

**HERO - the Historic Endurance Rallying Organisation:
Celtic Malts Reliability Trial & Classic Car Tour 2008
28th April to 3rd May 2008
Celtic Malts Reliability Trial 2008:
Additional Supplementary Regulations
as at 1st October 2007**

Provisional Programme

Fri	30.11.2007	End of discounted fee of GBP 3,350 (see section 7.1)
Thur	31.01.2008	End of discounted fee of GBP 3,600
Mon	31.03.2008	Entry list closes; the Organisers reserve the right to accept late entries
Sun	27.04.2008	10.00-16.00 Scrutineering - venue TBA 10.30-16:30 Signing-on - Belfast 16.30-17.00 Drivers' Briefing 20:00 Welcome dinner
Mon	28.04.2008	07:30 Leg One. Belfast to Letterkenny
Tues	29.04.2008	07:30 Leg Two. Letterkenny to Belfast via Bushmills and Giants Causeway
Wed	30.04.2008	07:30 Leg Three. Belfast to Fort William via Stranraer
Thur	01.05.2008	07:30 Leg Four. Fort William to Inverness via Littleferry
Fri	02.05.2008	07:30 Leg Five. Speyside
Sat	03.05.2008	07.30 Leg Six. Inverness to the finish at Stirling via Blair Castle and Balmoral 19.30 Provisional results posted 20.30 Banquet and awards presentation

The above times are scheduled times of first car. This programme may be amended. Hotel details will be published closer to the event.

Article 1.1: Definition and Status

These Additional Supplementary Regulations (ASRs) must be read in conjunction with the HERO Standard Regulations for Historic Reliability Trials and Regularity Rallies (HSRs). The Article numbers below are those of the HSRs. Competitors must study the HSRs as well as these ASRs.

The Celtic Malts Reliability Trial will be run under a permit issued by the MSA UK and open only to members of the promoting Club (subscription included in entry fee for new members) in compliance with the FIA International Sporting Code; the Regulations of the MSA UK; the HERO Standard Regulations for Historic Reliability Trials and Regularity Rallies version 3 or as amended by a later version (HSRs - please ring the HERO office if you do not have a copy); these Additional Supplementary Regulations (ASRs); and further Bulletins for the event, which may amend these ASRs and the HSRs.

IMPORTANT NOTE: all motor sport is potentially dangerous. The onus is on Competitors to drive carefully and safely at all times. The Organisers accept no responsibility whatsoever for any accident or injury befalling Competitors, and do not undertake to provide rescue or assistance of any kind. All Competitors will be required to sign the indemnity printed on the Entry Form.

Article 1.2: Officials

<i>Stewards</i>	T.B.A.
<i>Clerk of the Course</i>	Peter Nedin e-mail peter@hero.org.uk
<i>Deputy Clerk of the Course</i>	John Wood

Secretary of the Meeting

Lynn Nedin
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Chief Marshal

Harriet Wood
The Stables, Rhyd y Carw,
Trefeglwys, Caersws, SY17 5PU
tel: +44 (0) 1686 430789; fax: +44 (0) 1686 430799
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Chief Timekeeper

Hywel Thomas

Chief Scrutineer

Peter Elliott
147 Toft Hill, Bishop Auckland, Co Durham, DL14 0JB
tel/fax: +44 (0) 1388 833778

Results Service

Rally Results International

The names of other officials will be published later.

Article 1.4: Official Notice Boards

Official Notices will be posted at Rally HQ at the Start, at each overnight halt HQ, at the Finish, and any other locations to be announced. The exact locations will be announced in a bulletin issued before the event.

Article 3.4: Categories and Classes

Competing vehicles will be defined by the following Age Categories (which may be merged should insufficient entries be received). Categories will be divided into classes according to body type and engine size.

Category A	Vintage	Vehicles made before 31-12-30
Category B	Post Vintage	From 1-01-31 to 31-12-40
Category C	Forties	From 1-01-41 to 31-12-52
Category D	Fifties	From 1-01-53 to 31-12-59
Category E	Sixties	From 1-01-60 to 31-12-67
Category F	Post Historic	From 1-01-68 to 31-12-74
Category G	Modern Classics	From 1-01-75 to 31-12-81

Article 6.2: Maximum and Minimum Number of Entries

The maximum number of Crews allowed to take part will be 100.

Article 6.3: Changes of Crew

Crew members may be changed as per this Article in HSRs.

Article 7.1: Entry Fees

The entry fee for a crew of two is **GBP 3,350 until 30th November 2007**
GBP 3,600 from 1st December 2007 to 31st January 2008; **GBP 3,850**
from 1st February 2008 until close of entry. This includes:

- Rally participation
- Lunch on each of the six days of competition
- Seven nights accommodation (crew of two sharing) and evening meals for the nights of Sunday 27th April to Saturday 3rd May inclusive
- Welcome dinner
- Awards presentation banquet at Stirling Castle
- Social evening and distillery visit
- Finishers' awards in the form of a Malts rack & set of ten whisky miniatures per crew member
- Generous awards list
- Detailed Road Book (Comprehensive map book for Tour entrants)
- Two rally plates and side number panels
- Souvenirs and apparel
- Ferry crossing from Ireland to Scotland on leg three of the competition.

Supplements are payable for additional crew members and for single rooms, as follows:

- single rooms for original crew of two (subject to availability): GBP 1,190 per crew
- additional crew members in single rooms: GBP 1,625 each
- third & fourth crew members sharing a room: GBP 1,020 each.

Article 7.2: Refund of Entry Fees

Participants withdrawing by 15th January 2008 will receive a full refund; those doing so after that date but by 15th March 2008 will receive a 50% refund. After 15th March, the Organisers reserve the right to retain the full entry fee; no refund will normally be made to non-starters.

Article 10.4: Road Safety and Courtesy

Add:

To avoid participants in HERO events being regarded as driving discourteously or without due regard to oncoming traffic (particularly on Regularity Sections), competitors must comply with the following.

On single track roads open to the public, competitors **MUST** pull in, and if necessary **STOP**, to let oncoming traffic pass, and any following non-rally traffic overtake. Competitors must not force oncoming traffic to reverse, and must not force their way past where the road is too narrow. Competitors must reverse if this is necessary. Judges of Fact will police this regulation, and will report breaches to the Clerk of the Course, who will at his discretion apply penalties in accordance with Articles 10.7 and 23.3 (v).

No driver may drive more than 200 miles without rest or relief.

Article 11.1: Route Description

The total distance of the event will be about 1,300 miles, and the entire event takes place on tarred roads apart from a few of the tests which may utilise non asphalt, but smooth, surfaces. Many minor Irish & Scottish asphalt roads are undulating or bumpy, and whilst the organisers have eliminated the worst sections, competitors are advised to ensure that their car's suspension is strong, its ground clearance sufficient, and its underside protected.

On each leg there will be Regularity Sections and on certain legs there will be Special Tests. There may be one or more Lap Consistency Tests during the event.

Article 11.2: Road Book and Other Instructions

Full Road Books for the entire event will be provided to Competitors at Signing-on. These will describe the route by means of Tulip diagrams, supplemented by other instructions, town plans etc. All distances will be in both miles and kilometres, to the nearest hundredth.

Article 13.1: Fuel

Competitors' cars should have a fuel range of at least 160km (100 mls)

Article 16.1: Types of Control

Time Controls (TC) and Time Controls Neutralised (TCN) will not be encountered. Ignore Article 16.9 and all other references to these.

Article 17.4: Timing Points (TP)

The Gold Standard at each TP will be 10 marks (10 seconds).

Article 18.4: Lap Consistency Tests

Add: Competitors must not stop or slow unduly at or on approaching the Timing Line. If judged by the Timekeepers to have done so, they will be penalised 150 marks on each occasion.

Add: Competitors are reminded that Lap Consistency Tests are not tests of speed, and that any competitor who in the opinion of the Test Observers deliberately drives at an excessive speed or in a dangerous or thoughtless manner will be **EXCLUDED** from the event.

Article 22.1: Classification System

A General Classification will be established, based on the number of marks lost.

Article 23.1: Exclusion

Add: Article 18.4: Driving dangerously or at excessive speed during a Lap Consistency Test

Article 23.3: Other Penalties

Add: (r¹) On a Circuit Lap Consistency Test, stopping or slowing unduly on approaching the Timing Line.....150 marks

Article 25.1: Awards for General Classification

Awards (two trophies per car) will be made for the first three places overall.

Amongst awards presented to eligible crews will be:

- The Marque Team Prize
- The National Team Prize
- The Ecurie Team Prize
- The Golden Oldie Team Prize
- Class and overall awards
- The Ladies' Prize
- The Veteran's Prize
- The Absolute Beginners' Trophy
- The Test Pilot's Trophy
- The Clockwatcher's Trophy
- Concours awards
- The most appropriately dressed crew

Participants are eligible for the Scottish Malts Charity Shield, given to the crew on either of the Trials or Tours raising the most for charity.

Article 27: Insurance

The Organisers have applied to Competition Car Insurance for a Blanket Certificate of Insurance to provide competitors who wish to use their scheme with third party cover to meet Road Traffic Act requirements on the road sections of the event.

All competitors who will be driving on the event will be asked to sign an insurance declaration that they have cover for Road Traffic Act requirements, and to confirm that all drivers, either (a) are covered by an extension to private motor insurance to include cover whilst participating in the event; or (b) are able to comply with the following Declaration. NES letters issued under a previous scheme (Bowring etc) are no longer acceptable.

COMPETITON CAR INSURANCE DECLARATION

ANY Driver with a licence valid for use in the UK. Subject to

- a) No more than 9 conviction points.
- b) A full licence held for more than 6 months.
- c) Drivers Over 19.

Any drivers outside these limits may be acceptable, but must be referred to Competition Car Insurance first.

NB Failure to disclose facts that are likely to influence the acceptance or assessment of your risk may lead the insurer declaring the resultant cover to be null and void.

Competitors who doubt that they comply with the above Declaration should contact the HERO office who will put them in touch with Competition Car Insurance.

Competitors providing their own cover whilst participating in the event will not be required to pay the Competition Car Insurance premium.