



## October 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.

[blackpalfrey.co.uk](http://blackpalfrey.co.uk)

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

**A**utumn and Winter are looming large, after our non-Summer (my opinion - I like lots and lots of sun!), and there are lots of events to enter locally - from our 12 Car Navigation Rally Series (Sunday mornings), Car Trials, Scatter Rallies, Treasure Hunts, HRCR Championship, Weald MC 12 Car Series, (still a few entries left - see <http://www.wealdmotor.club/index.php/2023-2024-weald-12-car-crew-tracker/> ) and, if you are prepared to travel a little further, many more. **Have a look at our Facebook page and the 'Association' FBs, and web sites listed above for more information...**



**O**ne of the main-stays of our Club, Harry Paice, has decided he needs a 'medical-break' to get himself sorted out health-wise. We thank Harry & Linda for all that they have done for us, for many years and at all events, and sincerely hope to see them fully active and back with us again in the near future. In the meantime, Grahame Standen < [grahame.blackpalfrey@gmail.com](mailto:grahame.blackpalfrey@gmail.com) > will look after the distribution of 'car stickers & badges' – see panel on page 7.

Report & pics of the Kent Forestry Targa – next month.

Have you tried our **qr code** yet - an easy way to get into our website <[blackpalfrey.co.uk](http://blackpalfrey.co.uk)> on your phone.



**W**ith the recent sad losses of Barry Rapley and Terry Friday and, we've just heard, Steve Stringer - what a shock!, it occurred to me that in Motorsport we are very lucky to have had such lifelong friendships and to have known and shared in the lives of so many good, fun people. Although Motorsport has changed over the years, some of it better, some of it not quite so good, it's still full of good memories, from the past **and** the present - Motorsport encompasses young & older, rich & poorer, skilful & not so skilful etc, all on an equal basis. We should enjoy these old and new memories, and be thankful for being part of the motorsport fraternity...

**A** full entry for the **Tour of Kent** on Sunday, 1<sup>st</sup> October - thanks to Tom Ash and Trevor Hawkins. Entries listed on <https://www.blackpalfrey.co.uk/index.php/introduction> - story & pics next month.

See - [www.motorsportuk.org/events/motorsport-month/](http://www.motorsportuk.org/events/motorsport-month/) - for 'what's on (and pics of South Eastern events)

- Editor

**Copy for November HIGHWAY by 26<sup>th</sup> October, please** - have YOU any stories, pics etc for YOUR mag?

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

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# Club Night - Wednesday, 11<sup>th</sup> October

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

**NAVIGATION SCHOOL** - all members & friends welcome

## The 2023-2024 Club Regularity Series

will commence on Sunday 8th October

MORE DETAILS ON [www.blackpalfrey.co.uk](http://www.blackpalfrey.co.uk)

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

Sunday 1st October	- Tour of Kent
Wednesday 11th October @ 8:00 pm	- Club Night and Navigation Training Session 2
Friday 13th October	- Round 1 of the Weald 12 Car - Borough18 (1)
Thursday 19th October	- Scatter Rally
Saturday 21st October	- Autosolo - 7Oaks
Friday 27th October	- Round 2 of the Weald 12 Car - Croydon
Sunday 29th October	- Tyrwhitt Drake Car PCT - MMKMC
Friday 17th November	- Round 3 of the Weald 12 Car - 7Oaks (1)
Saturday 18th November	- Tarmac Autotest - MMKMC
Sunday 26th November	- Autosolo - 7Oaks
Friday 1st December	- Round 3 of the Weald 12 Car – Southern CC
Sunday 3rd December	- Regularity Run
2024	
TBC January	- 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

The first Blackpalfrey Scatter rally of the season will take place on the evening of Thursday, 19th October from The Sun at Bredgar ME9 8EY. This will be a great event to enter if you are new to road rallies, and good fun for more experienced crews. Entries will open soon; more details will be available then.

Blackpalfrey will also be hosting another **rally navigation school** on Wednesday 11th October - at the Park Gate Inn, Hollingbourne, starting at 8pm. These will serve to teach the principles of basic road rally navigation to beginners, or act as a refresher for more experienced navigators. Please let [Steve.CompSec@gmail.com](mailto:Steve.CompSec@gmail.com) know if you're likely to come along.

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/](https://motorsportuk.org/Competitors/Competition-Licences/)



## **RETURN TO EPYNT** - THE CONTINUING STORY OF A PAIR OF OLD GITS

I last competed on the 'Old Forge Garage' **Mewla Rally**, across the infamous Epynt Rages, some 12 years ago and only ventured back once since for last year's Tour of Epynt. So, when our preferred option for August Bank Holiday weekend, The Pendragon Rally, was cancelled we decided that we would not be deterred by the fact that no recce was allowed and a return to Epynt was on.

The format was that all the formalities were on Saturday afternoon and the rally itself was on Sunday. In order to avoid some of the Bank Holiday traffic we set off just before lunch on the Friday, which meant we had a fairly leisurely drive up through south Wales and, after an overnight stop, we were first to arrive by several hours. This meant a lot of hanging about, but did give us a prime spot on a small tarmac apron in the service area - the rest of the area being gravel at best and mud at worst after recent rains, which saw some cars needing a push to get out of service.

Once co-driver **Rob Thompson** and service crew **Grahame Standen** arrived, scrutineering and signing on was duly completed without any issues. Due to the lack of accommodation in the area, Rob had driven up from Kent in his motorhome, only to be told in person that there was to be strictly no



overnight camping on the ranges, (although it was not something that was enforced, as there were a few occupied motorhomes). But, as we did not want any penalties applied for infringement of this ruling, we decamped to a Forestry

Commission car park, just off the military land. After a quiet night, only disturbed by rain dripping off the trees, we were up bright and early and back to the

service park with a couple of hours to spare before the first car was away. This gave us plenty of time to debate the issue of tyres as it kept raining and drying. In the end we opted for the easy option of using what was already on the car - soft Hankooks, which have enough tread to clear a bit of water without being a full blown wet.



*..was Grahame asleep, doing his yoga, or 'something else'?*



With no recce and rather damp conditions, we were somewhat cautious over the first two stages and hence no big issues or problems. It was then back to service before a repeat of the same two stages but with a bit more vigour. As we started stage 3, it was starting to drizzle a little and so I turned the demister onto the screen to avoid any misting up issues. In fact, the very opposite occurred, as we were approaching the finish the screen very quickly misted over completely and we had to slow to ensure we found the final hairpin. We had very little time before stage 4 and so all we could do was turn the



demister off and clean the inside of the screen. This was better but still not perfect, as we did start to steam up again and, as this was a very fast section, with speeds over 100mph with several blind crests, it was clear we needed to find a fix or we would soon be running out of clean underwear.

Back in service, there was a small but significant amount of anti-freeze evident in both front foot wells. So, all the hose connections were tightened (which was a big test for Grahame's agility) and the air vents onto the screen were taped up to prevent any steam escaping onto the screen. Fingers crossed and off to stages 5 and 6. These were very similar to the previous stages, in that the starts were the same but they then went off into new territory about two thirds of the way through. We again saw over 100mph on the same section and although we did not steam up, there was more anti-freeze in the footwells.

Back in service for a mop out and this time Grahame bypassed the heater to ensure no further problems. Then, off we went, out for stages 7 and 8 which were the same as 1 and 2 but in the opposite direction. By now it was drying up nicely and consequently we were able to tackle the stages with a bit more commitment and happily no repeat of the screen misting up.

It was at the final service that Grahame found time to give the front suspension a cursory check, only to find that one of the studs that secure the driver's side steering arm was missing. After a bit more investigation it appeared that it had sheared and, as it was quite rusty, not recently. We neither had, nor could scrounge, a bolt to fit and, anyway, it was impossible to remove the sheared stud so we had the choice to carry-on as it was, or retire.

After much discussion and due consideration, we decided to carry-on. The thinking was that the steering arm is located by small steel sleeves, which fit around the two studs (or one in our case). The nuts are then tightened to clamp the steering arm to the base of the strut. So, provided the other one does not shear off or come loose the steering arm could not move...

And so, we tackled the last pair of stages, a repeat of 7 and 8, confident enough to be 8 seconds quicker on stage 9, only to be slower on the final stage, thus netting us 33<sup>rd</sup> O/A.



Not bad for a car and driver which, together, well exceed 110 years old. Overall winner was the *JCW WRC Mini of Harper & Cressey* and we were beaten to 'Best Lotus Sunbeam' by the only other Lotus Sunbeam, which finished just three places ahead of us. We caught up with him in the motorway services on our way home, where he admitted to having 220 BHP - significantly more than us - so, no disgrace on our part...

Old Git - **Bill Cook**

Thanks to Tony of ASPORTSPHOTO for action pics

some excellent 'Mewla' YouTube footage on <https://www.youtube.com/watch?v=Wkn16Vn41z4>

After watching the YouTube video, it occurred to me that, although I couldn't remember visiting the fabulous Epynt Ranges, as a competitor or a spectator, maybe I did...

Well, Lyle Cathcart reminded me that I did, in 1976, when I was Team Manager for Team Lee Davy/Drake&Fletcher (Maidstone).



Lyle's memory tells us that, "in 1973 the Caravan Rallies used Epynt with the Ford Consul GT's and Eccles vans and again in 1976 with the Vauxhall Victors and CI Sprint vans. On both the events we had practiced at Epynt and counted the jumps before the blind bends and poor old Chris (*Daisy*) miss-counted and went off up a tank track, but still put up a good time and we managed to catch Tony Pond at the finish, who had the cheek

to ask where he had passed me and didn't believe I took almost a minute off him - some sour grapes. One of the other caravan navigator's father was the Range Warden, which is why we were allowed to practice and make notes. **Good days.**"

If you get the chance to compete or spectate at Epynt...take it! - Ed.

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# What is a Scatter Rally

Scatter rallies are a great way to learn about map reading and prepare for 12 Car entry.

A typical 'scatter' starts by being given a control sheet with the locations of points, and the crew is given a time by which they have to return with their answers.

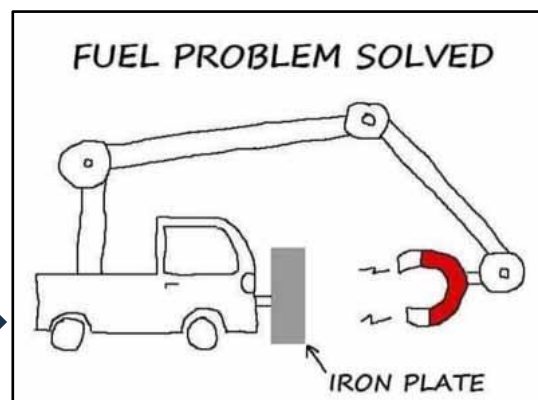
A difference between a scatter and the other rallies is that a scatter rally does not have a defined route. It is down to the crews to find the quickest route that enables them to visit the most points in the time allowed - up to a maximum of 75% of the points!

As the crew arrives at the point, the control sheet will ask for some information to prove that they have actually been there. They record the necessary information on the sheet, and head off to their next point, or start the run back to the main control to give-in their answers.

Once the control sheet is handed back in, it will be marked (the responses often have different point awards depending on difficulty) and the crew that has scored the highest are declared the winners. Crews that get back after the target time may be allowed to have their controls marked, but with time penalties applied for each minute that they are late!

from the Weald MC

Must try it



## London to Brighton Run – 5<sup>th</sup> November 2023

### Marshals still Needed

Dick Athow has confirmed that the Organisers of the event have decided not to run the Regularity on the 2023 London to Brighton Run, as it was difficult to find a suitable part of the route where it could be run with any success. Last year, there was some chaos in the area, due to heavy spectator numbers. So, we have different responsibilities this year, which are:



#### *Get up, close & personal, with Blackpalfrey*

1. Dick is hoping to provide 15+ volunteers to man an area around Redhill -

"It is an uphill section towards some traffic lights which we will (with a traffic CSAS operator) 'take control of', in order

to assist the participants in maintaining forward momentum. Unfortunately, the public sometimes get in the way and we need to 'gently marshal' the route to keep it flowing, whilst assisting any stopped or stranded participants'. It probably needs around 10-15 people, although the more help, the easier it will be."

Basically, it is to work with the CSAS man, and keep the public and entrants safe.

If you can help, please contact Dick Athow – [regruns@outlook.com](mailto:regruns@outlook.com)



Many older members of Blackpalfrey will remember **Barry Rapley** who has recently passed away, after a long battle with prostate cancer. Barry was a really nice guy – always ready to help, with a smile, whatever the task.

He was a Blackpalfrey Committee member throughout the 1970s & 80s organising, as CoC, many Autocrosses, **Sprints at West Malling Air Station** and other events for us. As a qualified plumber, Barry was especially useful in that, at the end of the day, he always volunteered to sort-out the chemical toilets which we were obliged to hire for ‘spectator’ events – a job nobody else wanted!



Barry entered his first Rallycross in 1975, sporting large Blackpalfrey ‘roundels’ in the headlights, and taking part in many races at Lydden race circuit and Brands Hatch in his Mini Clubman - racing with the likes of Vic Moyce, Steve Palmer, Jim Perris, Graham Strugnell and many more. He loved racing, was very competitive and had many wins over the years - he had a few cars too, as he did roll a couple of times, but that just meant more time in the garage building up another Mini Clubman ready for the next race.

He decided to retire in 1992 and, even though he missed the racing, he found a new love which was his motorcycles, taking a particular interest in older models. Barry always stayed passionate about motorsport and racing and passed on his knowledge and skill to his Grandson, who has had a lot of success in the karting world and took on his competition number 57.

I last met Barry at the start of one of our Sunday morning 12Car Rallies in **2017**, where he was out with his motorcycle mates – as ever, he was keen to know how the Club was doing. It was good to have known Barry and we pass on our sincere condolences to Pam, Faye, Jane, the rest of his family and his many friends - ***BJM***.



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



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# 1 SUNBEAM LOTUS + 2 OLD GITS = 3 SHIRES STAGES

**W**e did enter the Three Shires Stages in 2022 but it was, along with Coventry Motofest, cancelled as a mark of respect following the Death of the Queen. Having now competed in the 2023 event I realise what a huge decision that was, as the amount of organisation involved is immense.

It was all a bit difficult to get the initial ball rolling as co-driver Rob Thompson and Service Manager Grahame Standen were both hoping to compete on the Kent Forestry Targa rally. Unfortunately, Rob was not quick enough to submit an entry before the entry list was full, so I had a co-driver and although Grahame got an entry on the Mereworth Targa, fellow SLOC member George Lobban stepped in as a very worthy alternative.

Run over 16/17 September, the rally was based at Much Marcle showground near Hereford, which provided more space than any Service Area I've ever seen. The only downside was it was on grass, and long, wet grass at that.

The route was a loop of four closed road special stages, run three times - giving a total of 60 competitive miles. Saturday started with a recce, which restricted competitors to two slow speed runs through each stage followed by scrutineering and finally a ceremonial start in the centre of Ledbury. Despite watching the videos several times, the recce showed up just how narrow and twisty some parts were and how open and fast other sections were. It also highlighted just how many and how tight the chicanes were. There were also two fords on the route - one virtually dry and one not.

We completed the recce and returned to the service park to meet up with George and joined a long queue for noise check and scrutineering, both of which we passed without any issues. Following that, George got stuck in to fitting a mounting for the tracker device, and Rob and I got kitted up ready for the ceremonial start. This consisted of an 'In' control, following which cars were parked up before being interviewed and flagged away 15 minutes later. All right in the town centre, and, there was still a sizable crowd even when we were there, despite our lowly start number of 95. It was then back to base for food and sleep.

Sunday morning dawned early but dry, and we set off for the first loop of stages. With 94 cars in front of us, there were several delays and several car sized holes in the scenery, but the chicanes proved to be more open than we thought and everything went without a hitch, so we returned needing no more than a quick check and fuel. The second loop proved to be a bit more eventful. On the first stage of the loop, *we caught the Escort that had started 30 seconds in front of us*, but he would not let us pass. We were so close behind him that we were a bit unsighted through one of the chicanes and were wide enough on the exit that we lost a bumper end cap in the hedge. The second stage passed without incident but, as we queued for the start of the third, it started to rain and



<https://fb.watch/nal-H90pBe/> - you can just see Bill & Rob (95), catching the Escort, at 0.46secs on video.



it was raining quite hard by the time we did start - meaning that we were on the wrong tyres and needed a more cautious approach. (That's what Rob told me, but I didn't have chance to look up the meaning of 'cautious'). Still, we got through that OK and then on the final stage in the loop where we had to stop due to a car ahead of us suffering a mechanical issue in a very narrow section between high banks, shortly after the start.



As many will no doubt know, the rules for dealing with a blockage is that cars that are unable to complete the stage competitively are awarded the time set by the last car to complete the stage prior to the blockage. Unfortunately, in this case it was the MK2 Cortina that finished the rally in next to last place, by a margin of 3 minutes to the car ahead of him, so we were given a time around a minute slower than our first run through.



Back at Much Marcle, we were able to change onto a set of 'wets' for the final loop of stages which, despite being very slippery in places, saw us catching cars on each stage, all of which were very courteous and let us pass very promptly. On the second stage of the loop, we even caught the Cortina that had been the last car through the blocked stage and set the time for several cars that had to stop. And he had started a minute ahead of us and had already been caught and passed by the Escort that started 30 seconds ahead of us!

All in all, a great event - some great stages, with the chance to really lean on the tyres through blind corners and over brows due to the pace notes, and even by the time we passed by, there were still a lot of spectators, even in the rain and on road sections.

As we arrived back at the finish, we were *reunited with our lost bumper* end cap thanks to a marshal who had retrieved it. George had already packed everything away before departing to undertake a long work-related journey.



Results showed us 43<sup>rd</sup> o/a which, despite our additional minute on stage 8, was enough to show the organisers what we thought of their seeding.

By the time we were loaded up and ready to leave it was 6:30pm so, rather than drive home we elected to stay another night and set off to get home Monday lunch time, allowing us to unload refreshed and in daylight...

**Old Git Bill Cook**

## The late Terry Friday – some personal memories *from Paul Beeson*

I met Terry originally through my Mum who went to the Town's Women's Guild with his Mum (thank you Mum), but the memories start way before then.

Once a policeman on foot in Rochester, he spied his Sargeant and managed to hide a bag of chips on his head under his helmet. Unfortunately, his Sargeant was even more eagle eyed and Terry was caught.

It wasn't long before he graduated to cars and became an advanced driver, then an instructor. He transferred these skills even more successfully to motor bikes and became the Institute of Advanced Motorcycle examiner for Kent. He once had to put the Chief Constable through the test and, fortunately, he was a proficient rider and passed.

Dealerships used to lend him bikes for evaluation and I remember well he rang me one night and said that this new bike was doing 130mph and when he opened the throttle the front wheel came off the ground.

He stopped on patrol near Dover one day to ask a German tourist why he had stopped. The tourist's BMW was in need of a part and without hesitating Terry went into Dover and returned with the part. The next day Terry was summoned to the Chief Constable's office and he was asked what he had been doing the previous day. It transpired that the German tourist was a high-ranking police officer in the German police force and Terry went away with a commendation, rather than the dressing down he was expecting.

Terry paid several visits to Germany on his bike and made many friends over there. He returned one time having been presented with a fluorescent green set of bike leathers, and if you looked closely on the back, you could see that the word 'Polizei' had been unstitched.

I must have met Terry in early 1977 and we did a few events together. It took me at least 6 months to get him to cross the white line in the road, but he eventually got the hang of rally driving. We all take pleasure in doing well, but sometimes the car is going well, the navigator sorts the route out and the driver just goes. To get a good result you also need a bit of luck and, in 1978, it was our turn - we were unstoppable. We won the Downs Rally and the *H W Clark Rally*, came second on the Marsh Mist Rally, third on the Senlac Rally and fourth on the Griffin Rally. This made us the Road Rally Champions for the Association of South Eastern Motor Clubs, for that year.



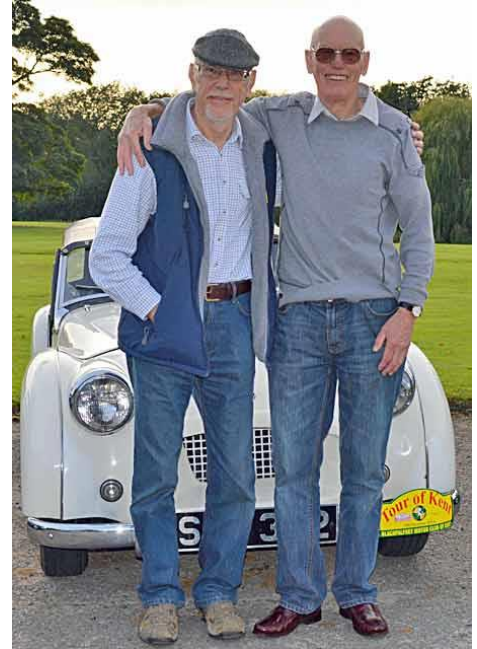
One night out on Romney Marsh, we were waiting for our time at the end of Military Canal Road. A car pulled up alongside and a constable said "Good evening, Sir," and he and Terry exchanged pleasantries – "We'll follow you down the road," said the constable. As our time came up, Terry said "You can try," and off we shot. Before we had covered 1.5 miles to the Knock Hill Road turning, the Constabulary were well behind in the dust.

One evening we went to a prizegiving and Terry borrowed a big American V8 powered car. Taking it back in the morning we stopped to refuel and he let me drive it - but it meant at the exit, crossing a dual carriageway. Being a left-hand drive car Terry looked for traffic on the right and said, "It's all clear this way," and as I eased the clutch up he added, "If you are quick". Of course, I dumped the clutch and floored the throttle only to find we were going nowhere with the wheels spinning and Terry laughing like a drain. He knew that's what my reaction would be!

Terry retired from the Kent Police Force and started a driving school in Maidstone and a lot of people knew him, as he patiently coached their sons and daughters in the art of driving safely and passing the driving test.

I started working as a driver for the British Red Cross, taking folk to and from hospital etc. As part of the safeguarding procedure, we had to undergo a regular test and, one time, I had an ex-Kent Police Force lady examiner. I enquired if she had known Sargeant Friday and it turned out that he was a legend in many people's eyes. Fortunately, I passed the test.

In his later life Terry suffered with Dementia and was cared for in the Cedardale Rest Home in Maidstone. I visited him several times and laughed at the same stories every time but he had an infectious sense of humour and I feel that I have lost, if not a brother, a comrade in arms...



*Paul & Terry on the Tour of Kent 2014*

## *Paul Beeson*



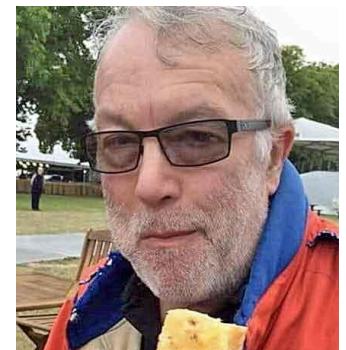
Just heard that our friend **Steve Stringer** has suddenly and unexpectedly left us, whilst on a trip to France assisting with an annual cycling event.

Many of you will know, or have known, Steve during his 50+ years of competitive motorsport on road rallies, Stage events, even the caravan rallies, through to Autotests where he was multiple British Autotest Champion, sprints, etc. - a true all-rounder.

Much admired as an 'expert' driver, well known, popular, and with a great sense of humour, Steve was still a regular competitor on the local grass Autotests, on which he's had several FTD's this year - his last, just less than a month ago at a 7Oaks event at Brands Hatch.

RIP Steve, you will be missed - his many friends offer our deepest condolences to Simon and the rest of Steve's family.

*Grahame Standen*





## Blackpalfrey Summer Treasure Hunt – 13th August

I spend a lot of time doing ‘car things’, as the family call them, so I thought it was about time to get them involved, and put in an entry for the Treasure Hunt organised by Steve Thompson and family. My hope was that it would be a nice drive around the countryside, give us the opportunity to visit the Stag(PH) in Challock and to have dinner afterwards. Having reassured them all that it wouldn’t be fast or scary, and they wouldn’t get travel sick, we set off in the family wagon.

My son Alex (11) has done a few events with me, most notably the Tour of Kent, which we have entered for the last few years - but mostly, his interest is in the loud and smoky drift cars seen at Japfest or similar. My daughter Sophie (8) is a bit too young to be navigating yet, but is much better at avoiding travel sickness, so I have high hopes! Sophie started out in the front and with a little bit of puzzling about what the clues meant, we were off. We’d gone a few miles without spotting anything related to the clues, so the signs weren’t good - and then we took a wrong turn...so, we reset and started looking properly to see what the clues might mean. We worked out from the map where one of them must be, and once we spotted it, we were off and running.

It certainly helped having four pairs of eyes in the car, with two pairs being under 40! We started racking up the answers and really keep our eyes peeled for the photo clues. The route was lovely, going through some very pretty villages and quite a few spots I have visited at a much more rapid pace during the night, on 12 car rallies. When we got to Otterden Place, I thought I’d show them the white road up the middle, which we often visit on a 12 car, and I’m glad we did because coming round the bottom junction for the second time we spotted one of the photo clues! The team was getting into it and also getting very competitive, wanting to be first to spot the next clue, and that helped keep the kids interested. We ended up finding all the photos, and knew we had missed a couple of clues at the start, but managed to make it back to the start in time to avoid lateness penalties. As the scores were read out in reverse order, the kids got more and more excited until there was only us left to announce! Given the stiff competition, I wasn’t expecting us to do quite so well but, in the end, we were the only crew to find all the photo locations - and that made the difference.

I’m sure the Galbraith crew will be out on another treasure hunt sometime soon; I just need to manage their expectations of winning again next time! Thanks to Steve, Sarah and Rowan for setting up a great event, and to Blackpalfrey for bringing a great family experience together. And, dinner at the Stag was fabulous too!



***Toby Galbraith***



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## 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'....



## 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](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](#)



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(see website for rugby shirt colours/sizes/order form)



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*Chairman: Brian Millen, 10 Hawkrigde 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>
WebMaster	Tom Ash	<a href="mailto:tom.ash@btinternet.com">tom.ash@btinternet.com</a>
Membership	Tom Ash	<a href="mailto:tom.ash@btinternet.com">tom.ash@btinternet.com</a>
HIGHWAY Editor & Chairman	Brian Millen	<a href="mailto:brian@blackpalfrey.co.uk">brian@blackpalfrey.co.uk</a>
Chief Marshal	Phil Smith	<a href="mailto:phil.chiefmarshal@icloud.com">phil.chiefmarshal@icloud.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:marinamad1@sky.com">marinamad1@sky.com</a>
Facebook & Car Shows	Lee Busbridge	<a href="mailto:marinamad1@sky.com">marinamad1@sky.com</a>
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](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*