

HERO - the Historic Endurance Rallying Organisation:
Summer Reliability Trial & Classic Car Tour (supported by Mann-Filter)
16th to 18th July 2009
Summer Trial 2009: Additional Supplementary Regulations
as at 1st April 2009

Provisional Programme

Sun 21.06.2009 *The first day of summer*
 Entry list closes; the Organisers reserve the right to accept late entries

Wed 15.07.2009 11.00-16.00 Scrutineering - venue TBA
 11.30-17:00 Signing-on - Abbey Hotel (Great Malvern)
 20:00 Welcome dinner

N.B. Subject to being able to comply with HERO's timetable for the day and to terms and conditions laid down by the Morgan Car Company, crews will have an opportunity for a short tour of the Morgan factory on Wed 16th July.

There are a limited number of allocations for evening scrutineering and crews unable to attend before 16.00hrs can apply for one of the evening allocations.

Thur 16.07.2009 08:00 Leg One
 Fri 17.07.2009 08:00 Leg Two
 Sat 18.07.2009 08:00 Leg Three
 19.30 Provisional results posted
 20.00 Farewell dinner, followed by awards presentation

The times for each leg are scheduled times of first car. This programme may be amended.

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) Version 3. The Article numbers below are those of the HSRs. Competitors must study the HSRs as well as these ASRs.

The Summer Trial will be run under a permit issued by the MSA UK 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 (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

Stewards T.B.A.
Clerk of the Course Peter Nedin
e-mail peter@hero.org.uk
Deputy Clerk of the Course John Wood
Secretary of the Meeting Lynn Nedin
Ynysymaerdy Farm Cottage, Ynysymaerdy Rd, Briton Ferry,
Neath, SA11 2TS, UK
tel +44 (0) 1639 820864, fax +44 (0) 1639 812863
e-mail lynn@hero.org.uk
Chief Marshal Harriet Wood
The Stables, Rhyd y Carw,
Trefeglwys, Caersws, SY17 5PU
tel: +44 (0) 1686 430789; fax: +44 (0) 1686 430799
e-mail: harriet@incompass.co.uk

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

Results Service Wombat Productions

The names of other officials will be published later.

Article 1.4: Official Notice Boards

Official Notices will be posted at Rally HQ, the Abbey Hotel, Great Malvern and any other locations to be announced.

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 31-12-83
Category H	Classic 4x4s under 2 tonnes unladen weight & made before 31-12-83	

Article 6.2: Maximum and Minimum Number of Entries

The maximum number of Crews allowed to take part will be 60, the minimum will be 20

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 1,875**. This includes:

- Rally participation
- Lunch on each of the three days of competition
- Four nights' accommodation and breakfast (crew of two sharing) at the Abbey Hotel, Great Malvern for the nights of Wednesday 15th July to Saturday 18th July inclusive
- Welcome dinner on Wednesday 15th July
- Farewell dinner on Saturday 18th July
- Generous awards list & Finishers' awards
- Detailed Road Book
- Two rally plates and side number panels
- Souvenirs

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

- single rooms for original crew of two (subject to availability): GBP 335 per crew
- additional crew member in a single room: GBP 490
- third & fourth crew members sharing a room: GBP 655 for two

Article 7.2: Refund of Entry Fees

Participants withdrawing by 18th March 2009 will receive a full refund; those doing so after that date but by 15th May 2009 will receive a 50% refund. After 15th May, 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

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 500 miles, and the entire event takes place on tarred roads apart from a short section which may be on private land utilising non asphalt, but smooth, surfaces. On each leg there will be Regularity Sections and Special Tests. There may be one or more Lap Consistency Tests during the event. The driving tests will be on private land and are planned to include a test at Shelsley Walsh Hill Climb

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, 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 22.1: Classification System

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

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 Charity Shield

- 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 Charity Shield, given to the crew on either the Trial or the Tour raising the most for charity.

Article 27: Insurance

The Organisers have applied to *Richard Egger Insurance* for a Blanket Certificate of Insurance to provide competitors who wish to use the 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.

RICHARD EGGER INSURANCE DECLARATION

ANY Driver with a licence valid for use in the UK meeting the following criteria:

Aged 19 years or over

Has held a full licence for a minimum of 6 months

Has less than 9 penalty points on their licence

Has had 2 or less fault claims in the last 3 years

Drivers outside these limits may be acceptable, but must be referred to Richard Egger 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 Richard Egger Insurance.

Competitors providing their own cover whilst participating in the event will not be required to pay the Insurance premium to Richard Egger Insurance

Details of the premium to be charged by Richard Egger Insurance will be announced closer to the event

**HERO - the Historic Endurance Rallying Organisation:
Summer Reliability Trial & Classic Car Tour (supported by Mann-Filter)
16th to 18th July 2009**

**Summer Trial Classic Car Tour 2009: Additional Supplementary Regulations
as at 1st April 2009**

1. Announcement. The HERO Summer Trial Classic Car Tour will take place from 16th to 18th July 2009. It is not a motor sporting competition. It is promoted by HERO - the Historic Endurance Rallying Organisation. Its use of the public highway in the United Kingdom is authorised under the statutory Motor Vehicles (Competitions and Trials) Regulations 1976 as "an event in which, as respects such part of the event as is held on a public highway, merit attaches to a competitor's performance only in relation to good road behaviour and compliance with the Highway Code".

2. Provisional Programme. Pre-event formalities, the start, daily restart locations and finish formalities will be similar to those of the Reliability Trial, although times may differ and will be notified. The route and venues are subject to change should local conditions or circumstances dictate.

3. Officials. *Clerk of the Course*, Peter Nedin; *Event Secretary*, Lynn Nedin. Other officials may be nominated.

4. Eligible Participants. Crews of two or more, in cars made before 31st December 1983. No competition licence is necessary. All crew members must be members of HERO - subscription included in entry fee for new members. Later cars of historical interest or rarity may be permitted at the discretion of the Clerk of The Course.

5. Entries. The entry fees, and the details of what the fees cover, are as for the Summer Reliability Trial, section 7.1.

Refunds will be paid in accordance with Article 7.2 of the Additional Supplementary Regulations of the Summer Reliability Trial.

If the event is abandoned or postponed for any reason (including too few entries on the event or on the associated Reliability Trial), at any time, the Organisers reserve the right to retain a proportion of the entry fee to cover administrative costs incurred to that point.

6. Route, Navigation and Driving Behaviour. The full route will be about 450 miles on smooth tarmac roads. Detailed, but simple route instructions, requiring minimal navigation skills, will be provided with a map book. However, it is not compulsory to follow this route. Touring notes may also be provided, drawing attention along the way to places of interest, and to historic and other

attractions close to the route. You are free to visit as many of these as you wish, within the constraints of the general time schedule.

No crew member may drive for more than 200 miles without rest or relief.

Participants must at all times comply with the requirements of the highway and traffic laws in force, and drive in a responsible and considerate manner. Failure to do so may result in an official warning or in exclusion from the event.

Whilst this is not a competitive event, entrants on the Classic Car Tour will be given the opportunity to experience a part of our motoring heritage. You will be able to drive up the Shelsley Walsh Hill climb under escort.

7. Checkpoints. There will be Checkpoints at the start and end of each day's run, and at the officially designated halts. Participants will be issued with Control Cards, which will be stamped and/or signed at these locations.

8. Awards. As this is not a competition, there are no prizes as such, but a Class One souvenir award will be given to each crew visiting every Checkpoint while it is open; and a Class Two award to each crew starting and finishing each day's run.

Other awards may be given to the oldest car to complete the route; and the most meritorious participant.

Participants are eligible for the Charity Shield, given to the crew on either the Trial or the Tour raising the most for charity.

9. Concours d'Elegance. Cars will be judged at the start, during the event and at the finish for originality, level and appropriateness of equipment, attention to period detail and style. Marks will not be lost for being travel stained. Only finishers are eligible.

10. Insurance. Participants are responsible for ensuring that they are fully covered by insurance during the event as required by the Road Traffic Acts, and will be required to sign a declaration to this effect. They will also be required to sign a declaration on their Entry Form and Signing On sheet indemnifying the organisers from liability.

