



HIGHWAY

www.blackpalfrey.co.uk



July 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

As I wrote in June HIGHWAY, the Hughes Historic Rally is over for another year - but there has still been plenty to do with after-event paperwork, ably sorted by Valerie Hogg (many thanks to Valerie for stepping in and taking over the Secretary of the Meeting's job from the Gambells, who decided their 1971 Triumph Herald needed an airing on this year's event). All the event equipment (cones, control boards, marshals waistcoats etc) was dumped at Andy Gibson's bungalow - thanks to the Club members went over to help Andy sort-out and store the equipment in his garage, ready for the next event - mind you, they got the job done pretty quickly and spent the next hour or two in the local pub, discussing the event and other 'stuff'....

As usual, Harry Pace and Linda did a great job with the PR (they did **all** of it, this year!). Instead of competing, Graham Mayes offered to help and did a great job as Assistant CoC, helping with the Road Book printing as well as taking a lot of the stress off Andy both before the event and 'on the day'. Tim Adams quietly got on with his 'usual' job as Chief Marshal and, as far as I'm aware, all planned positions on the road sections and the Tests were manned - what more can you ask (at this moment, Susan is transferring Tim's story of the event on to their computer, which will, in turn, be transferring his words to my computer, for inclusion in August's HIGHWAY). Many thanks to Paul Beeson for giving Andy a comfy ride on the event and Neil Webb for ferrying me around, here and there, all over the weekend (fortunately, I can now drive again, after my hip{h}op) and, of course, for his entertaining video of the event (see it on <https://www.youtube.com/watch?v=sT5ssl2hI0Y>).

Editors Note: Must stop writing "great job" - sounds too much like Lewis Hamilton - but, what a "great" win yesterday!

Mike Jordan emailed: *Liz and I would like to thank everyone who was involved in the running of yesterday's event.*

We had a very enjoyable day, especially as it looked on Saturday evening that we would not be able to compete at all. The new venue at Hole Park was particularly good fun for me (would they like any of their grass back?) and for both of us going round the Marsh is always a pleasure bringing back many memories. The marshals deserve special mention, despite the weather everyone was cheerful and indulged in a fair bit of banter as well. Congratulations to you all. Mike Jordan

Which prompted Ken Watts, who did a great job looking after the 4 Tests at Hole Park, to comment: *Nice to hear it....I enjoyed myself and happy to hear that Mike & Liz did too. It was also good to be at the end and hear so many teams complimenting the rally as a whole, challenging and enjoyable. It was a pleasure to be a part of it....if I could only make a living out of it I could retire from the music business. Thanks for getting me involved, got me out of the office and doing something I enjoy. Missing rallying these days, but I enjoy being part of the Hughes as much as being in the event.*

Just got to get all the cow shit off my car.....but it's a Land Rover and seems to be wearing it with pride ! Ken Watts

Then there's Scrutineer Royston Carey and his team, Results guru Tony Michael and Roger Sawyers ('on-line' results were posted *during* the event), Course Opening Crew John Fowler & Tom Ash, Course Closing Car driven by Grahame Standen, etc., etc and many others from our own and other local Motor Clubs, who I apologise to for not mentioning by name and....and....and.... - all of whom helped the event to run well - to all **Many Thanks**.....and now, on to the Kent 100 Rally.

Full Results & Paperwork etc on - <http://www.historicroadrally.co.uk/hughesrally/> and lots more comments and pics on the Blackpalfrey Facebook page

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) - *The Editor*.



Copy for August 2015 HIGHWAY by 26th July 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 July	Blackpalfrey MC	AGM @ The Plough, Stalisfield Green (OS189/954530)
Tues 11th Aug	Blackpalfrey MC	Club Night @ The Plough, Stalisfield Green (OS189/954530)
Sat 29th Aug	Blackpalfrey MC	Kent 100 Rally

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.

AGM - Tuesday 14th July @ 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.....**

New members Tony & Nina Julian enjoyed their first event



The Hughes Rally 2015

For some years now I have enjoyed this event, just the once as driver in a DS21 and several times as navigator for Rich Harrison in the MGB. We are doing selected rounds of the HRCR Clubmans Series this year and the Hughes has to be one, especially as this year sees its 50th Anniversary. Since moving back to Kent from Cheshire it has become my home event, but I notice that many of the northern crews don't come down for it, not even this year my former clubmates from Knutsford - their loss, I have to say. Scrutineering and signing-on were at Homelands near Ashford as last year and were quickly and efficiently done so that we could do the measured distance and get back to Hawkinge for some eating and drinking....our usual preparation for a rally.



Sunday dawned grey and drizzly after several days of sunshine but, in a way, good news as it might keep the local cyclists and horsepeople off the roads. We were running at 34 so, at 08:34 I could collect my roadbook and rally pack and, as Rich put the numbers and rally plates on, I began to plot the route as far as I could. Regularity A was a sequence of spot heights and fairly straightforward and Regularity B was a series of farms and other buildings to pass in a given order and with not too many speed changes. These took us onto Romney Marsh and a welcome coffee halt at the familiar Lathe Barn.



Tom Purves' 1958 TR3A won the 'Best Turned Out Car' Award

Now for the first plot and bash section and one which caused the majority of the field to get a WD at one timing point. It involved counting green dots and routing under and over various features. If you look at OS sheet 189 and find 073288, plot the following; 3 green dots, 064301, 6 green dots, U, 9 green dots, O, U. using, as always, the shortest route. Most of us found the electricity transmission lines and counted back 6 green dots and routed via Newchurch. But the correct route and the shorter route used the 6 dots as two sets of three, a nice little trap set by Andy which fooled about 80% of the field. The route for Regularity D was to connect, in a specified order, a set of references we had plotted at the start, but not all of them, in the style of the old London Maps. This took us to Hole Park, a place I had never heard of near Benenden, where we did three tests before lunch. One, a longish grass autotest was quite easy to follow as the route seemed to have been mown out of the long grass elsewhere (*indeed, it was mown specifically to follow Andy Gibson's Test diagram....a kind act of cooperation by the farmer and owner of Hole Park - Ed*). The main problem was grip rather than finding the way round the cones. Lunch was accompanied by Hole Park's homemade apple juice, very good and served by the proprietor himself.



John Walsham/Dave Clark had a good day

left. From the finish of the second test we were straight into Regularity F, a Jogularity which took us to the tests at Newhouse Farm and the Pluckley Brickworks, with their tight turns and giddiness



Graham Mayes kindly lent Charles Harrison his MGBGT

A repeat of one of the pre-lunch tests after lunch then Regularity E, defined by tulips and leading us north to the grass tests at Headcorn airfield, a trade mark venue of the Hughes, this year on the field to the right of the entrance rather than the long field to the



Good to see the Gambells out in their Herald

inducing gyrations.

The final Regularity was a mixture of tulips, herringbone, references and over/unders

given out at various points on the route from Pluckley Brickworks via Egerton Forstal, Southernden,

Rich & Peter on the Brockton Farm Test



Pye Corner, and Pluckley village to end near Shadoxhurst - a long regularity with speed changes to tax a tiring brain at the end of the day. A short drive back to Homelands for a welcome meal and the usual "if only" tales while the results were worked out. The WDs on Regularity C had a major effect on the results, with top navigators like Andy Pullan being caught out. David Feakes and Trevor Hawkins must have had a nightmare time, with most of the rally coming at them from the wrong direction (their control was at about 057279 - did you plot it the right

way?)! I had another moment when I was head down checking the tripmeter and clock as we passed a junction we needed, requiring a turn round and retrace and the inevitable time loss. No problem thought I, as the Joker would take care of it - which it did, but I had forgotten the time earlier when we had been held up for ages by a stream of traffic exiting a grass track meeting and we got a big penalty.

The results showed us at 20th, with John Abel and Martyn Taylor winners in the Sunbeam Tiger, ahead of Howard Warren and Ian Tullie 2nd in the 911. Mike and Liz Jordan had a good run in the Escort RS2000 to finish 14th and first BpMCK, Tom Wilson and Martin Phaff in the Rover' beat us by 21 seconds to finish 19th; Andrew Twort and Claudine Bloom were 23rd in the Escort; and Charles Harrison and Dave Hughes 26th in Graham Mayes' MGB. Why in Graham's MGB? - The MOT on Charles' Triumph 2000 was to expire at midnight on the Saturday and scrutineer Royston Carey had, of course, picked it up! Well done Graham for lending the car!

Before the event awards presentation, our President spoke of a special award for CoC Andy Gibson for his decades of work for the Hughes and for the Blackpalfrey Club in general, both of which he continues to do, and asked David Hughes to present the award to Andy. Not only did he receive a boxed presentation stopwatch, Andy also received a standing ovation from the gathering - well deserved too.

Rich and I had enjoyed a really diverse day of motorsport, with a varied mixture of navigation, some very nice lanes, drizzle in the morning and sun in the evening and a non damaging event – ideal....just what the Clubmans Series should be.

Peter Boyce

June 2015



Andy receives his Award from David Hughes

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 2014-2015

DRIVERS

1st GRAHAM MAYES

2nd NEIL WEBB

3rd ARCHIE PELLING

NAVIGATORS

1st VALERIE HOGG

2nd PHIL LITTLEMORE

3rd DAVID LAVER

The RAC Rally Championship 2015 - so far!

After a couple of good goes at the Roger Albert Clark Rally, I thought I might like to have a go at a championship in 2015 so chose the RAC Championship, as opposed to the British Historic - mainly on the basis of more forest content....my favourite!

Regular, and pretty much my only co-driver Bill Cook, Blackpalfrey member now residing in Cheshire, had other commitments and, wishing to have the same co-driver for the season, I had to look elsewhere. After some consideration, I thought I would ask Jane Edgington - she took about 5 seconds to agree to sit with me and so the scene was set. Some of you might recognise Jane's name, most famous for completing Philip Young's ERA London To Cape Town Rally in 2012, finishing 8th driving a 1986 MG Maestro.

First round of the Championship was the Red Kite Stages in south Wales, at the beginning of February - a chance for any kind of weather conditions and, as it turned out, not the best. The night before it snowed, melted a bit, then froze - result...sheet ice. So, the first time we had sat in a car together, Jane and I lined-up at the start and off we went. First corner of the first Stage we had a bit of a moment - I'd say I was testing the grip level which I thought would be zero - it turned out to be even less, but we survived and by the time we reached the stage finish we were catching the car in front...so it all looked good. Stage 2 was cancelled due to the ice and Stage 3 was shortened, but we arrived back in 'Service' happy with our rally so far. The repeat loop of Stages had thawed somewhat and were much better. Generally Stage 5, the repeat of the cancelled 2nd Stage, was still icy at the start and so it started part way through, with the initial miles being used as a link section. Right at the highest point there was a crest, immediate 90° right - sheet ice - didn't quite make it at 15mph, but only a minor scuff on the right wing (*get it sorted at **Grahame Standen Motorsport - Ed***). Our team-mates and M&MKMC members Chris Browne and Ali Cornwell-Browne were less

fortunate and managed to damage both the bodywork and suspension, as did quite a few other cars. Back at the Finish we found we had made up some time on our fellow Class competitors, had won Class BD1 in the RAC Championship and finished just one place overall behind the first 1600cc car on the whole event. A good start then and a good time was had by all....

Round 2, one month later, the Mid Wales Stages and we've all got horrible colds, *and* the weather looks terrible. Only four Stages on this event, including one through Sweet Lamb and Hafren - at 16 miles, something to get your teeth into. We had a trouble free run through the first two, and then back to Sweet Lamb for Service - whereupon it started to snow, having already rained, sleeted, thunder and lightning. This didn't affect us too much on the long 16 miles and we managed fastest time by a 1600cc car, then on to the last Stage and it's snowing quite hard on the road section, but stopped just as we arrived at the Stage start where we can see the Stage is completely white. With 1600cc cars running in the first group with the older 'historics' we are 4th car into the Stage, so not much to follow, but we made it through and got to the finish to find we'd had a close battle with another 1600cc Escort and missed being best 1600 by 1.8secs - nonetheless, we had won Class BD1 again. So, home we all went....a good day's rallying, but we were now really feeling the effects of those colds.



When the RAC Championship was published we found ourselves, surprisingly, leading - not too bad for something that's supposed to be a bit of fun.

Now, this is where our fortunes start to go downhill - the MSA changed the seeding rules, so now we're not in the first group and we head-off to the Pirelli Carlisle Stages to run 56th on the road, behind all the more powerful cars tearing-up the tracks. As it turned out, it didn't really matter because just 4 miles into the first Stage the distributor cap came off, knocking the rotor arm off and our rally came to an halt. No spares and, with no rotor arm, our rally came to a halt. Because we were safely parked, the Organisers said we had to wait until after the second running of the Stage for a tow out - probably about 2½ hours. In view of this we decided to walk back up the Stage and look for the lost rotor arm and, amazingly, Jane spotted it on the verge so it went straight back in under the bonnet - we managed to drive out of the Stage just before the opening car came through for the second runs. But our event was over, so off we headed for the long drive home a little deflated, but with little to do before the next round, The Severn Valley Stages (*Graham's kept quiet about his Class BD1 win on this event, so far! - Ed*), just one day before the Hughes Rally where I was Course Closing Car.

For further information, you could take a look at the British Historic Rally Championship which shares most of the events - try www.historicrallying.org and don't forget, both are featured on **MOTORS TV** about four weeks after the event.

Grahame Standen

Maidstone & Mid Kent Motor Club Anniversary Tour

It has been a quite year, car wise, in the Brenchley household - I've been drifting around on the West African coast, leaving Helen to book events as they came up. One of these was the Maidstone and Mid Kent Motor Club's "Kent Anniversary Tour". The Frogeye Sprite was entered and everything looked good until the gentleman carrying out a service and some repairs fell off a ladder while pruning a tree. Change of car and driver and we decided to take the Fiat Dino spider, which has just returned to the fold after a two year engine rebuild (you really don't want to know!).



We arrived at the Great Danes good and early for signing on and a very expensive bacon butty. The route book was issued and, as promised on the event website, it was a master piece of quality and design. Navigator was seriously impressed. The Dino in the car park caused some confusion as it wasn't on the entry list and throughout the day we were questioned about the ability of the frog to transform into a Dino (not quite a prince).

There were 30 entries detailed on the entry list, the earliest being the '32 Lagonda of Malcolm Jones. A few familiar names included Andy Gibson with members of the Gibson extended family and Lyle Cathcart driving his Volvo Amazon, last seen out on the Hughes Rally.

Cars set off at 30 second intervals from the start and the last thing we were given was an optional quiz sheet to be completed en-route. First question - how many rooms and stars does the Great Danes have? Needless to say, we hadn't absorbed that particular piece of information before we left!



The tour progressed through some beautiful Kent countryside, hood down and just a bit nippy. As usual, we found roads that we've never used before and only made a couple of minor wrong slots.

A couple of hours later we arrived at Eastwell

Park, near Ashford, for coffee and cakes and a couple more answers to the quiz questions. The grey weather managed a few spots of rain, but not enough to make us put the hood up and the setting proved to be a good photo opportunity for many. After coffee and a chat, we set off for the second leg of the tour, heading out towards Deal then across to



Romney Marsh with some of the roads looking familiar from the Hughes a couple of weeks earlier. With more quiz questions solved, the Dino running smoothly (at last!) and a happy nav. it was turning into a very good day. No wrong slots in the second half and all passage controls collected, we eventually arrived at Saga headquarters in Sandgate for a BBQ and prize giving.

We had no idea that the Saga headquarters boasts an impressive 'leisure pavilion', which includes a huge terrace with a lovely sea view and formal gardens. It was the perfect place to finish.

Classed by the MSA as a "touring assembly", it was, of course, strictly non-competitive and the timings "suggested" in the route book simply a guide. Inevitably, some entrants just couldn't resist a challenge and the "Hooligans Cups" were awarded to Lyle Cathcart & Mike Cockle in their '66 Amazon and Roy Edwards & David Shields in their '95 Mercedes S600.

Other awards went to Ben Hedges & Adrian Thompson in a '73 Rover P6 for completing their first ever event, Colin & Naomi McKay in their beautiful '61 Jaguar Mk.2, which was the car the lady organisers would most like to take home and - three guesses - the Brenchleys for winning the quiz!

The organisers stressed that it was their first event but they are intending to make it an annual. They have a lot to live up to and, of course, thanks to all the marshals, without whom these events couldn't happen.....

David & Helen Brenchley

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

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

For a full listing of motorsport events visit:

GoMotorsport.net



19th for the Tom Wilson/Martin Phaff 2000TC

HUGHES 2015



& 36th for the Ian Conway/David Laver 2000SC



Greatly enjoyed marshalling at Hole Park on the Hughes. So much that I have sent off my application to rejoin Blackpalfrey after a short gap of about 35 years. Where has all that time gone! Thought you might like my photo of Rod Johnstone and Alan Clark pressing on in their Team Blackpalfrey Mexico in the mid 1970s - *Greg Thompson*

I occupied that navigator's seat a number of times, including winning the 1973 Marsh Mist - *Andy Gibson*

I followed the blooming thing too many times!! Did manage to get the better of them on the 1976 Hassel, only I think so he could take best Blackpalfrey - *Dave Clark*



HUGHES 2015 - Here is a summary of the comments received from competitors:

Howard Warren - Great event.....many thanks and well done to all the team at Blackpalfrey.

Richard Atherton - My first ever event of this type and a very enjoyable day out! I think this might be the way forward :)

Peter Foubister - Thank you for the results and please pass on our thanks to everyone who put together a great day. Both the 'masterminds' who dreamt it all up and the brave marshals who stood out in the bad weather. As a newcomer, it was quite a challenge (!) and there are lines in the results I don't quite understand. Would someone have five minutes later in the week to help answer a couple of questions.

Tony Julian - Nina and I very much enjoyed the day. We were considerably out of our depth within this event but we're very keen to support what is our local club event. The event was exceptionally well run and as the weather turned during the morning, our thoughts were with the fabulous marshals. We are determined to work on improving our knowledge and performance, to enable us to compete a little better. I am in touch with Tom Ash and will try to bully him into helping me with my Navigation inadequacies, ready for the next one. Thanks again to all involved and congratulations to the winning crews.

Tom Purves - Thank you for the results. We enjoyed ourselves immensely. Please thank the organisers for a very well run event.

Rob Henchoz - Excellent day out, seems like the Hughes Rally has got the PR sorted nicely, particularly given that it's quite a populous county. Anyway, we had a grand time, and I might have got Richard Atherton interested in competing in more regularity events.

Peter Cox - Please pass on our thanks to all the team for a very enjoyable event for both the driver and the navigator. Many apologies for not staying to collect our award. When we looked at the results the class positions were as the original entry form and as Paul had been up since 3am driving the 200 miles to the event – in the pouring rain!, he was keen to get stated on the way back. As it happened, it was into the setting sun!

Peter Geering - Thank you for these results. We did have an enjoyable day, thanks, despite not doing particularly well!

John Abel - Thanks for a great days rallying.

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 2016 :	£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)