

HERO - the Historic Endurance Rallying Organisation:

Scottish Malts Reliability Trial & Classic Car Tour

30th April to 4th May 2007

Scottish Malts Reliability Trial 2007:

Additional Supplementary Regulations

as at 1st July 2006

Provisional Programme

| | | | |
|---|------------|-------------|---|
| Thur | 31.08.2006 | | End of discounted fee of GBP 2,975 (see section 7.1) |
| Tues | 31.10.2006 | | End of discounted fee of GBP 3,175 |
| Wed | 31.01.2007 | | End of discounted fee of GBP 3,350 |
| Sat | 31.03.2007 | | Entry list closes; the Organisers reserve the right to accept late entries |
| Sun | 29.04.2007 | 11.00-16.00 | Scrutineering - venue TBA |
| | | 11.30-17:00 | Signing-on - Highland Hotel, Stirling |
| | | 20:00 | Welcome dinner - Highland Hotel |
| Mon | 30.04.2007 | 07:30 | Leg One |
| | | | Stirling to Aviemore via Loch Lomond and Blair castle |
| Tues | 01.05.2007 | 07:30 | Leg Two |
| Wed | 02.05.2007 | 07:30 | Leg Three |
| Thur | 03.05.2007 | 07:30 | Leg Four |
| Whilst the order in which the proposed routes for legs two, three and four has not yet been finalised, the three loops will start from Aviemore and will take crews to Speyside in the East via Elgin and distilleries such as Glenfarclas, to Littleferry in the North East via places such as Balnagown Castle and to the Western Highlands | | | |
| Fri | 04.05.2007 | 07:30 | Leg Five |
| | | | Aviemore to the finish at Falkirk via Glen Shee and Balmoral |
| | | 19.30 | Provisional results posted |
| | | 20.00 | Banquet and awards presentation |

The above times are scheduled times of first car. This programme may be amended. See also the route information and hotel details given on the Provisional Itinerary, published separately.

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

Article 1.1: Definition and Status

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

The Scottish Malts Reliability Trial will be run under a permit issued by the MSA UK open only to members of the promoting Club (subscription included in entry fee for new members) in compliance with the FIA International Sporting Code; the Regulations of the MSA UK; the HERO Standard Regulations for Historic Reliability Trials and Regularity Rallies version 2 or as amended by a later version (HSRs - please ring the HERO office if you do not have a copy); these Additional Supplementary Regulations (ASRs); and further Bulletins for the event, which may amend these ASRs and the HSRs.

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

Article 1.2: Officials

Stewards

Clerk of the Course

Deputy Clerk of the Course

Secretary of the Meeting

Chief Marshal

Chief Timekeeper

Chief Scrutineer

Results Service

The names of other officials will be published later.

Article 1.4: Official Notice Boards

Official Notices will be posted at Rally HQ at the Start, the Aviemore Highland Resort, at the Finish, and any other locations to be announced.

Article 3.4: Categories and Classes

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

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

Article 6.2: Maximum and Minimum Number of Entries

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

Article 6.3: Changes of Crew

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

Article 7.1: Entry Fees

The entry fee for a crew of two is **GBP 2,975 until 31st August 2006; GBP 3,175 from 1st September 2006 to 31st October 2006; GBP 3,350 from 1st November 2006 to 31st January 2007; GBP 3,475 from 1st February 2007 until close of entry.** This includes:

- Rally participation
- Lunch on each of the five days of competition
- Six nights accommodation (crew of two sharing) and evening meals for the nights of Sunday 29th April to Friday 4th May inclusive
- Welcome dinner
- Awards presentation banquet at Stirling Castle
- Social evening and distillery tour
- Finishers' awards in the form of a Malts rack & set of ten whisky miniatures per crew member
- Generous awards list
- Detailed Road Book (Comprehensive map book for Tour entrants)

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Rally Results International

- **Two rally plates and side number panels**
- **Souvenirs and apparel**

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

- single rooms for original crew of two (subject to availability): GBP 985 per crew
- additional crew members in single rooms: GBP 1,300 each
- third & fourth crew members sharing a room: GBP 815 each.

Article 7.2: Refund of Entry Fees

Participants withdrawing by 15th January 2007 will receive a full refund; those doing so after that date but by 15th March 2007 will receive a 50% refund. After 15th March, the Organisers reserve the right to retain the full entry fee; no refund will normally be made to non-starters.

Article 10.4: Road Safety and Courtesy

Add:

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

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

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

Article 11.1: Route Description

The total distance of the event will be about 1,100 miles, and the entire event takes place on tarred roads apart from a few of the tests which may utilise non asphalt, but smooth, surfaces. Many minor Scottish asphalt roads are undulating or bumpy, and whilst the organisers have eliminated the worst sections, competitors are advised to ensure that their car's suspension is strong, its ground clearance sufficient, and its underside protected.

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

Article 11.2: Road Book and Other Instructions

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

Article 13.1: Fuel

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

Article 16.1: Types of Control

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

Article 17.4: Timing Points (TP)

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

Article 18.4: Lap Consistency Tests

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

Add: Competitors are reminded that Lap Consistency Tests are not tests of speed, and that any competitor who in the opinion of the Test

Observers deliberately drives at an excessive speed or in a dangerous or thoughtless manner will be **EXCLUDED** from the event.

Article 22.1: Classification System

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

Article 23.1: Exclusion

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

Article 23.3: Other Penalties

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

Article 25.1: Awards for General Classification

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

Amongst awards presented to eligible crews will be:

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

Article 27: Insurance

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

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

EGGAR LAWSON DECLARATION

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

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

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

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

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

Competitors providing their own cover whilst participating in the event will not be required to pay the Eggar Lawson premium.

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Scottish Malts Reliability Trial & Classic Car Tour
30th April to 4th May 2007
Scottish Malts Classic Car Tour 2007:
Additional Supplementary Regulations
as at 1st July 2006

1. Announcement. The Scottish Malts Classic Car Tour will take place from 30th April to 4th May 2007. It is not a motor sporting competition. It is promoted by HERO - the Historic Endurance Rallying Organisation. Its use of the public highway in the United Kingdom is authorised under the statutory Motor Vehicles (Competitions and Trials) Regulations 1976 as "an event in which, as respects such part of the event as is held on a public highway, merit attaches to a competitor's performance only in relation to good road behaviour and compliance with the Highway Code".

2. Provisional Programme. Pre-event formalities, the start, daily restart locations and finish formalities will be similar to those of the Reliability Trial, although times may differ and will be notified.

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

4. Eligible Participants. Invited crews of two or more, in cars made before 31st December 1981. No competition licence is necessary. All crew members must be members of HERO - subscription included in entry fee for new members.

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

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

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

6. Route, Navigation and Driving Behaviour. The full route will be about 850 miles mainly on A and B class roads. Detailed, but simple route instructions, requiring minimal navigation skills, will be provided with a comprehensive map book. However, it is not compulsory to follow this route. On one particular day entrants who wish to learn more about Reliability Trials will be provided details of the route being taken by the competitors on the Reliability Trial on the understanding that this route is travelled at a different time.

Touring notes will also be provided, drawing attention along the way to places of interest, and to historic and other attractions close to the route. You are free to visit as many of these as you wish, within the constraints of the general time schedule.

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

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

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

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

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

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

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

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