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WHAT TO DO AND HOW TO DO IT

An unqualified advice on contesting Historic Rallies with
emphasis on Easyrarity

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This information will, hopefully, assist you in your venture into Historic Rallying. Don't be put off by the number of words, I have tried to cover all you need to know to contest and complete a **Historic Rally**.

The bold font is what I think you need to know to contest **The Leukaemia Easylicity**.

The **Leukaemia Easylicity** offers the ideal opportunity for you to discover if the sport is for you. It is a tender introduction where you can test the water without over-testing yourself.

You will find this booklet very basic, aimed at the '**very green**' novice leading you from the moment you consider entering a **Historic Rally** to the moment you finish.

All four wheeled UK motor sport is governed by the rules and regulations of the **Motor Sport Association** (the MSA) which are contained in their publication – **Competitors' and Officials' Yearbook** – commonly known as **The Blue Book**. It is available from the MSA at cost or comes in a package with your Competition licence.

(NOTE – The Leukaemia Easylicity Rally will run under a 'Clubman's Permit' issued by the MSA so you will not require a Competition Licence)

The **Blue Book** addresses all aspects of each of the disciplines of motor sport and is regarded as the Motor Sports Bible. It is more than well worth acquiring and studying before embarking on a chosen discipline.

Failing the availability of the '**Blue Book**' the **Supplementary Regulations (Regs)** for the event have to be relied upon. The information given appertains to that event.

'**Regs**' are compiled by the motor club promoting the event and are accepted as being the '**official document**' by the MSA. To study and digest the contents is essential (you will have received Regs for this event.) You will see that all aspects of the event are covered, become acquainted with the sections of the event, the description of Controls and the penalties.

Having decided that the description of the event suits you, the **Entry Form** needs completing, which is fairly straight forward, however, once signing the accompanying disclaimer you enter into a legally binding contract, agreeing to adhere to the rules and regulations of the MSA and the event. Hence, the importance of carefully studying the Regs.



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The **Entry Form** is sent off to the event **Entries' Secretary** and the Regs kept by you.

Nowadays, most communication is electronic. The **Entry** should be acknowledged as received by the **Entries' Secretary**, who should also advise if it has been accepted, pending or refused.

No reason has to be given by the Organisers if an entry is refused but would advise if the entry or class were full.

In the meantime, it would be assumed that some vehicle preparation is taking place to ensue that the car will last the course.

An essential for **Historic Rally** is a **trip meter** (for this event the basic car's trip meter will suffice, but if you aim to purchase a more accurate device, check what is eligible with the **Historic Rally Car Register**. You can dispense lots of bucks buying the real mccooy to find its of no use) and that the car is Navigator friendly, a point often overlooked.

It is useful to have easily accessible storage for **clip boards** and other items.

Vehicle documents should be at the ready because some or all may have to be produced at **Scrutineering** or **Signing On**.

The car, obviously, must have a current **VEL**.

At **Scrutineering** you may be required to produce the **MoT Test Certificate** and the **Vehicle Registration Document**. At **Signing On**, **proof of motor insurance** covering use on the event if not availing yourself of cover offered, at cost, by the event.

The **Navigator** is the **Office Manager**; everything to do with pencils and bits of paper is down to him. He should ensure that all documentation relative to the event is at the ready and would include both **Competition Licences**, if required.

Without being offensive to drivers, although they blame the **Navigator** when things go wrong, they are more concerned with playing with the car and listening for funny noises than thinking about the mechanics of the event.

The **Navigator** should take responsibility for everything administrative. It is better to be over-stocked than finding yourself lacking at that crucial moment, here is a list of what I carry:

- **The Regs and Final Instructions**
- **The Blue Book**
- **Competition Licences and Motor Club membership cards**



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- The Ordnance Survey 1:50,000 maps for the event.
- A stack of 2B pencils (they show dark on the map and can be erased quite easily)
- Erasers (I'm furthest from being infallible)
- Pencil sharpeners
- At least one Romer (basically a piece of plastic with a corner marked into one tenth of an OS grid square for accurate plotting)
- At least two stop watches (they are not infallible either and can break down)
- Magnifying light (Poti) if map reading necessary and spare bulbs.
- Speed Tables
- At least two clip boards and a map board.
- The all important and go nowhere without – GAFFER tape.

Best thing is to make a check-list of

- What is essential.
- What is useful.
- And do a double take before leaving for the event, it's usually a helluva long way back if you forget something.

Before going into big detail its best that I define a few items

REGULARITY

A section where a prescribed route has to be followed while maintaining the set average speeds visiting secret **Intermediate Controls** along that route.

EASYLARITY

The easy way to do it.

SPECIAL TEST

On private land following a prescribed route around obstacles against the clock, timed to the second at an **average speed not exceeding 30mph**.

The **Easylarity Rally** will consist of **Special Tests** linked by **Transport** and **Easylarity Sections**.

GETTING CLOSER

Final Instructions will arrive, which will give you further information, possibly some amendments and the necessary information to direct you to event and complete the following:

SO YOU ARE ON YOUR WAY



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IT IS ALWAYS BEST TO ARRIVE EARLY IN CASE ANY PROBLEMS ARISE

NOISE

The regs will advise what form of noise check is to be used. An **Environmental Scutineer** will use a calibrated noise meter to read the noise emitted from the car while stationary, which should read **98 decibels or less**.

For a standard road car it should be no problem achieving this. The only leniency the **Scrutineer** will show is to allow you the opportunity to reduce the noise level and re-test. Failure means **exclusion** before you start and loss of any monies paid.

PROCESS CARD

It is usually at **Noise** where you are issued with a **Process Card** stating the order of visits you have to make and receive signatures if successful, which are :

SCRUTINEERING

This is a common sense examination of the car for roadworthiness by an **MSA Scrutineer** and, depending on the event, eligibility. Scrutineering is geared to a normal road car, naturally, the more prepared a car becomes, more it has to comply. If successful, you will receive another signature, if not, the opportunity to rectify any problems but if unable to do so – **exclusion**.

Scrutineering is another opportunity to learn, Scrutineers, although official in what they have to do, are most helpful and often eager to impart advice. On this event try to take the advantage of observing the process with other cars.

MEASURED DISTANCE

Within the **Final Instructions** for a **Regularity** event you will normally find instructions to a '**measured distance**' usually **one mile**. I mention this here because sometimes it lies between **Scrutineering** and **Signing On**.

A **Regularity Section** requires accuracy in distance and time. The Organisers' distances are always deemed to be correct, but the distances may vary from your trip meter. It is important that you travel the 'measured distance' so that you make the necessary adjustments, either manually by calibrating your trip meter or by making mental adjustments throughout. Don't panic for this event, your route instructions will assist you.

SIGNING ON

The format of **Signing On** can vary from event to event but all arrive at the same process. Basically, the contents of your **Entry Form** are checked, any alterations made and any monies owing, settled, **Competition Licences** (if necessary) and motor club membership cards are also checked.



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To compete on a road rally it is essential that you are covered by **Road Traffic Act insurance**. If proof of such cover is shown on your Insurance certificate, OK, if not you should avail yourself of cover, at cost, arranged by the Organisers.

Once your Process Card is full of signatures you will be handed a Rally Pack, which usually contains:

Rally plates,

- **Time Cards**
- **Road Book**
- **Coffee, meal tickets**

Other relevant documentation

IMPORTANT – Check that you have everything.

(For this event, the **Road Book** will contain all the information in its most basic form to enable you to complete the event)

You will, probably, be required to retain your **Process Card** for later production at **MC 1**.

At Signing On there will be two items of MAJOR importance :

- **The Official Notice Boards**
- **An Official Rally clock.**

The **Official Notice Board** will display relevant important documents plus possible amendments, which have to be signed for. **Amendments** can appear at any time before the rally start and, indeed, during the course of the rally. Keep visiting until you are due to start not to miss anything.

The **Board** will be displayed at the **Lunch Halt** also, usually with a form of interim results.

As mentioned earlier, accurate mileage and timing are essential, be sure to synchronise your timepiece with the **Official Clock**, this is the time that all the other official clocks throughout the event will be set to.

AFTER SIGNING ON

This is the time for the Navigator to get the old head into gear, allocate the important job of sticking the rally plates to the car as per Regs to the driver and set about checking your documentation.

Nobody's infallible, you could find error, which needs to be addressed or something you don't understand and need to question with the **Liaison Officer** dedicated to this **Easylarity Rally**.



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Check the times on the **Time Card** and deal with any map plotting you may have to do.

The Regs have described the various sections and controls of the rally, it is important that you are conversant with them.

Your **Start time** is calculated by adding your car number to the arrival time of notional **Car 0**, eg. **MC 1 – Car 0 = 08.30hrs, MC 1 – Car 45 = 09.15hrs.**

The Regs explain maximum accumulative lateness.

THE START

All rallies start with **MC 1 (Main Control 1)**. For this event, **MC 1** will be located at an advised venue requiring access on foot. **DON'T forget your Time Card (and/or Process Card if required)**

This is when you see **Navigators** to the main event running to their cars because they have work to do, you will not have that pleasure, you will be ready.

Get there a few minutes early as it gives an opportunity for a last check of the **Notice Board**. Navigators will be, hovering over the official clock, be sure to get your **Start Time** and don't be distracted with conversation.

Alternatively, **MC 1** could be located at the **Exit** from the **Start venue**, whereby you would drive to and through it to start the rally.

At the Start venue cars may be parked in numeric order or at random, **DO NOT** rely on following the car number ahead of you, you want **YOUR time**, you must be right, the other car could be wrong. In this case, you produce your **Time Card** for signature, as per Regs at this Control.

Bear in mind that every **Special Test** and **Regularity Section Start** is a **Time Control** for which you get penalised one minute per minute late and **TWO minutes** per minute early. It is no excuse that someone has pushed ahead of you and taken your time causing you to be late, its up to you at a Control to take and hold your position.

An Intermediate Regularity Time Control is a **Secret Time Control** where the time you pass the **Control Board** is recorded. The penalties are one second per second whether early or late.

ROAD SECTIONS (TRANSPORT SECTIONS)

For you, these sections will be described by **Tulip diagrams** against mileage with written route instructions. A **Transport Section** is **non-competitive**, transporting the event from one competitive section to another.



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REGULARITY SECTION

For those contesting the main event, **Competitors** will have various forms of navigation, a pack of which will be available to you for your future information.

They will have to commit most of these forms to **Ordnance Survey** maps.

They will have ensured that their trip meters and watches are accurately set as they will have to navigate the route from the map while checking time against distance against the list of speed tables taking into account any speed changes.

Sounds ominous but those who are good at it are regularly almost one second perfect. Fair to say, it takes a lot of practice and a lot of patience.

Your instructions will be very basic giving you route instructions with the distance and time that you should be passing landmarks, junctions or the like, by adhering to these instructions you should be quite successful. The important issue is that you keep to the route.

The average speeds and changes of speed on the **Leukaemia Historic Rally** are set in accordance with the nature of the road, not for any devious purpose. By driving in what one would deem safe and legal for the road conditions one would not be far out. It is a **daytime event** so **public and competitor safety is paramount.**

SPECIAL TESTS

The **Easylicity Rally** will not contest the more arduous tests of the event where more than normal vehicle preparation would be required.

As said, the start of the test is a **Time Control**, competitors start on their requested minute following a count down. The purpose then is to travel the course as instructed by a test diagram, against the clock, timed to the second.

It is useful for the **Navigator** to allow the driver time to study the test diagram prior to each test to familiarise himself with the lay-out, the called instructions can then be more easily understood.

TIMING AFTER A REGULARITY SECTION OR SPECIAL TEST

The timing on the **Time Card** will show the **Start Time** for a **Special Test** or a **Regularity Section**. It will not show a **Finish Time**.



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The timing set for the **Time Control** following is from the start of the **Special Test** plus the **Target Time** and road mileage time.

From the start of a **Regularity Section**, the ideal time for the section plus road mileage time.

Excepting a drastic hiccup, the arrival time at the following TC will be easily attainable.

THE FINISH

This is where the bickering starts, where competitors check and double check the **Results** trying to find error, which will gain them a place or two. Also they compare performances throughout the day with lots of gloating and excuses. To some, this is the best part of the event.

As a green novice you could be daunted by this but its good-hearted competition to the end. Take advantage by listening and talking, its all learning.

The 'Leukaemia' provides **morning coffee, lunch** and **evening meal**, all opportunities to chat with Competitors, who were all novices once so will appreciate your efforts.

LIAISON OFFICER

He will be available at the **Start, Coffee, lunch and Finish** to advise and deal with your queries.

He comes with a good pedigree as the winner of a number of International long haul **Regularity rallies**.

I hope that this booklet has been of use to you and that you enjoy the event.

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