

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

Well, we're on the move again - after two years as Hughes Chief Marshal, **Tom Wilson** has decided to take a break. Thanks very much to Tom, for filling the role for the last two Hughes Rallies.

Fortunately, now that **Phil Smith** < phil.chiefmarshal@icloud.com > is settled in his job, he's decided that, not only can he fill the position of Hughes Chief Marshal for 2024 and onwards, but that he's prepared to act as General (capital G on purpose!) Chief Marshal for the Club immediately - with support from **Grahame Standen**, who has an unrivalled contact list of useful people in local motorsport.

So, it's onwards and upwards, with our team of Committee members (see 'last page' of HIGHWAY, for complete list) - there is, of course, always room for 'new blood', if you feel that you may have something to offer our Club...let us know. We are always looking for new ideas on what YOU, the members, want to make your enjoyment of Motorsport even better.

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



TOUR of KENT



– if you are free on Sunday, 1st October we would love some help **MARSHALLING** on the Tour.

See some beautiful 'old' cars close up.

Please contact trevorhawkins@me.com – more details on website.

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

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

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

- Editor

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Club Night - Wednesday, 13th September

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

all members & friends welcome

Come along and tell us what you would like to see on future Club Nights.

The 2023-2024 Club Regularity Series

will commence on Sunday 8th October

MORE DETAILS ON www.blackpalfrey.co.uk

Dates for your 2023 Diary

September 13 th	Wednesday	Navigation School
October 1 st	Sunday	Tour of Kent – HRCR Tour
October 8 th	Sunday	12 Car Regularity Rally
October 11 th	Wednesday	Navigation School
October 19 th	Thursday	Scatter Rally
November 5 th	Sunday	12 Car Regularity Rally
December 3 rd	Sunday	12 Car Regularity Rally

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 two **rally navigation schools**. The first will be on Wednesday 13th September, and the second on Wednesday 11th October. Both will be 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.

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/

THE COTSWOLD CLASSIC RALLY

- OUR TRUE PERFORMANCE LEVEL

As my long-term rally partner Rich Harrison lives in Moreton in Marsh, this is a must do event in his home territory. Rally HQ was Cirencester Rugby Club where there was plenty of space for parking, scrutineering and documentation. Having arrived quite early to find a horrendously long queue for scrutiny, we opted to do the measured distance first in the hope that the line would be shorter. It wasn't. Just when we were getting near to the scrutineer, the car would not start! Having run perfectly on the previous event and on the way to the start, nothing, no lights, no horn, dead. We spent about 30 minutes testing circuits etc, checked connections, more or less dismantled the car to get at the battery under the MG's so called back seat. Fully charged. So, a clean-up of the earth strap connection and the battery terminals and it starts! Lesson; don't forget the battery - especially when it is an awkward position as in the MGB. Now instead of plenty of time to plot the five regularities and annotate the seven tests, as last car scrutineered, time was short. However, running at 38, with a start time of 09.08 the next day, there would be time then to deal with the tests and just concentrate on getting the regularities on the map before food and drink and catch up with friends. It was good to see Knutsford's Mike Vokes with Graham Raeburn on the maps in the spectacular little Ginetta, who had a great run the next day.



Having gone over the test diagrams as planned, at 09.08 we left the start for a short run out to Reg 1, a mixture of map references and map features NE of Cirencester, to finish near Chedworth - completed with some decent times. Immediately into Reg 2, fairly short and defined by clock face directions at junctions, took us SE to the coffee halt at The Highwayman on the A417, for a 20-minute break and some fantastic cakes with our coffee. Reg 3, a set of map symbols and 23 miles long,

took us W of Cirencester, with five timing points to Kemble Airfield for the first tests of the day around the taxiways and dispersals of what is now known as Cotswold Airport - an apparent dumping ground for old 747s. Great fun here, manoeuvring around 33 cones in various configurations. A link north to Charlton Park for Reg 4, an off-road section which gradually speeded up, using a marked map. We had a good run here, before arriving at Crudwell Village Hall for the lunch halt, a good venue with parking and excellent facilities. Reg 5 came next - 24 miles long with



six timing points and defined by a very complex herringbone, mercifully received the night before and needing careful plotting. It used sections of the old Fosse Way bridleways, set at low speeds and very rough here and there. It finished just north of the M4 west of Chippenham, an enjoyable section with one or two poor times due to traffic on a fine Sunday in the Cotswolds. Now for the plot and bash Regularity 6. Defined by grid lines to cross in order, it used the complex of lanes around Castle Combe and needed care to plot in a moving MGB. Apart from one poor time, we had a fairly good run here. C of C Gavin Rogers had left the five remaining tests to the end, so a slight relax for the navigators, but fun time for the drivers. First a blast round the gravel and very dusty tracks back at Charlton Park and then back to



Kemble for the big tests there, this time in reverse order from cone 33 back to cone 1, oddly more difficult somehow and we made an error here which cost us a few seconds. Finally, a new test site, the Cotswold Driving Experience site near Cricklade. En route we passed South Cerney airfield where, many years ago, I did my first solo flight in a DH Chipmunk. The test was mainly loose gravel with a course set out with tyres and cones, where grip was the essential rather than power, and Rich's PCT experienced helped us to post creditable times. We had two runs here and, despite the dust, enjoyed this interesting venue.

Back to Cirencester Rugby Club for a welcome buffet meal and the results on a beautiful evening. It had been a very well run and enjoyable rally in a lovely part of the country, with not too many delays for us with holiday traffic. We quite enjoyed the idea of ending the rally with a set of five big tests, and the balance between tests and regularities was good. Winners were Leigh Powley and Mark Appleton in the Toyota Corolla from Elliott Dale and Charlotte Ryall in a Ford Escort RS 2000 with John King and Martin Pitt 3rd in the Toyota MR2. 4th O/A, with a Class win, was Blackpalfrey's *Mike Cochrane, navigating Angus McQueen's BMW 323i*, and Mike Vokes and Graham Raeburn finished 5th in the Ginetta. We ended 39th despite our best efforts, and not an overshoot or wrong slot all day! Seeded at 38 this was about right, so we have to recognise that time has overtaken us. Whereas 20 years ago we would have been in the top dozen or so with a similar performance, the quality of the younger navigators today puts us squarely in our place. Nevertheless, we are still there and enjoying it. Again, it is noticeable that two of the top three were 1985 vintage; there seems to be an inevitability that the "newer" cars will have the edge.



Peter Boyce

July 2023

(Don't beat yourself up about your finish position, Peter. I remember having a fabulous, 'perfect', fast run, navigating in Bob Piper's VW Beetle on a night event in the late 60's {Harold Sharp/Jones/Witsend?}, expecting to finish in the top eight, or so. Only to find that we were ~20th, thanks to the influx of the 'London Counties Boy's' in their Lotus Corsairs, T/C Escorts, 'hot' Cortinas etc...couldn't believe it! – **Ed**)



London to Brighton Run – 5th 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.

2. Also, he has asked if we could provide a team for one of the hills in Sussex, with a small team (6-8) of **4 x 4 owners** willing to act as Tow Assistance Marshals.

Are we happy to help out again this year? Dick have provisionally said “Yes”, but not which option we prefer. Do we have anybody who has the appropriate vehicle for a team the 4x4 tow up the hill team?

If you can help in either team, please contact Dick Athow – regruns@outlook.com



I sent Andrew a copy of our August HIGHWAY, as he had an interest in **Doug Harris' watch and Trophy**, from the 1970 World Cup Rally - his reply...

Hi Brian,

Thank you for this, the prices for Doug's things were very good, when I first looked, I thought it would have been nice to bid on one of the items, but only until I saw what they fetched!

I did recently buy a Blackpalfrey cloth badge which is now in the case with the model car, but that only cost about £4.00 with postage.

I will now find time to read the rest of it

Kind regards

Andrew (Bradbury) Secretary - Historic Marathon Rally Group

ST WILFRED'S RALLY

ST WILFRED'S RALLY – ALL THE WAY UP TO THIRSK

In retrospect, I can't help thinking that we were ignoring all the signs that were telling us that the HRCR Championship St Wilfs, on 6th August, was not the rally for us.

It started early on, as the hydraulic on the trailer didn't want to play ball - then an hour into the five-hour journey to Thirsk, my car came up with a tyre pressure warning (slow picture?) - next, Angus' Discovery announced 'restricted performance mode', which meant stopping in Leicester Services to await the nice AA man. An hour and a half later, in the most horrendous weather and after he'd tried everything he could think of to no avail, we decided to take the BMW off the trailer and drive it for the last two hours (leaving the Discovery and trailer to be ferried home by the AA at some later time!). We made it to scrutineering just in the nick of time, as the last car to scrutineer (although at least it meant no queuing!) It was getting fairly late as we did the measured mile, had to drop my car at Thirsk and then drove another 25 mins back south to our hotel (the nearest we'd been able to book). Luckily there were only two Regs to plot, before falling into bed for the usual, terrible, pre-rally sleep.

As if all that the day before hadn't been warning enough, when I went to pick up my Time Card and sign-off on the amendments the next morning, our number didn't even exist on the sheet - we were car 16 and the list went straight from 15 to 17!

Anyway, take part we did. We were led out from Thirsk Auction Mart, under blue skies, by Darrell Staniforth and Henry Carr in Car 1 and a short drive south to the start of Reg 1 - a fairly straightforward spot height total of 217, to be decoded and crossing Easting 43 three times. However, it also included a codeboard which was missed by 13 cars, including 3 of the top 10 seeds, leading to a savage 5.00mins of penalties.



Thanks to Andy Manston for pic

Then it was off to Dishforth for the first round of the six tests round the airfield, including a head to head slalom which was more than slightly reminiscent of a test on the Three Legs of Man this year! There were also some much tighter turns than they appeared on the paper and some very slippery 360°s off the perimeter track.

It was on one of these 360°s that Angus and I got totally bogged down and eventually blew a heat exchange pipe trying to free ourselves.

Stuck as we were, in the middle of a test, we had to wait for the other 35+ cars to go through before we were able to get towed out and driven back to the Auction Mart at Thirsk. And that should really have been the end of our day but Angus was able to rig up a clever pipe-bypass, which solved the issue and we (foolishly?) decided to try to re-enter the rally. We had already missed all of Reg 2, but we managed to get back just as they were closing the second round of tests and they allowed us to fly round them and then onwards to Reg 3. For us, the rest of the day was a blur as we had already missed coffee, then had to completely miss lunch and yet we were still pushing to avoid OTL. We didn't even have a drop of water in the car as we had used all our reserves to try to solve the issue earlier.

But, enough of our woes; for the rest of the field, after they had finished first round of tests, it was off to Reg 2, the other pre-plot (junction colours this time) which then led crews to the coffee stop at Yolk Farm, where the navigators spent their time plotting the handout of Reg 3 (junction instructions which took us between maps 99 and 100).

Back to the airfield for the second round of tests which, now the teams knew what to expect, were much faster and more fun for all.

Straight from the last test into Reg 3 with the handout for Reg 4 (tulip instructions) being given out at the last control.

Then it was on to lunch with much chat about some signage on the previous 2 Regs that a number of them had missed.

At this stage, the results had Leigh Powley and Brian Goff leading, the Staniforth family (daughter Nicky with Andy Pullman in 2nd), and dad Darrell with Henry Carr in 3rd.

Reg 5 (130-digit number string to decode) was handed out at lunch-out and the navigators had 8 or 9 miles of transport section to plot it, as it crossed from map 100 back across to 99 - more straightforward than it seemed, as much of it was one long road with very few options to go wrong.

The last of the instructions (for Reg 6) were again given out at the last control of the previous Reg - this time the navs were given very little time to decode the herringbone (at least it wasn't a circular one!) so, it was pretty much plot and bash.



This final Reg also had the most speed changes of the day (14) but, like the rest, they were mainly at 30mph signs, derestriction signs and TCs, so very little to help the navigators with advance planning - and then not helped by a confusion between a A167 or A168 speed change. From a start of 51 cars, 48 finished (somehow, including us, albeit 3rd to last, just ahead of Novice Blackpalfrey Crew **Rupert and Carole Burne's MGA**, all the way from West Sussex - although, not surprising considering the extra 41mins of penalties we had accrued!)

and it was the last Reg that shuffled the top cars around, moving Car 1 with **Darrell Staniforth and Henry Carr's Corolla** back into pole position ahead of Nicky Staniforth and Andy Pullan in 2nd and pushing Leigh Powley and Brian Goff down to 3rd.

Best of the novices on the day were Russ Smith and Dan Harrison in their 205 GTi, coming in at a fantastic 5th place overall, and top of the experts were David Alcock and Baz Green in their Datsun 280z in 6th.

Altogether a great rally and many thanks to Ripon Motor Sport Club for putting together such a fantastic event, and particularly to all the amazing marshals for coming out to support and help us all throughout the day.



Thanks to Tony North for pics

Mike Cochrane



Congratulations to the winners of our first **Treasure Hunt** – the eagle-eyed Galbraith family Liz, Sophie, Alex and Toby. Very well done to them, only missing two clues right at the very start of the route earned them a well-deserved win. A truly excellent second place was secured by Rob Horan and V. O'Reilly, on their very first event. Only seven points behind them, another relatively new crew Chris Gumbley & James Hall, took a fantastic third on their second ever event, having only done one regularity run previously. A bit more from the winning family in October HIGHWAY.



Autotest News - from Bp Facebook - Venue Problem.

Today I was introduced first hand to the fragility of Clubman motorsport venues. Early start and off to a Boundless by CSMA grass Autotest, a round of the Southern Autotest Championship. Tring being about a 90mile trip, was a bit further than I would normally go for a grass Autotest, but it's a new event after a long search for a venue and deserved some support. All seemed good, with three runs at the first 3 tests, best 2 to count - then the landowner came out and said we couldn't carry on as it was tearing the ground up much more than they thought it would. Personally, I didn't think it was that bad but, of course, everyone's perception of damage is different. So that was that, end of the day, end of a venue. What a shame for Mike Biss who organised the event and competed on it, but also for the gentleman credited with discovering what was thought to a good venue for the club into the future...



Class	Entry	Driver	Test A	Position	Test B	Sub-Total	Position	Test C	Total	Position	Award
Autotest											
A	2	Mike Biss	90.6	1	103.8	194.4	1	93.4	287.8	1	
B	3	Roger Dudley	92.1	2	106.6	198.7	2	92.2	290.9	2	
B	5	Grahame Standen	92.4	3	107.0	199.4	3	92.1	291.5	3	
A	1	Derek Looker	98.6	5	109.4	208.0	4	93.6	301.6	4	

Grahame Standen

Grahame's words brought some interesting comments on our **Facebook** page – have a look...



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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'....



Here's one ↓

I'm seeking a driver (and car) for the October and November Reg Runs

as my regular driver Pratik Visaria will not be able to do those Runs due to family commitments.

Here's a summary of my Novice navigator experiences since 2018:

Competition in several BMCK Reg Runs.

Competition in 2 Hughes Rallies.

Competition in several HERO Challenge Rallies.

Competition in several HRCR Clubman Rallies.

Attended HERO, HRCR and Graham Raeburn's navigator training courses and webinars.

So, I hope you can put me in touch with a suitable driver, who wants an experienced Navi for these events. Please contact me – **Norman Garland** ☎ 07973 146 466



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Front versus Rear Wheel Drive

Since the invention of front wheel drive, there had been a debate about which one is superior: front or rear? There has never been a definitive winner, with good arguments for both sides... however, when it comes to motorsport and StreetCar specifically, some disciplines can favour one over the other.

There are many different types of drivetrain on production vehicles, however for the purpose of this piece we will only be discussing front wheel drive and rear wheel drive and not delving into variations such as rear engines, mid engines and four wheel drive. So what is the difference between the two? Front wheel drive means the engine sits above and drives the front wheels, and rear wheel drive is where the engine sits in the front but drives the rear wheels.

It should be noted that in any StreetCar discipline event, talented drivers can be found in both types of drivetrain. The distinguishing factor in grassroots events is that while the results show a mix of front and rear wheel drive, the driver's ability is the distinguishing factor. That's the beauty of grassroots disciplines – even the champions win in standard cars. Saying that, front and rear wheel drive can often favour different driving styles and the technique needed to excel in certain disciplines.

Read more in *StreetCar* Newsletter

STREETCAR



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

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

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

You are encouraged, by MS UK, to join their StreetCar Facebook group here:
<https://www.facebook.com/groups/streetcarmotorsportuk>



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



Proud dad moment! We've just got home after competing on The Wells Run. It's been a long day, 12 hours and 170 miles, mostly through country lanes, since we left home in the morning. **Rowan** did a fantastic job, navigating us to 4th overall and, as the youngest navigator, won the 'Spirit of the Event' Trophy (which is huge and very heavy). The Herald ran like a dream. Many thanks to Steve and Gary Goodwin at **Tunbridge Wells Motor Club** for organising another excellent event.

Steve Thompson



Presenting – our very handsome MUG – logo front & back

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<https://youtu.be/Zn822uhS9V8?si=oLCgiKjYr8obqj>

I found some nostalgic video of 1970's Autocross on YouTube which brought back memories from when the Hastings, 1066 & East Sussex Car Club used to put on Autocross meetings in the Hastings & Rother area.

Thought it would bring back memories from some of BpMC members also, as it includes some Kent based car clubs.
Cheers

Archie (Pelling)



Extract from TFL website on Exempt vehicles.

It is not straightforward as I've found out.....

I live within the boundary of the proposed ULEZ effective from Tuesday 29th August 2023. My minivan REG TYY 256L was 1st registered in March 1973. When I put my Reg details into TFLs vehicle checker it says £12:50 charge will be levied daily!

If you own a 40 + year old vehicle, which as we know is exempt from Road Tax and MOT, it is NOT exempt from ULEZ unless you have registered it with DVLA as HISTORIC TAXATION Class. You will see from the extract para 3, that TFL have introduced another qualification date of 1st January 1973. As my minivan was registered in March 1973 TFLs automatic assumption is that it doesn't qualify for exemption. It would appear that TFL have not got similar records to DVLA as they have no automatic knowledge that your vehicle has Historic Registration. With this in mind I tackled TFL seeking clarification of their document and confirmation that my minivan is exempt. In response they sought further details from me of my van's use as domestic and copy of all pages of my V5. I have, today received a written reply from TFL that my minivan IS EXEMPT. So, if you intend driving from the south into Bromley, Bexley, Croydon or Sutton etc. London Borough outskirts, with your 40-50 vehicle, make sure you have registered with DVLA for Historic Taxation Class.

Alan Blissett 07779 509055

PHVs that do not meet the emissions standards and are not wheelchair-accessible must pay the full ULEZ charge to drive within the zone.

Historic vehicles

You can apply with the DVLA stop paying vehicle tax if your vehicle was built more than 40 years ago. This date moves forward on a 40-year rolling system. For example, when the ULEZ launched in April 2019, vehicles built before 1979 were eligible to apply for historic vehicle tax class.

All vehicles that have a historic vehicle tax class are exempt from the ULEZ. This tax class excludes any vehicle used commercially (for example, coffee vans or street food vans).

In line with the existing LEZ discount all vehicles constructed before 1 January 1973 are exempt from the ULEZ, regardless of commercial use or otherwise.

If your vehicle meets the above criteria but is registered outside the UK, it is also exempt, but you will need to [register it with us](#) (click) before travelling in the zone.

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

and, now, see our fast selling new 'rugby shirt' at only £25!
 (see website for rugby shirt colours/sizes/order form)



It's time to have a look at our fabulous range of fashion accessories
 and a great golf (rally?) umbrella – just £20.

Be an icon and the envy of all your friends...



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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:

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Competition Secretary	Joy Waiton	joy.blackpalfrey@gmail.com
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Facebook & Car Shows		

Committee Members: Dave Hughes / Harry Pace / Simon Ingarfield / Grahame Standen / Andy Elcomb

President: Brian Millen. Directors: David Hughes / Dick Athow / Brian Millen

If any non-members see HIGHWAY and would like to know more about the BpMCK and what we do these days, or would like to join or rejoin, the annual membership fee is only £15 (£5 for under 25s and students) or £20 family membership. If you want to know more, any Committee Member would be pleased to help....
have a look at www.blackpalfrey.co.uk for more information about the Club and, for our on-line membership system <http://www.blackpalfrey.co.uk/index.php/join> - specially designed for YOU.

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

Ends