



The Hughes Historic Rally

Saturday 13th April 2024

Organised by

**Blackpalfrey Motor Club of
Kent**

www.HughesRally.co.uk



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FOREWORD

We welcome you all to the Hughes Historic Rally which will take place on Saturday 13th April 2024. This year we will be starting from just outside the city of Canterbury and the route will be entirely in the lanes of East Kent on OS sheet 179.

Once again we are fortunate to have access to Manston Airfield, aka Kent International Airport, thanks to the landowners who are keen to have us. The airfield is in the process of returning to operational use as a freight hub and for commercial flights and this may well be the last time it is available to us, so we are making the most of it. The 700 acre site with its 1.7 mile long and 250 yards wide runway, taxiways, perimeter track, dispersals and grass areas give ample scope for flowing tests.

Good test venues are few and far between in the South East so Manston becomes a focal point of the rally, but the lanes of this far corner of the Garden of England, little rallied these days, will provide crews with great rural scenery, pretty villages and a little challenge on the 90 miles of regularity planned. As a round of the HRCR Clubmans Championship it is the last surviving rally for classic cars in the south of the country.

Dave Hughes leads the organising team once more and will ensure that the event has its individual flavour, so we look forward to seeing you on the day.

The Hughes Rally Team

Previous winners:

1996	Dick Appleton / David Appleton	Mini Cooper S	2012	Martin Neal / Richard Dix	Ford Escort Mexico
1997	Derek Skinner / Tony Pettie	Austin A35	2013	Andrew Mallagh / Paul Harley	Porsche 911
1998	Mike Jordan / Liz Jordan	Escort RS2000	2014	John Ruddock / Andy Pullan	Ford Escort
1999	Dick Appleton / Mark Appleton	Mini Cooper S	2015	John Abel / Martyn Taylor	Sunbeam Tiger
2000	Geoff Twigg / Peter Blackett	Mini Cooper S	2016	Howard Warren/Iain Tullie	Porsche 911 Coupe
2002	Jim Deacon / Dave Wilson	Ford Lotus Cortina	2017	Simon Mellings/Ryan Pickering	Toyota MR2
2003	Peter Joy / Matt Fowle	Lotus Elite	2018	Thomas Bricknell/Roger Bricknell	VW Golf GTi MkI
2004	Paul Hernaman / Ray Crowther	Porsche 911	2019	Ian Crammond/Matthew Vokes	Mercedes Benz 280SL
2005	Owen Turner / Graham Raeburn	Hillman Imp	2020	Rally cancelled due to Covid 19	
2006	Paul Hernaman / Ray Crowther	Porsche 911	2021	Stephen Owens/Nick Bloxham	Porsche 911 SWB
2007	Geoff Twigg / Matt Fowle	Mini Cooper S	2022	Leigh Powley/Brian Goff	Toyota Corolla
2008	Kevin Haselden / David Kirkham	Mini Cooper	2023	Roger Fildes/Iain Tullie	Ford Escort
2009	James Griffiths / James Howell	Mini 1275 GT			
2010	Jim Deacon / Ian Doble	MGB Roadster			
2011	John Ruddock / David Taylor	Ford Escort			

THE HUGHES RALLY 2024

SUPPLEMENTARY REGULATIONS

Announcement.

The Blackpalfrey Motor Club of Kent will organise an Interclub permit daytime Historic Road Rally promoted as the **Hughes Historic Rally** on Saturday 13th April 2024, to start and finish at Polo Farm Sports Club, Littlebourne Road, Canterbury, CT3 4AF
MR 179/179579 What3words - energy.united.grows

1. 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. **Covid 19.** The event will comply with the requirements of Motorsport UK regarding Covid 19, current at the time of the event.
4. **Authorisation.** The following permits have been obtained:

Hughes Historic Rally: Motorsport UK 134209

Hughes Club Rally: Motorsport UK 133982

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)

Any member club of the Association of Eastern Motor Clubs (AEMC)

All Competitors (Drivers and Navigators) must produce a valid competition licence and a current 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 the new RS Clubmans licence which is f.o.c., and 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.

6. 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.

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 4a and 4b (1982-90) 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.

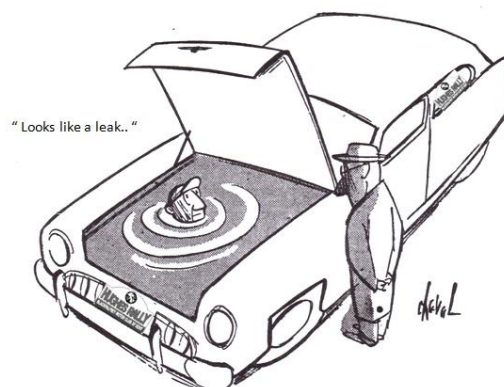
If the registration document does not verify this information then written authorisation from MSUK must be presented. Category 3 and 4 cars must have the relevant FIA homologation papers.

All vehicles must comply with MSUK Technical Regulations and in particular articles J5, R18 and R19. Because the tests are to be held on private land, cars MUST carry a small spill kit, (R18.6.5). It is advised that cars should also have a small fire extinguisher, glass breaker/seatbelt cutter, a First Aid Kit, high visibility vests or jackets, OK/SOS board.

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 1990. 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.

HAVE YOUR CAR CHECKED OVER FIRST...



Experience definitions are as follows:

Master - a crew where any member has had two or more finishes in the top 10 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 25 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 Hassel Trophy and 2 awards will be presented to the best performance by a Blackpalfrey crew (existing members prior to Hughes entry) across both the Historic Rally and the Club Rally.

The following special awards will be presented: Best Turned Out Car (Concours): An award

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 (existing members prior to Hughes entry) 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 closes at 21:00hrs on 30th March. The entry fee is £200 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 (available from the Entries Secretary at the address below) or sent to the address below. Cheques should be made payable to The Blackpalfrey MC of Kent and posted to:

Hughes Rally Entries,
The Cottage, Deans Hill
Bredgar
Sittingbourne
Kent ME9 8BB

Entry enquiries: entries@hughesrally.co.uk or Tel. 07710426801

The appropriate fee must be paid by bank transfer.

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 of entries.

Cancellations made after the closing date of entries will not be refunded.

14. Officials of the Meeting:

Clerk of the Course	Dave Hughes
Assistant Clerk of the Course Event	Dick Athow
Coordinator	Brian Millen
Chief Marshals	Phil Smith & Grahame Standen
Secretary of the Meeting	Andy Elcomb
Entry Secretary	Joy Waiton
Club Stewards	Lyle Cathcart, Andy Kilby, Martine Kilby
Public Relations Team	Trevor Hawkins, Simon Ingarfield
Timekeeping & Results	Tony Michael
Chief Scrutineer	Gary Port
Club Safeguarding Officer	Lesley Busbridge
“Best Turned Out Car” Judge	TBA
Official Photographer	Andrew Manston - M&H Photography



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.

- 19. MSUK General Regulations.** All other General Regulations of the MSUK apply as written in MSUK Yearbook 2024 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 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 maneuverability 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 tripmeter 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, handheld, non-programmable calculators and digital stopwatches are permitted.

Any electronic trip or timing device that has a timing offset adjustment (nudge) capability or similar will require that function to be disabled from scrutineering to the end of the event.

Use of any of the following electronic devices is **NOT** permitted:

Any GPS device, Digital Speedometer*,GPS/Satellite navigation receiver, digital speedometer, cycle speed computer, electronic speed tables, programmable calculator, PDA, smartphone, tablet, laptop computer or similar device.

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 or in Airplane mode.

*Only applies to the car's main speedometer.

22. Practicing. 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. Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor. (NB – these sums are thought to be correct at the time of the publication of these Regulations, but may be subject to change.)

If a competitor wishes to purchase additional Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

- is aged 19 years or over
- has held a full driving 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 is named on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

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.

Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to contact@reis.co.uk and provide the Drivers' name and date of birth, the date they past their driving test and details of any motoring claims and/or convictions.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event

organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Road Section scheme is provided by ABC Insurance Brokers Limited and underwritten by Slipstream Underwriting a trading style of First Underwriting Limited.

The basic rate per driver for the Insured event, before any loadings will be £32.00 (although this figure is subject to change).

Slipstream Underwriting a trading style of First Underwriting Limited is authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938). Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP.

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.

- 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 fee includes the sum of £5.00 to go 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.

Scrutineering will take place at the Start Venue. There is ample parking space at the start.

A test route will be set up for the purpose of competitors' tripmeter calibration. Details will be given in the Final Instructions. This is the link to the system we use for measuring the Calibration test route

www.historicroadrally.co.uk/hrcr/downloads/Organisers%20Distances.pdf

One drink in the morning, and again in the afternoon together with a light lunch will be provided for Driver and Navigator together with a hot meal to be served at the finish while results are calculated. These are included in the entry fee for the nominated driver and navigator. Tickets will be issued at signing-on. If Competitors wish to have a bacon bap before the start, they must pay for this when paying their entry fee. The cost for this is £6.50 per person.

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.

WEBSITES

Hughes Rally:

www.HughesRally.co.uk or www.HughesRally.Blackpalfrey.co.uk

Blackpalfrey MC of Kent:

www.Blackpalfrey.co.uk

Historic Rally Car Register:

www.HRCR.co.uk

HRCR Clubmans Rally Championship:

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

MSUK:

www.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.
phil.blackpalfrey@gmail.com

