



# HIGHWAY

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



## May 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*



Time marches on....and our **Hughes Historic Rally (Sunday, 31st May)** is creeping forward, all under control, thanks to the groundwork done by AndyG.

The route is being PR'd, all by Harry & Linda - who says 'retirees' don't know how they ever found time to work?!

Always 'laid-back', Tim reports that his Marshals' list is doing fine, but he is always needing to add names - so, if you haven't entered the event

but still fancy a fun day/half-day out in the Kentish lanes contact **Chief Marshal - Tim Adams** ([adamsfamily.2@googlemail.com](mailto:adamsfamily.2@googlemail.com) / 01322 277219 / 07850737821) to help as a marshal on the road route (150 miles in Kent, based in Ashford) and/or on a Special Test in the area.

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 June 2015 HIGHWAY by 26th May 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 10th May	Blackpalfrey MC	Winter Series RegRun 7 - coC: Jeff Payne & Jon Stewart
Tues 12th May	Blackpalfrey MC	Club Night @ The Plough, Stalisfield Green (OS189/954530)
Sun 31st May	Blackpalfrey MC	HUGHES Rally - 150 miles in mid-Kent
Tues 9th June	Blackpalfrey MC	Club Night @ The Plough, Stalisfield Green (OS189/954530)

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

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

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



## **Rallying for Dummies - Winter Series Round 6**

“I think we should do a historic car rally, Dad”. This innocent sounding phrase was spoken by my son last autumn, and has led to a certain familiarity with the Kent countryside, and a certain amount of time being ‘temporarily uncertain of one’s position’, in other words - lost.

These are some thoughts on starting rallying from a couple of newbies, who have now done four of the Club’s Winter Regularity series, the latest one in April. Hopefully we might encourage others to ‘give it a go’.

*Snowdrop, followed by Archie Pelling & Phil Littlemore's 1972 Mini, near Goudhurst*

### **Get A Car**

We had a car which could just about be classed as historic, a 1985 Renault 4 called Snowdrop. She is called this because she is white, though not quite a white as the driven stuff, more white with a slightly rusty patina. In fact the patina extended to some largish holes in various panels, artfully concealed at that time (Autumn 2014) with copious amounts of gaffer tape. So the first thing was to get her reasonably presentable, with some new panels and a certain amount of welding.



Whilst doing this, one of the classic car monthly magazines dropped through the letterbox, and there on the front cover was a gleaming Lotus Cortina with its proud owner. A little research showed that this team (car, driver Neil and navigator Valerie ) were likely to be fellow competitors - Oh dear, Snowdrop and her crew were going to look a bit drab compared to that lot.

### **Join a Club**

Only one way to go here - to the ‘Home of Historic Road Events in the South East’. And who would not want to join a club with such a splendid name? Blackpalfrey! One could imagine it was some slightly immoral drinking club like the Bullingdon or Hellfire (perhaps it is - we haven’t attended any of the club evenings yet).

*(a great idea here - we'll have to work on it - Ed)*

### **Enter**

Clearly this is important, but £15 seems very cheap for what you get. Once you are on the list, you wait eagerly for ‘instructions’.

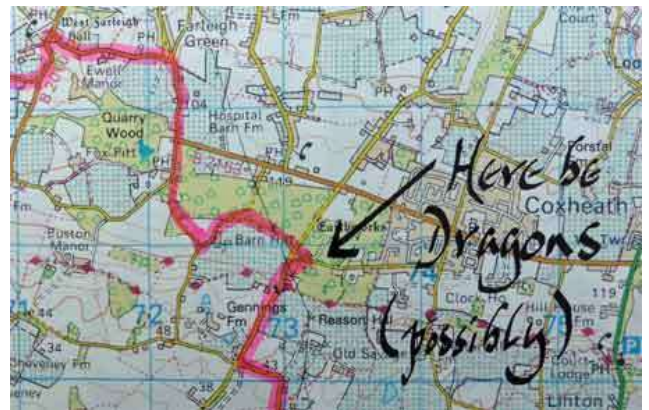


## A map

All the winter regularity runs we have done have involved plotting on a map - usually before the day of the rally, but occasionally on arrival. The Landranger map(s) required will be notified in advance. There seemed to be some disadvantages in using the original maps. If you don't want to buy a new map for each rally, the route needs to be outlined in some erasable form, which really means pencils and rubbers. The ideal route marker is a coloured highlighter pen, but I don't know of any erasable ones. The other problem (for us oldies) is presbyopia or the aging eye. For the information of you (lucky) youngsters, this is the hardening of the lens with age, which makes it difficult to focus on small print. So you have to get near vision specs, which invariably get lost down in the footwell just when you need them.

One answer is to make a disposable map. The internet street finding sites use the 1:50,000 Ordnance Survey maps as one of their zooms, so it is not difficult, though a bit time consuming, to copy, enlarge and print the bits you need, and then stick them all together to give yourself a large scale disposable map, on which the route can be marked with any suitable annotations .

The picture shows a crafty LWR (long way round) a triangle on the April route. The arrow and note can remind the navigator that there may be some sort of check point here. Of course there is no implication that our splendid Marshals are remotely dragon-like, indeed how could we rally without them.



## The Start

*Simon & Tom enjoyed a hearty breakfast*



The starting point will be at a convenient hostelry. The April run started at the rather quaint Yalding Cafe. It is necessary to sign on and get any last minute instructions, but there is a much more important decision to make first. The aforementioned hostelry will undoubtedly serve 'Big Boy's Breakfasts' (and we are talking black pudding here), and a combined driver/navigator decision has to be made whether to have one (or two). Only you will know whether such a repast will result in post prandial torpor sufficient to affect your driving/navigating, but a close study of the Rover P6 crew over four rallies seems to indicate that large breakfasts do not do any harm.

## Thoughts on Navigating

So off we go. Most rally scribes indicate that driving is easy, and navigating is the difficult bit. They are undoubtedly correct (I speak as the navigator) and it is odd that the driver seems to get all the glory. So how do you start out as a navigator? Well you could buy an expensive rally trip meter to measure distance to the nearest foot. And buy an expensive stop watch to measure time to the nearest nano second. And then try and marry the two on the appropriate column of an average speed table. That marriage will occur at precisely the same time as you realise you have missed a vital left turn.



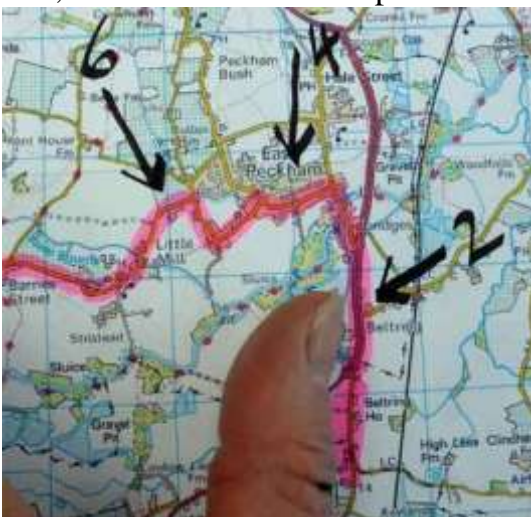
Snowdrop has a problem when it comes to navigating. A glance at her speedometer (picture) will reveal that she has no tripmeter. Her milometer has ticked over 133,221 times, but it is not possible to know where in that last mile you actually are. However, we can measure time accurately with a Chinese stopwatch costing £3 from eBay, and we know how fast we should be going, because the rally instructions will tell you. If we could transcribe onto the map the time that we should be at a particular point, then we have no need to measure distance. In other words we have lost one of the parameters which can make our lives as a navigator so complicated.

I like to think of this as an application of the KISS (Keep It Simple Stupid) principle, apparently first applied at the Lockheed 'Skunk' Works when they were building the Blackbird supersonic reconnaissance aircraft. So it shouldn't be too difficult to apply it to Snowdrop then.

With a bit of mathematics involving the scale of the map and speed, it is possible to derive a scale of distance covered on the map in a set time (say 2 minutes) at different speeds. This can then be transcribed onto your thumb. The picture shows my thumb marked for 'distance' of 2 minutes at 28 mph on the map. The other speeds can be related to the thumb skin creases (but you have to remember which is which).



The next picture shows the two minute thumb being used to mark the 2, 4 and 6 minute points at the beginning of Regularity B on the April run, which started at 28 mph. The advantage of the thumb over other



types of 'ruler' is that it can be 'bent' round corners reasonably easily, and you can't lose it. This also highlights the advantage of the 'disposable' map, allowing plenty of scope for scribbling.

This technique can never be as accurate as using a tripmeter, and indeed on long sections between timed check points, the errors tend to mount up. We have found that assuming you don't get too lost, you should score about 250 to 350 penalty points. It certainly gives you more time to concentrate on map reading. If you get really lucky, you may find that everyone else breaks something, gets stuck in a ditch or stops to pull someone out of a ditch, and you end

up winning with a penalty score of 344!

### The Finish

The finish will be at another hostelry, which will certainly be serving 'Big Boy's Sunday Lunches'. Again the P6 crew can be seen setting a splendid example.

The Excel spreadsheet whirrs into action and in a short





time disgorges its results.

As night follows day Graham Mayes and Simon Ingarfield will have won, and we and Snowdrop seem to be getting worse. But we can always do better at the next one....(*Simon and Tom modestly forgot to add that they won the November Round of the Series! - Ed*)



### Postscript to the April Run

Many thanks to Neil and Valerie and Tim and Sue for plotting a most enjoyable route and, as ever, to all the Marshals for 'seeing us round'.

### Simon and Tom Janvrin

Pos	No	Driver / Navigator, Car	A1	A2	A3	B1	B2	B3	B4	B5	SC/WD	Total
1	3	Graham Mayes & Simon Ingarfield, 1972 MGBGT	14	4e	2	4e	4e	3e	2e	73e	0	106
2	6	John Walsham & Dave Clark, 1969 Triumph TR5	43	33	41e	45	41e	4e	4e	15e	0	226
3	5	Archie Pelling & Phil Littlemore, 1972 Austin Mini	100	60	14e	18	9e	4	14e	16e	100	335
4	2	Ian Conway & David Laver, 1968 Rover P6	59	36e	18	10	36e	2e	15	66e	100	342
5	8	Joy Waiton & Andy Elcomb, 1992 Mazda Eunos	64	67	60	1	6	6e	22	61e	100	387
6	7	Tom & Simon Janvrin, 1985 Renault 4	81	62	67	60	62	15e	23e	19	0	389
7	4	Robert Paisley & Adrian Raymond, 1968 MGB Roadster	27	52	33	18	6e	24	60	38e	300	558
8	1	John Fowler & Tom Ash, 1966 Austin A40 Farina	60	62e	36e	200x	200x	200x	200x	200x	600	1758



### Fred's First Event

So, Fred who has just turned 16, completed his first ever event on tarmac at the weekend when I took him to the North Weald Sprint. He has previously competed in Autograss in a 1000cc Mini and I believe he thought things would be easy!

*Fred's very pretty 1600 Saxo*

The event ran very smoothly and he had the chance to complete two practice runs and three timed runs and the message from me was to take things slowly and not push too hard.



Well, I guess teenagers don't listen as I saw the car going reasonably quickly down the main straight, followed by his first spin at the end! 2nd practice and the first runs followed a similar format with the car ending up facing the wrong way and Dad's only comfort was the fact that he was out there by himself, with nothing much to hit! It was now time for lunch and time to discuss the fact that it's best to go a bit slower and complete the track on the next run. Luckily, the penny dropped and Run 2 was completed without any issues. The 3rd and final run was also a success and he also managed to improve his time so we both left the cold airfield satisfied with the progress that had been made.

The next event will be another sprint meeting at Lydden, Kent on the 9th May and this will be followed by a two day Rallycross meeting at Pembrey in Wales.

*Dave Ling*

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)



## **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).

## *A BELGIAN ADVENTURE*

Living as we do in Hawkinge near Folkestone, the Channel Tunnel and Dover Port are only a few minutes away. This makes a rally in Belgium an attractive proposition compared with, say, the North Yorkshire. Rich Harrison and I had decided that this year we would do some of the longer events and fit in those HRCR rounds that we could (a) afford and (b) get away with without losing points at home. The Classic Rally Association's Poppy Rally seemed an ideal start, with me having competed on the first one in 2009 in a Saab 96 and having found it really enjoyable. Also entered were our former Knutsford colleagues and rivals Duncan Wild and Steve Skepper in the Mini. They, along with Rich spent the night with us and we took advantage of a few drinks in the Cat and Custard Pot, where to our pleasure Charles Harrison popped in to join us.

Next morning a few curtains twitched as neighbours peeped to see Duncan's trailer being reversed down the close and then our MGB setting off for Dover and the ferry.

We went via Dunkerque and, within 40 minutes of landing, were in Poperinge for scrutiny and fuel, before a practice regularity to take us to the Rally HQ in Ypres and signing-on. Here we received the basic tulip roadbook for the link sections and the test venues and diagrams. Also given out were the so called "London Maps" for the next day's Regularities, all 12 of them. They consisted of sets of points, sometimes as many as 20, each lettered and to be visited in order and from specified directions. No grid references or spot heights to worry about. The maps were 1:50,000, just like our OS Landranger series, but with very different conventional signs. This area of Belgium is Flanders and is criss-crossed by scores of country lanes, all "whites", mainly tarmac but all narrow.

Running at 46 we started at 09.16, so a fairly civilised breakfast in the comfortable Novotel in the centre of Ypres before a run out to Poperinge for the start. We began with a set of tests, a Kart circuit and a strange banked bowl circuit included, before the first regularities. More tests followed which, on this event include some very fast ones on closed roads and over a mile long. (Except that

we were working in Kilometres!). Lunch included quite the biggest piece of ham I have ever seen and set us up for the afternoon, which included an unusual test round the town square in Watou, on cobbles and using a big statue as one of the "cones".

Eventually we came to the supper halt in Proven, again very welcome and really good, before the night section of regularity

and time control sections. This was really fantastic fun, with about 3 hours or so of full on rallying. One particular farm slot caused us and others a bit of a problem but we completed the night OK, after some pretty tricky route finding. We had been hard at it from the start till 23.15 without let up, so just a couple of beers and to bed.





Sunday began at 06.30 with two regularity sections before breakfast! We could see why when the first regularity took us in and out of and round about an industrial estate on the outskirts of Ypres before work started! Another control right at the end of the second regularity caused us a problem. I had mis-plotted a direction of departure and we were a control missing! We were on the way to breakfast when I saw my mistake and we hurried back to get the control and Rich had to drive spiritedly to get to the main control in Ypres within our penalty free lateness. Breakfast was very welcome and then more tests on closed roads and regularities to the Finish, back in Ypres at about 16.00. One of the afternoon regularities caused interest when a not as map loop brought many crews to a small wooden footbridge! How to get across the river? It actually involved a loop onto a main road and over the river, but many crews chose to cross the wooden footbridge, there being just enough width to take a Mini like Duncan's, but also a 911 did it as did others. Sadly they all missed the timing point on the junction with the main road!

Time now for a stroll around the town to see the superb Cloth Hall - rebuilt, after having been flattened in WW1, in its original style, Ypres and nearby Passchendale having been a hub of serious fighting in that war. On the Friday evening many of us had walked the few hundred yards from the Novotel to the impressive Menin Gate for the daily ceremony of the Last Post at 20.00. One of Jackie's great uncles has his name among the thousands engraved on its wall of those with no known grave.

The results showed that we were 31<sup>st</sup> overall and 2<sup>nd</sup> in our class (Sports 62-68 type 1301cc to 1950cc), in fact beaten by another MGB who were 30<sup>th</sup>. Duncan and Steve came 25<sup>th</sup> and Liz Jordan had a good run to finish 16<sup>th</sup> in the Escort. The whole event had been enormous fun and the MG had behaved impeccably despite a little anxiety when the spots would not work just before the evening section, fixed by Rich just in time. The area covered was from Poperinge in the west to Diksmuide in the north, Roeselare in the east and Ballieul (France) in the south. The crews were very well fed and the Total fuel station where 80 cars all filled up several times must have been ecstatic! If you are tempted to go rallying in Flanders, one little tip. Don't cut the 90 degree junctions as there is nearly always a big hole on the inside of the junction. For an all out intensive weekend's rallying the Poppy takes some beating....

*Peter Boyce*

March 2015



## **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>



## A couple of pics taken by Tim Adams at the Retro Show, Stoneleigh - Jimmy McRae is the boxer



VAUXHALL CHEVETTE HSR RALLY CAR (REGISTRATION: FER 687W)

Acquired by BGMsport in 2009, this is an original factory-built car and still in period condition, albeit in the process of being restored by BGMsport. Previous drivers include Jimmy McRae and Austin MacHale, who rallied it predominantly in Ireland.



The Opel was used by Ari Vatanen, Rauno Aaltonen and finally used on the 1984 Acropolis rally in Greece from where Opel didn't think it was worth bringing it back. So a Greek collector purchased it and has been in a garage ever since and never used. It has recently been brought to the UK and was run for the first time in 30 years at the race **Retro show at Stoneleigh**.



## Orchard View Classics Breakfast Meet April 2015

Thanks to Brian's suggestion, David Laver and I popped down to Orchard View Classics in Yalding, a couple of hundred yards from the café where we'd started the April Reg Run. It was a drizzly morning but that hadn't stopped dozens of owners and dozens more enthusiasts from turning out to "show and tell" as David would say.

Cars ranged from a majestic 1921 Sunbeam 24/60 4.5-litre tourer, one of only a dozen known to survive and which the owner uses as it was intended for touring the length and breadth of the country, to a pretty 1980s Suzuki "Whizzkid" with an equally pretty owner!

We bumped into John Walsham and Dave Clark who had brought the TR5 over from Gravesend and spent all morning chatting with them and other owners. Rover P6's were out in force with no less than 6 examples including, I'm delighted to say, the original press demonstrator which is the oldest surviving example of the model, still in A1 condition. My other "cars to take home" were a Lancia 2000 HF, an Alfa Romeo Junior Z, an AC 428 Frua convertible, a Riley 2.5 RMB and an immaculate Ford Consul Mk II.

The owners of Orchard View Classics, Chris and Jane Wenban, organise these breakfast drive-ins just twice a year and they really are worth coming to, so we will definitely keep an eye out for Brian's e-mail re the autumn breakfast meet! Meanwhile, for events in and around south London, I recommend the Mean OldTimers Classic Car & Motorcycle Club who for the last two years have organised a monthly meet at the covered market in Greenwich near the Cutty Sark (to which Eric and the A40 are no strangers!). Keep an eye on upcoming events at: <https://www.facebook.com/MeanOldtimers>



Some of the cars at the Orchard View Classics Breakfast Meet



*Ian Conway*



*A letter to the Editor*

*Further to the photo that you printed on page 7 of the March HIGHWAY, I must express my dismay at your "enhancements", in which I look that I have been frightened by a ghost - my own! To remedy this, I have attached a photo that more accurately reflects my look of concentration, determination and professionalism towards the sport.*



*King Regards  
Tom Wilson*



1. He had a photographic memory which was never developed.
2. A plateau is a high form of flattery.
3. The short fortune teller who escaped from prison: a small medium at large.
4. Those who get too big for their britches will be exposed in the end.
5. When you've seen one shopping centre you've seen a mall.
6. If you jump off a Paris bridge, you are in Seine.

Send us your ADVERT. Will consider anything. Keep it clean(ish) and we'll probably print it!

For Sale	Wanted
Only £1	Lots of cash waiting



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):		
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)**