



# HIGHWAY

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



## August 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*

Are we all clawing our way out of this Coronavirus lock-down, or not? We sincerely hope so – but practically, we’re going to have to wait and see how it goes. There is no doubt that motorsport, as we know, will in the short term, be a little ‘different’ and certain changes will have to be made in how we organise and run our events. But there is no reason why they shouldn’t be just as much fun and enjoyable for all concerned.



Winter Series - Open to any road-legal car

As legislations and recommendations are at the moment, Tom Ash and Trevor Hawkins have, with a route on the maps, unfortunately, just had to make a decision to postpone the **Tour of Kent on Sunday, 4<sup>th</sup> October** BUT the **1<sup>st</sup> Round of our Winter Series of Sunday morning Regularity Runs is planned for 13<sup>th</sup> September.**

Dick Athow and the individual event organisers have worked hard to sort out how to implement the necessary Covid-19 restrictions, whilst retaining the maximum amount of fun for competitors and marshals – so, you are all assured of a good day out....and, I would add, they *deserve* your support.

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

*Editor & Chairman: Brian Millen, 10 Hawkridge Grove, Kings Hill ME19 4JB – [brian@blackpalfrey.co.uk](mailto:brian@blackpalfrey.co.uk)*

**Acting Secretary: Graham Mayes [gmayes717@aol.com](mailto:gmayes717@aol.com) Webmaster: Tom Ash [tom.ash@btinternet.com](mailto:tom.ash@btinternet.com)**

**Treasurer: Andy Craker [andycra@sky.com](mailto:andycra@sky.com) Membership: Tom Ash [tom.ash@btinternet.com](mailto:tom.ash@btinternet.com)**

Your Committee is:

Acting Secretary & Competition Secretary:

Treasurer:

WebMaster:

Membership:

HIGHWAY Editor:

Chief Marshal:

Press & Publicity:

Club Shop:

Club Equipment:

Social Secretary:

Club Safeguarding Officer:

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

*President: Brian Millen*

Graham Mayes

Andy Craker

Tom Ash

Tom Ash

Brian Millen

Phil Smith

Greg Thompson

Trevor Hawkins

Vacant

Peter Boyce

Lesley Busbridge

[gmayes717@aol.com](mailto:gmayes717@aol.com)

[andycra@sky.com](mailto:andycra@sky.com)

[tom.ash@btinternet.com](mailto:tom.ash@btinternet.com)

[tom.ash@btinternet.com](mailto:tom.ash@btinternet.com)

[brian@blackpalfrey.co.uk](mailto:brian@blackpalfrey.co.uk)

[philipmwsmith@hotmail.com](mailto:philipmwsmith@hotmail.com)

[greg.thompson9@gmail.com](mailto:greg.thompson9@gmail.com)

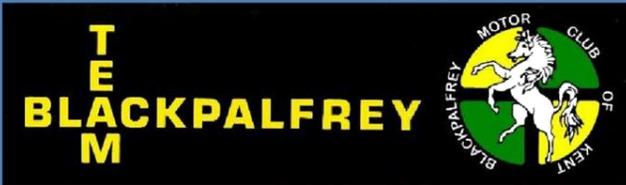
[trevor.hawkins@blueyonder.co.uk](mailto:trevor.hawkins@blueyonder.co.uk)

[trevor.hawkins@blueyonder.co.uk](mailto:trevor.hawkins@blueyonder.co.uk)

[pandjboyce@btinternet.com](mailto:pandjboyce@btinternet.com)

[marinamad1@sky.com](mailto:marinamad1@sky.com)

**INSIDE: Regularity Run Series – p3. MINI Tale – p5. A Saab Saga – p6. Old Gits in Isolation – p8. North Weald SPRINT – p10. What is an AutoSOLO & Autotest – p11.**

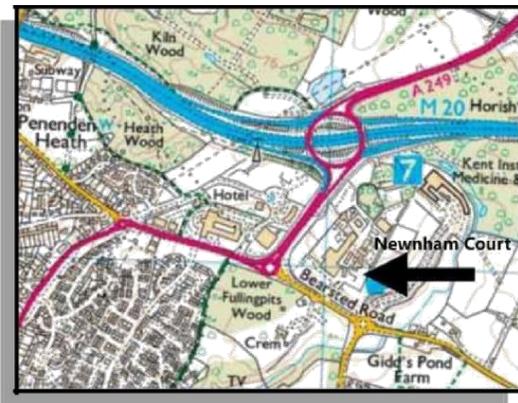


'Team Blackpalfrey'  
vinyl stickers (170 x  
74mm) and 'Badge'  
(90mm diam)  
windscreen vinyl  
stickers



available from:  
Harry Pace - [jack4069@aol.com](mailto:jack4069@aol.com)  
**FREE!**

Just email Harry, with **your name and address + which and how many you want**  
(please include 'Blackpalfrey Badges/Stickers' in Subject)



**Club Night is CANCELLED**

(hopefully, not for much longer!)

**Newnham Court Inn near M20 J7**

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

**from 8pm onwards.**

**(we'll let you know when we can start again!)**

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.

As you already know – **we need to fill the roles of Secretary / Competition Secretary**

**Come along to a Club Night and have a chat about how YOU can help with Blackpalfrey events**

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

**Don't forget - as members of the Blackpalfrey Motor Club, you are eligible to enter most events organised within the Weald MC, the Association of South Eastern Motor Clubs and the Association of Central Southern Motor Clubs**

**Motorsport can only operate if we continue to follow the relevant guidance. This can be found at [motorsportuk.org/restart](http://motorsportuk.org/restart)**

#### **Social Distancing**

We encourage everyone to follow the Motorsport UK and applicable government guidelines. Whether you are a volunteer, competitor or team member, please be advised that you must maintain a distance of 2 metres. If 2 metres cannot be achieved, a face mask must be worn, even if operating outside.

Please respect the officials enforcing the guidance – they are simply maintaining a safe environment for all.

# REGULARITY RUN SERIES 2019-2021

## THE GOOD NEWS!!

The Club Sunday 12 car Regularity Series for 2019/20 was curtailed in February, firstly due to adverse weather and then Covid-19 restrictions. We had only run three rounds of the series, so the Committee has decided this was not enough to warrant finalising the series for the year.



**It has been agreed that we will extend the Series, now calling it the 2019-2021 Series** (see p12 for dates) in which we aim to add a further 9 events running through into the early summer of next year.

Provisional dates will be going onto the website soon and the series will run basically the same as in the past, dropping the worst 2 scores if we run more than 6 events, otherwise all scores will count.

There need to be a few changes to enable us to comply with MSUK Guidelines, as without this compliance we will not obtain permits for the events.



Because circumstances are changing regularly, we have had to adapt the Regulations bringing them up to date in some parts. MSUK say we must deal with paperwork and payment

electronically to avoid person to person contact. The latest MSUK's "Revolution" magazine gives a lot of information and further details are to be found in their Guidance "Getting Back on Track: Rally" which is downloadable at [www.motorsportuk.org/restart/](http://www.motorsportuk.org/restart/)

Paperwork will be dealt with only via our website, e-mails, and other communication methods. Provisional entries will still be made on-line and once the entry has been received an acknowledgement e-mail will be



issued. It will give the details of how to pay the entry fee which **must** be made on-line via BACS. Once payment has been received the entry will be fully accepted, so it will be on a first paid, first confirmed basis. Declarations will need to be signed electronically stating that competitors, marshals and officials are not showing symptoms of C-19. Other last-minute declarations and actions will also be required.

Some of our changes may only apply for a short period and will change to comply with the regularly updated MSUK Guidance. For example, we are recommended to ensure all equipment is sanitised before and after each event. To comply with this, we will be using fewer code boards, replacing them with Route Checks which are landmarks, such as Post Boxes, road signs, etc.

Start, coffee halt and finish venues will need to be vetted by the organisers to ensure they are safe places for us to visit. Anybody wanting to order a meal at the end are advised to contact the venue beforehand to check they are serving food that day.

The route will still be issued a few days in advance in the usual way; we are trying to keep as much the same as before. All last-minute paperwork including the time/speed sheets, and Route Check details will be given electronically on the day, an hour before your start time so you will need to have your mobile phone with you.



Additionally, the Liege clocks that we use for timing and speeding up the results process cannot be chipped to the competitor's timecard boards as person to person contact is prohibited. Instead the TC marshals will time competitors and record that on their time sheet. They will verbally give you the time they have recorded. The time entered on the marshal's record sheet will be final and binding.

We will do our best to have the results available within an hour of the end of the event. If they cannot be announced within the hour, we will e-mail them out to competitors, and they will become final 24 hours after the e-mail is sent.

Currently, competitors must wear face masks or visors whilst in the car unless they are from the same household. This, of course, may change as circumstances alter. Any road-legal car can be used.



We are planning to run the **first event on September 13<sup>th</sup>** with Andy & Joy as organisers.

Please keep a regular eye on the Club website and Facebook page as this will be the first point of communication with members.

**Dick Athow** – [richardathow@btinternet.com](mailto:richardathow@btinternet.com)



**Dates for your calendar on page 13**

# MINI Tale

We all must have owned a Mini at some time...this is the tale of **463 SAR** - from birth to grave....

"I was born in 1961, with my ivory white body and black hair (*then, I realised that it was the Mini you were talking*

*about!* - Ed), one of those first Mini-Coopers with my 997cc engine. I don't remember much of my first 4 years – then nobody does! But, as I was registered in Herts, I must have been a bit posh.! After 4 years I found myself in Kennings car showrooms in Edgware, doing nothing apart from a regular bath and brush-up. It was late spring when this young 'mod' took interest in me, and exchanged me for a Triumph Herald – (horrible mauve and white soft top thing) and a sum extra money - at least I was worth more and at last I was going to go out running again. This new chap made me run very fast – too fast sometimes and squashed too many people in when we went on our regular trips to Battersea Park and the seaside – Hastings, Brighton, Clacton, mind you I liked the mini-skirts! I had lots of Vespa & Lambretta friends and had two new spot lights fitted, not as many as them, but didn't like all those motorbikes which surrounded and growled at me. However, I felt safer than those scooters and so did my owner.

He was taking me on regular outings to Crystal Palace and Brands Hatch where he would park me on the bank so that I could see my friends' race. Slowly my body changed, first my number plate was taken off and a square one stuck on my bonnet, then a new black cloth seat, smaller steering wheel, new wider wheels and tyres, and a big metal hoop, and my spots lights were taken off !! - now I looked like them too. Soon, I found myself in 'the paddock' alongside some very colourful colleagues and some funny-shaped Ford things!! Wow, I'm going racing! After 20 mins I came back exhausted and very hot, didn't get into trouble but was beaten by almost all the others. I was parked up next to a nice Healey, who I had seen in the Council car park at work. Our owners chatted and looked under my bonnet and around my wheels. Soon I went to the workshop – [Sansom's in Legge St., Lewisham – later, Sanspeed of Bexleyheath] I got new jets, new valve springs, new exhaust pipes, new brakes and stronger suspenders. I did more races – every time Crystal Palace was open and then onto Brands Hatch few times.

My owner was a member of Civil Service Motor Club which wasn't very exciting but had also joined Blackpalfrey who were much more of adventurous! Off I went in the dark late at night into the country-my spots being put back on for these occasions. At least I was on my own, without all those others crowding me out – but still being driven very fast, and I felt myself slipping and sliding around just about keeping on the road or what they called roads; lots of ditches, dykes and sheep I remember. I always

managed to come home in one piece often held together with mud. Made good friends with a red and yellow Mini with 'TUN TYRES' [Roy Edwards, before changed to TON] on his doors, and his friend Cortina [Rod Chapman] They took us on outings to Lydden where four of them would race around half the road and half 'other stuff' – this looked like fun. My first outings in the grass and mud were a multi-venue Trial in Maidstone, Tyrrwitt Drake they called it – more like ducks and drakes with all that water we went through. Then it was Canada Heights PCT, followed by Autocross at Detling, Staplehurst, Cobham before I ventured out at Lydden. Had to have my lights taped



463 SAR at the Roebuck, Harrietsham for breakfast, after the 1967 Hughes Rally - Roy Edwards' MEV 243C on the left<sup>5</sup>

right over and a great big water bottle fitted with a motor and a hosepipe thing wired on the screen, I know why now I couldn't see a thing, and it was pot luck if we turned in earlier enough for each bend. Very muddy across the meadow – out of Chessons (now disused).

I began to fall apart and needed lots of new bits. Eventually, I was too tired to be driven to events and had to be put on a stretcher, I think this was really to take me home. I had holes put in my screen, which made the rain come in when I sat at home – out in the open doing nothing. New shiny cars arrived and were parked next to me, I felt very neglected; the only time I went out, was for a thrashing!! Had to go to the workshop for new floor to be welded in and a new triangular bit to stop my doors falling off. Had a few dents and my paintwork was looking very shabby.

Stopped going on outings in 1973 – something to do with ‘baby on the way’. However, my owner broke his new shiny Allegro, so I was hastily brought out of retirement – patched up and MOT'd ready to pick ‘Noel’ up from the maternity ward [ he's 46+ now!]. Mr Shiny was replaced by a pleasant but dull Passat chap - who became the family car. I was left up in London [Peckham] when my owner started commuting from Kent by train to work because I was too old and worn out to be reliable enough!! I lost my 3<sup>rd</sup> gear and kept falling out of 1<sup>st</sup>, so wasn't good for anything and was eventually put out to grass – on the front lawn.

It was Silver Jubilee day [1977] on our estate – Tasha had just been born – but some of the older kids descended on me with red/white/and blue paint, I thought I looked a treat and took part in a carnival parade around Dartford. That was my last outing, aged 16 – having lived a full life. I was driven up in the dark to Dees in Bromley and traded in for an Escort XR3 in one of those £1000 as long as it's running deals. I think I must have ended up as scrap – but not before some of my good parts were removed and stored and some very dodgy bits added to get me to Bromley overnight in the dark. So, my heart or my wheels live on to tell another tale ...next.. **TGK 69M**....[ don't worry, I only owned 11 Minis !! and classic touring in 1973 Minivan ]....

*Alan Blissett* (Updated 2020)



## A SAAB SAGA

**I**n the mid 50's while at university, with 3 friends, we went on a 2 month adventure to Lapland and the North Cape in an Austin A40 van. Once north of Stockholm, the roads were all graded gravel and we seemed to be forever being overtaken by little red round cars, trailing blue smoke and a cloud of dust in our faces. They were of course early Saabs, 92's and two strokes, and I was impressed. Later, Erik Carlsson won the RAC Rally in the 96 and the Saab became my top marque. Having rallied in the 60's and 70's mainly as a navigator, while the children grew up (no money for a rally car!) much of it with Rich Harrison my current historic driver, in 1984, with the children into their twenties, it was time to get a rally car and a 'stage' one at that.

Though the golden years of Saab success were over, there



was just one car in it and a stage prepared Saab 96 came up for sale in Wales – cheap, but basically OK. With a clean-up, oil change, cooling system check and an overhaul of the brakes, I persuaded a former driver to codrive and we were ready. WJN 644J was entered in the Skip Brown Gwynnedd Rally, in the forests of north Wales. We drove sensibly and finished reasonably well, so were encouraged, though completely uncompetitive with the Mk 2 Escorts, the favourite of most clubmen. For a bit more power, I fitted a twin choke Stromberg carb and we entered the Cambrian, again in the

north Wales forests (I scared myself a bit in Penmachno!) but also using the exciting Great Orme toll

road. Again, no problem and a reasonable finish. 1984 was the 20<sup>th</sup> running of the Plains Rally, in which I had been an organiser in each year. For a few years, the BTRDA Championship operated reverse seeding and we were given the finish, but this time a gearbox fault caused us to nurse the car through the last stages – we were not last, however. A brief departure from Saab, in order to compete in the one-make Lada Challenge, a great fun class enthusiastically promoted by Terry Douce, then along came the HRCR. What better car to get than a Saab



96 think I – so, off to Cumbria for a cheap one, scruffy and with just second and top gear working, then back down the M6 to Knutsford. We built it from scratch, with full cage and a dural sumpguard, but otherwise pretty standard and we painted it in Stig Blomquist colours. JTJ 769K had its debut on the



Mike Spence Classic at Weston Park and then the Coronation at Pembrey, both mostly tarmac events, not the best for Saabs to shine. Forest events followed, before I decided on a change and bought a 99 and subsequently a nice red 99 Turbo for a few events, mainly tarmac. I began to realise that stage rallying was not so good for my aging body and diminishing wallet. I turned to the HRCR Clubmans Championship, doing The Ross Traders, Illuminations, Ilkley Jubilee etc. in the faithful 96, but this 1971 car was Post Historic as it then was.

So, a search for a pre-1968 96 started - but I wanted a V4, not a 2 stroke.

One came up in Sussex, really cheap but a bit tatty and totally standard. A borrowed trailer behind my 900Turbo got it back to Cheshire for a year's rebuild and it was ready for its debut on Le Jog, having persuaded my wife Jackie to navigate. MNJ 791F went a treat and from then on it was used on HRCR rallies, club 12 cars, scatters, autosolos and grass autotests and was a reliable fun car. By this time, I had linked up with Rich Harrison again and we did a few Scatters in his MGB before he was persuaded to



THE LAND'S END TO JOHN O'GROATS RELIABILITY & TOURING TRIAL  
Organised by HERO- The Historic Endurance Rallying Organisation Dec 4/7<sup>th</sup> 1999

come rallying again. The Saab 96, a 1967 V4 was sold before we moved from Cheshire in 2010 and is still taxed and MOT'd, which is very pleasing to know – means it must have been well built! I had owned three 96's; two 99's; one 900T; two 9000's and a 95 before, sadly, the marque finished. Of them all, the second 96 was the most fun; the 900Turbo the most exciting; and the 95 the best for comfort. A lot has been written about Saabs, but the security they imparted to the driver, especially the 96, was an important part of their appeal. My second favourite marque has been Citroen -

another rather quirky company not renowned for strength, but one I was attracted to by their innovation. I've only had seven of them, several of them rallied. Maybe more about that another time....

*Peter Boyce*

July 2020



## Old Gits in Isolation

Way back last summer I went to spectate at Wiscombe Hill Climb, set in a picturesque parkland landscape and only about 10 miles from home. It was around 20 years ago that I had a half-hearted attempt at the SW Hillclimb Championship and thought it would be great to have another go at Wiscombe. The final event of 2019 was in September and just before the entries opened the Sunbeam Lotus Owners Club National Day was announced to be at Classic Team Lotus in Hethel. Well, the thinking was there would be plenty of opportunities to compete at Wiscombe, but the chance to get up close to all those classic Lotus F1 cars was more of a one-off and so, Hill Climbs were put on hold.

Then came Covid 19 and no motorsport at all. All the Wiscombe events were cancelled and even as motorsport started to make a comeback somebody decided not to run the British Championship



round on 25/26 July as it would mean competitors travelling from all over the UK to compete at Wiscombe. Meanwhile I found that the first event at Shelsley Walsh was going to be run that same weekend and so I made the long trek up to Worcester, as did several others, and I wasn't even the only competitor from Chard!

I decided to enter the Sunday event as I was hoping to see a bit of how it should be done on Saturday before embarrassing myself the following day. It was not to be however, as Sunday competitors were told not to arrive before Saturday's meeting was finished. Still, we were able to pitch up Saturday evening and unload, park up in the paddock, walk the hill and get a beer in the Courtyard bar. It was there that we got chatting to a fellow competitor and picked up a few tips on how best to tackle the hill, only to realise later we had been talking to Sean Gould who took FTD on both days....

Sunday morning arrived quite early and it was a beautiful morning, in a spectacular setting. We had our temperature checked as we walked across to the paddock and, as it was my first time at Shelsley, I had to attend a new drivers briefing which turned out to be a one to one with the Clerk of the Course, hence I was confident of the 'Best Rookie' award.

The 150 competitors were split into 4 batches of which I was in batch 2. The first car started promptly at 9:00 and it was not long before it was time to get kitted, warm the engine up and line up for the start.



Tyres warmed, car lined up on the timing beam and held with a chock until the light went green. As always, too much wheel spin off the line but otherwise a bit cautious, not knowing how much grip there was and remembering the tyres were still quite cold, whilst driving quicker than I had for eight months. Then, less than 40 seconds later it was all over.

The first two practice runs went without a single incident and so all competitors were given a third practice, (a 25% increase in driving time) before the lunch break which

was followed by 2 timed runs. I'm happy to report I was quicker every time, despite never quite getting the racing lines through the esses, preferring the rally line which involved taking a big cut across the grass on the inside of the corner, but I did not disgrace myself, setting some respectable times.

All in all, it was a great day in a wonderful setting with some very friendly competitors, and it was great to drive in competition again although, at only a total of just over 3 minutes, it does not compare with rallying.

*Old Git Bill Cook*

## 25sec Fire Safety Stick

Ideal for small cars, the kitchen, the garage, tool boxes,  
small caravans & campers

More details on <https://firesafetystick.com/>

Available to Club Members for just £46 including VAT & delivery

from Derek Webb - [rye.racingderek@aol.com](mailto:rye.racingderek@aol.com) 01953 488696/07818 206265



## Class Win at North Weald Sprint for Fred Ling

Over four months have passed since the last Rallycross event back in March and things were able to get under way again with a Sprint, organised by the Green Belt MC on the 26<sup>th</sup> July, at North Weald.

The format of the day was two practice runs followed by three timed runs, and the lack of events was evident by the 75-capacity entry, including everything from R5 rally cars to a F3 car! My targets were to try and win the modified 2 litre class and to not be plagued by the driveshaft issues that have hindered the car in previous events.

Practice 1 began, and I was surprised at just how fast the car was going due to not having the seat time in the past months. However, the advice from the team manager (Dad!) of going smooth and steady to get back into the rhythm of things went out the window and the following slide in the next corner quickly put the thought back into my head. Still no harm done and, result – I am sitting 1st in class. Practice 2 followed, and a much smoother approach was adopted, shedding off 2 seconds in the process and getting the time to 77.08s.



Timed runs commenced. The plan had been to get a solid ‘banker time’ in, so that we could test some new updates on the car, such as launch control after the lunch break – but, going into the corner where the slide had occurred earlier, the car started to play up. Disaster, I thought, as it seemed the driveshaft issues had returned once again, but I finished the run regardless and then the penny dropped. We had forgotten to fill the car up with fuel! Now, with it all to do, I decided to try the launch control and set a quick time as the weather looked like it may come in. A fast run followed giving a time of 76.75s and putting us a couple of seconds clear of second place. Run 3 was more of the same but with fewer mistakes a time of 75.74s was delivered giving us the class win and 5<sup>th</sup> overall, only 0.6s slower than John Indri in his Mitsubishi Mirage R5 car.

The event did have a slightly different feel due to the lack of interactions with the other drivers but the event was a still thoroughly enjoyable day, the next event for the car will be a Rallycross on the 7<sup>th</sup>/8<sup>th</sup> of August in Pembrey, Wales and I’ll try my best to give an update on how things go.

*Fred Ling*

# What is an AUTOSOLO, an Autotest & a Slalom

**AutoSOLOS** are all about car control. The challenge is to negotiate as quickly as possible a memorised, low-speed course without hitting any markers.

You may be asking what is the difference between an AutoSOLO and an Autotest?

**AutoSOLOS** are test/courses that only go forwards, no reversing is involved. They only take place on sealed surface venues (i.e. tarmac) and the test must take place within a 200m x 200m area. You must also drive the car to the event, no trailers are allowed in AutoSOLOS.

**Autotests** are also all about car control. The challenge is to negotiate as quickly as possible a memorised, low-speed course without hitting any markers.

While you will rarely venture out of first and reverse gears, you will eventually need to get the hang of handbrake turns and the like, particularly when competing at an inter-club level. Clubs also run simpler autotests which involve no (Slaloms) or little reversing and may be an easier place to start. A number of clubs run summer evening autotest series which tend to have simpler tests and can also be a good place



to start autotesting.

Autotest drivers compete on courses – usually on tarmac or grass areas such as car parks or smooth fields – marked out by plastic pylons or cones. They tackle a number of tests, with two attempts at each. The driver with the lowest accumulated time is the winner, although penalties

are incurred for hitting cones, failing to stop on a line, or for taking the wrong route.

*Pictures are of Blackpalfrey Members taking part in AutoSOLOS and Autotests - you can join them*

## How do AutoSOLOS work?

Drivers compete on tests/courses marked out by plastic pylons or cones. Most clubs number or letter the cones so whilst you'll receive a diagram to show you where to go, if you get stuck you can follow the



letters/numbers around the course. A number of clubs also lie smaller "guiding" cones on the course to help show you which side of the lettered/numbered cone to go. Drivers tackle a number of tests, with two or three attempts at each and two or three times from each attempt to count (the specific event regulations will advise how results will be calculated). The driver with the lowest accumulated time is the winner, although penalties are incurred for hitting cones, failing to stop on a line, or for taking the wrong route. On AutoSOLOS, competitors are normally split into three groups; one group drives, one group

marshals and one group "rests" or gets ready to drive. Marshalling and rest sessions are a good time to watch and see how other competitors tackle the test.

### **So how do I start?**

AutoSOLOs are incredibly accessible, with numerous events every weekend all over the country. They are a very affordable way of getting involved and a number of areas run regional championships.

You'll need to be at least 16 years old to compete. First, [go to some events](#) and chat with some of the competitors and organisers, who will be happy to talk you through everything you need to know and answer any questions you may have.

Some events run at Clubman level, meaning all you need is club membership (the club must be invited to the event for your membership to be eligible, but you can always join the organising club) to compete. Some events, particularly at regional level, are run at National B level meaning you'll need a Non-Race National B [Competition Licence](#) as well as your club membership. Then, of course, you will need a car..

### **What kind of car do I need?**

Most people start off in their road cars; small hatchbacks have proved popular and competitive in recent years, as well as MX5s.

Events will have class structures, normally split by engine capacity and sometimes with classes for historic cars. Tyre wear is likely to be experienced on an AutoSOLO and therefore it is highly recommended to take a spare set of wheels and tyres with you to ensure you can drive home legally afterwards. Tyres must comply with the relevant rules in the Motorsport UK [Blue Book](#) (the rule book for all disciplines of motorsport). Some people will buy new tyres for events, but others will talk to their local garage/tyre dealership or even negotiate with the local scrapyards to keep costs down. AutoSOLOs tend to use simpler course layouts than autotests and cars must be driven to and from the event.



### **What equipment do I need?**



Because AutoSOLOs are low-speed events **you don't need special safety gear such as helmets or overalls**, which makes this one of the most readily accessible motor sport disciplines. Whilst they may be low speed, they are still highly competitive and leave thousands of competitors all over the country smiling.

And, of course, these events are good practice for HRCR Championship event Tests, such as on our own HUGHES Rally.

*Remember that it is the competitor's responsibility to ensure that their vehicle and equipment comply with both the Motorsport UK's General Regulations (detailed in the Motorsport UK Competitors' and Officials' Yearbook) and the Supplementary Regulations (SRs) of the event or championship.*

**Technical regulations for Autotests are found in section M of the [Motorsport UK Yearbook](#).**

*If you have any questions about vehicles or equipment you can speak to a member of the Motorsport UK Technical Department by calling 01753 765 000.*

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)

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....



## 2020-2021 Blackpalfrey Events:

13 <sup>th</sup>	September	Sun	Winter Series 4
4 <sup>th</sup>	October	Sun	Tour of Kent
11 <sup>th</sup>	October	Sun	Winter Series 5
8 <sup>th</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
3 <sup>rd</sup>	January 2021	Sun	Winter Series 8
14 <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
16 <sup>th</sup>	May	Sun	Winter Series 12
9 <sup>th</sup>	May	Saturday	HUGHES Rally

You can enter  
 events like this in  
 any road-legal car



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.*