

THE HUGHES RALLY 2021

SUPPLEMENTARY REGULATIONS

1. **Announcement**

The Blackpalfrey Motor Club of Kent will organize an Interclub Status, daytime Historic Road Rally promoted as the **Hughes Historic Rally** on Saturday 21st August 2021, to start and finish at The Moat, London Road, Wrotham, Sevenoaks, TN15 7RR. Grid. Ref. 188/623589

The Blackpalfrey Motor Club of Kent will also organize 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. **Covid 19**

The event will comply with all the current requirements of Motorsport UK regarding Covid 19 including the on-line signing on process for officials, marshals and competitors.

4. **Authorisation**

The following permits have been applied for:

Hughes Historic Rally: Interclub TBC

Hughes Club Rally: Clubman TBC

5. **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 Motorsport UK competition licence (minimum RS Interclub) 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 and navigators) must produce the RS Clubmans licence, which is free of charge from Motorsport UK, and a valid club membership card at signing-on. Full, single club membership is available for £15 and 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.

6. **Championships**

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

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

7. **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 authorization 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, carburetor 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.

8. **Programme**

Wednesday	11 th August		Entries Close
Monday	16 th August		Final Instructions sent by e-mail
Friday	20 th August	17.00 – 20.00	Scrutineering & Documentation
Saturday	21 st August	07.00 – 08.00	Scrutineering & Documentation
		08.40	Crew Briefing
		09.01	First car departs start
		TBA	First car arrives at lunch halt
		TBA	First car departs lunch halt
		TBA	First car arrives at finish

9. **Identification**

Competitors vehicles 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.

10. **Route Information**

The route will be approximately 150 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 are recommended.

The event will include regularity sections on public roads and private land, timed to an accuracy of less than one minute. It will also include a few special tests on private land timed to an accuracy of less than one minute. Some of the special tests will take place on rough terrain.

Entrants will be supplied with a road book and time cards 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.

11. **Classes**

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

	Category 1 (Pre 1968)	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 of which any member has had two or more finishes in the top five places overall of a National B or higher status rally since 1st January 2010.

Expert - a crew that does not meet the qualifying requirements for master or novice.

Novice - a crew of 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.

12. **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 Hassal Trophy and two awards will be presented for 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 Hassal Trophy and two awards will be presented for 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.

13 **Entries**

The entry list will close 10 days prior to the event. The entry fee is £170 inclusive of lunch & supper for two crew members. In compliance with MSUK Covid 19 requirements, entries and payment should be submitted electronically via the online entry form available at:- <https://hughesrally.blackpalfrey.co.uk/>

A paper copy of the official entry form with a cheque will only be accepted in exceptional circumstances. In either case the appropriate fee must be paid with submission of the entry.

Cheques should be made payable to: The Blackpalfrey MC of Kent and posted to:

Hughes Rally Entries,
6 Park Road,
Sheerness,
Kent.
ME12 1UY

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.

14. **Officials of the Meeting**

Clerk of the course	Dave Hughes	07831 655796
Assistant Clerk of the Course	Trevor Hawkins	07831 311414
Event Coordinator	Brian Millen	01732 220451
		07880 895366
Chief Marshal	Tom Wilson	07519 882418
Secretary of the Meeting	David Brenchley	07391 711497
Entry Secretary	Andy Craker	07538 722459

Covid Officer	David Brenchley	07391 711497
Club Stewards	Tom Davies (Chief)	
	Tim Adams	
	Andy Kilby	
Public Relations Team	Harry Pace	07721 326664
	Linda Collins	
Time-keeping & Results	Tony Michael	
Chief Scrutineer	Royston Carey	
Safeguarding Officer	Lesley Busbridge	
'Best Turned Out Car' Judge	Derek Camp	
Official Photographer	Andrew Manston	

15. **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.

16. **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 organisers discretion and no discussion will be entered into regarding the starting order.

17. **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.

18. **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:

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|--|-------------------|
| 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 6 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.

19. **MSUK General Regulations**

All other General Regulations of the MSUK apply as written in the MSUK Yearbook 2021 except for the following which is modified:

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

20. **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 time 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 your 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 a 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 and any boxes or times not in ink will be struck through and incur the penalty of failing to visit an 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 penalized.

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).

21. **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. Simple, hand held, non-programmable calculators and digital stop-watches are permitted.

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 computers or similar devices.

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.

22. **Practising**

The organisers take a very serious view of any person practicing 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.

23. **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 less than 19 years of age will also be accepted at the same price should their co-driver be a more senior member of their family or aged 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 pemium.

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 that supplying the name of an insurance broker is not acceptable.

24. **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.

25. **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' trip meter calibration. Details will be given in the Final Instructions.

A light lunch will be provided for Driver & 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 & navigator. Tickets, plus additional tickets (if ordered in advance), will be issued with road books.

The official photographer (Andy Manston - www.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.

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 marshaling 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.

Chief Marshal - Tom Wilson
07519 882418
e-mail: marshals@hughesrally.co.uk

Websites

Hughes Rally: <https://hughesrally.blackpalfrey.co.uk/>

Blackpalfrey MC of Kent: www.blackpalfrey.co.uk

Historic Rally Car Register: www.hrcr.co.uk

HRCR Clubmans Rally Championship:
<https://www.hrcr.co.uk/hrcr-championships/clubmans-road-rally-championship/>

MSUK: www.motorsportuk.org

REIS Insurance: <https://reis.co.uk>