

September 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

At last, we're resuming some competition and fun – things that you can ALL join in. The **2021 Winter Series** of RegRuns will have a further 9 events running through into the early summer of next year. Provisional dates are below and, on the Website - 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 - these 'conditions' can be found on <https://www.blackpalfrey.co.uk/index.php/regruns> - should you have any questions about these requirements please do not hesitate to ask.

Andy Elcomb and Joy Waiton are running the first event, on 13th September, with 8 entries (ranging from a 1934 Talbot AV105 to more modern VW Passat and MX5's) so far. Start is at Mickey's Diner A249 and the route is on maps 178 & 188. **It would be good to get a full entry of 12, so get YOUR entry in quick!** – entrants & marshals see <https://www.blackpalfrey.co.uk/index.php/september-regularity-run>.

- 13th September
- 4th October
- 11th October
- 8th November
- 4th December
- 13th December
- 2021 3rd January
- 14th February
- 21st March
- 18th April
- 9th May
- 29th May



- Sun
- Sun
- Sun
- Sun
- Friday
- Sun
- Sun
- Sun
- Sun
- Sun
- Sun
- Saturday

- Winter Series 4
- Tour of Kent - Cancelled
- Winter Series 5
- Winter Series 6
- Weald/Bp 12 Car Rally (2 entries left!)
- Winter Series 7
- Winter Series 8
- Winter Series 9
- Winter Series 10
- Winter Series 11
- Winter Series 12
- HUGHES Rally



"How did we do?"

Copy for October 2020 HIGHWAY by 26th September, please - have YOU got any stories, pics etc for YOUR mag?

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INSIDE: Welland Valley Wander – p2. 7oaks Evening Autotest – p4. The ABC of the RAC – p5. J'aime les Citroens – p9. Peter Boyce's 'Test Solutions' – p12.

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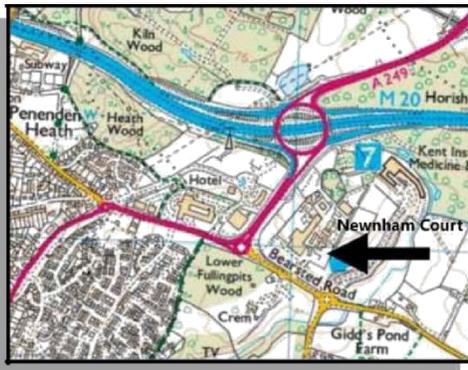
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Club Night is **CANCELLED**

(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 and/or come along to our next Club Night.

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

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.

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.



Welland Valley Wander 2020

The WVW Scenic Tour has been running for eight years now and this is my second go at it, *writes Paul Beeson*. It is an all-day run, with a well-prepared roadbook by Andrew Duerden and route description by Keith Baud, on behalf of the Loughborough Car Club.

Sunday 16th August dawned grey and damp, which was not the best of weather for a soft-top sports car. It is a Daimler Dart constructed in 1962 with a 2.5 litre V8 and fibreglass body, kindly lent to me by Terry Mower.

My son, Mike Beeson, was my able navigator for the day, taking time off from his F1 duties with the Racing Point Team, to be in something slightly more sedate.

As we approached the start at Leicester Airport, the weather eased and we made the control tower for breakfast without getting damp. It was obvious, however, that the top was staying up for now.

The entry list of 86 cars, now light by a few nonstarters, were flagged away at 30 second intervals. The route ran East and then North taking in the pretty villages of Burton Overy, Hungarton and through the estate roads of Baggrave Hall to Great Dalby where it turned East again. On through Little Dalby and



Southward through Knossington to Laude Abbey, for a break and refreshments.

Our Daimler Dart, for the day.

The weather was now more promising, so we folded the top down and left a few minutes early to avoid some older and slower cars. Continuing South we reached Hallaton and turning East crossed the Eye Brook into Rutland. The local populace are called Raddlemen, not Ruttles, and the area is surprisingly hilly. Just over the border the route traversed the only hairpin bend in the county heading towards Uppingham.

A few miles further on and we drove by Rutland Water, a man-made reservoir the size of Lake Windermere. Rutland, being so small, has a large proportion covered in water.

Crossing the A1, the old Roman road called Ermine Street, we skirted north of Stamford and crossed the River Welland into Cambridgeshire. Soon, we were at the gates of Burghley House where we stopped in the grounds for our picnic and to socialise, at a distance, with others. Here the sun came out just in time to make it a pleasant stop.

Thanks to Richard Elms for the pics

After lunch, the route turned South Westerly and passed through the pretty village of Wakerley, before going under the Welland Valley Viaduct - a massive structure some 1275 yards long with 82 brick arches, which took 400 men two years to build.

We then continued, in a South Westerly direction, through the small market town of Rothwell to Brixworth - a place made famous by Ilmore Engines and the Mercedes F1 team. After crossing Pitsford Water on a causeway, we arrived at Sywell Airfield which was the Finish.



Unfortunately, the famous art deco Aviator Hotel was not open to non-residents, so we had an ice cream instead. At the Finish, competitors voted for the car they would most like to take home and this stylish *Blue Train Bentley* was the winner.

It should be added that the organisers coped well with the new MSA guidelines on Covid19 but, in my opinion, many competitors did not make a similar effort.... Fortunately, it was a short

drive from here to Northampton where I was staying, before going home the next day.

Paul Beeson



Trevor Hawkins and I popped-up to Brands Hatch to the Sevenoaks & District MC evening Autotest a couple of weeks ago. Good venue, good tests and good weather – what more could one want!

Jonathan Bowles enjoyed a fun evening in the ‘Passenger’ Class, in his beautiful Escort Mexico and Grahame Standen had a bit of an off-day in his very competitive Class, but took his, not quite so beautiful but, nevertheless ideal and well sorted, Ford Ka to 1st in Class on the 27th August event.

Interesting, was the ‘Sapphire’ timing system used for the event, and well demonstrated to us by Chief Marshal Glyn Williams on his Smart phone – we’ll have to have a look at this timing method. **BJM**



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THE ABC OF THE RAC - *(From a spectator's perspective)*

For readers of more tender years than those of the author, and all who may regard some of the following described behaviour as irresponsible, I would just add that, in those days (around fifty years ago), there was less traffic and life was much less regimented than it is today. As examples, the 30mph speed limit was almost universally ignored and most people were much less concerned about getting in the car after having a drink or two. Also, ordinary road cars were much less powerful than they are today.

For thousands of spectators the five-day outing to watch the RAC was their own DIY international rally – performing in a sort of huge adrenalin fuelled circus moving slowly around the country; most of the time in the dark. Hopefully, the following notes will convey something of the atmosphere of those very special times. They are in alphabetical order....

Brief friends – biggest favour

We are driving on to the forecourt of a small garage just before closing time. It's all dark apart from the pool of light spilling from the small empty workshop. We've just driven nearly 300 miles from home and there is a clonk coming from the Herald transmission. Five minutes later, the car is coming down off the workshop hoist with the prop shaft bolts having been tightened. Handing over a couple of quid to buy the guys some drinks, we all set off to see the Rally - and with this little rally service game, with complete strangers - we have pumped up the expectations in all of us (*Dolgellau*)

Fish & Chips

In the early hours in an otherwise dark village (the street lamps probably went out at midnight) we see the lights of a shop and get the wondrous whiff of fish and chips. The owners of the shop have anticipated correctly, that although we are about forty miles from the Rally route, this is a prime location for a service point on the DIY event. There is a long queue of guys stretching down the street, exchanging rally stories, and feeling that the fish and chip god has smiled kindly upon them (*Somewhere*)

Fragrances (other than fish and chips)

We are smelling

- Hot mud
- Castrol R
- Fried bacon
- Damp pine needles

Gearbox change

It is about midnight in the service area and a crowd is gathering around a privately entered Vauxhall Astra. The rain is falling and the guys beneath the car are rolling in and out of the puddles. This was before somebody thought of packing a gazebo and groundsheet. They are



Bob Freeborough

changing the gearbox and have an hour to do it. The minutes seem to flash by but the job is nearly done. The crew are in the car belted up, the headlamps are on, and the engine is running, with the driver blipping the throttle. The co-driver has his head down sorting the paperwork. The axle stands are being pulled aside and the Astra hits the ground hard with the car already moving forward, almost running over the trolley jack. There was no need to wave the crowd aside it had already parted as the engine fired up (*Hexham market*)

Group B

Seeing Ari Vatanen in the Peugeot 205 T16 hurtling around the shoulder of a mountain, on a cold sunny afternoon. It was as though the car was fixed to a cable like those tethered petrol-powered model cars, on a circular track, that I saw in the local park the 1950s (*Ae Forest*)

High speed procession

We have been at a stage in Yorkshire and are making our way up and over the Pennines in the direction of the Chester service halt. We are descending in the dark in a continuous stream of fast-moving rally traffic and see two cars that have failed to make the bends. They are both have their tail ends sticking into the air at strange angles (*Snake Pass*)

Information

It's night and we are queuing to park. A car is coming up from behind us, on the wrong side of the road. It's moving slowly and pauses alongside each car in the queue. I wind down my window as he comes alongside. He grins and pushes a piece of paper in my direction. He shouts "Stage times as far as Chester!" and is already pulling forward to the car in front. We quickly look for "Who's still in, who's out, who's up, and who's down"; then we walk off into the dark forest (*Somewhere*)

Memorable bivouac

We have the boys with us on their first RAC adventure. They are twelve and ten years. It's late at night and we put up a tent on the edge of the forest so that we can all get a few hours rest in sleeping bags. We've only put up the inner tent and wake to find it sagging close to our heads, with several inches of

snow weighing it down. We extract ourselves carefully, boil a kettle for early morning tea, and then get back to the action (*Clocaenog Forest*)

Novice debut

It's late at night with the lights and sounds of servicing all around us. A Sierra is arriving at high speed, horn blaring, lamps full on - and parting the crowd like a bow wave. "Who's that?" - "It's someone called Carlos Sainz" - "Who's he ...?" (*Machynlleth Cattle Market*)

Oddities

- Skodas always good to see and winning their class so many times
- Burly Russian mechanics lifting Ladas onto their sides as part of their routine servicing procedure.
- Wartburgs burbling in the dark.

Parking spot

It's dark - we're behind schedule and have become mixed up with the leading cars in the rally, as they approach a special stage. We're looking for a parking space but because we're late there are none. We are in a red "works lookalike" Saab 2 stroke with its Sport exhaust. Policemen keep waving us forward. Suddenly we're slowing and I realise that the stage start is only two cars ahead of us. I manage to pull to one side without blocking the road. We get out of the car trying to look as though we know what we are doing, and ignore the reproachful looks being cast in our direction by the boys in blue (*Harewood House*)

Police Control

It's dark, we are driving fast downhill into the built-up part of the town, there are several policemen standing on the verges on both sides of the road. They are about thirty yards apart and are flapping their arms continuously to slow down the continuous flow of traffic - the spectator cars are driving on the left (correct side) - with the rally and service cars driving on the right (*Machynlleth*)

Prettiest dinner location

We've driven upwards of 200 miles then watched all the competing cars through the safari park rally stage. Now it's late afternoon, already dark and we've yet to acclimatise ourselves to the creeping, misty, dark, damp cold of November. This is just day one of our adventure and we are asking ourselves - why do we do this? We have a very chilly view of the mansion with its frosty looking lilac coloured floodlighting. We're at the side of the road and it's time to heat up a tinned stew on the gaz stove; just what we need before an evening drive up into the middle of Wales (*Longleat*)

Racing drivers

Seeing heroes Jim Clark (Lotus Cortina) and Graham Hill (Cooper S) close up, coming off a Forest of Dean stage (*Speech House*)

Roundabouts

Best - It's a dual carriageway, and we are cruising towards a roundabout. We're in a red "works lookalike" Saab 2 stroke. A Saab 2 stroke works service barge is coming alongside. There's a big blond Swede at wheel. He grins and wants to race through the roundabout. I wave him on thinking I'll follow him. He shrugs, looks disappointed, and accelerates. Arriving at the roundabout I bottle out - it's all happening much too fast! In the next second or two the heavily laden estate car looks like it's about to have the biggest possible accident - but it doesn't, and as we leave the roundabout Mr blonde Swede is already about 300 yards ahead of us. (*Somewhere*)

Worst - I'm needing a nap and my navigator is asleep. There are no other cars close by. I'm arriving at a roundabout fast, and a bit too late I realise that the entry white line is actually the kerb of the island. I apply some lock and manage to hit the kerb at an angle. I bounce over the roundabout without hitting

anything and we're on our way. I'm now wide awake. My navigator (sleepily) wants to know what happened (*Hereford*)

Short cut

It's very dark and we've been in crawling traffic for an hour in the wilds of the Welsh countryside. There are a couple of tiny slow-moving lights high up in the darkness on our left. "That's not a road, that's forest up there" my navigator tells me. We turn off the road into the forest at the first opportunity, along with a couple of other cars. My navigator has his head down on the map as we slowly zig zag up the mountain. In common with the other cars we wrong slot twice along dead-end timber tracks before, a few minutes later, we are over the mountain and see a string of moving car lights way below us. We cross our fingers and hope for an unlocked gate or possibly a gate that has been "unlocked". We are soon on route having saved about twenty miles and got ourselves back on schedule (*Somewhere*)

Sights and sounds at night

Seeing

- Cibie Oscar spotlight and headlamp beams spearing into a misty night sky (*Radnor Forest*)
- Swivelling headlamps on a jelly mould DS Citroen in the early days of forest rallying (*Dovey Forest*)
- Glowing brake discs (*Anywhere*)

Hearing

- Mini with straight cut gearbox
- Escort twin cam
- Datsun 240Z, and before that the Healey 3000
- Lancia Stratos

Surreal sight

In the middle of the night, seeing a large and extremely slow-moving load loader inching through the narrow streets in the centre of a small town. It is carrying a whole house. It is causing a big traffic jam of impatient rally enthusiasts who are searching the back streets for alternative routes. The guys involved clearly thought that they had chosen a good time to move house. They obviously didn't know that the RAC Rally would be coming to town that night. No – we didn't dream that, it really happened (*Somewhere*)

Traffic Cops (they aren't all bad)

We have returned to the Escort after a long walk out of the forest. We look forward to getting into the car and on our way, so that we can warm ourselves up. We then realise that we've slammed the boot shut, locking it, with our only set of keys in a coat pocket, now beyond reach. The cars all around us departing and we'll soon be on our own. I spot a traffic police car on the far side of the forest clearing – the crew are getting ready to leave. It occurs to me that they may have keys for a range of cars. I run across the clearing and ask the question. The guy grins and says something like – "Any key will get into any Escort!" Two minutes later we are in our car with the engine running. We look forward to Grizedale in the lovely Lake District, hopefully on a sunny morning (*Kielder Forest*)

article previously featured in the oldSTAGER

Greg Thompson - from about 15 'visits' from 1965 to 1987.

J'AIME LES CITROENS

Way, way back, before children, with two friends, Jackie and I had a touring holiday in France and Germany in an Austin A30 complete with loaded roof rack. You needed to be good friends in an A30. We were immediately in the company of odd-looking little Citroens, cars, vans,



The GS at Oulton Park

pickups, some apparently made of corrugated iron but all cornering at silly angles and going past us on rough roads, like we were standing still. Thus, began my love affair with Citroen. Many years later such little 2CV cars were racing, autotesting and generally being enjoyed over here. However, also on that trip my attention was drawn to the classic style of the Traction Avant, with its front wheel drive, extraordinary suspension and roominess. I could sit in the back with my long legs out

straight! Maigret came on the telly and the cars were soon seen in the UK - they built a factory in Slough and made some RHD models. But sadly, I never had either a 2CV or a Traction.

Next time in France, we saw all these flying saucer shape cars parked in peoples drives, or by the roadside, apparently without any ground clearance at all. That is until they started up and rose slowly to ride height. The mould breaking DS really was amazing in the 1960's compared with the run of the mill saloons around. With no space at home and children I had to admire from afar. Already into rallying as a navigator in Triumph Heralds and Mini Coopers, I watched the progress of the DS in events like the Monte Carlo, (though not chuffed when Paddy Hopkirk's Mini was disqualified to let Citroen win), the Safari etc and thought, "I'm having one of those some time." We also admired the Citroen SM, the coupe with the Maserati engine and based on the DS.

Fast forward to the 1980's. Children grown up - so enough of navigating. Let's have a rally car. I had bought a quite good Citroen GS, a lovely car to drive. My wife loved it and my daughter passed her test in it. It had style, a flat 4 air-cooled 1220 cc engine but at the front, in-board disc brakes and of course, hydropneumatics suspension. I got the local blacksmith to make a cage, did a bit of strengthening and we were ready. On night events in Wales I gave our daughter her first taste of real rallies and teamed up with a club member for the year doing rallies like Newtown MC's Eagle Rally, and then felt it would be fun to try single venue stage events. We rallied at Oulton Park for example and it is interesting to go round that circuit in the opposite direction from normal. Some of the bends can surprise you. Eventually the dreaded rust took hold and the diff broke while marshalling in Clocaenog Forest and it went away in a skip.

In the 80's we were camping in France every year, originally in a Cabanon tent with a split screen VW camper but then in a small Fleetwind caravan. What better for a tow car than a self-levelling Citroen. I bought a fairly cheap CX 2200, a big car, roomy, torquey, quirky and with Citroen suspension. The engine was transverse canted over towards the bulkhead; the only awkward job was changing the oil filter which was on the back of the engine. It was a great cruiser and long journeys were deceptively

easy, seemingly floating over the road surface. Once again, after 3 years, I could not keep up with the rust. Would you believe, I traded it in for a brand-new Lada 1600!!! (Actually, to be fair, this was a reasonable tow car and gave us no problems ever).



Peter's DS on the Hughes



Into the 21st century, retirement, a bit of disposable income, navigating on rallies again, but now time to drive again and in the dream car, a Citroen DS21. The Saabs had to move over a bit to leave space for the road Saab 95 and a DS. French Classics in Kent had one for sale at a decent price, so it was train down to London and on to Fawkham, to view and collect. It was a cream 1971 DS 21 Confort, LHD, shark nose and recently imported on French plates. Getting it taxed and legally British was easy and it was soon back in Cheshire. The engine was really an uprated Traction motor - a bit of a plodder. The firm had intended to have a flat six-cylinder engine but ran out of cash. At home, I gave it a good going over, hydraulics, brakes, electrics etc and fitted a Brantz and stop watches and all the nav gear. With Jackie as navigator, we did several of Simon Rossiter's events in France

over a couple of years and came 3rd o/a in the Rallychat Championship of that year. Though not fast or in any way nimble, it was a fun car on events, often catching marshals out with its very quiet approach. I kept it standard, except for upgrading the headlights. It had the swivelling lights but the wiring was not man enough, so I fitted relays up front, one relay to each of the four lamps, and all was well. The hydraulics, which made many people nervous, never gave a problem at all. (Likewise, with the GS and the CX). On our way back from one of these events in France, we did the Hughes – great fun in Mereworth but the navigation was a bit of a culture shock for Jackie, though we didn't finish last. On the French rallies, we made friends with Warren and Jean Chmura who also rallied a DS and we decided that, along with a third DS, we would enter a team in Le Jog. With Jackie once again on the maps, we all had a trouble-free run to John o' Groats. We drove in convoy the last mile or so and made a bit of history in that nobody could recall when three Citroen DS had competed in a rally in the UK. Jackie and I actually won our class.



Fun in France

Sadly, Warren was killed in a rally accident in North Africa soon after. He always loved the Hughes, especially the big grass tests at Headcorn.



Class Winners - Le Jog - December 2004

Peter Boyce

On moving south to Kent in 2011, the Saabs and the DS had to go. However, I am still with Citroen. In recent years we have had a Berlingo, a C4 Coupe, a DS 3 and now a C4 Cactus. All are pretty distinctive cars style wise, but no longer have the famed suspension. However, Citroen has been very successful in rallying again in recent years, with Sebastian Loeb being probably the most successful rally driver of all time. Yet Citroen have never made very much of their rallying success in selling cars. Now it may be that the marque disappears as PSA consolidate. As with Saab, that would be a sad day....

August 2020



Car Hire Company driven to Distraction

Some drivers planning a trip abroad are obviously a few gallons (litres?) short of a full tank. Holiday Autos (*I've used them in Spain, without any problems – Ed*) have received the following enquiries from confused customers recently. One client rang up in a panic, thinking the car he had booked had only one seat. He had booked a Seat Marbella and his confirmation voucher stated: 'one Seat Marbella'. Another wondered if the company could organise personalised number plates. Then there was the one who didn't want to hire a car rack but take his own; the one who wanted written confirmation that his car would have a cigarette lighter (*probably not included today, as most 'extras' use a USB socket? – Ed*) and, finally, a customer who, having been quoted a price of £97 for a week's hire, asked if 'fully inclusive' meant that included a chauffeur.

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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....



From a newspaper article ~ 10 years ago.

Mr. Allen Swift: Born 1908 - Died 2010 owned and drove the same car for 82 years. Can you imagine even having the same car for 82 years?

Mr. Swift (Springfield, Massachusetts) received this 1928 Rolls-Royce Piccadilly-P1 Roadster from his father, brand new - as a graduation gift in 1928. He drove it up until his death... At the age of 102. He was the oldest living owner of a car that was purchased new.

It was donated to a Springfield museum after his death.

It has 1,070,000 miles on it, still runs like a Swiss watch, dead silent at any speed and is in perfect cosmetic condition.

82 years - That's approximately 13,048 miles per year (1087 per month).

1,070,000 that's miles, not kilometres.

That's British engineering of a bygone era. I don't think they make them like this anymore.

Rolls Royce Phantom I 1928



Thanks to *Alan Blissett* for this...



Peter Boyce's Table Top Tests Possible solutions – See pages 13 & 14

Below are the annotations that I used on the two tests. However, each crew will agree their own vocabulary depending on personal preference, eg some find LEFT and RIGHT difficult and prefer MY SIDE and YOUR SIDE. It is also useful to point in some way especially after a lot of gyrations or where the cones are a long way away, as on many airfields. (There is a good picture of our own Charles Harrison and Emma in the Triumph on the HRCR website Clubmans Championship section).

I would be interested to receive any comments from anyone who would do it differently. There is no right or wrong way, each crew to their own! On Test 1 all the gyrations round Cone E and the lateral forces on the navigator make disorientation easy, lots of pointing needed to supplement instructions, despite the fact that the driver can most likely remember the test. On Test 2 the distances are big and runways are quite wide and featureless, so again it is useful to point as the driver has little chance to remember the course as he / she cannot see it all from the start. The most important thing is to get the test right, wrong tests carry a big penalty. Better to concentrate on this rather than going too fast and getting confused, hard though this is for most drivers once the red mist appears!

Peter Boyce

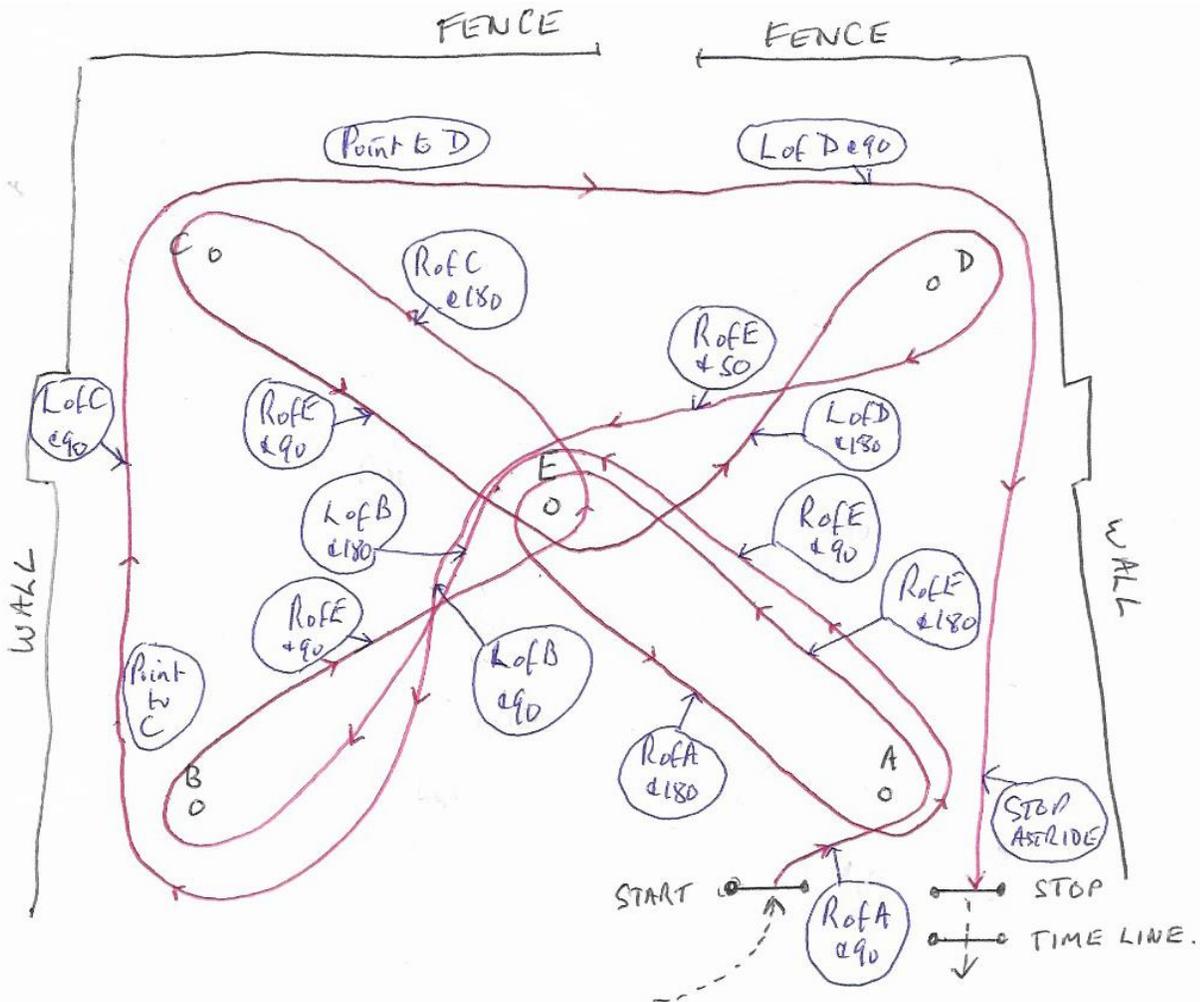
pandjboyce@btinternet.com

(Note: these Tests are often more 'complicated' than those on AutoSolos and Autotests, where drivers usually cannot rely on help {and 'verbal abuse'!} from navigators – Ed)

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.



Test 1 Car Park

Not to scale

Indicative only.

Instructions for Test 1

From the Start, Go Right of A, Right of E, Right of A, Right of E Left of B, Right of E, Right of C, Right of E, Left of D, Right of E, Left of B, Left of C, Left of D, Left of A, Stop Astride the Finish, Draw forward to Time Line.

Instructions for Test 2

From the Start, Go through A-A, Left of B, Left of C, Left of D, Left of C, Left of D, Right of E, 360 clockwise round F, Stop at Code Board, Right of G, Right of H, Right of I, Right of J, Right of G Left of I, Left of K, Right of L, Left of M, Right of N, Left of O, Right of P, 360 clockwise round Q, Right of R, Stop Astride the Finish, Draw forward to Time Line.

Test 2 Jurby Airfield

Not to scale

Indicative only

