUBSCRIPTION

In accordance with the Rules of the Club your Annual Subscription for 2009 is due on 1st January 2009

Please complete the Membership Renewal Form ENCLOSED WITH this Kent Driver and return with appropriate remittance to the Hon. Treasurer :-

Lyle Cathcart  
Windy Croft  
Bimbury Lane  
Detling  
Kent ME14 3HY

THANK YOU.

## **WEALD MOTOR CLUB**

Round 4 of the Rod Wray 12 Car Rally Series

Organised by Croydon & District Motor Club

### **THE JANUARY JIGGLE**

FRIDAY 9 JANUARY 2009

Start - Westbarn Garage - Map 107 - 448 848

Sign on - 7.15 for 8.00 Start

Finish - The Crown, Turners Hill - Map 107 - 242 250

**Maps 107 and 100 required**

45 Miles with Navice and Expert navigation

Contact - Neil Ayling for details on 01293 446525 - evenings  
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# Tempest Rally – Saturday 8<sup>th</sup> November 2008

Martin Fox and I entered the Suzuki Tempest Rally for the first time this year; it is based in Aldershot, making use of the forest tracks in the surrounding military land.

The weekend started off well; we arrived on the Friday afternoon, and the car sailed through scrutineering, leaving us the evening to look through the notes in the pub handily placed next to our hotel!

The weather on Saturday morning was atrocious, but we were there, setup,



and ready to go with plenty of time to spare. Everything seemed to be going well, until we got to the start of the first stage, when the engine died and wouldn't start again! It turned out to be my dodgy wiring when putting in a fan switch a few days before. Luckily Martin and one of the marshals managed to fix the problem with some cable ties and insulation tape, and we lost a lot of time, but carried on into the woods.

The stages were extremely slippery after all the rain and I found them very difficult at first. However, after the first two, Martin was doing an excellent

job on the notes, and I was gaining confidence.

The third stage was Rushmoor Arena, a big open arena with plenty of spectators, including both families, so was I a bit nervous about making too much of a fool of myself, but we got through fine.

We then got lost on a road section and just about made it to service in time! After some much needed cheese rolls we carried on into the next stage, where we were going well until I got a bit carried away and nearly put the car in a ditch.

Luckily we got it back on the road and carried on unscathed! We were going well after that, setting some good times in our class, but unfortunately it all came to an end on the penultimate stage.

We were coming up to a square right, and the throttle stuck fully open, which was interesting! We had to stop and couldn't solve the problem, so were forced to retire. We were towed out of the stage and left to wait for my Dad in the rain!

Other than the few problems, it was a brilliant day, with great fun, challenging stages. We will definitely be back for another go next year.

Big thanks to all the marshals, who couldn't have been more friendly and helpful despite the terrible weather. Also big thanks to my Dad for spending his day in the rain trying to hold my car together as I tried my hardest to break it!

The car is off the road now for winter, with a set of Dellorto Twin 40's waiting to go on before the next event, which will be the Sun-seeker Rally in Bournemouth on Feb 27<sup>th</sup> 2009. Should make the slippery forest tracks even more interesting!

Dave Johnson

# Historic Rally Round Up 2008

We decided at the beginning of the year to concentrate on Belgium Historic Championship events only, Ali had decided that doing British events meant getting up far too early and so they were out of the question! Steve Stringer also did this championship so we were looking forward to a bit of friendly rivalry and banter.

## TAC Rally – Tielt

We had done this event twice before so knew what to expect but didn't bank on torrential rain. We tried every combination of tyres/compounds/cuts that we had but still couldn't get any decent contact between rubber and tarmac. Eventually borrowed some tyres from a Belgium driver who had to retire so his loss was our gain and we finally started to make some progress. 2km from the end of the last stage and in a podium position the car just cut out. Luck would have it that the road we coasted into was 200yds from the farmhouse that Steve Stringer was staying in, so Simon Soanes was duly dispatched to come and tow us in. Whilst waiting we telephoned Graham Standen, who was in Italy at the time running Graham Samuel in the FIA Historic Championship, and carried out an 'over the phone' diagnostics session.

Conclusion – it was going to be expensive!!

On returning home and sending the engine away for investigation we were told that we could use the rocker cover. The whole 2008 budget had now just flown out the window.

We concluded that after our rather heavy shunt on Ypres 2007, the engine had taken on some damage and it wasn't until we then put it under full rally conditions that it came to light.



## Wallonie – Namur

Unfortunately we had to miss this round as the driver (Chairman) was double booked due to poor planning – same night as the M&MK Dinner Dance.

## Sezoens Rally – Bocholt

Searched down the back of the sofa, sold the kids, and so could afford to go rallying again.



However, after making the pace notes we still weren't sure if we were going to have a car to rally in as the engine had only arrived back that week, but thankfully when we woke up on the Friday morning a call came from Graham and Norman who had been working on the car solidly, finally finishing at 4am, not bothering to go home to bed, they just put the car straight onto the trailer and headed to the docks to catch their ferry. (Best service crew in world!). The accommodation for this event was also questionable as in a moment of weakness (stupidity) we had allowed Stringer to do all the bookings. Less said the better.

Although classed as a tarmac event 30% is on the loose and yet again it rained, so trying to contend with long wet muddy sections whilst using tarmac racing tyres was amusing if nothing else and very entertaining for the Belgium spectators. We dropped 3 minutes when an ignition wire came loose and we had to stop on the stage to remedy the problem, then on a later stage picked up a puncture but managed to make through the stage before stopping. Waiting to



book into the last stage the starter packed up so Stringer and Ali had to bump start the car to get it into the control, then the headphones in Chris's crash helmet packed up so we had to swap crash helmets. Not as straight forward as first thought. Chris has a head the size of a bucket and couldn't get Ali's helmet on. That was remedied by Ali

thumping the top of it until in went on far enough!! Ali however kept going blind with Chris's crash helmet swirling around – it was more like a pea-in-a-tin-can. We finally finished one place behind Steve who was 3<sup>rd</sup> historic and both crews took class wins.

### **Ypres Rally**

This was probably our favourite event of the year, mainly because we finished without having a major (and very expensive) off, which had been the case on the previous two occasions. We were having

handling and driver problems on the first night, the first was partially remedied by changing every conceivable part on the suspension, the latter couldn't be remedied until we got home and Chris went to the opticians (blind old dinosaur). However, the car was still pulling slightly right so we had to just endure this until Graham could get the car back into his workshop. Chris's moaning for once proved valid, and the axle was found to be bent!

This was a long and quite tough event with one stage over 40km and all crews having a mixture of problems, but we finally made it to the finish and over the podium, much to our relief that we could put the Ypres ghost to rest, and managed to win our class as well.

### **Omloop Van Vlaanderen – Roeselare**

We had to miss this round for the first time in many, many years and have won it twice before so it was somewhat disappointing but the aforementioned blind old dinosaur was 50 this weekend so we went to Rome instead. (In hindsight – should have gone rallying!!)

### **Haspengouw – Landen**

Stringer had to miss this round, Tim Mewitt and Liz Jordan made it as far as Calais but didn't get off the ferry as Tim had to return home as his son was poorly, so we were the only British crew on the event.

Yet another very wet event which also used loose muddy sections as part of the stages through apple orchards, but thankfully this time we had the right tyres. We spent two days swapping times and overall positions with the top five crews. We had a good but steady run through the last loop of stages and coming to the last stage were lying 5<sup>th</sup> so had nothing to lose and threw caution to the wind and went for it big time. As a result we pulled up two places overall and won the class, though in the process upset the results of the overall Belgium Championship by splitting the two top runners – we had to buy the beers as a consolation to crew we had just knocked off of top spot!



<http://www.historicrally.be>

## Condroz – Huy

The final round of the championship and definitely the toughest this year. Stringer again had to miss the round but Tim and Liz were able to compete. Yes it was a wet one yet again. This event totalled over 800km with 17 special stages. We went over the weekend before to pace-note which was endurance in itself trying to get round it all in the two days.

The event started with one super special stage on the Friday night and we threw the gauntlet down by setting fastest time.

The next day was a mixed bag with some good stage times. Tim and Liz had the misfortune of filling their car up with diesel at the garage (a mistake that Ali nearly made but was stopped just in time by the crew behind). They had to withdraw from the rest of the stages that day but were able to re-start on the Sunday.

Again we battled and swapped times with the other crews, but had dropped too much time on the last two stages during Saturday night and although we put in some very fast times there was just too much to make up, however we did get a class win.

The journey home was very wet and windy. Graham and Norman, and Liz and Tim were on the ferry, but had to suffer very long delays trying to get into Dover as the ferries couldn't dock. We, luckily, were on the shuttle and glad that we weren't stuck on a ferry going nowhere like the others, when, whilst waiting to load got hit up the back by another car – that will teach us to laugh at others misfortunes!!



We should have been going to Killarney in Ireland at the beginning of December, but the event was cancelled so 2008 has now finished for us. We are looking to contest the Belgium Historic Championship again in 2009 so will keep you posted.

Chris & Ali

**Although UP & DOWN THE M20 has not appeared in recent editions of Kent Driver, do members think it should be re-established? We have put together a few snippets for this issue but can only continue with this item if we have positive feedback and interesting information from YOU our members.**

## **WHAT DO YOU THINK ?**

### **UP & DOWN THE M20**

Our members Dean Marley and David Gill are becoming a force to be reckoned with now they are regularly finishing in the top ten on HRGR rallies.

Robin Cathcart has now sold his rally car, the Mk1 Escort, only to replace it with a Porsche 911 to keep his 1293 A35 company.

Referring to A35's when can we expect to be treated to a viewing of Kevin's little monster which has been under construction for some time now ?

Regular competitors on international events both at home and on the continent have been having some successful outings but unfortunately they all appear too busy to keep you all informed. But we can report the following :

Farmer Tim Mewett has discovered that his Rally Astra, albeit it may look agricultural will not run on diesel fuel like his tractors! This brought about his and Liz's retirement from the Condroz rally. The regulations allowed them to restart the next morning with only the loss of a few places. They enjoyed the Sunday stages and finished in 86th position out of 138 finishers and 213 entries. The event was completed with an interesting journey home - bad weather meant the ferry crossing from Calais to Dover lasted over four hours the crews finally getting home at 3.30am on Monday morning.

Your Club's Treasurer has faced a certain amount of ridicule from the President and his wife as when competing on the Regis Rally the Amazon crew had the misfortune to do a "wrong test" on the test the Jordan's were running. President Jordan is still waiting for James to speak to him - such was the embarrassment !

We hear that Steve Stringer is slowing down and has taken to testing Golf Trolley instead of cars but with similar results - worse in fact as he wrote off one of the trolleys on test.

Club secretary is preparing a new set of classic wheels. Ray & Gavin Lane and Lyle C helped Bruce take delivery of a brand new MGBGT body shell modified to take a V8 engine. At present Bruce will not commit to a completion date !

Spies tell us Gavin Lane is building up a Production Car [ special ?] which on paper should be a winner.

The Club has recently acquired a new caravan by courtesy of member Roger Ashby who we thank for this kind gesture. The present caravan has served us well but is suffering from old age and leakage [a bit like the Treasurer]. The new caravan is slightly larger and is currently being prepared for use at events in 2009. To go with the new caravan and provide better facilities at our events we have purchased a toilet tent courtesy of Tom Thompson. Tom is looking for volunteers to maintain and service this new facility?

## **KEVIN'S FRONT COVER**

When our Kevin's picture [as reproduced opposite [with permission of the HRCR] with navigator Dave Kirkham on the Devils Own Rally] in the red Mini Cooper appeared on the front cover of the Old Stager magazine, October / November 2008 edition it prompted an explosion of Emails to Kevin from some of his "friends" which included the following :

How about that ! A whole magazine named after you, but I thought it a bit rude to call you "Devils Own" !

Europe's Top Historic Rallying Magazine

# old **STAGER**

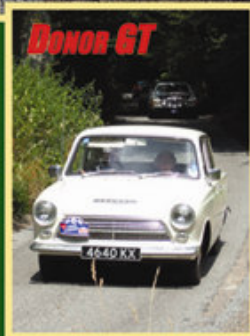
No. 112 October/November 2008

Magazine

## **DEVILS OWN RAIN-SOAKED FUN**



### **DONOR GT**



**LIEGE-BRESCIA-LIEGE  
TOUR BRITANNIA  
ICELANDIC ODYSSEY  
HARRY FLATTERS  
TOUR OF FLANDERS  
HISTORIC RALLY**



### **CLASSIC SAFARI CHALLENGE**

[www.hrcr.co.uk](http://www.hrcr.co.uk)  
The HRCR Magazine



Great picture Kevin, you are our hero but where is the jack supporting the front near side wheel ?

Thought you enjoyed rallying - why do you look so miserable and worried ? Was it the speed that was your concern ?

Knew you had some Club hero's from the early days but now YOU must be our hero !

Will you ever speak to your mundane club friends ever again ?

When will the signed editions be available ?

Good report in the Old Stager magazine but no mention of you there or in the top ten results - what really happened ?

Rumour has it you are getting a proper Cooper S with a 1293 lump etc. Have you thought this through Kevin ? - how are you going to handle all that power and won't it be going a bit quick for an elderly person like you ?

Liz and I helped out, on a recent VSCC rally that David Kirkham organised which was much more sedate and in keeping with your image.! Perhaps you should consult with him.

With your new turn of speed at least you won't have to clean off the dead flies from the rear window as they try to overtake you !

**Members - PLEASE forward your comments for our next edition of Kent Driver.**

## An Overview of 2008 Club Events

The year started with a Scatter on the 17<sup>th</sup> January organised by Tom Thompson and Dennis Usmar, that had 9 entries and despite some negative comments from non-club members, was well run and enjoyed by most of those who took part.

Six members took up the offer of Aeon Sports Cars for free use of their rolling road during a visit to their premises on Saturday 19<sup>th</sup> January, organised by Gary Wood.



The second Scatter of the year was held on 20<sup>th</sup> March organised by Ray and Gavin Lane and followed their well-tried and tested formula. This event attracted 9 entries which continued the success of the January Scatter.

To brighten up a winter evening Lawrence Parsons arranged a visit to Beaufort Restorations on the 28<sup>th</sup> March. 27 members and friends were given free rein of their workshops full of interesting cars that included a MGCGT and a Mustang freshly imported from America, among their more exotic machinery.

Unfortunately the Tyrwhitt Drake Car Trial due to be held at Stoneacre Farm Otham, had to be postponed from its planned 30<sup>th</sup> March date following a lot of wet weather. The postponement was at the request of the landowner as he was grazing lambs at the time. This venue is shared with Sevenoaks Club so it was also to preserve this excellent venue for later in the year. Originally it was intended to move the date to May but this clashed with a Sevenoaks event so it was decided to move it to October.

The 25<sup>th</sup> May saw the Dinner and Dance and annual awards presentation at the Great Danes Hotel. Graham Wood had spent months organising the evening and his efforts were ably rewarded as his invited guest Edwina Curry joined in the spirit of the evening, giving an entertaining talk and presenting the awards. The numbers were a little disappointing considering the effort put in by Graham and his team but this did not dampen the evening in any way. The Great Danes had been persuaded to allow the organisers to



bring Chris Browne's Rally Escort in to the function room to really add some motorsport atmosphere to the evening. There was however no truth in the rumour that they had had to remove the engine to comply with Great Danes health and safety rules! The truth was it was to stop Chris starting it up to compete with the band.

The first Autotest of the year held as usual at Headcorn Aerodrome, was run on the 7<sup>th</sup> May and attracted 25 entries. This set the scene for the rest of the season. The Autotest Training Day followed on 11<sup>th</sup> May and was an instructive and informative day for seasoned campaigners as well as new recruits. A worthwhile Sunday, run as usual by Dave and Ann Cook. The following 14<sup>th</sup> May Autotest enjoyed good weather and this was reflected in the 25 entries on the evening, with entrants looking to practice their new found skills from the training day.



The 24<sup>th</sup> May saw the Club AGM this year held at the Linton Bull. The venue being organised by Roy Nicholls. 24 Members turned up to hear the Annual Report and air their views about the Club. They may also have been lured by Roy's promise of food. Unfortunately they had run out of Jaffa Cakes as well as everything else! [Sorry Roy couldn't resist it]. Chris Browne ably stood in for Mike Jordan who was still indisposed at this time. Noticeably missing this year was our long standing ex President Lee Davey who passed away earlier in the year. He will be sadly missed at this and other Club events.

The Autotest scheduled for the 28<sup>th</sup> May had to be cancelled due to the appallingly wet weather at that time. The end of this same week saw the Kent Driver Autotest, which fortunately was held on tarmac at the Sittingbourne Greyhounds - Central Park Stadium . The fact it was a tarmac event did however hide the effort that Dave and Ann Cook put in during the preceding week to allow the event to be held at all. Dave had to employ a team of people to clean out drains and

other wonderful things to make the running of this round of the National Autotest Championship possible. In the end 29 competitors enjoyed a good days sport making all the effort worthwhile and a big thank you must go to Dave and Ann for this. The weather had improved by the 11<sup>th</sup> June to the extent that 30 competitors turned up for the evening Autotest run by Steve Stringer. This included some people new to Autotesting. By the 25<sup>th</sup> June the number of competitors had declined slightly with 23 people entering the Evening Autotest run by Steve Groves, a good evening none the less. The Wings Autotest followed on Sunday 6<sup>th</sup> July and Dave Cook's run of luck as an organiser this year continued with the weather starting over-cast and deteriorating into pouring rain. This set the scene for the 9<sup>th</sup> July Autotest which also had to cancelled due to rain. The evening Autotest of 23<sup>rd</sup> July was held in the field opposite the aerodrome usually used for the Flying Proms parking. This proved to be a popular move as there was less than normal grass but is was still slippery enough to test competitor's skills. Lee Townsend was Clerk of the Course and the event had 24 entries.



The 21<sup>st</sup> July saw the Clubs annual pilgrimage to Prodrive to visit their workshops and see their Subaru rally and Aston Martin racing cars in preparation. Twelve members and friends took the coach to Banbury where they were given a guided tour by Rob Alderton who had been a Subaru Rally Team Manager before taking up the post of wiring shop manager. During the tour we were privileged to see the unavailing of their new "H" pattern sequential gearbox. Apparently better for backing out of the bushes more quickly!!



This year at the insistence of our Chairman Chris Browne, we saw the return of the Gymkhana on 27<sup>th</sup> July. It was his idea so he had to organise it. With the help of Lyle Cathcart Chris did a marvellous job of entertaining us with his fun and games. Around 40 members and friends turned up on a fine hot day and enjoyed various games the last of which saw Dick Slaughter and his wife winning the musical cars! Even I won a prize thanks to the skill of my driver Lloyd Bass. The afternoon was rounded off with a BBQ with all that attended requesting that the event be repeated in 2009, particularly as it was free. How many events do you get with no entry fee?

The 6<sup>th</sup> August saw the penultimate Autotest of the season with James Muir very ably running the evening for 20 competitors.

This year Jamie Freeman had decided to move the Flying Proms to the August Bank Holiday Weekend and hold events on both the Saturday and the Sunday. The Club agreed to organise the parking on the Saturday for the Flying Proms but with the uncertainty of the number people available for parking duties for the Sunday event, declined anything but assistance for the second day. The parking on the Saturday ran smoothly as in previous years due to the support of nearly thirty members and the setting up work put in by Lyle Cathcart and Roy Nichols during the preceding week. Although the Sunday parking was supposed to be under the control of others, it was successfully undertaken by a small number of members with little help from the official organiser. Fine weather prevailed on both days and this allowed the parking to run smoothly, making two enjoyable evenings for those that helped.

Richard Olsen, if you discount the Weald Trail, ran the last Autotest of the year on the 27<sup>th</sup> August. By this time in August the evenings were becoming very short, so it was a credit to Richard's organisation that the 23 competitors completed all the tests before darkness descended. This was Richard and Emma's last event before they went off on their travels to New Zealand.

Wednesday 3<sup>rd</sup> September saw a coach load of Club member head off at the crack of dawn to British Motor Heritage at Whitney in Oxfordshire for a tour of their factory, where the original MG and original Mini bodyshells are being made. After an interesting and informative tour, the party lunched at a local pub before returning to Maidstone. Thanks are due to Dennis Usmar for once again organising the use of Whatmans car park as a rendezvous location.

For the second year running the Weald Trial, a co-promoted event with B19, Croydon, Tunbridge Wells and Sevenoaks Clubs this year held on the 12<sup>th</sup> October, was successfully run using a combination of trials and Autotests. The Club ran two sections, a Trial at Dean Street and an Autotest at Headcorn. After a foggy start the weather on the day was glorious and although the competitors were late arriving at Dean Street this section finished on time. Overall the event finished with the time limit set by the organisers. A pleasing number of Members turned up to marshal at Dean Street. Steve Stringer successfully ran the Autotest section at Headcorn. Several Maidstone members competed for honours in this event for road legal cars.

Finding new venues for motorsport is as you will understand becoming increasingly difficult, so great excitement occurred when Tom Solomon found a new venue suitable for trials, at Hawkhurst. After being given the thumbs up following an inspection by the trial's fraternity, it was decided to hold the Brian Lewis there this year. Unfortunately the weather worked against us once again and we had at the Landowners request, to cancel the event. May be this was fortuitous, as you may remember that the weather threw everything at us starting with snow on the 23<sup>rd</sup> November. May be 2009 will be kinder to us?

Bruce Jenkins  
Club Secretary

# Tyrwhitt Drake Trial 26<sup>th</sup> October

I had watched a sporting trial car drive straight up to the top of the hill only the Wednesday before, so my hart sank when it started to rain after the promise of a dry day, following a dry week. It brought back memories of last years appalling mud bath at the Brian Lewis Trial at the same venue and having to cancel the 30<sup>th</sup> March event due to more wet weather. It was disappointing therefore after having been persuaded to run a round of the ASCMC Championship to have only three entries particularly as the MSA required us to go through an upgrade procedure.



Anyway with Tom Solomon standing in at the last minute for Matt Sullivan who was unable to be Clerk of the Course on the day, the 23 competitors were split in to groups to attempt the six hills we had laid out on the previous [sunny] day. A gratifying number of marshals turned up on what was not a

good day for marshalling, to keep the competitors figuratively speaking on the straight and narrow.

Stalwarts Andy Jenner, Steve, Toby and Millie Groves being present as usual. Even Chris Browne braved the weather and marshalled a hill. It was good to see President Jordan back in action with both Mike and Liz marshalling on what looked like an easy Hill 1. Mike did not choose the best of days to make his return to the fray but he and Liz were still smiling at the end of the day managing to stay relatively clean. The same could not be said for the Groves family who having elected to run Hills 4 & 5 between them suffered a coating of mud from competitors attempting these hills.

As we were running a round of the ACSMC Championship, we used the new MSA class structure. I was interested to see how this would work in

practice, as competitors tend to vote with their feet. The result was that most people entered in Class 2, front engined front drive cars of any age and note necessarily licensed for the road because a lot of people now trailer their cars these days to keep costs down. The new Class 1, front engined cars less than 12 years old and road legal only attracted two entries. I can understand the MSA introducing the road legal class to try and get back to the "Production Car" concept but I think this misses the point of cheap motorsport. This is especially true with older cars being of little value now that scrap steel is back down to £10/tonne.



After four runs, two in the morning and two in the afternoon, and no let up in the rain, Daren Hall of Sevenoaks Club came out with top honours taking the overall award with the least number of penalties. Class 1 went to Tom Grant who managed to beat his

Farther by a narrow margin. Ray Lane took Class 2 with is Mini beating Richard West's Fiat Punto, despite the Punto having undergone some unintentional lightening by the loss of some body panels during the day. Clive Cooke won Class 3 after the BMW of James Smith and Dave Loveys retired with water pump failure. Class 4 should have been won by Roy Wareham, but having gone to the pub for lunch, it appears he wisely stayed there to avoid the rain!!

Bruce Jenkins

# Peugeot 106 Rallye Endurance Spec Rally Car

## 2008 Endurance rally championship class winner

Class winner on 2008 Audi SW rally  
2<sup>nd</sup> in class Essex Charity stage rally  
L reg 1994 (non sunroof)  
Tax & MOT  
Stage rally RAC log book  
1294 Rallye engine (rebuilt 1500miles ago by Ian Mepham)  
Gearbox (rebuilt 2000 miles ago by Ian Mepham) with new heavy duty clutch  
Quick shift gear linkage (new 2008)  
Front suspension - adjustable platform coil over gravel Bilsteins with 180lb springs (new 2008)  
Strengthened suspension mounts & additional under bonnet strengthening  
Rear suspension - Bilstein shock absorbers  
Polysport suspension bushes all round  
Full group A Peugeot sport engine & gearbox mounting kit  
Up rated drive shafts (new 2008) plus spares  
Rally Design Black Max brake pads & OMP group N discs (all new 2008)  
OMP strut brace  
Lifeline 1.75 litre handheld extinguisher  
Lifeline 2.25 litre plumbed in extinguisher with external pull handle  
FIA master cut off switch with external pull handle  
Twin horns with navigators horn push in aluminum footplate  
All electrical ancillaries fused separately  
2 x Avanti map lights  
All fuel & brake lines inside  
Braided hoses to all brakes  
Full OMP cage (with strengthened foot plates) & door bars  
Peugeot sport aluminum strengthened sump guard (incl cat protection)  
Aluminum tank guards  
Single box exhaust system (fully skidded) (new 2008) with poly bush mounts  
Radiator (new 2008)  
OMP RS seats  
TRS 4 point 3" belts (new 2008)  
Brantz International 2 'S' Pro trip meter  
Brantz Rally timer  
6 x 14" steel Rallye wheels with Firestone F590 tyres (all good)  
New and used spares

This car is ready (again) for a class winning season in 2009

£2990.00 ono

Ben Dawson  
01227 731356 (office)  
01227 752123 (home)

Also available  
Cibie SC spotlights (new - still in box)  
6 x 13" Rallye rims (new 2008) – 2 unused  
4 x 13" Silverstone 505 tyres (40 competitive miles only)

# MAIDSTONE & MID KENT MOTOR CLUB LIMITED



## Fixture List 2009

<b>Event</b>	<b>Date</b>
Scatter	15 <sup>th</sup> January
Dinner & Dance	27 <sup>th</sup> February
Scatter	19 <sup>th</sup> March
Tyrwhitt Drake Trial	29 <sup>th</sup> March
Evening Autotest	6 <sup>th</sup> May
Autotest Training Day	10 <sup>th</sup> May
Evening Autotest	13 <sup>th</sup> May
Annual General Meeting	19 <sup>th</sup> May
Evening Autotest	27 <sup>th</sup> May
Kent Driver Autotest	30 <sup>th</sup> May
Evening Autotest	10 <sup>th</sup> June
Evening Autotest	24 <sup>th</sup> June
Wings Autotest	5 <sup>th</sup> July
Evening Autotest	8 <sup>th</sup> July
Evening Autotest	22 <sup>nd</sup> July
Gymkhana	26 <sup>th</sup> July
Evening Autotest	5 <sup>th</sup> August
Flying Proms ?	29 & 30 <sup>th</sup> August
Weald Trial	11 <sup>th</sup> October
Scatter	19 <sup>th</sup> November
Brian Lewis Trial	22 <sup>nd</sup> November





## Maidstone & Mid Kent Motor Club Membership Application 2009

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	

<b>Motor Sport Interests/successes activities</b>	
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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 1<sup>st</sup> 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**