



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

Our **Hughes Historic Rally** is progressing well for 21st August, with Test venues sorted but, unfortunately, due to work commitments, **Phil Smith** will be unable to commit enough time to fulfil the complete role of **Chief Marshal** this year. So, if anyone 'out there' thinks he/she may be able to help (the role could be split into two or three), please let me know....

Next month's HIGHWAY might actually report some ACTION! With Grahame Standen already Autotesting and our first 12 Car RegRun, for many moons, on 9th May (have you got your free licence?).

- Editor



Club Night is still **CANCELLED**, but Boris willing, hope to do something about this soon !

You'll be the first to know!

Newnham Court Inn near M20 J7
(OS178/781570), just off the Bearsted Road, opposite Crem.,
from 8pm onwards.

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

Editor & Chairman: **Brian Millen**, 10 Hawkrigge Grove, Kings Hill ME19 4JB – brian@blackpalfrey.co.uk

Secretary: **David Brenchley** scuderiablkhole@aol.com Webmaster: **Tom Ash** tom.ash@btinternet.com

Treasurer: **Andy Craker** andycra@sky.com Membership: **Tom Ash** tom.ash@btinternet.com

Your Committee is:

Secretary & Competition Secretary:

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WebMaster:

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David Brenchley

Andy Craker

Tom Ash

Tom Ash

Brian Millen

Phil Smith

Greg Thompson

Trevor Hawkins

Vacant

Peter Boyce

Lesley Busbridge

Dick Athow

Lee Busbridge

scuderiablkhole@aol.com

andycra@sky.com

tom.ash@btinternet.com

tom.ash@btinternet.com

brian@blackpalfrey.co.uk

philipmwsmith@hotmail.com

greg.thompson9@gmail.com

trevor.hawkins@blueyonder.co.uk

trevor.hawkins@blueyonder.co.uk

pandjboyce@btinternet.com

marinamad1@sky.com

richardathow@btinternet.com

marinamad1@sky.com

Committee members: **Dave Hughes / Harry Pace / Simon Ingarfield**

President: **Brian Millen**

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FROM RUSSIA WITH LOVE – SORT OF!

Peter Boyce

1984 was a somewhat significant year for me. Everyone had George Orwell's disturbing book in mind and that it might be a troubled year but, for me, it had a mixed feeling. I reached my 50th birthday, always a bit of a milestone; our children were both 20 plus; one had finished university and was away; so, a bit more freedom perhaps. For many years I had been navigating on rallies with Rich Harrison, my current historic rally partner, and not had a rally car of my own - though I had built a Dutton Phaeton sports car. Time for a change. I sold the Dutton and looked for the rally car I had always admired from watching the Scandinavians on the RAC in the seventies, a Saab 96. It was strong, cheap and not very fast I told Jackie, which was in fact true. I persuaded a former driver of mine to navigate if I did some navigating for him in his Chevette. We enjoyed several forest stage events in the Saab, including the Plains National Rally. I had done this event in 1964 when it had been a road rally, in a Triumph Herald 12/50 and been 1st Novice and 10th o/a. As it was the 20th anniversary of the event, I was "honoured" to be first car away. Sounds good - but it was one of those years when reverse seeding was the rule so, quite

rightly, we were deemed the slowest car! We were not last, despite a gearbox problem.



Having got the bug of special stage events, I somehow got to read an article by Terry Douce about a **Lada Challenge**. Obviously, the Saab was no match for Escorts and the like, so a class specifically for Ladas seemed a good idea. It took off in a small way led by Terry and a friend. The cars had to be standard 1300 cc Ladas fitted with basic safety gear - a

cheap way to go stage rallying with no aim to do well in the overall order, but compete on even terms with fellow Ladas. For about £400 we found a decent car, fitted a cage, sump guard, fire extinguisher, engine cut off and second-hand seats and we were off. At the same time, I bought another Lada for Jackie for work and which daughter Ailsa then used too. Jackie loved it as she could leave it with doors unlocked and windows open safe in the knowledge that no self-respecting youngster would lose street cred by stealing it! We had a couple of years fun from the rally car on events in



the Welsh forests like The Panaround, The St Davids and Telford stages, rarely doing well but always finishing somewhere in the middle. On a very snowy Panaround, the lack of power was a distinct advantage and, with the trusty Colway Rally Remoulds, the Lada did quite well.



When daughter was using the road Lada, Jackie used the rally car to drive to work in Stretford. At the numerous traffic lights en route, she was seen as a sort of Michelle Mouton and drivers alongside would smile and burn rubber to get away faster, which of course they always could! Suitably impressed with Lada ruggedness and cheapness, we decided we would buy a brand new 1600 edition as our number one

road car, having sold the rally car with a view to getting a historic rally car. At the same time, I bought a Triumph TR7 from a friend, for our fun car. The Lada 1600 had some terrible Russian tyres, so a set of alloys with decent tyres were put on and we used the car to tow our caravan all over France and Germany, with 100% reliability. Eventually I sold it to a lady in Stockport, and a few years later, I had a phone call from her saying what a good car it had been and did I have any other car she could buy!! But our fun with Ladass was not over. Jackie had a bit of a fright in the TR7 on a wet road and decided she didn't like driving it. I now had a nice Saab 900 Turbo so was not too sad at getting rid of the TR7. I took it to Crewe and part ex'ed it for a Lada Samara, a front wheel drive car a bit like a Skoda Favorit. So, Jackie came home from work to find she had another Lada. Although it was a rather crude car, it went well and we ran it for a few years. One day, when she was taking her Mum back to Bolton, she stopped for rest in a layby. She dozed a bit till a man tapped on the window. She carefully lowered it a bit and he asked "Do you want to sell your car?" He gave her his card and said, "When you do, let me know". A week or so later, we thought about selling it, so I called the Hull number and the guy said he would come and look at it. I washed it, made it really smart and he turned up. He made a cursory look at it; I offered to take him out in it or let him drive it, offered to show how everything worked, but he just said, "How much?" I had decided £800 was the starting price and he pulled a wad of cash from his pocket, counted out £800 and handed it to me. I asked when he would collect the car and he said, "Now". He produced an A-frame and hitched it to his car and drove off - the easiest sale I had ever made. What I hadn't realised was, that Glasnost and the Berlin Wall had fuelled a huge demand in East Europe for Ladass and just about every Lada in the UK was going via Hull to the East.

So, our love affair with Lada was over. They were simple and strong. The ones we had were reliable and easy to work on. They were not the nicest car to drive but, to my mind, value for money and had a sort of inverse snobbery about them, before I reverted to type and took to Saab, 'till they too disappeared from the scene....

AUTOTEST MINI PREPARATION - THE ANDY GIBSON WAY

After almost two years of laying idle in my driveway, I've taken my old Autotest Mini out to a few evening events after the following extensive preparation:

1. Unload all the junk stored inside it.
2. Bale out the water from the footwells.
3. Put some air in the tyres.
4. Recharge and re-fit the battery which had been borrowed as a spare.
5. Refill the brake master cylinder with fluid (dunno where it all disappeared to?).
6. Spray the pedals with WD40 and stamp on them until they operate independently.
7. Start the engine (clouds of smoke!).
8. Free the clutch by engaging first gear and operating the starter.
9. Shunt backwards and forwards in the driveway until all four wheels rotate (this took a while as the rear wheels were rather stubborn).
10. Check that the brakes have some retarding effect (didn't hit the garage door, so must be OK).
11. Load it onto the trailer and take it to an event.



taken out (to replace a broken diff in 1986). I'm now contemplating some extensive restoration, like replacing the tank tape on the front wing, as it's losing its adhesive properties. It has only been there since the damage was inflicted at a PCT in October 94.

Andy Gibson



Towards the end of its first event, it did blow the bottom hose, but not badly enough to miss the last test. This was duly replaced before the next event, using a second-hand hose found in the shed.

Prior to its sabbatical, it was an extremely reliable competition car, doing nine years of hard autotesting since the engine was last



HIGHWAY
September
1997



Many thanks to Claire Gibson for the pics

CHICO RALLY 1970

About 50 crews assembled at Tenterden, for the start of the M&MKMC's Chico Rally. This event is by tradition, navigational and, this year, Peter Bennion thought up some diabolical methods of defining the route. Fortunately, for a lot of crews, panic envelopes were handed out and I would imagine lots of little torn brown envelopes soaked in tears of frustration, were, in evidence all over the Kentish countryside on Sunday morning.

A map reference section took crews to TCI where a Lat-Long section was handed to navigators. This section certainly caused your scribe a headache as the points to be plotted, appeared to be in the middle of fields and woods etc. but, more by luck than judgement, the correct route was followed and there was time for a cigarette at the next Time Control.

Four crews were still 'clean' at TC5, but Daisy/Hill and Brown/Millen had both missed a secret check at 184/790327, which was to lose them the overall 1st and 2nd places, respectively. A 'circular herringbone',



with the starting point not defined proved the downfall of many crews and, after this section, only Daisy was still clean (timewise) with Brown dropping two minutes and Butler/Jensen with four penalties. Most crews found the section to TC8 near Wittersham fairly easily 'on' - and so, to the Marshes - skirting just South of Appledore via a tulip card to TC11, where a short, tie deciding selective using map refs, took competitors to TC12 and NE015245. The 'whites' thro' km., sq. 0424 and 0226 were used, but proved to be very bumpy and surely cannot be used any more on events which are described as 'non-damaging, sump guards not necessary'!!

The route wound its way Northwards across the Marshes towards Sellindge, with Brown and Butler seeing a lot of each other and, after a couple of difficult navigation sections and with the icy conditions becoming more treacherous (surely, we didn't go that far North, *that* quickly!), drew to a close with a section of spot heights.

Rapid results showed a very disappointed Chris Daisy/Steve Hill and a very elated Mike Butler/John Jensen, who demonstrated that accurate navigation pays off, at the expense of a few minutes.

A good, enjoyable event - but perhaps, too difficult for Novice navigators who had not read the navigation series in this magazine or Bexley's new navigation booklet.

Results are as follows:

1st	M. Butler /J.Jensen	(Escort TC)	0F	8m
6th	A.Joy/P. Shields	(Escort GT)	0F	39m
8th	C.Daisy/S.Hill	(Cooper)	IF	0m
9th	B.Brown/B.Millen	(Lotus Cort)	IF	2m
12th	R.Morphitt/R.Harris	(Cooper S)	IF	40m
16th	B.Vile/M.Town	(Singer)	3F	19m
29th	R.Sharp/D.Chapman	(Imp)	9F	55m
35th	A.Lewis/B.Smith	(Escort)	15F	34m

BJM

and the **CHICO - THROUGH THE ROMER OF A NOVICE**

From our point of view, the Chico Rally was not too successful. I felt that the event was more of a treasure hunt than a rally; and this opinion seemed to be shared by several other people, from some of the comments heard at the finish.

I don't really know why, but this type of event seems to be very popular in the South East and anyone who is good at it has my admiration - personally though, the type of event that I prefer are those like our own Hughes. To extend our experience we have also tackled the Motoring News Championship event, 'The Targa Rusticana', twice in our Escort. With this type of rally, one has the route before the start, with plenty of plotting time. The route is therefore on the map before the off, leaving the navigator free to call out the bends and really team with the driver, giving both a real chance to put in a good performance. On the Chico, however, my time was completely taken up with little bits of paper thrust in through the window - maybe this was the result of inexperience on my part, and I would be very interested to hear how the experts tackle this type of event.

However, some novices did do well on the Chico; although, it is well known that some novices have had a few years of experience without having the luck to win anything, thereby remaining classified as novices. This is where the rallies having three Classes i.e., Expert, Semi-expert and Novice, score - allowing a better all-round chance for competitors,

Anyway, I intend to keep at it because I believe that, to become a competent navigator, one has to be versatile and it's early days for us yet....

B.K. SMITH

from HIGHWAY April 1970

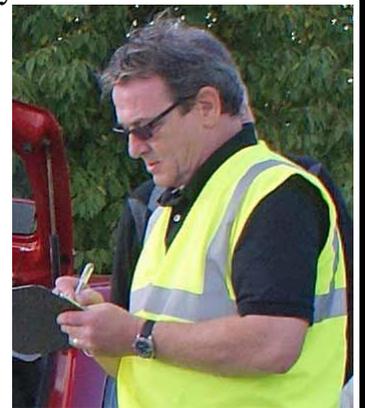
Please keep an eye on our Facebook page < www.facebook.com/groups/154079804681313/ > where we will be keeping you up to date with developments. Let's hope things start to get back to some form of 'normality' soon.

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.

We cannot let this issue of HIGHWAY go without mentioning the sad, sudden and unexpected passing of our friend **Ken Watts**. Ken was a friend to all he met and was especially close to David Hughes, who navigated for him on several events. Described as 'a legend in making every kind of music work on stage', Ken's 'day job' was as Tour Director for top music acts, including George Michael, Natalie Imbruglia, Jamiroquai, Duran Duran and Spandau Ballet. His obvious professionalism was seen by us when he Chief Marshalled several Test complexes on recent Hughes Rallies and, when competing, he drove his Amazon with style and speed.



Ken will be sadly missed by many and we offer our sincere condolences to Sarah, Charlie and close family and friends.



Interclub Autotest - Boro'19 v Blackpalfrey 1985

For several years in the late 1970s to 1980s, Borough 19 MC organised 'tandem' slalom AutoTests, each laid out on part tarmac / part grass in Southwark Park -Rotherhithe, as part of the annual Southwark Show. Clerk of the course was Tom Law, B19's National Autocross Champion. In 1985 Borough 19 challenged Blackpalfrey, each with a team of 9.



The winning Team Blackpalfrey, pictured here:

Front (l-r) Penny Storey / David Page / Mark Gorham / Bill (Tshirt) Cook

Back (l-r) Phil Judge / Pete Gorham / Dave Storey / Hugh Fraser / Richie Judge

Borough 19's team were Marc Kemp - Beetle, Derek Bentley - Gin&Tonic special, Steve Meadows - Escort Mk11, Richard Monk-Smith & Alan Blissett - Fiesta Supersport, Mike Bedwell - Alpha GTV, Julian deMowbray - Mini, John Fowler - Escort RS, Keith Oldfield - Volvo 244. Fortunately, it was dry and the grass didn't rut, only minor damage to the bandstand which Keith Oldfield hit side on. I think Tom Ash looked after the scoreboard.

We were joined one year by Russ Swift demonstrating his parking skills and two-wheel sideways driving in his Austin Montego, with son Paul in a lawnmower-engined pedal car.

It is reported that the Gorhams drove a rented Triumph Acclaim, the Storeys their brown Mini, David Page a Mini and Bill Cook his Sunbeam (*same one as today, Bill? - Ed*).

Thanks to *Alan Blissett* for this delve into the archives.

Note from Bill Cook - 1985, would have been the blue Sunbeam Lotus purchased new from Renwicks in Exeter - CTA410Y. I purchased UKL88X from Roston Carey in October 1986, and I doubt if there is still a single component other than possibly some internal gearbox bits and possibly the engine block that still remain.

(These Inter-club Team events were popular some years ago, but they seem to have died a natural death. Maybe it's due to the fact that in the 60s and 70s, there were as many as ten, or so, RAC Affiliated Motor Clubs in Kent - most with a healthy membership - so the social side of 'local' motorsport and inter-club rivalries {mostly non-violent!} were good fun - Ed)

Introduction to Rallying with Navigators in Mind

More tidying-up, and I came across this booklet, sponsored and published by BP on behalf of the Bexley Light Car Club (price 5/-, that's five shillings, or 25p in 'modern money') in 1970 and
Authorred by Geoff Austin, Mike Cockle, Alex Jardine, Dorothy Selby-Boothroyd and Peter Skinner (I seem to remember that Dorothy worked for BP, so that helped). It was an essential 'must-have' for aspiring navigators of the day.

The '*Foreword*' by Stuart Gray is as follows:

'Even if it does not always appear so, one of the fascinating aspects of rallying is the teamwork involved for, (except possibly on the occasional International event) without a competent navigator even the most rapid driver will achieve nothing; conversely, however, a good navigator can achieve unexpected success with a novice driver.

What attributes does one look for in a navigator? Principally, I suppose, common sense and a level head. A certain enjoyment of being driven fast helps (confidence in one's driver more so - few drivers appreciate navigators who try to stop their side of the car at every bend!) as well as the inability to sleep on Saturday nights.

In these days of ever-increasing professionalism - and hence cost - in the sport, with Championship events at Restricted level aimed at finding the fastest car/driver combination with the navigator's role reduced to that solely of a bend-reader, it is refreshing to come across a book, albeit written for newcomers to the sport, which reminds us of the true aims of rallying on the public road.'

It seems to me that these words are still absolutely relevant, in the sport of road-rallying that we know and love – here is just a snippet from the contents, which are still pertinent today.... *BJM*

29. Pace Notes

A pace note route card describes the road as the navigator would read it to the driver, including all bends, turnings and other obstacles, at the correct mileages. However, it is all too easy to read this direct from the route card, and then to get to the next control without having a clue where you are on the map. Be warned! It is essential when reading direct from a pace note route card to keep an eye on the map to see where you are going: it is better still if you can pick out the bits which refer to road junctions, transfer them to the map, then forget all about the route card and read the road off the map in the normal way!



Authors: Geoff Austin, Dorothy Selby-Boothroyd, Alex Jardine, Peter Skinner (where's Mike Cockle?)

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http://www.blackpalfrey.co.uk/?Club_Clothing

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Dates for your 2021Diary

9 th	May	Sun	Winter Series
13 th	June	Sun	Winter Series
18 th	July	Sun	Winter Series
21 st	August	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 - March 2021

Provisional 2021 HRCR Clubmans Championship Rally Calendar is:

9 th May	Sun	White Rose Classic
19 th June	Sat	East Anglian Classic
1 st August	Sun	Cotswold Historic
8 th August	Sun	St Wilfrids Classic
21st August	Saturday	Hughes Historic
12 th September	Sun	Ilkley Jubilee Historic
25 th September	Sat	Tour of Cheshire
9 th October	Sat	Dansport Historic
23 rd October	Sat	Devils Own



To Renew or Apply For your free RS Clubman Licence – go to:

<https://rsclubman.motorsportuk.org/> - and see p10

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....about your RS Clubman Licence

The RS Clubman licence (see p5) can only be used to participate in Autocross/Clubcross (inc. Minicross), Autotest/Autosolo, Trials, Cross Country and Road & Navigational Rallying (inc. 12 Car & Scatter) which are run on a Motorsport UK Clubman permit. To participate in any other event, please apply for a Motorsport UK Competition Licence either online or by downloading the application form from <https://www.motorsportuk.org/resource-centre/competitors-licensing/> and emailing it to membership@motorsportuk.org

As an RS Clubman licence holder, you will receive Motorsport UK's member benefits package including reduced cost fuel, reduced cost tyres, free eye tests, discounts at Halfords, reduced insurance premiums and many more money saving deals. It is possible to save hundreds of pounds a year by utilising your member benefits. You will also receive Motorsport UK enhanced personal accident insurance covering you for any Motorsport UK permitted event and offering you peace of mind for unexpected eventualities.



KENT FORESTRY TARGA RALLY Announcement - April 18th 2021.

Unfortunately, due to the Forestry Commission not permitting any motorsport on their land until the 30th September this year and the pressing time restraints the organising team has been faced with, this year it has been decided to run it as a single venue rally within the grounds of Mereworth Woods with the intention of including the Forestry roads next year.

Further details will be released over the coming month as to changes to the event, when the regulations will be published and when the entries will be open.

We look forward to your support with this event. See [Kent Forestry Targa Rally | Facebook](#)

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.