

October 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

Thanks to the sterling efforts of Dick Athow, our Winter Series of RegRuns got underway on 13th September with the first Round organised by Andy Elcomb and Joy Waiton. Report and more pics on page 4. Joy admitted that, being the first event we had run under Covid19 restrictions, there was a lot of extra work and preparation involved leading up to the Sunday morning of the event, but it was all worthwhile with good weather, eleven happy crews, many happy marshals and the event ran “really, without a hitch”.



So, many thanks to Andy and Joy for being the ‘guinea-pigs’ and paving the way for a successful Series of Rallies, with the second round on 11th October being organised by Phil Smith and Charles and Lucy Harrison, at ‘press date’ just one entry left – that could be YOU, if you’re quick!

Entry list and full details on <https://www.blackpalfrey.co.uk/index.php/september-regularity-run-2> and **Marshals** please contact Charles at triumphworks@btinternet.com or Phil at phillipmwsmith@hotmail.com

During the last six weeks or so, I have twice tried to set-up some sort of Club Night where we could have a ‘natter and noggin’, only for Boris to announce continued ‘social restrictions’ - making such a meeting difficult or impossible. I’m afraid this uncertainty about the time and scale of ‘lockdown’, and its continually changing rules will necessarily go on for some time yet BUT, the good news is that certain types of motorsport are presently available to us. Our governing body, Motorsport UK, is doing a good job, based on Government rules and recommendations and, if we follow their guidelines (example – see page8), hopefully things will continue positively. We also received a complementary supply of face masks and hand sanitiser from MsUK – a nice touch!

INSIDE: [Update on Regularity Runs](#) – p3. [Harvest Regularity 13/09](#) – p4. [Old Git On The Up](#) – p6. [Why Mandate the Wearing of Face Masks \(Motorsport UK\)](#) – p8.

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

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

Acting Secretary: Graham Mayes gmayes717@aol.com Webmaster: Tom Ash tom.ash@btinternet.com

Treasurer: Andy Craker / Membership: Tom Ash tom.ash@btinternet.com

Editor

Your Committee is:

Acting Secretary & Competition Secretary:

Treasurer:

WebMaster:

Membership:

HIGHWAY Editor:

Chief Marshal:

Press & Publicity:

Club Shop:

Club Equipment:

Social Secretary:

Club Safeguarding Officer:

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

Graham Mayes

Andy Craker

Tom Ash

Tom Ash

Brian Millen

Phil Smith

Greg Thompson

Trevor Hawkins

Vacant

Peter Boyce

Lesley Busbridge

gmayes717@aol.com

andycra@sky.com

tom.ash@btinternet.com

tom.ash@btinternet.com

brian@blackpalfrey.co.uk

philipmwsmith@hotmail.com

greg.thompson9@gmail.com

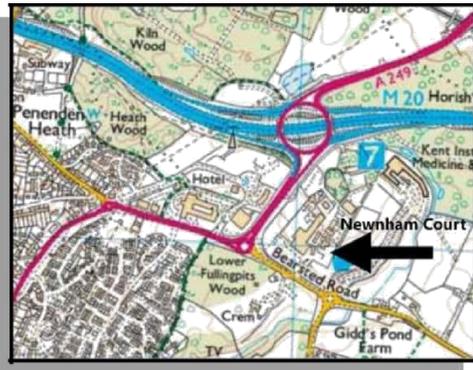
trevor.hawkins@blueyonder.co.uk

trevor.hawkins@blueyonder.co.uk

pandjboyce@btinternet.com

marinamad1@sky.com

President: Brian Millen



Club Night is **CANCELLED**

(Boris willing, hope to do something about this soon)

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

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.**

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.

Now, isn't this – the new **Ferrari Roma** – beautiful! I think the colour helps, on this model, rather than the usual Ferrari red. Only £171k and available now, it's a bit more expensive, but has a slightly better 'spec' than the equally desirable Aston Martin DB11 V8 coupé.

I must admit though, even without the Ferrari, I would very much like to be sitting outside that café in Piedmont right now....

from *Driving, The Sunday Times*



UPDATE ON REGULARITY RUNS



The first Sunday regularity rally was a resounding success thanks to Andy & Joy. Their expertise and experience meant that the event went as smoothly as we could have expected under the current climate. The weather was perfect on the day, and we all thank Andy & Joy for their refreshments after the event had finished. I don't think any other organiser will be able to do that, especially with the latest 'rule of 6'.

MSUK have worked well with governmental advisors to enable us to get back to our favourite sport, even though there has to be strict constraints on how things are done.

Putting the working procedures in place was difficult as there was no other club's paperwork to steal, so I spent about a month piecing things together, with the knowledge that there would be an opportunity to fine tune things after the first event.

I found that there was a quick take-up of entries, showing that members just want to be out in their cars, enjoying our hobby. Everybody took part in the spirit of making the most of what we have – whilst we have it. There was a good number of members out acting as marshals, not only on time controls, but also on passage checks.

To date, one of the main problems we have encountered is the various venues we can use at the beginning, middle and end of the run – under 'normal circumstances' garages, cafés, pubs. Very few establishments are able to offer their usual facilities, so we are having to rely on Motorway service areas, etc. Consequently, we will not enjoy the usual social aspect of our days together. We will, however, continue to try to find suitable venues and if anyone knows of such places, please let me know.



Our next event on 11th October will be run on similar lines, but the paperwork will be coming to competitors and marshals direct from the organisers rather than through me. For November's event, the signing on procedure will be simplified and the organisers will have a direct link from the web site, saving one link in the chain resulting in less duplication of paperwork.

Entries and payment will still be required on-line, as will the signing-on of both competitors and marshals.

As always, we will need plenty of marshals, so if you are able to spend part of Sunday once a month you help would be appreciated – **MARSHALS, for October event, please contact Charles Harrison at triumphworks@btinternet.com or Phil Smith at phillipmwsmith@hotmail.com**

If anyone has any ideas on improving the running of the events, please contact me – ideas are always welcome.

We are still looking for volunteers to put on the February and May events, so if you fancy a go, please let me know. Help will be forthcoming from experienced organisers, including Tom Ash who, although, living in deepest Suffolk, remains an active member of the Club. Indeed, I must give a personal thanks to Tom for converting my ideas into a working on-line system.

Dick Athow - richardathow@btinternet.com

Andy & Joy's Harvest Regularity Sept 2020

Like the legendary Phoenix, the resumption of the Winter Series Regularity Runs arose from the ashes of the Covid-19 lockdown of the last 6 months....

Following the current MSUK guidelines, with signing-on for entrants, officials and vehicle declarations being made in advance on-line, PPE and social distancing recommendations being observed by all, Andy & Joy organised the 'Harvest Regularity' on 13th September.



The event started from 'Mickey's Diner' at Detling, with a near full entry spanning 74 years of motoring development, from a lovely 1934 Talbot AV105 to a 2008 Mazda MX5.

Our Puma started at 10:01, then headed to the North through Yelsted & Bredhurst crossing the M2 a couple of times before turning south through Boxley & Sandling, roughly following the line of the M20 to Bearsted before looping South circumnavigating Abbey Wood to finish just North of Leeds village.

After coffee halt, the M20 Services junction 8, where there was ample room to maintain social distancing, Reg B started from Hollingbourne Station, passing through all points of the compass via the Hucking 90's, Wormshill, Frinsted & Bluetown then headed East, crossing and re-crossing the M2 several times to Lewson Street before returning to the West via Lynsted, Rodmersham Green and Woodstock and finally on via Bottom Pond, Swanton Street and Silver Street to the finish at Andy & Joy's abode at Deans Hill. Andy & Joy laid on tea, coffee and a good spread of cake within their garden, where there was ample space to socialise whilst maintaining the appropriate social distancing protocols.

As for our exploits - running car No 4, from the start Reg A, it soon became apparent the Terratrip was, for some reason, not running accurately as we quickly caught up with Mike Helm and Jim Bowie in their TR6 within the first few miles. So a quick comparison was made between the Terratrip reading and the Puma's speedo trip, the Terratrip was under-reading quite considerably, so a recalibration of the Terratrip was carried out whilst on the move, after which, the correlation between the trip and the Puma's speedo



*Richard Dressner/Colin MacKenzie -
6th in their 1934 Talbot*



trip were comparable, which was just as well, as it was not long before we came across IRTC1A and it transpired we were 22 secs early. As for the rest of Reg A everything ran well and we were happy with our timings at the remaining IRTC's. The timings on Reg B also felt about right. I think the gods were with all the crews regarding the weather, and although it was mid harvest for the Kent apple producers,

Facebook - [September 13 at 6:17 PM](#) : Thank you Andy and Joy for a superb day, all the marshals and helpers, you made it so enjoyable! **From Sandy Pilcher** 4

Sandy & Bob Pilcher had a great day in their Stag



Nigel & Rosemary Mead in their MX5, just 7 points behind - an extremely impressive result as they did not have a trip meter. In third place, a further 11 points adrift, were **Mike Helm & Jim Bowie in the TR6**.

Many thanks to Andy & Joy who managed to put on a very realistic, interesting route within the current MSUK Covid-19 guidelines, also a big thank you to all the marshals, without you none of this could have happened.

I do hope future BpMC events will be as successful as this one turned out to be....



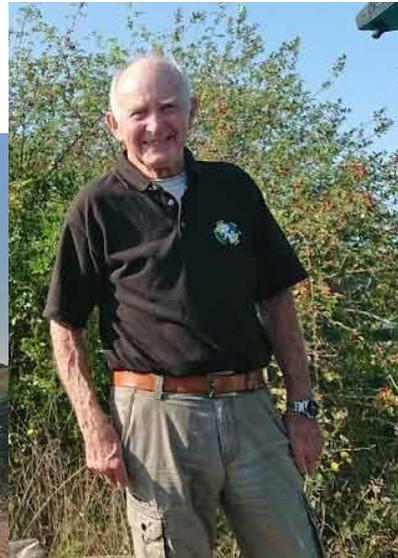
Phil & Archie

Full Results:

1 4 Phil Littlemore & Archie Pelling, Ford Puma, 1999	22e 46 34 0x 6 7 16 8 0	139
2 7 Nigel Mead & Rosemary Mead, Mazda MX5, 1994	11 32 27 0x 18 24 19 15 0	146
3 3 Mike Helm & Jim Bowie, Triumph TR6, 1971	12 8 72e 0x 41e 11 6 7 0	157
4 11 Caroline Gambell & Colin Gambell, Mazda MX5, 2008	29 71e 1 0x 0 60 34e 30e 0	225
5 2 Mick Rose & Dick Athow, Skoda Felicia, 1990	4e 28e 25e 0x 8e 54e 39 5e 100	263
6 5 Richard Dresner & Colin MacKenzie, Talbot AV105, 1934	72 31 34 0x 27 24 61e 18 0	267
7 6 Trevor Hawkins & Simon Ingarfield, Triumph TR4, 1962	51 2 25e 0x 4e 0 200x 0x 0	282
8 1 Charles Harrison & Phil Smith/Lucy Harrison Passat, 2004	79e 23 43 0x 36 26 18 16 100	341
9 8 Ian Conway & David Laver, Rover Metro, 1990	3 2e 100 0x 29 92 71 71 0	368
10 9 Alec Dent & Angus Dent, VW Polo, 1985	100 69e 26e 0x 7 100 200x 0x 100	602
11 12 Sandy Pilcher & Bob Pilcher, Triumph Stag, 1972	80e 100 43e 0 100 81e 81 97e 500	1082



Thanks to David Laver for his pics of 'distanced and no-touch' marshalling'.



Dates for your Diary

13 th	September	Sun	Winter Series	4
11 th	October	Sun	Winter Series	5
1 st	November	Sun	Winter Series	6
4 th	December	Friday	Weald/Bp 12 Car Rally	
13 th	December	Sun	Winter Series	7
2021 3 rd	January	Sun	Winter Series	8
7 th	February	Sun	Winter Series	9
21 st	March	Sun	Winter Series	10
18 th	April	Sun	Winter Series	11
9 th	May	Sun	Winter Series	12
29 th	May	Saturday	HUGHES Rally	



Old Git On The Up

As already stated in my last ramblings, I had a hankering to compete at Wiscombe Hillclimb this year, and only diverted to Shelsley Walsh when the first Wiscombe event was cancelled. Well, over 20 years since I last competed there, I finally did it at the final event of the year on 27th September.

As its only 20 miles from home it was the shortest trip for many years and we set off around 4:30pm on Saturday, so that we could unload and walk the hill on Saturday evening, instead of having to arrive at the crack of dawn on Sunday morning. After spending a relatively cool night camped in the top paddock, Sunday dawned bright and sunny and I drove down to my allotted slot in the bottom paddock. As I was unloading a few bits and pieces, the scrutineer gave the car a quick look and I reported that I was there, which is the Covid equivalent of signing-on and only involves getting as close as 2 metres to the club caravan. Class D3 was for rally cars although, to be fair, I don't think any had been anywhere near a rally for many years. We soon got chatting and several of the others had competed the previous day and advised that there was plenty of grip but the low early sun was a problem on approach to the hairpin at Sawbench.



Armed with this information, I lined up for my practice run. I can only say if that was a lot of grip I would not want to be there in the wet! I left the line with way too much wheel spin and, as I changed to second, the wheels spun again and the back stepped out far enough that I thought it was going to make contact with the bridge parapet. It didn't, and I was soon around the 90° left at Wis Corner and way up

the hill. Through Gate Corner and into the trees, it was all a bit of a panic and blur as it's really quite twisty. The low sun was not as bad as I thought it would be, but the lack of grip came back to haunt me as I left the Sawbench Hairpin and I almost spun and had to lift right off - finally completing the course in over 914m course in 54 seconds....not good.

The first timed runs took place before lunch and, with a less exuberant approach, I was able to take a massive 5 seconds off my practice time, which was still over 10 seconds longer than my Shelsley time for a similar length course, which just goes to show it's not quite such a flat-out blast.

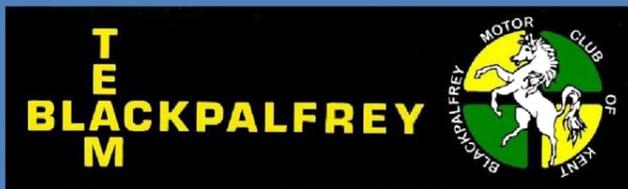


After an early lunch break, consisting of an exhilarating walk up to the top paddock for a bacon butty, I decided to go for some softer rear tyres for the next two runs. So, a bit less right foot saw a better start and a bit more rear grip saw a bit less tail wagging through the tree lined esses, however, I still got well sideways out of Sawbench, to slice another second off my time. It was spectacular enough that I got a round of applause from the marshals as I drove

back down for my final run. As it turned out, my 3rd and final run was slower, but it must have been due to the surface cooling as several other divers were also not as quick as their previous run.

By 4 o'clock it was all over, a great day in the warm Devon sunshine and some very friendly competitors but, with just 4 attempts at 1000 yards each, it's not got the same appeal as a stage rally! Hopefully we can soon find a rally to do, in order to justify the cost of my competition licence (£155) - I've had almost 5 minutes of competitive driving - bargain!!!

Old Git Bill Cook



'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)

Why mandate the wearing of face masks?

- In response to feedback from the community regarding inconsistent adherence to social distancing and the wearing of face coverings when needed.
- Following the reduction of social groupings to a maximum of 6, there is heightened focus on all activities where this may be an issue and sport is most vulnerable.
- Sport is largely a discretionary activity as far as the Government is concerned.
- Our COVID-19 Officers have a difficult task in the management of people at venues, with some disciplines more challenging than others. This has led to a need for a universal application of the rules.
- To ensure motorsport can maintain the support of Government in allowing us to continue to run events and enjoy the freedom to compete.

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SAFETY STICK**
25
SECONDS

25 seconds
Discharge time

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...



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.