

**FINAL INSTRUCTIONS**

These instructions are an integral part of the written instructions to Competitors, therefore should be treated as part of the regulations for the event. By signing-on for the event you agree to the amendments and clarifications to the Supplementary Regulations set out below.

The Hughes Rally will be based at The Moat, London Road, Wrotham, Sevenoaks, Kent. TN15 7RR, grid ref. 188/623589. Facilities at the Moat will be used for Friday and Saturday's scrutineering and signing-on formalities, as well as the Start and Finish on Saturday.

The organising team wishes you an enjoyable and successful day.

**Amendments to Supplementary Regulations**

Article 3. The MSA Permit numbers are:

Hughes Historic Rally:	110483
Hughes Club Rally:	110484

Article 10. Based on the entry received, the following classes for the Hughes Historic Rally will be combined:

1. Classes M1 and M2
2. Classes M3 and M4
3. Classes E1 and E2
4. Classes E3 and E4

There will be additional "Spirit" awards for the most deserving crew, from either the Hughes Historic Rally or the Club Rally, to be decided by the CoC.

Article 21. The penalty for practising the route in advance is changed from 'Exclusion' to 'Disqualification'.

Article 22. In addition, insurance cover will cease if you are disqualified from the event.

On arrival at The Moat note, and observe, the entry and exit points for the car park. Proceed to the scrutineering area and, after scrutineering, park and find the signing-on area inside the building.

**Noise Test, Scrutineering and Signing-On**

The Noise Test, Scrutineering and Signing-on will take place at The Moat, from **5:00pm to 8:00pm** on Friday evening and from **7.00am to 8.30 am** on Saturday morning.

The scrutineer for the event is Royston Carey.

A talk of approximately 20 to 30 minutes giving advice and guidance about the event, chiefly aimed at novices, will be presented by The Clerk of the Course at 18.30 on Friday.



There are not any individually allocated scrutineering times for Friday or Saturday. On arrival you will be noise-tested and given a process card. After scrutineering, take your process card to the signing-on desk.

At scrutineering, cars will be checked for both safety and eligibility. Documentation for your car will also be inspected. Do remember to bring your V5 Registration Document (or MSA or FIA Identity Document) and your current MOT Certificate (except for MOT exempt cars). As the event will include sections on private property all vehicles must carry a Small Spill Kit complying with MSA-GR J5.20.13.

Hughes Historic Rally competitors are reminded that the technical regulations in the Motor Sport UK Year Book sub-section R19 apply and, in particular, that hydraulic handbrakes are not permitted.

All competitors are reminded that trip-meters which display speed or average speed are not allowed. In addition, 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 non-programmable 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 turned off.

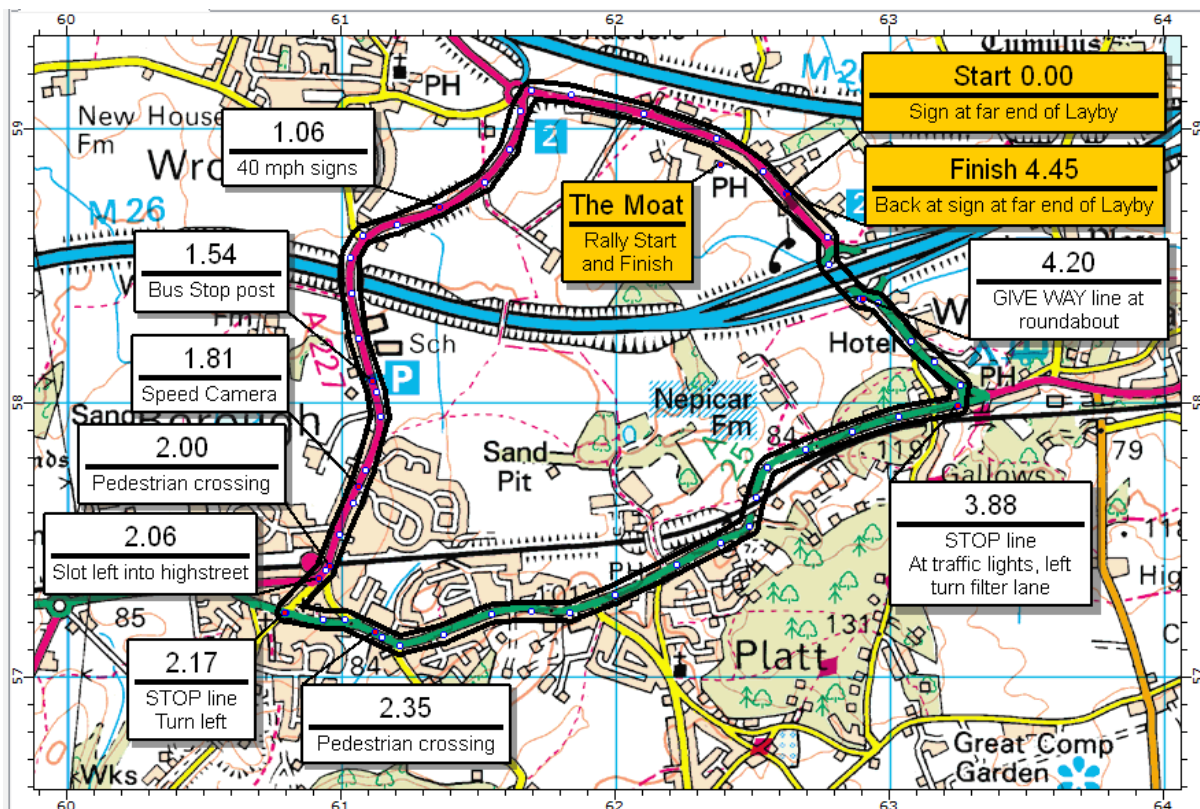
Anyone found using disallowed equipment will be disqualified.

At Signing-on, Club Membership Cards, National B Competition Licences (except for Club Rally competitors) will be inspected for both the driver and navigator. Please check in advance that your club membership card (HRCR or other) has not expired. Any Hughes Historic Rally crew member who cannot produce their 2019 competition licence will have to pay a non-production fine of £72. Those registered for the HRCR Championship will also need to sign-on at the HRCR desk.

Self-adhesive rally plates, car numbers and meal tickets will be issued at Signing-on. There will be an Official Noticeboard in the signing-on area. Official notices published thereon will have the same force as the Supplementary Regulations.

### Trip-meter Calibration Route

A calibration route of 4.45 miles has been set using the same car and trip-meter as has been used to survey the entire Hughes Rally route and is shown below.



**Timecards, Roadbooks and Route Instructions**

Roadbooks will be issued to all competitors from the Signing-on desk on Friday evening or Saturday morning. Copies will be added to the Hughes Historic Rally website on Friday evening to those competitors who have indicated on their entry form that they will attend scrutineering on Saturday morning.

Route cards, for sections not included in the roadbook, will be issued one hour before start and at arrival at tea venue.

Timecards will be issued on Saturday morning and will be supplied on a clipboard which incorporates an electronic memory button, which will store time information transferred from marshals' clocks. Clipboards with their memory buttons must be surrendered at MTC3 (the finish) or to a rally official if you retire and are unable to get to the finish.

**Safety at Venues**

The roads surrounding the venues can get very busy and are sited on busy roads. Please observe the following:-

**The Moat (Start / Finish)**

Please observe the one way, in / out system as sign posted and only turn left out of the venue. Nepicar Lane (yellow opposite the venue) should only ever be travelled in a southerly direction.

**Mereworth Woods (off road regularity and tests)**

Do not under any circumstances turn right into or out of the venue. If approaching from the North continue past the venue and do a u turn in the entrance to the granary which has a dedicated right turn filter lane.

**Hole Park (Tests and Lunch)**

Please observe the following one way traffic rules . The B2086 should only be travelled in an easterly direction and Halden lane (yellow, close to SH48 on A28) should only be travelled in a northerly direction

**Start Order**

Cars will be starting in the order shown on the attached start list. Your start time at MTC1 will be 09:00 plus your start number in minutes.

**Drivers Briefing**

There will be a briefing for all competitors at 8:30am.

**Saturday Breakfast**

Tea or coffee with a bacon or egg sandwich will be available for £7. Tea or coffee will be £2.

**Rally Plates and Numbers**

Please fix your rally plate to the front of your car. You will also be provided with two sets of self-adhesive high-visibility numbers which should be affixed to each side of the car, to the rear of the front doors, ideally on the rear side windows.

**Ordnance Survey Maps**

The latest versions of OS Landranger 1:50000 maps 188 and 189 will be required to plot most of the regularity section routes. Anyone urgently needing a map is recommended to order on-line from [www.dash4it.co.uk](http://www.dash4it.co.uk) for a good discount and next day delivery.

**Official Photographer**

Andy Manston will be taking photos of the event and will be sending proofs by email after the event. His website is <http://www.mandhphotography.co.uk> Andy will never use email addresses for anything other than sending out proofs and will not save them to a database. If you do not wish for your email address to be passed to Andy please let Helen Brenchley, the Hughes Secretary, know before the event at [info@hughesrally.co.uk](mailto:info@hughesrally.co.uk)

**Best Turned Out Car Award**

Our usual Concours Judge, Derek Camp, will be selecting a winner based not only on the overall condition and presentation of the vehicles, but also on the standard of their preparation for historic rallying. Cars will be inspected at the start and at the lunch halt. We do hope that you will give your car that extra bit of attention before the rally to make it look its best.

**Trailers**

Trailers may be parked at The Moat but no responsibility can be accepted by the event organisers or The Moat for their security.

**Fuel**

There is a Shell fuel station close to the Start/Finish venue on the London Road 160 metres SE of The Moat. The route will be approximately 140 miles. Fuel stations are detailed in the transport sections of the road book.

**Regularity Sections**

Regularity sections will involve plotting the route onto your maps in advance. Navigation will be presented using grid references, grid lines, spot heights, compass directions, map features etc. Explanations of these can be found in the 'Navigation Handbook' that you can download and print from this web link: <https://www.hrcr.co.uk/wp-content/uploads/2016/01/HRCR-Navigation-Handbook.pdf>

**Regularity Timing Points and Pauses**

Intermediate Time Controls (ITCs) will be marked by a Time Control (clock face) board at the start of the control area. The timing line will be marked by a white line on the road. Please note that there will be no ITCs situated on main A-roads, nor will they be situated sooner than half of the distance travelled on the A-road after leaving the A-road (i.e. if you have done 1 mile on an A-road, there will be at least half a mile before any ITC). This is to enable you to travel at a sensible speed along A-roads and not to baulk other traffic, then to get back on schedule when on minor roads. There will not be a timing

control until at least  $\frac{3}{4}$  mile after any LC. Remember that your one worst ITC lateness penalty from the public road regularity sections will be discounted in the results, whatever the reason for your lateness.

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.

### **Passage Controls (PC)**

There will be a few code boards on the route to look out for. They are white A4 cards with two black letters. The two letters must be recorded on your timecard. There may also be manned Passage Controls (Secret Checks) in places on the route. The route instructions will not give the locations of the Secret Checks where you must stop and obtain the marshal's signature on your timecard. Secret Checks will be identified by a 'PC Stamp' board while ITCs will display a 'Clock' board. Samples of these boards will be on display at Signing-On.

### **Use of Public Rights of Way**

The activities in Mereworth Woods and Hole Park use sections of footpaths and bridleways for which approval has been obtained but any member of the public retains public right of way (PROW). These sections will be signed with 'PROW Start' and 'PROW Finish' so that participants are reminded that they are entering and leaving such a section.

### **Facilities**

Please use the toilet facilities at the entry to Mereworth Woods if necessary. There is no acceptable alternative.

### **Maximum Lateness**

The maximum lateness of 30 minutes will apply at MTC2 (Lunch halt OUT) and MTC3 (Finish), but may be extended by the Clerk of the Course if the rally is delayed for a valid reason, in which case competitors will be notified as soon as possible. We do not intend to penalise any competitors whose lateness is incurred when a large part of the rally is delayed for reasons beyond their control, such as a test delay or major traffic hold up. However, if your lateness is due to your own errors in navigation or car problems, you should consider cutting a section of the route to avoid exceeding your maximum lateness. Note that the arrival controls at the lunch and afternoon tea halts are for timecard collection and are not a Time Control.

Cars may start special tests and regularity sections at any time that their start control is open. The 'Car 0' times given in the master schedule and your scheduled times on the timecards for special tests and regularity starts are just a guide time to help you keep on schedule. Late runners should be aware that controls and tests will close 30 minutes after the due time of the last car.

### **Narrow Lanes**

The rally route has tried to avoid the narrowest lanes, but there will be a few narrow lanes which are only single track in places. Please be particularly careful when the road is narrow, in case you meet oncoming cars, horses or pedestrians. Required average speeds for these narrow lanes have been suitably reduced in the interest of safety.

**Reporting of incidents**

You are reminded of Section 170 of the Road Traffic Act 1988 and Rule 286 of the Highway Code regarding the reporting of a collision which causes damage or injury to any other person, vehicle, animal or property. Any incidents involving injury must be reported to the Police. A damage declaration form will be provided with your time cards and this must be **completed by all drivers** and handed in at the finish.

**Public Relations**

Over 700 residences have been PR'd prior to this event, no negative feedback has been received and we expect many people to be out looking at the cars as they go past. Please be courteous and please do wave back. Should you encounter any problems on route please do not get involved in arguments about the legality of the event, or anything else. Please hand them a copy of the PR letter issued with your paperwork at signing-on and ask them to contact the Clerk of the Course. Please make a note of any confrontation and the location and let an official know at the end of the rally.

**Marshals**

If you have any friends who are available to marshal on the event, please ask them to contact the Chief Marshal Phil Smith, by phoning 07736 148989 or email marshals@blackpalfrey.co.uk.

**KENT WILDLIFE TRUST (KWT) – BUG SPLATTER SURVEY**

At the start (if the weather is dry) some entrants will be asked if they are happy for their number plates to be used for an insect population survey being conducted by KWT. A surveyor will wish to clean the front number plate at the start and will then monitor the splatter rates at the lunch halt and finish. Surveys of this sort have been used for many years. The controlled sample conditions of the Hughes Rally (same route, distance, weather) provide a special opportunity to compare splatter rates on classic and post classic cars with differing aerodynamic shapes. This will assist in testing the validity of comparing historic samples with those obtained in more recent years.

