



December 2020

The **Blackpalfrey Motor Club of Kent Ltd (BpMCK)** is a member of **Motorsport UK**, the **HRCR** 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

Happy Christmas to all members and readers

Your Editor is finding it difficult coming up with new things to say as this pesky lockdown continues, with little *definite* news on how things, in all facets of our lives, will develop in the next few months. Motorsport wise, we are all getting hacked-off, as we can't be sure, on a week to week basis, how much effort to put into our next planned event, in case we might have to cancel at the last minute and, we can't even go down the pub to meet-up and discuss what's the best way to keep us 'ticking-over'. 'Zoom' meetings are a lot better than nothing, but they're not as good as face-to-face discussions and I, certainly, am missing contact with other enthusiasts.

STOP PRESS: Motorsport UK confirms 13th Dec 12Car RegRun is Go, go!

'CEO, Hugh Chambers, tells us that Motorsport UK's goal is to get the sport running again as fast as practically possible. We are working with the UK Government through the DCMS and we have led the development of a detailed plan that can be used by clubs, officials, venues and competitors to manage events safely and successfully but always subject to respect of the requirements of the several national UK Governments. We are fortunate that our sport takes place in large outdoor environments, so that with practical measures in place, much of motorsport should be able to resume. We will all need to modify the way we have worked in the past and accept these changes in a collaborative and constructive way. I am sure that the ingenuity and passion of the motorsport community will allow us to navigate the essential requirements to keep everyone safe, but at the same time allow our sport to get going again.' See www.motorsportuk.org/covid-19/ for more.

Blackpalfrey is lucky in that we have members, from many different motorsport disciplines, desperate to compete, squeezing-in any events they can find, in between lock-down phases, and are sending me reports and stories from now and yesteryear to keep you entertained (I hope!) - I'm especially grateful to Peter Boyce, Bill Cook, Dick Athow, Greg Thompson, Alan Blissett, Fred Ling, Paul Beeson, David Laver, Phil Littlemore and Archie Pelling (if I've missed *you*, I apologise!), for contributing during the last months.

For latest information see www.blackpalfrey.co.uk and www.facebook.com/groups/154079804681313/

There's more to life than Brexit!

Congratulations to our seven times World Champion, **Lewis Hamilton** on yet another win at the, in my opinion, rather 'artificial' Bahrain International Circuit on 29th November and good luck to **Elfyn Evans** (pictured with codriver **Scott Martin**) in his bid to win the 2020 WRC Championship at next week's Rally Monza in Italy.



Copy for January 2021 HIGHWAY by 26th December, please - have YOU got any stories, pics etc for YOUR mag?

INSIDE: Bp Rally Champions 2020 – p2. November 12 Car – p3. Bill Cook's latest exploits – p5. Peter Boyce's Continental Memories – p8. Good Books – p11. Plus 'other stuff....'

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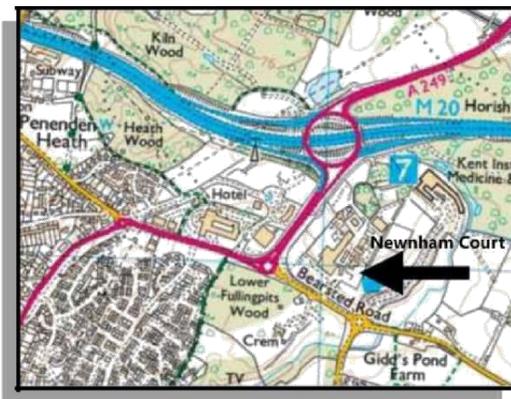
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Committee members: Dave Hughes / Harry Pace / Simon Ingarfield / Lee Busbridge (Facebook & Car Shows)

President: Brian Millen



Club Night is **CANCELLED**

(Boris willing, hope to do something about this soon)

Newnham Court Inn near M20 J7

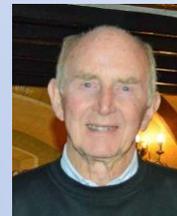
(OS178/781570), just off the Bearsted Road, opposite Crem.,

from 8pm onwards.

We are always looking to 'recruit' new members to our Committee so, if you have a little time to spare and wish to know more about what's involved, contact brian@blackpalfrey.co.uk and/or come along to our next Club Night.



**Congratulations to the
 Winners of the 2020
 Blackpalfrey Rally
 Championships**



1st DRIVER CHARLES HARRISON

1ST NAVIGATOR PETER BOYCE

2nd PHIL LITTLEMORE

2nd ARCHIE PELLING

3rd ANDY ELCOMB

3rd PHIL SMITH

1st Novice RICHARD GRAHAM

1st Novice LUCY HARRISON

We look forward to an evening, in the not too distant future, when we can present the awards for 2020 & 2019!

Championship Coordinator: *Dick Athow*

Mick & Dick's November 12-Car

A full complement of twelve cars assembled at the M20 Folkestone Services, for Mick & Dick's Regularity Run on Sunday the 1st November. We'd received the route instructions a few days before and, while quite straightforward for me – despite being a fairly new navigator, and my 2002 map had a few green dots in the wrong places – it caused a few issues for Dad (Charles Harrison), who was using a 1989 map (*that's even older than mine, now recycled...see 'Navigational Nightmare' last month – Ed*) which, of course, didn't have most of the roads needed. Luckily, fellow navigator, Phil Smith came over for a check-over with a map that was in fact made within my lifetime. As per usual, Phil and I chose to split the duties between us, with Phil doing the timings and me doing the map-reading. The three of us were piled into Dad's trusty **2004 VW Passat** which, we were surprised to find, wasn't the newest car in the line-up this time – Myles Osborn and Colin Gambell had beaten us by four years in their 2008 Mazda MX5.



Off to a good start, we were making our way through the Romney Marsh, a relatively uneventful journey as Dad called out Codeboards and Phil and I fought to be heard over one another, screaming at the top of our voices so our instructions could be heard over the unfortunate muffling effects of our masks. Phil was sitting in the back of the car with me, an unexpected sight for the few marshals who tried to show their stopwatches to the empty front seat!

End of Regularity A deposited us at the Lydd Go-kart Centre, where refreshments were served and Joy struggled to push and pull a sliding door. Dad and Phil were jokingly scheming a rally route purely in Go-karts, while the setting itself reminded me of the last time I had been on such a track – clear memories of my sister, who must have a lead foot because she never applied the brakes while zooming around corners. Predictably, she crashed into the same place many times, until she decided to pull out right in front of me; the resulting T-Bone crash left her with several blood blisters, which my dad and I teased her about relentlessly for “getting punchy,” while my stepmother, Emma, was slightly more sympathetic. She's clearly a future rally driver in the making, but if she asks me to navigate, I will be installing several more seatbelts into the passenger seat, as well as keeping a roll of duct tape handy, just to be sure.

The second leg of our journey began like the first – stuffy masks, lots of yelling, many inside jokes cracked. Our first obstacle was in the Brookland area, where we took a turning and were met with a tree lying right across the middle of the road. Dad stubbornly tried to push the tree out of the way, but it was clear we needed to take another route. Having



3rd place for the MX5 and 2nd for the Subaru

spent enough time watching Dad try to be either Captain America or Superman, it was back to an alternative road and back down the other side of the obstruction, just to check we hadn't missed a codeboard (we hadn't – so, once again, it was stepping on the accelerator to try and get back where we were meant to be; this route is obviously trying to steal all dad's diesel money).

The cloud of bad luck followed us further down the route; I'm sure at this point, everyone knows how with the pandemic, we can't do a normal passage check, and instead the marshals hold up a codeboard for us to jot down as proof we'd been there. Well, everyone knows this except Brian Millen (*no comment – Ed*). He assured us that he didn't need to hold up his codeboard, and it took the three of us shouting at him before he ran to the boot of his car to show us it. Dad had to floor-it to get back on track.

A good win for Andy & Joy's Eunoes



The rally ended back at the Folkestone Services car park, a great opportunity to admire each other's mud splattered cars. After a brief rewards ceremony for the winners of the last rally – socially distanced of course – we could finally return home to await our results by email. We came 4th which, considering the felled tree and Brian's misplaced codeboard, we're quite happy with those results. Congratulations to Joy and Andy for winning, as well as second place Toby and Andy and third place Myles and Colin in their surprisingly young car. We have to thank the marshals, too, for cooperating with the weird temporary rules we have going, while the world's dealing with Covid (I suppose I'll forgive you, Brian), and all the competitors who took part and like us had to wear those annoying, but necessary, masks. Well done, everyone....!



Phil Littlemore & Archie Pelling get their awards for October's 12 Car from Phil, Lucy & Charles

Lucy Harrison

Full Results:

1	8	Andy Elcomb/Joy Waiton - Mazda Eunoes - 1992	0	1e	4	80e	0	11	0	0	34e	47	0	177
2	5	Toby Galbraith/Andy Mucklow - Subaru Legacy - 2004	3e	12	54	66e	0	35	0	0	28e	16	0	214
3	4	Myles Osborn/Colin Gambell - Mazda MX5 - 2008	3	21	61	35e	0	1e	0	0	46e	61	0	228
4	3	Charles Harrison/Phil Smith/Lucy Harrison - VW Passat - 2004	2	6	55	60e	0	20	0	0	33e	61	0	237
5	6	Trevor Hawkins/Simon Ingarfield - Mazda MX5 - 1998	4	10e	12	64e	0	23	0	0	73e	66	0	252
6	10	Phil Littlemore/Archie Pelling - Ford Puma - 1999	17	12	63	61e	0	14	0	0	36e	61	0	264
7	9	Keith Boucher/ Linda Boucher - Alfa Romeo Giulia - 1971	6	18	84	71e	0	15	0	0	42e	61	0	297
8	2	Richard Dresner/Colin Mackenzie - Volvo Amazon - 1970	12	7	78	47e	0	14	0	0	35e	62	100	355
9	1	Ian Conway/David Laver - Rover Metro -1990	15e	37e	59e	66e	0	1e	0	0	31e	69	100	378
10	11	Mike Helm/Jim Bowie - Triumph TR6 - 1971	68e	15	76e	68e	0	30	0	0	29e	60	100	446
11	7	Jack Stewart/Matt Davies - Mazda MX5 - 2005	32	61e	65e	11e	0	52	0	0	72e	61	100	454
12	12	Richard Graham/Steve Thompson - Fiat Punto- 2005	66e	32	62	64e	0	30e	0	0	71	63	100	488

historic marathon rally group <andrewjbradbury@aol.com>

Over the weekend we have found another ex-World Cup rally car. This time it is the BMW 2002, car no.90, VAP16H and was driven by **Ken Bass** and **Graham Warner**.

The car is in good health and is still being used competitively in events such as London to Lisbon and the Scottish Malts, so hopefully it will be at WCR50+1.

I have tried to contact Ken to tell him about the car but the email address I have for him is no longer in use. I know he lives in the **East Grinstead** area, so **if anyone does know him or Graham, we would like to get in touch with them.**

All the best

Andrew Bradbury.



OLD GITS in THE 'WET' UK

This year will most certainly be looked back on with 20/20 hindsight. It all started quite normally and we sent in for Rallye Salamandre and Monteberg Rally - Salamandre was subsequently cancelled and we withdrew our Monteberg entry when it was announced that we would need to quarantine for 14 days when we returned to UK! As it happens, the Belgian authorities decreed 'no foreign competitors', and so it went ahead with only Belgian competitors. Then there was Hemicuda - Dick Athow was set to co-drive but, as the pandemic was going into a second wave, we decided to pull our entry which, as it turned out, was a good decision as the rally was eventually cancelled on the Friday when we could have been well on our way across the Channel. This would have been quite a rally, as the Toyota WRC team had entered as a warm up for Ypres, which was due to be Belgium's first World Championship round. Then, a few days before, the Hyundai WRC team also entered, following the cancellation of the South Belgian Rally which they were set to use as their warm up event. But, in the end, even Ypres was cancelled - who would want to be an organiser!

And so, we decided to try and do a couple of UK events and submitted an entry for The Neil Howard Memorial Rally, round 1 of the Motorsport News Circuit Rally



Championship at Oulton Park. Despite submitting an entry within minutes of the entries opening we were 26th reserve! Not much chance of getting a run there, so another entry pulled. Entries opened for the second round at Cadwell Park a couple of weeks later and we were even quicker to submit an entry which reflected in our being 19th reserve! But, as the first two rounds were only two weeks apart, the thinking was that there would be a few retirements on the first round which would result in cars not be repaired in time for round 2. But then, good old

Boris did another U-turn and, after adamantly saying there would be no national lockdown, he announced a national lockdown for virtually all of November, meaning both of the first two rounds could not run. Meanwhile, entries opened for Cotswold Stages at 9:00 am on 8th October and our entry was in before the clock showed 9:01, we were still not first on the entry list! - but we were on the list of accepted entries.

So, first job was to get the car quiet enough to comply with Motorsport UK noise limits, which involved a trip to the workshop of **Grahame Standen Motorsport**, in Marden to get a new and much larger main silencer fitted. The actual silencer fitting went well enough but, when we came to return home, the van refused to start. It gave all the signs of a flat battery, but it still would not start with a set of jump leads, so we were left looking elsewhere for the problem. It was eventually tow-started and we drove all the way home to Somerset, without turning the engine off. The thinking was it must be the starter, and so



one was ordered via ebay and it arrived late on the Tuesday before the Rally - but it had a broken electrical terminal and so a second one was sent to arrive pre 12 noon on Thursday. When it didn't, I had to pay a visit to my local motor factor and pay significantly more for one. This was duly fitted and made no difference – the van was still refusing to start. Thursday evening and most of Friday was spent trying all manner of hot-wiring options until I ran out of batteries - at which point, I had to admit defeat and call out my local garage. It eventually fired up with the main battery connected to their truck via a set of jump leads plus, a second battery hot-wired direct to the starter. With the engine running I went and filled up with diesel, bought a new battery (I'd tried everything else), collected and loaded the trailer and was ready to set off by 6:00pm, only to find conclusive proof that the battery was indeed the problem as it was fizzing and hissing and sounding like it was about to explode. Battery changed; problem solved.

Having completed all the on-line declarations, signing-on and even scrutineering, all that needed to be done on Friday evening was get to the Premier Inn at Swindon, ready for a very early start on Saturday for the 15-minute journey to Down Ampney Airfield.

Saturday dawned rather damp, but with a lot more rain forecast. We arrived at the old airfield and unloaded, in a socially distanced way, before swapping tyres and getting ready for our 09:17 start. It was all a bit strange, as the time cards were purely for our reference and we just had to copy down the



times displayed on the clocks as we passed through the arrival control. The stage start

was also a large display which counted down to a green light, and we were off – Rallying for first time since 30th November 2019!! By now it was raining HARD, and it was not long before we were steaming up as we slithered our way around Stage one. The stages used a lot of the old runways and perimeter roads which were very fast, interspersed with some twisty bits laid out with cones on some of the larger concrete apron areas. After the flying finish, our time was displayed on a large digital clock at the stop control and, as we entered the service area, our due time for the next stage was displayed, or at least it should have been. It seems the rain had got at the clock and so, instead of remaining socially distant, a marshal stuck his head in the car a told us to give it about half an hour and join the queue for Stage 2 in numerical order. We did this OK but after sitting in the queue for some time, Stage 2 was cancelled following a rather nasty accident and it was almost noon before we got to start of Stage 3, which was only slightly different to Stages 1 and 2. It was still raining and we were about halfway through it, when the wipers decided to tangle themselves up and stop working. Surprisingly, due to an application of Rainx this was less of a problem than the misted screen on Stage 1. Stage 4 was a repeat and, this time, it was driver error which cost us some time with a spin and another half-spin which was stopped by a very large bale, leaving the co-drivers side looking rather second hand (*It's **always** the co-driver's side!! - Ed*).

Following the lunch break the stages were reversed and, it was drying up. The straights and wide-open sections of the old perimeter track were really quite dry, but the twisty bits through the chicanes and artificially coned sections were left very greasy and, by now, my rear tyres were effectively slicks. This caused us a big spin near the end of Stage 6, where the front wheels dropped off the edge of the concrete perimeter track and, with slick rear tyres, they did not want to be dragged back up onto the track. After what seemed like an age, but was more like a minute, we did drag ourselves out and finished the stage. Then, with just one last stage to go, I decided it was not worth changing to new tyres and would use a lighter right foot instead.

We finished, but the results showed we were only doing it for fun and not threatening the leader board in any way – but, we had enjoyed it and the van was still starting OK so, all in all, a good, if damp, day's motorsport.



Old GIT **Bill Cook**



When my wife and I arrived at a car dealership to pick up our car after a service call, we were told the keys had been locked in it. We went to the service department and found a mechanic working feverishly to unlock the driver's side door. As I watched from the passenger side, I instinctively tried the door handle and discovered that it was unlocked.

"Hey," I announced to the technician, "It's open!"

His reply, "I know. I already did that side."

STAY ALERT!

They walk among us, they breed, and they vote ...

SOME CONTINENTAL MEMORIES

How good it is to have our 12 Car Regularity Runs going while most other rallies are being curtailed or lost. The RAC Rally of the Tests and Le Jog are victims, so my own season has been just two events - The Ross Traders and the Tour of Cheshire. It probably means my retirement from serious rallying after 60 years. So, in the light of so few events for us to write about for HIGHWAY, I thought a bit of nostalgia might be of interest and my thoughts went to the first continental historic rallies I did, writes *Peter Boyce*.

Back in 1995, age 61 and soon to receive my OAP to supplement my teacher's pension, and with children grown up, why not spend some of their inheritance on a long-held ambition, The Monte. At the time I was navigating for a friend, David Russell, also about to retire from his work as an auctioneer who had a Triumph TR3a left hand drive USA import, just the car. As a taster, we entered the Targa Espana, the Marathon of that year, run by the CRA and with Philip Young as boss. The start was from Le Mans, so a ferry from Portsmouth to Cherbourg got us to France. From the start there was a concentration run to Pau in the south west. It was a bit humiliating to have to drive along the Mulsanne Straight within the speed limit from the start, mixing it with Citroen 2CVs and their smiling drivers as they passed!

From Pau, itself a well-known motor sport venue, we headed into the Pyrenees and a set of cols and high-level lanes, many inscribed with exhortations like "ALLEZ PLUS VITE" to the cyclists of the Tour de France and the Vuelta a Espana. In fact, it was quite hard to hold off some of the cyclists on the downhill sections. We did OK, though we lost time and eventually drove down into Spain towards the first overnight in Pamplona, famous for its bull running festival. On the last descent into the town, we were



being followed by a big 4.5 litre Bentley right on our tail, hoping that his brakes were good for fear of a couple of tons of Bentley running us down. However, all went well till on the entry to Pamplona at teatime, we hit a huge traffic jam and were anxious about going OTL. Then we heard the 'Wah Wah' of a police car coming up behind us. They took a big interest in the Bentley, said, "Follow us" and, with sirens wailing, led us through the traffic into the centre! The next day went well again. A series of time sections to Santo Domingo de la Calzada and our first experience of a Spanish Parador, hotels set in old palaces etc and very, very nice. The weather was of course beautiful sunshine and hot and we had one or two near misses when going into tunnels or under bridges, only to find mules sheltering in them from the heat! As often happens at the end of hot spells, there comes a storm. On the night section out of Santo Domingo in the hills of the Sierra de la Demanda, we encountered the most fantastic thunderstorm I have ever seen, not just spectacular lightning but massive hailstones that threatened to tear through the canvas hood of the TR3. It caused carnage to the event and

we saw several cars off the road - including the leading crew of Ron Gammons in the MG. Back at the Parador, we were quite pleased to find we had come 22nd overall, before a drive to Bilbao and a long ferry ride to Portsmouth. No problems with the car and a lot learned about classic rallying abroad.

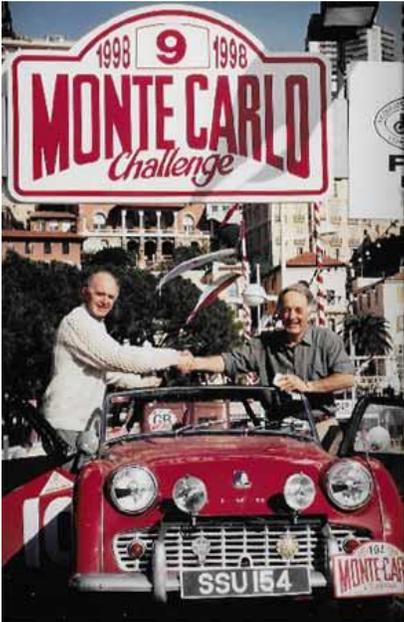
So, encouraged, we set about getting an entry on the 9th Monte Carlo Challenge, run by the same team under Philip Young's leadership. Starts were from Biarritz, Noordwijk, Oslo, Rothenburg and Brooklands and the route designed by Keith Baud, all coming together at Annecy in the French Alps before a common route to Monte Carlo. We had a brilliant start! At scrutineering at Brooklands, my driver David could not find his documentation or his passport. We were scrutineered but not signed on. He realised he had left his passport etc at the Warwick M40 services at our coffee halt on the way down. A quick phone call to ascertain they had them and a needless drive back to Warwick and back before we could complete signing on and get fed and to bed. Once on our way to Dover, all was well and we had our first passage halt at the Hop Farm and a second passage check at The Woolpack, Tutt Hill and on to Dover. These 'Controlles de Passage (CP)' were nearly always in little cafés or bars in France and the 'Controlles Horaires (CH)', time controls to us, were in bigger premises or at the roadside. By the time we get to Calais, it's dark and we take the N1 and various D roads to Montdidier and the Café du Theatre, where the barman stamps our timecard - a routine to become familiar over the next day or so. On the last section before the first CH at Troyes, our TR was assaulted by another competitor from behind who was travelling only on side lights and put a big dent in our left rear wing! Cosmetic but annoying and wasted a bit of time swapping insurance etc.

After a short night's rest, we headed south to Poligny and a CH and lunch - here we receive the details of our first regularity before a run to Ste Claude. Then it is all CH sections and regularities and a time schedule hard to maintain. Col de la Croix, Col de Berentin, Col de Richemont among others and on to Annecy due at 17:59 with penalty free lateness of 60 mins, which we needed! Next morning, we get four more regularity details, one a marked map, and it's off via Cols de Saxel, Cou, Feu and Corbier to Evian les Bains for an hour lunch halt and six hours of alpine driving and route finding via Cluses, Bonneville, Col des Aravis, Col de L'Epine and Col de la Forclaz, back to Annecy ready for re-seeding. So far so good, though we are well down the order. We leave Annecy, a lovely place by the way, at 07:30 for a long morning via six more cols the highest of which was Col de Porte at 1326 metres. Very cold and some snow but, so far, no ice to speak of, to arrive in Corps at 14:00. It is here that we begin to get a problem in that the brake pedal is getting longer and longer, sometimes needing a pump. We have a 4-hour drive to Sisteron where there is a two-and-a-half-hour break, before the



overnight section into Monte Carlo and a chance to do some servicing. Over the Col de Pontis, Col des Fillys and the daunting Col de Garcinets, with its narrow sharp bends and unguarded drops and the Col de Grele into Sisteron. With our brake problems and a vibration too, we were late but within time.

As suspected, we had a front wheel bearing problem, which allows the disc to wobble which in turn pushes the brake pads back in and causes the extra play in the pedal. We did not have a spare bearing, bad planning in fact, so we tightened the bearing up as far as we dared and set off. It soon became clear that we were in trouble again, so elected to take as short and easy route as we could, direct to Monte Carlo - arriving as they were cleaning the streets and before the rest of the competitors.



We rested a bit and then drove the last bit of the route through the tunnel to the finish ramp at Harbourside and all the razzamatazz of photographers etc.

We found a friendly garage prepared to fit a new bearing, had it done, found the hotel, rested and then watched the top 60 finishers set off for the night section, determined that next time, we would be in that group, which indeed we were in 1999. After a rest and a look around the Principality, and a drive round the Grand Prix circuit, it was into our best suits for the Gala Dinner in the Prince Rainier Car Museum and speech from guest of honour Stirling Moss and a chance to shake the great man's hand. I can't remember much about who else competed, but I think Monty Karlan won in his red VW 1500. Of special significance, was Roger Gourd in his tiny Austin 7 Special, but most of the top crews of the day were there. We, of course, were 'nowhere' along with many others, but

we had learned a lot. Firstly, very thorough vehicle preparation using proper bits – our wheel bearing was not a Triumph part. Carry vital spares like spare pads, points etc. Then personal preparation – it is a gruelling event in inhospitable conditions. It is worth getting some large-scale maps of the Provence/French Alps region – the Michelines can be hard to follow there, especially at night. Also, especially important, is to mark where all the available fuel locations are and have some good snack food in the car. Having done the event twice more in a Triumph sports car, I would choose to do it in a strong saloon in future, though that is not likely to happen now. A great adventure and an ambition realised....

Peter Boyce

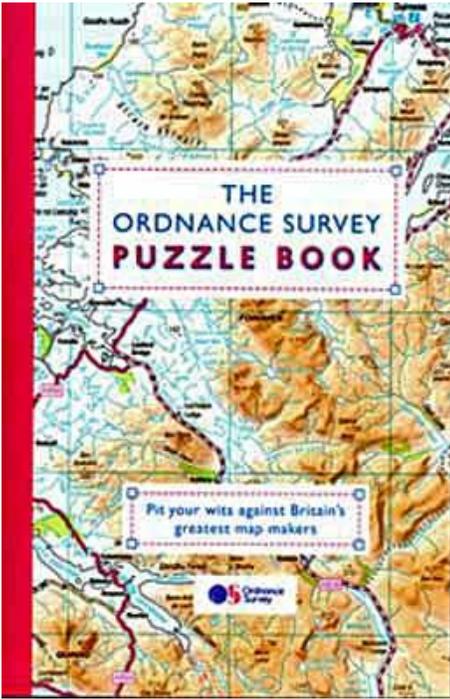
October 2020



Honey, our lawyer wishes us,
but in no way guarantees,
a Merry Christmas.

"Beer is proof that God loves us and wants us to be happy." ~ Benjamin Franklin

WARNING: The consumption of alcohol is a major factor in dancing like a retard.



Christmas Present – for yourself or someone else

I've had this book for some months now and still turn to it, for entertainment when I'm bored.

It's a handy A5 size, has 240 pages and asks you to "Pit your wits against Britain's greatest mapmakers".

The book has over 200 puzzles (with answers!) and asks you to decipher geographical details and is based on 40 of the Ordnance Survey's best British maps.

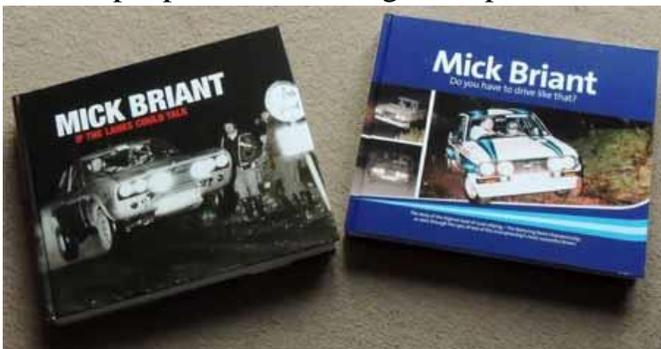
The puzzles range from easy to mind-boggling, with a mix of navigational tests, word games, code-crackers, anagrams and mathematical conundrums and "will put your friends and family through their paces on the path to becoming the ultimate map-master!"

Full of interesting and historical facts and with a cover price of £14.99, even drivers will have fun, and learn a lot from it....

BJM

THREE TITLES, FOUR BOOKS

If club members have not seen or read any of Mick Briant's books - *If The Lanes Could Talk*, *Do You Have To Drive Like That* or *A Matter Of Time* (two books), then may I suggest you do so. If your passion is for road driving then these are the books for you....there are 2700 photos, taken in the era of the Motoring News Rally Championship, from its inception in 1961 to the final rally The RL Brown in 1987. Mick won this championship three times in a standard RS2000, against much more powerful cars - in fact, some had almost twice the power, he also won The Welsh Rally Championship and the BTRDA Silver Star Championship - fortunately some events counted towards more than one of these championships. In '*Do you Have To Drive Like That*', Mick goes into some detail of how this was possible, and some of the trials and tribulations he had with sorting out navigators at short notice, I think most people would have given up, but not Mick.



Had I read these books at the time I was competing, then I think I may have been a bit quicker, or more likely crashed! but who knows.... I think in the same book he gives an idea of why road rallying was probably going to struggle to continue, it was in his mind that speed, noise and power were the main factors and the fact that some crews were competing in Group 4 cars, along with pace

notes for selected roads, that was going to aggravate what was already becoming an anti-social pass time. When I did the Gremlin Rally, we were woken about 3am on Friday morning by two cars practicing the

road behind the camp site south of Brecon. It was Russell Brookes in the ‘*Brooklyn and Ullenhall Garages*’ car, pre his ‘*Andrews Heat For Hire*’ days and a ‘*Norman Reeves, Slough*’ car - was that Tony Pond? I don’t remember him on the entry list and how did they know that road was being used, or did they practice everything. On this event we had a service crew, very professional! We used crash helmets on the selectives, as well as the stages – one, I seem to remember, went through a small village where the only one going slower than us was the milkman, who we did see delivering in amongst hundreds of spectators. Later, on the Cilwendig, I think we were the first Chevette ever to do it, Susan was interviewed on the start ramp in front of about 3000 spectators, about a car she knew little about, we had only just bought it - this was pre-HS days.

Later, back in Kent, I remember going out one night to marshal on a Bexley event, possibly The Monte Minor Rally, where the first car that came into the control could be heard coming for several minutes across Romney Marsh. When it turned up, it was Russell Brooks’ *Andrews Heat For Hire* Chevette that I had seen on TV that afternoon, winning The Circuit Of Ireland - Bill Boyle had purchased it the previous week after its win and was now using it on road events. I remember thinking at the time, that these events, with *these* cars perhaps couldn’t continue, especially as other crews soon turned up with similar spec cars. However, learn all about it in the books - a good read. Mick is also writing another book and is looking for information and interesting photos that some members may have from that period, for possible inclusion - Mick can be contacted at mick@mickbriant.com .

Tim Adams



Dates for your new 2021Diary

13 th	December	Sun	Winter Series	7
2021 3 rd	January	Sun	Winter Series	8
7 th	February	Sun	Winter Series	9
21 st	March	Sun	Winter Series	10
9 th	April	Friday	Weald/Bp 12Car	
18 th	April	Sun	Winter Series	11
9 th	May	Sun	Winter Series	12
29 th	May	Saturday	HUGHES Rally	
12 th	September	Sun	Winter Series	1
3 rd	October	Sun	TOUR of KENT	
17 th	October	Sun	Winter Series	2
7 th	November	Sun	Winter Series	3
12 th	December	Sun	Winter Series	4

Updated by Dick Athow - 23/11/2020



Growing up with a dyslexic father had its advantages. Whenever he caught me swearing, he used to wash my mouth out with soup !

Dear Editor - In June edition of HIGHWAY, you published an article on Witsend Rally 1967 where you



navigated for Roy Edwards in 21 KR with photo which, although black and white, was his red with yellow roof Mini. This photo of 21KR - Roy's entry - white with black roof was taken by my girlfriend in Mereworth Woods stage, also dated 1967, when I was using an Austin 1300 Speedwell. I know Roy also had MEV in 1967/8 and Ollie created an 8 port Mini Mk 11 for him, for the Silverstone National Autocross final in 1968, which Rod Chapman won in Paddy Thorne's Mr Mo Mkl Cortina, as Rod's Escort Volvo engine blew in practice. I've got photos of all of these. I know 21 KR is still on his Mkl Escort; just how many Minis were carrying this plate at the same time !?

Regards, *Alan Blissett*

(Unfortunately, we can't recognise the guys in the pic who seem to be inspecting damage! - any ideas, Roy? - Ed)

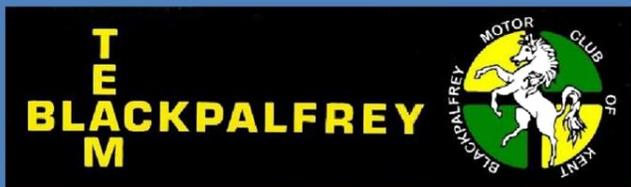
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If any non-members see HIGHWAY and would like to know more about the BpMCK and what we do these days, or would like to join or rejoin, the annual membership fee is only £15 (£5 for under 25s and students) or £20 family membership. If you want to know more, any Committee Member would be pleased to help....

...have a look at www.blackpalfrey.co.uk for more information about the Club and, for our on-line membership system <http://www.blackpalfrey.co.uk/index.php/join> - specially designed for YOU.

Note: some of the views expressed in HIGHWAY may not be those of The Club.