



March 2023

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

MARSHALS: A good way to taste club motorsport is to marshal on 'low-key' daylight events, such as Blackpalfrey RegRun Series, run on Sunday mornings in Kent and Sussex. The success of these and, indeed, all motorsport events rely on marshals who man (and woman!) timed and passage points on the route. It's really good fun and just three or four hours of your time, finishing up in a pub with the organisers and competitors, helps the organisers very much and the competitors really appreciate seeing **your** cheery face as you note their passage along the attractive lanes.



Of course, marshalling on these 'smaller' events can lead on to other things, such as night-time rallies or race meetings – indeed, all types of motorsports require marshals, whether it be 'in the lanes', in the forests, in fields (for events such as Autotests, AutoSolos, Autocross) or at race circuits or hill-climb venues – they all need help from **YOU**.

Contact details can be found on www.blackpalfrey.co.uk or ask any Committee member - details on

page 8.



Good to see Tom Ash and Graham Mayes, in Tom's Audi 80 joining Peter Boyce, navigating in Rich Harrison's

GTi, and Mike Cochrane in Angus McQueen's BMW323i, on Knutsford MC's Tour of Cheshire Historic Road Rally – hope to hear all about their fortunes in April HIGHWAY

On page 2, you'll find a list of our events for the next 12 months 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/

Copy for April HIGHWAY by 26th March, please - have **YOU** any stories, pics etc for **YOUR** mag?

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- Editor

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Club Night - Wednesday, 8th March

7:30pm onwards at the Park Gate, Hollingbourne
(188/838537)

all welcome

Dates for your 2023 Diary

January	8	Sunday	12 Car Regularity Run	4
February	5	Sunday	12 Car Regularity Run	5
March	5	Sunday	12 Car Regularity Run	6
March	8	Wednesday	Scatter Rally	
March	31	Friday	Weald/Bp 12Car Rally	
April	16	Sunday	12 Car Regularity Run	7
May	27	Saturday	Hughes - HRCR Championship	
June	11	Sunday	12 Car Regularity Run	8
October	1	Sunday	Tour Of Kent - HRCR Tour	
October	15	Sunday	12 Car Regularity Run	1
November	8	Wednesday	Scatter Rally	
November	19	Sunday	12 Car Regularity Run	2
December	10	Sunday	12 Car Regularity Run	3

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BOB & GAVIN'S "SANDY MEMORIAL 12 CAR"

or, Simon and Trevor "Always the Bridesmaids!"

Sunday morning at 7am was bright and sunny and I was just preparing to leave the house and meet up with Trevor at the Park Gate Inn when my mobile rang, "The car's battery is as flat as a pancake, can you come over to mine and see if we can jump start it!"

So, off I trot to Trevor's place in Larkfield and, luckily, he'd managed to get the MX5 running and, with a bit of squealing from the fan-belt, we set off towards Sandwich, in far east Kent. Luckily, the measured mile was on our route and tallied with the Brantz, so we got to the start with enough time for some



brekkie. White Mill Wake and Aqua Park is just outside Sandwich and, although it was bloomin' cold, some mad people were enjoying a swim!!!!

Met up with everyone and noted the route alteration and speed changes pinned up on Bob's pick up. I'd spent a good few hours plotting Bob's route (the tulips were particularly challenging!) and was pleased that the route alteration was on my plot!

Had an excellent egg and mushroom muffin and a cuppa in the café and then outside for the drivers briefing. The usual stuff – potholes, codeboards and horses etc. At least there wouldn't be any standing water – on the last '12 Car' (a splendid event, thanks to Rosemary and Nigel) I got a soaking after leaving a control and not winding the window up before hitting a big puddle!!

We were car 7, just behind Alex and Angus in the Focus and in front of our arch rivals Dave and Graham in the Volvo (they beat us by just one second last time out!). The speed changes for Reg A were straightforward, no changes between controls – cheers Bob. We were flagged off by Gavin and set off on our little tour of East Kent. The first part had us skirting around Ash and, at one point, we caught up with Alex and Angus – however, they then turned left when we went right – who was on the correct route??!! We picked up a couple of codeboards and then reached Harry and Linda at TC1. In the Final Instructions, Bob and Gavin had said "all triangles are to be traversed LWR", so I took that literally - to be rewarded by many codeboards!

The next section took us towards Eastry avoiding a couple of blackspots, but being held up by a few horses which made us late (I think!) for TC2, manned by Phil and Mick. We then headed towards Dover on some very good roads with not too much traffic, picking up a few more codeboards on the way before meeting Bob at TC3. We were then heading towards the coffee stop near Deal, but first there was a LWR at GS3353 - the route instructions said NAM however I plotted the only LWR I could see on the map and I was glad I did, as there was TC4 with Gavin and his daughter. A cheeky codeboard on the way to coffee was a good touch!

On to the coffee stop at Algar Lodge Farm Shop, where I decided to forgo a hot drink and instead purchase some splendid ales for consumption later!

Reg B had us heading south towards Deal and a short detour around what looked like a housing estate on the map. It was quite tricky to work out which one of the many left turns was the correct one, but we were rewarded by a codeboard – hurrah! Then, through a charming little hamlet called Ripple, where Trevor pointed out the Ice Cream factory and also a couple more codeboards! Next were Harry and Linda at TC1 (of course!) and then a skirt around the outskirts of Dover and on to Phil and Mick at TC2. Then it was off to Lydden and the route change at Ewell Minnis. Gavin, at TC3, came next and then we were on the home stretch – however, Dave and Graham in Car 9 caught up with us and we both got to Bob at TC4 together! (so, we were either far too slow or, they were too fast or, had we taken different



routes to get there!?).

The finish was at Little Farthingloe Farm Shop, where we all agreed it had been a splendid run and thanks to Bob and Gavin for putting in the time and effort to organise the event. Many thanks as always to the marshals Harry, Linda, Phil and Mick.



The final results put **our 1998 MX5** in 2nd place, with 179 points, with Nigel & Rosemary Mead in 3rd, and first place went to **Mark and Sue Watson (1966 Cooper S)** with a very impressive 83 points.

Simon Ingarfield

*(It was noted that the few marshals had to do a lot of darting about the route, to make the event as good as it was – for future events...if you can't enter, please come out and **MARSHAL** now and again – it's good fun and will be much appreciated by the organisers and competitors! – Ed)*



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 can't promise, but 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'....



The Hughes Historic Rally

Saturday 27th May 2023

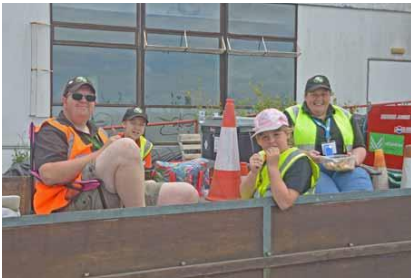


Now that the season has begun with the Tour of Cheshire and the North Yorkshire seeing full entries, the team at Blackpalfrey aim for a similar response to their Hughes Rally on 27th May. With Rally HQ and scrutineering at the Conningsbrook Hotel in Ashford, conveniently just a mile from J10 of the M 20, using Manston Airport as the focus of the tests, and the seldom used lanes

of East Kent for the regularities, an interesting day's rallying is in prospect. This could be the last chance to experience Manston as a motorsport venue as there are plans to redevelop it as a major air freight hub, a good reason to ensure you get an entry. With its 6-mile perimeter, huge runway and dispersals, it offers scope for big flowing tests and off-road regularity.



Dave Hughes and the team have in hand a compact route with straightforward navigation and the odd twist to keep crews on their toes. As ever, a big team of marshals will be needed and chief marshal Tom Wilson will be happy to hear from you, details on the club website.



The Hughes Club Rally is open to cars, preferably of a make and model first manufactured up to

1985. Later manufactured vehicles will only be accepted at the organiser's discretion. All vehicles must comply with MSUK Technical Regulations and in particular articles J5 and R18 as applicable for a Targa Rally. The Hughes Club Rally is open to all fully elected members of The Blackpalfrey Motor Club of Kent. All competitors (drivers & navigators) must produce the new RS Clubmans licence which is f.o.c., and a valid club membership card at signing on.



So, championship contenders, having competed in Cheshire, in Yorkshire and South Wales, head south east and enjoy the challenge of East Kent. Or if you are just beginning as a competitor, this will be a good way to start.



Peter Boyce

The Role, Responsibility and Practice of Environmental Scrutineer / Inspector

With over 55 years professional experience as a Qualified (Public Health Inspector) Environmental Health Officer working in London and a longer period as a motor sport competitor and official, I am well placed to provide an insight to the regulations and their practical application. Like fellow Blackpalfrey members Tom Ash and the late John Fowler, we were engaged in Noise Enforcement from 1978 and I subsequently managed the full range of Local Authority Environmental Protection Regulation until retirement in 2013. Most of you reading this as members of Blackpalfrey will have come across 'noise scrutineers' in rallying circles, and although I will concentrate this piece very much on noise and rallying, I will touch on other clubman's disciplines and the evolving role of Environmental officials. I shall make reference to Motorsport UK Yearbook Regulations where details are set out in several chapters, which I shall abbreviate.

Environmental Policy is set out in the National Sporting Code [Part 2 A 9 & 10] which states that Motorsport Activities must be managed to minimise the impact on the environment and depletion of natural resources, in terms of noise, air pollution, land contamination and land erosion; and in compliance with Environmental Protection Legislation in terms of 'nuisance'.

It is the event organisers responsibility to appoint scrutineers of an 'appropriate grade' to undertake vehicle examination [Part 2 D 33] For all Race, Speed, Road & Stage Rallies, they **must** be Motorsport UK licensed, for other events Autotest & Slalom PCT's etc they should be suitably experienced. Environmental Scrutineers [E.S.] **must** be appointed for all rallies and other events using the public highway [G.7.8] An essential part of pre-event scrutineering should be a sound test [D 33.3] There must be a specific area identified for noise testing with sufficient lighting to undertake duties at all Circuits and Venues [E 4.2.2 & 12.2.9]

The role and responsibilities of E.S are detailed in section [G 7]. Their main function is to use a sound meter to check **all** cars -incl. course cars, before and during event, to ensure conformity that exhaust sound levels are within maximum set out in chart [J.5.18 Page 156]. Should a car fail – the **E.S. has Authority to refuse start, withhold time card or route info.[G.7.9] There is no opportunity to protest or appeal as E.S. is a Judge of Fact.[G.7.9.5. & G.10.2.2]** It is essential therefore that the E.S has an appropriate sound level meter, properly calibrated, valid certification and conducts the test accurately in conformity to the measures set out for both 0.5m and/or 2 metres test.[G.7.10] **see also [J.5.18 & chart]**. The E.S. must provide a written report to Clerk of Course.

Silencing is the responsibility of Entrant, [J.5.17.] who should not only be familiar with the Motorsport UK current yearbook regulations but to any additional restrictions which have been included in the final or supplementary regulations by circuit management or the organisers.

[J.5.17] All competing vehicles are subject to mandatory silencing, unless a waiver has been granted for a specific class or Formula. There are exemptions and exceptions from the J.5.18 chart i.e., Formula 1, F3, BTCC & BGT. Exhausts normally should terminate at the rear of the vehicle, if at the side, they must terminate behind the mid-point of the wheel- base; all must within 150mm of the outside of the vehicle but not protrude by more than 4cms. Where a vehicle has two separate exhausts, measurement must be taken of each, with the higher reading taken as the record [not an average]. No temporary silencing parts or material may be added. E.S can refuse test, and car can be disqualified. [J.5.17]



I set out below some of the anomalies and issues facing an E.S.

1. You will see from the Chart 5.18 that Maximum Noise Limits are all based on rev limits. There is NO requirement in the Motorsport technical regulations for competition cars to have a rev counter! E.S is reliant on the driver to hold revs to the limit whilst a test is conducted. The E.S therefore needs an assistant by the driver's car window to verify this.

2. Road / Stage Rally Cars different requirements i.e. Road 2/3 Max RPM level 86 dBA @ 2m; Stage 4,500 RPM level 88 dBA @2m. Some competitors may be using same car for both
3. Hillclimb / Sprint Car used jointly for Rally X or Stage Rally have 3 different requirements
4. How do you differentiate between Sports Cars / Sport racing cars / Sports Libre?
5. Equally, which category do you class space-frame silhouette saloons and oval hot-rods used in race/ sprint or hillclimb.
6. Identifying a free-field site for a 2 metre test, may be ok before a rally, but is not repeatable during event with 10m circumference, or with adequate lighting. Note All Road Rally cars must have 2m test [G 7.9.3.]
7. Venue may have 'no engines to be run before 0900' - scrutineers have already done their quota, therefore E.S has to do all cars very quickly and without Scrutineers assistance? Car already have passed Scrutiny and are preparing to compete.
8. Weather conditions, it is advised by manufacturers not to use noise meters in temperatures below 3°C, nor in strong winds even with windshield; and they don't like heavy rain (nor does the E.S !), Such conditions make documentation difficult.
9. Finding the Exhaust Outlets ! and speaking with driver of RHD & LHD inc. Language Understanding
10. Driver and Team concern over static testing issues with cold engines / hot engines and engine management technology.
11. Competition Cars used in both British and European / World Championship have different Noise Level requirements. i.e. F.I.A Rallycross 4,500 RPM 100 dBA on a soft surface.
12. Dealing with failures without leaving post / re-testing. This is the most difficult task as the competitor may be needing to start competition or practice at due time. In my experience failure rate has reduced from about 10% to less than 5% over the passed 20 years. Most E.S's will permit 1-2 dBA over limit and mark log-book accordingly. It is always best practice to offer a follow up test in paddock base where accurate Revs and testing procedure can be demonstrated.

Competitor / Team Challenges

Rev limits used was too high. The height/distance and angle the meter was held was not accurate. The meter type/calibration/certificate was not available. Official did not have current Motorsport UK licence. Engine was too cold or hot. Transmission noise or other mechanical noise interfered with tests. Other noise sources and/or reflective buildings in the free field. A remedy of re-packed silencer or add silencer pinned through the tested exhaust is permanent. etc.

Finally

Many permanent circuits have equipped with a 'drive-by' test area on the circuit, with technology linked to circuit management. There are no requirements set out Motorsport UK Yearbook for such apparatus, and there is NO correlation between drive-by and static testing.

Other Environmental Matters

I have not included in the above the issues of Air Pollution, Land and Water Course Contamination or Erosion, which are more relevant to the venue owner and organisers of motorsport event.

My role as 1 of the 2 remaining Motorsport UK Appointed Environmental Inspectors [G.29.6.4] is to ensure that E.S's are properly trained and practice competently and consistently, and to contribute to training and advice with Motorsport UK Technical Committee.

Detailed Maximum Noise Limits Charts and diagrams can be found on p 156 J Appendix 1.

Alan Blissett FRSH, CEnvH, MCIEH, MIOA.

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 - snthompson73@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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Secretary: David Brenchley bpok.secretary@gmail.com Webmaster: Tom Ash tom.ash@btinternet.com

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

Your present committee is:

Secretary & Competition Secretary

Treasurer

WebMaster

Membership

HIGHWAY Editor & Chairman

Chief Marshal

12 Car RegRun Secretary

StreetCar

Club Shop

Club Equipment

Social Secretary

Club Safeguarding Officer

Facebook & Car Shows

David Brenchley

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Tom Ash

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Brian Millen

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Committee Members: Dave Hughes / Harry Pace / Simon Ingarfield

President: Brian Millen. Directors: David Hughes / 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.

End

