



HIGHWAY

www.blackpalfrey.co.uk



June 2015

50th Anniversary 1965-2015

The **Blackpalfrey Motor Club of Kent Ltd (BpMCK)** is a member of the **Motor Sports Association (UK)** and of two Regional Associations, the **ASEMC** and the **ACSMC**. Blackpalfrey is also a partner club in the **Weald Motor Club** consortium. These organisations allow Blackpalfrey members to compete in a wide range of events, for both **classic** and **modern** cars, organised by many other motor clubs all over southern England.

The home of Historic Road Events in the South East

Well, our premier event, the **Hughes Historic Rally** is over for another year and, from feedback we've had so far, it seems to have been well received by competitors and the many marshals and helpers, from our own and other local motor clubs. For different reasons, the build-up to the event has been a bit difficult this year for both Andy and me but, with fantastic extra help from several key Club members the event, albeit a bit wet in the morning, ran pretty seamlessly throughout the day....

See a picture of Andy's presentation on page 6 - well deserved!

As time is marching on this month (the 2016 Hughes will have to be in the middle of the month, so I have time to sort out this monthly magazine!) **more news and stories on the 2015 Hughes in July HIGHWAY** (together with Grahame Standen's story on his exploits in the early rounds of the 2015 RAC Championship) - apart from a few details here:

Ist O/A

John Abel / Martyn Taylor
1965 Sunbeam Tiger 4700cc



Best Blackpalfrey

Mike Jordan / Liz Jordan
1974 Ford Escort RS2000

Best Novice

Rod Hanson / Clare Grove
1973 BMW 1602



Full Results & Paperwork etc on - <http://www.historicroadrally.co.uk/hughesrally/>

Don't forget, we always want to hear your news and comments for inclusion in HIGHWAY (a few words and/or pictures, or a page or two, it's up to you).



Copy for July 2015 HIGHWAY by 26th June please - have YOU got any stories, pics etc for YOUR mag?

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Tim Adams (Chief Marshal) / Trevor Hawkins (Clothing – 01732 842746) / Andy Gibson (Equipment) / Simon Ingarfield (Trophies)

President: Brian Millen / **Vice-President:** Andy Gibson

2015 BpMCK Diary Dates

Sun 10th May	Blackpalfrey MC	Winter Series RegRun 7 - CoC: Jeff Payne & Jon Stewart
Tues 12th May	Blackpalfrey MC	Club Night @ The Plough, Stalisfield Green (OS189/954530)
Sun 31st May	Blackpalfrey MC	HUGHES Rally - 150 miles in mid-Kent
Tues 9th June	Blackpalfrey MC	Club Night @ The Plough, Stalisfield Green (OS189/954530)

As Blackpalfrey members you can also enter any of the [WEALD MC events](#). [Details of WEALD MC and other events will be sent out to all BpMCK members, by email, whenever I receive information from the promoting clubs.](#)

Club Night - Tuesday 12th May @ The Plough, Stalisfield Green

it's a great pub with excellent food and drink and with good access generally from anywhere in mid-Kent. The easiest way to get there is from the Hart Hill turning off the A20 (map ref 939 503), at the bit of dual carriageway just before the A20 drops down to Charing. then carry straight on past The Bowl PH and a mile further on you'll come to The Plough.....**If you have a favourite Pub, somewhere in mid-Kent, let us know the details and we'll see if we can have a Club Night there.....**



Jeff & Jon's tricky May Run

This was the first 12 Car that Jeff & Jon have organised, and I hope there will be many more!

The route instructions arrived in due course, by email, and Reg A included grid lines, spot heights, map features and 'MUW'. Of course, I had to look this up to discover that we were going to be on 'white' roads. Then there was a string of herringbones and to get us to the coffee stop there were some map features and spot heights. Reg B started with a marked map to be given out on the day and the dreaded clock faces. The plotting went reasonably well even with the clock faces, except that we couldn't get the 7 o'clock at the right place. After much head scratching, I had to phone Jeff who put me straight and explained that the 7 o'clock was wrong and should be 10 o'clock. I had got the herringbone bit wrong too and Jeff put us straight on that. So, all set for the day.

The 'old' crew together again in 'nearly' matching jumpers

The morning of the day started cloudy, but the sun soon burnt through to make it a perfect day for a regularity run. Jon & Jeff gave us the speed changes, a speed table for 12mph for the white road and although there weren't any codeboards, we had to find the colour of a 'Triumph spitfire with potential'. The number of entrants had gone down from the once 12 to only 7 on the day - very disappointing, considering the time taken to organise the event. We set off from Mickey's Diner, on



Bluebell Hill, as car 3 and headed north up to the old road and the North Down's Way, past the Robin Hood pub. Then we had a tricky bit, crossing the A229 again and we headed to Boxley and Bredhurst. About now cars 1 and 2 came flashing past, which we assume was a wrong slot. Then we had another tricky bit around the 'Queen Down Warren'. We had to do a couple of shunts on the hairpins, but we didn't go wrong! Then it was over the A249 to Danaway, Hazel Street, Hucking, Broad Street and under the M20 to EOR. We found the M20 services at Jct. 8 and had a well earned drink.

We set off for the start of Reg B from the car park, where Jon gave us the 60 year old marked map for the first part of the route. The route took us south and briefly onto map 189 and we had a dodgy moment at Jubilee Corner, but we got onto the right route up to the prison and then crossing the

A274 by Warmlake. Then we went west and crossed the A229 by the Stile Bridge pub. Next we went along Tilden Lane, where some crews saw the above mentioned Triumph Spitfire. We did not see it! Then we went onto Collier Street, Laddingford and then the EOR. Then onto the pub and the results. We learnt quickly that we had missed the Spitfire and so a first place was unlikely. Also, one crew had car trouble only a few miles from the start and so there were only 6 crews at the finish.

The winners with Jon & Jeff

In due course, Andy produced the results - a well earned win for Neil and Valerie; a second place for Graham and myself and third for Charles and his novice navigator, Phil. Thanks to all the marshals that make these events possible and to Andy for coming along to help and do the results. Unfortunately only 7 crews ended up starting and, as Jon and Jeff know, the work/time is quite significant. Well done J&J - it was well organised and a good route, although I am not sure about the white road near the beginning....



The beige Spitfire

Keith Howard (on holiday from Florida)

....and Ian Conway's story on the same event....



May Regularity Run

As David had a family engagement on the day of the last Sunday regularity run (organised by Jon and Jeff), Tom Wilson offered to drive the Rover so I swapped seats. Tom obviously knows his way around a P6, but for me barring a couple of scatters this was the first time in the co-driver's seat for 15 years, since David and I did the Welsh Monte in his Midget back in 2000.

The starting point was Mickey's diner on Bluebell Hill, and despite knowing the area I still managed to take the slip road to Kit's Coty by mistake, not a good start! I eschewed my usual Big Boys' Breakfast and waited for Tom, but he also missed the diner and drove up and down the hill several times before we eventually sat down and pored over the maps. Tom had brought along his own speed tables, the Mk 13 version, so we set about marking up the distances and going over any minor areas which might catch us out (or so we thought).



Archie Pelling & Phil Littlemore, closely watched by David Feakes

The first section started at 26mph, which was all well and good, until we came to the white road which was part of the North Downs Way. I say road, it was more like an assault course, and I felt for Neil and Valerie as we watched them pick their way through the enormous potholes in the Mini with its 10" wheels and little to no ground clearance. Luckily

the next section via Burnham Court included a newly-tarmacked stretch of road which was as smooth as a race track and we put the white road behind us. After passing under, then south alongside the A229, we arrived in Boxley where I missed calling the LWR to Tom so we took it the wrong way round - luckily there was no secret control. The Rover maintained 3rd up Boxley Hill, then we headed east through Bredhurst and onto the herringbones, which I hadn't used since South Wales and which proved a real test in the woods south of Farthing Corner with hairpin after hairpin

as we doubled back on ourselves tying ourselves in knots – clearly Jon and Jeff had had great fun setting the route!

Just before Borden we turned south-west and wove our way through the spot heights and symbols, this time making sure to go the LWR. Heading back towards the M20 from Huckling the roads were fairly open and Tom was able to get up a decent speed, yet everyone seemed to struggle with the timing on the second half of Reg A with penalties of 80-90 secs for controls A3 and A4 fairly standard. After a pit-stop at the M20 services it was off along the A20 and then off map 188 altogether onto a photocopy of a 60-year old map which took us east of Ulcombe then back west around Sutton Valence before taking in several more LWR triangles and crossing the River Beult. Tom was flying and our times were tumbling – on Reg B we only incurred 90 secs of time penalties in total – but it took me a while to get used to his habit of speeding up towards junctions to save time!

Jon's 'new' car and Jeff's venerable 1973 Saab 96

Our good luck couldn't last and sure enough on the final run into Ladingford we not only missed the rusty Triumph Spitfire on Tilden Lane but the secret control on the LWR at Gain Hill, which meant we picked up 200 penalty points and dropped from 3rd to 6th overall. Having been caught out just yards from the end of May's regularity I should have been on the look-out but a combination of speed and over-confidence did for us. Still, it was an invaluable experience in the run-up to the Hughes, and armed with Tom's Mk 13 speed tables and David's new glow-in-the-dark clock I can't wait to have another crack at the 'big time' (although I think Martin and Tom are fairly safe in terms of which Rover comes first). Congratulations to Neil and Valerie and thanks as always to the team manning the controls, even the pesky hidden ones!



Ian Conway

Pos	No	Driver / Navigator, Car	A1	A2	A3	A4	B1	B2	B3	B4	SC/WD	Total
1	1	Neil Webb & Valerie Hogg, 1969 Morris Mini Cooper	2e	38e	92	78	0	1e	7	0	0	218
2	3	Graham Mayes & Keith Howard, 1972 MGBGT	3e	3	93	82	3e	1	5e	1	100	291
3	5	Charles Harrison & Phil Smith, 1966 Triumph 2000	64	53	88	74	25e	26	29e	27e	0	386
4	6	Archie Pelling & Phil Littlemore, 1972 Austin Mini	200x	0x	85	89	11e	9e	26e	4e	0	424
5	4	Kevin Potterton & Gavin McGuire, Peugeot 307	54e	8	95	84	68e	1	27	61	100	498
6	2	Ian Conway & David Laver, 1968 Rover P6	26e	41e	94	95	26e	4	22	38e	200	546
7	8	Tom Harvey & Matt Ryan, 1972 Ford Mk1 Escort	200x	200x	200x	200x	200x	200x	200x	200x	300	1900



New Rally Regulations: The recent MSA Council meeting has made the wearing of Hans (Head and Neck Support system) or FHRS (Forward Head Restraint System) mandatory from January 1st 2016. Category one Historic rally cars are exempt until 2017. They are however strongly advised to wear one. Please watch the following video clip clearly showing a with and without situation. <http://jalopnik.com/hans-vs-no-hans-in-a-car-crash-1532535262> Martin Chinnery tells me that it will apply to all races and stage rallies, sprints and hillclimbs with the exception of some historic categories and some roadgoing classes. It will not affect events such as our Hughes Historic Rally....

BLACKPALFREY MC 'REGULARITY RUN' SERIES - WINTER 2014-2015

These events are open to members of the **Blackpalfrey MC, the HRCR, the Weald MC, the MGCC and the TR Register**. The events are suitable for 'older' and 'newer' cars and are designed to be good fun and good navigation practice.

The seven events are run as a **Championship Series for Blackpalfrey MC Members** : Points 12, 11, 10, etc. for each event and 10 points for each Organiser(s) – the best points total from five events counting towards the 'Series Awards'.

All events will be run on Sunday mornings and will finish at a pub for lunch.

CHAMPIONSHIP RESULTS

TBA in the next few days

For the latest range of fashion accessories - have a look at
http://www.blackpalfrey.co.uk/?Club_Clothing



GOODWOOD FESTIVAL OF SPEED - 25th to 28th JUNE 2015

'Flat Out and Fearless – Racing on the Edge' is the theme of this year's Festival of Speed not forgetting some of the tales of men and women who put their heart and soul into racing, but never quite reached the success they craved.

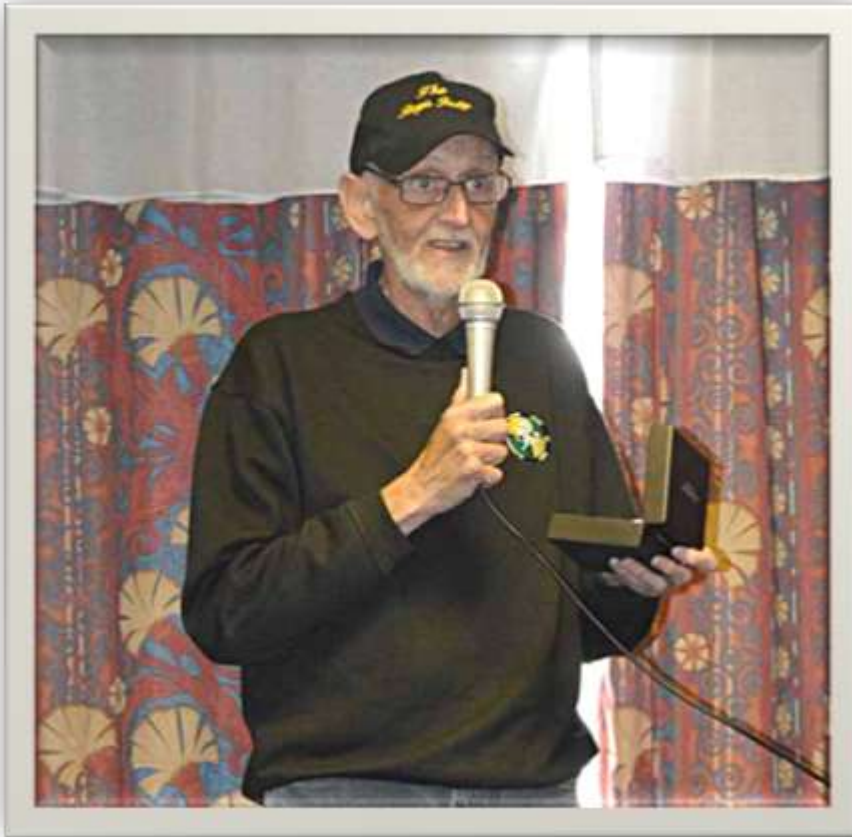
Ticket information is available from www.goodwood.com or via the Goodwood Ticket Office on 01243 755055

FoS - A really great day out - some prefer the Revival on 11th -13th September 2015, but I prefer the FoS.

Unfortunately, like any really good experience, these meetings are becoming more and more popular, attracting larger crowds as the years go on but, if you've never been - GO. If you have been before, you'll go again...



Linda, Harry, Lee and Lesley attended the BROMLEY PAGEANT yesterday and it was good to see Andy Butcher with his Triumph TR7 on the club stand.



Andy was presented with an Achievement Award for 'Many Years of Service to the Club and to Historic Rallying' at the end of the Hughes Rally.

THE IRISH RETRO CLASSIC RALLY 24 – 26 APRIL 2015

Ten or so years ago I competed on the Irish Classic, once driving my Saab 96 with Graham Raeburn navigating and once navigating for Dave Russell in his TR4. On both occasions we had a most enjoyable event both in terms of the competition, the hospitality and the amazing social atmosphere. Later, in 2011, the Rally of the Tests had its first 2 days in Ireland and again I was there in a Saab though on that occasion navigating and, again a great atmosphere prevailed. So the prospect of going there again to do the resurrected Irish Retro was seized with relish. Fred Bent was Rally Master with Michael Jackson and Mickey Gabbett as Clerks of the Course, backed up by Frank Fennell as advisor, a star team of competitors as organisers. So, with accommodation fixed in Rally HQ at the excellent Newpark Hotel in Kilkenny and the ferry from Holyhead to Dublin booked via Nutt Travel the adventure began. I had been on holiday in Anglesey and Rich had been on duty at his second grand daughter's birth in Berkhamsted immediately beforehand and we met up at a nice country hotel near Caernarvon on the Wednesday before the ferry on the Thursday, not really well prepared for a three day rally.

On arrival in Dublin we made the poor decision to drive through the city at 5.00pm, a bad mistake as Dublin rush hour is hellish. One hour later we were just clear of the city having covered about 4 miles. However the run down to Kilkenny on the M7 and M9 was fine on a sunny evening. We met many friends, had a few beers and a meal. There was a big UK contingent there and we spent a lot of time with fellow MGB crews Roger Jenkins and Peter Cox, and Ken Jones and Richie Bestwick as well as Dilwyn Rees and Tony Newman in the Healey 3000. On Friday morning there was time to look around the town (Kilkenny is a very interesting place) before driving to the nearby Gowran

Racecourse for scrutineering and signing on. We had time to do the necessary plotting and look at the tests before the Prologue began. It started with 3 tests within the racecourse before a splendid supper, followed by a regularity round the "inside camera car circuit", another test and a final marked map regularity back to Kilkenny. A slight problem with the clock caused us a few too many seconds on the regularities but a fun evening which ended in the bar for some good "craik", so much so that the live music was drowned by the noise.

Reseeded after the Prologue section, we began the Saturday legs. A couple of tests and a jogularity to start with followed by a regularity over Leinster Mountain in thick mist, where we managed to get a wrong direction at a timing point by going the wrong side of a cone in the fog, the cone being a beer bottle which we didn't see! Some excellent tests and a variety of regularity sections took us to lunch at Huntington Castle after which we did a test on a rough gravel driveway on which the last three feet of the MG's exhaust parted company. We got to the end, then Rich had to walk back up the test to collect the exhaust, mercifully not flattened by subsequent cars. 25 minutes later with exhaust back on chained to a rear overrider and perilously close to OTL, off we go and manage to complete the rest of the leg's tests and regularities to the supper halt near Crookstown. Now came the evening leg of 2 regularities either side of a navigation section, the old 4 minute sections at 30 mph (allegedly), all over the Comer Plateau in the mountains East of Kilkenny. After about 4 controls we found several unmanned ones and eventually all unmanned....very odd. Unknown to us, the section had been cancelled due to intense activity by the Garda! A few of us had not been contacted by marshals and completed the section - a wasted effort but we got our money's worth I guess. Worse still was the fact that most of the field were back in the bar an hour before us!

Sunday and a beautiful day with Ireland looking at its best. The first test was on a big farm where tractors, Land Rovers and big machines had been placed strategically as obstacles to manoeuvre around! Further tests and regularities took us to lunch by Fethard Castle where lunch was taken in McCarthy's " Pub, Restaurant and Funeral Parlour". Where else in the world would you find such a combination of services? One afternoon Deeleyarity caused some mayhem when a "white cottoge on the left" seemed to be on the right until you saw the little narrow lane beside it which, when entered put the cottoge on your right. The problem was compounded by another white cottoge, more obvious, on the left a few yards further on! Much coming and going here! No further dramas and back to Kilkenny for the finish. Much merriment in the bar as the results were worked out and then the gala dinner and prize presentation.

Winners were Owain Lloyd and Matthew Vokes in the Mk2 Escort, ahead of Geoff Hall and Martyn Taylor in the Mini, with Charles Colton and Ryan Pickering 3rd in the 911. Rich and I were 37th overall but 2nd in class, beaten by Ken Jones and Richie Bestwick in another MGB. Roger Jenkins and Peter Cox were 40th in their MGB. Sadly Eamonn Byrne and Anthony Preston broke the gearbox of the Mini on Test 1.

All in all, a fabulous rally in the area around Kilkenny and the southern parts of the Wicklow Mountains. Twenty tests and sixteen regularities in two full days; beautiful scenery, good roads, little traffic, great camaraderie and smiles everywhere, and a nice variety of tests and navigation. Rally HQ was excellent as was the hospitality everywhere. On Monday morning we had plenty of time to get back to Dublin via a carwash and interior vac! On the ferry from Dublin we were in the company of our friends and the journey passed quite quickly. A rather tedious drive from Holyhead to Moreton, but a bottle of good red and nice cheese soon put that behind us. If the Irish Retro runs again I can recommend it and would be keen to do it again....

Peter Boyce

May 2015

What's On in Kent & the SE - Sent to all members 'underseparate cover'

For a full listing of motorsport events visit:



If any non-members (*especially if you can write! - Ed*) see HIGHWAY and would like to know more about the BpMCK and what we do these days, or would like to re-join or join, **the annual membership fee is still only £10 (£5 under for 25s) or £15 family membership per annum**. If you want to know more, John Fowler or any other Committee Member would be pleased to help.....have a look at www.blackpalfrey.co.uk for more details.

NEW MEMBERS may wish to note this..... HIGHWAY e-mail format: if you presently receive HIGHWAY in the post as a paper copy, you may like to try the e-mailed version – quicker *and* in colour (please contact John Fowler – jcfowler@btinternet.com who will be pleased to sort it for you). A couple of members, who receive HIGHWAY by e-mail have had problems with pictures/tables being misplaced on their copies which is *possibly* due to them having an ‘older’ version of MS Word. So, we’re now sending it as a pdf file – is it any better? Please let me know if you have any problems.....**thanks... Ed**

Note: some of the views expressed in HIGHWAY may not be those of 'the Club'

BLACKPALFREY MOTOR CLUB OF KENT LTD MEMBERSHIP APPLICATION to 31st March 2016

New / Renewal * (please delete as appropriate)

Please photocopy this form if you wish and add any comments about the Club.....we don't get a lot of 'feedback' so, any views are welcome.....

Full name (1):	
Full name (2)-(joint membership):	
Address:	
Postcode:	
Telephone:	Email:

I wish to apply/reapply* for membership of The Blackpalfrey Motor Club of Kent Limited.
If elected I agree to abide by the rules of the Club.



Signed (1):	
Signed (2):	
Date:	

My Road Car(s) is:..... My Competition Car(s) is:.....

I am interested in: Rallies / Tours / Autotests / Production Car Trials / Social Activities / Magazine / Anything else? *
please delete as applicable

Single membership subscription to 31 st March 2015 :	£10.00
Joint membership (resident at same address):	£15.00
Single membership – Student or under 25 years old	£ 5.00

Please send this form with a cheque (payable to Blackpalfrey MC of Kent) to the Membership Secretary:

John Fowler, 391 Green Lane, New Eltham, SE9 3TE (☎0208 857 7761)