



The **Blackpalfrey Motor Club of Kent Ltd (BpMCK)** is a member of **Motorsport UK**, the **HRCR** and of three Regional Associations, the **ASEMC**, the **ACSMC** and the **AEMC**. 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.

blackpalfrey.co.uk

The home of Historic Road Events in the South East

Lots to read this month, thanks to lots of events and lots of stories (index at the foot of this page) from our members – many thanks...as with Marshals, what would we do without you.

Pleased to report the **Tour of Kent** went well – see p11 for ‘words & pics’.

Congratulations to Ashford’s **Fred Ling** who has won the BTRDA Clubmans Rallycross Championship in his Super Modified Fiesta...

...and to **Rupert & Carole Burne**, who came 1st on the Weald/Croydon 12 Rally last Friday – report next month.



Have you tried our **qr code** yet - an easy way to get into our website blackpalfrey.co.uk on your phone.

See - www.motorsportuk.org/events/motorsport-month/ - for ‘what’s on’ (and pics of South Eastern events) + ‘rolling’ pics of our Sunday morning 12 Car Regulation Rallies.

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

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

Now, lots of editing to do...

- Editor



The 2023-2024 Club Regularity Series - will commence on Sunday 3rd December.

More details on www.blackpalfrey.co.uk

Club Night - Wednesday, 8th November

8:00pm onwards at the Park Gate, A20 Hollingbourne (188/838537)

All members & friends welcome

INSIDE: Future Events - p2. Hero Challenge 2 – p3. Weald 12 Car R1 - p5. Pamela’s First 12 Car - p7. TOUR of KENT - p11. Kent Forestry Targa - p13. What is a Regularity Rally - p14. Scatter Rally - p16. Odd & Ends - p16. Committee - p17.

Dates for your 2023/24 Diary (BpMCK in red)

Friday 1st December	- Round 3 of the Weald 12 Car – Southern CC
Sunday 3rd December	- Regularity Run
TBC January 2024	- Scatter Rally
Sunday 7th January	- Regularity Run
Friday 12th January	- Round 5 of the Weald 12 Car - 7oaks (2)
Saturday 20th January	- Brands Hatch Winter Stages
Friday 26th January	- Round 6 of the Weald 12 Car - MMKMC

November is, for us, a fairly quiet month but, on 3rd December we have the first of our Sunday morning Regularity Rallies, this one organised by Dick & Barbara Athow.

Keep a lookout here or on the Blackpalfrey Motor Club of Kent website for further details.

Above, you'll find a list of our events for 2023 but, don't forget, as BpMCK members you are able to enter many more events promoted by member clubs of the Associations listed above - all you need is the **FREE RS Clubman Licence.**

Apply-on: motorsportuk.org/Competitors/Competition-Licences/



Save these 2024 Dates – in addition to those dates above

Now that we have confirmed the date for next year's Hughes Rally, we've decided to put together a **marshal registration and availability** system. So here are upcoming dates for your diaries:

Sunday 4th February	12 Car Regularity Rally
Sunday 17th March	12 Car Regularity Rally
Friday 22nd March	The Weald 12 Car Series Night Rally
Saturday 13th April	The Hughes Historic Rally (HRCR Clubmans Championship)

We will be looking for marshals for all these events and ask you to put these dates into your diaries and let us know if you are able to help in any way.

This year Grahame Standen and I have got together to look after the marshalling duties for these events and would be delighted to help you, help us, make this next season for Blackpalfrey the best...

Phil Smith - Chief Marshal Blackpalfrey Motor Club of Kent

Contact - phil.blackpalfrey@gmail.com (07736 148989) & grahame.blackpalfrey@gmail.com

For the latest range of fashion accessories - have a look at
http://www.blackpalfrey.co.uk?Club_Clothing

And, now, see our new range of 'Hoodies' at only £38
complete with Club Badge - see website for colours, sizes etc

It's time to have a look at our complete range of fabulous fashion accessories

and a great golf (rally?) size umbrella - just £20



Be a fashion icon and the envy of all your friends..



❧ Christmas is coming! ❧

HERO CHALLENGE 2 – 2023

Following on from our exploits on the Hero Challenge 1 in May this year, Derek Webb & I entered the 2nd installment of the Hero Challenge trilogy – Hero Challenge 2 in early September in Derek’s 1966 MG Midget.

With Derek, flying the flag for SCCoN, travelling 120 miles from deepest Norfolk and myself, representing BpMCK & 7Oaks MC, traveling 130 miles from East Sussex to Bicester Heritage, home to the Hero-ERA Organisation,

73 crews assembled on a very hot Friday afternoon to drive the calibration route, have the cars scrutineered and the collection of the event documentation including very comprehensive road book, as it transpired the route covered 4 counties, Northamptonshire, Berkshire, Oxfordshire and Warwickshire in a very compact 134-mile route, the majority of which was within a 12-mile radius of Banbury.

After a detailed scrutiny and highlighting numerous details in the roadbook and a decent night’s sleep, Derek & I headed North-East, in the Midget, from Bicester to the event HQ, The Kingfisher Hotel, Golf and Country Club just South of Milton Keynes. As our start time of 08:22 approached we made ready, with plenty of water, for what turned out to be very hot (32 degrees C plus) and testing day of rallying.

The first leg of the event headed West to Bill Gwynne’s Rally School based at Turweston Aerodrome, a former WW2 bomber training facility, where the dust flew as each crew tackled the first of two visits to the test venue during the day.



From Turweston, an 8 mile link section headed South-West to the start of Reg 1 – The Astons, close to



Croughton, the 10 mile long regularity headed South-West via Souldern, Fritwell, Somerton finishing West of Middle Aston. A short link section followed to the start of Reg 2, also around 10 miles long, heading West via Glympton, Kiddington, Gagingwell, Ledwell and Nether Worton and onward, further West via a link section to The Gate Hangs High at Hook Norton, for a refreshment halt and where the time cards for Reg

1, 2 and Test 1 were collected.

Reg 3 – Sib Valley, at nearly 14 miles long, started a short distance from Hook Norton, twisted and turned through all points of the compass through Ascott, Whichford and Stourton finishing just North of

Sibford Ferris. The next link section took us to Shenington Kart Circuit for 2 tests over very smooth tarmac of the 1.2km circuit. Shenington was Wellington Bomber and Hawker Hurricane station also experimental jet aircraft testing station during WW2. Following on from the successful completion of the tests, the link headed further North to Reg 4 – Battle of Edgehill the site of clashes in the First English Civil War of 1642, on the outskirts of Tysoe, where my wife and I also family and grandkids spent a week's holiday a few weeks earlier in mid August.

The Reg headed North-West through Edgehill, Avon Dassett finishing at Fenny Compton, for a lunch break and timecard collection at The Wharf Inn. So far most of the regularity sections had been around the 10-mile mark, however Reg 5 – Culworth Gang, which started just North of Chipping Warden was the longest on the event at nearly 20 miles also had the most speed changes 17 in total, headed in an Easterly direction via Culworth, Canon Ashby, Weston and Woodend Green before turning South via Wappenham finishing just South of Syresham.

The penultimate link section returned to Bill Gwynne's rally school for the final test of the day before heading North-East to Reg 6 – Two Manors, South of Whittlebury, passing through Whittlebury Forest, Leckhampstead, Wicken, circumnavigating Deanshanger finishing below Old Stratford a short distance from the final finish at the event HQ at The Kingfisher Hotel, Golf and Country Club.



In total the challenge covered 134 miles, 76 of which were regularity miles with a total of 62 speed changes and 58 link miles.

Once back at the event HQ, Derek and I, along with the rest of the crews who successfully completed the route, were to say the least extremely fatigued as temperatures during the day reached at least 32C and obviously inside the car a great deal hotter than that.

As far as the regularity sections were concerned, all flowed ok maintaining a good average speed at time between the controls until a minor wrong slot put us on the back foot thereby dropping time and trying to get back on our schedule was not an easy job to say the least. All in all, the Challenge 2 was an extremely well organised event, thank you to the Hero-ERA organisation team and marshals and assistance crews for putting on a great event.

Derek and I ended up 61st O/A and 8th in Class and completely 'cream crackered' by the end of the day. There were several **BpMCK** members competing on the challenge, who had also previously contested the Hughes Historic rally and BpMCK winter regularity series, **Chris & Fred Winter**, were in the same class as us Class 2 1955 – 1974 up to 1400cc, driving their very well presented *1966 Hillman Imp which was awarded the Concours d'Elegance* award, they finished 58th O/A & 7th in class. **Alan Petit** co driving in a 1936



Bentley Derby Special finished 29th O/A & 2nd in Class 1 for pre-1955 cars, **Norman Garland** co driving in a 1985 VW Golf GTI finished 55th O/A & 7th in Class 7 all cars 1982 to 1990.

The final event of the Hero Challenge 2023 - Challenge 3 - is taking place in early October, based at the Garstang Golf Club, Preston and, with a combined travelling distance of 560 miles to get to Garstang, Derek and I decided to not contest the event. Next year's Hero Challenge kicks off in March 2024 with two following events in June and October, which we may contest depending on the location.

Archie Pelling - Co-driver in Derek Webb's 1966 MG Midget.



WEALD 12CAR CHAMPIONSHIP – ROUND 1

The 2022/23 season was Richard's and my first season as experts. Although we both enjoyed it, we didn't do particularly well - only picking up 18 points throughout the entire Championship. Since then, Richard has spent his time making some improvements to the Abarth Punto, changing the springs to give it a little more ground clearance in a bid to prevent the sump guard contacting the road surface & the resultant firework display of sparks in our wake. I spent the summer starting up and running the online rally school which, I hoped, as well as bringing some new people into the sport, would prevent my navigation skills getting rusty through lack of use.

The first rally of the 2023/24 season was Boro 18 MC's round on Friday the 13th October - I'm not superstitious but, as we sat in the car prior to the run out from the muster point at Maidstone Services to the start at TC1, the heavens opened and I mentioned to Richard that we were lucky to be competing, rather than marshaling!

TC1 was in a layby in Chegworth Lane, just off the A20, and as we arrived the rain had subdued a little. There wasn't much room in the layby, but the marshals did a great job of corralling us into our starting order ready for the off. We were due to be the fourth car to start. I had already worked out that from where we were, we would need to stay on this lane for over two Km, which would mean that, once we were underway, I had a little time to plot the route without worrying about directing Richard. "There's a right bend just ahead, stay on this lane for roughly 2km, ignore 4 left turns and when you reach the crossroads turn left," I instructed him as we sat and watched the first couple of cars leave. Then, we had a bit of luck (I'm really not superstitious...honestly). As car three pulled away from the start Dave Clark arrived, and as he got out of his car and



Floating Punto

donned his hi-viz jacket Richard noticed that the jacket had the name of a plastics company on the back. "Is that company in Sittingbourne?" Richard asked me. "Maybe," I said, "It could be where I got these base plates for my potti made." As I spoke, I flipped my potti over. "S#1T...the base plate is missing". This was a major problem, as the clear perspex base plate includes a romer which I would probably need in about 20 seconds. I needed to search the floor of the car, but I had my harness on and the marshal was at my window, asking for our timecard. Panic set in as I gripped the envelope containing the first set of navigation instructions between my teeth, grabbed my navigators' bag from under my legs and fumbled for a spare romer while Richard lowered my window, at the same time I handed the timecard to the marshal who was desperately trying to keep it dry while he filled it in. I quickly shoved the bag back under my legs, hung the romer around my neck, took back our timecard and we were off.

I opened the envelope and, typically, found that the first route instruction consisted of grid references. I didn't have enough hands to hold the potti, romer and pen, so I hung the potti on its hook and turned on the LED's which meant that I could see what I was doing, but it created reflections in the windscreen which made it more difficult for Richard to see where he was going. I found it a real struggle to plot the route, my eyes aren't as good as they used to be (*tell me about it!, how does Peter Boyce keep going so well? – Ed*) and I was surprised how much more difficult it was without the magnification of the potti. It was lucky (there's that word again) that I managed to plot the route to TC2, before Richard reached the left turn at the crossroads and I directed him into the time control, with only one wrong slot on the way.

The remainder of the rally was fairly uneventful for us. The weather was atrocious at times, as was the condition of some of the lanes. Deep potholes were impossible to see, due to being full of water. The new suspension was certainly being tested, as were the low-profile tyres. There was plenty of standing water too and, at one point, it was raining hard enough that Richard was struggling to see through the windscreen, even with the wipers on full speed...those poor marshals!

The route was great, utilising some lesser used lanes, and some more well-known areas such as the Otterden Triangle, shortly after TC5. Even though I know the Otterden Triangle well, it was still hectic trying to direct Richard through it. Firstly, we very nearly grounded the car on the uphill hairpin left. I knew that the entrance to the white road down through the middle was difficult to see, so I told Richard to take it slowly and, sure enough, we found it easily. Once at the bottom, hairpin right, back up the hill, then left, away from the complex junction. It was only when we were driving away that I asked Richard if he had seen a PC board on the way through. He hadn't, but I felt sure that there would have been one, probably on the white downhill section. "Oh well, it's too late now!". This meant we'd probably picked up a Fail.

At TC8 we were greeted by the ever-smiling faces of Si Kellow and Andrea Sterry. "What happened to you at PC1?" Si asked me. Another Fail! - I later found out that I had missed a 'Long way around, not as map', which had been tacked onto the end of one of the grid references in the first section...entirely my fault! The final section took us North, through the Hucking 90's, and up to South Green, before turning back to the finish just outside Bearsted.

We headed back to the Newnham Court Inn. When the results were finalised - we were quite surprised but very happy to find that, although we had actually picked up three Fails and 22 minutes, we had come second overall. Our best result to date as experts...

There were two other Blackpalfrey crews competing - Patrick and Pam Watts, in their Land Rover Discovery, were taking part as beginners, following tuition from Peter Boyce at the September navigation training session. They had a successful evening, finishing a creditable 7th, with 6 fails and 22 minutes - well done to them.

Mick Rose in his Nissan Micra, ably accompanied by Dave Hughes didn't fare so well. The Micra succumbed to the elements after TC3, with a damp ignition system (so, unfortunately, no pic!). Friday the 13th proved unlucky for them! Dave Hughes later commented on FB - "Oh for can of WD40 and we would have completed a very competitive route! Note to self...WD40WD40WD40"

Well done to **Wug Utting and Bob Stokoe** for a well-deserved win, and a huge thank you to the heroes of the night, all the marshals and organisers who braved the storm so that we could enjoy ourselves. By the way, I found the potti baseplate on the passenger seat of my car, which I had left at the Newnham Court Inn prior to the start.



Steve Thompson

❧ Christmas is coming! ❧



Probably, a good point to let you know that we still have a few 'golf size' Club UMBRELLAS available, at the bargain price of just £20.

*Collect at any Club Night or Bp event – just let Trevor Hawkins know
trevor.hawkins@blueyonder.co.uk*

Pamela's First 12Car

After 40 years of marriage, I thought it was high time my husband and I did something together. For the past 40 years, it's been a case of sitting in the stands watching him race, be it his BTCC days in the 90's or more recently, as he competed in historic racing at Goodwood Revival, Monaco Historic etc. I'd had a go driving in the Caterham Academy Championship back in the 90's and was his navigator in the Mille Miglia in 2013. In both cases I was spectacularly useless!

You might have thought I could have found something like, say, walking holidays, or taking up golf. But, so far, all we'd managed to share together was the garden and beekeeping. Meanwhile he had found a new hobby - racing with our daughter Aimee, currently in the Mazda MX5 one make championship.

So, while he was busy on the Sim teaching Aimee the finer points of race craft, I was left wondering how I could get in on the action.



Without reference to him, I clearly had a mental aberration, because, after a bit of Googling, I entered us both for the 2024 Peking to Paris Rally in his 1965 Sunbeam Tiger, which he had won the British Historic Rally Championship in, back in 2006; I might add, competing with the benefit of a professional navigator - not a lunatic wife! Not put off by my dismal navigation in the Mille Miglia, nor it occurring to me it might be better to start with something like, say,



a local rally; no - I figured, as long as we kept heading west from Peking, how hard could it be? I confessed the day I got an email to congratulate us on being accepted as one of the entrants for the famous Peking to Paris Rally. I've never seen him that stunned before.

However, fair play to the man, slightly dazed he accepted the challenge of rallying across some of the most hostile environments for 35 days, assisted by a lunatic wife navigator. The only way he has been able to process this daunting journey is to decide at the outset that we will **not** be competing to win (a first for him) and merely endeavouring to keep going to the end and, if possible, still be married, challenge enough most would agree. So, embracing the task, he dusted down his Tiger, which hasn't turned a wheel in 15 years, and has undertaken a complete rebuild over the past twelve months, and I have to say he has dedicated himself to the task. There are three essential elements to rallying; the car, the driver, and the navigator - I have every confidence in the first two.



Meanwhile, here we are with less than a year to go, and I've only just started to think that I might need to learn how to be a navigator. I had no idea where to start, but Grahame Standen suggested to Patrick we try a few local 12 car rallies. To do this you need to belong to a Motor Club. A bit more Googling and I discovered there aren't MCs at the end of every street corner, but, luckily, we do have a great club locally; Blackpalfrey MC of which we are now proud members!



I then had to find out what a 12 car rally was. According to Blackpalfrey's website, 12 car rallies are intended to encourage newcomers. Well, I'm your woman, I thought. Next stop was to attend a Blackpalfrey beginner's navigation course one evening, at the Park Gate(PH) near Leeds Castle. This served to reinforce the fact that I am a hopeless at map reading.

I could see Patrick was beginning to have serious reservations about our forthcoming jaunt across the world. Next day he added a swivel arm to the navigation equipment on the passenger's side of the Tiger, so that he can see them as easily as me, clearly realising he might have to be both driver and navigator. Meanwhile I had another go at plotting the route we had been given in our pub lesson. Hurrah, after several attempts I was getting the hang of it. Buoyed by this success I started looking at entering 12 car rally events in Kent. The first round of the Weald MC Series was on October 13th run by the Borough 18 Motor Club, starting near Maidstone and the organiser was one very unfortunate Roger Keene.

Nobody told me that navigation is as much about organisation as map reading. To do a 12 car rally, you need to read the regulations, complete the entry paperwork and pay the princely entry sum of £20 (incredibly cheap imo). This was my first hurdle. I never read instructions and hate paperwork. I learnt that I needed an MSUK Clubman Licence, which of course I didn't have, but luckily, I was able to apply online and it was free! Next, I entered the Tiger as we want to get mileage under our belt, but on further reading learnt that noisy cars were *verboden* and, as the Tiger can usually be heard from about three miles away, I thought it wise to annoy Roger Keene further by changing the details of our car entry, electing our road car Discovery instead. Poor Roger was bombarded with several emails after that and to his credit never lost his cool. Suddenly we had entered our first rally.

So, with one day to go and nagging from Patrick, I decided I should look at the Final Instructions, which of course I had received 5 days previously, only to discover I needed OS maps we didn't possess and tracing paper. Thank God for Amazon Prime which delivered both, a couple of hours before the event. Thank God even more for Roger, who so kindly decided to give me a head start by sending me the beginning part of the route.

We had to report for instructions at Maidstone Services on the M20 at 7pm, for the start of the rally on Friday 13th of all days! By now I felt so completely out of my depth I considered throwing a sickie to avoid my fate, but with the PP looming only 9 months away I needed to pull myself together. When we arrived, the other 9 entrants appeared organised and ready to go. Worse, many were in the expert class. We were the only beginners (I know, desperately embarrassing for a Historic Rally Champion!) Clutching my bag of pens, I made a spectacular start by leaving my maps on the counter at Costa Coffee. Things could only get better.

While the other teams were given their paperwork and had to plot their route, as a beginner I was given a copy of the map with the route already marked up. TC1 was very clearly marked, and we were the 10th car to leave. We made our way to the start. It was pitch black and a storm was making its way towards us - as if I needed that...

It's all so precise. You leave on a time clock counted down from 10 seconds. I've never been anywhere on time and have never had to answer to a clock. Of we sped, despite the average speed needing to be 30mph. Into the black night and very soon a maze of Kent's finest single-track roads, all still decked with the summer's high hedges, which scrapped alarmingly down the side of the Discovery. On cue, the rain started, descending in a sudden cloud burst. The wipers weren't keeping up and in minutes the roads started to flood. Armed with my head torch and fetching bobble hat, luckily, I didn't have time to look

out or notice the speedometer which was pitching anywhere from 0 to 60 in seconds as Patrick suddenly got into rally stride. It was definitely better that I was preoccupied with my maps.

It's all so precise. You leave on a time clock counted down from 10 seconds. I've never been anywhere on time and have never had to answer to a clock. Of we sped, despite the average speed needing to be 30mph. Into the black night and very soon a maze of Kent's finest single-track roads, all still decked with the summer's high hedges, which scrapped alarmingly down the side of the Discovery. On cue, the rain started, descending in a sudden cloud burst. The wipers weren't keeping up and in minutes the roads started to flood. Armed with my head torch and fetching bobble hat, luckily, I didn't have time to look out or notice the speedometer which was pitching anywhere from 0 to 60 in seconds as Patrick suddenly got into rally stride. It was definitely better that I was preoccupied with my maps. Boards P1 and P2 flashed in front of me, and I amazed myself by managing to record the letters. Suddenly we were at TC2, and I hadn't missed a single turning.

Standing in the deluge, which was by now hideous, resolute as sentries were the Marshals, ready to sign my timecard. What on earth sort of person do you have to be to stand in pouring rain on a winter's night as a Marshal for the benefit of others enjoying the rally? Without such dedicated volunteers' events like this wouldn't happen - I am in awe.



By now the roads were quite seriously flooded in parts and visibility was shocking. I was searching for little side roads in the pitch-black night through a window obscured by tidal waves. Amazingly, by TC5 we weren't too far out on time, and I hadn't missed a P board and was ticking off points on my map like a pro. Flushed with success, we headed for TC6..... Which is where it all went wrong! I'd learnt that LWR meant Long Way Round and I was looking for a triangular junction in the maze of tiny backroads to perform the tight turns which would reveal P9. Don't ask me where we went wrong because once lost, I lost the plot. I desperately looked for road names, house names, anything that would give me a clue, but nothing matched my map. We were probably only 20 miles from home, but I may as well have been on the moon. In the darkness and lashing rain everything becomes disorientated. By now we were nearly out of time, my eyes ached and my concentration was going.

To make sure we checked in at the end, Patrick wisely decided to call it a day and head straight for the final TC9 which was, happily, a pub in Maidstone. Some entrants looked like they had been there a long time and were tucked into the sandwiches, amazingly included in the £20 entry fee! I've never been happier to be welcomed into a cosy pub.

I was tired but felt that reaching TC6 out of nine time controls in appalling conditions wasn't that bad. Patrick was still speaking to me, which had to say something. Amazingly, my first thought was entering the next 12 car rally. I'd learnt a lesson, which I think may be invaluable. It's this. If you get lost, retrace your steps to the last place you checked off on the map and start again. I'll know that next time...

Pamela Watts

Tour of Kent 2023 - a family affair

For a parent constantly fighting a losing battle against electronic devices, the Tour of Kent has become a bit of a bright spot in our household's calendar.

For a whole day, rather than being sucked into an endless web of YouTube videos, my two girls (11 and 13) swap their screens for the prospect of roaring (at a responsible speed) around the country lanes of Kent, in a two-seater classic sports car.

The only problem is that two people into one navigator's seat doesn't go, making for a day of tricky motoring logistics. It began with an early start for me and designated Navigator No. 1 to ensure we arrived at The Old Rectory in time for a cup of tea and an alfresco briefing from Tom Ash.

Rally plates attached and roof down, we were then ready to set off on what has become a bit of a family affair.



For my co-pilot, it meant we lined up at the start in Grandad's **MX-5**, behind Grandad's red **TR4** (piloted by uncle Dan and cousin Josh), and in front of a MkII Jag containing Granny, Grandpa and uncle Nick.



The tulips of the morning took the field of 60 beautifully prepared cars, old and newer, on some familiar routes through West Kent territory, meandering south towards Tonbridge before heading out into hop-picking country around East Peckham and Paddock Wood. Instructions came loud and clear from my navigator, along with some interesting facts from the roadbook, and there was plenty of time for waving at family in front and behind whenever traffic brought us together.

We eventually made it to the coffee halt just outside Staplehurst where we hit the queue early to secure a large wedge of toffee cake. Meeting us there was my wife and Navigator No.2, who was to takeover directional duties for the rest of the day. (After lengthy negotiations, Navigator No.1 had agreed to a shorter day in the car in return for a compensatory McDonald's lunch).



More swapping was to follow as we switched from the MX-5 to the TR4, replacing the Mazda's modern comforts for the noises, smells, and sheer fun of the

Triumph. Post-coffee, we headed east, passing through Headcorn and Pluckley before taking a steep turn up the North Downs, to reveal a far-reaching view of the Weald in the rear-view mirror.

We continued on our course for the remainder of the morning session, eventually crossing the M2 and hanging a left for a short blast towards lunch at Judds Folly, Faversham. Having refuelled with a tasty ploughman's, enjoyed a covetous walk around the car park and also managed to catch up on the scores in the Ryder Cup singles, we decided to relinquish our early slot in the running order and drop to the back of the course.

We rolled up to the start line in last place, with Navigator No.2 being handed last-minute instructions on how to avoid an unexpected road closure. Problem avoided, we pushed on northwards, grazing the coast at Seasalter before turning inland. With the autumn sun appearing overhead, the TR4 purred through pretty villages, past inviting pubs and on a course down through Wye, towards Ashford.

As we looped down towards Newchurch and the Romney Marsh, we knew the promise of tea and cake at Bilsington Priory wasn't far off, and the bouncy roads around Aldington eventually led us to our final destination. We snuck into the crowded marquee to enjoy a final round of tea and cake to bring this year's Tour of Kent experience to a satisfying end.

Ironically, the fact that both navigators relied on the Rally Trip app meant they both spent a lot of the day on their phones, but I think that can be excused in the circumstances. Now we just need to work out the seating arrangements for next year. Maybe, like the Crakers, we need another entry to make it even more of a family affair...

... at the finish, awards were presented to Jonathon & Lesley Moss, their beautifully presented **1970 914-6 Porsche**, chosen for the Concours prize and



Stuart & Candida Saunders' **1971 GT6**, as the car the Organisers would most like to take home.

Tom Hawkins

Thanks to *m&h photography* and *Trevor Hawkins* for ToK pics

All events of this type require an awful lot of work 'behind the scenes.' Not only are there hours spent designing the route, a lot of tyre rubber burnt, fuel consumed, days spent checking and measuring the route, visiting start/finish/ and other venues, but then the team (very often helped by friends and family members) has to prepare, print, collate, check and then distribute the piles of paperwork etc to all the entrants, competitors, marshals involved on 'the day'. And, then there's the...



KENT FORESTRY TARGA – 2023

September 16th hosted the 3rd Kent forestry Targa at Mereworth Woods on Seven Mile Lane, which was a sought-after event, with spaces on the entry list filling up quickly. I had thought about marshalling this time around, but then heard that new tracks were going to be used and couldn't help myself. So, I eagerly waited for the entry form to open and got a place. For a nice change this year, the car, myself and Matt were ready all-in good time. The car was on the trailer on Thursday evening, having just had all lines run in-board, after bottoming out on the previous year's Targa and also on the Hughes Rally at Manston Airfield. After some other minor checks, men and machine were ready - no last-minute panic for us, this time.

Saturday morning was here, a quick stop off for fuel and then unload, ready for the noise test, scrutineering, and signing-on, which the mighty *Mini* sailed through. On to the service area, we headed to get our pitch set-up for the day. A bit of pressure this time out, as we were seeded car 40, instead of being towards the back, like in the two previous our Targas.

Hoping not to hold anyone up. Test 1 was just over 7 miles and was going well, given the dry and very dusty conditions; until about 5½ miles in, when we were catching up with a Mk2 Escort rather rapidly!!



Unfortunately, they didn't take the chance(s) to move over and let us by and as we came into a PC manned by Steve Thompson and Dave Hughes and I didn't see the Escort brake, due to the dust and sun light coming through the trees and, getting round the cones, we touched! Luckily, the car kept running and we carried on to finish the first test.

When parked back in the service area, we assessed the damage which luckily was mostly cosmetic. But a quick turnaround by Matt and myself saw the car fixed 'ish' and back out for Test two. Thankfully neither crews were injured - just a bit of body-work and pride...

The rest of the day was uneventful for us and we were getting quicker throughout the day, after getting used to the grip levels and improving communication and managing to hold off a fast BMW Compact that could not keep up on Test four. The car was holding up well and both of us felt good about our performance. Towards the end of the day, on Test five we had one of the quicker MG ZR's catching us, but we were on the second loop of the woods, coming towards the end of the test. I could remember what set of instructions were coming up and kept my foot in to blast through a slalom, which barely slowed us down unlike the bigger cars at the event. By the time we had



Many thanks to Andy Manston - m&h photography - for Targa pics

both got through, we had gapped them by at least 30 seconds. Overall, an enjoyable day and more importantly we had finished!! With a 5th in class and 25th overall...happy with that. Unfortunately, this could not be said about a lot of the field, as out of 58 starters only 35 cars finished.



{**Grahame Standen** adds: Lovely day to go playing in the woods, sunny and dry, although it had rained earlier in the week so, hopefully, no dust. With my regular navigator Katie Smith alongside, my Ka set off on the first 7-mile test - all going well, until we caught the car in front, who was indeed stuck behind the slower car in front of him - no chances to overtake and there was a dusty bit, in an



exposed area, where we came to a halt. Off again, soon back in the queue of three, until the first one turned right at the split and we and the car in front went left. Not much between us, certainly no opportunity to overtake until a 'stop and go' passage check where he stalled his engine and couldn't restart it, eventually he was pushed out of the way and we were off again, no more dramas, but much time lost - surprisingly our time though was still only just outside the top 20.

Quick turn-around for Katie driving with Ryan, her nearest and dearest, navigating. Great start off the line, looking good on the first loop near the start, then she didn't come back. Turns out the clutch slave cylinder had failed, that's inside the bell housing, so nothing could be done.

For us, end of event - fetch trailer - go home - park it in the naughty corner - it's still there!}

Unfortunately, Mick & Chris Rose were unable to start in the newly prepared Micra, as Chris had gone down with Covid.

As usual, a big thanks to the organisers and the army of marshals without whom we cannot do this event.

Jack Stewart



What is a Regularity Rally

Navigational Road Rallying has taken place for many years, mostly at night, and was at its strongest in the 1970's. However, as roads became more crowded and cars more powerful, they became unpopular. Special Stage rallies taking place on private land became the way forward, as the cars could achieve higher speeds than could be safely achieved on public roads. However, the cost of such events is very high and out of the financial range of many club level competitors. Other forms of motorsport also existed, in particular, treasure hunts, but they did not contain a time element.

From these sports evolved a more sedate form of rallying which has become known as Regularity Rallying where standard cars can be used, at affordable costs. These events tend to take place during daytime and the object is to travel a set route through the countryside at varying speeds set by the organisers, usually set at an

average of between 15 and 25 mph, set over differing distances. There has been an increase in demand for this type of event, including a well-loved national series using "Classic" cars run by the **Historic Rally Car Register (HRCR)**.

The key skill for the navigators is to plot and navigate the correct route and ensure the driver maintains the pre-set average speed over each section. Drivers need to adopt a smooth driving technique, to achieve that average speed. Timing is to the second, so accuracy of navigation and timekeeping are of the essence. Competitors are penalised for arriving at undisclosed controls early or late, as well as missing Controls. Teamwork between driver and navigator is required to achieve this.

Various levels of Regularity Rallies exist, ranging from a Sunday half-day Clubman's type event which usually finishes at a pub, to a full-on event over several days and covering many hundreds of miles over challenging terrain.

Blackpalfrey Motor Club of Kent run a series of half day events held on a Sunday, as well as The Hughes Historic Rally - a round of the HRCR national championship. Regulations for the Sunday Series can be found via www.blackpalfrey.co.uk/index.php/regruns. These events are aimed at all skills and encourage newcomers into this underrated sport.

If you have any queries, please contact the Series organiser on regruns@blackpalfrey.co.uk



TEAM BLACKPALFREY vinyl stickers (170x74mm). **BADGE** (90mm diam) windscreen vinyl stickers



Available from Grahame Standen - grahame.blackpalfrey@gmail.com

FREE! inc p&p

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



Need a Navigator / Co-driver / Driver?

Just let us know who you are, with contact number and a few details, and we'll 'ask around' –we'll do our best to find you a partner for any event(s), whether it be a Tour / StreetCar event / Scatter Rally / Club Rally / 12 Car / Treasure Hunt / 'bigger' rally /



Targa / Local / International / Marshalling or any motorsport event needing a 'car'

Scatter Rally from The Sun Inn, Bredgar - 19th November

Conditions:- very slippery but not raining. Spent all afternoon prepping the flying Puma with its new lights, back and front. As we found previously, with all the reversing that we did we need good reversing light. All worked well in daylight but needed adjusting in pub car park.

On the dot of 7:45 pm info was handed out. I tried to be clever, to speed plotting up we'd have two maps - Gavin plot on one and me the other, but we failed as it took too long to transpose from one to the other...36 clues plotted and last crew to leave.

Clues from Thurnham to Throwley - decided an anti-clockwise direction was best and the first clue was at Andy and Joy's house. Next clue was on a gate post - we spent a long time looking on the left-hand gate, when it was actually on the right.

New led reversing light work a treat, and we could see backwards as well as we could forwards, as we did a bit of reversing and turning round (mostly deliberately). Answered as many clues as we could in the allotted time but, by being greedy, we lost 25 points for another 10 gained.

Marking was a bit harsh, and we got a couple of 5's for post box times and animals on a sign. On returning to the Pub and waiting for results, everybody was in reflective mood - 'only if'. I looked at the answer sheet for Matt Endean and Kevin Ablitt and they certainly used more ink than we did on their answer sheet as they visited most of the clues and weren't late. Hence, they were the winners - so congratulations to them.

Has Gavin pointed out they had a 15 min start on us and they probably never used reverse? Well done to the 10 cars that turned out and a big, big thanks to Andy and Joy - and we all look forward to the next event. Beware the next time, as the answer weren't published, so may be used again!

Gavin and Bob Croucher



STREETCAR

Although BpMCK is a club that actively promotes Historic and Classic *competitive* car events (as well as, of course, our popular Tour of Kent – part of the HRCR Scenic Tour Series), we also encourage our many members, who *may, or may not,* have a *Classic* car but would, perhaps, like to be involved in 'the new

name in grassroots motorsport' – **STREETCAR.**

The StreetCar 'disciplines' are based on: **Autotests, AutoSOLOs, Car Trials, Cross-country, Touring Assemblies, Navigational Scatter Rallies, 12 Car Rallies, Road and Historic Rallies** and **Targa Rallies** and all of these events are run by us and other local clubs, to which we are invited.

Steve Thompson – streetcar.blackpalfrey@gmail.com, or any Committee Member, is your point-of-contact for StreetCar.

You are encouraged, by MS UK, to join their StreetCar Facebook group here:

<https://www.facebook.com/groups/streetcarmotorsportuk>

If you want to know more, click on: [StreetCar Launch - Motorsport UK Magazine](#)





Presenting – our very handsome MUG – logo front & back

Tea tastes better in it!

Available from trevor.hawkins@blueyonder.co.uk

for the special price of just £5

Collect at any Club Night or BpMCK event.

Chairman: Brian Millen, 10 Hawkridge Grove, Kings Hill ME19 4JB – brian@blackpalfrey.co.uk

Secretary: Andy Elcomb andy.blackpalfrey@gmail.com

Webmaster: Tom Ash webmaster@blackpalfrey.co.uk

Treasurer: Joy Waiton joy.blackpalfrey@gmail.com

Membership: Tom Ash tom.ash@btinternet.com

Your present committee is:

Secretary	Andy Elcomb	andy.blackpalfrey@gmail.com
Competition Secretary	Steve Thompson	Steve.CompSec@gmail.com
Treasurer	Joy Waiton	joy.blackpalfrey@gmail.com
WebMaster	Tom Ash	tom.ash@btinternet.com
Membership	Tom Ash	tom.ash@btinternet.com
HIGHWAY Editor & Chairman	Brian Millen	brian@blackpalfrey.co.uk
Chief Marshal	Phil Smith	phil.chiefmarshal@icloud.com
Assistant Chief Marshal	Grahame Standen	grahame.blackpalfrey@gmail.com
12 Car RegRun Secretary	Dick Athow	regruns@outlook.com
StreetCar	Steve Thompson	streetcar.blackpalfrey@gmail.com
Club Shop	Trevor Hawkins	trevor.hawkins@blueyonder.co.uk
Club Equipment	Trevor Hawkins	trevor.hawkins@blueyonder.co.uk
Social Secretary	Peter Boyce	pandjboyce@btinternet.com
Club Safeguarding Officer	Lesley Busbridge	marinamad1@sky.com
Facebook & Car Shows	Lee Busbridge	marinamad1@sky.com
Committee Members:	Dave Hughes / Simon Ingarfield	
President:	Brian Millen.	Directors: David Hughes / Dick Athow / Brian Millen

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.

Ends