



HERO - the Historic Endurance
Rallying Organisation

HERO Standard Regulations

for Historic Reliability Trials
and
Regularity Rallies.

Version 2



Effective 1 April 2004

HERO Standard Regulations - Contents

	Page No		Page No
Section I: Provisional Programme	4	Section V: Running of the Event	
Section II: Organisation		Article 14: Start	9
Article 1: Organisation	4	Article 15: Timing System	9
Article 1.1: Definition		Article 16: Controls	10
Article 1.2: Officials		Article 16.1: Types of Control	
Article 1.3: Marshals and Judges of Fact		Article 16.2: General Prescriptions	
Article 1.4: Official Notice Boards		Article 16.3: Control Signage	
Section III: General Conditions		Article 16.4: Control Areas	
Article 2: Description of the Event	4	Article 16.5: Early Arrival and Main and Time Controls	
Article 2.1: The Concept of a Reliability Trial		Article 16.6: Penalty Free Lateness at Main and Time Controls	
Article 2.2: Outline of the Event		Article 16.7: Start and Restart Main Controls (SMC,RMC)	
Article 2.3: Unit of Distance		Article 16.8: Main Controls (MC)	
Article 3: Eligible Vehicles	5	Article 16.9: Time Controls (TC) and Time Controls Neutralised (TCN)	
Article 3.1: General Vehicle Requirements		Article 16.10: Passage Controls (PC)	
Article 3.2: HERO Eligibility and Specification Guidelines		Article 16.11: Secret Controls	
Article 3.3: HERO Declaration of Vehicle Specification		Article 16.12: Missed Controls	
Article 3.4: Categories and Classes		Article 17: Regularity Sections	11
Article 3.5: Tripmeters and Clocks		Article 17.1: General Description	
Article 3.6: Prohibited Equipment		Article 17.2: Regularity Start Controls	
Article 3.7: Required Equipment		Article 17.3: Self-Start Controls	
Article 3.8: Vehicle Damage		Article 17.4: Timing Points (TP)	
Article 3.9: Vehicle Identity Documents		Article 17.5: Driver-Only Regularity Sections (DORS)	
Article 3.10: Rally Plates and Competition Numbers		Article 17.6: Observed Regularity Sections (ORS)	
Article 4: Signage on the Car	6	Article 18: Special Tests	12
Article 4.1: Advertising		Article 18.1: General Prescriptions	
Article 4.2: Crew, Club and Rally Names		Article 18.2: Timed Tests	
Article 5: Crews	7	Article 18.3: Observed Tests	
Article 5.1: Composition of Crew		Article 18.4: Lap Consistency Tests	
Article 5.2: Eligible Competitors		Article 19: Delay Allowances	13
Article 5.3: Crew Identification		Article 20: Parc Fermé	13
Article 6: Entries	7	Section VI: Scrutineering and Administrative Checks	
Article 6.1: Entry Applications		Article 21: Pre-Start and Finish Formalities	13
Article 6.2: Maximum and Minimum Number of Entries		Article 21.1: Collection of Numbers	
Article 6.3: Change of Crew		Article 21.2: Scrutineering	
Article 6.4: Changes of Car		Article 21.3: Signing On	
Article 6.5: Team Entries		Article 21.4: Failure to Produce Documents	
Article 6.6: Competitors' Undertaking		Article 21.5: Final Inspection	
Article 7: Entry Fees and Insurance	7	Section VII: Classification - Awards - Queries and Protests	
Article 7.1: Entry Fees		Article 22: Classification and Medal Systems	13
Article 7.2: Refund of Entry Fees		Article 22.1: Classification System	
Article 7.3: Insurance		Article 22.2: Summary of Gold Standard Criteria	
Article 8: Supplements to the Regulations	8	Article 23: Summary of Penalties	14
Article 9: Application and Interpretation of the Regulations	8	Article 23.1: Exclusion	
Section IV: Obligations of Participants		Article 23.2: Penalties at the Discretion of the Clerk of the Course	
Article 10: Competitors' Responsibility and Behaviour	8	Article 23.3: Other Penalties	
Article 10.1: Competitors' Responsibility		Article 23.4: Team Classification	
Article 10.2: Force Majeure		Article 23.5: Tie Break	
Article 10.3: Infringements of Highway Laws		Article 24: Results, Queries and Protests	14
Article 10.4: Road Safety and Courtesy		Article 24.1: Publication of Results	
Article 10.5: Baulking and Unsportsmanlike Behaviour		Article 24.2: Queries	
Article 10.6: Incident, Damage and Retirement Declaration		Article 24.3: Protests	
Article 10.7: Driving Standards Observers (DSO)		Article 24.4: Competitor Liaison Officer (CLO)	
Article 10.8S OS/OK Board		Article 25: Awards	15
Article 11: Route and Navigation	8	Article 25.1: General Classification	
Article 11.1: Route Description		Article 25.2: Medals and Ribands	
Article 11.2: Road Book and Other Instructions		Article 25.3: Team Awards	
Article 11.3: Maps		Article 25.4: Class Awards	
Article 12: Time Cards and Timing Methods	9	Article 25.5: Other Awards	
Article 12.1: Time Cards, Clipboards and Chip		Article 26: Concours d'Elegance, de Confort et d'Equipment ...	15
Article 12.2: Procedure at Controls		Article 27: Insurance	15
Article 12.3: Amendments to Time Cards		Article 28: Interpretations and Adjudication	15
Article 13: Fuel and Assistance	9		
Article 13.1: Fuel			
Article 13.2: Prearranged Assistance			
Article 13.3: Assistance from the Organisers Page			

HERO Standard Regulations for Historic Reliability Trials and Regularity Rallies

Version 2 - 1 April 2004

Introduction to Version 1 - 1 September 2003

This is a document of great importance to all those who participate in HERO's competitive events for historic and classic cars: the first version of HERO's Standard Regulations for our Historic Reliability Trials and Regularity Rallies, which take effect on 1 April 2004.

The object of the exercise is to replace the lengthy separate Regulations for each event which are very similar to each other, but which have differences that require you to study them in detail each time. Some of these have resulted from the differing requirements of the MSA, the FIVA and the FIA as to the content and layout of event regulations; these new HERO Standard Regulations (HSRs) are closest to the FIA model, which is the most specific in these regards.

The Additional Supplementary Regulations (ASRs) for each individual rally will be much shorter and simpler, dealing only with details specific to that event such as dates, programme, names of officials and awards. We expect them to fit on one sheet of A4 paper.

HERO's touring events, such as the LE JOG Touring Trial and the HERO Irish Tour, will continue to have their own separate regulations, as will our 4x4 Adventure Drives.

New members of HERO will receive a copy of the HERO Standard Regulations when they join, or apply to enter their first event. Existing members will NOT be sent a new set for each event unless they ask for one - so please keep this set in a safe place!

Introduction to Version 2 - 1 April 2004

This revised version of the HERO Standard Regulations incorporates a number of small but sometimes important amendments and corrections. These are underlined in the text.

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HERO Standard Regulations for Historic Reliability Trials and Regularity Rallies

SECTION I - PROVISIONAL PROGRAMME

The provisional programme for each individual event will be published in the ASRs for that event.

This programme will be correct at the time of publication of the ASRs, but will be provisional and may be amended.

If hotels are shown, the Organisers reserve the right to transfer some or all participants without refund to other accommodation should unforeseen circumstances make this necessary.

SECTION II - ORGANISATION

Article 1: Organisation

Article 1.1: Definition and Status

These HERO Standard Regulations (HSRs) govern the Historic Reliability Trials and Regularity Rallies organised by

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HERO is a Motor Club recognised by the Royal Automobile Club Motor Sports Association Ltd (the MSA - Britain's FIA ASN) for the promotion of competitions. Through the MSA, it is affiliated to the FIA (the Fédération Internationale de l'Automobile), the World Governing Body for Motor Sport.

HERO is also a member of the Federation of British Historic Vehicle Clubs (FBHVC), and through them is affiliated to FIVA (the Fédération Internationale des Véhicules Anciens).

HERO events are normally run under permits issued by, and/or inscribed on the calendars of, one or other of the above bodies. The ASRs will stipulate which.

Individual events, as applicable and as stipulated in the ASRs, are run in compliance with:

- the FIA International Sporting Code, and in particular Appendix K
- the FIVA Events Code
- the Regulations of the MSA UK
- the national regulations applicable
- these HERO Standard Regulations (HSRs)
- the Additional Supplementary Regulations (ASRs) and further Bulletins for that event, which may amend these HSRs
- the Laws and Highway Code of the countries covered by the event

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

Officials will be named in the ASRs or later Bulletins.

Article 1.3: Marshals and Judges of Fact

The penalty for refusing to comply with a reasonable verbal or written instruction given by an Official or a Marshal will be 300 marks, provided that the Official or Marshal has given due warning of a possible penalty. This penalty can only be imposed by the Clerk of the Course or the Stewards, following a written report by the Official or Marshal concerned. The penalty for a second such offence may be EXCLUSION, at the Clerk of the Course's or the Stewards' discretion.

Properly appointed Officials, Marshals and Observers who have signed on will be deemed to be Judges of Fact within their own area of competence and responsibility. Judges of Fact are not empowered to impose penalties directly, but shall report infractions of the Regulations in writing to the Clerk of the Course, stating location and time. Any Judge of Fact is empowered to report breaches which they observe of Articles 10.3, 10.4, 10.5 and 13.2; see also Article 10.7. The names of Judges of Fact will not be posted.

Article 1.4: Official Notice Boards

Official Notice Boards will normally be posted at Rally HQ before, during and after the event, and/or at the start or finish Controls of a Leg, and/or at other locations specified in the ASRs or later Bulletins.

SECTION III - GENERAL CONDITIONS

Article 2: Description of the Event

Article 2.1: The Concept of a Reliability Trial

Historic Regularity Rallies and Reliability Trials organised by HERO differ from the normal form of rally in a number of respects. Here is a summary of their main characteristics:

- (i) The event is not designed as a test of speed, but of the reliability of the vehicle over long distances, and of the consistency and skills of the Crew.
- (ii) The object is to complete the course, visiting all of the Control points along the way, within the time schedule set. Those achieving this, and meeting the Gold Standard in the greatest number of Regularity Sections and Tests, will be awarded a Gold Medal. Silver and Bronze Medals will also be awarded.
- (iii) The event will be run under a handicap system. The field will be divided into Age and other Categories, each of which may have its own time schedule, average speeds and route to be taken. Tests will be based on Class Improvement. This system means that any age or class of vehicle has a fair chance of winning a Gold Medal.
- (iv) Categories will be further subdivided into Classes, based on body type and engine capacity. A classification will be established for each Class, with prizes for winners and other high placings.
- (v) A General Classification may, but will not necessarily, be established, based on the lowest number of marks lost; this will be specified in the ASRs.

Article 2.2: Outline of the Event

- (i) The event will be run over a period and distance specified in the ASRs, mainly on public roads open to normal traffic. The provisional programme and itinerary published with the ASRs will be liable to amendment.
- (ii) The route will be divided into Legs, normally one per day. The number, duration and distance of these will be specified in the ASRs.
- (iii) Overnight halts, and whether *parc fermé* regulations apply, will be specified in the ASRs. These may be later amended.
- (iv) During each Leg, there will be Time and Passage Controls, whose locations will be given. There will be penalties for early or late arrival at Time Controls.
- (v) Cars will start at one minute intervals. They will normally start Special Tests and Regularity Sections at one minute intervals, but this may be reduced to 30 seconds.
- (vi) Lateness at one Main or Time Control may be carried on without penalty to the next and subsequent Main or Time Controls, but must be as far as possible regained at the next halt.
- (vii) Lateness may be recovered at a Main or Time Control, provided that the Competitor's average speed from the preceding Main or Time Control is not greater than 66.6 km/h or 40 m.p.h., as applicable.
- (viii) During each Leg, there will normally be one or more Regularity Sections and/or Special Tests. These are timed independently of Main and Time Controls; competitors may start them at any time they are open, provided they are completed in the correct order.
- (ix) On Regularity Sections, the Start will be at a known location. On each Section, there will be one or more secret intermediate Timing Points, with penalties for each second early or late. These Sections will usually employ HERO's Jogularity system, which makes navigation and timekeeping simple.
- (x) Special Tests will normally be run on a Class Improvement system, whereby the best car in each class has zero marks. For each Category, a Gold Standard will be set for each Test.
- (xi) The average speeds set on open public roads will be in accordance with the motor sport regulations and the laws of the countries traversed. The overall time allowances for each Category will be within the capabilities of vehicles which have a reasonable performance for their period, and which are reliable and well driven.

- (xii) Unless the ASRs stipulate otherwise, the route, as well as the location of Time Controls, Passage Controls, neutralisation periods, etc, will be described in a detailed Road Book, which will give crews all the information they need to complete the route correctly. This may be issued before or at the Start, or at intermediate locations.

Article 2.3 Unit of Distance

The official unit of distance will normally be the British standard mile on events run mainly or wholly in Britain and Ireland, and the SI kilometre on other events. However, Road Books and route instructions will normally give both.

Article 3: Eligible Vehicles

Article 3.1: General Vehicle Requirements

Any three or four wheeled motor car made prior to the cut-off date specified in the ASRs is eligible, provided that at Scrutineering and for the duration of the rally it is road-legal for the countries in which the event takes place, and that it complies with the Regulations set out below. The Organisers may refuse a car not complying with the period in spirit and in appearance.

Competing vehicles must in general conform to the vehicle regulations of the body issuing the permit (FIA, FIVA or MSA) and must be of authentic period specification. This means that (i) major elements of the vehicle - normally the chassis or body shell - must be the original period item(s); and (ii) all other elements must be of appearance, design, materials and dimensions known to have existed during the period of the Age Category for which the vehicle is entered, apart from the exceptions set out below and in any later amendment to these Regulations.

The Organisers may at their discretion permit a vehicle to have major components (engine type and capacity, carburettors/injection system, gearbox/number of speeds, size/type of brakes, bodywork) later than the date of manufacture but which can be shown by the Competitor to have been fitted to that model or later variants of it during the event's eligibility period. The date at which the most recent of these elements was first fitted to that model or variant will determine the competing vehicle's "deemed year of manufacture", and thus the Age Category in which it must run. For example, a 1959 Volvo PV544 with a 1.8 litre engine, first fitted to this model in 1962, will be deemed a "1959/62" vehicle, and will run in Age Category E.

Cars must be of generally good appearance, and be of a kind, and prepared to a standard, that in the opinion of the Scrutineers makes them fit to withstand the rigours of the event. Unsuitable or ill-prepared cars will not be permitted to start; no refund of entry fee will in this case be made.

No spare fuel, nor glass items such as bottles, may be carried inside the passenger compartment. All heavy items must be securely fastened down; in particular

- battery
- spare fuel container(s) (which must be of a legally permitted type)
- spare wheel(s), jacks and other spares and tools
- baggage, tools and other items carried inside the passenger compartment

Article 3.2: HERO Eligibility and Specification Guidelines

Competitors should study carefully the HERO Eligibility and Specification Guidelines, available from the HERO office or on line at www.hero.org.uk. These set out the principles on which HERO accept vehicles for the events covered by these HSRs.

Article 3.3: HERO Declaration of Vehicle Specification

Every application for entry should be accompanied by a fully completed HERO Declaration of Vehicle Specification form, available from the HERO office or on line at www.hero.org.uk. This may be a photocopy. Regular Competitors are advised to retain the original completed form, and send a new photocopy with each entry application. HERO does not maintain a record of these forms.

Article 3.4: Categories and Classes

The following Categories and Classes will be established, unless the ASRs specify otherwise. These are defined by the date of introduction of the model or variant, rather than the year of first registration or construction of the individual car, in order to enable all cars of the same model or variant to run in the same Class.

Significant later variants of a given model (e.g. revised or restyled bodywork, increased engine size, disc instead of drum brakes, four speed instead of three speed gearbox, etc) will be regarded as a different model.

Age Category A: Vintage (model or variant first made before 31.12.30)

Class A1 Cars up to 1,500cc

Class A2 Cars of 1,501cc to 2,500cc

Class A3 Cars of 2,501cc or more

Age Category B: Post Vintage (model or variant first made between 1.1.31 and 31.12.40)

Class B1 Saloons/tourers up to 1,500cc

Class B2 Saloons/tourers of 1,501cc or more

Class B3 Sports cars up to 1,500cc

Class B4 Sports cars of 1,501cc or more

Age Category C: Wartime/Postwar (model or variant first made between 1.1.41 and 31.12.52)

Class C1 Saloons/tourers up to 1,500cc

Class C2 Saloons/tourers of 1,501cc or more

Class C3 Sports cars up to 1,500cc

Class C4 Sports cars of 1,501cc or more

Age Category D: Fifties (model or variant first made between 1.1.53 and 31.12.59)

Class D1 Saloons/tourers of up to 1,300cc

Class D2 Saloons/tourers of 1,301 to 1,700cc

Class D3 Saloons/tourers of 1,701 to 2,500cc

Class D4 Saloons/tourers of 2,501cc or more

Class D5 Sports and GT cars up to 1,300cc

Class D6 Sports and GT cars of 1,301 to 1,700cc

Class D7 Sports and GT cars of 1,701cc or more

Age Category E: Sixties (model or variant first made between 1.1.60 and 31.12.67)

Class E1 Saloons/tourers of up to 1,300cc

Class E2 Saloons/tourers of 1,301 to 1,700cc

Class E3 Saloons/tourers of 1,701 to 2,500cc

Class E4 Saloons/tourers of 2,501cc or more

Class E5 Sports and GT cars up to 1,500cc

Class E6 Sports and GT cars of 1,501cc or more

Age Category F: Post-Historic (model or variant first made between 1.1.68 and 31.12.74)

Class F1 Saloons/tourers of up to 1,300cc

Class F2 Saloons/tourers of 1,301 to 1,700cc

Class F3 Saloons/tourers of 1,701cc or more

Class F4 Sports and GT cars up to 1,300cc

Class F5 Sports and GT cars of 1,301cc or more

Age Category G: Selected Modern Classics (model or variant first made between 1.1.75 and 31.12.81; only selected cars are accepted - these will be defined in ASRs)

Class G1 Saloons/tourers of up to 1,300cc

Class G2 Saloons/tourers of 1,301 to 1,700cc

Class G3 Saloons/tourers of 1,701cc or more

Class G4 Sports and GT cars up to 1,300cc

Class G5 Sports and GT cars of 1,301cc or more

Category H: Classic 4x4s under 2 tonnes unladen weight, and made before 31 December 1974

Sporting Cars are cars with lightweight or sporting bodywork, such as two-seater roadsters and GT cars, and including four-seater sports cars such as Bentley Le Mans or Morgan four-seaters, and four-seater GT coupés such as Alfa Romeo Giulietta/Giulia Coupé, Ford Mustang, Jaguar E-Type 2+2, Jensen Interceptor, etc. Touring Cars are four seater family saloons and drophead convertibles with bodywork of a non-sporting character.

The above Categories may be merged or subdivided if the number of entries in any one of them warrants this. In this case, the Category letters may vary from the above. No individual car made after the newest Age Category cut-off date will normally be accepted.

The Organisers reserve the right to place some models in an earlier or a later Age Category if they deem this fairer. For example, all Triumph TR2/TR3 and Jaguar XK variants will normally run in Age Category D; Austin Healey 3000 and Porsche 356 variants in Age Category E; Porsche 911 variants in Age Category F; etc.

Classes with less than three vehicles will normally be merged, at the Clerk of the Course's sole discretion. The Organisers reserve the right to add classes and otherwise amend the Category and Class structure in the light of the composition of the final entry list.

Article 3.5: Tripmeters and Clocks

Any form of supplementary tripmeter or average speed computer is permitted, so long as it is affixed to the vehicle and in open view of Officials at Controls. However, certain categories of instrument are subject to supplementary penalties, as shown below:

- (i) **Mechanical or semi-mechanical trips** (e.g. Halda Speedpilot, Tripmaster and Twinmaster; AIFAB Gemini; Belmogtwin; Autostorica/Brantz Retrotrip), or **electronic displays with a single digital display registering distance only** (e.g. Brantz 1; Terratrip 1) - no penalty.

- (ii) **Dual display electronic tripmeters registering distance only** (e.g. Brantz 2; Terratrip 2) - penalised 5 marks (equivalent to 5 seconds) per Timing Point. A vehicle fitted with two supplementary tripmeters complying with Category (i) above, or any tripmeter capable of running with two independent calibrations (e.g. Oldtimer Retrotrip) will be subject to the same penalty.
- (iii) **Electronic tripmeters registering more than just distance, or average speed computers** - penalised 15 marks (equivalent to 15 seconds) per Timing Point. Any clock which performs an average speed function (e.g. by beeping when a particular distance is due) will be subject to the same penalty.

The above will apply to all tripmeters fitted to the car, irrespective of whether they are connected or useable. They will not however count towards the loss of Medals.

Hidden or pocket tripmeters, average speed calculators and other devices which aid maintenance of a fixed speed are PROHIBITED.

Competitors will be required to declare on their Entry Form what supplementary trips or average speed computing devices are to be carried in their vehicle. This declaration will be checked at Scrutineering and at other points throughout the rally. The above penalties will be applied to the whole event even if the device concerned is only installed for part of the event. The use of any such device which has not been declared will result in EXCLUSION.

Clocks and stopwatches mounted or affixed in the vehicle must have analogue dials and metal cases.

Article 3.6: Prohibited Equipment

Certain equipment is capable of being used to cheat during Regularity Sections with secret Timing Points. The following equipment must not be carried in a competing car between the Start and Finish Controls each day, unless specifically permitted in the ASRs:

- laptop or hand-held computers
- electronic personal organisers
- electronic calculators
- two-way radios
- satellite navigation units
- tracker beacons
- GPS receivers.

If any such item is found in a competing car, it will be confiscated until the end of the event and the Competitor will be penalised 1,000 marks; the penalty for a second offence will be EXCLUSION. If any Competitor requires the use of any of the above items during the overnight halt, the Organisers will transport it for them. The Organisers accept no liability for damage to or loss of any article confiscated from or transported for any participant.

Mobile telephones, either cellphones or satellite phones, must be declared to the Organisers, together with their telephone number. They must be carried in the car's luggage compartment in a closed suitcase or bag, and may be used only when the vehicle is stationary and not in a Control Area. The penalty for using a mobile telephone when the vehicle is moving or in a Control Area, or for having a mobile telephone in the passenger compartment of a moving car, will be EXCLUSION; as will possession of an undeclared mobile phone. This penalty will also apply to any Competitor using a mobile phone or any other communications equipment to transmit or receive information about the route, the information required at Passage Controls, or the location of Controls.

In-car intercoms are prohibited, except that special dispensation for their use may be given, at the Clerk of the Course's sole discretion, to Competitors producing a medical certificate or doctor's letter, in English, to the effect that they are hard of hearing.

On events run under MSA permit, the ASRs will normally stipulate that a maximum of two forward facing auxiliary lights may be fitted (none permitted at all for cars with four headlights). Alternators and halogen bulbs are permitted in all classes.

Studded or spiked tyres are prohibited except when specifically permitted in the ASRs. Snow chains are permitted.

The penalty for use of equipment prohibited under this Article is EXCLUSION.

The Organisers reserve the right to search cars for breach of these Regulations, and to establish Secret Controls for this purpose; and to make telephone calls to declared mobile phones, to check that these are switched off.

Article 3.7: Required Equipment

Competing vehicles must comply with the legal traffic requirements of the countries through which the event passes, and must be equipped with the following:

- (i) seat belts for all Crew members (full harness or lap-and-diagonal) for cars in Categories C to H (recommended for Age Categories A and B)
- (ii) fire extinguisher of at least 1.75 litre capacity (AFFF or ZERO 2000 extinguisher), mounted within reach of the Crew while belted in
- (iii) first aid kit; the ASRs may specify the contents
- (iv) warning triangle; note that two are required by law in some countries
- (v) A4 sized white board with red SOS on one side and black or green OK on the other (see Article 10.8)
- (vi) impervious groundsheet (for use when parking on clean surfaces)

Please note that certain countries require cars to carry a spare set of light bulbs.

The following are optional but are recommended:

- (vii) roll hoop/cage for open or soft top cars (permitted but not recommended for saloons)
- (viii) under-body protection (especially for low-slung cars); brake and fuel lines must be protected or routed where they are not vulnerable to damage. They may be routed inside the crew compartment of the car so long as they are protected and are either metallic or metal braided hydraulic hose and are joined only by screwed sealing joints.

Crash helmets are permitted.

Article 3.8: Vehicle Damage

All cars will be inspected for body damage at scrutineering. No marks will be lost for body damage, but all competitors must complete the damage declaration form on finishing or retiring from the rally, under pain of EXCLUSION.

Once the event has started, no car will be allowed to continue if damage renders it unroadworthy or illegal. This includes damaged or excessively noisy exhaust.

Article 3.9: Vehicle Identity Documents

For all HERO events, a HERO Declaration of Vehicle Specification must be submitted with the entry application (see Article 3.3). If the event is run under MSA permit, no other vehicle identity or eligibility document is required.

If an event is run under FIA permit, an FIA Historic Regularity Car Pass must be produced at Scrutineering, unless the car already has an FIA Historic Vehicle Identity Form or a FIVA Identity Card, which are accepted as substitutes. If an event is run under FIVA permit, a FIVA Identity Card for the vehicle must be produced at Scrutineering.

Cars must conform to the document produced.

UK Competitors requiring an application form for the FIA Historic Regularity Car Pass should contact Peter Elliott (HERO's Chief Scrutineer) on 01388 833778. Overseas Competitors must apply for this document through their own FIA ASN. If their FIA ASN is unable to supply this document, they should contact the Organisers.

Article 3.10: Rally Plates and Competition Numbers

The Organisers will supply each Crew with two semi-rigid rally plates which carry the car's competition number (see Article 21.1). These must be fixed prior to Scrutineering to the front and rear of the car in a visible position for the duration of the rally. They must not cover the car's licence plates, even partially.

Adhesive competition number panels, approximately 30cm x 30cm, will also be provided by the Organisers. These must be fastened to the front doors or adjacent panels.

All official identification must be visible at all times; the penalty for removing or obscuring competition numbers during the event is 600 marks for a first offence and EXCLUSION for a second offence.

Competition numbers must be removed or cancelled on retirement or on completion of the event.

Article 4: Signage on the Car

Article 4.1: Advertising

In events run under MSA permit, vehicles must comply with the MSA regulations, which prohibit all forms of advertising on road rallies.

On events run under FIA permit, a bona fide historic competition vehicle may be painted in its original advertising livery, so long as the entrant provides documentary evidence that the chassis number ran in that livery in period, and that prior permission has been gained from the Clerk of the Course.

All other advertising must comply with Article 6.1 of Appendix K to the FIA International Sporting Code, and be confined to a maximum of three spaces each of 50cm x 14cm. These must be immediately adjacent to

each of the side panel competition numbers, and to the rally plate at the front or at the rear (but not both). This advertising may not touch the number panels or rally plates. Windscreen strips are prohibited.

The Organisers may in addition require Competitors to carry event sponsor advertising, which will be obligatory. This may be displayed either on the rally plates and number panels, or as separate decals.

Article 4.2: Crew, Club and Rally Names

The Crew's names may only appear once on each side of the car within the maximum dimensions of 10cm x 40cm. Their blood groups may not be shown, to prevent possible errors.

Each Crew member's national flag may be shown alongside their name. Alternatively, one national flag up to 10cm deep may appear on each side of the car.

One bona fide club badge may appear on each side of the car within the maximum dimensions of 10cm x 10cm.

Small souvenir logos and stickers from other rallies in which the car has participated are permitted. However, competition numbers or identification plates from any previous event must be removed.

Article 5: Crews

Article 5.1: Composition of Crew

The occupants of a competing car are collectively termed its Crew. A Crew is made up of the First Driver, the Second Driver, plus any additional Crew members specified on the Entry Form, up to a maximum of the car's proper seating capacity; small occasional seats, as in "2+2" cars, may not be occupied. No Crew member may be under the age of 16.

Both the First and the Second Drivers, and any other Crew member who drives the car at any time during the event, must be of the minimum legal age to drive in, and have a full (non-learner) driving licence valid for, any country in which they drive.

The First Driver shall be wholly responsible for the entry, for all payments due, and for the conduct of the Crew during the event.

Only those persons who are officially named on the final Entry Form, and who have signed on, will be allowed to start the event as Crew members.

All Crew members must be carried in the car during all competitive parts of the event, except where specified. Crew members may only be changed by the written consent of the Clerk of the Course.

Article 5.2: Eligible Competitors

The event is open only to members of HERO. Each Crew member must hold a HERO Membership Card, issued to members of the promoting Club and recognised as a form of Competition Licence by the MSA. FIA regulations for events run under FIA permit require that they must also hold a Permit to take part, which will be issued by HERO.

Article 5.3: Crew Identification

All Crew members will normally be issued with an official identity necklace or badge. This should be worn at all social and official functions.

Article 6: Entries

Article 6.1: Entry Applications

Applications for entry must be made on the official Entry Form. This must be completed in full at least in respect of the car and First Driver, by whom it must be signed. It must be sent to the Entries Secretary at The Town House, Leigh, Worcester, WR6 5LA, England.

The Organisers should receive this Entry Form by the closing date specified in the ASRs, although they reserve the right to accept late entries. Any details not given on the Entry Form should be forwarded to the Organisers as quickly as possible, up to Signing On.

Entry applications must be accompanied by the HERO Declaration of Vehicle Specification.

Article 6.2: Maximum and Minimum Number of Entries

The maximum number of Crews allowed to take part will be specified in the ASRs, although this may be extended. The Organisers reserve the right to cancel the event if by the closing date they deem that too few entries have been received. In this case, all entry fees received will be refunded.

Article 6.3: Changes of Crew

Once an entry has been accepted, and prior to Signing On, a change of First Driver may be made only by written application to, and with the agreement of, the Clerk of the Course. Other Crew members may be changed or added provided this is done in writing prior to or at Signing On.

The First Driver must normally be unchanged for the whole event. The

ASRs may permit changes of other crew members during the event, provided these are notified in writing and the written consent of the Clerk of the Course is obtained prior to Signing On.

The entry fee shall not normally include any additional nights' accommodation for Crew members who are about to join, or have just left, their Crew. Competitors are responsible for finding and paying for any additional accommodation, or for arranging with hotels any altered accommodation requirements (e.g. single rooms for part of the event), which result from any changes in Crew. The Organisers' responsibility extends only to providing accommodation of one particular kind (e.g. twin room, double-bedded room, or single rooms) for the duration of the event.

Once the event has started, new Crew changes will be permitted only under exceptional circumstances, and with the written consent of the Clerk of the Course. The penalty for unauthorised change of Crew is EXCLUSION.

Article 6.4: Changes of Car

Once the Class structure has been established and rally numbers have been allocated, changes of car will normally only be accepted if they do not involve a change of Class, especially in the case where the change would leave the original Class with fewer than three competitors, which would normally require it to be merged with another Class.

In those exceptional cases where a change of Class is permitted, the Organisers reserve the right to charge a supplementary fee not exceeding GBP 100.00 to cover the costs involved (new time cards, new numbers/rally plates, changes to paperwork, possible new Class trophies, etc).

Competitors are reminded that car and/or Crew changes may affect the Crew's eligibility for team and other awards, and also the eligibility for team awards of other members of a team affected by a change of car. No refund of individual or team entry fees will be made if any Crew or team becomes ineligible for certain awards because of a late change of car by that or any other car or Crew.

Competitors may not change cars after Scrutineering. The penalty for change of car is EXCLUSION. Competitors who retire may follow the event as spectators in another car, and may participate in all social events, but they may not drive on to the sites of Special Tests, nor will they be covered by rally insurance.

Article 6.5: Team Entries

Teams of three or four cars may be entered up to and including Signing On. A Crew may be part of one Marque Team, one Club or Ecurie Team, and one National Team, but not more than one of each. No three cars may be in more than one team.

A Marque Team must comprise three or four cars of the same make but not necessarily of the same model.

A Club or Ecurie Team may comprise any three or four cars, under a freely chosen name. Club and Ecurie Teams will compete against each other for a combined Club/Ecurie Team Award.

National Teams must comprise three or four First Drivers of the same nationality. A Crew's nationality for this purpose will be determined by the First Driver's country of birth or of permanent residence, or his/her passport nationality. England, Wales, Scotland, Northern Ireland, the Isle of Man and the Channel Islands will be considered as separate countries.

Golden Oldie Teams may be of any three cars in Age Categories A and B. For this award, cars may be in any number of teams.

In the case of teams of four cars, the best three performances will count.

Article 6.6: Competitors' Undertaking

By the act of signing and submitting the Entry Form, all drivers undertake to abide by the prescriptions of these HSRs, and of the ASRs and further Bulletins and official instructions.

The first named driver on the entry form undertakes to pay the full amount of the entry fee in accordance with the Regulations.

Article 7: Entry Fees and Insurance

Article 7.1: Entry Fees

The schedule of entry fees, when these are due, any discounts applicable or supplements payable, etc, will be set out in the ASRs, which will also state what the entry fee includes.

Article 7.2: Refund of Entry Fees

The entry fee will be refunded in full to all applicants whose entry is not accepted.

The ASRs may specify dates by which certain levels of refund may be claimed, and/or set out an instalment scheme for payment. The Organisers may at their discretion refund all or part of their entry fee to Competitors who withdraw after these dates. This will normally

depend on the reasons for withdrawal, and on whether or not a reserve entry in an equivalent car wishes to take up that place.

Entries which are fully paid up may by the written agreement of the Clerk of the Course be transferred to another person (whether or not they are in the same crew), who must have signed an entry form. Entrants who fall behind with payments may be deemed to forfeit their entry and the fees paid up to that point. The entry becomes the property of the Organisers, to dispose of as they see fit.

No refund of part or all of the entry fee, or any other compensation or reimbursement of costs, will be paid to participants who retire or are excluded from the event, or who miss out part of the event, or who for whatsoever reason use overnight accommodation other than that reserved for them by the Organisers or the event's official agents.

If the event is abandoned for any reason, at any time, the Organisers reserve the right to retain a proportion of the entry fee to cover costs incurred to that point.

Article 7.3: Insurance

First Drivers will be required to sign a legally binding declaration that both they and their Second Driver, and any other Crew member who is to drive the car, are covered by third party insurance valid for the event and the vehicle entered.

The Organisers do not hold themselves to be legally competent in the interpretation of insurance documents, and cannot certify that any particular document is proof of valid insurance for the event.

Article 8: Supplements to the Regulations

The provisions of these HSRs and of the ASRs may be amended. Any amendment or any additional provision will be announced by dated and numbered Bulletins, which will form an integral part of the Regulations.

If time permits, Bulletins issued before the event will be sent to Competitors. These and other Bulletins will be posted on the Official Notice Boards in the Rally Headquarters and elsewhere, and also directly issued to the participants (who must acknowledge receipt by signature), unless this is materially impossible during the running of the event.

All route and other instructions issued in writing to Competitors will have the force of these Regulations.

Article 9: Application and Interpretation of the Regulations

The Clerk of the Course is responsible for the application of the Regulations and their provisions during the running of the event. Any case not foreseen in the Regulations may be judged by the Stewards.

In case of any dispute over the interpretation of the Regulations and of any other official documents with the same force, the English text is binding.

SECTION IV - OBLIGATIONS OF PARTICIPANTS

Article 10: Competitors' Responsibilities and Behaviour

Article 10.1: Competitors' Responsibilities

The onus is on Competitors to drive carefully and safely at all times, and to comply with the laws of each country through which the event passes. The Organisers do not warrant to make Competitors aware of such laws.

The Organisers accept no responsibility whatsoever for any accident or injury befalling Competitors, and are not bound to provide rescue or assistance of any kind. All Competitors will be required to sign the indemnity printed on the Entry Form.

Each HERO rally and trial is run for the shared enjoyment of all participants. Although the nature of the terrain may make it a demanding challenge for classic and historic vehicles, it is a sporting and friendly event, whose object is to provide pleasure and comradeship. Participants are expected at all times to show friendship, tolerance and helpfulness towards each other, and towards Marshals, Officials, other road users and the public. Winning is secondary to taking part, and protests against other Competitors are not within the spirit of the event.

Article 10.2: Force Majeure

In keeping with long established normal rally practice, the onus is on Competitors to extricate themselves as quickly as possible from difficulties and recover delays caused by circumstances outside the Organisers' control.

Unless the Section or Control concerned is officially cancelled, usually by means of a Route Change notice at a preceding Control, no allowance will normally be made to individual Competitors delayed by such circumstances as temporarily blocked roads, or baulked by other vehicles, including other Competitors.

No allowance will normally be made for a Competitor helping another from difficulties such as a breakdown, running out of fuel or leaving the road. Only under exceptional circumstances will the Organisers cancel penalties so incurred.

The Organisers will however look sympathetically at cases where a competitor has been delayed for humanitarian reasons, such as assisting at the scene of an accident involving serious injury or danger.

Article 10.3: Infringements of Highway Laws

Any Crew formally reported to the Organisers by the Police or by an official Judge of Fact to have infringed traffic laws may be subject to penalties, at the discretion of the Clerk of the Course, as set out in the ASRs.

Exceeding the maximum speed permitted by the traffic laws by over 50% may result in immediate EXCLUSION by the Clerk of the Course.

Article 10.4: Road Safety and Courtesy

Competitors must at all times drive in a safe manner, with due consideration for other road users. In particular:

- (i) They must obey road traffic signs and speed limits, road safety instructions in the road book and in particular the requirement to stop at certain junctions and other hazards. The penalty for failing to stop will be 600 marks for a first offence and EXCLUSION for a second offence.
- (ii) On single track roads, they must use passing places when meeting oncoming traffic. They will usually lose less time by giving way to, or reversing for, other road users

Article 10.5: Baulking and Unsportsmanlike Behaviour

It is OBLIGATORY for any car that is caught by another to let it overtake, particularly on Regularity Sections, by pulling in and stopping if necessary. The penalty for avoidable baulking observed by a Judge of Fact will be 600 marks for a first offence and EXCLUSION for a second offence.

The same penalties will be applied to other incidents of unsportsmanlike behaviour, or actions likely to bring the event into disrepute in the eyes of other road users or bystanders.

Any participant using abusive or violent language to, or striking or otherwise physically assaulting, an Official or any other person will be summoned to an officially convened meeting of the Stewards, who may impose a fine not exceeding GBP 1,000, and/or a penalty up to and including EXCLUSION, at their discretion.

Any Competitor failing to comply with this, or with the Stewards' ruling, may be required to leave the event immediately, may forfeit the right to use hotels or facilities, and will not be entitled to any refund of entry fee.

Article 10.6: Incident, Damage and Retirement Declaration

At the Finish or on retirement, the First Driver must sign the Incident, Damage and Retirement Declaration provided by the Organisers. This requires them (i) if applicable, to give formal notification of retirement from the event, and the reason for this; (ii) whether or not they retire, to notify the Organisers of any incident in which they have been involved which has resulted in damage or injury to their car, their Crew or third parties. Failure to hand this form in at the Finish will result in EXCLUSION.

Article 10.7: Driving Standards Observers (DSO)

Driving Standards Observers (DSOs) will normally be appointed to ensure enforcement of Article 10.4 and to check on Competitors' driving behaviour. The penalty for an adverse report, at the discretion of the Clerk of the Course, will be a maximum of 600 marks for a first offence; and EXCLUSION for a second offence.

Article 10.8: SOS/OK Board

Competitors must carry an OK/SOS board (see Article 3.7). This must be displayed if the vehicle is stationary, having broken down or left the road. If there is no injury or other medical emergency, the OK side must be displayed, to tell other Competitors that they need not stop. The bogus or frivolous use of the SOS side to seek help to get a car moving again will be penalised by 600 marks for a first offence and EXCLUSION for a second offence.

Article 10.9: Alcohol

No member of a competing Crew may, on any day during the running of the event, consume alcohol of any kind prior to completing that day's run, nor drive a vehicle of any kind after consuming alcohol. The penalty for this is IMMEDIATE EXCLUSION.

Article 11: Route and Navigation

Article 11.1: Route Description

The ASRs will give outline details of the route, including the

approximate length of the route, and of each day's leg; the nature of the roads used; and the types of Section and Test to be included.

Article 11.2: Road Book and Other Instructions

The ASRs will specify the kinds of route instruction that will be issued to Competitors, and when and how these will be distributed.

If specified, a detailed and easy-to-follow Road Book will be provided to Competitors. This 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 11.3: Maps

Details of any required or recommended maps will be issued in advance of the event. These will normally be available at a discount from our official supplier.

Article 12: Time Cards and Timing Methods

Article 12.1: Time Cards, Clipboard and Chip

At Signing On prior to the Start of the rally, each Competitor must collect a set of Time Cards, normally for the whole rally. These will show the opening and closing times for each Main Control, Time Control, Passage Control, Special Test and Regularity Start Control, and the times allowed to cover the distance between successive Main and Time Controls.

Under the Liège Timing System used on most HERO events, Competitors will also be issued with a clipboard, to which their Time Cards must be affixed. Embedded in this clipboard is an electronic chip, which will be used by the marshals at Controls to record the time shown on their Control clock.

Article 12.2: Procedure at Controls

At each Control of any kind, except where specifically stated, Competitors must stop and present their Time Card and clipboard to the Marshal in charge. At Main and Time Controls, the time of arrival will normally be the time at which they do this. At Regularity and Test Starts, the time recorded will normally be the next full minute, to which a countdown will be given. At Regularity Timing Points and Test Finishes, the time will normally be the second at which the Marshal stops the clock, as the Competitor stops astride the line.

Competitors' time and/or evidence of their passage will be recorded on their Time Card; this information will also be recorded by the Control Marshals on their own Checksheets. Times and signatures may be entered only by the Control Marshals.

At most Controls, unless the ASRs stipulate otherwise, the Marshals' clocks will be Liège Timers (digital electronic clocks). In addition to the written record on the Competitor's Time Card and the Marshal's Control Checksheet, these record the time of booking in on the computer chip affixed to the Time Card clipboard carried by the Competitor. However, the written entry on the Time Card is the official record of the time.

The onus is on Competitors

- (a) to ensure that Marshals have correctly recorded their time and signed their Time Cards;
- (b) to query any suspected error immediately, before leaving the control
- (c) to record correctly the required information at unmanned Passage Controls;
- (d) to write this immediately in the correct space; and
- (e) to hand in Time Cards, clipboard and chip at the correct place and time, for passing to the results team.

Each Crew alone is responsible for its Time Card, for presenting the Time Card at the different Controls, and for the accuracy of the entries. The Marshal's entry in the appropriate space on the Competitor's Time Card and/or Liège Timing Chip will normally be the only acceptable proof of passage at a manned control. Failure to hand in a card at the correct Control, or loss of a Time Card, is liable to result in maximum penalties at all Controls and/or Tests on that card, up to and including Exclusion. The Time Card must be available for inspection on demand. Competitors failing to hand in their clipboard and chip at the Finish or on retirement will be liable to a payment of GBP 10.00.

Article 12.3: Amendments to Time Cards

Any correction or amendment to an entry on a Time Card must be correctly made by the Marshal concerned, who must score through his original entry, write the new one separately adjacent to it, and initial the amendment. The onus is on the Competitor to ensure that this is done. The Organisers may ignore any corrections not thus made. Any Competitor falsifying or tampering with an entry on a Time Card or chip will be EXCLUDED.

Article 12.4: Erroneous Times

If the Clerk of the Course has reasonable grounds to believe that a time

given to a competitor may be erroneous, even if this is unsubstantiated by the Time Card, the chip and the Marshal's Checksheet, he has the power to replace this time with another reasonable value.

Article 13: Fuel and Assistance

Article 13.1: Fuel

The Organisers are not responsible for the provision of fuel. The onus is on Competitors to ensure that they obtain the necessary fuel to complete each part of the event. The ASRs will specify the recommended vehicle range for the event, which is the distance which it must be able to cover between refuelling stops.

Although the Organisers will normally make arrangements with officially nominated or suggested fuel stations, they cannot guarantee that these will always be open as agreed, or have supplies. Other filling stations are shown in the Road Book as landmarks and no arrangements will have been made for them to be open.

Supplementary fuel containers must be of legal design and manufacture, may not be carried in the passenger compartment, and must be securely fastened down.

Article 13.2: Prearranged Assistance

Competitors' own prearranged assistance or servicing is strictly prohibited, and outside the spirit of the event. Competitors may only use fuel, oil, tyres, wheels, tools and components which are carried in their own car; or which are supplied to them by other participants on the event (including those on any associated touring event), by official assistance cars or by members of the public with whom they have no connection; or which are purchased from commercial suppliers' premises en route.

The only people who may work on a competing car are its own Crew; other participants; Officials of the rally (including the crews of official recovery vehicles); members of the public with whom the Competitor has no connection; employees of garages working on their own premises; or employees of garages or recognised motoring organisations providing emergency roadside service in their normal course of business.

Friends or family accompanying the event may NOT work on any competing vehicle, nor carry any fuel, tyres, wheels, spares or tools which are intended to be supplied to, or used in servicing, a competing vehicle. If an Official of the event has reason to suspect that the vehicle of friends or family of a Competitor may be carrying such items and/or waiting to provide assistance to a competing vehicle, he or she may ask to inspect the vehicle's contents, and/or ask its driver to move it on. Refusal to comply with such a request may result in a penalty under this Article for the Competitor concerned

The penalty for breach of this Article is 600 marks for a first offence and EXCLUSION for a second offence.

Article 13.3: Assistance from the Organisers

Mechanical and medical assistance will normally be available from sweeper or recovery teams, who will follow the route. However, the onus is on Competitors to extricate themselves from any difficulties in which they find themselves. It cannot be guaranteed that recovery cars will keep to schedule or visit all parts of the route, as this will depend on local conditions and the calls on their services.

SECTION V - RUNNING OF THE EVENT

Article 14: Start

Cars will normally start at minute intervals in rally order number. Numbers will be allocated in Class order, starting with the earliest Category. Within each Class, numbers will be allocated in alphabetical or numerical order of (i) make; (ii) model or variant; (iii) deemed year of manufacture; (iv) first driver's surname. There may be bigger gaps between Classes and/or Categories. Late entrants, or competitors allowed a late change of car, may be allocated numbers out of this sequence. Cars will not normally be regrouped after a halt.

Article 15: Timing System

The event will be run to Scheduled Time, not Target Time. This means that each Competitor's ideal time of arrival at each Control (their own Scheduled Time) is expressed in terms of time of day, not the intermediate time from the preceding Control.

Competitors must report to each Main and Time Control between their Scheduled Time and Latest Permitted Time; unless otherwise stated in the ASRs or a later Bulletin, this will be a window of 60 minutes for Age Categories A and B, 45 minutes for Age Categories C and D, and 30 minutes for all other Categories. At the Start Control and at the Restart Controls after an overnight halt, the window will normally be 15 minutes for all Categories.

A Competitor's Latest Permitted Time may be extended if he has received a Delay Allowance (see Article 19).

Article 16: Controls

Article 16.1: Types of Control

The following list gives the types of Control that may be encountered, unless the ASRs specify otherwise, together with the symbol on the Control Boards at each:

- (i) Start/Restart Main Control (SMC/RMC) - clock boards
- (ii) Main Control (MC) - clock boards
- (iii) Time Control (TC) and Time Control Neutralised (TCN) - clock boards
- (iv) Passage Control (PC) - stamp boards
- (v) Secret Control (SC) - STOP board or stamp boards
- (vi) Regularity Start Control (RSC) - clock boards
- (vii) Regularity Timing Point (TP) - STOP or clock board
- (viii) Test Start (TS) - flag boards
- (ix) Test Finish (TF) - STOP board

Article 16.2: General Prescriptions

All Controls must be visited in the correct sequence, and in the direction of the rally route.

The opening and closing times of each Control will be shown on Competitors' Time Cards, and will normally be 15 minutes before the Scheduled Time of the first car due there, and 15 minutes after the Latest Permitted Time of the last car due there.

Timing at Main and Time Controls (SMC, RMC, MC, TC and TCN) will be by official clocks, read to the preceding full minute (e.g. 14:23 and 55 seconds will be read as 14:23). The time recorded will be that at which the Competitor presents his Time Card to the Marshal. The Competitor may inspect the clock before doing so if he wishes.

For each type of Control and Timing Point, there will be a Maximum Penalty as stated below. This will be incurred for visiting the Control after Latest Permitted Time where applicable (see Article 16.6); or for wrong direction of approach or departure where these are stipulated in the Road Book or route instructions; or for turning round in the Control Area of a Roadside Control (see Article 16.4); or for passing through a Control more than once unless required to do so; or for not stopping at a manned Control or Timing Point.

Article 16.3: Control Signage

Controls will in general be indicated by signs of the standard FIA designs, but smaller than usual (approx 30cm x 40cm); examples will be displayed at Signing On. The symbols used for each type of Control Board are listed in Article 16.1. The yellow board indicates the start of the Control Area, and the red board is placed at the Control itself. There will not normally be a board to indicate the end of a Control Area.

Article 16.4: Control Areas

Control Areas will be of two kinds: Roadside Controls and Off-Road Controls.

Roadside Controls. In most cases and unless otherwise stated, the Marshals will be situated at or close to the roadside. At these Controls, Competitors may not pass the yellow board more than one minute before their due time, and may be penalised for early arrival if they do so. In these cases, the area between the yellow board and 50m after the red Control Board is *parc fermé*, in which Competitors may not work on their cars, under pain of penalty for illegal servicing, other than to change a flat tyre with the permission of the Control Marshal.

Off-Road Controls. In other cases, Controls (mainly MC, SMC or RMC) will be off the road, at or inside private premises such as a filling station, restaurant or café where Competitors can obtain fuel, food or refreshment. A yellow Control Board will be placed at the roadside just before the entrance to such a Control location. In these cases, Competitors are free to pass the yellow board in order to enter the site, to park and to use the facilities available. The Road Book or other Instructions will normally state the Controls at which this applies.

Such establishments' forecourts and car parks are not *parc fermé* unless otherwise stated, and Competitors may effect repairs so long as they do not cause an obstruction, move on if instructed by an Official, and comply with any requests made by the site management; for example, refuelling from cans may be prohibited. The red Control Board will be placed at the doorway which Competitors must enter to reach the Control desk; if necessary, the way to the desk itself will be signed or arrowed.

Article 16.5: Early Arrival at Main and Time Controls

Competitors booking in at a Main or Time Control (SMC, RMC, MC, TC or TCN) before their Scheduled Time will normally be penalised. Note that earliness penalties are *cumulative*, e.g. if you are one minute ahead of your Scheduled Time at one Control and the same amount ahead of it at

the next, you are penalised for one minute's early arrival *each time*. There is however no lateness penalty for reverting partly or wholly to Scheduled Time, and Competitors should do this as soon as possible.

At arrival Controls prior to overnight halts, early arrival will be permitted if the time taken from the preceding Control is not less than 75% of that allowed in the official schedule, and the distance exceeds 6.4km (4 miles). The penalty for taking less than this is 600 marks.

Article 16.6: Penalty Free Lateness at Main and Time Controls

Competitors late at one Main or Time Control (SMC, RMC, MC, TC or TCN) may be the same amount late at the next Time Control without penalty. Competitors may also reduce lateness (and are advised to do so if they can without driving dangerously or discourteously), provided that the time they take between successive Main or Time Controls is not less than 75% of the time allowed in the official schedule and the distance exceeds 6.4km (4 miles). Specifically, they may not take less than 6 minutes on an 8 or 9 minute section; 7 minutes on a 10 minute one; 8 minutes on an 11 minute one; 9 minutes on a 12 minute one; and so on. Those taking less time will be penalised 600 marks.

Competitors arriving after their Latest Permitted Time at a Time Control (SMC, RMC, MC, TC or TCN) are advised to miss subsequent Controls if necessary, in order to get back within their permitted time window as soon as possible.

Competitors missing one or more Controls of any kind may reduce all their lateness and book in without further penalty at their Scheduled Time at the next Main or Time Control visited. Alternatively they may carry forward all or part of their lateness.

Article 16.7: Start and Restart Main Controls (SMC, RMC)

Lateness penalties apply at these Controls. Any Crew checking in late at the Start of the event or at a Restart Main Control at the start of a day's Leg will be penalised 60 marks per minute, up to the Maximum Permitted Lateness of 15 minutes after their Scheduled Time; after that they will incur a Maximum Penalty of 1,800 marks if they visit it while it is open.

To qualify as a Finisher, participants must visit the rally Start Control, Finish Control and certain stipulated RMCs during the time they are open; the penalty for not visiting other RMCs during the time they are open is 3,600 marks.

To remain eligible for any form of Medal, Competitors must report between their Scheduled Time and their Latest Permitted Time to the Start Main Control and to every Restart Main Control. The Gold Standard at each of these Controls is zero penalties.

Article 16.8: Main Controls (MC)

Other Main Controls will be located at periodic intervals, often indoors; at these there will be no lateness penalty up to a permitted tolerance, which will be at least 30 minutes. This tolerance (Maximum Permitted Lateness) may be greater for earlier Age Categories - see Article 15 above.

Competitors visiting the Start Main Control (SMC), a Main Control (MC) or a Restart Main Control (RMC) while it is open but after their Latest Permitted Time (plus any official delay allowances) will incur the Maximum Penalty of 1,800 marks, but they will still be eligible for a Blue Riband. Competitors failing to visit a Main Control or Restart Main Control at all during its opening time will be penalised 3,600 marks, except in the case of those Restart Main Controls which are required to be visited to qualify as a Finisher; in these instances, the penalty will be EXCLUSION.

To remain eligible for any form of Medal, Competitors must report between their Scheduled Time and Latest Permitted Time (plus any Delay Allowance) to every SMC, RMC and MC required for their Category. The Gold Standard at each of these Controls is zero penalties.

Article 16.9: Time Controls (TC) and Time Controls Neutralised (TCN)

Time Controls will be located along the route at previously disclosed locations, to ensure adherence to the route and time schedule set for the Class concerned.

Competitors reporting at a Time Control after their Due Time (plus any official delay allowance) will incur penalties of 60 marks per minute, up to their Latest Permitted Time or up to the maximum of 1,800 marks, whichever is the lesser. Their Due Time is calculated by adding the time allowed for the Section to their ACTUAL time at the previous Control.

However, some Time Controls may be Neutralised, e.g. in order to allow slow speed passage through congested areas; at these, there will be no lateness penalty provided the competitor is between his Scheduled Time and his Latest Permitted Time (plus any official delay allowance). These Controls will be designated TCN.

If a Time Control is unmanned, or if times cannot be correctly recorded, it will act as a Passage Control, either unmanned or manned as appropriate. A HERO Codeboard may be placed. The penalties for Passage Controls will apply.

The Maximum Penalty at a TC or TCN is 1,800 marks.

To remain eligible for any form of Medal, Competitors must report to every Time Control required for their class between their Scheduled Time and Latest Permitted Time (including any Delay Allowance). The Gold Standard at each of these Controls is zero penalties.

Article 16.10: Passage Controls (PC)

PCs will be located along the route at previously disclosed locations, to provide proof of passage. They may be manned or unmanned. Competitors may not be told in advance which Controls are manned and which are not.

At manned PCs, the Marshal will sign, and if applicable chip, the Competitors' Time Card, but no time will be recorded for any purpose other than noting the order of Competitors' arrival.

At unmanned PCs, Competitors will be required to record information such as a name on a sign, or a word on a HERO Codeboard placed by the Organisers. This must be written immediately in the correct space on the Time Card; Marshals at subsequent Controls may cancel blank spaces, in which case the PC will be deemed not to have been visited. Such Controls will not necessarily have the Control Boards mentioned in Article 16.1.

The Maximum Penalty at a PC is 900 marks.

To remain eligible for any form of Medal, Competitors must not incur penalties at any Passage Control. The Gold Standard at each of these Controls is zero penalties.

Article 16.11: Secret Controls (SC)

These will be set up at undisclosed points to check Competitors' driving behaviour and adherence to route instructions. Competitors missing an SC will incur the Maximum Penalty of 900 marks.

Competitors must stop at a Secret Control if it has either a set of Passage Control boards (stamp symbol), or a STOP board.

SCs may be set up and manned by official Driving Standards Observers, to check driving behaviour and to control compliance with traffic regulations and with the Organisers' instructions concerning such things as stopping at road junctions, driving slowly through villages, etc - see Article 10.7. Competitors will not necessarily be required to stop at these.

To remain eligible for any form of Medal, Competitors must not incur penalties at any Secret Control. The Gold Standard at each of these Controls is zero penalties.

Article 16.12: Missed Controls

Competitors who miss a Control of any kind (including a Restart Main Control) will incur the penalties set out in these or the ASRs, but may rejoin the route at any subsequent Control. Their Scheduled Time and Latest Permitted Time at these remain unchanged.

The exceptions to this rule are the Start Control, specified Restart Main Controls, and the Finish Control at the end of the rally, which Competitors must visit between their opening and closing times to qualify as finishers - see Article 2.2.

Article 17: Regularity Sections

Article 17.1: General Description

There will be Regularity Sections during the event, the approximate number and length of which will be specified in the ASRs. On these, Competitors are required to maintain a constant speed for a given distance. The set speed and the route may vary from Class to Class. The speed may vary during the Section. There may be several Timing Points on a Section, at previously undisclosed locations.

These Sections will normally be run in accordance with HERO's Jogularity system, which greatly simplifies accurate timekeeping. Under this, the Road Book or Section instructions list frequent junctions or other landmarks such as road signs and bridges; give the exact official distance to each of these landmarks; and show the due time at each landmark from the Start of the Section, at the speeds set.

Competitors must not stop on a Regularity Section, except at a Timing Point, or if instructed to do so in the Road Book or route instructions, or if obliged to do so by a Stop, Halt or Give Way sign or by other circumstances beyond their control (such as giving way to oncoming traffic on narrow roads, which is recommended). The penalty for stopping except under such circumstances will be 60 additional marks, if observed by a Judge of Fact.

The Organisers' official distance will be measured using a trip mileage recorder which will have been set to give a reading as close as possible

to actual distances. Prior to the event, Competitors will be given the opportunity to calculate discrepancies with their own odometer, on a test section of road.

The end of each Regularity Section will be indicated in the Road Book or route instructions. There will not necessarily be a Control or board at this point.

To remain eligible for a Gold, Silver or Bronze medal, Competitors must visit every Regularity Start Control and Timing Point required for their Class whilst they are open.

Article 17.2: Regularity Start Controls (RSC)

Regularity Start Controls will be at locations given in the Road Book. There will be no arrival Time Control prior to them. Competitors may report to these Controls, and start the Regularity Section, at any time during the period they are open.

RSCs will be preceded by a yellow Time Control Board. Competitors should not pass this if another car is in the Control Area, although one Crew member may walk forward to check the clock and/or claim a delay allowance (see Article 19).

The Control itself will be indicated by a red Control Board and a line on the road. Competitors should wait behind this line until the start signal is given.

Competitors should drive up the Start line as soon as it is clear of other cars, and hand their Time Cards and clipboard to the Control Marshal. They must be ready to start each Regularity Section immediately on arrival at the Start. They will be allocated a start time on the next practicable full minute (e.g. 15:25:00) or (if two or more cars arrive close to each other) half-minute (e.g. 15:25:30). If not ready, they may be deemed to have started at the correct time and have to make up any time they have lost. They may check the Marshal's clock.

The Maximum Penalty at an RSC is 900 marks.

Article 17.3: Self-Start Controls

RSCs may be Self-Start Controls. Competitors will normally be notified of these in advance. At these Controls, the starting point will normally be indicated by a Time Control Board which will be positioned at the exact point from which the Jogularity instructions commence. In the event that there is no Control Board, the landmark at this point will be deemed the start point.

Before starting, Competitors must record in the space provided on the time card, in hours, minutes and seconds, the time at which they intend to start the Section, and must proceed at this time, which must be at an exact full minute (e.g. 15:32:00).

Competitors who are found at a subsequent Timing Point or Secret Control not to have recorded their start time as required will be deemed not to have visited the Start Control. Secret Controls to check this and determine adherence to the route may be at any distance from the RSC.

Article 17.4: Timing Points (TP)

Timing Points on Regularity Sections will be established only at landmarks indicated in the Road Book or route instructions, to which the exact mileage and the time allowed from the Start of the Section and the preceding landmark will be given (see Article 17.1). Organisers' times and distances will be deemed correct.

Timing lines at TPs may be up to 5 metres either side of the actual landmark referred to in the Jogularity schedule. Competitors may visit TPs at any time they are open.

TPs will have no advance board, but will be indicated by a line on the road and a normal red FIA STOP or Time Control Board. Competitors will be timed as they stop astride the line (or immediately behind any car already on the line). They must then hand their Time Card and clipboard to the Marshal for their time of arrival to be recorded.

For the purpose of determining correct direction of approach at a TP, the Control Area will consist solely of the stop-astride line. Competitors will be penalised for wrong approach only if at least two of their wheels actually cross the line in the wrong direction.

Competitors will be penalised one mark for each second early or late, plus any supplementary penalty incurred under Article 3.5 of these HSRs. Competitors overshooting the line will be penalised 5 marks, in addition to any time penalty, and are responsible for taking their Time Card and clipboard back to the Marshal on foot; reversing will incur a further penalty of 60 marks.

Competitors may not stop or slow down unduly within sight of a TP; if they do, they will be given the time at which they do so as their arrival time. Competitors stopping will in addition be penalised 60 marks as described in Article 17.1 above.

There will normally be more than one TP on a Regularity Section; at each, Competitors' due time will be based on their time at the immediately preceding Control, whether this was the Start Control or a previous TP - i.e. earliness or lateness must be carried forward. For

example, if a Competitor is 8 seconds late at the first TP, he must be 8 seconds late at the next one to avoid further penalty.

Competitors will be penalised 1 mark per second early or late at each TP, up to the Maximum Penalty of 300 marks at any one (equivalent to 5 minutes' earliness or lateness). The penalty for missing or failing to stop at a TP is also 300 marks.

The Maximum Penalty on each Regularity Section (excluding penalties at the Start Control) will be 600 marks.

The Gold Standard at each TP will be published in the ASRs. Supplementary penalties under Article 3.5 will not count towards loss of Medals.

Article 17.5: Driver-Only Regularity Sections (DORS)

During the event, there may be one or more Driver-Only Regularity Sections (DORS). On these Sections only the driver will be in the car. The Start Control will operate as in Article 17.2. The driver then must endeavour to maintain a fixed speed which will not be varied during the Section.

Competitors may not stop at any point on the Section, or slow down unduly within sight of a TP; if they do, they will be given the time at which they do so as their arrival time. Competitors stopping will in addition be penalised 60 marks as described in Article 17.1 above. Supplementary penalties under Article 3.5 do not apply.

The car should NOT stop at TPs, which will be indicated by a board and a line across the road. Joggularity time and distance sheets will not be issued. The car's odometer(s) may be covered; if so, covers must not be removed.

The Maximum Penalty on a DORS is 900 marks, for failing to visit the RSC or to attempt the Section correctly (e.g. two or more persons in car; refusal to cover odometer or removal of cover; etc).

The Gold Standard will be given in the ASRs or instructions for the Section.

Article 17.6: Observed Regularity Sections (ORS)

During the event, there may be one or more Observed Regularity Sections (ORS). These will normally have a maximum length of approximately 0.75km (0.5mi). Although the general location of each ORS will be given, the exact position of the Start and Finish Lines will not be disclosed beforehand. They will be denoted by a line across the road and by roadside boards saying OBSERVED SECTION STARTS and OBSERVED SECTION ENDS respectively.

Competitors MUST NOT STOP at the Start or Finish Line, but must continue through the Section at the speed set, which will not exceed 50 km/h or 30 m.p.h., as appropriate. Cars will be timed as they cross each line, by timekeepers stationed at the roadside, who will record the number and time of passage on their checksheet.

The Start Line will normally be between 0.05 and 0.75 km (0.03 and 0.5 mi) after a Passage Control, at which competitors must get their Time Card signed and chipped in the normal way. This PC will be regarded for marking purposes as the start control of the Section; normal PC penalties apply.

As the purpose of this Passage Control is to record the running order of competitors through the Observed Regularity Section, it is FORBIDDEN to overtake another competitor between checking in at this Control and finishing the Observed Section, except in the case of cars stopped for emergency reasons, in which case the overtaking Competitor must record this on his Time Card.

Competitors may start the Section at any time it is open. They are advised not to follow another car too closely into the Section, as no allowance will be made if they are baulked; they should try to allow a gap of at least 20 seconds by waiting immediately after the prior Passage Control.

On some ORS, there may be one or more intermediate Stop and Restart Lines; if so, this will be notified in advance. This Line will be denoted by a line across the road and a STOP board. Competitors must come to a complete stop astride the line. Roadside observers will record compliance on their checksheets, but will not mark Competitors' Time Cards.

Penalties on ORS will be as follows:

- (i) taking less or more than the ideal time: 10 marks per second, MINUS the lowest number of marks lost by a car in the same class not incurring penalties under (ii) below (i.e. best car in each class doing Section correctly has zero marks). Supplementary penalties under Article 3.5 do not apply.
- (ii) failing to stop astride a Stop and Restart Line, and/or allowing front wheels to go back across line: 60 marks. This penalty is absolute.
- (iii) Failure to complete an ORS attempted (Start line crossed): 300 marks

- (iv) Maximum Penalty at start Passage Control: 900 marks

The Gold Standard will be given in the ASRs or instructions for the Section.

Article 18: Special Tests

Article 18.1: General Prescriptions

On each event there will normally be Special Tests. The number and type of these will be set out in the ASRs, in later Bulletins and in specific Test instructions, which may specify additional penalties.

Most Tests will be Timed Tests, Observed Tests, or Lap Consistency Tests. Some Tests may be run wholly or partly with the engine off. Tests may include reversing.

Timing on Tests may either be by means of separate Start and Finish clocks, or by a single stopwatch, or (e.g. for some Lap Consistency Tests) by electronic timing equipment. All crew members, tools, equipment, etc., must be carried in their normal places during each Test, except where otherwise specified.

Competitors must be ready to start each Test immediately on arrival; if they are not ready, they may be given the start signal anyway, and their Test time taken from then. They may not walk forward beyond the Start line of a Test prior to attempting it.

Some Tests may be different and/or omitted altogether for some Categories.

For each Test, a Gold Standard will be established; this may be absolute or may be relative to the best performance in that class. The organisers reserve the right to amend the Gold Standard retrospectively for any class, in the light of actual performances achieved and conditions on the day. Detailed penalties and Gold Standard will be given in the instructions for each individual Test.

To remain eligible for a Gold, Silver or Bronze Medal, competitors must attempt every Test required for their class.

Article 18.2: Timed Tests

Timed Tests will normally be handling and manoeuvrability tests against the clock, but may include other kinds of Test such as acceleration and braking test with Le Mans start. They may vary in length from 200 metres or less, to 2.4 km (1.5 mi) or more. [Next sentence deleted.]

A Bogey Time for each Timed Test will be published, based on an average speed not exceeding 50 km/h or 30 m.p.h., as appropriate.

A competitor's deemed time for each Test will be calculated as follows:

- (i) Taking less than the Bogey Time: given Bogey Time
- (ii) Taking the Bogey Time or longer: given time taken
- (iii) 5 seconds time penalties added for each occasion any of the following committed:
 - Striking a cone or other marker
 - Crossing a baulk line or mounting a kerb
 - Failing to cross or stop astride a line correctly

A Class Improvement formula will then be applied. On each Test, the number of seconds (including additional time penalties as above) taken by the best competitor in each class (other than those incurring an absolute penalty, as described below) will be deemed the Target Time for that class, and that competitor will receive zero penalty marks; other competitors will lose marks at the rate of 10 marks per second in excess of this.

The following penalties are, however, absolute:

False start or taking wrong route: 300 marks

Not visiting or attempting a Test: 900 marks

Other penalties may be specified in the individual Test instructions.

A Competitor who in the opinion of the Test Observer makes little or no attempt to stop at a stop-astride line will be deemed to have taken the wrong route. A Competitor who overshoots the Finish line will be penalised as under (iii) above. A Competitor who makes no attempt to stop astride the Finish line, or who reverses back to the Finish line, will be deemed to have taken the wrong route.

The Maximum Penalty on any Timed Test attempted is 300 marks.

Article 18.3: Observed Tests

These are primarily tests of driver skill, or of car performance in tasks other than speed; for example, hill stop and restart; slow running; driving judgement and accuracy; negotiating hazards such as fords; etc. There will normally be a time limit within which to complete part or all of an Observed Test; the penalty for exceeding this will be 10 marks per second. Other penalties will be as in Article 18.2 or the Test instructions. Class Improvement does not apply.

Article 18.4: Lap Consistency Tests

There may be one or more Lap Consistency Test, normally held on a race circuit. Such a Test normally requires Competitors to proceed to the

Timing Line for a flying start, and then to complete their first complete lap within a time or speed window; this will not exceed a lap speed of 80 km/h or 50 m.p.h., as appropriate.

Their time for this lap becomes their Target Lap Time, unless this time is outside the specified window, in which case the upper or lower edge of the window (as appropriate) becomes the Target Lap Time. They must then complete a further number of laps, as specified in the Test instructions, as close as possible to their Target Lap Time.

Timing will either be by automatic electronic apparatus, or by Timekeepers' clocks; and may either be to the preceding 0.1 second, or to the preceding second. Class Improvement does not apply.

On each lap, Competitors are penalised 1 mark per 0.1 second or 10 marks per second, as appropriate, above or below their Target Lap Time. Competitors completing too many or too few laps [delete: "or completing a lap outside the permitted time or speed window"] will be deemed to have carried out the Test incorrectly and will incur 300 marks penalty. This is the maximum penalty for any Competitor attempting the Test.

A Competitor who does not pass the Timing Line to commence his first lap will be deemed not to have attempted the Test, and will incur the Maximum Penalty of 900 marks.

Article 19: Delay Allowances

If there is a delay of more than three minutes at the Start of a Regularity Section or Test, Competitors should claim a Delay Allowance, by asking the Marshal in charge to record their arrival time on their Time Card. The effect of this allowance is to extend the Competitor's Due Time and Latest Permitted Time at subsequent Main Controls and Time Controls by the number of whole minutes between their arrival time and their start time for the Section or Test.

The onus is on Competitors to claim their Delay Allowance. If there is a queue at the Start of a Regularity Section or Test, they are advised to walk forward immediately to get the Marshal to record their arrival time. The arrival time recorded will be that at which they present their Time Card to the Marshal; no allowance will be made for delays incurred prior to this.

No allowance will be given for arrival before a Competitor's theoretical ideal time at that point. Delays must be recovered as quickly as is reasonably and safely possible. Once a delay has been wholly or partly recovered, that part of the allowance is lost and may not subsequently be claimed.

Article 20: Parc Fermé

At some overnight halts and rest halts, cars may be impounded in a Parc Fermé. All Crew members must leave a Parc Fermé within ten minutes of the car entering, and may not reenter until ten minutes before the car's due time out. Cars are also subject to Parc Fermé rules from the moment they enter a roadside Control Area (yellow board) until they leave it (50m after the red board).

No repairs, replenishment of fluids or refuelling may be carried out on a car while it is in Parc Fermé except to change a flat tyre, for which the Crew concerned may be allocated a maximum of five minutes. The penalty for breach of this Article is 600 marks for the first offence and EXCLUSION for the second offence.

SECTION VI: SCRUTINEERING AND SIGNING ON

Article 21: Pre-Start and Finish Formalities

Article 21.1: Collection of Numbers

On arrival at the Scrutineering venue, Competitors should collect their competition number panels and rally plates, if these have not been despatched in advance. These must be affixed prior to Scrutineering (see Article 3.10).

Article 21.2: Scrutineering

The Scrutineers will inspect all cars for period eligibility and for other compliance with these Regulations; and for general appearance and safety. Cars found not to be eligible, to be lacking equipment specified in the Regulations or Bulletins (including Article 3.5), or to be in an unsuitable or unsafe condition, will not be allowed to start.

The Scrutineers will report any ineligible cars to the Clerk of the Course, who may at his sole discretion allow them to start, possibly in a different class or outside the main competition.

This check is not a comprehensive safety inspection, and the Organisers and Scrutineers accept no responsibility for warranting or ensuring that any participating vehicle is in a safe or legal condition; the onus for this lies entirely with the First Driver.

No refund of entry fee or of other expenses will be made to any Competitor whose vehicle is not allowed to start, or is transferred to another class.

The following documents must be produced at Scrutineering:

- (i) the relevant FIA, FIVA or MSA vehicle identity document (see Article 3.9)
- (ii) current tax disc (if applicable) [delete vehicle registration document]
- (iii) valid UK MoT certificate, or equivalent in the country of registration
- (iv) documentary evidence required to establish period authenticity of vehicle and/or modifications

Article 21.3: Signing On

At Signing On, Competitors will be required to:

- (i) confirm the details set out in their Entry Form in respect of Crew and car, and report any amendments to these
- (ii) sign a legally binding declaration confirming that their vehicle, and all those who will drive it, are properly covered for third party insurance. The Organisers will accept no responsibility for warranting or verifying that the car is covered as required by law.
- (iii) sign an indemnity statement, as contained on the Entry Form
- (iv) show the driving licences of all drivers
- (v) show their HERO Membership Cards and Permit to take part (see Article 5.2)
- (vi) check and confirm their eligibility for awards
- (vii) collect final route details and other paperwork, check their contents, and sign that they have received all pages
- (viii) consult the Official Notice Board, and take note of its contents, and sign that they have done so
- (ix) submit team entries, if applicable

Article 21.4: Failure to Produce Documents

Competitors who fail to produce any of the crew or vehicle documents listed in Articles 21.2 and 21.3 may be allowed to start, at the discretion of the Clerk of the Course, who reserves the right to impose penalties and/or to require payment of a bond guaranteeing that the relevant documents will be furnished after the event.

Article 21.5: Final Inspection

At the Finish Control of the rally, Competitors may be required to make their cars available for a check by the Scrutineers. Failure to do so may result in EXCLUSION from the results and/or forfeiture of awards.

Cars found not to comply with the Regulations may be EXCLUDED.

SECTION VII: CLASSIFICATION - AWARDS - QUERIES AND PROTESTS

Article 22: Classification and Medal Systems

Article 22.1: Classification System

A General Classification will not be established, unless the ASRs provide for it. If they do, Classification will be by the number of marks lost.

To qualify as Finishers, Competitors must not incur any penalty of Exclusion, and must visit the following Controls while they are open: (i) the Start Control; (ii) the Finish Control of the rally; and (iii) any other Controls stipulated in the ASRs, Bulletins or Instructions.

Classifications will be established for each Class, based on the number of marks lost.

A handicap system allows any type or age of car a fair chance of succeeding, by means of shorter routes and slower set speeds for older cars on Road and Regularity Sections; and a Class Improvement system of marking on Tests.

Article 22.2: Summary of Gold Standard Criteria

Gold, Silver and Bronze Medals will be awarded to those achieving certain levels of performance - see Article 25.2.

Once a Medal is lost, it generally cannot be regained by fast driving elsewhere. For Medal success, it is better to lose 10 minutes at one Time Control (which is one failure to achieve Gold Standard), than one minute at each of two Time Controls (which represents two failures to achieve Gold Standard). Thus, a Gold Medallist may be beaten in his Class by a non-medallist who loses fewer marks.

To win a Medal of ANY kind, **Competitors must not lose marks anywhere other than at the kinds of Control and Test set out below.** At these, they must achieve the greatest possible number of Gold Standards, and **stay within the Maximum Penalty at that point**, which is the limit for Medal eligibility.

SMC, RMC, MC, TC, TCN: *Gold Standard:* zero marks; *ineligibility for any Medal:* loss of 1,800 marks

RSC: *Gold Standard:* zero marks; *ineligibility for any Medal:* loss of 900 marks

TP: *Gold Standard:* as published in ASRs; *ineligibility for any Medal:* loss of 300 marks

Normal Regularity Section: *ineligibility for any Medal:* loss of 600 marks

DORS: *Gold Standard:* as given in Section instructions; *ineligibility for any Medal:* loss of 900 marks

ORS: *Gold Standard:* as given in Section instructions; *ineligibility for any Medal:* loss of 900 marks, including start PC

Test: *Gold Standard:* as given in Test instructions; *ineligibility for any Medal:* loss of 900 marks

The ASRs may vary the above criteria.

Article 23: Summary of Penalties

Article 23.1: Exclusion:

A penalty of exclusion may be imposed for the following:

Articles 3.5, 3.6	possession of equipment prohibited by these Articles; use of a mobile telephone except in an emergency
Article 3.8	unroadworthy or illegally damaged car; excessively noisy silencing system
Article 3.10	removing or obscuring competition numbers
Article 6.3	unauthorised change of Crew
Article 6.4	change of car, or material alteration to car
Article 10.3	traffic offence (2nd violation); exceeding official speed limit by 50% or more
Article 10.4	failing to stop at a junction or other hazardous point, where instructed to do so (2nd offence)
Article 10.5	avoidable baulking (2nd offence); behaviour likely to bring the sport into disrepute (2nd offence)
Article 10.6	not handing in Incident, Damage and Retirement Declaration Form as required
Article 10.7	adverse report by Driving Standards Observer (2nd offence)
Article 10.8	bogus or frivolous use of SOS board (2nd offence)
Article 10.9	driving after consumption of alcohol
Article 12.3	falsifying or tampering with Time Card entry
Article 13.2	illegal servicing (2nd offence)
Articles 16.7,16.8,22	failing to visit during the time they are open the Start or Finish Control, or any other Control required for that event
Article 20	breach of Parc Fermé regulations (2nd offence)
Article 21.5	failure to make car available for Final Inspection; car found not to comply with Regulations at Final Inspection

Article 23.2: Penalties at the Discretion of the Clerk of the Course

Article 10.3	traffic violation reported by the Police
Article 10.5	abusive or violent behaviour
Article 21.4	non-submission of requisite documents at Signing On and/or Scrutineering

Article 23.3: Other Penalties

Penalties will be expressed in terms of marks lost, as follows:

(a)	Reporting at a Main Control (SMC, RMC, MC) after Maximum Permitted Lateness (Art 16.8)	1,800
(b)	Not reporting at a Main Control (MC; RMC other than those required to qualify as a Finisher) during the time it is open (Art 16.8)	3,600
(c)	Not reporting at a Time Control within Maximum Permitted Lateness; wrong approach to or departure from a Time Control; passing through a Time Control more than once; turning round in a Time Control; Maximum Penalty under (c), (e) and (f) at any one Time Control (Arts 16.2, 16.9)	1,800
(d)	Not reporting at a required Passage Control, Secret Control, Regularity Start Control or Test; not providing the required proof of passage at a Passage Control; wrong approach to or departure from such a Control; passing through such a Control more than once; turning round in such a Control; Maximum Penalty at such control (Arts 16.2, 16.9, 16.10, 17.2)	900
(e)	Reporting late at a Start or Restart Main Control or Time Control, per minute up to Maximum Permitted Lateness (Arts 16.6, 16.8)	60

(f)	Reporting at a Main, Start or Restart Main Control or a Time Control before Scheduled or earliest permitted Time, per minute or part thereof (Art 16.4)	120
(g)	Not complying with other requirements of the Road Book, Route Cards and other written instructions, or with a reasonable verbal instruction given by an Official provided he or she gives due warning of liability to penalty (Art 1.3)	600
(h)	Taking less than three-quarters of the time allowed on a Road Section of greater than four miles (6.4 km) between Main and/or Time Controls, or at Main Controls where early arrival is permitted (Art 16.5, <u>Art 16.6</u>)	600
(i)	Per second early or late at a Timing Point on a Regularity Section (Art 17.3)	1
(j)	Supplementary penalty for dual display electronic trip, per Regularity Timing Point due to be visited (Art 3.5)	5
(k)	Supplementary penalty for vehicle mounted average speed computer or similar device, per Regularity Timing Point due to be visited (Art 3.5)	15
(l)	Stopping on a Regularity Section, other than as permitted; reversing at a Regularity Timing Point (Art 17.1, 17.4)	60
(m)	Overshooting the Stop Astride Line at a Regularity Timing Point (Art 17.4)	5
(n)	Maximum Penalty that may be incurred at any one Regularity Section Timing Point, including not visiting, wrong approach or departure, etc, but excluding penalties under (j) and (k) above (Art 17.4)	300
(o)	Maximum Penalty that may be incurred on any one Regularity Section, other than penalties at the Regularity Start Control, but excluding penalties under (j) and (k) above (Art 17.4)	600
(p)	On an Observed Regularity Section, per second slower than the best performance in the class (Art 17.6)	10
(q)	On a Timed Test, per second slower than the best performance in the class, including time penalties for faults (Art 18.2); on an Observed Test, per second slower than the Time Limit (Art 18.3); on a Circuit Lap Consistency Test timed to the second, per second above or below Target Lap Time, each lap (Art 18.4)	10
(r)	On a Circuit Lap Consistency Test timed to 0.1 sec, per 0.1 sec above or below Target Lap Time, each lap (Art 18.4)	1
(s)	Failing to stop astride a line and/or restart correctly when required on an Observed Regularity Section (Art 17.6)	60
(t)	Not correctly completing, or taking the wrong route on, a Test (Art 18.2, 18.3); Maximum Penalty that may be incurred on any one Observed Regularity Section or Test attempted (Art 17.6, 18.2, 18.3, 18.4)	300
(u)	Not attempting an Observed Regularity Section or a Test (Art 17.6, 18.2, 18.3, 18.4)	900
(v)	Failing to stop where instructed to do so (Art 10.4); avoidably baulking another Competitor, unsportsmanlike behaviour or action likely to bring the sport into disrepute (Art 9.5); adverse driving behaviour report by Driving Standards Observer (Art 10.7); bogus or frivolous use of SOS board (Art 10.8): first offence under each Article	600
(w)	Removing or obscuring competition numbers (Art 10.3)	600
(x)	Illegal servicing, first offence (Art 13.2)	600
(y)	Breach of parc fermé regulations, first offence (Art 21)	600

Article 23.4: Team Classification

Teams of each type (Marque, Club/Ecurie, National, Golden Oldie) will be classified in order of the lowest aggregate number of penalties of the best three performances, providing at least three cars qualify as finishers.

Article 23.5: Tie Break

Dead heats for any individual award will be resolved in the first place in favour of the Competitor with the lowest penalty at the first Regularity TP. If this does not break the tie, the penalties at the second, third and fourth, etc, TPs are taken into account.

Ties for team awards will be resolved in favour of the Team with the lowest-scoring individual Competitor.

Article 24: Results, Queries and Protests

Article 24.1: Publication of Results

Interim Provisional Results for each day's Leg will normally be posted on the Official Notice Board prior to the restart the following morning.

Full Provisional Results will be posted on the Official Notice Board at the Rally HQ at the Finish at a time to be stated in the ASRs or later Bulletins. If no queries or protests are received, these will become Final Results

within 30 minutes of posting

Article 24.2: Queries

Competitors should address any queries concerning these results, and any other matter, in the first place to the Organisers. All Crews will receive a Query Form for this purpose, and additional forms are available on request.

Queries should be made in writing, preferably on the form provided, within 12 hours of the results in question being posted, so long as it is practicable for the Competitor concerned to do so. Queries must be handed in at a Main Control at the start or finish of a Leg. Replies from or on behalf of the Clerk of the Course will be posted on the Official Notice Board as soon as possible.

Article 24.3: Protests

Making a query does not invalidate the right of a Competitor to protest subsequently in writing to the Stewards. Any formal protest must be made within the period quoted above unless the matter has been the subject of an enquiry to the Clerk of the Course; in this case, it must be made within 30 minutes of the Clerk of the Course's reply being posted. All protests must be lodged in accordance with the rules of the MSA or FIA, as appropriate, and accompanied by the requisite fee. Any protest must be lodged by and on behalf of one single Crew, and may only be lodged against one single Crew or against the Organisers. The decisions of the Stewards are final.

Article 24.4: Competitor Liaison Officer (CLO)

One or more Competitor Liaison Officer (CLO) will be appointed by the Organisers, and named in the ASRs or a later Bulletin. The CLO's job is to assist Competitors in any way that might be required, to the best of their abilities, and in particular to help them with understanding the paperwork, and to act as a link between them and the Clerk of the Course or the Results Team in dealing with queries about the results. The CLO does not have formal powers to interpret the Regulations, or to adjudicate on them.

Article 25: Awards

Article 25.1: General Classification

If a General Classification is established, awards (two trophies per car) will be made for the first three places overall.

Article 25.2: Medals and Ribands

See Article 22.2 for a summary of Medal and Gold Standard Criteria. Medals will be awarded to Crews who

- (i) complete the whole route, by booking in at every Main Control (MC, SMC, RMC) and Time Control during their own Maximum Permitted Lateness, and at every other Control and Timing Point while it is open; and by attempting every Test and Observed Regularity Section; and who
- (ii) incur no penalties under Article 23.1, Article 23.2, or Article 23.3 (g), (h), (v), (w), (x) or (y); and who
- (iii) fulfil the criteria below

Gold Medals will be awarded in each Category, as defined in the final Entry List, to Crews who achieve the Gold Standard at every Control, Check, Timing Point and Test. If no competitor in a Category achieves this, Gold Medals will be awarded to the Competitor(s) in that Category achieving the greatest number of Gold Standards and complying with (i) and (ii) above.

Silver Medals will be presented to Crews who fail the Gold Standard on no more than two occasions, over and above the number of failures achieved by Gold Medal winners in their Category, and who comply with (i) and (ii) above. If no Crew achieves this, the above criteria becomes 'no more than three occasions'; if still no Crew qualifies, 'four occasions'; and so on.

Bronze Medals will be presented to Crews who fail the Gold Standard on no more than one occasion, over and above the number of failures achieved by Silver Medal winners in their Category, and who comply with (i) and (ii) above. If no Crew achieves this, the above criteria becomes 'no more than two occasions'; if still no Crew qualifies, 'three occasions'; and so on.

Blue Ribands: two medallions with blue ribands will be awarded to non medal winners who visit every Main Control (SMC, RMC, MC), Time Control (TC, TCN), Regularity Start Control, and attempt every Test, while they are open.

Red Ribands: two medallions with red ribands will be awarded to other Crews who qualify as Finishers, unless some other form of Finishers' Award is stipulated.

Article 25.3: Team Awards

The Marque Team Prize: six trophies will be awarded to the best placed

marque team of three cars.

The National Team Prize: six trophies will be awarded to the best National Team of three Crews, whose First Drivers are nationals or residents of the country concerned. England, Wales, Scotland, Northern Ireland, the Isle of Man and the Channel Islands will be considered as separate countries.

The Ecurie Team Prize: six trophies will be awarded to the best placed Club or Ecurie Team.

The Golden Oldie Team Prize: six trophies will be awarded to the best team of any three cars from Age Categories A and B.

Article 25.4: Class Awards

Two trophies per car to Crews winning or placed in their Class, based on the principle of one award per three cars in the Class (1-3 cars, 1st only; 4-6 cars, 1st & 2nd places; 7-9 cars, 1st, 2nd & 3rd places; etc).

Article 25.5: Other Awards

The Ladies' Prize: two trophies for the best performance by an all-lady Crew; if no all-lady Crew finishes, this will be awarded to the best Crew whose bona fide First Driver is a lady.

The Charity Shield: two trophies for the Crew in any division of the event (including any associated touring event) raising the biggest sum for one or more registered charities.

The Veteran's Prize: two trophies for the oldest car qualifying as a Finisher.

The Absolute Beginners' Trophy: to the best Crew of which every member is competing on his or her first rally or classic trial of any kind.

The Test Pilot's Trophy: to the First Driver of the Crew achieving the lowest aggregate scratch penalties on those Tests which all Competitors must tackle; any driver incurring a Maximum or Absolute Penalty on one of these Tests is ineligible.

The Clockwatcher's Cup: to the navigator of the car achieving the lowest average loss of marks at Regularity Timing Points tackled by its Category. This will be presented to the Second Driver unless the First Driver nominates another Crew member.

Concours Awards: to the entrant of the best car overall, and in each Category (see Article 26, below)

Nationality Awards: to the best First Driver of each nationality, as declared on the Entry Form. England, Wales, Scotland, Northern Ireland, the Isle of Man and the Channel Islands will normally be considered as separate countries.

Marque Awards may be made to the best Crews in certain makes or models of vehicle.

In all cases except the Concours, the Test Pilot's Trophy and the Clockwatcher's Cup, two medals or trophies per car will be given. Competitors may win more than one award.

The awards list may be varied in the ASRs.

Article 26: Concours d'Elegance, de Confort et d'Equipement

This will be a separate event, and not part of the main competition. Cars will be judged at the Start, during the event and at the Finish for originality, level and appropriateness of equipment, Crew apparel, attention to period detail, and stylishness.

One trophy will be awarded for the best overall, and one for the best in each Category. Only Finishers will be eligible.

Article 27: Insurance

The ASRs will give details of insurance arrangements.

Article 28: Interpretation and Adjudication

"Organisers" means the Historic Endurance Rallying Organisation (HERO) Ltd, or its successors to whom responsibility for the organisation of the event may be wholly assigned. "Regulations" means these Regulations as at herein, and as supplemented, varied or modified from time to time.

Save where provided otherwise, the signatories to the entry form shall be jointly and severally liable under the Regulations.

All communications shall be given to the First or Second Driver or otherwise as determined by the Organisers. Any communication signed by the any member of the Crew shall be binding on all Crew members.

The validity, construction and interpretation of the Regulations, the Entry Form and other documents issued to competitors shall be governed by English law, and the Courts of England shall have exclusive jurisdiction. All parties shall however use their best endeavours to settle any dispute amicably and without resort to law.

All sums of money are expressed in pounds sterling (GBP).