



# HIGHWAY

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



## July 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*

Along with their neighbours, the Brenchleys celebrated VE Day with a beautiful *patriotic* display of **Italian** cars - Fiat Barchetta (red), Fiat 124 Spider (white), Alfa 939 Spider 3.2Q4 (blue). The street party was supported by much wine and 'distanced' merriment and it is reliably reported that David retired to bed at 19:15 - as expected, Helen saw the evening out until much later!

**F**or obvious reasons, at this moment, we don't really think the **Hughes Historic Rally** will go ahead on 24th October 2020 (when will two people be able to compete in one car and competitors/marshals



be able to mix at start/finish venues etc?) – so, we have the date of Saturday 29<sup>th</sup> May for 2021. Over the years, since 1996, that we have been running the event as a round in the HRCR Clubmans Road Rally Championship, we have found, used and lost several good **Test venues** so, if you know of any potential sites in Kent, please let us know and we'll go and have a look and chat-up the land owner. Dave Hughes already has a route on his maps but, at this stage, it can be modified a little to make the event even better. Government and MotorsportUK permitting, we are considering a single *or* multivenue Autoslalom type event for 25<sup>th</sup> October so, again, if you have knowledge of any potential venues (grass/tracks/hardstanding) anywhere in Kent, please let us know and we'll have a look – Many thanks!

Tom Ash and Trevor Hawkins are still hoping that the **Tour of Kent**, part of the HRCR Scenic Tour Series will go ahead on **Sunday 4<sup>th</sup> October**....If or as things change, you'll be the first to know....



I know that some of you 'rally purists' are not attracted by **F1**, but it's all you've got for another few weeks. So, spectator free, we start off at The Red Bull Ring in Austria on 5<sup>th</sup> July – should be an interesting season....try it (see [page 11](#)), with Lewis Hamilton beginning a year which could see him match Michael Schumacher's record of seven world championships.

**Just heard the Wales Rally GB is off for 2020! - shame.**

**Copy for August 2020 HIGHWAY by 26<sup>th</sup> July, please** - have YOU got any stories, pics etc for YOUR mag?

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**INSIDE:** [Black Horse Motor Club Early Days](#) – p3. [SPECIALS Page](#) – p5. [1972 Caravan Rally](#) – p6. [Aircraft Navigation](#) – p9. [F1](#) – p11. [Chief Marshal, Phil Smith](#), is also a talented Artist – p13.

Your Committee is:

Acting Secretary & Competition Secretary:

Treasurer:

WebMaster:

Membership:

HIGHWAY Editor:

Chief Marshal:

Press & Publicity:

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Club Equipment:

Social Secretary:

Club Safeguarding Officer:

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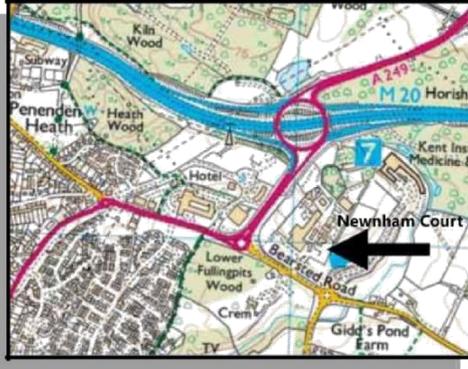
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**Club Night is CANCELLED**

(until further notice)

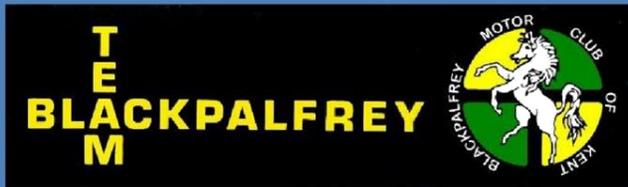
**Newnham Court Inn near M20 J7**

(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](mailto: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 ASEMCA & 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.*



'Team Blackpalfrey'

vinyl stickers (170 x

74mm) and 'Badge'

(90mm diam)

windscreen vinyl

stickers

available from:

Harry Pace - [jack4069@aol.com](mailto: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

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)

**Black Horse**  
**Motor**  
**Club....**  
**Early Days**  
**1963-1965**

Head Quarters of the Club was the Black Horse PH in Tunbridge Wells. When the idea was first thought of to run Sunday afternoon rallies, the Saloon Bar was used as a base to give navigation lessons (assuming the drivers knew how to drive!). Needless to say, after 9:30pm all the good work which had been carried out prior was wasted when the booze took hold.

Anyway, the first event was planned and all the entrants had to plot and then show their route to the organiser – this was to make sure that pub trade was not lost due to complete novices getting their Easterns and Northern mixed up. One crew, who elected not to have their route checked, finished up in Oxted for the first Control which, in fact, was 2 miles outside Tunbridge Wells!!

Three hours for 30 miles seemed reasonable, even allowing for the five pubs that had to be visited (Words fail me – Ed...in 1973, **Greg Thompson!**). Check points varied from, ‘Colour of barmaid’s eyes’, to the usual signpost mileage – a common check in the 1960s.

Twenty-four cars started and 24 finished the event, which was won by Ian Pattenden in a Morris 8 – Ian was the only non-drinker in the field!! Must be a moral somewhere!

Ian is now working in the Persian Gulf, helping to supply us with oil – in fact, he won the six Sunday events which were to follow, and then retired.

After this, matters got more serious and night events were started – needless to say, always starting just after ‘opening time’ and finishing well before closing time. However, the point was that everybody enjoyed themselves and no harm befell anyone but, when an element of more experienced crews started to enter, the fun began.

A certain BJM fellow, along with Bob Piper, Ray Ongley, Roy Edwards, Mike Powling, Bill Usherwood & Co., chase the living daylight out of the lanes around Tunbridge Wells, in an effort to take the honours.

It was this that led-up to the amalgamation with Palfrey, thus providing the events for this new influx of talents – and the birth of the BpMCK in August 1965.

***DTG***

**The formation and reasons behind the formation and early days of the **Blackpalfrey Motor Club****

In the 1960s, there was an abundance of small Motor Clubs, running treasure hunts etc. These Clubs were commonly referred to as ‘pirates’, by the larger RAC connected Clubs. In fact, if these ‘larger’ Clubs could have offered the sort of event the average motorist liked, there would have been no need for the smaller ones.

When two of these ‘pirate’ Clubs decided to amalgamate and gain RAC recognition a certain amount of opposition was heard from the large Clubs in the area.

Hence, the Blackpalfrey Motor Club was born in 1965 – an amalgamation between the Black Horse MC, of Tunbridge Wells and William Palfrey MSC, an Engineering Company from Rochester.

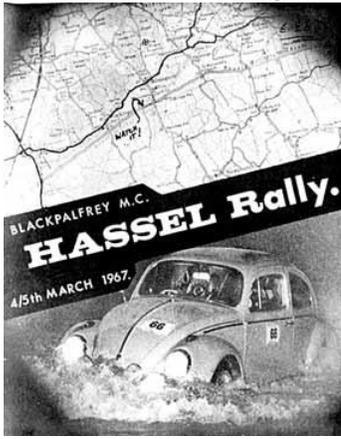
Two founder members, Dick Richardson (Palfrey) and Dave Gainsford (Black Horse), had teamed-up in Dick’s Mini 850, some two years earlier and had gained several modest successes in Restricted events in Kent. Between them, they had organised some thirty-odd events for their respective Clubs. So, when the first event for the new Club was decided upon, it was natural that they should run it.

This event was to be the 'Hughes Rally', named after Roger Hughes, founder member of the Black Horse. As it turned out, it was to be the first event to be run in Kent under the then new 1965 MOT Regulations. Finding entries was easy, as the gap between the MOT introduction date and the effective date was six months, which left many regular Kent rallyists starved of action. By offering Club membership included in the entry fee, the rally had a full entry of 60 within a few days of Regs being posted.

With every inch!! of the route P.R'ed the rally ran faultlessly, if not a little slowly and so, within eight months of being formed, the Club had run an event and had ~100 new members.

Since that very first event, the 'Hughes' had become one of the top events in the South East. It also laid down firm procedures for future events, namely P.R. work, which has become a number one priority for all Club events. Another point regarding this event is that it has, so far, never been won by a Ford, which delights many of the Committee in these days of Ford dominance.

Brian Millen, along with Alec Jessup and Barrie Lees, joined the Committee and they organised the event which obtained Restricted Status for the Club, for rallies. This event, the 'Hassel' (once again, named after a founder member, this time on the Palfrey side) was run in March 1967 and was a little different from the 'plot & bash' Hughes, being slightly navigational.



By the first AGM, in August 1966, the Club was growing so fast that the Committee was extended to twelve members, instead of the original six and the Club's first President was elected. Our President, Doug Harris, is a well-known International rallyist and he injected the right blend of enthusiasm into the young Committee. By running the administration side on business lines and keeping in personal contact with members, the Club managed to achieve its aim, namely – 'An efficient but nonautocratic motor club' putting-on, for members, what they wanted and not just what the Committee wanted.

Among other notables who joined the Club at this time, were Peter (VW) Butler and Trevor Owen. Peter organised the 'Harris' Rally in December 1967 – now you know where the three 'H' Rallies originated from, a reminder to members of people who have helped to put the Club 'on the map(s).

On the social side, Trevor Owen, Mary Eldridge (now Mary Jensen) and Joan Usherwood laid the foundations for the very successful Dinner & Dance at the Great Danes Hotel, Hollingbourne. Although clashing with the 'Monte', which sometimes robs us of Doug Harris and a few others, it always attracts a good entry.

'Off the road' events have never been a great attraction to the members\*, except for the annual ASEMC Autocross, first run by Doug and Brian in 1967 at the then fabulous Great Danes Hotel track. This event attracted some 3,000 spectators and saw the first 'Kent v Essex' clash, which added to the general excitement of grass track racing.



The Club is basically a Rally Club, which takes pride in its organising ability and, although now one of the largest in the SE, admits to leaving the Race Meetings to its neighbouring clubs, Maidstone & Mid Kent MC and Rochester MC.

### **David Gainsford**

(\* not quite true these days, David. We have a large Autocross membership and the Fernall Trophy Championship has become quite an attraction over the last years. Nevertheless, whilst agreeing that we are essentially a Rally Club, I would like to see a larger following for PCTs and Autotests – **any comments from members?** – BJM 1973).



I thought that these pictures of my 1172 Special might jog a few memories, as it came from the Maidstone area. I had a surprise recently



when Classic and Sports Car magazine did an article on these cars. I would like to hear from anyone with any more details of these cars

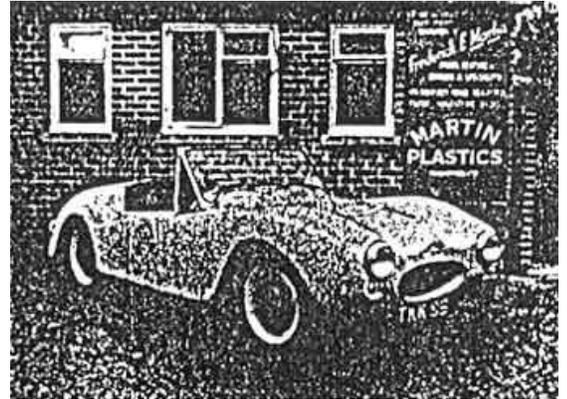


” Mine was made by Mr Martin (YKE 573) and it was a reliable and strong little car with thick GRP and clever strengthening features. It was pretty standard Ford stuff, with the usual transverse springs - though they were missing a few leaves. The 100% rod brakes were surprisingly good if you kept them well adjusted. It drove well and travelled the length of the country many times.



Frederick E. Martin started out as a panel beater, and established Martin Plastics in 1953.

The prototype was produced in the same year (TKK 86), and exhibited on the Bakelite Stand at the British Plastics Exhibition. It received an award for good design. Only five are



still known to exist.

No idea what happened to mine, which I had from 1956 to 1960, but I sold it to buy a brand new Mini for £495!

*Peter Boyce*

## Specials Page

I also had a half share in an 1172cc special as pictured in the attachment, with me in the passenger seat, with Derek Casson driving. We used the car for a season of Sporting Trials, including Boxley and Vinters Park in Maidstone, but it was totally uncompetitive against the new Cannons and similar. It was originally built by



David Bailey (Bailey's Garage at Harrietsham) with the name DB1, with an Austin 7 chassis and 1172cc Ford



engine. The second photo shows David driving the car at a television trophy trial at Boxley in 1959. It cost us the huge sum of £50 - £25 each. I soon sold my share and I have little doubt it was soon scrapped after that. It's another car that I would quite like to have today and it would be good for the less demanding class in the long-distance classic trials.

*Greg Thompson*

## 1972 National British Caravan Road Rally

After a pleasant ride up to the Newport Pagnall Service Station, in the company of Peter Bennion and Dorothy Selby-Boothroyd, Derek Camp and I left Peter's Rover 3500 to join our driver, *The Caravan* Editor Tony Bradford, in an Allard-Wade Supercharged 3 Litre Capri. In line with many other crews, we had decided to go 'three-up' this year, with me plotting and navigating from the front and Derek looking after the timing from the back-seat. We then continued up the M1 to the start of the 18<sup>th</sup> British Caravan Road Rally at Mallory Park, towing an Elddis Whirlwind.



*The Allard-Wade Supercharged engine*

Once in the Capri, Derek spent most of the journey trying to find a comfortable position, with his head jammed-up against the rollover bar to which Tony had thoughtfully stuck some protective foam padding. We were very pleased with the tow-car, which had been prepared by Allards and we thought our chances were good after the disappointment of the previous two years.

This year, CoC Richard Harper had decided to drop tulip arrow directions, in favour of easier to plot six figure map references showing the locations of the controls. The onus was on competitors to find the most direct route between controls. Several navigators were wishing Harper had included more detailed notes as they transferred the route onto the twisty maps of North Wales but, with a plotting time of two hours, had time to 'have a chat' with navigators more familiar with the territory.

The first of the 93 starters left the start at 8:01pm on Thursday evening. We started at 8:57, with outfits starting at 2 minute intervals and, after a tedious 74 mile run-out to the first petrol halt at Uppington (OS118), prepared ourselves for the high speed, low gear terrain on maps 117, 108 and 107 which was to follow.

The 1971 Winner Brendan Witter, didn't last long as the gearbox of his automatic 2.5PI Triumph collapsed and we were soon thoroughly enjoying ourselves on the short, tightly timed sections to the SW of Shrewsbury, with me trying to keep Tony informed of the changing terrain as we approached the Welsh border and Derek shouting out times from his cramped position in the back seat. We were well up with the leaders, having dropped only 2 minutes, when it happened just before TC17 – there's an unmarked downhill 45° left at OS117/251193 and Tony hit it a bit fast. The van swung from one bank to the other and then, suddenly, it wasn't there anymore!! We stopped the car and ran back up the hill and, there it was – about 30 yards behind us, round the corner, minus front window and well secured in the trees at the back of a small layby. After about 25 minutes, we managed to manhandle the outfit down to the control, with the help of a large chain and a couple of 'ever-present' Welsh spectators (it was 2:30am on a Friday morning, but they were still there!) – we booked into the control 32 minutes late and started repairs to the outfit.

With a new ball-hitch, borrowed from the Marshal's car, fitted, we were then forced to cut a few controls and make our way to the second fuel stop, near Cynwd. We had a quick coffee and then off again for the remaining 40 miles of the first night road section. We dropped a few more minutes and at Conway, where

we had a four hour rest halt, and set to work to repair the damage to the van coupling and to clean the car.

It was here that we saw Lyle Cathcart's van, which was tied up like a Christmas parcel with steel ropes, after virtually tearing the side off on a protruding tree – he still swears he didn't know it had happened until he arrived at Conway. At about 10am we moved off towards Prestatyn, stopping off at Caley for a couple of Tests on the Promenade. After lunch at [Prestatyn](#), we had another couple of Tests in the [Lido car park](#) and then settled down for a couple of hours kip.

At about 7:00pm, we woke to prepare ourselves for the second night section and again collected our Road Book two hours before our start time. It was interesting to note that the two outfits in front of us were Nos 47 and 55, so it was pretty obvious that other crews had had more serious problems than us during the first night!!

It was raining 'cats & dogs' as we lined up for the start and, after having been told, "You'll never get a caravan through there, Boyo" by several local rally drivers, we were rather apprehensive about what sort of night we were in for! We dropped a few minutes as we drove South, down the Western side of 108 (but so did everybody else) and soon realised that this



was REAL rallying country, with roads hardly wider than the car, let alone the van – but we soon forgot that was there. We passed down past the [Aled Isaf Reservoir](#) to the start of the first selective (yes, with a van on the back!) which was routed over open moorland and included a tight 120° hairpin, followed by a 90° left up a 1:5 gradient. We were pleased with our performance,

after our excursion on the first night, as we approached the start of the second selective through Clocneriog Forest. After about 3 miles, all was going well, with Tony regaining his exuberance of

Thursday night, when it happened – again! The van started to snake on a fast 45° right and, before we knew what was happening, the Capri was stuffed into the retaining fence at the side of the forest and the van was loose, about 10 yards behind. There was little hope of regaining the road, as about 20 feet of soft grass separated us from the tarmac - so we got our sleeping bags out of the van and settled down to sleep in the car. About 20 minutes later, we were rudely awoken when Tony (from Allards) wrenched open the door and



*It was bloody cold and, I wasn't driving!*

said, “Christ, they’re all injured” – he and mechanic Vince, had been waiting at the end of the selective and had been told we were off the road. We assured him that we were OK, if a bit upset at having been wakened, and then settled down for another two bitterly cold hours, before being pulled back onto the road by a Landrover. We had to change one of the RS wheels which had been savagely attacked on impact, but it says much for the strength of the Capri, when the only other damage was slight scratching of the nearside wing (it’s always the navigator’s side that comes off worst!) and slightly deranged steering- we heard later, that Pat Moss-Carlsson and Val Morely had taken fastest time on that selective.

After a long 2½ hours, we arrived back at Mallory, just within maximum lateness, to finish 63<sup>rd</sup> out of 64 finishers. The *fast-towing Test* followed and, with Tony having put up fastest time the previous



year, we had high hopes of him repeating this performance with the supercharged Capri. However, this was not to be with the ‘wonky’ steering - but Tony still managed a creditable time of 64 seconds for the rolling start mile.



*Back at Mallory Park Paddock*

The weekend rounded off with an excellent meal on the Saturday evening and then, after the Concours on Sunday morning where, we surprisingly (ha!) failed to even get a mention, but the Capri was the source of much interest from spectators and other competitors, we set-off for home.

Once again, Peter Bennion had had an excellent rally, finishing 3<sup>rd</sup> O/A, with the help of Dorothy S-B and John Groves, Lyle Cathcart/Mike Cockle/Geoff Austin were 20<sup>th</sup> (and didn’t win the Concours either!) and Martin Lumby, navigated by Roger Kemplin finished 22<sup>nd</sup> ....



***Brian Millen & Derek Camp***

(reprinted, with pics, from HIGHWAY June 1972)

Lyle Cathcart has kept better records of the Caravan rallies than me and reminds me that my ‘rides’ with Tony Bradford were:

- |  |                          |
|--|--------------------------|
| 1968 – Mercedes 190  | no result                |
| 1969 – Unknown car (and I can’t remember)                        | 70 <sup>th</sup>         |
| 1970 – Ford Capri  | disqualified (Speeding!) |
| 1971 – Triumph Stag (Preproduction model No5 from Triumph works) | 79 <sup>th</sup>         |
| 1972 – Allard-Wade Capri (above)                                 | 63 <sup>rd</sup>         |

So, we’re still trying for a ‘top ten’(ha!!)....



....and then, in 1976, I was Team Manager for the Lee Davy/CI Team when Lyle and Mike Cockle won O/A and Chris Daisy, navigated by Paul Beeson finished 3<sup>rd</sup> O/A, beating factory works professional drivers, such as Tony Pond/ David Richards and Roger Clark – what a result.... great days, all of them....

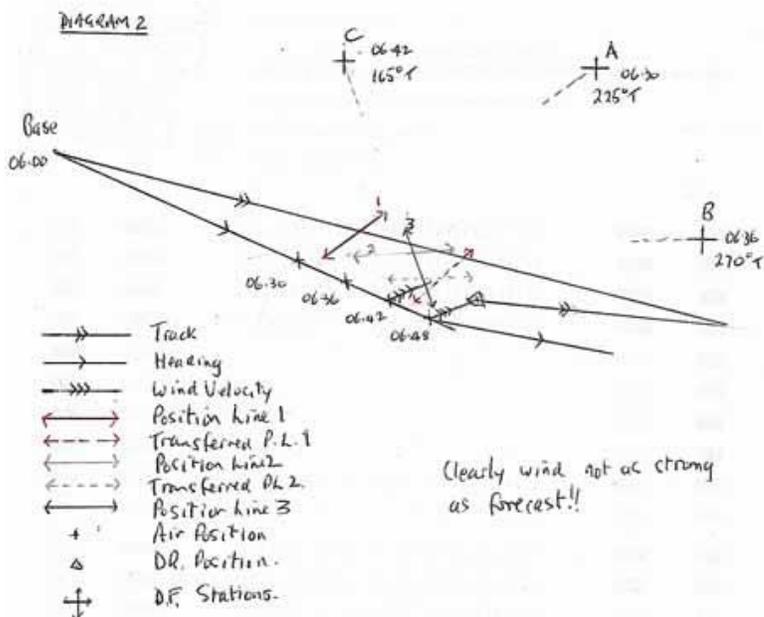
***BJM***

# NAVIGATION – Different Scale, Different Era

This is the final episode of this lockdown special. Thank goodness I hear you say! Bear in mind the technology of the day in 1953. Black and white TV and only a few had it; big black phones with circular dials; gramophones with records going round at 78rpm; Top of the Pops called the Hit Parade had Doris Day at No 1. The RAF had Meteors and Vampires as front-line fighters and their heavy bomber was the Lincoln - an uprated Lancaster from WW2. We drove nice new Austin A30s and Morris Minors and side valve Ford Anglias and Prefects, though the better off could buy a Jaguar XK120. Really GB was in many ways the same as it had been at the end of the war, but things were about to change, the new Elizabethan Era had begun.

Back to air navigation. Last time I tried to explain the basic methods of finding position, getting wind velocity and changing course when you could see the ground to get a visual fix, essentially map reading. But most flying in the UK is above or within cloud and often over the sea where a map is not much use. So what aids are available? Just about every RAF station, flying or signals, had VHF radio masts. VHF carried voice messages but had a fairly small range, virtually visual range and maybe 40 miles at altitude. There were also MF beacons with longer range but which carried Morse Code signals and basic radar called Gee. For the adventurous or plain desperate at night, there was astronavigation.

The most popular technique used in GB, where VHF radio was so widespread, was called “transferred position lines”. A position line was obtained by getting a bearing from a DF (Direction Finding) station. To do this we transmitted a request to a specific DF station giving aircraft type, call sign, speed and altitude. The operator, usually a nice sounding WAAF, having received the message, gave us the bearing of our aircraft from her station - e.g., “Bearing 240 degrees True”. Having previously plotted the relevant DF stations on our chart, we would thank the WAAF and plot the bearing on our chart in the region of our track as a position line, i.e. we knew that at that particular time we were somewhere along that line. What we needed to fix our position was another bearing so that where the two met, that’s where we would be. At that time, we could not call 2 stations at once. Remembering that we tended to work in 6 minute time bits, (one tenth of an hour), 6 minutes after the first bearing we would transmit to a second



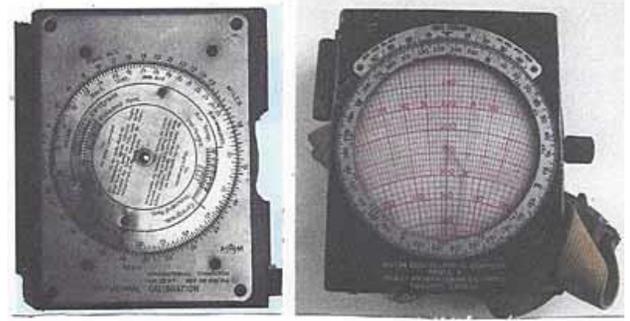
DF station for a bearing and plot that on our chart close to our track for a second position line. In order to avoid possible slight errors, a third bearing was obtained. Now for the clever bit, and here reference to [Diagram 2](#) may help. At 06.30 we got a bearing of 225 from DF station A and drew the position line 1 across our track. At 06.36 we got a bearing of 270 from DF station B and drew position line 2 across our track, and at 06.42 we got a bearing of 165 from DF station C and drew that across our track. We now transfer position line 1 by 12 minutes of airspeed along our heading using parallel rulers (the dotted PL 1). We transfer position line 2 by 6 minutes of

airspeed along our heading with the parallel rulers (the dotted PL2). We now have 3 position lines for 06.42 all crossing each other and giving a little triangle in which we can be confident of our position. By joining our air position at 06.42 with our fix in the middle of the little triangle we have the effect of the actual wind since we took off. We now use this new wind velocity to produce a DR (Dead Reckoning) position 6 minutes ahead at 06.48 in order to calculate a new track and heading for the pilot. Clearly in this example the forecast wind was a lot stronger than the actual wind!

We have flown on for 18 minutes while all this has been going on, that's 3 tenths of our speed of 240 kts, ie 72nm, but at least we know where we are (or more accurately were!). As we got more proficient, we could do these observations and calculations in 3 minutes rather than 6 and this became the norm. Again, bear in mind that calculators didn't exist in any small form and we used our circular slide rule for working things out.

This is fine when flying within reach of the UK and once we had become competent with this, we did several training flights over the sea and ultimately an overseas trip to see how we could cope without VHF etc. Mine was a flight to Libya, Tripoli to be precise, at night and once beyond the range of UK aids the big option was astronavigation. All larger aircraft then had an astrodome, a little hemispherical Perspex bubble on the roof. The navigator stood with his head in this dome holding his astro sextant, in order to measure the declination of known stars. At 12,000 and at night there is no horizon to measure the height of the star from. To cope with this, the sextant had a little bubble in a hemispherical bowl built in and you had to hold it steady with the bubble in the centre of the bowl to achieve horizontality. Then, because aircraft move about a bit, the sextant had a clever clockwork motor that averaged out the readings over a 2 minute period to get an accurate angle for the star. We then had to look up in some book of astronomical tables the bearing of that star given its angle of declination at that very time, before plotting a position line on the chart. This all took about 12 minutes and now we needed at least one more position line, possibly MF but more likely astro, another 12 minutes gone. We now have a fix and can plot a DR position ahead and calculate new heading and airspeed. Half an hour gone and at 240 kts a further 120 miles. However, at 12,000 feet we shouldn't hit anything unless we are so far off course that we hit Mont Blanc. Anyway, we landed at Tripoli intact, if a bit tired after 8 hours of quite hard mental work on oxygen in a freezing cold Vickers Varsity.

The art of air navigation in the 1950s and before was a good discipline involving lots of mental gymnastics and a good spatial awareness. I have the utmost respect for the wartime navigators using these techniques to find their targets under horrendous conditions. How they found their target area, never mind the actual aiming point, is hard to see....often of course, they didn't. It was when the "supernavigators" called Pathfinders located the targets, marked them and then called in the bombers, that some decent accuracy at night was achieved. When I came to do my pilot training, I could concentrate on the flying aspect rather than the basic navigation. Flying solo in the 50's, in light aircraft, meant map reading most of the time. Flying was the easy bit; not getting lost was the hard bit. After all, the definition of a good pilot is one who has the same number of landings as take offs. Knowing where you are is everything....



Dalton Air Navigation Computer  
Circular Slide Rule on back .

Dalton Air Navigation Computer  
Triangle of velocities on front.

## Ross Brawn gives an update on the 2020 F1 calendar, racing at new tracks and using different layouts



The plan for the opening eight races of the Formula 1 2020 calendar, kicking off in Austria on 3-5 July, is now public – but what happens after that is less clear. Here F1 motorsports boss Ross Brawn gives us the latest on what’s been going on behind the scenes...

After a lengthy shutdown, F1 team factories are once again firing on all cylinders as they accelerate their preparations for the new season opener.

With a host of new protocols set to be introduced from the Red Bull Ring onwards in response to the coronavirus pandemic, some teams are scheduling private tests to get back up to speed and shake off the rustiness. Mercedes completed theirs on Thursday, Racing Point and Ferrari are planning their own in the coming weeks.

F1 bosses, meanwhile, have been in constant communication with race promoters as they bid to shore up the second half of the season, a tricky process given countries around the world are at different stages of dealing with the coronavirus, with the situation changing on a daily basis. But here’s where we are at:

- |                       |                       |               |
|-----------------------|-----------------------|---------------|
| 1. Austria            | 5 <sup>th</sup>       | July          |
| 2. Austria            | 12 <sup>th</sup>      | July          |
| 3. Hungary            | 19 <sup>th</sup>      | July          |
| <b>4. Silverstone</b> | <b>2<sup>nd</sup></b> | <b>August</b> |
| <b>5. Silverstone</b> | <b>9<sup>th</sup></b> | <b>August</b> |
| 6. Spain              | 16 <sup>th</sup>      | August        |
| 7. Belgium            | 30 <sup>th</sup>      | August        |
| 8. Italy              | 6 <sup>th</sup>       | September     |

F1 confirm 2020 Azerbaijan, Singapore and Japanese Grands Prix have been cancelled

After the opening eight race European swing, Brawn says there is the potential to add more races in Europe – given some Grands Prix in the flyaway leg could drop out – with Bahrain and Abu Dhabi pretty well set to complete the campaign.

“Things are moving fast, but we still have time,” says Brawn. “We have lots of different options and we’re very confident we’re going to have a great second half of the season, but there is no point making the statement yet as there are still some moving parts we need to put together.

“There is a contingency to have an extended European season with another one or two races if needed. I think Bahrain and Abu Dhabi will be the backstop of the season from what we can see at the moment. That gives us 10. We’ll find at least five or six good races in the middle.

“We recognise that venues where they have to build a track, such as Baku or Singapore, need more notice than permanent tracks. Every aspect has been considered, and I think we can have a very good

second half of the season. There will be some races which don't happen, might be some races we put in, but there's lots going on."

There have been question marks over whether an eight-race calendar would constitute a World Championship. Brawn believes it will, based on the FIA's explanation, however he does not think it will be relevant because F1 is "planning for a lot more than" eight races.

### **Chase Carey on creating the 2020 calendar in a pandemic:**

New European venues are possible

A host of European venues are being evaluated as potential hosts of races after the initial eight-race run, including the likes of Ferrari-owned Mugello, Imola, Portimao in Portugal, and Hockenheim, among others.

"There are a number of good European tracks where we could add another one or two races on to make sure we have a comprehensive season," says Brawn. "We're not going to declare it yet, as it's still a work in progress."

With talks still continuing, it remains unclear when the remainder of the calendar will be made public, but the plan is to do so before the season gets under way in Austria.

"What we really want to avoid is announcing and changing it," says Brawn. "We also need to announce it in enough time so people can make plans. We hope some races in the second half of the season will have spectators, so we need time for ticket sales and promotion to take place."

Lots More on - <https://www.formula1.com/en/latest/article.ross-brawn-gives-an-update-on-the-2020-f1-calendar-racing-at-new-tracks-and.6Omi7f7uVrsfNMgqR2jiP7.html?fbclid=IwAR0DIMrc71oWBmUvRJ6rCwd6wdQdPAA-55vHDDG3Cx7kSKE-XjNo6fHLe4o>



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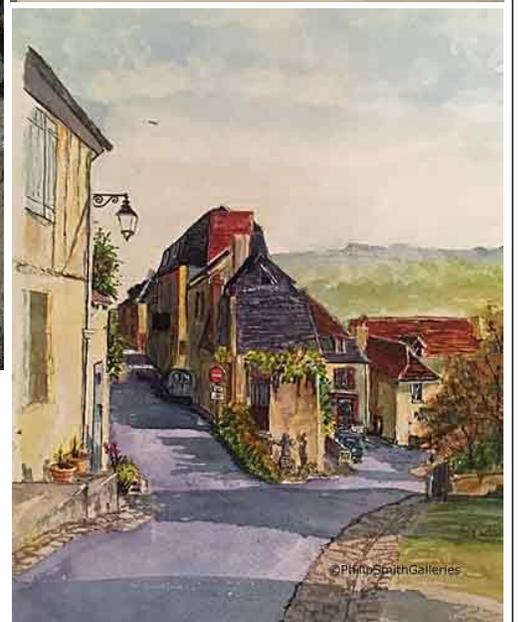
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2020 Date Blackpalfrey Events:

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



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