



# HIGHWAY

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## April 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's good to have some new event Organisers 'on our books'. **Neil Webb** and **Valerie Hogg**, together with **Tim** and **Susan Adams**, all experienced Regularity event competitors offered, whilst 'propping up the bar' at the finish of our last event, to run the 12 Car RegRun on Sunday 19th April. Please give them plenty of support by getting your entry in early - details on: <http://www.blackpalfrey.co.uk/index.php/april-6th-reg-run>

And, more 'virgin' Organisers for the final event in our 2014-2015 Winter Series are the Saab Boys, **Jeff Payne** and **Jon Stewart**. We hope you will also support their event, which will be run in mid-Kent on Sunday morning, 10th May....

It was rather poignant that Peter Boyes had chosen to use the A20 Café at Lenham for the start of our RegRun on 15th March. A few days earlier we had heard the sad news that **Philip Young** had died following complications from a motorcycle accident in Burma, when he was travelling along with the ERA's Road To Mandalay Rally. More on page 2....

See page 10 for details of the final event in the Weald MC 12 Car Series on Friday April 17th....

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



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

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President: Brian Millen / Vice-President: Andy Gibson

#### 2015 BpMCK Diary Dates

Tues 14th April	Blackpalfrey MC	Club Night @ The Plough, Stalisfield Green (OS189/954530)
Sun 19th April	Blackpalfrey MC	Winter Series RegRun 6 - CoC: NeilWebb/Valerie Hogg/Tim&SusanAdams
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)

*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 14th April @ 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.....**



### Philip Young



Philip was a founder member and Vice President of the HRCR and it was his foresight and drive that started the Historic Rallying movement over 30 years ago. 'Larger than life', Philip was presented with the Personal Achievement Award "for inventing historic rallying" at the 2013 Octane Magazine annual awards ceremony. He was the founder and Rally Director of the **Endurance Rally Association**.

Despite the fact that he was the mastermind behind many great international endurance events, such as the revival of the Peking to Paris Motor Challenge, one of the world's most epic motoring adventures, he never forgot 'grassroots' classic rallying. We ran a

Test for him in Mereworth Woods on the 2009 London to Casablanca Rally and we were pleased to welcome Philip and Jane as competitors on our Kent 100 Rally last year and as participants on our 2014 Tour of Kent. Philip's formative years were spent in mid-Kent and a few years ago he revitalised the A20 Café at Lenham with



many Rally Plates and superb 'historic' photos of Monte Carlo runs that stopped there on the way to Dover.

His final milestone was gaining permission for 70 rally competitors to be the first to cross the land border from Thailand into Burma.

We could go on-and-on, listing Philip's many achievements, but they are summed up well by ERA President and a close friend of Philip, Lord David Steel who expressed his sadness of the news, saying, "Philip's sudden death is a terrible shock. He was such a creative and familiar face in the world of classic cars, writing columns, serving on committees, and of course with the record Cape Town to London drive in his recent history....etc."

Philip will be missed greatly by all in the classic motorsport world, and we send our condolences to Jane and his family. There is a fitting tribute film of Philip competing on the recent RAC Rally on <http://www.endurorally.com/pages/philip-young-thanks>

## MARCH REGULARITY

With the recent sad news of the tragic loss of Philip Young, I think it was a fitting tribute for Peter Boyce to be starting his March 12Car at one of Philip's favourite watering holes, the Lenham Road House Café. I am sure Philip would have been pleased, as he had many dealings with this establishment, and many of his rally plates are on show. I know he was brought up at Alcombe, between Dover and Folkestone. I remember when we had a control in the village on a recent Hughes rally, I sent the details to Philip and despite Susan's reservations that he would not have the time to reply to us lesser mortals, he did and we received many emails discussing the area and some of his favourite roads. I had to say I was very impressed; nice one Philip.

*4th for the TR5 and 5th for the Saab*



Back to Peter's regularity which attracted eleven cars, the first heading out a 1 minute past 10am. The route quickly moved onto map 178 and skirted the northern end of the Hucking 'nineties', before heading south down what used to be the Old Forge white, now a yellow - but I did not see much improvement in the surface. Then onto the almost impossible hairpin at 848591- I used to be able to get round in one in my Chevette, now it's 21 in the Astra Estate, with the parking sensor playing a symphony! Dave Clark told me they went on to the entrance just past the junction,

where there is plenty of room to turn round, and then came back. Damn! I thought I knew that area. An open hairpin at the South Green was a bit easier, before looping through Dean Bottom then further south through Hazel Street before heading back north to Bicknor through Admiral Wood, the site where I ran my first 12 car rally control with my dad, more years ago than I care to remember. Crossing the Hollingbourne road the secret check on the triangle at 868579 was just the other side of a large pile of dumped garden waste; glad we were not Car 1, or in the Mini! From here we headed north to Ode Street for coffee at the Craft Centre, a very nice establishment we have used before, unfortunately, I think it's now up for sale.

*Tim & Sue enjoyed their run in the Astra*

Coffee over, the second half headed east parallel with the M2 before crossing over to Trevor & David's control at the triangle on the northern end of Mintchin Wood where a super white used to run off the western end of the triangle through the orchard, but it doesn't seem to be there now. A loop through Lymsted took us onto the very long straight road through more orchards to Newnham, a beautiful part of the world even in the grey weather of Sunday; I would imagine when the blossom is out and the sun this could definitely be described as the 'garden of England'.



With interesting navigation around Doddington taking in Linda and Harry's second control, we had a major navigation hitch and, despite our interpretation of the route we thought being correct, we could not relate the road to the map and, meeting John & Dave in the TR and Kevin and Gavin in the Peugeot coming back the other way, we were unable to locate the Wichling crossroads, despite traversing the road twice....should have gone to Specsavers! So, a detour back to Doddington meant we missed a PC and a resulting huge loss of time. Wondering whether it was worth carrying on, we

got back on route by the Otterden triangle before passing just north of the Plough at Stalisfield Green, to the end of regularity at Snoad Street. Then followed a short transport section to the finish at Charing Heath. I felt this was an incredible route and would have been worthy of inclusion in the long lamented ASEM Road Rally championship. Indeed the route through the orchards at Shortsted and Champion Court would never be used at night as I believe Newham was probably a 'black spot'.

**Another win for Graham Mayes, this time with Dave Hughes**

Peter put on a really good tough event. One very slight criticism some of the route was a bit tight and if you did get held up it was difficult to get back on time on such difficult roads.

Well done to first and second but also Archie Pelling & Phil Littlemore, who had a very good run on unfamiliar territory and John Walsham & Dave Clark who have started to show their years of experience and, with Jeff & John managing to get their Saab round the Old Forge hairpin with the exhaust firmly attached, most people had a good time. We did better than expected - so, just goes to show, never give up!



Thanks and well done to Peter for organising it, the competitors who took part on the day and of course the marshals on a day when I am sure it wasn't as warm standing out as the south east weather forecast suggested it would be.

One last question - what happened to the Panhard of Gary and Craig? Don't think I have ever seen one of those before and I didn't see it at the finish, make sure you bring it out again boys, preferably the 19<sup>th</sup> of April.

**Tim Adams**

*Craig & Gary had fuel problems with their rare 1960 Panhard PL17*

Pos	No	Driver / Navigator, Car	A1	A2	A3	B1	B2	B3	SC/WD	Total
1	5	Graham Mayes & Dave Hughes, 1972 MGBGT	26e	19	4e	12e	41e	34e	0	136
2	2	Neil Webb & Valerie Hogg, 1969 Morris Mini Cooper	5	77	10e	12	38	17	0	159
3	4	Archie Pelling & Phil Littlemore, 1972 Austin Mini	36e	69	10	12e	78	62e	0	267
4	6	John Walsham & Dave Clark, 1969 Triumph TR5	14	65	70	14	50	99	0	312
5	8	Jeff Payne & Jon Stewart, 1973 SAAB 96V4	19e	74	11e	15	20	95	100	334
6	9	Tim & Sue Adams, Vauxhall Astra	11	69	27	1e	64	100	100	372
7	1	John Fowler & Tom Ash, 1966 Austin A40 Farina	38	81	75	65e	69	63	0	391
8	7	Kevin Potterton & Gavin McGuire, Peugeot 307	34	72e	100	11e	60	20e	100	397
9	3	Ian Conway & David Laver, 1968 Rover P6	28e	200x	0x	16	61	67	100	472
10	10	Laura & Jon Miles, 1968 Sunbeam Tiger	1e	30	64	67	27e	200x	200	589
11	11	Gary Ockenden & Craig McGurk, 1960 Panhard PL17	56e	100	200x	200x	200x	200x	200	1156

Clerk of the Course:

Peter Boyce

## RAC Consistency Trial

During a gap between rallies, I entered the RAC Club's 'March Hare Consistency Trial' at Woodcote Park near Epsom and organised with the help of Sutton & Cheam MC. This was my first Trial but, as the aim was consistency rather than outright speed, I fancied the Metro was a sensible choice and would stand out as the plucky under-dog against the inevitable E-Types and Aston Martins. As it was, the field was even more varied than I'd imagined – as well as a pair of E-Types and DB5s there was a 1925 3-litre Bentley, a 1960s Alfa Giulietta SZ, a monstrous V12 twin-turbo Mercedes roadster, a McLaren of some description (MP4-12C I think), three 'proper' Minis, including the 1965 Monte Carlo Rally car driven by Don & Erle Morley ('CRX 90B' was one of six Works Mini entrants for the 1965 Monte Carlo Rally. Setting off from Minsk and piloted by twins Don and Erle Morley, it enjoyed an exciting battle with Paddy Hopkirk and Henry Liddon aboard 'CRX 91B'), an Escort Twin-Cam, a Land Rover and even a BMW estate car.



The course started in the Golfers' car park with a 100-yard dash to a sharp right uphill turn, followed by a downhill left-hand turn then a blast out onto the Captain's Drive, up the hill around two straw-bale chicanes and through the trees to the finish line some 300-400 yards further on. At a guess, I'd put the whole course at somewhere between a quarter and a third of a mile. We'd all been briefed that it wasn't a race and that the aim was to get as close as possible to our initial time with our two subsequent runs. Timing equipment was banned, so I peeled off the tape holding my £5 stopwatch to the dash and hoped for the best.

Oscar Wilde called consistency "the hallmark of the unimaginative", while Aldous Huxley described it as "contrary to nature". Despite our best intentions, I'd like to think I and most of the other entrants did Messrs Wilde and Huxley proud by hooning around the car park and up the drive on our first run. The problem with this strategy was that we all then had to do it again, twice, with just as much enthusiasm. Having set an initial time of 1m 20s, my master-plan was to count the seconds aloud to myself on the next two runs, but both times I panicked and floored it out of the second chicane to the finish line convinced I was late. In fact I was early and my times dropped to 1m 17s, then 1m 14s, which meant an average gap of 4.5s, putting me well out of the running (this 'being early' is clearly a trait as I seem to have arrived early at almost every TC on every Regularity Run this season - I must have a very heavy right foot!).

Unbelievably, the winner, and head of the motoring section (cue cries of, "Fix!"), managed his two runs within just 0.1s of his target time. Despite coming nowhere, I had great fun, and Sutton & Cheam did a great job organising and timing the event. Rather than being unimaginative, it showed that being competitive doesn't have to mean driving fast but, having said that, I suspect that most of us, if we're allowed back, will do exactly the same next time....if not go even faster – YOLO (*look it up on Wikipedia; I had to - Ed*), as the kids say.

**Ian Conway**

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)



## Regulations are now available for the 2015 Southern Autotest Championship

There are 15 rounds proposed of which 6 are on grass. There is no registration fee for this Championship and competitors can be registered at their first round, or by completing a registration form. There are the usual Class awards plus awards for Best Novice and Best Newcomer.

Further details from Chris Judge at [judgece66@aol.com](mailto:judgece66@aol.com)



### 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: Peter Boyce

Sunday 19th April CoC: Neil Webb & Valerie Hogg AND Tim & Susan Adams

Sunday 10th May CoC: Jeff Payne & Jon Stewart (the Saab Boys)

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).



## The New Season Begins in Cheshire

It seemed a long time since the Rally of the Tests last November. In other years I would have been busy with getting marshals for the Tour of Cheshire, having been an official on the team since its inception in 2004. A little bit of guilt about landing Lorna Harrison with even more work, but at last a chance to get an entry. So, three days after the Regs were out, in goes our entry - only to find ourselves on the reserve list, such is the demand for places on this event. No special favours then! Fortunately, Mike Harrison managed to get an extension to 85 entrants and we got a run. Rich had done a lot of work on the MGB over the winter, especially in terms of electrics, which had caused us grief on the Tests and with a Dural undershield. It was good to meet up with all our friends and rivals in Beeston at scrutineering and at signing on before our customary pre-event drinks and meal at a Premier Inn.

Saturday 7<sup>th</sup> March dawned bright and clear and we looked forward to a good day. The event began with a fast test at the Beeston Market followed by the first regularity which involved a spot height very close to, but not on, the route. Next on to one of the specialities of the Cheshire, a jogularity on the old Marley Tiles site at Delamere, over two miles of scores of tulips at very short intervals



*Rich & Peter had great fun in Peter's old stomping grounds*

covering several laps, all different, of the complex. Another test on this site included a water splash and some gravel to set us up for a pleasant coffee halt. Here we received the last route handout, having received all other regularities either at signing on or on leaving MC1, there being no real plot and bash on this rally, one reason why it attracts so many novice and beginner crews. It manages always to be a challenge to the top runners too. Regularity B used map features to take us round the lanes near Oulton Park and on to a test on the Wardle Industrial Estate, a tarmac Autotest. There followed an hour long regularity from just south of Crewe on to map 127 via grid lines and junctions, some not as map, and on to 126 towards Shrewsbury. All had been going quite well on the regularities so far but near the end of this one we met several 4 x 4s coming the other way and lost 31 seconds at the subsequent timing point. However, all is not lost as there is a joker system on this event allowing you to lose the worst late regularity score. Yet another delay on the next section lost us another 20 seconds, so not such a good regularity for us.

Two fast tarmac tests on the Shrewsbury Livestock Market took us into lunch, a quick fuel top up



and the first afternoon regularity, which involved crossing lots of power lines but which was not too demanding. Two further tests at Shrewsbury with lots of spectators and then regularity E using the maze of lanes NW of Wem, via a set of map references. Having had plenty of enthusiastic spectators so far, we hit upon a group of horse riders and a formidable lady on a bike shepherding them along a very narrow lane. Soon a queue of about ten cars were in line behind them and they were not for moving over even when there was a big

*Tom & Martin finished a good 16th O/A in their Rover P6*

*(with apologies to Tony Large - I couldn't resist 'enhancing' Tom's look of concentration - Ed)*

verge where they could. The formidable lady stayed obstinately in the middle of the road and shouted abuse at the front crews! Eventually we arrived at the first junction where Will Sparrow and John Brown were manning a passage check. I don't think the lady got much change out of John Brown! Anyway, round the next bend was a police car coming to sort things out and round the next bend was a crowd of enthusiastic spectators having a picnic to watch us all go by! What a contrast within a half mile or so. In the event this section was deleted from the results, a wise decision in the light of the mayhem it caused to a fair bit of the field.

One more regularity to go, a tulip section to plot and which led us north towards Beeston and the final two tests which made excellent use of the space there.

At the finish was a very good carvery meal and the usual "if only" tales before the results were declared final and the awards presented. Matt Warren and Guy Woodcock had won in the Mk1 Escort with Roger and Leigh Powley second in the 911. We managed 25<sup>th</sup> overall and, amid some mild barracking, were winners of the First KDMC award! Tom Wilson and Martin Phaff had a good day in the Rover P6 and came 16<sup>th</sup>, while Charles Harrison and Emma in the familiar Triumph 2000 came 36<sup>th</sup>. After having been Chief Marshal on this event for what seemed for ever, it became clear why it is so well supported. The distances are absolutely precise as you might expect from Don Barrow and Nigel Raeburn; the road timing is perfect; the route instructions clear and unambiguous; time to plot the regularities; and the marshalling really good. Sadly, it is likely that the Beeston and Delamere test sites will be covered in houses next year but I am sure Mike and Lorna will find some new venues with which to test us.



*Nice to see Charles & Emma out in the Triumph*

Next up is our venture on to the continent for the Poppy Rally. We will be joined by Mike and Lorna Harrison in the TR3 and Duncan Wild and Steve Skepper in the Mini from Knutsford, but unfortunately our Andy Gibson has had to withdraw. Liz Jordan is also competing, so just us to keep the BpMCK flag flying....More of that next time....

**Peter Boyce**

March 2015

*More great pics from the Tour of Cheshire on [www.tonylarge.net](http://www.tonylarge.net)*



Dear Ed

In the back of the March Highway you asked for comments to the *Sunday times* article: *'Slow motion - I keep hearing talk of an 80mph speed limit, but if anything the limit should be lowered to 60mph. There would be fewer accidents, a reduction in fuel consumption and a more relaxed driving experience. Some states in America seem to manage OK with a 55mph limit.'*

Over here in Australia (Queensland) there is a 100kph speed limit on most roads and highways (yes, in a few rare instances it does increase to 110kph). On the highways, with these highly regulated and low speed limits (100kph) you end up with the 2, 3 or 4 lanes all moving at the same speed - driver behaviour is dangerous, with cars sitting in your blind spot, no lane control - most stay in one lane, oblivious to all around and drivers not concentrating at all. It also promotes some



appalling driver actions. The number of cars per road mile over here is considerably less than that in the UK and America, so you will end up with massive traffic jams, overtaking is unlikely and you can just see that drivers are not concentrating, with people looking no further than the car in front.

Having driven in Europe last year (didn't do much in the UK) it reminded me how drivers, going at different speeds, keep traffic moving well and importantly the driver standards and awareness are so much better than over here.

Before lots of people write and complain about my views on speed, just think what speed you walk at, jog at and run at - 4mph, 7mph and 10+mph

*Mike Anderson* - our Australian correspondent

## What's On in Kent & the SE - [Sent to all members 'underseparate cover'](#)

For a full listing of motorsport events visit:



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

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

## ASEMC Autosolo Championship 2015

Borough 19 Motor Club staged the very first round of the 'new for 2015' ASEMC Autosolo Championship at North Weald on Sunday 1<sup>st</sup> March. The event attracted 36 entries, so a busy day was had by all. Sevenoaks member David Judge was entering his very first Autosolo in his normal road-driven BMW Z4. He said he was going to take it easy as he had no idea what an Autosolo really was and, like a lot of newcomers, was concerned if the tests were complicated. Well, **the whole point of Autosolos is to make them easy to drive**. They are a cross between an Autotest and a Sprint, except you don't need a crash hat, overalls etc to compete. However, *if* you want to score points in the ASEMC Championship, then an MSA Competition Licence 'is' required – minimum Clubman one.

In clear skies but very windy and cold (that makes a change for North Weald) the event got underway, with the only problems being cones blown away. This was quickly sorted by the organisers.

Sevenoaks member Paul Sales got his ASEMC campaign off to a flying start by gaining FTD! His Mazda MX5 beating all the other 16 cars in his class, but only 3 seconds clear of fellow Sevenoaks member Lee Champion in a similar car! Lee taking the class win.

Maidstone & Mid Kent MC member Richard Olsen took the championship honours in Class C with wife Emma close behind.

There are plenty of other rounds to take part in the ASEMC Championship so, if you want to register and join the fun, email Coordinator Andy Kilby on [asemc1@blueyonder.co.uk](mailto:asemc1@blueyonder.co.uk).

Registration is just £5.00. Or full details on the ASEMC website [www.asemc.org.uk](http://www.asemc.org.uk) - Register now!

*Chris Judge.*



## Driver fined £39,000 for being 14mph over limit:

A driver in Finland has been fined €54,000 (£39,000) for breaking a 50mph speed limit by 14mph. Reima Kuisla said he is now considering moving abroad after the draconian penalty, which was calculated as a proportion of his income: the racehorse owner and trainer earned €6.5m last year. Finland is not the only country where fines can reach astronomical figures. Switzerland has a reputation for doling out hefty penalties, based on motorist's wealth. In 2010 a Ferrari Testarossa driver was fined £180,000 by a Swiss court for speeding at 85mph. Later that year a Mercedes SLS AMG driver faced a fine of £656,000 after being caught at 180mph (105mph over the limit).

The worst speeding offenders in Britain are sent to a magistrates' court for punishment, where the levy is based on income. The maximum fine is £2,500 . In January, Steve Harley, from the band Cockney Rebel, revealed that he had been fined £1,000 for speeding on a motorway and described the system as "wicked and vindictive".

*(I'll bet **Tim Adams** is glad he can't be fined a 'proportion of his income', as in Finland or Switzerland! - Ed)*

*...from 'News' in the Sunday Times Driving magazine 08/03.*



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

**The final 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 - 17th April**.

***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</del>	<del>10 October 2014</del>	<del>Borough</del>	<del>18</del>
<del>Friday</del>	<del>7 November 2014</del>	<del>Sevenoaks</del>	
<del>Friday</del>	<del>5 December 2014</del>	<del>Croydon</del>	
<del>Friday</del>	<del>16 January 2015</del>	<del>Blackpalfrey</del>	
<del>Friday</del>	<del>20 February 2015</del>	<del>Eastbourne</del>	
<del>Friday</del>	<del>13 March 2015</del>	<del>Bexley</del>	
<b>Friday</b>	<b>17 April 2015</b>	<b>Guildford</b>	

**Supplementary Regulations have been circulated to all BpMCK members - if you want more details...please ask..**

Siamese twins walk into a pub in Canada and park themselves on a bar stool. One of them says to the bartender, "Don't mind us; we're joined at the hip. I'm John, he's Jim. Two Molson Canadian beers, draft please."

The bartender, feeling slightly awkward, tries to make polite conversation while pouring the beers.

"Been on holiday yet, lads?"

"Off to England next month," says John. "We go to England every year, rent a car and drive for miles, don't we, Jim?" Jim agrees.

"Ah, England!" says the bartender. "Wonderful country ... the history, the beer, the culture..."

"Nah, we don't like that British stuff," says John. "Hamburgers & Molsons beer, that's us, eh Jim? And we can't stand the English; they're so arrogant and rude."

"So why keep going to England?" asks the bartender.

"It's the only chance Jim gets to drive."

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Contact David on ☎ 07831 655796

## THE CARDIOLOGIST AND THE MECHANIC

*A motor mechanic was removing a cylinder head from the motor of a BMW M3 when he spotted a well-known cardiologist in his shop.*

*The cardiologist was there waiting for the service manager to come and take a look at his car when the mechanic shouted across the garage,*

*"Hey Doc, want to take a look at this?"*

*The cardiologist, a bit surprised walked over to where the mechanic was working on the BMW.*

*The mechanic straightened up, wiped his hands on a rag and asked,*

*"So Doc, look at this engine. I opened its heart, took the valves out, repaired or replaced anything damaged, and then put everything*

*back in, and when I finished, it worked just like new.*

*So how is that I make £40,000 a year and you make £1.7M when you and I are doing basically the same work?"*

*The cardiologist paused, leaned over and whispered,*

*- "Try doing it with the engine running."*

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**

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

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)**