



April 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

With ~40 entries, preparations are looking good, after many team meetings, discussions and road miles leading up to the 2024 HRCR Clubmans Championship **Hughes Historic Rally on Saturday, 13th April**. This year we have tried to cut down on Code Boards (to check the correct road route) and replace them with **Passage Control Marshals** so, if you find that you can help for two to three hours, please contact Phil (phil.blackpalfrey@gmail.com) or Grahame (grahame.blackpalfrey@gmail.com) a.s.a.p.

It was good to hear that our contribution to the Weald MC 12Car Series, the Andy Gibson Rally, was well received – well done to Steve Thompson and Richard Graham and all their Marshals, who gave 11 starters a good, fun evening in the lanes to the east of Ashford – especially good, as this was the first event of this type they had organised (Rupert & Carole Burnes' report on p10).

We are currently totally absorbed in running The Hughes and will not have enough time to concentrate on the AGM for another week or two. Consequently, the Committee has decided to **re-schedule the AGM, together with the presentation of 2023 Awards**, until after The Hughes – hopefully in May. We will let you now the date soon.

Not too late to book-in, if you can help on Saturday 13th April, for the Hughes Historic Rally (HRCR Clubmans Championship)



blackpalfrey.co.uk

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 May HIGHWAY by 24th April, PLEASE - have YOU any stories, pics etc for YOUR mag?

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

- Editor

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The 2023-2024 Club Regularity Series - next event on Sunday, 30th June

More details on www.blackpalfrey.co.uk

Jack Stewart & Matt Davies have set the date for the last round of the series – it will be on 30th June.
Venue & map to be advised.

Committee Meeting – Wednesday, 17th April 2024

All members & friends welcome

8:00pm onwards at Newnham Court (Nr J7 M20 – OS178/781570)

Dates for your 2023/24 Diary

Below, you'll find a list of our events for 2024 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

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, in addition to those above, for your diaries:

Saturday 13th April

The Hughes Historic Rally (HRCR Clubmans Championship)

Sunday 30th June

Sunday morning RegRun Rally

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 (07736 148989) & grahame.blackpalfrey@gmail.com

Notice of AGM – Date TBA

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 Andy Elcomb andy.blackpalfrey@gmail.com a.s.a.p. or before 20th April.

2023 Club Awards (see P 4) will be presented after the AGM.

The Peking to Paris Motor Challenge is unique in the motoring world - a true endurance motor rally following in the wheel-tracks of the original pioneers of 1907. Driving an old car nearly halfway around the world with a bunch of like-minded enthusiasts, against the clock, with the added spice of timed sections, makes Peking to Paris the longest and toughest driving challenge for Vintage and Classic cars. The rescheduled 2022 Peking to Paris Motor Challenge will now take place between 18 May and 23 June 2024...



Travelling through China, Kazakhstan, Azerbaijan, Georgia, Turkey Greece, Italy and France, the epic 36-day adventure will cover approximately 14,250kms (8850 miles) and be a true test of endurance for both car and crew. You will be able to find all of the latest news and stories from Syd Stelvio, on the HERO-ERA website.



Blackpalfrey crew, **Patrick and Pamela Watts** in their 1965 4261cc Sunbeam Tiger, will be running at 71 and we wish them the best of luck for a good and trouble free event...



*The Team Blackpalfrey stickers features on both sides of the Tiger above.
You too could have one (FREE)!*

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)



Saturday 13th April 2024

The 2024 Hughes Historic Rally will be based in East Kent, once again with Manston Airport featuring heavily. Overall, the road section will be about 120 miles – all in East Kent OS map 179. Some parts of the route have not been used for many years, and some have never been used. Navigation will be in our usual format, which requires accurate plotting to ensure competitors keep to the correct route, but we will keep it simple enough that newcomers can still find their way round.

The start and finish venue at Canterbury provides easy access to and from the motorways and major trunk roads of the county. In addition, scrutineering will be available Friday evening and Saturday morning for the convenience of entrants.

Full details, along with the Supplementary Regulations and Entry Form will be available in due course on the event's website: www.HughesRally.co.uk



12 Car RegRun – Sunday 19th March

Sunday 19th March saw the running of Phil & Charlie's 12 car BpMCK regularity run, which started at the Airport Café (A20), Sellenge and ended at the cosy Griffins Head PH at Chillenden. As is usual with these events, plotting was sent out a few days before, but with an upcoming NaviScat that Jack & I were hosting Friday evening, left us little time to prep.

Sunday morning, and the car was ready to go, route plotting finished (kind of) and a quick blast down to Sellenge for the start of the measured mile. A calibration route that we have used before, so it was nice to double check that the reference points were the same and we didn't need to make any changes to the Brantz before we started. Once that was done, we headed into the Café for breakfast and a large coffee to get ourselves prepared for the day ahead. A quick check of the route with other competitors bought about a slight change to the end of Reg A which included a few 'UNDERS' just off Stone Street but, other than that slight change, we were ready to go.

This was the first time that *Jack & I, in our Cooper S*, started as car No.1 so, leaving at 10:01am, we led the pack of nine starters to the start of Reg A. 10 seconds to go and having a soaking wet clipboard being handed back through the window we started the countdown.



The start of the route took us south through Lympe, Bonnington, then heading back north through Stowting whilst zigzagging over Stone Street. We found out (at the Finish) that all nine cars had missed TC1, where Trevor and Brian had stood expectantly waiting to check-in a few cars – the navigation was correct but, perhaps, a little devious, as the route instructions advised navigators to go through spot height 44 (Aldington Frith), by turning left at the crossroads rather than turning right.

Lee Busbridge - What happened at A1?? (Facebook)

Philip Smith - There was a spot height that was just off a crossroad - meaning if viewed correctly you need to turn left to go over it and if viewed casually, they all turned right and missed the control. 😬😬

We stuck to the route that was plotted and didn't see any other competitors, which was a benefit to starting at the front, we were running our own pace. Reg A was going to plan and speed changes were keeping me busy in the passenger seat. Avoiding all the potholes and flooded sections, we had made it to the final time control where Phil & Charlie were 'hiding' at the bottom of Hog Lane ready to clock our clipboard. Once given our ideal times, we headed on to Thompson's Garden Centre to warm up, dry out and get another coffee.

Reg B, started by heading north on Stone Street towards Petham, Lower Hardes and Bridge. This was a more familiar route for us, as we used sections for our 12-car event around these areas, and also on the

previous 2023 Hughes Rally. Again, we settled into the timing and navigation along the route hoping that we didn't need to cross any of the potentially over flooded fords in Bridge. The roads for us were fairly clear, most likely down to the poor weather conditions, so we didn't get held up by much, until the final section which seemed to have made up for the whole previous 40miles or so. We ended up having to chase time towards the end of Reg B, making it a short dash to the end. Finally, we made it to Phil & Charlie at the White Mill in Chillenden, for their final time control, then it was on to the pub. But, before then, keeping eyes open for any sneaky code boards to the EOR.



All in all, a fun route, shame about the weather making driving conditions tricky and hopefully it didn't dampen the spirit of all the marshals who braved the day. Thanks to them we can run these events, thanks for Phil and Charlie for a challenging plot and navigation and congratulations to **Barbara & Dick Athow for winning in their 'shopping' Clio**, with a total score of 444, followed by **Nigel & Rosemary Mead's MX5** and a close 3rd place between three crews, including us. For Jack and me, it is preparations for the upcoming Hughes Rally on the 13th April and continuing to plan our 12 Car event in late May / early June - hope to see YOU there...!



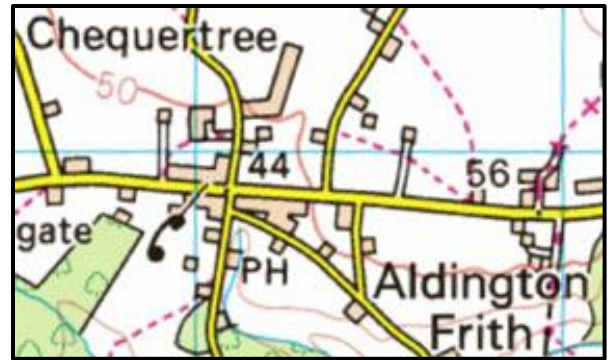
Blackpalfrey Regularity Run - RESULTS		Date: 17th March 2024										
Pos.	No.	Driver / Navigator, Car	A1	A2	A3	A4	B1	B2	B3	B4	PC/WD	Total
1	9	Barbra Athow Dick Athow Renault Clio 2005	200x	0x	56	67e	7e	18	76	20	0	444
2	6	Nigel Mead Rosemary Mead Mazda MX5 1994	200x	0x	5	79e	2	37e	34	7e	100	464
3	7	Mick Rose David Hughes Nissan Micra 1999	200x	0x	0	80e	2e	64e	42	34e	100	522
4	8	Gavin Pilcher Bob Pilcher Ford Puma 2001	200x	0x	7e	67e	54	78	15	21	100	542
5	1	Jack Stewart, Matt Davies Morris Cooper S 1963	200x	0x	3e	78e	28e	85	5	44e	100	543
6	5	Andrew Kilby Martine Kilby MGB GT 1973	200x	0x	11	79e	3	24e	100	100	100	617
7	4	Richard Stanier Robert Smith Volvo P1800E 1971	200x	0x	16e	64e	44	100	100e	100	0	624
8	3	Graham Banks Archie Pelling Volvo Amazon 1970	200x	0x	8e	68e	63	11	100	68	200	718
9	2	David Jones Linda Peeke Volvo Amazon 1968	200x	0x	100	78	48e	100	200x	0x	200	926

Organisers: Charles Harrison, Phil Smith Marshals: Brian Millen, Trevor Hawkins, Peter Boyce, Simon Hill, Julie Hill.

Matt Davies

An Organisers explanation: We don't set out to make our regularity runs difficult, but Charles and I do like to get the competitors to think. It is, after all, a training session for the larger events.

Having drawn a route and produced the navigation for it, I passed the instructions to Charles for him to plot. As expected, he had a different route - checking whether he had just got it wrong, or was the navigation wrong, meant we added a few more references. However, there was one part where he just got it wrong - all that was needed was a closer look.



Spot height 44 was on a crossroad and the 56 off to the right. But, *if you look closely*, the 44 spot is on the road to the left of the crossroads so, in order to pass both you needed to do a loop then back on the road to the 56. Of course, we put the control on that loop. We were aware that some might get this wrong, so warned Trevor and Brian that they might not see everyone. We didn't expect everyone to get it wrong though. Brian stood waiting with his camera ready for the shots for HIGHWAY, to no avail!

Further on in the regularity we passed a spot Dave Hughes had used on last year's Hughes Rally - we decided to put the final control there. This meant a long way round a tree.

In order to let everyone know this was what we wanted, we put four grid plots that you had to pass in the instructions. One these was clearly off the road, and we felt this was clear enough for the competitors. In practice it wasn't, and most, although not all, competitors went wrong.

Rosemary queried the navigation, as we had said coloured roads only (CRO) and behind the tree put them on a white.

We felt the grid plot was clear enough, and some competitors got it.

Rosemary suggested we could have put CROW. 'Coloured roads one white' in the instruction, but we hadn't heard of this anachronism. Is this a table-top only one, or should we include it in the organisers instructions?

The rest of the run went to plan, and everyone said they enjoyed - although my parents married status was questioned yet again!

As is becoming the norm we struggled to get enough marshals for this event . During the summer we will be looking at ways to get more people involved...

Phil Smith



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'....

Weald/Bexley LCC 12Car Championship Round – 8th March

I suppose it was only a matter of time before our esteemed editor caught up with me and prevailed upon me to record my experiences on the Weald 12 Car series - hope I don't bore you! I am a great believer in Road Rallying as a Team building method and the skills required develop many transferable skills to the workplace and have built a good relationship with Duncan Brown who, like me, is from the Celtic areas of the UK (me Cumbria, him Mull). We both like competing and the challenge of a series of events gives us something to look forward to. Work 'needs' prevented Duncan from competing on the first round and I was afflicted by Covid anyway!

Round 2 and, from the start, we clicked and found a code board neglected by my rivals putting us into the lead so, with 2 miles to go, we left the road and ended on our side (mine of course)! We got out and righted the car and course closer towed us out, so we cut to the finish and still came 6th! Never give up! The missing 13 points will hurt my championship for sure, though. This year seems to have been difficult for me and perhaps I have been guilty of over thinking some of the navigation, but it will be close.

This Bexley round started at the Chequers, Darenth, with their traditional run out a 10 digit map reference making me wonder what to expect, as last year I wasted time plotting an 'avoid' section too tightly and was forced to cut a loop in consequence. Searching a map for the appropriate tracing on the first section, cost us 2 mins and, as usual, avoiding local 4x4s prevented us from clawing any time back! Running an event in this area is a real challenge and Bexley rose to the task with a great selection of roads which showed where Kent CC don't spend any money! A marshal, insisting the time on the clock was what we were going to get and not the time we had arrived with another car, was resolved when I decided that going 2 mins late into the next section was silly and accepted his decision and departed! That straight line from that control sorted most experts out, as the difference between editions could cause problems and another few minutes was lost until Kevin Ablitt went up a turn that was my favourite guess! Only one thing to do, and we followed. Checking on the table-top next day it plotted with ease!! The start control was a few metres off the map reference I had plotted causing me to not see a white under the pencil mark! Another lesson learned.

Straight forward bits followed until colours merged on the map on a clock departure section. I thought Duncan had missed a turn and made him turn round and back- track to enable me to re locate. It turned out that we hadn't gone far enough but a driveway looked like the turn we needed!! Wish people put gates on their drives! That cost us another 4 mins by the time we had turned round again! The ordinary map references, next up for my delectation, required careful plotting to not wrong slot or go too long a way round, but the roads in this area so close to Sadiq's penalty area are a real challenge. Junction departures kept me busy while Duncan wrestled with the dodgy surfaces and avoiding yet more locals all combined to cost us a final minute. Better to arrive late than annoy the residents.

A short run back to the Chequers and a very welcome beer and chinwag. Results teams seem to be getting quicker these days and 3rd overall was a welcome reward for our efforts. The spoils went to Semi

Experts Mick Rose and Dick Athow, with my nemesis Derek Arnold and Simon Fudge leading the expert class.

Roll on the Blackpalfrey, and Final, Round of the Series on 22nd March (see p9)!

Chas Davies



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 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 - 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) and Brandon Begg, Motorsport UK TV Manager, (Brandon.Begg@motorsportuk.org).

*Regards
Daniel Smith*



With Rupert & Carole Burne's report on next page, it's worth mentioning that our contribution to the **Weald Motor Club's 12Car Series** was well received by all the entrants see the Weald MC Facebook pages – so, many thanks to Steve Thompson and Richard Graham and all the Marshals for that.

As a copromotion with the Weald MC, it's also worth mentioning that the whole cooperation with the Weald MC and their contributing local clubs was good, with more Marshals and a very efficient Results Team (Howard Shaddock & Keith Edwards).

Weald/Blackpalfrey R9 12Car Rally – 22nd March

Time flies! It doesn't seem long since we were at the start of the Weald 12 car 23/24 series and here we are, at the concluding event...

The Blackpalfrey round started, with 11 cars, and finished at Aldington, about 4 miles southeast of Ashford, with a route that described a rough semicircle to the southern side of Ashford. Looking at it on the map, a sort of smiley face – very appropriate. The start was from the village hall carpark (shared with a dog training class) and when cars left it was well dark enough for safety. The rain had stopped, and the navigation was a broad (and accurate) mix of techniques ranging through herringbones, clock faces, leave grid square by, map extracts of junctions and counting the green dots.

Not the best night for Duncan Brown & Chas Davies

The route was on what I think to be good rally roads, nearly all muddy and with a fair number of potholes (where doesn't have these?) and showing good variety from the slightly more open roads early on, to the narrower succession of square right, square left bends on Romney Marsh. A great bonus was that they were pretty well free of local traffic (no following a Tesco delivery van for 2 miles hoping it would turn off soon and wondering why on earth it was delivering in the back of beyond – *(ask Phil, he can tell you – Ed)*).



For us, having missed the very first code board (driver not properly focused) things got better, and we had a relatively smooth run. We managed to miss the potholes that caused a few competitors punctures. Car 10 (Andrea Sterry / Si Kellow) picked up two punctures, managed to borrow a second spare and still only dropped 11 minutes. A bit of bunching at some of the controls kept marshals busy, suggesting that the navigation was suitably challenging, but no one went seriously wrong with the maximum number of Fails being 3.

Wug Utting / Bob Stokoe had no time penalties and won, closely followed by Derek Arnold / Simon Fuidge with 1 minute lost and *Mick Rose / Dick Athow* third, and first semi-expert, on 6 minutes. We finished 6th with just 1 minute penalty, **but** plus 1 Fail for that missed Code Board!



We will be dropping to the very back of the field next year when we have a go at the plot and bash category, but for our three rounds this year we've had lots of fun. A big thank you to all the organisers of all the events for their hard work and dedication.

The Hughes, on 13th April, is next for us - no doubt a bit more challenging...

Rupert and Carole Burne

(Apologies for the terrible photos!...but, better than none, I suppose. I'll have to get some lessons in night rally photography from Andy Manston or Paul Griffiths! - Ed)

THE TOUR OF CHESHIRE – HERE WE GO AGAIN!

The first weekend in March for the last 21 years has kept me busy with this season opener to the HRCR Clubmans Championship. It is a must for me because it was my idea (“Not a lot of people know that”). From 1989 I had been a member of HRCR, rallying my Saab 96 in stage events and navigating for a friend in his Austin A40. At Knutsford MC we had the Plains Rally as our main event, plus assorted 12 Cars and Scatters and a big off-road championship, a lively club. But we also had Don Barrow and Nigel Raeburn as members. At a committee meeting, having written articles about my exploits in the HRCR, I suggested that we had the expertise to put on a daytime regularity historic rally, and it was taken up. As Knutsford’s event secretary, then chief marshal, I was involved till in 2014, but now, living in Hawkinge, I decided it was time to compete. Long time rally partner, Rich Harrison had driven me round the route as chief marshal for many years, so was keen to join me and we haven’t missed one since.

Usually this is a nice opening round with daffodils everywhere and spring sunshine, but not this year. Rain, floods and potholes were the order of the day. Measured mile done in *our Golf GTi*, it was off to scrutineering which, this year, was divided into slots within which a band of numbers could arrive, a system normally totally ignored by competitors. However, there was a catch in that you could only collect your rally pack and sign on within your specified slot, so no point in turning up early – it seemed to work well. In the pack were five of the nine regularities to plot, two of which were quite a challenge and would have been a nightmare to plot en-route, plus the test diagrams.

Next morning, heavy rain and a 07.45 crew briefing from C of C Mike Harrison, warning of flooded roads and big potholes - so beware. At 37 we were away at 08.52 straight into Reg A, a London map with 16 points, some of which were to be visited in a specific order, in the lanes W and N of Nantwich to finish at Oulton Park circuit, moderate times but no problems. Save for one big one. I was not well! I had a urinary tract infection which meant that I was distinctly uncomfortable and needed frequent pee stops. This did not help concentration – “will I get to the end of the regularity before I need a pee?” etc etc. The rally circuit at Oulton, slippery at the best of times, was a scene of spins galore. Not for us in the Golf GTi, but my lack of concentration cost us a Wrong Test on the first one! After a quick coffee stop and passage check, Reg B was a set of tulips in the Delamere Forest area, then reg C defined by a complex set of NAM junctions, map features and road colours, looping north of Northwich to end at the entrance to the Cheshire Showground at Knutsford. Here we had two tests and Reg D, a roughly 2 mile tulip section totally off road, on the tracks within the showground - very slippery, but great fun. Reg E started just outside Knutsford and was a



set of 'overs, unders and throughs', heading south towards Holmes Chapel - plotted the night before but needing careful attention, leading to Lunch at the local golf club. Here, tales of sliding round Oulton Park and potholes hidden by puddles and for us, some not very impressive times. Also, some more plotting for me, regularity H, grid squares, coloured road junctions and a herringbone.

From lunch, Reg F took us north, through the complex of lanes around Swettenham and Peover to just SE of Knutsford, and a short run to Booths Hall for a couple of tarmac car park tests. Once again, my lack of concentration meant we got the first test wrong. Reg G

had caused some headaches the evening before - a series of instructions that include passing 23 green dots and some black spots to avoid in the lanes between Chelford and Congleton. There followed a bit of a Mickey Mouse test in a farmyard which involved going in and out of buildings with 'stop astrides' in each, before Reg H. At the start the marshal had warned of a flooded section and round the first corner there it was, complete with dozens of spectators with cameras at the ready. Rich chose to drive through nice and gently, no bow wave or spectacular wash, very wise in the event, as several crews came to grief here. One nice Porsche 944 hydraulicked the engine and has a big bill to face, others losing time drowning out. Just one last section now, Reg I, a set of map features, spot heights and grid lines SE of Crewe, fairly short but quite tricky to navigate, to the finish in Willaston. Pie, peas and chips plus a pudding and wait for results - quite a long wait when there are 75 starters.

A long hard day with no let up. The Golf went well but I didn't! Two wrong tests and a missed secret check, the latter due to careless plotting, thinking a small yellow road was a white on a Coloured Roads Only section. Apart from this, our times were also pretty haphazard. Lesson - don't go rallying with a urinary infection! It is really uncomfortable in many ways. Once home, antibiotics did the trick. Winners



were **Andy Pullan and Ryan Pickering in the Peugeot 205GT** (pic: Phil Bramhill) from Peter Higton and Phil Savage in the Mazda MX5, with Ian Crammond and Matt Vokes in the big Mercedes 280SL third. Again, first two cars post 1980. What about us? Too many mistakes and wayward timing left us at 53rd, our worst ever result. However, a very good event in every respect, with its nine challenging regularities and nine tests, especially the four at Oulton Park. The route

instructions, as always on this event, require careful reading. If you do exactly what is written it all works. And, as ever, a big thanks to the marshals who had a wet and windy day to endure, 35 time controls and about 8 secret checks. Not a code board in sight! Rich and I aim to do selected events this year, the next to be the Gremlin, run by Brecon MC and certain to use the military ranges on Epynt, age permitting. Meanwhile, helping where I can with the Hughes is the task.

Peter Boyce

March 2024



THE BLACKPALFREY MOTOR CLUB OF KENT

RALLY CHAMPIONSHIP 2023/4

A. The Blackpalfrey Motor Club of Kent Ltd is pleased to announce their annual Club Championship for Rally Drivers and Navigators, commencing on 1st December 2023 and finishing on 30th November 2024.

B. Eligibility: For points to qualify the contender must, at the time of the event and at the end of the Championship season, be a fully paid-up member of the BpMCK.

C. Eligible Events: Rallies, Regularity Runs, Scatter Rallies - BpMCK promoted events / Weald MC events / HRCR Championship Road Rallies plus other 'rally type' events (e.g. Targa rallies, Le Jog, Rally of the Tests, including non-UK events) ...see paragraph 3 below. If in doubt of eligibility - ask. Where events are run together (e.g. the Hughes Historic Rally and Hughes Club Rally) the points will be based on the overall positions for the combined event.

Championship Rules

1. If the BpMCK is an invited Club, in order to obtain BpMCK Championship points, the entry must be under BpMCK. For those eligible events where BpMCK is not an invited Club, this entry requirement is waved.
2. In case of dispute or clarification of these Championship rules, the Championship Administrator's interpretation will be used. A contender may appeal to the Committee of the Club, whose decision is final (any such appeal must be made within 7 days of the alleged anomaly being published in the Club Magazine or elsewhere).
3. To claim points a contender should give or email a copy of the results to the Championship Administrator **within one month after the publication of the final results** (and, in any case, by 5th December).
4. In the case of equal overall scores, the award will be jointly presented.
5. The Championship will run from 1st December to 30th November of the Championship year.
6. The points will be allocated for Overall (O/A) positions as follows (X = number of starters):
1st O/A: X points, 12th O/A : X-11 points, 20th O/A : X -19 points, etc.
e.g. 20 starters: 10th position – 11 points / 4th position – 17 points
12 starters: 10th position – 3 points / 4th position – 9 points
7. For events with 25 or more starters, half above points will be scored.
e.g., 50 starters: 12th position – 19½ points / 23rd position – 14 points
8. A Perpetual Award will be presented for:
1st O/A Driver
1st O/A Navigator
A Novice Award for Driver & Navigator may be awarded by the Committee.
Further awards may be presented at the discretion of the Committee.



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](#)



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Collect at any Club Night or BpMCK event.

Chair: *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	webmaster@blackpalfrey.com
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12 Car RegRun Secretary	Dick Athow	regruns@outlook.com
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Club Safeguarding Officer	Lesley Busbridge	cso@blackpalfrey.co.uk
Facebook & Car Shows	Lee Busbridge	marinamad1@sky.com
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 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.