



## JUNE 2024

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.

*The home of Historic Road Events in the South East*

### Notice of AGM – Wednesday, 12<sup>th</sup> June 2024

at **Newnham Court Inn (OS OS178/781570 - J7 M20) – 7:30pm**

if you would like to be more involved, as a Committee Member or as an Officer of the Club (see last page of any HIGHWAY), or have any Club matter or comment to be raised at the AGM, please advise Dick Athow a.s.a.p..

**FREE BUFFET!!**

**2023 Club Awards will be presented after the AGM.**

### June Regularity Run - Sunday 30th June 2024

Organisers: Jack Stewart and Matt Davies - Route on map 179 (Revised February 2019)

Start - Folkestone Garden Centre, MR 179/215431, Canterbury Road, A260, Swingfield Minnis, CT15 7HX

Coffee Stop - Betteshanger Country Park, MR 179/352540, Sandwich Road, Deal, CT140BF

Finish - The Grove Ferry Inn, MR 179/23606315, Grove Ferry Rd, Upstreet, Canterbury CT3 4BP, UK

Enter or offer to MARSHAL on [www.blackpalfrey.co.uk](http://www.blackpalfrey.co.uk)

The **new website** is now live. It's the same address as the old website, but it should automatically go through to the new one – the subjects and drop-down menus are along the top.

Steve would appreciate any comments and, if anyone finds any glitches, spelling mistakes, or you may think something needs to be changed, please let Steve know... [webmaster@blackpalfrey.com](mailto:webmaster@blackpalfrey.com)



**INSIDE:** Future Events - p2. Peking to Paris latest - p2. Award Winners (12<sup>th</sup> June!) - p4. GREMLIN Historic - p5. Weald TARGA - p7. Lydden Hill Memories (1960s) - p8. RS Clubman Licence - p10. Motorsport UK TV p-12. **2023 Club Officials** - p13.

See - [www.motorsportuk.org/events/motorsport-month/](http://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 July HIGHWAY by 24<sup>th</sup> June, PLEASE** - have YOU any stories, pics etc for YOUR mag?  
Editor: Brian Millen, 10 Hawkrige Grove, Kings Hill ME19 4JB – [brian@blackpalfrey.co.uk](mailto:brian@blackpalfrey.co.uk)

- Editor

blackpalfrey.co.uk

## Dates for your 2023/24 Diary

Below, you'll find a list of our events for 2024 (more to come!) but, don't forget, as BpMCK members you are able to enter many more events promoted by member clubs of the Associations listed on page 1 – you can find details on the Associations' and member clubs' websites - all you need is the

**FREE RS Clubman Licence.**

Apply-on: [motorsportuk.org/Competitors/Competition-Licences/](http://motorsportuk.org/Competitors/Competition-Licences/)



## The 2023-2024 Club Regularity Series -

Jack Stewart & Matt Davies have set the date for the last round of the series **on Sunday, 30<sup>th</sup> June.**

Venue & map to be advised.

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

**Sunday morning RegRun Rally - Sunday 30<sup>th</sup> June.** We are looking for **MARSHALS** for 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](mailto:phil.blackpalfrey@gmail.com) (07736 148989) & [grahame.blackpalfrey@gmail.com](mailto:grahame.blackpalfrey@gmail.com)

**The Peking to Paris Motor Challenge** is NOT easy! Blackpalfrey crew, **Patrick and Pamela Watts** in their 1965 4261cc Sunbeam Tiger, are still running *Also comes in red!* well and we wish them the best of luck, all the way to Paris.

"Day 10: 1 rear tower plated other shock bugged. Hole in sump JB welded. Left camp at allotted time of 8.54am all good. Remaining rear damper set soft

so as not to put strain on temp repair. Rides like a limousine but bounces on big bumps - bit more





damping tomorrow, me thinks. Apart from 60km of easy gravel and 40km of broken tarmac rest easy . Too windy and wet!! for erecting camp tonight so diverted to lovely hotel in the 'maritime' national park, (no sea here mates!) who opened the hotel just for the 150 of us at 12 hrs notice, the catering seamlessly done by the camping team!!" ...and have a look at 'the car' on <https://www.youtube.com/watch?v=I4WsSixh1x0> + lots more...

You will be able to find all of the latest news on Patrick Watts FB page, passed on to Grahame Standen for our FB page, and stories from Syd Stelvio, on the HERO-ERA website.



Here are the latest positions in the **2024 Club Rally Championships** after the Kent Targa & the Gremlin

Drivers		Navigators	
Mick Rose	67	Dick Athow	96.5
Rupert Burne	26	Dave Hughes	50
Dave Hughes	25.5	Peter Boyce	31.5
Grahame Standen	25	Carole Burne	26
Richard Graham	23	Chas Davies	25
Trevor Hawkins	22	Steve Thompson	23
Graham Banks	18	Archie Pelling	18

*Dick Athow*



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



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Congratulations to the following Award Winners in our Championships:

### Rally Championships 2023

#### Champion Driver

**Olivers Trophy**

Chris Rose

#### 2<sup>nd</sup> Driver

Graham Banks

#### 3<sup>rd</sup> Driver

Tom Ash

#### 1<sup>st</sup> Novice Driver

**Barrie Lees Trophy**

Rupert Burne

#### Champion Navigator

**Gainsford Trophy**

Dick Athow

#### 2<sup>nd</sup> Navigator

Graham Mayes

#### 3<sup>rd</sup> Navigator

Amy Rose

#### 1<sup>st</sup> Novice Navigator

**Redbar Trophy**

Carole Burne

### Winter Series Championships 2022-2023

#### 1<sup>st</sup> Driver

**Fernall Trophy**

Graham Banks

#### 2<sup>nd</sup> Driver

Nigel Mead

#### 3<sup>rd</sup> Driver

Barbara Athow

#### 1<sup>st</sup> Navigator

**Presidents Trophy**

Graham Mayes

#### 2<sup>nd</sup> Navigator

Archie Pelling

#### 3<sup>rd</sup> Navigator

Rosemary Mead

Marshals Award - **Derek Camp Trophy** - Harry Paice & Linda Collins

Awards will be presented after the AGM 7:30pm at Newnham Court (OS178/781570 - J7 M20) on Wednesday, 12 June.

# THE GREMLIN HISTORIC RALLY

a really classic test of  
crew and machine

**B**recon Motor Club have on their doorstep some of the finest rally terrain in Britain, which includes the Sennybridge MOD Eppynt Training Area, Crychan and Halfway forests, a bounty for a rally organiser and much used by big events like the Rally of the Tests, Le Jog and of course the Wales Rally GB. Two years ago, the Gremlin was resurrected as a historic road rally and Rich and I did it and found it a challenge with tough regularities and long tests, and so it turned out to be once more. We had entered in the VW Golf GTi, but a few days before the event the Golf went sick, so *out came the trusty MGB (below)* - a good thing as it turned out as the hammering it took would have tested the VW's strength.

This year, a new format saw a Saturday afternoon signing-on and scrutiny, before an evening leg, consisting of a test and one regularity, to be followed by a full day's rallying on the Sunday. Main Control 1 at the rugby club in Talgarth saw the full entry of 70 parked on the big field, ready for the roadbook, test diagrams and details of Reg 1 an hour before departure. This was a set of tulips on private land in the Glasusk Estate and a series of snapshots of grid squares, not in order, to plot. A run out, in brilliant sunshine to Glasusk and we joined the queue for the first test around the estate buildings. There was then a problem with the regularity start, due to some poor PR work, before we were away. Some reasonable times for us, before a good pie, chips and peas at an adventure centre in Llangors.

*Rupert & Carole Burne, improving on every event*

Sunday morning began with MC2 and test 2 at Brecon livestock market where, 30 minutes before start time, we received a further handout with regs 4 and 5 navigation. Reg 2, plotted the night before, was a set of map features taking us towards Sennybridge and up on to the military ranges, nearly 30 miles long with 7 time controls. A few yards on and into Test 3



called Black Hut 1, a mile of tarmac and gravel, fast but with slaloms and code boards to slow us down.

On to Reg 3, a series of grid references with LWR triangles and buildings to go round all on whites and at 30 mph, a real thrash, but needing careful map reading. The next challenge were 3 tests in succession; Test 4 was Quarry, a mile long mixed surface test; test 5 was Dixies 1, a tortuous mixed surface with many code boards and slaloms; and test 6, a 1.5 mile "special stage" through Halfway Forest. The MG coped with the gravel, some of it rough, very well, though our advanced years slow us down a bit these days. Reg 4, handed out at the start, began in the forest, used grid lines crossed in



Many thanks to **Chris Huish** for Gremlin pics



order and was mercifully short, ending with a run along the A40 to Llandovery Castle for coffee and card collection, a long morning so far. Just one regularity now till lunch, a 12 mile set of lanes north from Llandovery and including LWR triangles and a little 'white' lay-by that needed watching out for. Finally, a scenic drive along the A483 to Beulah and a fuel station where MC 5 was located.

A quick packed lunch, a handout for Reg 7 and it was off to the start of Reg 6, plotted the previous evening, not without some head scratching. It was very long, plotted by a variety of navigation techniques, and promised to be the real challenge of the event using, as it did, public roads, forest tracks and miles of military whites on the Eppynt ranges, 23 miles in length. Spot heights, grid lines, grid squares, tulip in a real mixture, made for some serious concentration in the plotting, and the tracks in the forest even more concentration on the move. I managed to overshoot the entry into the forest (another minute gone), and also the slot off the brown road onto the whites of the ranges (yet another minute). Normally after lunch a snooze is in order for octogenarians and I was clearly half asleep, as I made yet another overshoot on the ranges; we also missed a code board - mind you, so did 25 others! Time to wake up as 4 tests followed in rapid succession, Black Hut, Dixies and Halfway being the morning tests run backwards. On the very last one we managed to miss a cone right at the end so collected a maximum. Just the final regularity now, a herringbone handed out at lunch. It took us 9 miles from Sennybridge east along the Usk valley, north of Brecon to finish just short of the A470 at Felinfach. A run along the A470 to Three Cocks and the finish, at a very nice garden centre for an excellent roast meal and the wait for the results.

No printed results appeared. All information, including amendments and interim results, were posted on Spotify, so mobile phones were in evidence at lunch and the finish. No general melee at the results board, just individual crews on their phones. It may be an age thing, but I deplore the intrusion of modern hi-tech into historic rallying. On one hand we ban the use of mobile phones en route and then make them essential for information. The use of Google Earth to check whites or triangles is rife while plotting. Fun and enjoyment are being lost in the pursuit of winning something. Obviously, time I retired!! *(fair comment, Peter – any further comments from HRCR 'people'? – Ed)*

John Haygarth and Andy Pullan in the Opel Kadette were worthy winners, from Matt Fowle and Ryan



Pickering in the Escort, with **Daryll Staniforth and Henry Carr in the Toyota Corolla** third. What about us? We staggered in at 41<sup>st</sup>, the MGB having done well, but neither Rich nor I having covered ourselves in glory. This event is one where performance on tests is critical to a good result. For example, my total regularity penalties came to 16mins 51; our total test penalties came to 30mins 34. This showed well with Ian Crammond, winner of the Hughes. Despite Matthew Vokes' brilliant regularity times, they made 12<sup>th</sup>, the big automatic

Mercedes struggling a bit on the long gravel tests. The Gremlin is a full-on rally in an area where the

terrain is ideal; Brecon MC are blessed, compared with Kent based Blackpalfrey, in terms of potential for putting on a national championship event. We must, and do, make best use of what we have.

Next up, for Rich and me, will be the HRCR 40 Tour starting from Gaydon; the Three Castles Welsh Trial from Llandudno and then the East Anglian Classic. That may be the last after about 50 years on and off together. We shall see...

*Peter Boyce*

May 2024



We were hoping to get a report on the **Weald Targa at Manston**, but we've cobbled together some notes off our FB page...TEAM BLACKPALFREY WINS.

*Grahame Standen* shared his usual KA Sport with Dave Hughes, for the inaugural Kent Targa Rally held at Manston on Saturday, 11<sup>th</sup> May - running in the Clubman Event. A hard day's sport with little respite and the end result was



1st and 2nd overall separated by just 24 seconds after 40 miles of competition and a whopping 8 1/2 minutes back to 3rd overall. Now I have to confess that Dave beat me as a driver, but that does mean I was the winning Navigator, but none of that matters after a fun days sport. Tyre wear was excessive we used 9 tyres, none of which were more than 1/2 worn at the start, and borrowed a couple at the end from Katie Smith who had sadly retired.



*Dave Hughes* - Who would have predicted that outcome! After the first run, with Grahame driving and me navving, I thought I could not achieve such times, but thanks to some front wheel drive tuition and the art of lift-off oversteer, I got better and learnt from my fellow partner! After all, rear wheel drive is completely different! Loved it! Thanks team leader.

*Dick Athow* was also present, navigating for Folkstone's Tom Grant in the interclub event, and finished a creditable 12th overall. Dick passes on his compliments to the Organisers for a great event and good use of Manston...



...and *many thanks to Andy Manston for his usual great action pics.*

## Lydden Hill – Rallycross in the 1960's – Memories from Alan Blissett

I am probably in the unique position of having been a spectator at the inaugural event, short term competitor, entrant 1987-96, Noise/Environmental Scrutineer/Inspector from 1993 - Current, Assistant Clerk of Course 2000-06, and even 'spotter' for Murray Walker.



With Rallying, Car Trailing, and Autocrossing through a combination of Kent Motor Clubs in 1965/66, I made several new acquaintances :- **Roy Edwards - Mini**, Rod Chapman & Paddy Thorne – Cortina, Mike Butler – Renault Gordini, who were entering their Autocross cars in the February 1967 Rallycross event, so I went along to watch.

My journey from Brixton SW London was not straightforward as the M2 had not been built and we had to drive through Canterbury. Lydden Hill Circuit was then very primitive, the paddock was mainly grass and mud slopes, with shale tracks leading to the pit exit. There was no cover anywhere, just a wooden hut by the pit exit / circuit entrance, a gents latrine with or without roof – no washing facilities. There was no power in the paddock, no lighting or Tannoy system. At paddock bend there was a catering shed run by Doris!, (her daughter is now Catering Manager), she steamed everything - even new-fangled burgers and frankfurters. On the outside of Paddock bend was a drift-wood and rusted corrugated encampment, occupied by a Polish refugee and his cats - Circuit owner, Bill Chesson permitted him to live there in return for help with track maintenance. This was very close to the tarmac circuit where the gravel trap is now located.

The circuit layout is not dissimilar to the 2024 layout. However, it was much narrower, with no runoff areas, no gravel traps or Armco, no raised kerbs - just piles of tractor tyres marking the bends. Rallycross was run with four cars abreast on the start, with no separate categories for engine size, open or closed cars, so it was not unusual for a hand built special to compete with a saloon and sports cars.

A quick trip round the original circuit : Leaving the 'pits', flagged by Bill's brother, on to tarmac towards the start line; after Bill Chesson dropped his little union flag for the start, you entered 'Chesson drift', which was wet white chalk, which covered your screen, if you had one, and were not in the lead! Half way round you turned sharp right across 'the meadow' which sounds like it should be grass, (this is the route Pat Doran, who obtained the circuit lease from McClaren in 2008, brought back into use with the jump), exiting the grass/mud just before Devil's Elbow, you dragged mud on to the tarmac and visibility was seriously reduced, (until we introduced washer tubes on the wipers and gallon containers of water pumped from the passenger footwell, followed by large holes drilled into Perspex screens). Scream round Devil's Elbow in 2<sup>nd</sup> and up Hairy Hill, then a late change to 3<sup>rd</sup> before the hairpin. There was a motorcycle scrambling 'staircase' running on the outside of hairy hill, which crossed into the central grass area on the way back down. Meanwhile, back to 2<sup>nd</sup>, 3<sup>rd</sup> down the hill, touch 4<sup>th</sup>, and back to 3<sup>rd</sup> (or 2<sup>nd</sup>) turning right into Paddock which was loose, deep black cinders and shale, with the grass mound to avoid if drifting left, (next meeting this would be Mabbs bank), back onto tarmac more or less straight, where the chicane is now located, then two more laps before the finish line on tarmac, which was before Devil's Elbow. All signalling between posts and officials was by flags. There was a cabin in the woods on the outside of the chicane area which served as 'race control' and, I assume, timekeepers with stop watches. If you didn't make it, recovery was by an ancient tractor, with a haybale forklift, and tow chain, which also towed the bouser, should the track ever need watering ! There was a St John Ambulance – similar to one at Crystal



Palace which was wrecked in the Italian Job (you're only supposed to blow the bloody doors off ! ) located on the outside of Chesson's. The retired double-decker bus grandstand - the timekeepers refuge, arrived much later.

I am aware that there were earlier trails of using the circuit anti-clockwise, which is captured on a short YouTube piece of the 60s with Peter Harper's Sunbeam Rapier! There have also been suggestions that Hairy Hill was not tarmacked for the first event and that the short hairpin was used - I don't recall this.

Most competitors brought their cars by trailer, or flatbed, some were even driven to the circuit, and home for a rally next weekend! There were no motorhomes, or HGV outfits – just, maybe the odd old caravan.

Lap times were slow, damage was high, due to the mud and visibility. Returning to the paddock, the main job was to clear the mud off the car with a bucket and sponge and it was first served at the hosepipe by the 'gents', nobody had a jet-wash, there were a few portable petrol/diesel generators which were enormous - nobody had re-chargeable tools. Just a jack-up check if you still had four round wheels, bash out damaged wings and doors - and line up for another go. Scrutiny was minimal and most cars had, as a minimum, a rollover hoop. Lights needed to be taped over, no need for brake-lights or seat-fixings, several 2 door cars had lift up seats. Helmet was a must, and long sleeves, not necessarily flame proof overalls, gloves were optional, goggles were necessary for open cars, and cars with holes in windscreens. Racing was competitive, but generally amicable, even though I detected a bit of north/south divide. Crews/Teams would come to the aid of stricken competitors to get them running with loaned spares or muscle.

Cars I recall from memory are: Minis: Roy Edwards, Hugh/Andy Weldon, Brian Chatfield, Tony Fall, Tony Skelton, Jeff Williamson, Keith Ripp. I don't recall works Paddy Hopkirk or Tom Airey in Minis, but have a photo of Paddy's Austin 1100.



Other saloons: **Rod Chapman - Escorts** & Capri, Paddy Thorne, & Tony Chapell - Cortinas, John Taylor - Volvo Amazon, Barry Lee, Tony Merridale, Win Percy ( WIN 1) - Anglias, Vic Elford - Porche, Mike Butler- Renault Gordini, Willy Veyers, Peter Harold & Griff Griffiths – VW Beetle, Peter Harper – Imp.

Sports & Specials: John Sprinzel- Midget, Nick Ramus-Sprite, Ron Douglas – Elan, Tom Osmond TVR Vixen, Mike Turpin- Millington

Special, Butcher's Bacon Slicer, 'Buffi-Mowog' a Mini special, Nick Jesty ?.

It wasn't until a later meeting in 1968 did we see Geoff Mabbs in the 'Land-Crab' and I witnessed him rolling over 'Mabbs Bank'. The De-Roy brothers were then the ones to beat in their DAFs. Graham Hill and Roger Clark also appeared in the 2<sup>nd</sup> meeting in Mk 11 Cortinas, plus Richard Hearn - twin engine mini based 'Fargo Tiger', Chris Maylams – Honda 600 coupe, and Paul Kerridge – Lotus Europa, prior to its 'fuzzyfelt' reincarnation.

In late in 68 and early 69 we saw, the birth and christening of the Mk1 Escorts, with John Taylor and Ron Douglas arriving in style on a Haynes transporter. Rod Chapman, Tony Chappel and Barry Lee switched to Escorts, the latter two using XTW 368 F – the famous Bagshot test car (with or without 3 & 8 on the Reg Plate). Trevor Hopkins and the Hathaway Brothers entered the fray in Escorts, as did John Heppenstall, and Tony Drummond.

I am aware the BBC TV covered the first event in Feb 1967, however, in time, footage has apparently been lost. Robert Reid got Bud Smith to cover with amateur reel to reel Super 8 tape. I've viewed this some 25 or more

years ago at a B19 M.C club night. Bud's widow passed this to Neil Benfield (B19 Chair) with strict instructions that it not be copied into Video or DVD format - Neil died and it passed to Alan Steel, B19 Club treasurer. When he died, relatives cleared all his old artifacts including B19 history and regalia, so that too has been lost forever.

At the close of 1960's, Bill Cheeson's Astra Motor Club ran a winter series of clubman's events – not televised, to which I brought my multi-purpose / Autocross Mini for a couple of events.

Well...that's it for 1960's...

*Alan Blissett* Est. 1946

## THE BLACKPALFREY MOTOR CLUB OF KENT RALLY CHAMPIONSHIP 2023/4



Rules and Regulations (point scoring etc) can now be found on  
[www.blackpalfrey.co.uk](http://www.blackpalfrey.co.uk)



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# Motorsport UK TV

Dear Clubs,

Motorsport UK continues to promote **Motorsport UK TV**, its dedicated internet video portal providing a single destination for the UK motorsport community and fans to access a huge variety of video content to enhance their enjoyment of the sport.

Available via [www.motorsportuk.tv](http://www.motorsportuk.tv) there is an ever-growing library of short form 'how-to' videos, providing explanations about every aspect of the sport for everyone from the novice starting out, to the experienced competitor looking to enhance their skills and knowledge.

It is a wonderful promotional tool that continues to grow and much of the content can be shared by you to promote the disciplines and sport at large.

The Motorsport UK TV team have produced a suite of graphics and assets in various sizes that you can use on your website and social media to promote the platform and the rich pieces of content that are available. These are available to download and use here – Folder icon **NeverMissAMoment\_Adverts**. If we could ask you to link to

[https://motorsportuk.tv/?utm\\_source=website&utm\\_medium=advert&utm\\_campaign=motorsportuktv](https://motorsportuk.tv/?utm_source=website&utm_medium=advert&utm_campaign=motorsportuktv) - then we would be really appreciative.

Finally, all of the Motorsport UK published videos are available **HERE**. These are available for clubs to link to and embed in their website as well. This link will be updated on a regular basis when content is published.

If you have any specific requests, or have any feedback or content ideas for Motorsport UK to consider, please contact Daniel Smith, Director of Marketing and Communications, ([Daniel.smith@motorsportuk.org](mailto:Daniel.smith@motorsportuk.org)) and Brandon Begg, Motorsport UK TV Manager, ([Brandon.Begg@motorsportuk.org](mailto:Brandon.Begg@motorsportuk.org)).

Regards  
Daniel Smith



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](mailto: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](#)

*Chair: Brian Millen, 10 Hawkridge Grove, Kings Hill ME19 4JB – [brian@blackpalfrey.co.uk](mailto:brian@blackpalfrey.co.uk)*  
Secretary: Andy Elcomb [andy.blackpalfrey@gmail.com](mailto:andy.blackpalfrey@gmail.com) Webmaster: Tom Ash [webmaster@blackpalfrey.co.uk](mailto:webmaster@blackpalfrey.co.uk)  
Treasurer: Joy Waiton [joy.blackpalfrey@gmail.com](mailto:joy.blackpalfrey@gmail.com) Membership: Tom Ash [tom.ash@btinternet.com](mailto:tom.ash@btinternet.com)

**Your present committee is:**

Secretary	Andy Elcomb	<a href="mailto:andy.blackpalfrey@gmail.com">andy.blackpalfrey@gmail.com</a>
Competition Secretary	Steve Thompson	<a href="mailto:Steve.CompSec@gmail.com">Steve.CompSec@gmail.com</a>
Treasurer	Joy Waiton	<a href="mailto:joy.blackpalfrey@gmail.com">joy.blackpalfrey@gmail.com</a>
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Chief Marshal	Phil Smith	<a href="mailto:phil.blackpalfrey@gmail.com">phil.blackpalfrey@gmail.com</a>
Assistant Chief Marshal	Grahame Standen	<a href="mailto:grahame.blackpalfrey@gmail.com">grahame.blackpalfrey@gmail.com</a>
12 Car RegRun Secretary	Dick Athow	<a href="mailto:regruns@outlook.com">regruns@outlook.com</a>
StreetCar	Steve Thompson	<a href="mailto:streetcar.blackpalfrey@gmail.com">streetcar.blackpalfrey@gmail.com</a>
Club Shop	Trevor Hawkins	<a href="mailto:trevor.hawkins@blueyonder.co.uk">trevor.hawkins@blueyonder.co.uk</a>
Club Equipment	Trevor Hawkins	<a href="mailto:trevor.hawkins@blueyonder.co.uk">trevor.hawkins@blueyonder.co.uk</a>
Social Secretary	Peter Boyce	<a href="mailto:pandjboyce@btinternet.com">pandjboyce@btinternet.com</a>
Club Safeguarding Officer	Lesley Busbridge	<a href="mailto:cso@blackpalfrey.co.uk">cso@blackpalfrey.co.uk</a>
Facebook & Car Shows	Lee Busbridge	<a href="mailto:marinamad1@sky.com">marinamad1@sky.com</a>
Committee Members:	Dave Hughes / Simon Ingarfield / Bob Pilcher	
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](http://www.blackpalfrey.co.uk) for more information about the Club and, for our on-line membership system <http://www.blackpalfrey.co.uk/index.php/join> - specially designed for YOU.

*Note: some of the views expressed in HIGHWAY may not be those of The Club.*

*Ends*