



# HIGHWAY

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



## November 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*

The last few months have been a bit miserable for most of us but, although winter is on the way, we've had a reasonably good summer. I get the feeling that we are settling down to what is becoming the 'new norm' for the short/medium term future and, as long as we can keep this pesky virus at arm's length and any Brexit deal or no-deal doesn't hit us too hard, we can look forward to enjoying our motorsport (except those of us who want to take our Sunbeams over to Belgium!) through into 2021. We seem to be getting a reasonable amount of all sports available on TV, with the only major problem being that we cannot get to see all of it 'live'.

To make this a little bit clearer, Motorsport UK Timekeeper, **Andy Craker**, tells me that "Since the start of Motorsports in the UK in July, the season has been busy as clubs have tried to put some kind of championship together. We are now coming to the end of the summer championships, with a restricted winter season being discussed. As some of you may have noticed, spectating has been variable with the top tier championships not having any spectating, this is due to the available TV coverage. This includes BTCC and superbikes, as well as the recent Goodwood Speedweek. Club racing has continued, with lower team member attendance as well as limited spectating. Bubbles remain in place, so spectators can't interact with the teams. Teams can only interact with officials in certain circumstances.

Everything is done online, with the marshal forms supporting our own 12 Car events. This is the same with entries to rounds and also ticket sales for spectating - this is all to control the numbers of people attending events.

PPE remains the current normal which is stated by the government and interpreted by Motorsport UK, stating what you must have, depending on your role and whether you have interactions with others. Following these strict guidelines has meant a reduced season has been achievable.

Venue restrictions have meant we have lost some classic events this year, our own Hughes Rally, Brighton Speedtrials, Goodwoods and Silverstone classics, to name a few and most recently, the veteran London to Brighton car run which is its first cancellation since 1947."

I did see most of the superb TV coverage of the Goodwood Speedweek, where Andy spent a "wonderful" four days timekeeping - 'petrolhead' Lord March, now the **Duke of Richmond**, is to be congratulated on putting together a fantastic mixture of all forms of motorsport for our enjoyment.

I know that many rally enthusiasts have little interest in F1 Racing but, in case you didn't know, **Lewis Hamilton** beat Michael Schumacher's record of 91 Grand Prix wins, when his Mercedes won the **Portuguese GP** last weekend - will he make it 93 at Emirates GP Dell'emilia Romagna / 1<sup>st</sup> November / [Autodromo Enzo e Dino Ferrari](#)? Also, last weekend, Londoner **Tao Geoghegan Hart** was the unexpected winner of the three-week cycling classic **Giro d'Italia** - a great win for the INIOS Grenadiers Team, after a race starting in Sicily and finishing, via the Stelvio Pass (would you fancy riding a bike up the Stelvio?), to finish in Milan. Beautiful TV scenery throughout.

- Editor 1

**INSIDE:** [October RegRun](#) - p3. [Navigational Nightmare](#) - p5. [Alternative Tour of Kent](#) - p7.  
Plus 'other stuff...'

**Copy for December 2020 HIGHWAY by 26<sup>th</sup> November, please** - have YOU got any stories, pics etc for YOUR mag?

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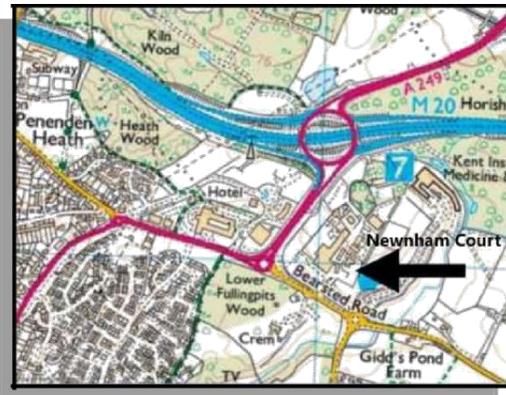
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**Club Night is CANCELLED**

(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](mailto:brian@blackpalfrey.co.uk) and/or come along to our next Club Night.

**Dates for your Diary**

13 <sup>th</sup> —	September	Sun	Winter Series	4
11 <sup>th</sup> —	October	Sun	Winter Series	5
1 <sup>st</sup>	November	Sun	Winter Series	6
4 <sup>th</sup>	December	Friday	Weald/Bp 12 Car Rally	
13 <sup>th</sup>	December	Sun	Winter Series	7
2021 3 <sup>rd</sup>	January	Sun	Winter Series	8
7 <sup>th</sup>	February	Sun	Winter Series	9
21 <sup>st</sup>	March	Sun	Winter Series	10
18 <sup>th</sup>	April	Sun	Winter Series	11
9 <sup>th</sup>	May	Sun	Winter Series	12
29 <sup>th</sup>	May	Saturday	HUGHES Rally	



- No matter how much you push the envelope, it'll still be stationery.
- Time flies like an arrow. Fruit flies like a banana.

## October 12 Car RegRun - an unconventional take

As if we weren't grateful to be able to get out on the Kent roads in the first place, in 2020 we are all so, so much more grateful. Who knows what the rest of the year will bring, what 2021 will look like, but for now, 12 cars can bumble along with the horses and dog walkers and cyclists on a Sunday



with some arcane challenge to it. Not all of us take that challenge as seriously as others and, with Ian mid-house move, I.A.B.S. has become a familiar cry, and the clock and speed tables are "In A Box Somewhere". The ones he printed turned out to be a couple of lines down

the eye chart from the current prescription, so 'right road, wrong time' is as good as we can aim for at the moment. Having set off in completely the wrong direction from the start that flew out the window at 10.14am and it became a scenic run, and we were not disappointed in that in the least.

"Blitz Spirit" isn't a phrase I've heard since April, but as we munched our still hot bacon butties, Charlie Harrison had somehow kept warm in his "whatever you call a cool box when it's for keeping things warm", it abounded. Thermos flasks of tea (perhaps stronger). Muffled catch-ups (facemasks for all from arrival), and the usual briefing - as usual, I was admiring the way the grill of a TR was made, more than hanging on every word but, as I said, more the excuse for a day out than keen to dot all the eyes and get teeth crossed. A gorgeous '70s Alfa GTV6 burred off to its post, that would have made my day all on its own. All too soon away, on our own choice of route as it happens, but soon back on what Ian intended as "rally route" and reassured by familiar faces at the road side and even the occasional code board on the 'long-way-rounds'. I must say the whole administration of the rally on route, as a crew, has been surprisingly straight-forward. As to how much more work it's been for organisers to keep the show on the road, I dread to think....



*'Highwaymen' Harry & Lynda book-in Ian & David*

The usual Folkstone Garden Centre, Swingfield stop. The café is at the exit but, with the addition of a one-way route and complex rules for the stop-go some anxiety at going over time, but it worked

out well in the end. I even found a comfortable log and a nettle free patch to settle on and enjoy my coffee break.



*LWR the triangle, for the MX5 and the TR4*

The fine weather brought out horses, of course - some bunching and the joy of classic car exhausts ahead and behind, down the gullies and alongside the walls. Big dogs deep in the woods. Small fluffy dogs on approach to towns. Big vistas to the sea as we played up and down the ridge, down over streams and wriggle back out. Some smooth running, some a bit more Camel Trophy, bringing fresh respect to those



who bring a pukka classic out. The usual “did they go the right way there” uncertainty, reassurance of landmarks, a grin as the red dot in the mirror becomes a car and we swing out the way to let them recover time, again, and again.

At the end – the Cat & Custard Pot where, under pre-Covid conditions, we would have enjoyed a good lunch and a ‘pint’, *Phil & Archie were presented with their Awards for the September event, by organisers Andy & Joy.* Alas, in 2020 that’s not the same at all and we bade farewell. The Blue

and White Café is still there at Mersham, on the A20 and we just caught the kitchen. Unusual to be sitting there at the end, not the beginning, but it brought back memories of a special Audi 80 on one of the runs, and Ian’s old Rover, others’ cars and absent friends, and more good days we’ve had down that way. We’ve been lucky with rallying, with Ian mid-move to the west country, each one more is a bonus. With “service providers” overwhelmed by the number of people generally on the move he’s here for one more, and fingers crossed see you all the time after that as well.

Results came through promptly by email, and winners, for the second event running, was *Phil & Archi’s Puma*, with Andy & Joy (Eunos) a close second and Mick Rose & Dick Athow third in their Felicia.

Thanks to Charles, Lucy & Phil and, of course, the marshals for another good, fun event and ‘here’s to the next one’ – Boris allowing!



**David Laver**

*(Thanks to Davids {Laver and Brenchley} for the pics – Ed)*

**Results:**

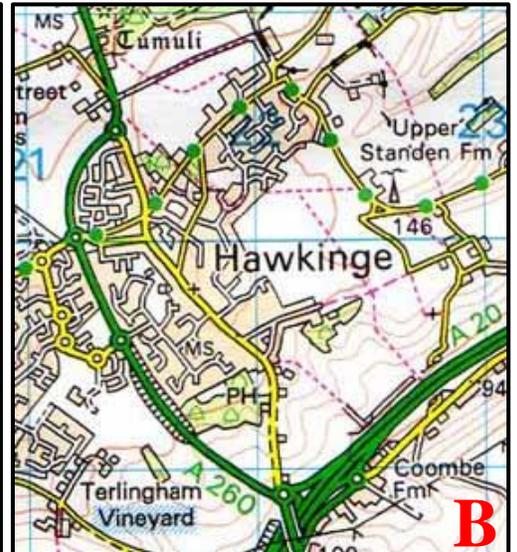
Pos	No	Driver / Navigator, Car	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	PC/WD	Total
1	9	Phil Littlemore & Archie Pelling Ford Puma	29	47	0	62e	0	4	14	8	41	7e	0	212
2	7	Andy Elcomb & Joy Waiton Mazda Eunos	40	62	0	61	0	11	46	15	11	8	0	254
3	1	Mick Rose & Dick Athow Skoda Felicia	72	100	0	7e	0	18e	26	61	68e	65e	0	417
4	5	Nigel & Rosemary Mead MX 5	100	74	0	65	0	57	62	63	3	12	0	436
5	4	Trevor Hawkins Simon Ingarfield Triumph TR 4 1962	64	64	9	61	0	65	65	69	13	37	0	447
6	2	Ian Conway & Dave Laver Rover Metro 1990	100	72	0	75	0	60	78	85	46	12	100	628
7	11	Sandy Rice-Pilcher Bob Pilcher Triumph Stag 1972	100	86	0	79	0	62	85	100	84	27e	100	723
8	6	Clive Nicholls & Dave Sparrow Jensen Healey	100	79	0	57	0	63	100	94	70	73e	300	936
9	3	Alec & Angus Dent VW Polo 1985	100e	100	0	90e	0	100e	100	100e	100	100e	400	1190

# Navigational Nightmare!

Marshalling at ITC A2, on Charles, Lucy and Phil's East Kent, reported above, escapades nearly turned into an embarrassing disaster! The Start Control was in the Cat & Custard Pot (PH) car park at 195398 (OS179) and, with me on the maps, John Walsham and I left to get to our first control at NNE25504115SW, in plenty of time – or, so we thought!

We hadn't taken into account, the fact that I was due a trip to SpecSavers in a couple of days, and the fact that I was using an old (1994) version of OS 189 (A) to navigate through Hawkinge.

Anyway, approaching the village from the WSW we came up to a roundabout, which was not on the map – unless I'd 'gone wrong' already. The idea was to



go SO the main road cross roads in the middle of Hawkinge and make our way NE towards South

Alkham. Not suspecting that 'all would be revealed' on a newer map OS 179 (B), we spent several minutes driving up and down the 'new' A260, round many pesky roundabouts that weren't supposed to be there, and roads and housing developments not on the map, before spotting a SP pointing to Alkham and deciding that, if we wanted to get to the control before the first car, we'd better go up past Coombe Farm and hope that the proliferation of non-existent roundabouts etc. would not continue.



We arrived at our Control Point about 15 minutes before the first car was due and soon afterwards C L & P arrived in their mighty VW Passat Estate car – we'd found the right spot! After some discussion about which direction the competing cars would be arriving and departing our control, which was situated by a massive 'puddle' hiding a couple of deep potholes, we settled

down to await the arrival of more cars – and, they all came through from the correct direction!

That 1994 OS189 has now found its way into the recycling bin!

*BJM*



Next event (Boris willing) is Dave Hughes' RegRun on 13<sup>th</sup> December - on OS maps 178,179,189 and starting at Brogdale (Faversham). All details, entry list(so far) and 'on-line' entry form on <https://www.blackpalfrey.co.uk/index.php/december-reg-run> - get YOUR entry in quick!



# “Back to our roots”!

This month - November 1st, would have seen the running of the London to Brighton Veteran Car Run, the longest running motoring event in the world. Alas, COVID 19 restrictions have meant the cancellation of the event, first held in 1896 and last cancelled due to petrol rationing in 1947. The Emancipation Run, as we know, was held to mark the passing of the Locomotives on Highway Act 1896 which raised the speed limit to 14 mph. Even so, this was not enough to allow British manufacturers to test and develop their cars - unlike their counterparts and competitors in Europe. The answer was to establish an enclosed track, which could serve the purpose of both manufacturing testing and the racing spectacle being introduced to the paying public. There is an excellent article titled ‘Before Brooklands’, written by Quentin Spurring and published in *The Automobile* magazine December 2019, which I draw your attention to - as we are not permitted to reproduce the whole or part for our club magazine. Had proposals gone ahead, I would have had a race track in my back garden in Sanderstead, and the Veteran Car Run would have passed by on the A23 Brighton Rd at Purley. Also, see amazing (& sobering!) car production stats <https://www.youtube.com/watch?v=kZCeuTzc850>  
*Alan Blissett* –



## TV Stars



Andy Craker and his Dad (Dad’s the one without glasses, in case you aren’t sure) were complimented, by Chris Harris, on Andy’s very nice TR7 when they appeared on BBC TV’s *Top Gear* a couple of weeks ago (Episode 3). The picture shows the ‘social distancing’ of the audience with their cars, and seems to work well compared with the usual ‘indoor’ format. Hope it doesn’t rain!

So, now we can boast a ‘TV Star’, as well as Dave Hughes, our ‘Star of Stage and either front seat of a competition car’.



- Did you know that - due to the current economic crisis, Greece is cancelling the production of all Humus and Taramasalata. It’s a double dip recession.
- Two silk worms had a race. They ended up in a tie.
- A backward poet writes inverse.

# THE ALTERNATIVE TOUR OF KENT

or .... How to have a great, if wet, day-out under lockdown conditions – with just a little bit of planning!

The regrettable cancellation of the Tour of Kent caused Paul Beeson to ask whether anyone fancied an entirely unofficial run-out, around the planned time of the event. Of necessity, there would be just a few cars. There was interest and, on the morning of Friday, 2<sup>nd</sup> October, five cars were due to gather at Maidstone Services on the M20. Thinking of last year's ToK, it was all a bit "déjà vu" - Wendy and I were due to take Trixie, the Rally Herald, and last year we had travelled up to the Great Danes start in continuous heavy rain. Although the weather then improved, we still had to drive through the little flood where the River Len had broken its banks.

This year, Storm Alex arrived and it was again raining as we prepared to leave. The forecast suggested that wind and rain would be around all day, so we took the decision to leave Trixie under wraps. Her chassis is original and will be sixty years old in a few months. I didn't want flood water sloshing into the box sections. Equally, Wendy's Merc wasn't suited to the country lanes, so our Skoda Yeti was the obvious choice. We weren't alone in re-thinking our options. Derek Harris wasn't keen to bring out the Frog Eye or the Magnette, and opted to drive the route on a dry and preferably sunny day.



*Trixie on last year's Tour of Kent*

That left four cars. A Sprite had come from Berkshire. Chris Daisy and Paul were in Chris's Cologne V6 engined TVR and that left another couple in a Honda SUV, again thought to be a substitute for a classic car. Without really trying to hard the TVR and Yeti teams became one "rule of four" with the Sprite and Honda crews forming the other.

Paul had earlier provided a route for plotting upwards of one hundred miles, almost wholly on rally style yellows. Other than that, there wasn't much in the way of organisation. We emerged from within the Motorway Services to find that the parked TVR had disappeared and we took this to mean that the event had started! Those in the other 'bubble' were still inside having coffee. We set off in the direction of refreshments at Dungeness. Wendy caught up and passed the TVR in the vicinity of Bethersden. I was very pleased about this as this would almost certainly be only event in my life when I would be able to say that I had overtaken Chris - the Yeti was entirely suited to the inclement weather. Not so the TVR, which was requiring almost continuous hand wiping of the windows. My pleasure at burning off the TVR was short-lived as I then wrong slotted in the area of Orlestone Forest, and Chris regained the lead. We looped hither and thither, on some of the best rally lanes on Walland Marsh, before spotting our front door in the distance as we passed through Lydd. Chris arrived at Dungeness calling it the 'Demist Tour'.



*Chris and Paul with the TVR at Dungeness*

We found that the café was closed, so we moved over to the Britannia Inn where we were fortified with bowls of cheesy chips to go with coffee. The weather had improved a bit and we were able to see there was probably sunshine a long way south, across the Channel in the direction of Picardy. That was as close as the improved weather came.



The route continued with two thirds remaining, and a series of rally loops threading north across Romney Marsh. It then climbed the hill *Wendy, Chris and Paul waiting for cheesy chips at the Britannia Inn* at West Hythe and turned west to Sellindge, before snaking back east to turn through the regularity run countryside, in the vicinity of Paddlesworth. It

was around here that the surface water increased. There must have been really heavy rain earlier and I was very pleased that Trixie was back at home in the dry. By this time, we had again caught up the TVR and saw it emerge from a twenty yard, thankfully not overly deep, flood almost totally wreathed in steam. Chris was really having to take it easy on the rally roads, as the TVR, without sump protection, was occasionally bottoming out, and it was impossible to see the deep pot holes hidden by surface water. Travelling west again, we passed Hastingleigh and Stelling Minnis before arriving in Wye, with the roads blocked as the school buses were loading. Somewhere along the way, we saw Paul miss a TR. It must have been one of very few wrong slots that he has made in his long and distinguished rally career. It meant that we were the lead car, climbing White Hill and onto a third exit at the Challock roundabout. This took us on a final loop north from Molash, before heading west and up a very muddy “white-like” hill to eventually arrive at the Chequers at Doddington. The Sprite had just arrived, but we had no doubt that it must have cut one of more of the loops.

The order came for “masks on” as we entered the pub. We were left with an hour or so to chat about the good old days of Kentish rallying, and events farther afield, before we enjoyed our early evening meals. Dave, who runs the Chequers, is a classic car enthusiast (Triumphs mainly) and the food comes highly recommended. It was raining again and nearly dark as we set out to retrace our steps back down towards Dungeness. Thanks Paul – it was a day to remember....

## *Greg Thompson*

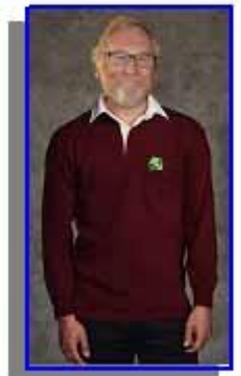
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*and, now, see our fast selling new 'rugby shirt' at only £25!*  
(see website for rugby shirt colours/sizes/order form)



It's time to have a look at our fabulous range of fashion accessories  
and a great golf (rally?) umbrella – just £20.

Be an icon and the envy of all your friends....



# Scatter Rally - what it's all about....

Scatter Rallies, 12-Car Rallies and Road Rallies are all similar in nature with Scatters being regarded as the simplest form of rally, with 12-Cars next and Road Rallies for the more experienced - so, these 'smaller' events offer a lot of fun and a good learning curve. It follows, therefore, that the requirements for vehicles, paperwork etc. are also similar.

## What is it?

A navigational test held on public roads, usually on a weekday evening. You arrive at the start, which is usually a local hostelry, and are given a sheet with thirty or so clues to points on an Ordnance Survey Map.

The idea is to visit as many of these as possible in the available time and collect the answers to the clues (e.g. a fire hydrant number or the total mileage on a sign post).

Once you have collected as many clues as possible you return to the finish with the answer sheet, before the time limit to avoid penalty points for lateness. You can go around the clues in any order, so the skill is not only in solving the clues to put the points on the map, but also to plot the best route through the points.

## What do I need to get started?

### Age

17 to drive, 16 to navigate.

### Paperwork

For drivers a valid driving licence and a club membership card. For navigators a club membership card and an Ordnance Survey map of the area.

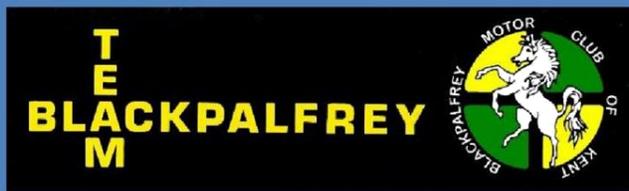
### Vehicle

Any road legal taxed, insured and MOT'd car is fine.

### Useful items/modifications

A navigator to help plot the points and tell the driver where to go (spouses, girl or boyfriends are usually good at this!).

A map light for the navigator.



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vinyl stickers (170 x  
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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](http://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.*