



HIGHWAY

www.blackpalfrey.co.uk



August 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



Thanks to all the PR visits Harry & Linda undertook on the Hughes Rally route, it was good to see several groups of people (yes, that's the 'public' - you know, those people that don't like sporty motor cars despoiling *their* country lanes) outside their houses, enjoying the spectacle of classic cars passing by - most of them really love it!

"Hi, As a resident on your route in Wissenden near Bethersden, I would like to thank you for letting us know about the event on Sunday. I would also like to thank the drivers for the care taken while driving along the lanes."

*Kind regards
Dave Sutton"*



Tim Adam's report on the 'ups and downs' of being Chief Marshal is much enhanced by David Laver's pics from the navigators seat of Ian Conway's 1968 Rover 2000SC - how on earth did he find time to navigate as well?

What a happy bunch they are, despite some inclement weather in the morning....

Thanks for all who sent me 'stuff' for HIGHWAY this month (keep it up!) - hope I haven't forgotten anything or anyone.

....and, what a good entry we've got for the **Kent 100 Rally** on Saturday 29th August. A quick glance at <http://www.blackpalfrey.co.uk/index.php/kent-100> tells me that one entry has dropped-out, so get your entry in quick and you might be lucky.

As usual, we do need **MARSHALS**. Please contact [Andy Gibson](mailto:andy@blackpalfrey.co.uk) if you'd like to help - Tel: 01227 792740.

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, we'd love to hear from **you**) - **The Editor**.



Copy for Sept 2015 HIGHWAY by 26th August 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

Tues 11th Aug	Blackpalfrey MC	Club Night @ The Plough, Stalisfield Green (OS189/954530)
Sat 29th Aug	Blackpalfrey MC	Kent 100 Rally
Tues 8th Sept	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 Nite - Tuesday 11th August @ 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.....**



IT JUST SORT OF HAPPENS, OR DOES IT?

by *Tim Adams*

When I spoke to Ray Lane after the Hughes he said, and I quote, "I often wondered how the Hughes worked and now I realise it just sort of happens". Well, I have to agree - on the day that is probably the impression that you get, but the reality is quite a bit different. Ray has worked with Denis Usmar on the Headcorn Test for quite a few years, but this year Dennis was otherwise engaged. So, Ray stepped in to fill the breach and run the airfield tests with Dave Town, who could not do 'early' as he thought he might be hung over from a friend's wedding the night before!

Apart from Andy's organisation on the route and Brian sorting out and confirming test venues, start, finish, menus, coffee breaks, awards etc., the Hughes started in earnest in early March when an email from Neil Webb suggested some new test venues, which are always needed to keep the event 'fresh'. Looking at these along with others from Google earth, one stood out and that was Hole Park, which I thought looked very interesting, but what we actually got turned out to be a lot more than I expected. However, a phone call followed by an email to Henrietta, the Park Manager, turned up some positives despite wife Susan's reservations that they would not want rally cars anywhere near the place. A couple



of trips down there suggested that there was a lot of scope plus a potential lunch halt.



A lot of scope usually means a lot of marshals, in this case at least 28 (!), so someone was needed to run the Tests at Hole Park. Two names sprung to mind, Ken Watts and Andy Elcombe. Andy however was doing the Mille Miglia in May in something more exotic than a Viva and he was also helping to run the Crystal Palace sprint the week before the Hughes, so Ken looked the obvious choice. He actually took this job very seriously, as he does with all of his work commitments and, as a result, he spent about five days sorting it all out, liaising with Edward the

owner, myself and Andy and Graham Mayes who was now on board as Andy's deputy (Brian also managed to limp down there to sort out and sample the lunch menu). Ken even resorted to going down to help cut the long grass to make the Tests more defined, the day before setting up all the cones, and we won't even mention the bee hives!



With this work in progress, I now had to turn to 35 road controls and the three other test venues, at Pluckley and Headcorn. The first problem was that Simon Rossiter from the HRCR decided to run the Honfleur Classic in France on the same weekend and some of our stalwart marshals were going to compete. This left us with potentially twelve controls not covered, not a good start! However, much phoning started to produce some results from the people who marshalled as far back as 1996, the first Hughes rally in its current format. I still have all the marshals' forms and some controls are in exactly the same place. I have reused these marshals' forms many times and occasionally the marshal and the time are exactly the same, with no adjustment - now that is truly recycling!

Along with hours of phoning, a few emails turned up from people who wanted to volunteer. With Alan and Marion

Froud on board along with Harry & Linda, who had incidentally spent nearly a week PR'ing, and also Nigel & Sarah who bought out our farthest travelled marshals, Tamsyn & Paul all the way from Manchester! They have marshalled before, but recently married and moved to Manchester. I thought this might be a step too far for the newlyweds, but they were determined to be there - now that is dedication for you. Incidentally Susan & I attended their wedding at the lovely setting of Greystokes Castle in the Lake District (you may remember Greystokes as a very famous RAC stage) then to the reception at the Ullswater Yacht Club for a real banquet (a chief marshal's job is a tough life, but someone's got to do it).



Colin Clapshoe was on board as our second furthest travelled marshal. He took time out from preparing to ride a push bike the length of the River Rhine, actually 1084 miles, on a bike with a Rohloff gear cartridge, which is equivalent to a Quaiffe gear box but for a bike and hand made in Germany. It also commands a comparable price. With Susan's brother realising he had messed up on the dates visiting our niece at uni in Falmouth he was back on board along with Mike Cockle and his daughter Zoe. With Andy's daughters volunteering and Jo Bateson and son wanting to do some regularity starts it looked like it was starting to become a runner. Contact was made to our school friends in Hythe, they sometimes come out



and run a control near the Lathe Barn, always a tricky one as it is difficult to get people all the way out there and then back again before the first car. However they just come out from Hythe, do that one control in 'no man's land' and then go and have lunch somewhere. Bingo, another one manned!

With the Winter brother's mum and dad agreeing to run three controls, things were looking good. However an email from Liz Winter pointed out their closing time of their first control was 11 minutes before the opening time of their second control and it was 7 miles away, and Tenterden High Street was likely to be busy on a Saturday. I replied that I realised it was incredibly tight but I had every confidence in them. I also pointed out I probably wouldn't

have gone through Tenterden, I would have chosen an alternative route through Appledore Heath and if they were there on Saturday they might just be 24 hours in front of the first car which was due on Sunday! Liz, this was not a senior moment, this is what the Hughes does to you!



With a few more emails and phone calls about almost impossible time schedules, you begin to get a feeling for it and you cannot afford to lose your focus, you have to go with the flow, which is a lot easier said than done. With Nigel confirming that he did know the correct gate to set his control up in Long Rope Wood. One year he chose the wrong gate in the rush to get there as all the new gates looked exactly the same and it wasn't until Car 5 went up the adjacent road that he realised he was at the wrong gate.



Now I had to see Grahame Standen who closes the route, usually on his own - an incredible job but this year he already had all the information and was ready to go. From there I went across to the Kent & Sussex Tea Company in Pluckley to collect the marshals' bags and the sponsorship money for the marshals' food. Also the banner reappeared for this year.

With a slight pause at the Lenham A20 Roadhouse I made a list of things still to do - plenty! Between then and Saturday, Susan sent out the last marshals instructions and we were up early on Saturday to purchase the food for the marshals bags. I leave these decisions to Susan, as she is quite good at a little retail therapy, seems to be a natural talent!

While the food bags were sorted I contacted some of the marshals to see who could get from Hole Park to the afternoon tests in Pluckley. At that point in time there were two tests and only Andy Jenner to marshal them. However, a few people agreed to make the dash as again the schedule was uncomfortably tight with some of the marshals not getting there until after the timekeeper.

Sunday morning, the car was packed and off we drove to Ashford. Signing-on went without a hitch, everyone was there who could be and seemed to know what was going on. With no last minute phone calls about roads being closed this year Maggie & Roger set off to open the first half up to their lunch control. Without them we would find it extremely difficult as we feel we need to be at the signing-on close to the time the first car is 'off'. When we did eventually set off we found the first three cars standing at the start control and it was 2 minutes to 9 (first car off at 09:01) and, with no Tests to hold them back, it was like a pack of hounds hunting you down.



The coffee halt at Lathe Barn gave us a slight break with Eric Richardson in control, but there was no time for a coffee. We could actually see the first cars behind us back across the Marsh, but we maintained our position until Hole Park. I thought this was a superb venue, shame about the weather, and with Ken Watts and all the willing marshals in place this is about as good as you can get in the South East. However, I had spent more time trying to get potential Test venues that didn't materialise, than this one that did. Just shows that these places are there, even on our doorstep, you have just got to put the effort in to secure them and then not mess them up.

While Susan sorted out some of the food bags for the marshals here, the first car came through the



Test while we were on it, now that is getting close. Reminds me of a Motoring News event that we did where Cyril Bolton was the first car through in a Mini Sport of Padiham Mini, second was the Escort Twin cam of Jimmy Bullough and third was George Hill, then the course car! Those were the days....

A quick blast through the second test got us back behind the first car then, apart from the third test, it was all over - all bar Headcorn where Ray and Co were marshalling and that is where we started. No problems in the afternoon, only two new marshals to sign-on and we were sure pleased to see the Buddles at

the last control. So, from Ray's perspective if that is "what just happens" and I have left an awful lot out, I hate to think what it would be like if it didn't just happen and it was difficult.

Back in 1996 I remember Susan bringing up the post with an early morning cup of tea (can you remember when we got the post that early?) and she said there is a letter here from Ken Kimber and Andy Gibson about the Hughes rally. Ah, I replied I said I would help them out on that. She replied, "It says here that you are on the organising committee as Chief Marshal". Well, that was 19 years ago and, with another year done and dusted and just about getting there, I am wondering, with new people now coming onto the organising team, it is perhaps now time to hang up the reins and let someone new take over the post, before doing it my way one year it just might not happen, which would be a great shame to let this old event falter. I am sure with a new person, fresh ideas and a much more organised approach than mine I am convinced it can go on for many years and long past my retirement....please get in touch!



Time to go home, after a good day....

Tim Adams



The East Anglian Classic - June 20th 2015

by **Peter Boyce**

Chelmsford Motor Club's East Anglian Classic is a favourite of mine with its challenging Regularities and its big open tests, mostly on the various airfields in that part of England. It was Round 6 of this year's HRCR Clubmans Series, but some of the top crews were missing as it clashed with the CRA's Marathon. Nevertheless there was a good entry, with Rich and I at 19, Duncan Wild and Steve Skepper from Knutsford at 10 and Graham Mayes with Keith Howard from Blackpalfrey at 15. This year the event had been moved south into Essex and Rally HQ was at Elsenham Golf and Leisure complex, just NE of Stansted Airport. The Airport Premier Inn was our base, so just a five minute run to scrutiny and signing-on - though scrutineering was a rather long drawn out affair. At signing-on we received our time cards and basic route outline, plus the book of test diagrams. Back to the airport for a quick plot of the regularities' start and test locations and then the normal drinks and meal with Duncan and Steve.

Next morning we received the hand-outs for Regularities A and B one hour before our due time, so plenty of time to get them plotted onto the maps. Regularity A was a London style map where we had to join up a set of pre-plotted points in the correct order and from the correct direction, some to be avoided too and with three speed changes. Regularity B was a set of spot heights taking us from sheet 167 to sheet 154 with four speed changes. On Reg A some of us had a problem at the last timing point where a marshal was on her own and having to try to cope with several cars all arriving together. With the Liege clocks this is asking a bit much and we felt sorry for her as she got more and more flustered - we lost time here. Next came Wethersfield Airfield, once a big USAF base if my memory is correct and still an active base, though not for flying any more. Here we did four massive tests twice, some of them over a mile long and all on tarmac or concrete and tough on tyres.

There was also strict security on entering and leaving the base. Then a short run to Haverhill for fuel and the lunch halt at Ridgwell and a nice pub buffet, much appreciated after a tough and unrelenting morning.

East Anglian ClassicOn leaving lunch we received our next handout for Regularities C and D, with just a few minutes to get the first bit of the route on to the map before the off. Reg C consisted of a set of T,B, L, R's with which to leave consecutive grid squares. This was followed by a set of TR,



Rich & Peter took 17th place....

TL, MR, SOX, TLX etc, instructions at consecutive junctions (CRO) to the end of the section, with four speed changes. By now it was raining and very quickly our wipers gave up. We pressed on and did reasonably well to arrive back at Wethersfield for the second crack at the tests, this time from the opposite direction. The surface was now slippery and without wipers it was like looking through net curtains, making identifying the letters on the cones tricky. Also doing the alphabet backwards was another challenge for our elderly brains! We managed to destroy one cone and nudge another en route to one wrong test but completed all eight otherwise without too much difficulty peering through our net curtains! Regularity D was a set of tulips and five speed changes and posed no real problems. Now for the final regularity, a plot and bash section with the first route handout through the window as we left the start. What joy! A herringbone, always tricky to plot on the move. However, it all fitted OK to arrive at the required spot height in the required grid square. Handout 2 was a set of grid lines to cross plus a trio of not as map triangles to reach another spot height in another square! The 3rd handout was a set of WSW, NE, WNW etc directions from which to leave junctions, thankfully with no speed changes, to take us to the end of the section and of the rally.



...and Graham & Keith took 14th place O/A

Back at rally HQ the results were fairly quickly posted. We had got a big penalty at one timing point when we had stopped to try to fix the wipers and I had missed a speed change in the confusion. Both Duncan/Steve in the Mini and Graham/Keith in the MGB made mistakes on the last regularity but had the good fortune to have the control following their errors scrubbed – it happened to be the same

marshal, on her own, who had had problems in the morning. It meant that penalties of minutes

became zero and did have a big effect on the results. Having been Chief Marshal on the Tour of Cheshire for years it is asking for trouble to have just one person at a control on an event of this status, stopping the clock, entering the time and signing the competitor's card, entering the time on the checksheet and chipping the clock, especially when several cars turn up at once.

Graham Mayes & Keith Howard - 14th in their immaculate

Duncan and Steve came 8th and 1st in their class; Graham and Keith were 14th with Rich and I in the other MGB 17th. Winners were the Chelmsford crew of Gavin and Claire Rogers in the Reliant Scimitar from John Ruddock and Nick Cooper in the Escort and with Jim Deacon and David Taylor 3rd in the MGB Roadster. It had been a full on rally with very little time out of the car, just the 40 or so minutes at lunch time and we all felt pretty shattered at the end. Full marks to Paul Brewerton as C of C for putting on such a good no nonsense rally on mostly smooth roads and with generally smooth though tyre abrasive tests, and using, for me anyway, a set of roads I had never rallied on before.

Peter Boyce

June 2015

Thanks to Andy Manston at mandh-photography.co.uk for East Anglian Classic pics



Severn Valley & DMack Carlisle Stages

by **Grahame Standen**

So, after our disappointment on the Pirelli Rally, it was off to the Severn Valley Stages, based at Builth Wells Showground - an event I would list as a favourite from the '80s forest stages, in the vicinity of Epynt Ranges and known to be extremely abrasive.

With a little bit of rain overnight and a cool start, we set off for the first two Stages in Crychan Forest, one of which was used on the Red Kite Stages at the start of the year - notably faster without the earlier snow and ice and we had a good run through both. On the link section we had a quick look at the rear tyres, bearing in mind the abrasive surface and they were fine, so off to Stages 3 & 4. Stage 3 was 'Halfway', often used on Rally GB - here we had an overshoot on a downhill hairpin left, due to over-exuberance and not listening to the pace notes but we got away with a quick 360° and not too much time loss. Stage 4 was much more open in terms of the tree cover but fairly narrow and went well, although dust was now evident as the overnight rain dried up and it appeared



to have a low grip level.

Back at Service we discovered the reason for the low grip - no tread on the tyres; a worry as we only had our six tyre allocation according to Championship rules and it was much warmer and drier now.

With a new pair of second hand rear tyres, we set off for a repeat of the four stages and the first two went well, although grip level became poor and a check revealed the rear tyres were shredded after just eleven miles! What to do, with another eleven

A fine Class win for Grahame & Jane on the Severn Valley Stages

photo thanks to BONZER PHOTOS

miles - our only option with already bald spares from the first loop, was to change tyres front to back. This we did without loss of time on the road section and set off into 'Halfway'. Problem at the same hairpin this time due to limited braking on bald front tyres, but we made it round and, with more care in the heavy braking areas, we made it through both remaining stages and back to the finish, being careful not to attract the attention of any of the 'boys in blue'. A good result, 1st in Class, missing the honour of being fastest 1600 overall by just five seconds, oh that hairpin!, and a good haul of championship points.

Only two weeks later and we are off to the DMack Carlisle Stages, fairly familiar stages, some used on last year's Roger Albert Clark Rally. Expected overnight rain didn't materialise so it was expected to be dusty and it was. A loop of three stages to begin with, in the Newcastle town area proved to be much faster on the pace notes than on the limited information gained from maps on the RAC Rally. We had a small spin on the second and I made a hash of turning the car round on the narrow stage, but gained a little time back as the two cars immediately in front retired in the stage leaving it dust free at the end. Grit was again a problem towards the end of the loop and inspection at Service revealed bald rear tyres.

Next a loop of two stages, one of which had an extremely rough section and a very green and damp section obviously a little used track in dense woodland - but all went well and, despite a small lapse of concentration by Jane on the pace notes, we headed back to Service having set two fastest in class stage times.

A twenty minute service and we set off for the final Stage, a 14 miler starting at the start of Stage one and finishing near the start of Stage two. Brilliant Stage....we saw 100mph a couple of times and finished on a very twisty section of new road with absolutely no room for error. Jane cut some of the shorter distances out of the pace notes here in order to keep on with the relentless number of corners and it worked well, with a good time just under 16 minutes for the 14 miles, despite the new easily recognisable grip loss at the rear end, another pair of rear bald tyres.

Back to the finish, a quick check of the results showed a class win, and then the long journey home. Six and half hours with just a ten minute fuel and driver-change stop....knackered.

Due to the cancellation of the Neath Valley Stages, we're now intending to do the Flatters Rally, a tarmac event on Epynt Ranges. A bit outside my comfort zone in a Forest Spec. car, but necessary due to the non-finish on the earlier Pirelli Rally. Watch this space!

(I've heard a little bit about Grahame's experiences on Epynt, from a BpMCK member who happened to be there. Will Grahame tell us the whole story next month!/? - Ed)

Grahame Standen

BLACKPALFREY MC 'REGULARITY RUN' SERIES - WINTER 2015-2016

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

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'.

Note: competitors must be members at the time of the event to score Series Championship award points.

Supplementary Regulations - <http://www.blackpalfrey.co.uk/attachments/article/31/Reg%20Run%20ASRs.pdf>

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|----|--------|---------------------------|------------------|
| 1. | Sunday | 25th October 2015 | |
| 2. | Sunday | 22nd November 2015 | CoC David Hughes |
| 3. | Sunday | 2016 Dates tba | |

For the latest range of fashion accessories - have a look at

http://www.blackpalfrey.co.uk/?Club_Clothing



A couple of photos showing the Sunbeam nearing the end of a five year rebuild following a major crash on Rally Wervik in Belgium. Hope to be back on the Continent soon!!

Subject: Sunbeam progress...



Just back from a weekend working on the car. No need to rush out a dust off the Nomex yet, but attached pics show it's getting there!!

Bill Cook



Space reserved for your
contribution to the next
HIGHWAY

*Andy Gibson's MX5 at a
M&MKMC evening Autotest at
Headcorn Aerodrome*



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

For a full listing of motorsport events visit:

GoMotorsport.net



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)