



Blackpalfrey MC of Kent

Regularity Rallying

What is a Regularity Rally

Navigational Road Rallying has taken place for many years, mostly at night, and was at its strongest in the 1970's. However, as roads became more crowded and cars more powerful, they became unpopular. Special Stage rallies taking place on private land became the way forward as the cars could achieve higher speeds than could be safely achieved on public roads. However, the cost of such events is very high and out of the financial range of many club level competitors. Other forms of motorsport also existed, in particular, treasure hunts, but they did not contain a time element.

From these sports evolved a more sedate form of rallying which has become known as Regularity Rallying where standard cars can be used, at affordable costs. These events tend to take place during daytime and the object is to travel a set route through the countryside at varying speeds set by the organisers, usually set at an average of between 15 and 25 mph, set over differing distances. There has been an increase in demand for this type of event, including a well-loved national series using "Classic" cars run by The Historic Rally Car Club.

The key skill for the navigators is to plot and navigate the correct route and ensure the driver maintains the pre-set average speed over each section. Drivers need to adopt a smooth driving technique, to achieve that average speed. Timing is to the second, so accuracy of navigation and timekeeping are of the essence. Competitors are penalised for arriving at undisclosed controls early or late, as well as missing Controls. Teamwork between driver and navigator is required to achieve this.

Various levels of Regularity Rallies exist, ranging from a Sunday half-day clubman's type event which usually finishes at a pub, to a full-on event over several days and covering many hundreds of miles over challenging terrain.

Blackpalfrey Motor Club of Kent run a series of half day events held on a Sunday, as well as The Hughes Historic Rally - a round of the HRCR national championship. Below are the Regulations for the Sunday Series, which is aimed at all skills, with particular emphasis on encouraging newcomers into this underrated sport.

If you have any queries, please contact the Series organiser on phil.blackpalfrey@gmail.com

BPMCK 2024-25 Series Regularity Runs Supplementary Regulations

1. Blackpalfrey Motor Club Kent will organise a Clubman's 12 car Regularity Rally Series.
2. Events in the Series shall be held under the General Regulations of Motorsport UK (MSUK) and these Supplementary Regulations.
3. There will be up to 12 events, running from 1st September 2024 until 31st July 2025. Events traditionally run on Sunday mornings.
4. Each Event will be allocated a MSUK Permit, and the Route will be Authorised by the Rally Liaison Officer for the Region in which the event takes place.
5. Any age of car can enter. HRCR, ASEMC (which includes Weald MC), MGCC and TR Register members are invited to enter. The events are suitable for both 'older' and 'newer' cars, and are designed to be good fun and good navigation/regularity practice.
6. Both Driver and Navigator will require to be members of an MSUK affiliated Motor Club and hold a MSUK licence. At a minimum this is a RS Clubman's licence which is free and can be applied for on line at <https://www.motorsportuk.org/competitors/rs-clubman-licence/>
7. Smart phones or similar instruments which display tripmeter readings are permitted subject to the approval of the Series Co-ordinator.
8. Any built-in displays on any type of tripmeter showing average speed must be covered throughout the event. Simple hand held non-programmable calculators and digital stopwatches are permitted.
9. Beginners are encouraged to enter. Beginners are defined as the navigator not having entered any form of navigational road rally before. For the first 3 events they enter they may ask the organiser to provide an A4 copy of the route to assist in their plotting, but will incur a penalty of 400 marks for doing so. This will enable them to practice map reading and form a bond between driver and navigator.
10. Definition of a Novice for the purposes of this Championship: A Novice Driver or Navigator shall be defined as, neither of whom have finished in the top three on any 'Regularity' Rally, including the BpMCK Series Rally (RegRun) since the Series started, as a Championship for BpMCK members, on 27th November 2005. For the purposes of the Novice Awards, if a Driver or Navigator is defined as a Novice at the start of the first or subsequent event of a Series (they should apply for this Status, to the Series Organiser), he or she will be defined as a Novice throughout that Championship season. This does not preclude the Novice Driver or Navigator from winning the Series Overall (in which case the 2nd Novice Driver or Navigator will take the Novice Award).
11. Maximum entry is strictly 12 cars. Entries will be allocated places on receipt of a completed entry form **and** the payment of the £20.00 entry fee, after which a reserve list will be started. Start numbers will be allocated as entries are received.
12. The entry fee will be notified when the entry list opens - entry can only be made on-line at the Blackpalfrey website www.blackpalfrey.co.uk. and will be provisional until entry fee payment is received. Entry fees will be refunded for entries withdrawn more than 1 week

before the event.

13. Final instructions and some navigation will be emailed to competitors a few days before the event. The route will need to be plotted on OS 1:50,000 scale maps.
14. Organisers will not discuss any route queries in the 12 hour period before the event.
15. Programme: The start location will be notified in the final instructions. Signing on will be done on-line. The route will be issued with the final Instructions on either the preceding Wednesday or Thursday. The first car will start at 10:01 am. The start location will usually be a transport café type of establishment, where cooked breakfasts may be available. Everybody is advised to check in advance with the venue if they require cooked breakfast before the start. Health and Safety issues at the start, intermediate and finish will not be part of the Club's liability.
16. The route should be about 50-60 miles, normally as two separate regularity sections either side of a coffee break at a suitable café. The finish will normally be at a country pub where lunch will be available. Bookings for lunch must be made by the competitors direct with the venue.
17. Timing will be to the second at Regularity section Intermediate Time Controls. Competitors will need a stopwatch and some average speed tables (available on the club web site), and also a watch to accurately synchronise with rally time.
18. The Club's usual Liege timing system will be used whenever possible to give competitors and marshals ample opportunity to become familiar with the system, which is used on most of the larger events. Under certain circumstances it may not always be used in the traditional way of chipping Competitors' clip board. Marshals will still use the Liege clocks and record the arrival time of each competitor on their own check sheet. If this system is used, they will then verbally inform the competitor of the time recorded and show the clock to enable the competitors to check the time stated is correct and note it onto their own Time Card. Competitors may query the times at the end of the event, in which case, the organisers decision will be final.
19. A measured distance will be provided for tripmeter calibration prior to the start.
20. Final documentation will be issued one hour before the due start time of car 0 on the day of the event.
21. Regularity sections will be timed at average speeds suitable for the roads used, up to a maximum of 30 mph.
22. Regularity Start Controls may be manned or may be Self-Starts. If unmanned you may be given your start time in the Final Instructions or at the previous MTC or TC. You may have to fill in your start time on the timecard yourself. On arrival at the self-start control board you should wait there and start yourself when your allotted time arrives. Please ensure you are at the Start Point in advance of your due start time. If you fail to write your start time on the timecard, your scheduled time for the Regularity Start will be taken as your start time. If the car in front wants to start on the minute you want, do not leave at the same time, but wait until the next minute.
23. If an Intermediate Time Control is unmanned a Time Control board will be placed there by the Organisers. Competitors are required to enter their "ideal" time at that Control. (If you are not sure what that ideal time is, put the actual time you arrived at the Control). If you do

not do this, you will be deemed NOT to have visited the Control.

24. Route Checks may be manned, but if not, they will be in the form of Code Boards which should be recorded in the next free space on your timecard.
25. The penalty for missing a Route Check is 100 marks. You must show your Time Card to the marshal at the next Main Time Control, who will check for any missing Route Checks.
26. The Organisers and all Marshals will be deemed to be "Judges of Fact".
27. Penalties
 - a. Arriving at an Intermediate Regularity Time Control (IRTC) - early or late - 1 mark per second for the first 60 seconds, then 1 mark per additional 6 seconds up to a maximum of 100 marks (5 minutes early or late).
 - b. Not visiting an IRTC - 200 marks. If a missed IRTC is not the last on the regularity section, no penalty will be applied at the next visited IRTC.
 - c. Wrong Approach at an IRTC - 100 marks.
 - d. Not recording a Code Board or Passage Check – 100 marks.
28. IRTCs will close 15 minutes after the scheduled time of the last car. Maximum lateness at the final MTC is 30 minutes. Competitors must visit the final MTC before maximum lateness to qualify as a finisher.
29. Winners' awards will be presented to the first placed driver and navigator at a suitable time after each event.
30. The events will be run as a championship series for Blackpalfrey members. Only competitors who are Blackpalfrey members at the time of the event will be eligible to score points for the series awards. Points awarded will be 12 (first place), 11 (second place), 10, etc. for each event and 12 points for each organiser(s). The best points total less two lowest scores (or all events if less than six events run) will count towards the series awards which will be presented to the 1st, 2nd and 3rd placed drivers and navigators. E.g. if 10 events are run the best 8 scores will count. If 6 events, 5 will score. If 5 events or less are run all scores will count. Other series awards may be presented at the discretion of the club committee.

31. 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.

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 passed 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:

Net Premium	£19.64
Insurance Premium Tax	£2.36 (IPT @12%)
Total Payable For Each Vehicle	£22.00 TBC

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