



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*

Going a bit 'International' this month, with stories from Keith Howard on the Daytona 500, Phil Anning travelled to Sweden to tell us about his experiences being tutored by 'masters' Rauno Aaltonen and Stig Blomqvist (that must have been *really* special!) and Peter Boyce travels up to the Tour of Cheshire (well, that's further than Calais, for us in Kent, isn't it), plus some more local stuff from Sue Watson and Tim Loftus - **thank you all**, for giving us interesting stuff to read...anything been happening from our Australian members?



In April the Association for South Eastern Motor Clubs will be hosting **Motorsport Month South East** to celebrate the huge range of Motorsport in the region. Throughout April there will be 12 events,

ranging across 10 disciplines and showcasing the variety of pathways into Motorsport. If you're interested in getting involved there will be ample opportunities to compete, spectate and volunteer throughout the month for every budget.

Blackpalfrey Motor Club of Kent will be running our round of the Weald 12 Car Rallies on 31<sup>st</sup> March, starting and finishing at the Sugar Loaves (PH), 56 Eyhorne Street, Maidstone ME17 1TS (mr **834546**). On Sunday 16<sup>th</sup> April we have the next round in our series of 12 Car Regularity Rallies, starting at 10:00 from the Motorway Services at Junction 11 of

the M20 and finishing at the Hawkenbury Inn, Hawkenbury. If you would like to learn how to get involved in either of these disciplines then please contact us via our Facebook page or email to [streetcar.blackpalfrey@gmail.com](mailto:streetcar.blackpalfrey@gmail.com) to find out how. If you would like to MARSHAL on Sunday, 16<sup>th</sup> April please contact Peter Boyce < [pandjboyce@btinternet.com](mailto:pandjboyce@btinternet.com) > asap.

To see the calendar of events taking place across the South East, just click the following link: (<https://www.motorsportuk.org/events/motorsport-month/south-east/>)

- Editor

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

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# Club Night - Wednesday, 12<sup>th</sup> April

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

all members & friends welcome

## Dates for your 2023 Diary

April	16	Sunday	12 Car Regularity Run	7
May	27	Saturday	<b>Hughes - HRCR Championship</b>	
June	11	Sunday	12 Car Regularity Run	8
October	1	Sunday	<b>Tour Of Kent - HRCR Tour</b>	
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



## Charles & Phil's **MARCH REGULARITY RUN**

Following an unexpected but very welcome 1st place in the February RegRun (all our stars aligned with local knowledge, a lot of concentration on timing and a big dose of luck) we approached the March event with a good deal of trepidation. This was not eased when the instructions arrived and all



indications pointed to a 'plot and bash' start for Reg A. However, always optimistic, we sat down with maps, a good variety of pencils and pens to get plotting. We plotted the information we knew from the instructions and then started to build from there. There was head scratching and 'discussion' on some of the finer points and a break in the middle to clear the brain - with Mark being left to puzzle out the herringbone (my least favourite type of plotting) and then a point was reached where we felt that we had our route complete ... this is inevitably followed by a review and tweak the following day!

*Bob Pilcher presents Mark & Sue with their Awards for the February RegRun*

The morning of the run we arrive at the excellent Airport Cafe for sustenance and a good strong cuppa to try and calm the nerves ... we were Car 1 and, with the first section being a set of tulips handed through the window one minute prior to the off, there was a very real chance of embarrassing ourselves if we took the wrong turn out of the start. We managed to avoid that shame though, and got off to a flying start and I would love to say that it all went swimmingly – however, an early missed fork right resulted in rather a lot of fluster (on the part of the navigator) and quite a bit of back and forth, before getting back on track but being rather further down the field than we should. This meant, for the first section Mark got to play catch up with timing and rather enjoyed throwing the car around tight corners and pretending to be Paddy Hopkirk.

Once we reached the plotted section of the route, we could breathe a little easier and enjoy the twists and turns and the scenic route - so it meant we arrived at the coffee stop ready for a recharge and raring to go for part two.

We set off on Reg B hoping we had the herringbone correct, but committed to our course! The timings were a challenge in this section, with several changes which meant juggling the map board, time tables and reset buttons for the time and distance. As the miles slipped by, we remarked that we might have missed a code board, but it turned out there were none in the second half, which was disconcerting but kept us on our toes.

We can't be sure we had the whole course perfect, but we seemed to find all the time controls and followed our route without incident (apart from a near miss with a large 4x4 backing-up across a right turn in the latter stages of the run), so felt satisfied with what we had done. We arrived at The Drum PH for a celebratory drink and were presented with mugs for our win the previous month!



The route certainly challenged our plotting, navigating and timing skills and, on this occasion, we came 6<sup>th</sup> - so there is definitely room for improvement. But the most important take away for us is that we had a great day out, with a good bunch of people. It amazes us how these events come together each month with the time and effort needed to set them up - so massive thanks go to Charles and Phil for their organisation of the event and to all the marshals who give up their Sundays to stand out in all weathers to ensure these events can go ahead!

Congratulations to Michael & Jim for winning with a score of 208, to Jack & Matt for finishing a close second on 223 and Barbara & Dick, 3<sup>rd</sup> on 260.

*Pictures thanks to Trevor Hawkins (the retired movie maestro)*

*Sue Watson*

## Results:

Pos	Driver / Navigator	Car	A1	A2	A3	A4	B1	B2	B3	B4	B5	PC/WD	Total
1	10 Michael Helm / Jim Bowie	Ford Fiesta Zetec 2005	8	1	11	18	30e	82	19e	22	17e	0	208
2	4 Jack Stewart / Matt Davies	Morris Cooper S 1963	2e	25	20	33	29e	66e	23	17	8	0	223
3	2 Barbara Athow / Dick Athow	Renault Clio 2005	89	60	1e	20	6	42e	39	2	1e	0	260
4	8 Mick Rose / Phil Littlemore	Ford Puma 2000	20e	69	3	20	5	3e	55	16	77	0	268
5	3 Graham Bank / Archie Pelling	Volvo Amazon 1970	96	31	15	11e	3e	47	68	3	2	0	276
6	1 Mark Watson / Sue Watson	Morris Cooper S 1966	100	68	4	60	14e	5	30	2	7	0	290
7	5 Matt Weeks / Katie Redhead	MGB GT 1974	60	73	21	62	33	30	37	61	8	0	385
8	6 Gavin Pilcher / Bob Pilcher	Renault Clio 2003	25	26	34	47	18	6	84	100	65e	0	405
9	9 Chris Rose / Amy Rose	Ford Puma 2001	67e	10e	24	100e	66e	19	31e	70	50	0	437



## BACK UP NORTH FOR THE START OF A NEW RALLYING SEASON

This year's HRCR Clubmans Championship Tour of Cheshire was the 20<sup>th</sup> Anniversary event and was as challenging and well supported as ever. For me it was also my 20<sup>th</sup> T of C, having been in on its inception as assistant C of C, then under Nigel Raeburn's spell as C of C, I was Chief Marshal - a role I held when Mike Harrison took over and continued even while living here in Folkestone for a couple of years. Since then, I have competed each year with *Rich Harrison, in his Golf GTi* or MGB GT, slipping further down the field as each year goes by. It is always good to meet old friends again - the team has remained pretty constant over the last 10 or so years.



But this year it was good to see another crew from Blackpalfrey, *Tom Ash and Graham Mayes in Tom's Audi 80*, and Mike Cochrane navigating in Angus McQueen's BMW 323i, at the start.

Having completed the measured mile and scrutineering on Friday evening, an almost full entry gathered at the Bickerton Poacher for an early briefing and the start. We were running at 30, a bit high for us these days as

we proved later! Straightaway we were in the thick of it on Regularity A, an epic 28 miler taking over an hour, with 9 timing points and defined by grid squares, tulips, colours of road junctions and a herringbone - fortunately given out the evening before to plot. Included was a tricky not as map farm

entrance which a few crews missed, earning them a big penalty. A mile beyond the end, we entered Oulton Park circuit for two fast tests on the rally circuit, a smooth but slippery form of tarmac with big corners and chicanes to slow you down. Great fun for drivers, where having the bottle to brake late into the chicanes either gains you seconds or sees you off on to the grass. Lots of spectators and a lively atmosphere.

A very short Reg B with just the one timing point took us to the Morris Dancers in Kelsall for coffee before Reg C in the Delamere area, with four controls. Here we had a frustrating moment, when a couple of cyclists on a narrow road baulked us when we were approaching a control and causing a lot of lost seconds. Straight into Reg D using grid letters and three tracings, but also using the corner sections of all four maps in use so, much juggling of papers, speed tables etc. The regularity ended at the entrance to the Cheshire County Showground outside Knutsford and immediately into two tests. These were on loose surfaces and grass - very fast with scope for drivers to show off their drifting skills, but a bit too fast for old brains like mine to get the instructions out in time. They were followed by Reg E, 90% off road within the showground and again on the loose. Once back on the public road, drivers had to be reined in after the almost flat-out stuff off road. At last, we arrived at Lunch at Mere Village Community Hall for a welcome break and sustenance.

At Lunch Out control, we had a route amendment to avoid a road accident and another handout for the last regularity. Reg F, plotted the evening before, was a combination of spot heights, overs and unders and 19 green dots NW of Knutsford and a few crews had problems with finding the first control, not us I have to say. Now for four car park tests at Booths Hall in Knutsford and Radbroke Hall, a couple of miles to the south. They were smooth tarmac - lots of lamp posts and flower beds and of course strategically placed cones. We managed both the tests at Booths but got maximum penalties at Radbroke on both tests there! That were five minutes added when seconds count and basically my fault, too slow with looking ahead on a complex lay out. Reg G had been plotted in the car over lunch and was a bit tricky, with map features and a LWR triangle to sort out but, once plotted, not hard to navigate. Just one section left.

A return to Oulton Park for another crack at the rally circuit and an attempt to improve on the morning times and a cup of tea in the café there. Finally, Reg H was Jogularity style handed out at lunch and posed a problem at one point, with an instruction that was ambiguous and had cars going in all directions. Fortunately, the section was scrubbed, so no harm done. A short run back to Bickerton for the finish arch and the traditional Cheshire Cheese before the very good carvery meal. The results were declared provisional very quickly, were final at 19.05, and awards presented before 19.30.

It had been for us a most enjoyable rally, on which we performed at our now mediocre level, coming 39th out of the 70 plus starters. The VW Golf GTi had gone well, apart from one front wheel threatening

to come off on Reg B after Oulton Park - quickly torqued up but losing time. Not having seen Tom and Graham all day, we found that they had enjoyed the rally and found it quite tiring but had beaten us in 38<sup>th</sup> place by 11 seconds or so.

The winners by a big margin were **Matt Warren and Ryan Pickering in the Porsche 911**, from Roger Fildes and Iain Tullie in an Escort, with 2022 Hughes winners, Leigh Powley and Brian Goff 3<sup>rd</sup> in their Toyota Corolla. As ever, the Tour of Cheshire had provided a straightforward but challenging rally, competitive for the Masters and Experts but doable for the Novices. No plot and bash and not a code board in sight on the road, with just one on one of the showground tests. The marshals were excellent, well set up with boards and white lines, and efficient with the Liege timers. Mike and Lorna Harrison had put on another very good event, well worthy of a 20<sup>th</sup> anniversary.



Thanks to [tony@tonylargephotographic.co.uk](mailto:tony@tonylargephotographic.co.uk) for pics

March 2023

**Peter Boyce**





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# SWEDISH ICE-DRIVING EXPERIENCE 2023

When you get a phone call from regular Swedish customer asking you to go and work out in Sweden with them to build a new rally car, the question always follows of ‘when and for how long’ wondering when it can be fitted into the diary.... Except, on this occasion, the end of the week’s work would be followed by an ice driving experience on a frozen lake - not only that, but topped off with the rally professor Rauno Aaltonen and the ‘real’ Stig, that’s Stig Blomqvist group B World Rally Champion, both offering tutoring and demonstration laps so, in this case, the answer will always be a resounding “Yes, and how long can I stay for!”

Wind forwards a few months and the time has come for the trip. I arrive in Gothenburg and am met by my friend Hans-Ake Soderqvist from Soderqvist engineering. He has had a long-term love affair with the Mini and has been rallying them since 1963 - this was about the time he met Stig, where they hit it off and have been friends ever since...this long-term rallying career is also where Hans-Ake met Rauno, who too has been a friend of many years.

The following four days were spent planning the specification and preparing various parts for the new rally car including the installation of the main part of the roll cage and sourcing many donor engine castings in readiness for a new spec rally engine assembly.

As soon as Friday came, the focus was switched onto loading up the two cars, a standard early 1275Gt and Hans-Ake’s Minispares sponsored *Monte Carlo rally car*, the last car in which Rauno has competed in on the 2020 Monte Historique. Added were some spares and the all-important studded rally tyres required for such outings - once complete, we were ready for the trip to the lake in the afternoon. Rauno was collected from his hotel, along with couple from the UK, Ian and Adele Hunt who had taken the opportunity to be involved. The lake at Anttila is a 5.5-hour journey from Gothenburg towards the north of Sweden, so all ready to go and we set off. We arrived at around 8pm where two Dutch customers, also invited to take part, were waiting - Rene D’Vries, a Mini enthusiast with several Mini’s and Bert Mets, both also keen Mini racers in the NKHTGT Dutch race series.

*Car 277* is a Mk2 Mini Cooper S built by myself and Hans-Ake for Rauno to do the Monte Historique in 2020, it is a replica of his 1968 Works car he drove. This 277 car was the last car Rauno competed in, unfortunately, he now can't get a licence due to failing vision. By this time, it was dark so everyone headed straight to the restaurant for introductions and a wonderful evening meal.



Saturday morning came along and dressed for the cold weather, -5 degrees, we headed outside where we were presented with was a scene from days gone by (although normal for Swedish folk, I’m sure) where roads are carved in the snow, snow that was 3 plus feet deep and, from our position at the top of the hill,

were the fabulous views across the landscape, rolling hills covered in pine trees and snow - it was quite something!

were the fabulous views across the landscape, rolling hills covered in pine trees and snow - it was quite something!



Breakfast was served at 8am in readiness for the classroom tuition with Rauno, this was made up of a slide show containing details of the theory of how best to control a car on the ice, the different lines required in a rallying discipline and a brief overview of the incredible life and times of 'The Professor' himself...that alone was fascinating to hear. Once finished we made our way to the lake, this was 5km away from the accommodation, and my first experience of driving a Mini on *spiked tyres*, aside of the noise they create it is immediately apparent how much grip they provide.

Once at the lake we were shown our track, one of three they use, and followed Anders, the owner of the site, for a sighting lap to highlight where we enter and exit the track and where the corners were. This might seem obvious but when all you can see is snow with no real reference points it was a lap worth having! Once complete, both *Stig* and *Rauno* took to the driving seat to offer a masterclass in how to drive in those conditions, although now both well into their 70's and 80's respectively they are both still sharp and very fast! Now we all knew how it was supposed to be done it was time to take turns at the wheel and get instructions from the passenger seat, both offering calm, direct but encouraging instructions to help everyone hone the techniques that had been spoken about in the classroom. Once everyone had taken numerous laps under the watchful eyes we were set off on our own, or partnered by another person in the group, to keep practicing and as time passed, should any more help be needed, the pro's were back in the seat offering their pearls of wisdom again.



What became very apparent, when my turn came around and was let loose on my own with Adele, was the staggering amount of grip on offer. I was expecting the Monte car with its 120bhp ARR rally engine with low 4.2 cwp to be constantly wheel spinning and understeering with every input from the throttle or brake pedal but, far from it, there would of course be some wheel spin, but very manageable, and it was easy, yet progressive, to promote oversteer with the use of some left foot braking to transfer the weight and allow the back of the car to slide round while balancing it on the throttle, to maintain a good drift through the corners - it was nothing short of excellent fun!

With a quick lunch stop to discuss our experiences so far and with the obligatory converted fuel-can BBQ cooking up the hot dogs and Moose burgers, the slipping and sliding continued and lasted until approximately 4pm, all taking turns between the 1275GT and the Monte car, with everyone gradually getting faster as the day went on.





Rene had bought along his Mitsubishi Evo 9 Recce car as well and, although not a Mini, it gave Bert, Rene and myself some extra time to explore the limits of what is possible - let down only by having winter tyres with very small studs which made for some entertaining excursions from the track (sorry about the bumper damage!) and getting beached on the snow cleared by the snow plough!

After the 5km trip back to the resort and our chalets, the option of a Swedish sauna was on offer before our evening meal, where we spent a good number of hours

discussing our own experiences of the day as well as having the opportunity to talk to both Stig and Rauno about their careers in the rally world - this insight into the history of their works drives is something that could have lasted for many more hours I'm sure but, after a tiring day, sleep was needed by all.

Sunday morning saw everyone meet for breakfast, still buzzing and discussing the events of the previous day before packing up, saying some goodbyes and making the journey back to Gothenburg and other final destinations.

So, how would I summarise this trip to Sweden...? To have the opportunity (as a lifetime Mini enthusiast) to spend a weekend with the most decorated BMC works Mini driver Rauno Aaltonen and World rally champion and household name Stig Blomqvist, to get tuition as well as flying laps in a rally prepared Cooper S which was competed in by the rally professor himself and all set in stunning surroundings on a frozen lake, is an experience I will never forget and one that money can't buy... or can it... Fingers crossed it can happen again next year and if the opportunity arises who knows there might be a place for you...

All credit and thanks must go to Hans-Ake Soderqvist, of Soderqvist Racing Service, who organised this rare opportunity and giving me the invitation to go, and Minispare for their continued support.

You can see a little film of what our experience was like on this YouTube address – <https://youtu.be/bvJadFAWZgo>

***Phil Anning***

[www.anningsraceandrestoration.com](http://www.anningsraceandrestoration.com)



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

# Daytona 500 - Feb 19th 2023

I thought club members might be interested in my latest trip to the Daytona 500. This race is a stock car race and is the first one in the NASCAR series of races. It's the first because normally the weather in Florida, early in the year, is better than that in places further north. The weather is not always kind though. We went the one year the race had to be postponed to the Monday because of torrential rain and



a severe weather warning!! I have been more than five times now and I still don't really understand it. There is obviously a great deal of skill required to drive flat out at 190+mph for 500 miles, but I just don't get the strategies. I like to go for the spectacle as much as anything, but it's certainly an experience.

There is quite an American build up to the race. There are brass bands, old cars to walk around and previous winners interviewed. Just before the race there is a well-known US musician on stage. This stage is on the pit lane! This year it was Dierks Bentley. I hadn't heard of him, but at least he had an appropriate surname. So, as this performance

finishes, within minutes large trucks pull the stage and other platforms off the pit lane. Quite an operation. Then there is the National Anthem. Everyone stands for this. Then, just before the race starts there is a fly over by the Thunderbirds. These are not the puppets of my youth, but the US equivalent of the red arrows. This year there was an extended fly-over because it was the 75th year of the race, the 65th at the speedway. Originally the race was on the beach in Daytona. I have seen some old videos, 'on-line', which give you an idea of how amazing those days were. So, then there is a blessing for the drivers, fans and the armed forces and the race starts.

When I first went, there was just a long race for 500 miles. Now, allegedly to create more excitement, the race has three sections with each section getting a chequered flag followed by several pace car laps. Sections are 65, 130 and 200 laps.



The circuit is a banked oval of 2.5 miles, so 500 miles is 200 laps (before retiring, I was an accountant!). As you can see 'above', they go around as a group two or three wide. Obviously, when there is an accident, lots of cars are impacted. This year there were few incidents early on. You can watch the highlights on-line. I found the first major incident amusing, as the driver

responsible claimed that he didn't feel his car nudge the car in front of him into the wall. Going flat out

at 190mph with lots of vibration will do that (!). As you can see the weather was great. High of 25°C and then it cooled down to the high teens when the sun went down. The last section of the race had lots of accidents and pace car periods as the drivers tried to get in front of one another and the end was declared just before another incident. A great day, but not the best kind of finish, in my opinion.

**Keith Howard**



## WEALD 12 CAR CHAMPIONSHIP ROUND 8, BEXLEY LCC.

**Congratulations** to the Pashleys for their Championship win...

After yet another outright victory, beginners **Richard and Tom Pashley** are now set to take the overall



awards this season with one round to go. In the Drivers' championship, Richard has already clinched it, even though he only has a maximum score of 12 available to him as only the six best scores count. All his rivals are too far behind now. Tom can be overtaken in the Navigators' championship by Simon Fudge but, in practice, this cannot happen as Simon has not marshalled, so his points are not counted and if he did marshal even if Tom didn't score, Simon would not be able to catch him. So, we have our champions.

Given that Richard and Tom were running as 'Beginners', the interest now turns to the Expert class. Derek Arnold and Clive Cooke are heading the Expert Drivers' contest but, again, neither have marshalled so will not score - which means the fight is between Sterling Ernzen and Wug Utting for the honours. Kevin Ablitt is heading the eligible Expert Navigator table from Bob Stokoe.

Now, it's all down to the final, Blackpalfrey round on 31<sup>st</sup> March...

**I**n the event itself, after the Pashleys (with 0F 2mins) came Matt Clark and first time out Beginner Katie Wildon (0F 5mins). Derek and Simon came third and 1st Expert (0F 15mins). A wet, muddy and potholed route was in store for the competitors. The organisers, as ever, managed to plan a compact route, through what are excellent but increasingly congested roads, with the usual compliment of Tesco vans (*didn't know you were working down this way, Phil - Ed*), fly tippers and giant SUV's.

Nevertheless, everyone was full of praise for the route and enjoyed themselves.

Once again there were five Beginners, several who have done a number of events now and will soon be moving up to the novice class, so particular **congratulations** to them. As mentioned above, Katie did superbly to come in second. The other first timer was Michelle Wickenden, who joined Sterling and thus did not have the benefit of an acknowledged navigator driving her, so they struggled a little. We hope you give it another go Michelle!

In the true spirit of the Series, designed to attract Beginners and Novices to our sport, a final thanks to Wug and Bob who gave up their entry, to allow a Beginner to run and, instead, ran as course closer.

*Thanks to Paul Griffiths for pic.*

**Tim Loftus**

## 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'....



# 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](mailto: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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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](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.*

*End*

