

HUGHES RALLY



Saturday 1st June 2019

www.HughesRally.co.uk



THE HUGHES RALLY 2019

SUPPLEMENTARY REGULATIONS

- 1. Announcement.** The Blackpalfrey Motor Club of Kent will organise a National B permit daytime Historic Road Rally promoted as the **Hughes Historic Rally** on Saturday 1st June 2019, to start and finish at The Moat, London Rd, Wrotham, Sevenoaks TN15 7RR. Grid ref. 188/623589

The Blackpalfrey Motor Club of Kent will also organise a Clubman permit daytime Targa Rally, promoted as the **Hughes Club Rally** on the same date using the same route, tests and navigation as the Historic Rally.

- 2. Jurisdiction.** The meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), by these Supplementary Regulations and by any other written instructions that the organising club may issue for the event.

- 3. Authorisation.** The following permits have been applied for:

Hughes Historic Rally: Motorsport UK TBC

Hughes Club Rally: Motorsport UK TBC

- 4. Competitor Eligibility**

The **Hughes Historic Rally** is open to all fully elected members of The Blackpalfrey Motor Club of Kent and members of the following invited clubs:

The Historic Rally Car Register (HRCR)

Any member club of the Association of South Eastern Motor Clubs (ASEMC)

Any member club of the Association of Central Southern Motor Clubs (ACSMC)

All Competitors (Drivers and Navigators) must produce a valid competition licence and a club membership card at signing-on.

The **Hughes Club Rally** is open to all fully elected members of The Blackpalfrey Motor Club of Kent.

All competitors (drivers & navigators) must produce a valid club membership card at signing on. Full, single club membership is available for £15 & can be paid with the entry fee.

Registered members of the HRCR wishing to participate in the Hughes Club Rally may apply for a full, single membership at a cost of £5 payable with the entry fee. Full family membership at £20 is also available via the Club's website.

- 5. Championships.**

The **Hughes Historic Rally** will be a qualifying round of the HRCR Clubmans Rally Championship and the HRCR Premier Rally Championship.

The **Hughes Club Rally** will not be a qualifying round of any championship except the Blackpalfrey Members 'Closed to Club' Rally Championship.

6. Vehicle Eligibility.

The **Hughes Historic Rally** is open to cars which comply with the Motorsport UK (MSUK) requirements for Category 1 (pre-1968), Category 2 (1968-74), Category 3 (1975-81) and Category 4 (1982-85) historic road rally cars as set out in General Regulation R19. In accordance with R19.1 a car will be dated by the specification presented and not necessarily by the date of build or registration.

Competitors will be required to present a current MOT CERTIFICATE (unless exempt) and the VEHICLE REGISTRATION DOCUMENT (V5) as proof of period authenticity.

If the registration document does not verify this information then written authorisation from MSUK must be presented. Category 3 and 4 cars must have the relevant FIA homologation papers.

All vehicles must comply with MSUK Technical Regulations and in particular articles J5, R18 and R19.

Category 2, 3 or 4 cars that do not fully comply with General Regulation R18.2, with particular reference to the number of cylinders, carburettor chokes and/or camshafts, may be considered for acceptance, subject to full details of the non-compliance being declared on the entry form and the organisers being granted specific waivers by MSUK and meeting their requirements with respect to such waivers.

The **Hughes Club Rally** is open to cars, preferably of a make and model first manufactured up to 1985. Later manufactured vehicles will only be accepted at the organiser's discretion. All vehicles must comply with MSUK Technical Regulations and in particular articles J5 and R18 as applicable for a Targa Rally.

7. Programme	*approximate times	
Thursday May 23rd		Entries close
Monday May 27th		Final Instructions sent by email.
Friday May 31st	17:00 to 20:00	Scrutineering and Documentation
Saturday June 1st	07:00 to 08:30	Scrutineering and Documentation
	08:40	Crew briefing
	09:01	First car departs Start
	13.00*	First car arrives at lunch halt
	14.00*	First car departs lunch halt
	17:10*	First car arrives at Finish

8. Identification. Competitors will be identified by a Rally Plate, which will be provided by the organisers and should be affixed to the front of the vehicle. The organisers will also provide self-adhesive numbers to be affixed to the left and right sides of the vehicle, preferably on the rear side windows.

9. Route Information. The route will be approximately 130 miles on public and private roads.

Ordnance Survey Landranger Map 1:50000 scale, numbers 188 and 189 will be required to navigate some sections of the route. The latest issues of the maps is recommended.

The event will contain regularity sections on public roads and private land timed to an accuracy of less than one minute. The event will also include a few special tests on private land timed to an accuracy of less than one minute.

Entrants will be supplied with a roadbook and timecards at the start and additional route cards will be issued at various points along the route. These documents will provide all the information necessary to enable competitors to comply with R14.1.

- 10. Classes** The **Hughes Historic Rally** will have 12 classes based on crew experience and car age category as follows:

	Category 1 (to 31/12/67)	Category 2* (1968 - 1974)	Category 3 (1975 - 1981)	Category 4 (1982 - 1985)
Master	Class M1	Class M2	Class M3	Class M4
Expert	Class E1	Class E2	Class E3	Class E4
Novice	Class N1	Class N2	Class N3	Class N4

*Category 2 classes will include all pre-1968 Porsche 911

Experience definitions are as follows:

Master - a crew where any member has had two or more finishes in the top 5 places overall of a National B or higher status rally since 1st January 2010.

Expert - a crew which does not meet the qualifying requirements for Master or Novice.

Novice - a crew in which no member has had two or more finishes in the top 15 places overall of a National B or higher status rally with 30 or more starters.

All prior experience up to the date of submitting the entry must be considered.

The organisers reserve the right to amalgamate or sub-divide the above classes or reclassify any individual entry at their discretion in the interests of fair competition.

The **Hughes Club Rally** will have no classes.

- 11. Awards.**

The **Hughes Historic Rally** will have the following awards:

- 1st Overall Driver The Hughes Historic Trophy and an award
- 1st Overall Navigator The Hughes Challenge Trophy and an award
- 2nd Overall The Roy Edwards Trophy and 2 awards
- 1st Novice Driver The Harris Trophy and an award
- 1st Novice Navigator The Andy Gibson Trophy and an award

- 1st in each Class 2 awards
- 2nd in each Class 2 awards (subject to 5 starters)
- 3rd in each Class 2 awards (subject to 8 starters)

No competitor may win more than one of the above awards.

In addition, the Hassel Trophy and 2 awards will be presented to the best performance by a Blackpalfrey crew (full members only) across both the Historic Rally and the Club Rally.

The following special awards will be presented:

Best Turned Out Car (Concours): An award

Warren Chmura Award: Best aggregate time for the special tests on grass.

All named trophies will be retained for 11 months or until the next Hughes Rally, whichever is the sooner.

The **Hughes Club Rally** will have the following awards:

- 1st Overall 2 awards
- 2nd Overall 2 awards (subject to 5 starters)
- 3rd Overall 2 awards (subject to 8 starters)

In addition, the Hassel Trophy and 2 awards will be presented to the best performance by a Blackpalfrey crew (full members only) across both the Historic Rally and the Club Rally.

All named trophies will be retained for 11 months or until the next Hughes Rally, whichever is the sooner.

- 12. Entries.** The entry list closes 9 days prior to the event. The entry fee is £150 inclusive of lunch and supper for two crew members. Entries will only be accepted if submitted either via the online entry form (available from www.HughesRally.co.uk) or a paper copy of the Official Entry Form. In either case the appropriate fee must be paid by bank transfer or sent to the address below. Cheques should be made payable to The Blackpalfrey MC of Kent and posted to:

Hughes Rally Entries,
50 Reams Way,
Kemsley,
Sittingbourne,
Kent.
ME10 2GD

Entry enquiries: entries@hughesrally.co.uk or Tel. 07538 722459

The maximum number of entries for the Hughes Historic Rally (National B) and the Hughes Club Rally (Clubman) combined is 60. The minimum is 30. If the minimum figure is not reached the organisers have the right to cancel the meeting. Entries will be selected in order of receipt.

Entry fees may be refunded if valid notice is given to the Secretary of the Meeting before the closing date for entries.

13. Officials of the Meeting

Clerk of the Course	Dave Hughes	07831 655796
Assistant Clerk of the Course	Graham Mayes	07525 065778
Event Coordinator	Brian Millen	01732 220451
		07880 895366
Chief Marshal	Phil Smith	07736 148989
Secretary of the Meeting	Helen Brenchley	01233 612736
Entry Secretary	Andy Craker	07538 722459
Club Stewards	Martin Chinnery, Tim Adams & Tom Davies	
Public Relations Team	Harry Pace & Linda Collins	07721 326664
Timekeeping & Results	Tony Michael	
Chief Scrutineer	Royston Carey	
Club Safeguarding Officer	Lesley Busbridge	
“Best Turned Out Car” Judge	Derek Camp	

14. Judges of Fact.

All ‘signed on’ officials and marshals will be Judges of Fact and a full list of names will be displayed on the official notice board.

As well as recording actions specific to the penalties contained within these regulations, all Judges of Fact may adjudicate on:

- a) Failure to follow the instructions of an official
- b) Failure to stop at Stop or Give Way signs
- c) Use of sat. navs., smart phones, average speed displays or other unauthorised equipment
- d) Excessive sound
- e) Excessive speed
- f) Damage
- g) Standard of driving, especially driving in a manner likely to bring motorsport into disrepute

15. Seeding. The starting order will be based on the seeding of competitors using the information supplied on the Competitor’s entry form and any other means of estimating anticipated performance. The seeding of competitors will be at the organiser’s discretion and no discussion will be entered into regarding the starting order.

16. Results. Results will be based on the combined performance on regularity sections and special tests. Provisional Results will be published as soon as possible following the end of the event.
Protests must be lodged in accordance with General Regulation C5.

17. Penalties. Marking and penalties will use the “Time” penalty system as defined in R13 except as altered below:
For Special Tests additional time penalties will be added to the time taken, for each offence as follows:

- a) Striking a cone, marker or building 10 seconds per occasion added
- b) Failing to cross a line with all four wheels 10 seconds per occasion added
- c) Failing to stop astride a line correctly 10 seconds per occasion added
- d) Failing to stop in a box 10 seconds per occasion added
- e) Making a false start 20 seconds per occasion added

f) Failing to correctly record a code board 20 seconds per occasion added

A competitor completing a test (including time penalties) in less than the Bogey Time will be credited with the Bogey Time. If a competitor exceeds the maximum time (including time penalties) for the test, the test maximum time will be applied.

The following offences will incur absolute penalties and will take the place of the time based penalties:

- | | |
|--|-------------------|
| a) Not attempting or completing a special test | Test maximum time |
| b) Taking a wrong route on a test | Test maximum time |

The following penalty marks will be applied for Regularity Sections:

**ITC early or late penalty less than 60 seconds	1 mark/second
**ITC early or late penalty 60 seconds or more	Additional 1 mark per six seconds
**Maximum ITC Time Penalty	100 marks (5 minutes early or late)
Not visiting a start control or ITC	200 marks
Visiting an ITC more than once	200 marks
Wrong direction of approach or departure at an ITC	100 marks
Not providing proof of visiting a passage check	100 marks

The results program will automatically delete each car's **one worst public road (only) regularity lateness time penalty at any one ITC.

- 18. MSUK General Regulations.** All other General Regulations of the MSUK apply as written in MSUK Yearbook 2019 except for the following which is modified:

R12.6 Competitors must make up lateness at the rest halts.

- 19. Timing and Controls.** Timing will be by clocks set to BBC time, except on some special tests in which competitors may be timed from start to finish of the test by hand held stopwatch.

Electronic tags will be affixed to each competitor's Time Card for the purpose of recording times from the marshals' clocks ('Liege clocks'). In all cases, the written record shall be definitive but the times stored by the tags will be downloaded into the results computer periodically for speedy production of results.

Main Time Controls will be situated at the start (MTC-out), the lunch halt (MTC-in and MTC-out) and the finish (MTC-in). There will be no penalty for lateness at a MTC-in control, other than the maximum allowed lateness of 30 minutes.

Regularity Start Controls and Special Tests can be visited at any time during which the control/test is open. Some Regularity Start Controls may be 'self-start' meaning that the control will NOT be manned but there will be a sign board and line on the road to confirm the exact position. The scheduled start time will be stated on the

time card. There is no penalty for starting late but do not start on the same minute as another competitor – wait for the next minute and record the actual start time **in ink** in the relevant space on the time card. This will be checked by the marshal at the next control. Any boxes or times not in ink will be struck through and incur the penalty of failing to visit a start control.

Timing at secret regularity Intermediate Time Controls (ITC) on regularity sections will be to the second. Competitors will be timed when they stop at the ITC stop line. Competitors who stop or slow down unduly to less than walking pace within sight of the ITC, unless necessary for road safety, may be timed before they arrive at the ITC stop line. Competitors arriving while another car is stopped at the ITC will be timed when they stop behind the other car.

Some ITC's may not be manned but will be marked with a clock face board. Competitors should record "their" ideal time **in ink** in the relevant space on the time card when they arrive at the control. This will be checked by the marshal at the next control. Any boxes or times not in ink will be struck through and incur the penalty of failing to visit a ITC .

Manned Passage Checks (PC) or Code Boards (CB) may be used to check compliance with the correct route.

The majority of the route will be made up of regularity sections. The scheduled time for each section will be determined by the average speed for that section, based on the competitor's actual time at the preceding control.

Maximum lateness at all controls will be 30 minutes.

Penalties for early or late arrival once incurred will not be further penalised.

At special tests on private land competitors will be required to traverse a course designed to test manoeuvrability and driving precision. These will be timed in seconds and will be set at an average speed not exceeding 30 mph.

Lateness may be made up at MTC-in Controls and at Time Controls, according to the $\frac{3}{4}$ rule. The maximum amount of time that may be made up at each control will be detailed in the road book, on the time cards or on paperwork handed out at controls on the route.

To qualify as a finisher, a competitor must visit all MTCs and must book in to the final MTC-in within their maximum permitted lateness (inclusive of any delay allowance).

- 20. Electronic Equipment.** Use of an electronic trip-meter is permitted providing that the equipment uses a vehicle mounted sensor to measure and display distance. Devices that display distance and time in the same unit are permitted, provided the unit cannot display speed or average speed.

Use of any of the following electronic devices is **NOT** permitted:
GPS/Satellite navigation receiver, digital speedometer, cycle speed computer, electronic speed tables, programmable calculator, PDA, smartphone, tablet, laptop computer or similar device. Simple, hand held, nonprogrammable calculators and

digital stopwatches are permitted. In-car cameras are not allowed to be used at any point during the event. Mobile telephones may be carried for use in an emergency or to report retirement from the event only and should otherwise be switched off.

21. **Practising.** The organisers take a very serious view of any person practising the route and will, without hesitation, impose the penalty of EXCLUSION. Any competitor so excluded will not be entitled to a refund of their entry fee.
22. **Insurance. REIS RTA scheme.** The Club has applied to REIS for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements whilst actively competing on the Road Sections of the Event. Cover will cease immediately if you are precluded, excluded or retire from the event.

The basic rate for the event (before any loadings) will be £25.

Automatic acceptance will be given to all competitors meeting the following criteria:

- Age 19 years or over
- Has held a full licence for a minimum of 6 months
- Has no more than 6 points on their licence
- Has had no more than 1 fault claim in the last 3 years
- The vehicle has valid Tax, MOT and is currently insured for road use

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Anyone falling outside these limits can be referred directly to REIS by calling 0115 965 1020 at least one working day prior to the event commencing – only in extreme conditions will REIS refuse insurance or a load premium.

Competitors who arrange their own insurance via an alternative supplier MUST provide the organisers with the insurance company name, address and telephone number in accordance with D12.3.6. Please note supplying the name of an insurance broker is not acceptable.

23. **Marshals Donation.** All disciplines of motor sport rely upon the time and effort of marshals, without whom the running of this event would be impossible. In order to provide some tangible recognition of the appreciation of competitors the entry form includes the invitation to make a donation towards a prize draw fund for the benefit of the marshals assisting at the event, to be drawn at the finish whilst the results are being calculated.
24. **Final Instructions & Additional Information.** Final Instructions including details of Noise Test, Scrutineering and Start Times will be sent to competitors during the week prior to the event.

A short test route will be set up for the purpose of competitors' tripmeter calibration. Details will be given in the Final Instructions.

A light lunch will be provided for Driver and Navigator and a meal will be served at the finish while results are calculated. Lunches and finish meals are included in the entry fee for the nominated driver and navigator. Tickets, plus additional tickets (if ordered in advance), will be issued at signing-on.

The official photographer (Andy Manston {mandhphotography.co.uk}) will be positioned at various sites along the route and entrants will be able to purchase individual photographs from his website shortly after the event.

WEBSITES

Hughes Rally: HughesRally.co.uk or HughesRally.Blackpalfrey.co.uk

Blackpalfrey MC of Kent: Blackpalfrey.co.uk

Historic Rally Car Register: HRCR.co.uk

HRCR Clubmans Rally Championship:

hrcr.co.uk/hrcr-championships/clubmans-road-rally-championship/

HRCR Premier Rally Championship:

hrcr.co.uk/hrcr-championships/premier-all-style-road-rally-championship/

MSUK: motorsportuk.org

MARSHALS

As with all events, we could not run without the valuable assistance of marshals on the day. So, if you fancy a day out in Kent, please come along and help, you will be made most welcome marshalling a timing point or a special test.

The allocation of controls is done before the event rather than 'on the day', so please contact our Chief Marshal to reserve your scenic spot.