



# HIGHWAY

[www.blackpalfrey.co.uk](http://www.blackpalfrey.co.uk)



## January 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*

It wasn't until I started looking back at the *very* early days of the Blackpalfrey Motor Club that I realised how little I was actually documented in the first couple of years after the Club was affiliated to the RAC in 1965. It also became obvious that most of the 'original' founder members and Committee are now competing on that ultimate 'stage in the sky!' - so, it was a long time ago....how can I fill in the gaps? My interest in motor sport started in the early 1960s, as a member of the 'non-affiliated' Marden Motor Club where Philip Stock, a farmer now retired to Herefordshire, and I had a lot of fun in his A40 Farina, competing in evening and daytime rallies in Kent. And so, on to what is now the Blackpalfrey Motor Club of Kent Ltd....

The first year or two of the Club are a little bit hazy, apart from the fact that we, a group of rally enthusiasts led by David Gainsford and Dick Richardson, formed the Blackpalfrey Motor Club as an amalgamation of the Black Horse (a Public House) Car Club from Tunbridge Wells and the William Palfrey Limited (an engineering company) Car Club from Rochester, in 1965.

We formed our base in Maidstone and immediately applied for R.A.C. Motor Sport Division (now the Motor Sports



The 1967 Committee at our Annual Dinner & Dance at the Great Danes Hotel, Hollingbourne:

(l-r) Alec Jessup, David Boichat, Mary Eldridge (Jensen), Doug Harris (in his Prince Charles pose), David Gainsford, Brian Millen, ??, Joan Usherwood, Bill Usherwood, Trevor Owen, Janet Boichat, Jan Lees, Barrie Lees - with a 105E Anglia that Doug Harris gave us for the raffle!

Association) recognition, in order to promote Motor Sport at club level in the South East - at that time, our aim was to promote motor sport very much at club level, as we perceived that some of the 'bigger' local clubs seemed to have forgotten about 'grass-roots' level, but such was the impetus of competition in the South East and the capability of our Committee that, during the following two years we were drawn into organising road and stage rallies, autocrosses, autotests, production car trials etc at local championship status - however, we were still very conscious of new-comers and tried, as we still do, to encourage them to try motor sport at 'entry-level' and then, perhaps, to move on to 'bigger things' if they so desire. We became a limited company in about 1972.

In the mid '70s we became aware that not being affiliated to a town was a disadvantage and we changed the name to 'The Blackpalfrey Motor Club of Kent Ltd'.

In the early years we promoted annually three night road rallies; the Hughes Rally, the Hassel Rally and the Harris Rally, three Autocrosses, Production Car Trials, Grass Autotests and Social events, including Dinner Dances attracting 350 guests etc. In the 1980s, as night rallies became more and more 'anti-social' (?) in Kent, we moved on to promote Slalom Autotests and obtained a Track Licence from the RAC to run Sprints on West Malling Airfield, but unfortunately these events came to an end with the development of the Kingshill complex on the old airfield.

Over the last 50 years, we've had some great times and we've had some quieter times. So, over the next few months I hope, with the help of early Blackpalfrey members, such as Andy Gibson, Bill Cook, Derek Camp (and any others I haven't mentioned, who have good memories) to fill in some of the gaps, between the 'early days' and our progression from the halcyon 1960s, through to our present involvement with 'Historics', thanks mainly to Andy Gibson....

These are very much my personal memories so, **if any reader can help me with particular memories and/or pictures of yesteryear and the BpMCK, please let me know.** Now, to spend time searching through years and years of old HIGHWAYS, to try and fill in some gaps! - *BJM*



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

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**Treasurer:** *Graham Mayes / John Fowler (Membership and Club Championships – 0208 857 7761)*

*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 11th Jan	Blackpalfrey MC	Winter Series - RegRun 3 - CoC: Chris & Stephen Winter
Tue 13th Jan	Blackpalfrey MC	Club Night @ The Plough, Stalisfield Green (OS189/954530)
Fri 16th Jan	Blackpalfrey MC	Weald 12 Car Rally - (evening) - CoC: Andy Gibson

*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 13th January @ 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.....**

**W**ith the New Year upon us, I would like to share a personal experience with my friends about drinking and driving. As you may know, some of us have been known to have brushes with the authorities from time to time on the way home after a "social session" with friends. Well, two days ago I was out for an evening with friends and had more than several beers followed by a couple of bottles of some rather nice red wine. Although feeling jolly I still had the sense to know that I may be slightly over the limit. That's when I did something that I've never done before - I took a cab. Sure enough on the way home there was a police roadblock but since it was a cab they waved it past and I arrived home safely without incident. This was a real surprise, as I had never driven a cab before, I don't know where I got it and now that it's in my garage I don't know what to do with it. So, if you want to borrow it give me a call....

## 2014 BLACKPALFREY CHAMPIONS

2014 Champion Driver - Tom Wilson



2014 Champion Navigator - Peter Boyce



2013-2014 Winter Series Winners  
Tom Ash & John Fowler



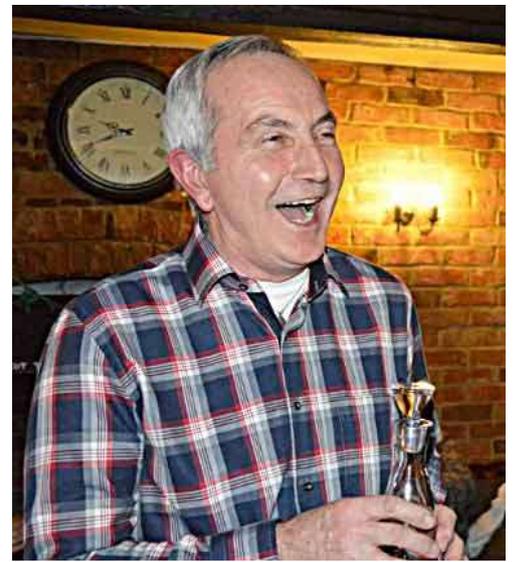
2014 3rd Navigator - Andy Gibson



2014 Champion Novices

Driver - Neil Webb

Navigator - Valerie Hogg



Hughes Chief Marshal, Tim Adams received an engraved decanter for 'Services to the Club'

Guess who won the Marshals Trophy, again! Yes - Linda Collins & Harry Pace - what would we do without people like them?

## **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 will be 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 will count towards the 'Series Awards'.

All events will be run on Sunday mornings and will finish at a pub for lunch. The dates are as below, which will take us up to the HUGHES Historic Rally in June 2015.

### **2014**

**Sunday 26th October** CoC: **Andy Gibson**

**Sunday 23rd November** CoC: **David Hughes**

### **2015**

**Sunday 11th January** CoC: **Chris & Steven Winter**

**Sunday 15th February** CoC: **John Fowler & Tom Ash**

**Sunday 15th March** CoC: **Charles Harrison & Emma Collins**

**Sunday 19th April** CoC: **Peter Boyce**

**Sunday 17th May** CoC: **A.N.Other**

All entrants will be eligible for Individual Event awards.....and there will be 'Series Awards' for: 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> O/A. Other event and Series Awards may be presented....

Details and entry-forms on [www.blackpalfrey.co.uk](http://www.blackpalfrey.co.uk) or from Andy Gibson 01227 792740.....

We are looking forward to good entries for our **2013-2014 Winter Series**. As usual, we could do with a few **MARSHALS** so, if you are unable to enter but fancy coming out on a Sunday morning, seeing a nice collection of cars and having a natter in the pub afterwards, please contact Andy Gibson ☎01227 792740 / 07803 265279 a few days before each event.

Running through the Series, we will have a **MARSHAL'S AWARD** (1 point/event).

**Organiser(s) for May event to be confirmed - any offers?**

'Wow! It's been a very busy day for visitors at Demelza Kent today....members of Blackpalfrey Motor Club of Kent popped in with their beautiful vintage cars. Earlier this year they did a driving **Tour of Kent** which raised **£1,200** and they presented the cheque to us today (from [www.demelza.org.uk](http://www.demelza.org.uk))' - *Glad we could help!*



Tom Ash(kneeling), Simon Ingarfield, Andy Gibson, Graham Mayes, Linda Collins, Harry Pace and Peter Boyce travelled to the Demelza Hospice for Children to present a cheque for £1,200 from our Tour of Kent.



## Weald MC - Winter 12 Car Series 2014-2015

The first event in the **Weald** (a consortium of local South East motor clubs, including Blackpalfrey, allowing all their members to easily compete in one another's 'grass roots' events such as 12-Car Rallies, Navigational Scatters, Autotests and Production Car Trials) **MC's 2014-2015 Rod Wray Series**, all run on **Friday evenings**, starts and finishes at Seal Chart, near Sevenoaks on **10th October**.

***If you fancy trying rallying in the dark, these are great events to give it a try*** - good fun with a friendly competitive spirit. As with our Sunday morning events, entry lists have been good recently, so **get your entries in quickly** - it would be good to give some of the regular winners a run-for-their-money and **'novices' get all the route cards at the start**.

Enter as a Blackpalfrey member and get points for our Rally Championships....

<del>Friday 10 October 2014</del>	<del>Borough 18</del>
<del>Friday 7 November 2014</del>	<del>Sevenoaks</del>
<del>Friday 5 December 2014</del>	<del>Croydon</del>
Friday 16 January 2015	Blackpalfrey
Friday 20 February 2015	Eastbourne
Friday 13 March 2015	Bexley
Friday 10 April 2015	Guildford

Supplementary Regulations have been circulated to all BpMCK members.



For the latest range of fashion accessories - have a look at  
[http://www.blackpalfrey.co.uk/?Club\\_Clothing](http://www.blackpalfrey.co.uk/?Club_Clothing)

## CROYDON 12-CAR RALLY for Weald MC - 8th December

Having clearly been bitten by the bug, and disappointed to have missed out on the 7Oaks 12-car in November (which we did at least get to marshal on), son Tom and I signed up for the third round of the Weald 12-Car series, organised by Croydon & District MC.

The starting point was at Westerham Garage, just south of the M25, east of Clacket Lane Services. On the basis that I would have to plot the route (over two maps, 187 and 188) and Tom would navigate, we arrived in plenty of time only to discover that we were Car1 and had rather less time than we thought.

Not having plotted seriously since the Welsh Monte, way, way back, and with the added time pressure, slight panic set in. Being Novices, we did have all the TCs along with directions to enter and exit, so I marked up 1-3 and plotted the first part of the route while Tom marked up 4-7 on the other map (rule 1: where possible split the plotting), and by the time we set off we had 95% of the route plotted.

The first three sections were 7-8 miles each with 15-16 minutes allowed, winding west to Clacket Lane then south to Crowhurst. We were quite chuffed to find TC1 and to spot two code boards en route (more of which later), but between TC1 and TC2 we got hopelessly lost and ended up a couple of miles to the east (i.e. the wrong side) of TC3. We ditched the stopwatch, fished out the compass (rule 2: always carry a compass) and realised there was little point going back over our tracks or making a dash for TC3 as we were already late - so we 'cut and ran' to TC4 where we were greeted by a very surprised marshal who assumed we were doing rather well, as we were his first customers.

Had I read the final instructions (rule 3) I would have known that straight after TC4 there was an extremely slippery section on Horns Hill which needed maximum caution (on the recce that morning the organisers had come across a van upside down). Still, recalling my previous encounter with a tree on the B18 rally and aware that the road really was *extremely* slippery, I took it gently. Even so, when we came to the 90-degree right-hander half-way down Horns Hill it was only the fact that I was already in 2<sup>nd</sup> gear and that the Metro weighs almost nothing that stopped us from carrying straight on down the hill....a proper brown-trouser moment.

From Horns Hill we made a 'W' south to How Green, then north up the left side of Bough Beech Reservoir and back down the east side before heading back up to Sevenoaks Weald and on to the final control, just north of the White Rock pub in Underriver. We made all the TCs, though we had no idea whether we were ahead or behind schedule, but we hadn't found any more code boards. It had occurred to me that the route around the reservoir was where they ought to be, and sure enough we'd spotted a couple of single white letters on black card, no bigger than a beer mat en-route, but we'd assumed they weren't for us.

It turned out they *were* for us and luckily I'd made Tom write them down, but there was a good deal of huffing and puffing from other eleven crews about the use of different code boards and the tightness of the timing, particularly on the long first sections.

We didn't get the results until a couple of weeks after the event - wonder why? We seem to be last, despite getting several of the code boards - will have to try and find out why, as we thought we'd done as well as most other crews....

*Ian Conway*

# HISTORIC RALLY CAR REGISTER OPEN DAY 2015

10th January 2015 09:30 am - 4:00 pm

HRCR, the home of Historic Rallying will again be holding their prestigious Open Day at the Heritage Motor Centre, Gaydon (J12, M40) on Saturday, 10th of January 2015

## WHAT'S HAPPENING: FIVE WAYS TO GO HISTORIC RALLYING

### 1. The Launch of A Brand New Concept - The HRCR Speed Series

Use your road legal classic car on specially selected Hill-climbs and Sprints just as our forefathers did as part of rallying in the 1950's and 60's.

### 2. The Launch of the HRCR Premier Rally Championship

The brainchild of HRCR Vice President and founder member Philip Young. Another new initiative from HRCR. Accrue points from a wide selection of historic events, **including the HUGHES RALLY**, to qualify for prestigious awards.

### 3. The Launch of the HRCR Old Stager Historic Rally Championship

A low cost genuine Historic Stage Rally Championship run for enthusiasts by enthusiasts. Ideal for those who still enjoy the challenge of competing on a level playing field with Historic Rally Cars prepared in period.

### 4. Celebrating 21 Years of the HRCR Clubman's Road Rally Championship

This long running championship is currently attracting record numbers of registered contenders with many of the popular historic road rally rounds, **including the HUGHES RALLY**, running with full entries.

### 5. HRCR Scenic Tours Series

The very best way to enjoy your classic car This popular series of none damaging scenic Tours, **including the TOUR of KENT**, visits some of the very best rally routes Britain has to offer.

Entry is Free to all and the doors open at 9:30am - come and meet the people and see the cars.

Entrance to the museum for HRCR attendees is £6 per person

**Turn up in a classic and park your vehicle in our reserved parking area.**

**Contact for HRCR Open Day:** David Lucas - Tel: 01384 291441 - Email: [david.lucas29@yahoo.co.uk](mailto:david.lucas29@yahoo.co.uk)

**See you there, on the Blackpalfrey Stand....**

## Old Gits go All the Way on the RAC!

Having finished the 2012 Roger Albert Clark Rally under 'super rally' rules, Grahame Standen felt there was still something to prove and so spent several months re-preparing his 1600 Mk2 Escort ready for a serious attack this year.

Back in 2012 we got caught behind a stranded Sunbeam on a narrow uphill section and whilst trying to squeeze past, slid into the ditch and, then, whilst trying to get out we stalled which, with a failed starter, was where we stayed. We were able to continue the next day under 'super rally rules' and

were credited with a maximum on the rest of the Friday stages. Despite this, we still went on to win the class.

The 2014 event started in Sunderland and was based virtually entirely in Kielder Forest, with main service areas at Croft Circuit and just north of Carlisle, as well as in Kielder Forest - the route covered 164 miles of stages over three days.

From a 6pm start on Friday 28<sup>th</sup> November, there were 6 stages before finishing back in Sunderland at 22:30. However, it included 4 runs at a very short (0.8mile) spectator stage in Herrington Park. To be fair, there were loads of spectators but the stage itself was very wet and slimy tarmac and very wet and muddy gravel – and it was dark and foggy....so, not great. Because the RAC championship runs the smaller engined cars at the front, we started 8<sup>th</sup> on the road and so saw the stages at their best. The 4 runs through Herrington were split by 2 runs through a proper forest stage at Pennington which, at just over 6 miles in thick fog, was definitely not for the faint hearted.

So, with six not particularly enjoyable stages under our belts we arrived back in Sunderland, lying a comfortable second in class.

An 8 am start arrived all too soon, having not got to bed until well after midnight and we were on our way at 8:02, as we were 2<sup>nd</sup> in the under 1600cc category. Saturday started with two more runs at the now less than 0.8 mile Herrington Park spectator stage as it has shorted due to the finish being very cut up and muddy but, at least, we could see it in the daylight and with no fog. This was followed by two stages at Croft circuit, which was almost like touring cars as each stage was three laps and with cars starting at 30second intervals, it got quite busy at times. We caught another Escort who had also caught a 3.0 Healy, which was extremely quick in a straight line and very nearly took the Escort out as it chopped into a corner. We did eventually get past both of them without too much time lost.



So, we were 10 stages down and the rally was only just now starting with the fog free forest stages. We were almost holding our own and trading times with the class leader, but just gradually falling back until we caught him, very appropriately, at the end of stage 13. As we got closer, it was obvious that his tracking was miles out and so it put us right back into contention. It also left us running first on the road, which was interesting, but meant that we were not only surprising the marshals, but also acting as sweeper, clearing any loose gravel off the stages.

The rest of the day went without incident and we arrived back in Sunderland with the both the class and category lead, despite Grahame driving the last two stages on sight, as I came very close to throwing-up trying to read off the map in the dark.

Again, it was well past midnight before we got to bed and 07:30 next morning saw us lead the survivors away from the start. After a long run out, there was a holding control to ensure cars arrived at the first stage in a reasonable order and without too much of a wait. This was where we relinquished our first on the road place as I took us out of the control the wrong way! Obviously I've got loads of very valid excuses which I won't go into here, but it meant we were now running at about 4<sup>th</sup> on the road. Every cloud has a silver lining!

Other than that, we had no problems as we slowly extended our class lead. After the lunch time service where we fitted two brand new tyres (having used second-hand ones up to this point) there

was an hour's delay at the next stage start, which set us a minor panic as to whether it would get dark before we finished and we spent the time trying to contact our service van who had the spotlights and who were in a mobile-phone black spot. We were able to contact our chase car and were able to send them off in search of the van - but to no avail. By the time we were approaching the last stage it was getting decidedly gloomy and we were worried that any delay would mean we would need the auxiliary lights. As we came over a brow, just before we turned into the final stage there they were, our service crew, standing in the middle of the road brandishing the spotlights. As it happened, there was no delay and we just made it through the stage without needing them, but it was close.

Finally, there was a one and a half hour run back to Sunderland, which allowed me to have a nap. When we arrived there we were the first car back and there was a small crowd to greet us and a driver interview followed by two bottles of 'champagne' for us to spray.

Overall, a very long and tiring event, but ultimately rewarding. After the prize giving, we joined fellow class winners and Maidstone members Chris and Ali Browne for a meal and got to bed before midnight. Finally, as an added bonus, we did not have to leave until after breakfast was served on the Monday morning and so had a leisurely breakfast before the trip home....a nice finish.



### *Saga Lout* **Bill Cook**

*(With an illustrious career preparing, and rebuilding(!) many well-known 'forest' and 'road' historic cars, it's good news that Grahame hopes to get back into the driving seat himself a little more often in 2015 - Ed)*

## Goodwood Trackday

**W**e all know that Marshals are a special breed without whom many of us would not be able to go out to play as often as we do, but each year the guys and girls down at Goodwood take this to a new level. The Goodwood Marshals club organise a track day in aid of charity on the first Friday in December – this year the chosen charities were the Air Ambulance and St Richards Hospital.

I travelled down the night before and met up with Brian (a mate from Milton Keynes) who was going to join me for the day in Iris, my MGB GT. After a few beers, we were soon talking like experts about racing lines, braking points etc – if nothing else we could talk a good race!

After a short drive to the circuit the following day, proceedings started with noise testing and signing on. After the safety briefing, it was time to empty Iris of the spares and tools I had brought with me - spare wheel, trolley jack and anything else that wasn't bolted down. I think Brian was a bit amused at how much stuff I had packed into Iris, but I did point out that the only certainty was that the one spare we might need would be the spare I didn't bring!

The day was open to all makes and ages of cars, so the paddock was an odd mix of Beemers, MX5's, Austin Healey's, Sprites and a couple of MGB GT's. The sessions were "open sessions", so

all cars were mixed together but, with only 12 cars on the track at one time and each session limited to 15 minutes, there was always plenty of room on track. Add to this some simple rules like only overtake on the straights and always on the left, meant that things felt quite relaxed and unpressurised when on track. The guys at Goodwood do a great job of laying out the circuit, with each corner having a series of boards to guide you i.e. left or right, brake, turning in point, apex and acceleration point so, what could be simpler?

There had been rain overnight so the track was damp and greasy during the morning, meaning that we all took things quite steady during the first few sessions. As the morning progressed the track started to dry and the pace started to increase, it wasn't long before I started to feel like I was reaching the limit of my ability – no spins but a few “twitches” had my heart pounding! Goodwood is a fantastic circuit, fast and flowing. One of the Marshalls explained that the circuit is largely unchanged from the original layout, so that while many other circuits had been “slowed down” as the speed and handling of cars had improved over the years, Goodwood had just got faster and faster. Apart from the chicane coming on to the start/finish straight, it was 4<sup>th</sup> gear or 4<sup>th</sup> with overdrive for the whole circuit.

The afternoon sessions were even faster, with the modern machinery overhauling us quite easily. But, the highlight of my day has to be keeping up with the Healey 3000 – obviously outgunned on the straights but quicker through the



*Iris, at speed, passing the Goodwood start/finish line*

twisty bits! It was a fantastic day out and Iris behaved perfectly – certainly one I would do again. Think I might have caught another bug – might put a crash helmet on my list for Santa!

**Graham Mayes**

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

For a full listing of motorsport events visit:

***GoMotorsport.net***

If you would like to be e-mailed regular What's On bulletins you can subscribe at:

<http://gomotorsportsoutheast.hosted.phplist.com/lists>



### **ALERTS TO THREATS IN EUROPE - From JOHN CLEESE**

The English are feeling the pinch in relation to recent events in Syria and have therefore raised their security level from "Miffed" to "Peeved." Soon, though, security levels may be raised yet again to "Irritated" or even "A Bit Cross." The English have not been "A Bit Cross" since the blitz in 1940 when tea supplies nearly ran out. Terrorists have been re-categorized from "Tiresome" to "A Bloody Nuisance." The last time the British issued a "Bloody Nuisance" warning level was in 1588, when threatened by the Spanish Armada.

The Scots have raised their threat level from "Pissed Off" to "Let's get the Bastards." They don't have any other levels. This is the reason they have been used on the front line of the British army for the last 300 years.

The French government announced yesterday that it has raised its terror alert level from "Run" to "Hide." The only two higher levels in France are "Collaborate" and "Surrender." The rise was precipitated by a recent fire that destroyed France's white flag factory, effectively paralysing the country's military capability.

Italy has increased the alert level from "Shout Loudly and Excitedly" to "Elaborate Military Posturing." Two more levels remain: "Ineffective Combat Operations" and "Change Sides."

The Germans have increased their alert state from "Disdainful Arrogance" to "Dress in Uniform and Sing Marching Songs." They also have two higher levels: "Invade a Neighbour" and "Lose."

Belgians, on the other hand, are all on holiday as usual; the only threat they are worried about is NATO pulling out of Brussels.

The Spanish are all excited to see their new submarines ready to deploy. These beautifully designed subs have glass bottoms so the new Spanish navy can get a really good look at the old Spanish navy.

Australia, meanwhile, has raised its security level from "No worries" to "She'll be right, Mate." Two more escalation levels remain: "Crikey! I think we'll need to cancel the barbie this weekend!" and "The barbie is cancelled." So far no situation has ever warranted use of the last final escalation level.

Regards, **John Cleese** - British writer, actor and tall person

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

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ELECTRICALS      ROLLCAGES              UPGRADES  
ENGINE & GEARBOX REBUILDS etc etc

**Contact David on ☎ 07831 655796**

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](http://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](mailto: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**

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## Inner Peace - for a Happy 2015

If you can start the day without caffeine,                      If you can always be cheerful, ignoring aches and pains,  
 If you can resist complaining and boring people with your troubles,                      If you can relax without alcohol,  
 If you can eat the same food every day and be grateful for it,  
 If you can understand when your loved ones are too busy to give you any time,  
 If you can take criticism and blame without resentment,  
 If you can conquer tension without medical help,                      If you can sleep without the aid of drugs,

Then You Are Probably The Family Dog!

### BLACKPALFREY MOTOR CLUB OF KENT LTD MEMBERSHIP APPLICATION to 31<sup>st</sup> 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):		Date:	
.....		.....	
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 <sup>st</sup> March <b>2015</b> :	£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)**