



HIGHWAY

www.blackpalfrey.co.uk



June 2020

The **Blackpalfrey Motor Club of Kent Ltd (BpMCK)** is a member of **Motorsport UK**, the **HRCR** and of two Regional Associations, the **ASEMC** and the **ACSMC**. 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

One of the biggest problems I have in this age of, what seems like eternal lock-down, is sorting out old motorsport press-cuttings, negatives, prints, slides (some of which need careful cleaning) – mostly from the halcyon days of the 1960s to 90s, of Rallies (road and stage events), Autocrosses, PCTs, Trials, Autotests, Sprints (on, what was West Malling Airstation, where we also had our Club Meetings for several years, but is now the fast overdeveloping village of Kings Hill, where I now live). Unfortunately, some have got lost in the intervening years but, proving more time-consuming is the fact that I did not date, with venue/event, much of the non-catalogued stuff that I still have. Still, hey-ho, it's keeping me busy, and off the streets, where I'm not supposed to go anyway!

It's a little difficult to say much about the state of the World, the Country *and* our beloved Motorsport, at this time, as we don't really know too much about what's going to happen during the next few months, do we.... Things are developing and changing, on a day to day basis and there are so many conflicting reports and it's all such a mess – perhaps a younger member of the Club could write me a '**guest editorial**' for the next HIGHWAY with a more optimistic view of the immediate future – **offers, please!**



Loyal member, **Graham Mayes** is now spending most of his time in presently completely 'locked-down' Wales and, so, has decided to take a little more of a 'back-seat' in the day-to-day running of the Club. We are pleased to welcome **Andrew Craker**, who is a Motorsport UK Race National Timekeeper, as our Treasurer – details in Committee list on page 2....

Motorsport UK event status

Following the news on Tuesday 24 March 2020 that all motorsport events would be suspended until at least Tuesday 30th June, Motorsport UK has compiled the below information about the status of British Championships and 'marquee' events:

<https://www.motorsportuk.org/news-publications/motorsport-uk-event-status/>

Motorsport UK CEO Hugh Chambers will clarify the position of British rallying in the coming days following criticism of the governing body's "Getting back on track" document issued earlier this week.

The document, released on Monday, laid out plans to restart motorsport in Britain once the current suspension is potentially lifted on July 1.

For rallying, the advice was that co-drivers would not be permitted in the car until the government has lifted its social distancing rules. It left teams up and down the country exasperated....

For lots more news and worldwide motorsport view, see:

<https://dirtfish.com/rally/brc/motorsport-uk-defends-rally-return-advice/>

Many thanks to the contributors to this issue of HIGHWAY and, above all – **Keep smilin' and stay safe.**

Editor 1

Copy for July 2020 HIGHWAY by 26th June, please - have YOU got any stories, pics etc for YOUR mag?

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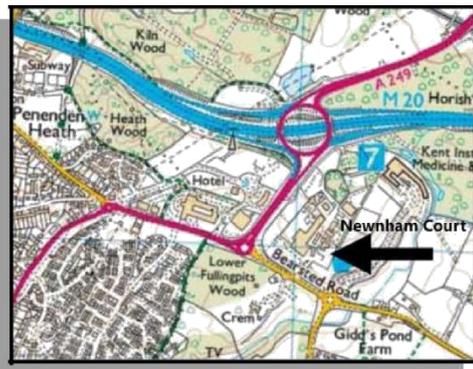
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Committee members: Dave Hughes / Harry Pace / Simon Ingarfield / Lee Busbridge (Facebook & Car Shows) / Dick Athow



Club Night is CANCELLED

(until further notice)

Newnham Court Inn near M20 J7

(OS178/781570), just off the Bearsted Road, opposite

Crem., from 8pm onwards.

We are always looking to 'recruit' new members to our Committee so, if you have a little time to spare and wish to know more about what's involved, contact brian@blackpalfrey.co.uk and/or come along to our next Club Night.

Come along to a Club Night and have a chat about how YOU can help with Blackpalfrey events

As Blackpalfrey members you can also enter any of the WEALD MC and ASEMC & ACSMC events. Details of WEALD MC and other events will be sent out to all BpMCK members, by email, whenever we receive information from the promoting clubs.

**T
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BLACKPALFREY
M**



'Team Blackpalfrey'

vinyl stickers (170 x 74mm) and 'Badge' (90mm diam)

windscreen vinyl stickers

available from:

Harry Pace - jack4069@aol.com

FREE!



Just email Harry, with your name and address + which and how many you want (please include 'Blackpalfrey Badges/Stickers' in Subject)

Some archive pics on page 5 & 7

NAVIGATION

Different Scale - Different Era - 2.

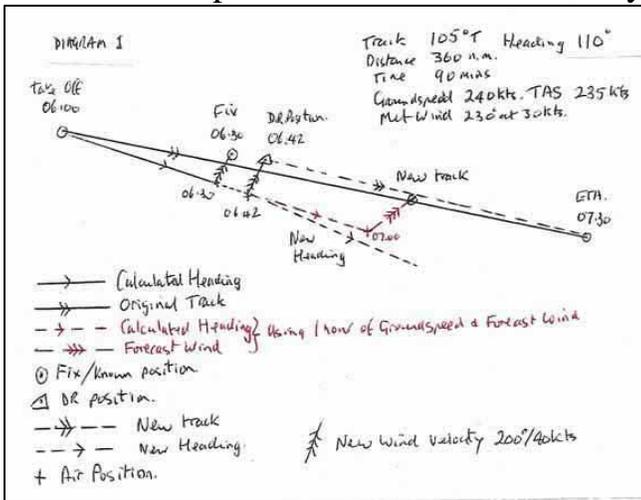
Last time I gave the background to my brief RAF experience as a navigator and the basics of the triangle of velocities, the absolute basis of air navigation in the late 40s and early 50's. Remember, no satellites and no computers suitable for aircraft. (My wife worked for a spell with Ferranti in Manchester on a computer the size of a small house!) – *(incidentally, I worked at Fort Halstead, near Sevenoaks, from 1959 to 1969, in a building that housed a massive Ferranti Mk 1 computer called AMOS. Here, I experienced my first real interest in motorsport, organising several 'small' road rallies for the Fort Halstead Motor Club, in the early 1960s – Ed)*. So, moving on....

About 2 hours before take-off there was a briefing for crews. We were given time of take-off, target and ETA, objectives, altitude and diversion airfields. Next, the Met Officer gave atmospheric pressure, air temperature at altitudes, wind velocity at altitudes, freezing level and cloud type, base and tops. We then went away to produce a flight plan and start a log. (Every little item had to be logged!). Now we start work proper. Firstly, plot the route on the chart; the tracks; measure the distances; work out the ground speed. Next, using the forecast wind velocity and via the triangle of velocities, work out the heading and true airspeed.

Here we have the first complication! Airspeed varies with altitude and with temperature and was measured with the pitot-head sticking out of the front of the aircraft. It gives what was called Indicated Airspeed (IAS). This was converted to Rectified Airspeed (RAS), taking account of altitude and temperature using our little circular slide rule, which in turn was converted to True Airspeed (TAS), using a value for instrument error. So, what I passed to the pilot to fly was IAS, while I used TAS in my calculations. Now, for the second complication. In the early 50's there were no really reliable gyro compasses, so we flew with admittedly very good magnetic compasses. Our Mercator charts used **True** North, but our pilots needed **Compass** North. Users of OS maps will be familiar with the blue lines showing the various norths for that sheet. In the top margin and in the bottom right "Technical Information" the amount of the variations is given. It changes due to the wandering of the north magnetic pole! *(I remember the Metropolitan Police MC's Crows Foot Rally, which I did a couple of times back in the 1960s, had very complex navigation using this sort of information – plotting true and magnetic bearings to define the road junctions/route – Ed)*. In those days the difference between true and magnetic north (Magnetic Variation) was about 8*West. This was applied to true north to get magnetic north, but which way to apply it? Add or subtract? We had a little phrase to help us, "Variation west, magnetic best". If you got it wrong, you could be miles off-track.

When I was CO of an Air Training Corps squadron in Cheshire, we used to take the cadets on 'Duke of Edinburgh Award' expeditions, up into the Peak District to find aircraft wrecks, most from WW2 and most due to navigation errors, of which getting headings wrong were the most common. Next, an instrument error had to be applied to get Compass North. Each individual aircraft was periodically "compass swung", to determine how much error was due to all the

metallic and electrical components. So, the navigator needed True and the pilot needed Compass North. At last, we now have the information we need to go to the aircraft, first having remembered to collect our parachutes! Helmets on, oxygen checked, intercom tested, strapped in, chart, log



and instruments ready and off we go, climbing to altitude and setting heading.

Our job now is to stay on track, but experience tells us that the forecast wind is what it says and is rarely dead accurate, so we cannot assume that we are on track all the time. The navigator needs to know exactly where he is - not too much of a problem when the sky is clear and the ground visible. Getting a fix (no, not that sort!) was important. Let's take a simple example as shown in the Diagram 1 here....

On looking down from 10,000 feet I see a familiar landmark; I know where I am, so I note the time - it is 06.30. I plot this location on the chart and notice it is to the left of track. I measure the appropriate distance along the heading (30 mins of TAS 235 kts) - this is my air position for 06.30, i.e. where I would have been with no wind. If I join this position to the plotted fix, I have the effect of the wind velocity. If I measure the length of this line it represents 30 mins of wind from a direction of 200°. I have taken some time to do all this!

What I do next is to determine a location and time ahead when I can alter heading, called "dead reckoning". We used to try to work in 6 minute intervals, as this is one tenth of an hour and makes working out speeds easier. So, for 06.42, I mark on my chart 47nms (2 tenths of the TAS of 235) along the heading line. I then lay off a vector from 200° and the correct length for the new wind speed, and mark it with a dot in a triangle, the conventional sign for a DR (dead reckoning) position. I mark off a new track, measure the new distance to target, work out the new ground speed and using the new wind velocity, work out a new heading and airspeed. At 06.42 I call the pilot and ask him to alter course and adjust his IAS. And so, it goes on, fix position, work out wind velocity, DR ahead, find new heading and airspeed, tell the pilot.

On a clear day over land, busy but not too taxing, but bear in mind that in the 12 minutes it has taken to work things out to alter course, the

aircraft is 48 nms further on! (After all that, no wonder Peter is one of the best 'club' road-rally navigators around! – Ed)



Peter Boyce

If you are not bored rigid by now, next time I will try to show how it gets trickier when you can't see the ground (usually the case) or are over the sea, always remembering that this was 1953.

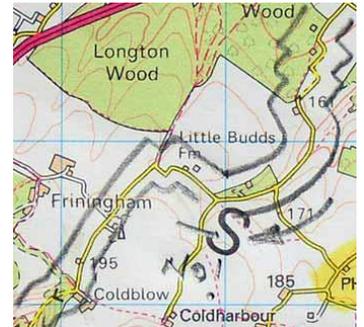
April 2020

B.L.C.C. WITSEND RALLY – 10TH October 1967

Seeing Andrew Kilby's post on **Southern Road Rallying Through The Years** on the 1978 Witsend Rally reminds me of, perhaps, the biggest disappointment in my early rallying times - see <https://www.facebook.com/groups/1054378554610347/>



We were seeded No2, behind Doug Harris & Ron McCabe and, it's true, we'd caught and passed Doug's Porsche 911S within a few of miles of the Start Control. My first event in Roy Edwards' 21KR, the **1967 Witsend**, with the top ASEMC and London Counties 'boys' out for the night, was going well when, towards the final TC, I instructed Roy to "stay on this road, whilst I finish plotting the last section (plot & bash)" - however, at E82955865SW he poked his 'nose' into the Coldharbour 'white' (shown yellow now)....head up, I shouted "no, back out, stay on yellow



(or, something similar!) " Dropping, probably, 10+ seconds, we carried on and finished well. Back at the Finish, it was obvious that there was a problem and the results sheet shows that we had been timed on the 'doubly marked selective' as dropping 3m 02secs, dropping us from 1st to 5th O/A, whereas 4 crews had dropped just under 3mins.

Final Instruction No 5 reads: "Selective section. Time lost in whole minutes on this will count towards the road marks, and the time taken expressed in seconds will be used to decide ties". The organisers realise that the above method, as applied, has resulted in the fastest man on the road not being credited with winning the event. They have decided to make a special presentation of a NIL DESPONDUM award to the crew of Car No2 (Roy Edwards/Brian Millen) in acknowledgement of this fact.

This was the only time I ever remember officially 'protesting', but the Organisers had no choice but to uphold the wording of the Regulations. Nick Ward and well-known navigator / WRC co-driver / journalist / photographer Martin

BEXLEY LIGHT CAR CLUB 10th WITSEND RALLY 9/10.9.67							FINAL RESULTS	
Pos'n	Car No.	Driver	Navigator	Club	Total F Marks	Selective	Award	
1st Overall:		Driver: The WITSEND TROPHY and replica Voucher to the value of £5 Free membership of B.L.C.C. for 1968 Navigator: The KENTISH TIMES CUP and replica Free membership of B.L.C.C. for 1968						
8	Nick Ward	Martin Holmes	Bex.	-	3	2.45	DEES CUP - Ford	
2nd Overall:		Two awards Voucher to the value of £3						
11	Ted Cowell	Dave Kirkham	Bp.	-	3	2.53	TRIUMPH CUP - Triumph Team award	
3rd Overall:		Two awards Voucher to the value of £2						
7	John Mossop	Stuart Gray	7oaks	-	3	2.57	Team award	
4	10	George Tancock	John Jensen	R.	-	3	2.58	10% experts
5	2	Roy Edwards	Brian Millen	Bp.	-	3	3.02	10% experts (HERWINIA TROPHY - Morris/Wolseley)
6	3	John Woodward	Alex Jardine	Bex.	-	4	2.52	REGENT CUP and (replica - Best B.L.C.C. (Driver) Award (Navigator))
7	1	Doug Harris	Ron McCabe	Bp.	-	6	2.40	10% experts (Team Award)

Holmes <https://rallysportmag.com/author/martin-holmes/> thus took 1st Place and went home happier than we did! Roy and I keep in touch and often have a good yarn about our rallying days.

That's it, the coronavirus lockdown scrabble for HIGHWAY material has *finally* allowed me to get that off-my-chest!

BJM

Don't forget - as members of the **Blackpalfrey Motor Club**, you are eligible to enter most events organised within the **Weald MC**, the **Association of South Eastern Motor Clubs** and the **Association of Central Southern Motor Clubs** – (hope you'll be able to use this info soon! – Ed)



Tesla: With so many car manufacturers in financial trouble at the moment, *maybe* Elon Musk has got it right for the future, with less dependence on 'external sourcing'?

Have a look at - http://www.youtube.com/embed/8_lfxPI5ObM?rel=

Reminder - Membership Renewals – April 1st 2020

This could be the last HIGHWAY you receive!...are you going to risk it for just £15?

I took over the role of Membership Secretary when our dear friend John Fowler passed away last year. It was on a temporary basis, I thought, but here I am still doing it 7 months later as we approach the time for membership renewals. You will all be receiving your renewal notices by email shortly.

The use of the Membermojo site to securely manage the club's membership has made the task of renewing your memberships so much easier than before.

Just follow the link on the renewal notice email and you will be taken through the simple process. I know that John used to accept cash for renewals from some of you but, as I now live in Suffolk and don't attend that many club events, I won't be able to accept cash from you. Payment online is easy using PayPal or you can pay as a guest using a credit or debit card. You can send me a cheque in the post, if that helps you, but online payment is quick, simple and secure. As soon as I receive notification that you have renewed your membership for the year, I will post out your new membership card.

Membership of the club is good value at £15 and even better value for Joint Memberships at £20. For just £20 you can have as many members of the family who live at the same address as Blackpalfrey members. This can include the junior members of the family too.

Any membership queries contact me at membership@blackpalfrey.co.uk or on 01728 648741.

Happy motoring for 2020/21.

Tom Ash – Acting Membership Secretary.

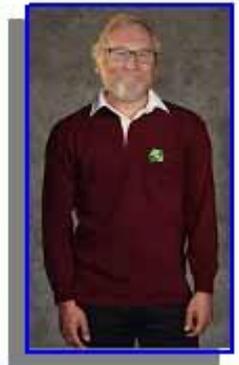
For the latest range of fashion accessories - have a look at http://www.blackpalfrey.co.uk/?Club_Clothing

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...



2020 Dates for Blackpalfrey Events:

May 30 th	➔	OCT 24 th ?	Sat	Hughes Historic Rally	Postponed (tba)
September 5 th			Sat	Kent 100 Rally	
October 4 th			Sun	Tour of Kent	
October 25 th			Sun	Winter Series 1	
November 22 nd			Sun	Winter Series 2	
December 13 th			Sun	Winter Series 3	

GET YOUR MOTORSPORT FIX WITH THE NEW MOTORSPORT UK YOUTUBE CHANNEL!

Check out the latest videos, interviews, footage, reviews and media launches from our community in one new home.

From British Kart Championship highlights in 2019 to a plethora of British Rally Championship action from the past five seasons.

We will be continuing to add to this channel with various 'how to' videos, Esports entertainment and interviews from some of the characters and champions of the sport.

Let us know what you would like to see on the channel – email media@motorsportuk.org

Head to www.youtube.com/ourmotorsportuk and subscribe today!



*European RallyX Final – starting Will Gollop at Dover Castle
1982 (?)*

Some of the ‘Stuff’ we used to do



Andy Gibson – West Malling Airfield Autotest (1970-80s)



Barry Rapley starts a Ferrari 328GTB at West Malling



Watched by club chairman Brian Millen (left), Doug Harris presents the KM trophy to Steve Bishop.

RAC National Autocross Championship qualifier – Paddock Wood 1980

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.