

## June & July 2023

The **Blackpalfrey Motor Club of Kent Ltd (BpMCK)** is a member of **Motorsport UK**, the **HRCR** and of three Regional Associations, the **ASEMC**, the **ACSMC** and the **AEMC**. Blackpalfrey is also a partner club in the **Weald Motor Club** consortium. These organisations allow Blackpalfrey members to compete in a wide range of events, for both **classic** and **modern** cars, organised by many other motor clubs all over southern England.

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



After the furore of the last few weeks, a fairly quiet ‘summer’ coming up for us – we need it, in order to recharge the batteries! As you can see from this picture, Hughes CoC, Dave Hughes finally ‘lost it’ and spent time running round Manston Airfield wielding his mallet – fortunately, no one was hurt and David is recovering, ready to start planning for 2024!

Many thanks to the Marshals, and other ‘helpers’, from our own and other clubs in the SE, who all helped

to make the event a successful round of the HRCR Clubmans Rally Series. As usual, we learnt a lot from this year’s event (1965 was the date of the first Hughes Rally, as a full-blooded night rally, continuing through the halcyon times of the 60’s and 70’s and, in 1996, became the daytime Hughes Historic and has continued every year since, except 2001 {Foot&Mouth} and 2020{Covid}), enabling us to make it even better for 2024! See all the previous winners on [hughesrally.blackpalfrey.co.uk/history/](http://hughesrally.blackpalfrey.co.uk/history/)



We’ve had some movement on the Committee (full list on back page) – **Steve Thompson** has taken on the roles of Secretary & Competition Secretary and **Joy Waiton** is our new Treasurer – good luck ‘both’ and we hope you have a long and pleasurable reign...along with new Director, Dick Athow.

...and, new on the calendar is our **Summer Treasure Hunt** – Sunday, 13<sup>th</sup> August (page 2 for details).



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

A bit of a ‘bumper’ issue this month, to make up for not having a June HIGHWAY. Many thanks to the contributors who really show the diversity of our Club members’ activities - with reports on Historic rallying, 12 Car rallying, Marshalling, ‘closed-road’ rallying, Targa rallying, RallyX, Autotesting, what next?

Next month, Peter Boyce’s exploits on two Historic events + YOUR stories....

- Editor

### INSIDE:

Future Events - p2. Hughes Rally - p3. Marshalling on the Hughes - p5. June 12Car RegRun - p6. Autotest – p8. Hero Challenge One - p9. Old Gits in Clacton - p11. Ling’s RallyX Update - p13. Debden Targa - p14. Weald 12Car Rally Series - p15. Kent Targa Rally/StreetCar - p16.

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

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

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

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

**all members & friends welcome**

## SUMMER TREASURE HUNT

Sunday, 13th August 2023

Signing-on at 1pm, first car starts at 1.30pm, first car scheduled to finish at 4.30pm.

Venue - The Stag, Canterbury Road, Challock, TN25 4BB.

Entry form and other details: [blackpalfrey.co.uk](http://blackpalfrey.co.uk)

No membership cards or competition licences required, so ask your friends to come along

### More Dates for your 2023 Diary

August 13 <sup>th</sup>	Sunday	Treasure Hunt
October 1 <sup>st</sup>	Sunday	Tour of Kent – HRCR Tour
November 8 <sup>th</sup>	Wednesday	Scatter Rally
November 19 <sup>th</sup>	Sunday	12 Car Regularity Rally
December 10 <sup>th</sup>	Sunday	12 Car Regularity Rally

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# HUGHES HISTORIC RALLY 2023

A dry and sunny Whitsun weekend saw 45 crews, mostly Inter-Club Historics accompanied by a smaller Clubman class contingent, converge on Ashford in Kent for the 2023 Hughes Historic devised and run by Blackpalfrey Motor Club.

Leigh Powley and Brian Goff in their Corolla turned up to defend last year's win and Stephen Owens and Nick Bloxham their previous second place. The Historics category was a fairly balanced field comprising eight Masters level crews, twelve Experts and a similar number of Novices.

On Friday evening mapping three of the four lengthy road regularities for the next day, involved a very comprehensive compendium of plotting instruction types. This saved even the Masters navs from too much bar-propping that night and had many of the lesser mortals scratching heads and debating, for example, the sets theory of how hill gradient fractions might apply to OS conventional symbology. There was however general relief that the 2022 Hughes event's code board breeding population had been humanely culled, although crews would find out, once on the road, that rumours of their extinction were quite wrong.

The Conningbrook Hotel MTC was also the start of Regularity A. Like all the other three public road regs, this was lengthy (about an hour), but initially fairly straightforward navigationally. It took the crews south-eastwards from Ashford into the charming landscapes of the southern Kentish Downs.



*Angus McQueen/Mike Cochrane - 11<sup>th</sup> O/A in their 323I*

But even by mid-morning, plenty of locals were up and about the lanes causing even the sharp end crews to clock in with sizeable time penalties especially at the second TP of Reg A. The Reg eventually broke free of the hedges and tractors up onto the chalk escarpment above Folkestone, finishing high above the Eurotunnel terminal.

After coffee in a garden centre near Hawkinge, the rally headed out on Reg B, straight into the rolling farmlands on both sides of the A2, along roads

fringed with cow parsley. Actioning speed change points within the catch-up zones, after timing points tested crews' clock management skills. Sound pre-event PR work along the route had encouraged a growing turnout of roadside deckchair-bound flag wavers. Unfortunately, a tiny minority of local people were less than one hundred per cent happy and the rally route was obstructed in at least two places - one scuppering access to a LWR triangle - and, of



*Woodhouse/Davies retired with a broken brake-hose on Test 6*

course, its inevitable code board. The regularity finished up not far from Deal and there was then a transport section onwards to Manston Airfield, near Ramsgate.

This year, the huge Manston site was again the venue for the eight tests, which were all of the cone forest variety, rewarding nimble and tidy driving, provided that navigators could give their drivers fast enough directional hints and also indicate the right entry points to three-cone clusters. At least one cone was ritually sacrificed to the gods of speed, head on, allegedly by Ken Binstead. (I only nudged it honest - Ed)

*Pettit/Rushforth MX5 had a good run to 9<sup>th</sup> O/A*



On the tests an HT lead sprung off Leigh Powley's Toyota – twice – pushing them down into fifth place at lunchtime. By that point Mike and Matthew Vokes were occupying first place, with more than a minute's cushion from Fildes/Tullie, then the Binsteads and Owens/Bloxham. A

Manston was also the venue for a private land regularity (Regularity C). This employed a regularity route



book with several pages of tulips but many crews soon discovered a better approach was just to follow the arrows and cones as they came into view, and floor it. That proved a successful tactic on the middle section up the huge Manston runway, but the perimeter sections were in parts something like a Serengeti grassland safari in which even the fastest crews couldn't get close to the ideal times.

*Sophia Howard drove Dad Keith to 7<sup>th</sup> in the Club Class*

As last year, a decently long lunch break with brown-bag sarnies and tasty snacks gave crews a chance to reflect, commiserate and regroup.

After a rerun of the morning's airfield tests medley straight after lunch, the circus decamped to the river Stour marshlands to start Regularity D. Some road closures just before the event had necessitated route changes onto busier roads through some quite large villages. This meant inevitable delays on encountering all manner of traffic, on two and four legs as well as wheeled. Most unexpected perhaps, up on one of the gnarly wooded lanes, was an oncoming couple on mobility scooters – fortunately they were not attempting our regularity speeds.

The crews battled on gamely but, despite the expenditure of jokers, the order was still being shaken up continually by the exigencies of tractors and the rest. Not that traffic could only be blamed: more than a couple of crews had found that the off-route ford they gingerly went through was even deeper than the on-route one they were supposed to have taken.

The final Reg E started straight out of the afternoon coffee stop and followed a complex route around a clutch of pretty wooded hilltops in the southern Downs. The pacy time schedule, aggravated by frequent

traffic delays, proved unforgiving of even momentary navigational inattentions. If the temptation to follow other rally cars was ever thought a good one, this was positively disproved as strings of middle-order crews found themselves on what became something like convoyed shopping trips.

It was just before the final regularity that SO's Porsche 911 decided to bend its knee, or in fact both knees due to a front suspension collapse. Stephen and Nick still tried to plough on, almost literally, raising clouds of dust.



At the finish back in Ashford this left **Roger Fildes/Iain Tullie** to take first place in their Escort RS, bettering the Vokes pair in the final ranking by a single second, with Leigh Powley and Brian Goff still managing to chalk up third place, despite their car issues mid-way round.

The Vokes had the consolation of having been top Test pilots at Manston in their nimble Ginetta G15, with James Griffiths and James Howells in their Mini and Angus McQueen and Mike Cochrane in the BMW claiming the second and third rows in the tests table.

Best Expert crew were Peter Higton and Charlotte Ryall with a strong performance in their MGB, taking sixth place overall. And Barry and William Moore were top Novices in their Morris Mini 1275GT.

For everyone, a fine day out in the Kentish sunshine, topped off with chilled beverages of choice on tap at the Conningbrook for the early evening debrief and thanks for all the hard work by David Hughes (no, no relation!) and the whole team at Blackpalfrey Motor Club.

*Nigel Woof* - thanks to HRCR's Nigel for this report.

## Marshalling the Hughes Historic

As the deadline approached for the Hughes Rally, it was becoming clear that the new rally project was not going to be ready on time. We withdraw our entry and sign-on, on-line, to Marshal.

Weather forecast was good for the day so, with sun cream and hats, Phil Littlemore and myself drove to the Start, in Ashford, for a catch-up with Club members and a bacon roll.

We then drove up to Manston Airport, where we signed-on again, and Phil Smith and Charles Harrison gave us our position on the large grass Regularity, close to the perimeter of the Airfield. We found our post, which was cleverly situated with two grass tracks meeting either side of a coned 'gate'.

With the first dozen cars coming through almost on time, further down the field the less experienced or careless crews started to wrong-slot down the first mowed (thanks Bob Pilcher) track, missing our control which was tucked between two brick sheds – cars even missed us while other cars were getting their times in our Control – a total of eight cars missed our Control, much to our amusement.

Course closing car came through, we had our superb lunch (supplied by the local NAAFI Club - Ed), cleared away deck-chairs and then travelled to the other side of the M2 to Covert Wood - another well-used area on our Sunday morning 12Car events.



Phil drove his wife's Golf to the gravel layby where, again, this Control was out of sight for the unwary. We set-up the Control deck-chairs (comfort being of prime importance!), high-viz waistcoats on and we're ready – but the layby is busy with dog walkers, cyclists, cars and a camper-van set-up for the weekend! As the start-time approaches for the Course-opening car, I go over to the car owners and make them aware that there is an Historic Rally coming through, with about forty interesting cars – they all move their cars to one side to clear the layby. So, we now have spectators and the two ladies in the camper-van are sunbathing, on their sun-loungers, on the roadside! Again, the first serious contenders all come in on-time, but then many drivers are distracted waving and beeping the young sun-bronzed ladies (the 'results-team' noticed that 'times' were a bit inconsistent after this Control! – Ed). The two young ladies and ourselves found this very amusing and they started videoing the cars over-shooting, with some ten cars completely missing the Control.

After the Course-closing car came through and 'closed' us, we said "Goodbye", to our fun spectators and drove back to the Conningbrook Hotel for a well-deserved pint. What a great day's Marshalling and well-done to all the competitors that found us, both times, on our 'hidden' Controls...

### *Mick Rose & Phil Littlemore*



## Jack and Matt's 'Long Way Around' in East Kent

Hot on the heels of the successful Hughes Rally came Jack and Matt's Sunday morning 12Car RegRun, based in East Kent, on 11<sup>th</sup> June. Starting at the Canterbury Garden Centre and finishing just down the road at Grove Ferry, the guys had put together a very compact route (all on map OS179). This, along with speed changes and other challenges (there's a clue in the name), left little time for complacency for navigator or driver.

Navigation instructions arrived on Thursday evening, in plenty of time for the run on Sunday. A nice mix of instructions, including a herringbone, map features and a run in East Kent would not be complete without green and red dots. There was also clever use of "avoids" i.e., a map feature or spot height in brackets, plus an innovative set of instructions to complete two adjacent Not-As-Map, and Long-Way-Round, triangles TL TR LX TR MR. (*Dave H* - could this be used on a future Hughes?)

The run had attracted a good entry of 11 cars including some new faces - Christopher and James in the Rover Mini and John and Simon in a very nice Mercedes Fintail. Last time Keith and I were out we were in the "Big Cat Jag" but this was our first competitive event in the recently acquired **Mk2 VW Golf**. (Keith's daughter Sophie had kindly run it in for us on the Hughes 😊).



After calibrating the Brantz and polishing off the obligatory bacon butty, it was time to head off on Reg A. We headed east and successfully found the two adjacent LWR triangles on the edge of Broomfield and were rewarded with a code board. The route then headed south through Chitty (of Chitty Chitty Bang Bang fame) and skirted the end of Reg B in Grove. A wrong slot at Elmstone was quickly corrected and we continued south through Staple. Clever use of “to” in the navigation created an extra loop through Goodnestone and then on to coffee at Gibsons Farm Shop, south of Wingham. Not much coffee was being consumed on such a hot day but the cold drinks were flying off the shelves!

Reg B included some places we had visited on the Hughes, including the Ford at Bekesbourne where I decided to take the correct route this time, unlike on the Hughes! Use of approach and departure directions on grid references caught a few crews out at Barham, resulting in them missing Harry and Lynda’s control and a blackspot near Wickhambreaux caused some frantic U turns for other crews. More of the dreaded greendots brought us to the last control just after Stodmarsh. That’s it then - time to put the pens away and talk about lunch - Wrong! Schoolboy error on my part, last control is not the end of regularity and I missed a codeboard on the long run into Grove after IRTC4! It’s never over, until you reach the Finish...

When we arrived at Grove Ferry, to say the place was heaving is an understatement! The sun had brought the world and his wife out (am I allowed to say that these days?) to the pub on the river. Jack and Matt had arranged a parking area which we all managed to shoehorn ourselves into and we settled down to food and drink and tales of horses, cyclists, missed code boards etc.



As always with these runs now, the results come out a day or so after the event and I wasn’t very hopeful, given the missed codeboard - but was pleasantly surprised to see we had won, when they were issued! **Graham and Archie were 2nd in the Amazon**, closely followed by Nigel and Rosemary in their MX5.

If you didn’t know, you would never have guessed that this was the first event Jack and Matt had organised - nice venues, lovely route, sensible speeds and navigation suitable for all abilities with some clever twists. Thanks to them for a very enjoyable day plus, of course, all the marshals that braved the heat so we could go out and play!

**Rowan Thompson takes a drink at the Finish**



## Graham Mayes

Pos	No	Driver / Navigator, Car	A1	A2	A3	A4	B1	B2	B3	B4	PC/WD	Total
1	4	Keith Howard / Graham Mayes - VW Golf GTI - 1988	8	24e	62	5e	4	7e	17	15	100	242
2	3	Graham Banks / Archie Pelling - Volvo Amazon - 1970	6	5	61e	44e	28	3e	1e	45	100	293
3	7	Nigel Mead / Rosemary Mead - Mazda Mx-5 - 1994	13e	51	74	18e	51	8	73	9	0	297
4	8	Barbara Athow / Dick Athow - Renault Clio - 2005	40	20e	62	33e	35	62	71	20	0	343
5	6	Pratik Visaria / Norman Garland - VW Golf GTI - 1985	100	74	23	62	62	44	68	61	0	494
6	2	Richard Gormley / David Peplow - MG ZR - 2001	76	73	75	42	100e	100	82	78	0	626
7	5	Steve Thompson / Rowan Thompson - Triumph Herald - 1961	100	51	89e	100	71	82	73	83	0	649
8	1	John Timoney / Simon White - Mercedes Fintail 220b - 1965	61	76	71	20	100e	100	80	75	200	783
9	10	Christopher Gumbley / James Hall - Rover Mini - 1993	100e	100	60e	100	100e	100e	100	100	600	1360

Organisers : Jack Stewart & Matt Davies

Marshals: Harry Pace, Linda Collins, Andrew & Martine Kilby, Bob Plicher, Paul Davies

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**.

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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'....



Eastbourne and Ram MC's all day Sunday slalom (all forwards) Autotest at Horam, on 4<sup>th</sup> June. Great little friendly event suffering a bit from a small entry simply due to there being a lot on that weekend, but great weather and great fun was had by all. For me, it came with some extra excitement when I found myself with FTD, an outright win, something I've been trying to achieve for a few years now, just to prove I can still do it like I could some 40

years ago, happy days...see our website for more Autotest, and other, news and updates...

**Grahame Standen**



# HERO CHALLENGE ONE

After an eight-year sabbatical, I teamed up once more with **Derek Webb** - this time to contest the Hero Challenge One Rally which took place on Saturday 13th May, near Amesbury, in the shadow of Stonehenge in Wiltshire, this being the first of the three Hero-Era Challenge rallies to held this year.

The last time Derek and I competed together was in 2015, on the Monteberg Rallysprint in Belgium in a Group 4 Mk1 Escort, where we finished 10<sup>th</sup> in a very competitive class and 58<sup>th</sup> O/A out of 125 starters.

On this event Derek and I were competing in a 1968 MG Midget, which Derek had driven 240 miles Westfield, just North of Hastings, where King Harold got one in the eye in 1066.

The event was based at the Stones Hotel, High Post, 6 miles South of Stonehenge, where scrutineering, noise checks and the collection of the event documentation took place on the Friday afternoon. The Hero Organisation issued each competing crew a very comprehensive road book which contained all the necessary information needed to contest the event (no OS Maps required) - this included a map depicting the road link sections, start and end locations of each regularity section, test diagrams, tulip and Jogularity navigation instructions for all the regularity sections and intermediate time and distances, to assist in keeping to the scheduled average speed for each regularity.



With all the formalities completed, trip calibration route completed, rally plates and door number affixed to the Midget, Derek and I made our way to our digs at The Pelican Inn, Stapleford, 6 miles NW of Highpoint, to mull over the road book and test details that lay before us the following day.

Following a decent meal at the Swan Inn, Stoford and a good night's sleep, Derek and I set out bright



and early for The Stones Hotel - the morning weather was dull and overcast but clearing with temperatures to rise later in the day. The Midget was entered in Class 2, 1955 to 1974, up to 1400cc class and, at 1098cc, was the smallest capacity car in the entire field of 74 entrants. I must say, inside the Midget was very snug, to say the least, it is far easier to get in and out my MGB GT than the Midget and only time will tell exactly how snug it will be as the event unfolds.

As our start time of 08:26 approached, we made our way to rear of the hotel and the official start of

the first of six Regularities, to be tackled throughout the day. RS1-Salterton, a 7.12 mile regularity, passing through Upper, Middle and Lower Woodford and finishing close to Old Sarum, an ancient Iron Age settlement. From here, a 16.71 road link section headed west to just north of East Knoyle, where RS2-Willoughby Hedge, a 9 mile regularity, began heading towards Mere via West Knoyle, Barrow Street and Charnage, followed by a 9.6 mile road link section to TC2 at Udder Farm and the first rest halt of the day where the competitors time card were collected.

RS3-Ibberton started 9 miles south of TC2 at Okeford Fitzpaine - this was the longest regularity on the event, at 18 miles around Fifehead Neville, Bullbarrow Hill and Dewlish, finishing South West of Puddletown. The final leg of the morning turned South to Bovington Camp, where the army tanks play, here there were four tests, between 0.75 and 1.3 miles long, consisted, for the most part, on good quality concrete, quick and flowing, with the odd very slippery sand covered area around some very tightly placed cones thrown in for good measure - although not the quickest, our times were realistic and without penalty. TC3 and the lunch halt at the Red Lion, Winfrith Newburgh was a welcome break before the afternoon session commenced.

The afternoon started with a 2<sup>nd</sup> visit to Bovington Camp, which was a repeat of the morning tests - we matched our times on two of the tests and improved on Test 6 by 18 secs and Test 7 by 7 secs – again, without incurring any penalties. A 7 mile road link section, took us from Bovington Camp to the start of RS4-The Morden's, a 9 mile Jogularity - the issue I had with this section revolved around the fact the grass verges had grown to such an extent that some of the Jogularity landmarks were difficult, if not impossible, to spot and I trusted my intuition that we were on the right route, which ultimately we were.



Then, two more regularity sections, RS5-Moor Crichel and RS6-Bowerchalke at 8.45 and 8.03 miles, with a rest halt in between at The Drovers Inn, Gussage All Saints followed, heading NE from Tarrant Monkton over Cranbourne Chase and the West Wiltshire Downs via Long Crichel, Gussage All Saints, Sixpenny Handley, Woodminton and Fifield Bavant to the end of Regularity 6, just South of Fovant. Then followed the last 13.89 mile road link section to the final control MTC6, back at the Stones Hotel.

How did we do? - we were late at TP2B and TP3B by a minute at each and early at TP3D by 23 secs, TP4B by 43 secs & TP4C by 21 secs, our best times were at TP2C 8 secs, TP3A 6 secs, TP4A 5 secs, TP6A 4 secs and TP6B 0 secs.

We finally finished 5<sup>th</sup> in Class and 62<sup>nd</sup> O/A. The total mileage for the rally was 150 miles, 60 miles of Regularity and 94 road link miles. All in all, the event was very well organised with a very accurate road book, but I needed a prybar to extricate myself from the Midget at the end of the day. Would I do another Hero Challenge? – yes, I think so and it was great to be back in harness again with Derek.

***Archie Pelling***

# Old Gits Enjoy a Day at the Seaside

Friday, 21<sup>st</sup> April saw us set off to Clacton for what was the first closed road event in England and has now become a regular date on the calendar – **The Corbeau Seats Tending and Clacton Rally**. After a nightmare journey around the north side of M25 and up the A12, we arrived at the trailer parking area at around 6:30 pm and, with the exception of walking into Clacton for a fish supper, that is where we stayed until joined by co-driver Rob Thompson and service manager Grahame Standen, at 08:30 on Saturday morning.

After relocating to our allocated service space on the sea front, followed by some breakfast, it was signing-on and then off to complete a recce of the four stages that made up the vast majority of the competitive mileage with each being run three times. The final two miles were two blasts along the sea front on Saturday evening. Whilst we were checking the notes Rob had painstakingly translated from Patterson Pacenot format into the sort of notes we know and love, Grahame and Chief Catering Officer Jane, took the car through scrutineering and noise check. (A bit like an MOT, passed but with a few advisories).

The stages were good with some surprises, such as a section around a farm yard on one, which was a bit like a big Autotest with some changes of surface. There were also some surprisingly long sections of nice wide B road on another. Then there was a section through a village which looked like it would be good fun, but there were also some extremely tight hairpins around grass triangles.

After completing our allowed two runs through each stage, it was back to Clacton for a peek at the sea front stage, which had to be done on foot. It was shorter than originally planned, with various reasons being given – too much sand on the ‘road’ or landowner permission withdrawn, being the favourites.

18:00 saw the first car set off along the sea front stage, which took around a minute to complete for most competitors - but the number of spectators was phenomenal, watching not only the stage but the cars driving to and from it and queuing at the start. So many spectators and not a single protestor!



By 7:30pm, the car was in the overnight parc fermé and the crew were in the Toby Carvery, which was conveniently located right in the service area.

Sunday morning dawned damp and we took the chance to opt for a softer pair of Hankooks on the rear to match those on the front, as we set off to tackle the first loop of four stages. As we drove out to the

start of the first stage, it absolutely poured down but, after a delay at the arrival control the rain eased off and by the time we started it was just raining. But, the first part of the stage was noted as 'shiny tarmac' which proved to be rather slippery, then around half way through we turned a corner, the surface changed and there was a whole load more grip. We almost caught the car ahead at the finish, where the road was bone dry.

The second stage included the very twisty farm section, which started with an impossible hairpin where we almost got stuck as a quick pull on the handbrake had us continue past the turn sideways. Apart from that, the tour of the farm yard was better and more open than we thought it was going to be. The third stage had another very tight hairpin around a triangle, which saw us bash the bank rather hard - but much to our surprise, resulted in some minor bodywork damage but did not damage the steering or suspension. The final stage of the loop was the longest at over 6 miles and started with a long and wide, but twisty, section of B road including a section with two chicanes through a village, where spectators were out in force...Great fun! We then returned to Clacton for service, where the front wing was put back into shape



and fuel topped up ready for the repeat. At this point it was still fairly dry, although we had experienced a few showers. However, as we left Clacton it started to rain more persistently and we were left to wonder if we should have switched to full wets. As it happened, with the exception of the shiny tarmac over the first part of the first stage, there was

plenty of grip with the tyres, although there were a couple of places where the car aquaplaned a little but we managed to get around the loop without any mishaps, before returning once again to Clacton and fitting full wets for the final loop of stages.

To be honest, I felt more confident on the right tyres but the stage times were only very slightly improved. We completed the first two stages without issue but the penultimate stage, appropriately SS13, saw the end of our day at the seaside. It was at the same grass triangle, with very tight hairpin, that caused us to hit the bank on our first attempt where we came to grief. A perfectly executed handbrake turn (it was, in my opinion!) into first gear and one hellava racket which I thought was a prop shaft failure. We coasted around half a mile and pulled into a gateway from where we watched the final few cars through, chatted with the marshals and several closing car crews, whilst waiting for Grahame and Jane to arrive with the trailer. By the time we were loaded and sorted, it was gone 7 o'clock so we spent another night in Essex (it's the only way!!) before the long drive home on Monday.

Tuesday, we got the car up in the air to find the problem was the axle. The pinion had shed several teeth, which had taken several chunks off the crown wheel teeth. All a bit of a mess so the axle needs to go for a rebuild.

All in all, a very good event which obviously takes a huge amount of organising and sadly fell well short of the maximum 150 entries - great fun but, unfortunately, not such a great result for a couple of Old Gits.

Other local crews didn't fare much better, as Bridge Carey, co-driven by dad Royston and running under the Army Rally Team, had a significant 'off' on the first loop of stages. They were able to extricate the car from the scenery and continue under 'super rally' rules, albeit in a rather second-hand looking Renault Clio.

Tim Mewitt/Liz Jordan also retired after a rear axle link failed on their Escort giving them a fully floating rear axle and a big surprise, as he bounced off a hedge and into a farm, coming to rest against a large agricultural machine.

**Bill Cook**



## FRED LING'S RALLYCROSS UPDATE

It is now roughly half way through the rallycross year, with three events completed and four more to go - with some down-time until our next event at the end of July. So far, so good with three wins from three events so far this year...

For this year we have built a 2.4 litre Duratec engine (up from 2.0 litre), following the small 'detonation' of the previous engine last year. This has meant up a step up in class, against the top 2wd cars in the country. Round 1 at Blyton Park was a tough day with gearbox mount failure followed by driver error resulting in a back row start for the final. However, after a great start and an on track overtake this resulted in the overall win for the first time in 4 years, which made all the hard work worth it.



On to Pembrey at the end of April and a double header lay ahead, with reliability being the key to a good result. Day one saw two heat wins, meaning we could miss the final heat, due to rallycross taking the best two heats to create the grid for the final. The Welsh rain arrived just in time for the final, but a good tyre call meant that, after the start we were able to manage the gap and secure another first place. Sunday saw more of the same, except for a red flag in heat 3, as two of the



competition ended up coming together, which left the door open for an easy final win and currently sees us sitting top of the pile for the BTRDA overall rallycross title.

Our next event is more local to home, being at Lydden Hill and there have been rumours that four previous champions are looking to enter the event, meaning it will be a true test of how competitive we now are. Also, we have a Sprint lined up, entered under the Blackpalfrey banner.

The pictures are from the last time out at Pembury and I will try and give another update towards the end of the year, with news on how the season panned out.

*Fred Ling*



## TESTS FOR THE ROSES AT DEBDEN TARGA

So, after spending the Saturday marshalling on the Hughes at Manston, Amy and I braved the 3.30am alarm clock on the Sunday to head 120miles to Carver Barracks for the WAC Debden Targa Rally. We had a pain-free run up, breezed through scrutineering, had a brief check of the maps, checked the tyre pressures and we were ready to go.

Sat on the start line, not expecting any magic, just hoping for a good run, Amy calls the 1st three sets of cones to me. 1st call is a hairpin right around cone A..... disaster, a horrendous grinding from the passenger wheel every time we turned right, literally 10 metres from the start line! After about 5 minutes



we also found that, even though we had tried bedding-in the new brakes, they weren't bedded in at all - we had major brake fade! So, after taking it easy on the 1st three tests, we found that the top mount had collapsed and the tyre was rubbing a metal strip in the wheel well.

With no top mounts to hand, we decided to flatten the inner arch to prevent more damage to the tyre and this seemed to work. Tests 4,5 and 6 completed, with

no rubbing and we were flying... literally! A part of the test that, in past events, is normally a gentle slope was now a steep gravel take-off ramp - we crashed down hard, but the Puma kept on pulling (probably thanks to the sump guard that Phil Littlemore had fashioned for me). After six tests, results were looking good and we were in 14th O/A place, from 83 starters.

After a long lunch break in a very hot May Day sun, we lined up for Test 7 and realised that we had smashed a hole in the exhaust on Test 6 and just not noticed! Worrying about a disqualification, we set off at about 50% effort to reduce noise. But it turns out, I struggle to concentrate at 50% effort and three cones in, I slid us straight up a pile of gravel and into a tree. Luckily, we were



undamaged and managed to reverse off the gravel mound. Amy then gave me a stern talking to, saying the exhaust is not as loud as I think, so give it the "BEANS". After these 'instructions', we hit Test 8 and 9 flat-out and nobody mentioned the noise, so it was obviously louder in the car! We dropped three places to 17th after the 'off', so the decision was made to go flat out on the last three tests to catch up our lost time and positions! What a hoot these last tests were - finishing the last test in a cloud of tyre smoke and dust, cheered on by the marshals, we had finished 16th O/A and, with the car in one piece, we loaded up and drove home! A brilliant weekend of marshalling and competition. The car a bit worse for wear but it got us home! In need of a new spring, top mounts and an exhaust, we will hopefully be ready for the next Targa event at Wattisham...!

*Chris and Amy Rose*



## THE WEALD MOTOR CLUB 12 CAR RALLY CHAMPIONSHIP

### Final positions

The key places in the Championship had been secured already, but the final positions were determined by whether crews decided to marshal or not. No marshalling means no score, so the overall positions were:

**Overall** - Richard Pashley (Driver) Tom Pashley (Navigator)

**First Expert** - Duncan Brown (Driver) Kevin Ablitt (Navigator)

**First Semi Expert** - Toby Galbraith (Driver) Andy Mucklow (Navigator)

**First Novice** - Geoff Russell (Driver) Phil Bird (Navigator)

**First Beginner** - Maria Mackenzie (Driver) Penelope Smy (Navigator)



*Paul Griffiths*



Five Tests - 32 Competitive Miles - 0 Road Miles  
100+ marshals needed!

Regulations Available in July

Keep an eye on our Facebook group for further information.

Saturday 16th September 2023  
Mereworth Training Area



Supplementary regulations will be published in early July, with entries opening at the end of that month – get your **entry** in quick!

The event will need over 100 marshals and officials to ensure the safe and smooth running, so please put the date in your diaries and keep an eye on this group for further details of **marshal** registration.



# 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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**Treasurer: Joy Waiton** [joy.blackpalfrey@gmail.com](mailto:joy.blackpalfrey@gmail.com) **Membership: Tom Ash** [tom.ash@btinternet.com](mailto:tom.ash@btinternet.com)

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

**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, with a couple more pics from the 2023 Hughes*

