



Photo: Will Broadhead



HERO-ERA

Standard Regulations

Version 11 - January 2026

HERO Events Ltd
138 Southern Avenue, Bicester Motion, Bicester, OX27 8FY



HERO-ERA



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SECTION I – PROVISIONAL PROGRAMME

The provisional programme for each individual event will be published in the Additional Supplementary Regulations (ASRs) for the event.

SECTION II – ORGANISATION

Article 1: Organisation

Article 1.1: Definition and Status

These HERO-ERA Standard Regulations (HSRs) govern events organised by HERO-ERA, 138 Southern Avenue, Bicester Motion Heritage, Bicester, OX27 8FY, UK. Telephone +44(0) 1869 254979; E-mail: infoenquiries@hero-era.com; Website: www.hero-era.com.

HERO-ERA is a motor club recognised by Motorsport UK (Britain's FIA ASN) for the promotion of competitions. Through Motorsport UK, it is affiliated to the FIA (the Fédération Internationale de l'Automobile), the World Governing Body for Motor Sport. Through the FBHVC (Federation of British Historic Vehicle Clubs) it is also affiliated to the FIVA (Fédération Internationale de Véhicules Anciens).

HERO-ERA 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 that the events, are run in compliance with:

- The FIA International Sporting Code, and in particular Appendix K.
- The FIVA Events Code.
- The Motorsport UK National Competition Rules
- The national regulations applicable.
- These HERO Standard Regulations.
- The Additional Supplementary Regulations (ASRs) and further bulletins for that event, which may amend these HSRs and the ASRs.
- 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 at signing on.

Article 1.2: Officials

Officials will be named in the ASRs or later bulletins.

Article 1.3: Officials, 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 1 minute up to EXCLUSION, 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.

Properly appointed officials and marshals who have signed on will be deemed to be Judges of Fact within their own area of competence and responsibility. Judges of Fact (with the exception of Driving Standard Officers) 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 in these HSRs, specifically 10.1, 10.2, 10.3, 10.4, 13.2 and 18.

Note: Competitors when signed on for an event accept that any signed on marshal and/or official is able to report on all aspects of the event, and that no protest or appeal can be made against a judge of fact in relation to a statement of fact.

Article 1.4: Official Notice Board

The Official Notice Board will normally be accessed via a website or App, details along with any passwords will be specified in the ASRs or later bulletins. In unusual circumstances, a physical notice board may replace the online Official Notice Board, any changes to this effect will be notified by an official bulletin. It is the competitor's responsibility to ensure they locate, regularly check and take note of all information displayed on the Official Notice Board.

SECTION III – GENERAL CONDITIONS

Article 2: Description of the Event

Article 2.1: The Concept of a Regularity Rally

Historic Regularity Rallies organised by HERO-ERA 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 distance, 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.
- (iii) The field will be divided into classes based on vehicle age, cc and/or body type.
- (iv) A General Classification will be established (with the exception of Le Jog), based on the lowest penalties incurred; this will be confirmed 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 within the ASRs may be liable to amendment.
- (ii) The route will be divided into legs, normally one per day. The number and duration of these will be specified in the ASRs.
- (iii) Overnight halts will be specified in the ASRs. These may be amended by official bulletins or other written instructions.
- (iv) During each leg, there will be Time and possibly Passage Controls or Route Checks, whose locations will be given. There may 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 if deemed necessary or appropriate by the control marshal or other event official.
- (vi) Lateness at one Main Time Control or Time Control may be carried forward without penalty to the next and subsequent Main or Time Controls, but must be as far as possible regained at the next Main or Time Control whenever possible.
- (vii) Lateness may be recovered at a Main Time Control or Time Control, see Article 16.6.
- (viii) During each Leg of the event, there will normally be one or more Regularity Sections and/or Special Tests. These are timed independently of Main Time Controls and Time Controls. Apart from Allocated Start Regularities (see Article 17.2), competitors may visit Regularity Section and Special Tests at any time they are open, provided that all control points are visited 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.
- (x) Special Tests will be run on a Class Improvement system, whereby the best car in each class has zero penalties.
- (xi) The average speeds set on open public roads will be in accordance with the motor sport rules/regulations and the laws of the countries traversed.

- (xii) Unless the ASRs stipulate otherwise, the route, as well as the location of Time Controls, Passage Controls, neutral sections, etc, will be described in detailed route instructions or a route 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 as per the event ASRs or other official bulletins or notices.

Article 2.3: Unit of Distance

Unless specified differently in the event ASR's, the official unit of distance will normally be the British Standard mile on events run mainly or wholly in Britain, and the SI kilometre on other events. However, route book and route instructions may 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 on examination of images provided at receipt of entry, or at scrutineering 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 (FIVA or Motorsport UK) 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 design; and (ii) all other elements must be of appearance, design, materials and dimensions known to have existed during the period for which the vehicle is entered, apart from the exceptions set out below.

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 vehicle'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 class in which it must run. Vehicles must comply with the Historic Road Rally Car regulations as per the Motorsport UK National Competition Rules.

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, and no refund of entry fee will be made in this case.

No spare fuel or glass items such as bottles, may be carried inside of the passenger compartment. All heavy items must be securely fastened down; in particular:

- (i) Battery
- (ii) Spare fuel container(s) (which must be of a legally permitted type)
- (iii) Spare wheel(s), jacks and other spares and toolboxes
- (iv) Baggage, tools and other items carried inside the passenger compartment

Article 3.2: Classes

The entry will be split into categories and classes. Categories will initially match Motorsport UK categories and may be split or merged if sufficient numbers are not met. Classes will be structured according to the entries received in order to offer the best sporting challenge to the greatest number of competitors. The ASRs will include a provisional list of classes.

- (i) The Organisers reserve the sole right to determine: the class of each entry, the demarcation of models and model variants and their status as saloon or sports cars (which need not reflect period practice). The final class structure will be confirmed in the Official Entry List.
- (ii) The engine capacity of cars with forced induction or fitted with a rotary engine will be considered to be increased by 70%. Forced induction rotary engines will be considered to be increased by $70\% \times 70\% = 189\%$.

Each and every component used on an entered car must be identical in every way to a component on public sale within period, except for specific non-period items permitted in these regulations. Cars fitted with prohibited non-period components or otherwise found not to conform to the regulations may be refused permission to start, incur a penalty determined by the Clerk of the Course or placed in another class. No entry fees will be refunded, nor any other expenses reimbursed to competitors who are refused permission to start.

Car not conforming to these Regulations

Start Refused / Class Transfer and/or penalty as above

Article 3.3: Trip-meters and Clocks

Trip meters may be fitted to a competing car, they may be driven by a pulse or GPS sensor and have up to three display windows.

Please note though that ONLY trip meters driven by a GPS sensor may have an average speed function. If any device driven by a pulse sensor has an average speed display, or any type of trip meter or device has a light system (or other process) to indicate if the car is ahead or behind of an average speed, then a penalty of five minutes per day/leg will be applied. Electronic speed tables are not permitted.

In addition to the trip meter a maximum of two additional driver display windows may be fitted, these may either be slave unit to the main trip meter or driven off separate sensors. A separate single window driver display for a clock is also allowed.

Neither the trip meter nor additional display units may have any form of programming – i.e. the ability to pre-programme any distances or speeds into the trip meter. The process to calibrate a trip meter to match the organisers distance is not considered to be programming.

Trip meters, clocks or other devices which have the functionality to adjust time by an offset (against the event or other schedule) to assist crews in calculating their due time at any point of the route, are not allowed.

Although we do not intend to publish a list of permitted trip meters we would recommend that if you are in any doubt as to whether the “system” you wish to use complies with these regulations please send us details of the manufacturer / model and we will then confirm or seek clarification from the manufacturer.

Article 3.4: Prohibited Equipment

Competitors must not carry any form of intercom (i.e. any method of voice amplification) unless medical certification can be provided to justify their use, or any radio transmitting device. Exceptionally, mobile phones may be carried for emergency use, but they must be switched off at all times during the event with the exception of rest halts. For multi day events and with the exception of rest halts, mobile phones must be switched off between the MTC at the start of the day/leg and the MTC at the finish of the same day/leg.

Use of mobile phones to access electronic, satellite or Internet based mapping / imagery

Five minutes up to exclusion

Any device spotted in use by a competitor from the point they sign on and receive their route book, intended for looking or searching mapping or satellite imagery, will also see the penalty applied.

Certain equipment is capable of being used to provide an unfair advantage during Regularity Sections. The following equipment must not be carried in a competing car between the Start and Finish Controls each day, unless specifically permitted by the Clerk of the Course (e.g. in the case of a tracker fitted as part of a vehicle security system):

- (i) Laptop or hand-held computers
- (ii) Electronic personal organisers
- (iii) Programmable electronic calculators
- (iv) Two-way radios
- (v) Satellite navigation units
- (vi) Tracker beacons (unless forming part of an in-car security system)
- (vii) GPS receivers unless allowed under the ASRs

- (viii) Black-spot location warning devices that rely on GPS technology to indicate specific locations and which are capable of calculating vehicle speed
- (ix) Any form of electronic equipment intended to assist in attaining regularity speeds e.g. Fivaclock

Possession of above devices in passenger compartment

Confiscation till end of event and penalty of 1 minute up to EXCLUSION

On all events, unless the event is run entirely in daylight or the ASR's state differently, a maximum of two forward facing auxiliary lights may be fitted (none permitted at all for cars with four headlights).

All lamps must be of a period design. No more than two auxiliary driving lamps may be fitted – the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm. One adjustable non-working roof lamp fitted as a decorative period feature will not be counted in this regulation. A legal reversing light may be fitted in addition to any reversing lights provided by the manufacturer. – Note: The maximum legal wattage of a reversing light is 21 watts.

Halogen lamp bulbs may be used provided they comply with current EU lighting regulations. High intensity gas discharge and LED headlamps or auxiliary lamps are strictly prohibited. The actual current consumption of bulbs may be checked at any time during the event.

The fitting of a bulb with missing, illegible, or apparently altered markings, or any bulb which tests at a significantly higher consumption to its marked rating, will be penalised as unsporting behaviour.

1 minute up to EXCLUSION

Alternators are permitted in all classes.

Studded or spiked tyres are prohibited except when specifically permitted in the ASRs. Snow chains are permitted. The size of the wheel may not differ from that originally fitted by more than 10% on nominal diameter, and by 1 inch (25.4mm) on nominal width. Vehicles originally fitted with 10 inch diameter wheels may increase to 12 inch diameter wheels.

Penalty for use of equipment prohibited under this Article

1 minute up to EXCLUSION

The organisers reserve the right to search cars or use other means including secret checks to ensure compliance with these regulations.

Article 3.5: 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 as a minimum:

- (i) A hand-held fire extinguisher of at least 1.75 litres AFFF or alternatively 2 extinguishers of 0.9 litres AFFF securely mounted inside the car within easy reach of both front-seat crewmembers. If the car is fitted with a plumbed-in system, an additional hand-held extinguisher must be carried so that assistance can be offered to other competitors. Two Fire Safety Stick extinguishers of a minimum 50 seconds each are also permitted as an alternative.
- (ii) First aid kit, warning triangle and tow rope
- (iii) Spill Kit
- (iv) Seatbelt cutter / window glass hammer
- (v) Groundsheet – oil impervious
- (vi) SOS/OK Board
- (vii) Full harness seat belts may be fitted. Where vehicle regulations stipulate that seat belts should be fitted, these must be correctly adjusted and worn by both crew members at all times during the event.

<i>Car lacking required safety equipment</i>	<i>Start Refused</i>
<i>Breach of vehicle technical regulations</i>	<i>Start Refused / 1 minute up to EXCLUSION</i>
<i>Where fitted, failure to wear correctly adjusted seat belts</i>	<i>30 seconds up to EXCLUSION</i>

NOTE:

- (i) Some countries require hi visibility “safety” waistcoats to be carried in all vehicles and for these to be worn by the crews when attending to a vehicle at the side of the road.
- (ii) Some countries require cars to carry a spare set of light bulbs and/or breathalyser equipment.
- (iii) Under body protection is optional but highly recommended. Brake and fuel lines should 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 which are joined only by screwed sealing joints.

Article 3.6: Vehicle Damage

All cars will be inspected for body damage at scrutineering.

At the final control the vehicles will be inspected for damage and any damage will be considered as being any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreens, windows, lamps and bumpers) above the horizontal plane at the wheel centre will result in the competitor being excluded from the results.

Once the event has started, no car will be allowed to continue if damage exceeds the level above.

If the competing car also has a damaged or an excessively noisy exhaust, then until repairs are carried out to the satisfaction of the event officials it will not be allowed to continue.

All competitors must complete the damage declaration form on finishing or retiring from the rally, under penalty of EXCLUSION.

Article 3.7: Vehicle Identity Documents

If an event is run under a FIVA permit, a FIVA Identity Card for the vehicle is recommended but not essential and should be produced at Scrutineering. Cars must conform to the document produced.

UK Competitors wishing to acquire a FIVA Identity Card for their car should refer to:

www.fiva.org/en/commissions/technical-commission to make an online application. Overseas competitors must apply for this document through their own FIVA ANF. If their FIVA ANF is unable to supply this document, they should contact HERO-ERA.

Article 3.8: Rally Plates and Competition Numbers

The organisers may supply each crew with two rally plates which carry the car's competition number (see Article 21.1). These must be securely fixed prior to the start of the event 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 300mm x 300mm, will be provided by the organisers. These must be fastened on both sides of the car to the front doors or adjacent panels. All official identification must be visible at all times.

Removing or obscuring competition numbers

1 minute up to EXCLUSION

Competition numbers must be removed or obscured on retirement or on completion of the event whichever is the earlier.

Article 4: Signage on the Car

Article 4.1: Advertising

On events run under a Motorsport UK permit, vehicles must comply with the Motorsport UK National Competition Rules, which allow advertising up to a total area of 1250cm² on events held between 07:00 and 22:00hrs. In addition, period advertising forming part of the provenance of a vehicle (e.g. on an ex works car) may be allowed. Please contact the HERO-ERA office for confirmation.

On events run under FIA or FIVA 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 500cm x 140cm. These must be immediately adjacent to each of the side panel competition numbers. 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 will be displayed on the rally plates and number panels.

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 100mm x 400mm.

Each crew member's national flag may be shown alongside their name. Alternatively, one national flag up to 100mm 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 100mm x 100mm. Small souvenir logos and stickers from other rallies in which the car has participated are permitted. However, competition numbers, identification plates and advertising decals 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 as its crew. A crew is made up of the first driver, the second driver (or navigator), 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 12.

On some longer events 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 and have a full 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 Event Secretary or Clerk of the Course.

Article 5.2: Eligible Competitors

The event is only open to HERO-ERA Club members unless running under a permit for members of invited clubs to compete. As a minimum, each Crew member must hold a HERO-ERA Club Membership Card along with a Motorsport UK RS Clubman Competition Licence.

Article 5.3: Crew Identification

All Crew members will normally be issued with an official identity badge. This should be worn at all times during the event and the ASRs may indicate that it is obligatory to wear the ID tag at certain social functions.

Article 6: Entries

Article 6.1: Entry Applications

Applications for entry must be made on the official website. This must be completed in full at least in respect of the car and first driver, by whom it must be signed.

The Organisers should receive this entry form by the closing date specified in the ASRs, although they reserve the right to accept late entries or reject an entry at their discretion. Any details not given on the entry form should be forwarded to the Organisers as quickly as possible, prior to signing on.

An indemnity form with original signatures of all members of the crew, including extra passengers must be completed prior to signing on or a start will be refused.

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 Event Secretary or 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 remain 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 Event Secretary or Clerk of the Course is obtained prior to signing on. The entry fee does 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 arranging and paying for any additional 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 but they will try and assist with additional requirements when necessary.

Once the event has started, new crew changes will be permitted only under exceptional circumstances, and with the written consent of the Event Secretary or Clerk of the Course.

Unauthorised change of crew

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.

Competitors are reminded that car and/or crew changes may affect the crew's eligibility for team and other awards, and the eligibility for team awards of other members of a team affected by a change of car.

Competitors may not change cars after Scrutineering. 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

Team entries will be chosen at random at signing on by competitors and/or officials.

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 and within the timeframe specified therein.

Article 7: Entry Fees and Insurance

Article 7.1: Entry Fees

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

Article 7.2: Refund of Entry Fees

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

The entry form will specify dates by which certain levels of refund may be claimed, and/or set out an instalment scheme for payment.

Entries which are fully paid up may, by the written agreement of the Event Secretary or Clerk of the Course, be transferred to another person (whether or not they are in the same crew), who must then sign 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 cancelled or 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 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 regulations 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 event Regulations. ~~If time permits, Bulletins issued before the event will be sent to nominated competitors and uploaded to the event website.~~ These and other Bulletins will be posted on the Official Notice Board and elsewhere; in some circumstances they may also be issued to the participants (who must acknowledge receipt by signature). 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.

SECTION IV – OBLIGATIONS OF PARTICIPANTS

Article 10: Competitors' Responsibilities and Behaviour

Article 10.1: Competitors' Responsibilities

Any crew who has a penalty greater than 5 minutes applied under Article 10, will not be eligible for an overall or class award.

Advance practicing or reconnaissance of the rally route, use of pace notes, use of unauthorised maps or other route finding information on the event are all contrary to the spirit of the rally and are STRICTLY PROHIBITED.

Practice or reconnaissance **1 minute up to EXCLUSION**

Use of pace notes, unauthorised maps and other route finding

Information **1 minute up to EXCLUSION**

The full crew must be on board the car throughout the event, except when the car is stationary or adjacent to a Control. Persons not signed on as the crew of a car will be termed as passengers.

Breach of crew requirements **1 minute up to EXCLUSION**

The carrying of passengers, except in an emergency **1 minute up to EXCLUSION**

A competing car must not be towed, pushed or transported by another vehicle, except to bring the car back onto the road, or to clear the road.

Improper movement of vehicle **1 minute up to EXCLUSION**

The competing crew, except for any breakdown assistance the organisers may provide, must undertake all servicing. Other than that provided by rally officials, ORGANISED SERVICE ASSISTANCE IS EXPRESSLY FORBIDDEN. The facilities of roadside garages, motoring organisations and service stations may be used providing their services have not been pre-arranged.

Servicing contrary to the regulations **1 minute up to EXCLUSION**

During the event, certain areas may be declared as Parc Fermé, where working on the car is not permitted. Exceptionally within Parc Fermé a competitor may:

(i) Replace a wheel with a flat tyre by a wheel and tyre carried in the competing car

(ii) Clean lamp glasses, windscreens, windows, identification markings and vehicle registration numbers

Parc Fermé rules will generally apply to a radius of 25m from all control points.

Infringement of Parc Fermé rules **1 minute up to EXCLUSION**

All cars must carry a non-porous groundsheet covering the entire area of the underside of the car which must be secured beneath the car at overnight halts and at any other location indicated in the route book.

Failure to carry car groundsheet **Start Refused**

Failure to ensure protection by groundsheet of designated car parking area **1 minute up to EXCLUSION**

No form of satellite navigation, electronic regularity calculator, personal organisers or similar equipment may be accessible within the car. The use of electronic intercoms is not allowed unless approved for medical reasons.

*Use of prohibited electronic equipment**1 minute up to EXCLUSION / plus confiscation of the equipment*

Competitors must make every effort to ensure they do not delay other competitors, particularly on regularity sections and special tests. If caught by another car, it is obligatory for drivers to pull over or even stop to let the other car pass. Please follow the following guidelines if you catch someone or get caught:

Car 1 (the car behind)

- (i) Establish if you are significantly 'late' – there is no point in going past if you are then going to slow down to 20mph right in front of them!
- (ii) Flash your headlights once so the car in front knows you wish to pass

Car 2 (the car in front)

- (i) Acknowledge car 1's 'request' by indicating left-right-left, briefly putting on your hazard warning lights or waving your arm clearly (not ideal in the dark...)
- (ii) Immediately start to look for opportunities to safely pull over, e.g. side roads, farm entrances, laybys, passing places.
- (iii) Indicate and pull over when you find somewhere, remember there may be more than one car behind you so be careful to let them all pass.

Car 1

- (iii) As you pass, sound your horn (except during the hours of darkness), indicate or flash your lights to say, 'thank you'. (Also thank the driver in person at the next control or halt, where possible)
- (iv) If you arrive at the next control early and are waiting, on a TC section, leave room for the car behind to pass, if they wish to.
- (v) If car 2 fails to acknowledge after repeated flashes, you should remain at a safe distance and keep trying to attract their attention.

Car 1 must remember not to intimidate car 2 by following too closely or with lights and spot lights on full beam. This could easily result in an accident involving both cars. Also, consider the conditions. If it is foggy, you may not be able to go any faster when you do get in front!

Car 2 if YOU catch another car with car 1 already behind you and wanting to pass, you can follow the same procedure to 'request' to pass, but you must also still look for the opportunity to let car 1 pass you. At no point should you be drawn into driving faster to try and stay ahead of the car behind – it is more sensible to allow them past and try to follow them.

Cars who are repeatedly reported to the organisers for failing to pull over will receive a penalty.

If you pass a slower competitor on a neutral 'link' or 'road' section, you must then allow space for the slower car to regain their original road position at start of a regularity or test. This may also apply at the start of a time control section.

*Deliberate baulking or blocking of road**1 minute up to EXCLUSION*

To protect the smooth running of the rally, it is vitally important that competitors inform the organisation of any accident or incident during the course of the event, which involves any other person or property, or any incident attended by a police officer or local authority official. On retirement or at the end of the event all competitors are required to complete a damage declaration identifying any incident and its location, involving damage to property or other vehicles irrespective of blame. In addition, any incident attended by a police officer or local authority official must be notified to the organisers within 24 hours.

*Failure to declare to organisers any incident involving persons or property**1 minute up to EXCLUSION*

Failure to declare to organisers any incident attended by police or local authority official

1 minute up to EXCLUSION

It is essential that competitors who retire from the rally during the course of the event ensure that the Rally Secretariat know of their decision to withdraw and that they return their damage declaration and time card to the Organisers within 5 days.

Failure to inform the organisation of withdrawal from the event Up to £100 fine

Throughout the event competitors must strictly observe all traffic laws and regulations. Driving at excessive speed or in a manner likely to bring the sport into disrepute or being reported for any driving offence committed during the rally, may be penalised by the Clerk of the Course at his sole discretion.

Contravening traffic laws, excessive speed or negligent driving 1 minute up to EXCLUSION

Behaviour likely to discredit the event or arouse adverse public opinion 1 minute up to EXCLUSION

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. If the organisers deem it fairer to do so penalties can be amended in certain circumstances; any such actions are discretionary and not subject to discussion or appeal.

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: SOS/OK Board

Competitors must carry an SOS/OK board (see Article 3.5 (vi)). 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. In the event that a stationary car is displaying a SOS board, following competitors MUST stop to offer assistance. If no board is displayed and the crew is not visible, then following competitors must also stop.

Incorrect use of the SOS/OK Board

1 minute up to EXCLUSION

Article 10.4: Alcohol and Drugs

No member of a competing crew may, on any day during the running of the event, consume alcohol or take drugs that are likely to affect their ability to drive or concentrate or which are on any banned substance list prior to completing that leg. Where there is more than one leg in a day, this article is extended to completion of the final leg of the day. Competitors must not drive a vehicle of any kind after consuming alcohol. As with all sporting events the use of certain drugs is prohibited. These are as stipulated by the International Governing Body.

Consumption of alcohol or prohibited drugs

Immediate EXCLUSION

Article 11: Route and Navigation

Article 11.1: Route Description

The event web page 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: Route 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 route book will be provided to competitors. This will describe the route by means of tulip diagrams or instructions and may be supplemented by other information, town plans, etc. **Note:** Figures for cumulative times and distances will always be definitive.

Article 11.3: Maps

Details of any required or recommended maps will be issued in advance of the event.

The detailed route information provided (see Article 11.2) will have been checked using the latest editions of the specified maps. The organisers will not consider any query resulting from the use of earlier map editions.

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.

Loss of chip and/or timecard £50 fine

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 Time and Time Controls, the time of arrival will normally be the time at which they do this. At manned 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 marshals on their own check sheets. With the exception of Regularity Self Start Controls, times and signatures may be entered only by the marshals. The written entry on the time card will be deemed to be the official record of the time – subject to Article 12 .4.

The onus is on competitors to;

- (i) Ensure that marshals have recorded the time and signed the time cards
- (ii) Query any suspected error immediately, before leaving the control
- (iii) Record correctly in ink, the required information at passage controls and/or route checks prior to the next manned control
- (iv) Write any specific information immediately in the correct space; and
- (v) Hand in time cards 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 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.

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 their 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 amended in this way.

Falsifying or tampering with an entry on a time card

EXCLUSION

Article 12.4: Erroneous Times

If the Clerk of the Course has reasonable grounds to believe that a time given to a competitor is erroneous, they have the power to replace this time with another of 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.

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 route 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; they 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, unless otherwise permitted at overnight halts in the ASRs.

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, 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, or supplied by a motoring organisation.

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.

Use of prearranged assistance

1 minute up to EXCLUSION

Article 13.3: Assistance from the Organisers

Mechanical assistance will normally be available at lunch and overnight halts. In addition, sweeper or recovery teams will follow the route but the main role for these crews is to ensure a competitor is not left in a place of danger. 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 demands on their services.

SECTION V – RUNNING OF THE EVENT

Article 14: Start

Cars will normally start the event at minute intervals in rally order number. The starting order throughout the event can be amended by the organisers or determined by the ASRs.

Article 15: Timing System

The event will be run to scheduled 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 time and time control between their scheduled time and maximum permitted lateness. This will be 30 minutes or as determined in the ASRs.

A competitor's maximum permitted lateness may be extended if he/she has received a delay allowance (see Article 20).

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)	Main Time Control (MTC)	Clock Boards
(ii)	Time Control (TC)	Clock Boards
(iii)	Passage Control (PC) or Route Check (RC)	Stamp Boards
(iv)	Secret Control (SC)	Stamp Boards
(v)	Data Collect (DC)	Stamp Boards
(vi)	Regularity Start Control (RS)	Regularity Starts, Flag Boards or Self Start Board
(vii)	Regularity Timing Point (TP)	TP Board
(viii)	Test Start (TS)	Flag Boards
(ix)	Test Finish (TF)	STOP Board

Article 16.2: General Procedure

All Controls must be visited in the correct sequence, and in the direction of the rally route. Controls visited out of order will be deemed not to have been visited.

On the majority of events, the standard time for each control will be shown on competitors' time cards. This is the time at which a notional car 0 would be due at the control. On selected other events, time cards may be individual and will show the competitor's due time at each control.

Timing at main time and time controls (MTC and TC) 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 their time card to the marshal. The competitor may inspect the clock before doing so if they wish.

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 maximum permitted lateness where applicable (see Article 16.6); or for wrong direction of approach or wrong departure where these are stipulated in the route book or by route instructions; or for turning around 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. It is the competitor's responsibility to record the information displayed at an unmanned route check.

Article 16.3: Control Signage

Controls will in general be indicated by 'control boards' (approx. 300mm x 450mm); examples may be displayed at signing on. The symbols used for each type of control board are listed in Article 16.1. A yellow board may indicate

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 should 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 25m 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 clean lamp glasses, windscreen, windows, identification markings and vehicle registration numbers or to change a flat tyre with the permission of the control marshal. Time and regularity controls will be located a minimum of two miles apart unless sited on private land, in which case they may be at any distance. The inclusion of private land on a section will not necessarily be specified in the details route instructions. **Note:** On non-UK events controls can be located at intervals of at least two KILOMETRES apart on all roads.

Off-Road Controls. In other cases, controls (MTC & TC) will be off the road, at or inside private premises such as a filling station, restaurant or café where competitors may obtain fuel, food or refreshment. A yellow control board will be placed 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.

Such establishments' forecourts and car parks are not Parc Fermé unless otherwise stated, and competitors may affect 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 located at the control desk; if necessary, the way to the desk itself will be signed or arrowed.

Article 16.5: Early Arrival at Main Time and Time Controls

Competitors booking in at a main time or time control (MTC or TC) 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 at both controls. There is however no lateness penalty for reverting partly or wholly to scheduled time, and competitors should do this as soon as possible.

At the MTC in or TC's prior to lunch, early arrival will be permitted if the time taken from the preceding time control is not less than 75% of that allowed in the official schedule, and the distance exceeds 4 miles (6.4 km).

Article 16.6: Penalty Free Lateness at Main Time and Time Controls

Competitors will be due at each time control at the standard time (the time at which a notional car number 0 would be due) plus the number of minutes by which their own start or restart time is later than that of car 0. This is their scheduled time.

Competitors late at one time control may be an equivalent amount late at each subsequent time control on the same leg without further penalty, as long as they remain within the specified maximum permitted lateness.

Although not compulsory, making up lateness subject to Article 16.5 is encouraged. Once lateness has been regained it can't be re-used.

Competitors failing to visit one or more controls may book in without further penalty at the next time control visited, either at their scheduled time or they may carry forward all or part of their lateness.

Competitors checking in at a control after the specified period of maximum permitted lateness (MPL) will be deemed not to have visited that control. The MPL at any control, and the opening period of any control, may be extended, provided that prior notification has been posted at a preceding control in the sequence. MPL will be 30 minutes unless the event ASR's or time schedule state differently.

Any crew found to have covered a distance greater than 4 miles (6.4 km) between two consecutive time controls in less than three quarters of the time specified by the official time schedule will be penalised. In calculating such penalty any fraction of a minute will be ignored.

Covering a section in less than three quarters of the time allowed between two consecutive time controls more than 4 miles apart

5 minutes

Second offence

5 minutes up to EXCLUSION

Article 16.7: Main Time Controls

Penalties apply at these controls. Any crew checking in late at a main time control at the start of a leg or day will be penalised 30 seconds per minute, up to their maximum permitted lateness after their scheduled time.

Control points will be set up to check that crews follow the correct route and comply with the time schedule.

All controls will be ready to function at least 15 minutes before the theoretical due time of arrival of the first car and cease to operate 30 minutes after the due time of the last car.

(i) Main time control "Out" (MTC OUT): Will generally be situated at the start of a leg.

Late departure

30 seconds per minute

Early departure

1 minute per minute

Failure to visit within maximum permitted lateness

30 minutes

(ii) Main time control "In" (MTC IN): Will generally be situated at the end of a leg. Early arrival is permitted subject to Article 16.5. There will be no penalty for lateness up to the maximum permitted lateness (MPL).

Failure to visit within maximum permitted lateness

30 minutes

On Le Jog to remain eligible for any form of medal, competitors must report between their scheduled time and their maximum permitted lateness at every main control. The gold standard at each of these controls is zero penalties.

Article 16.8: Time Controls (TC)

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

Time Controls (TC): Will have no penalty free lateness unless otherwise specified. Lateness, early arrival or failure to visit within MPL will be penalised. Lateness penalties will not exceed the penalty for failing to visit the TC.

Late arrival (where specified)

15 seconds per minute

Early arrival

1 minute per minute

Failure to visit within maximum permitted lateness

2½ minutes

On Le Jog the gold standard at time controls is zero penalties.

If a time control is unmanned, or if times cannot be correctly recorded, it will act as a route check. A code board may be positioned at the control; an example of a code board will be displayed at signing-on. The penalties for route checks will apply.

Maximum penalty at a TC

2½ minutes

Article 16.9: Passage Controls (PC) and Route Checks (RC)

PCs & RCs will be located along the route at previously disclosed locations to provide proof of passage. Competitors may not be told in advance which controls are manned and which are not. At manned PCs, the marshal may 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. In some circumstances a manned PC may be used to allocate a start time for the next Regularity Start Control.

At unmanned PCs or RCs, competitors will be required to record information such as a name on a sign, four or five letter code or a word on a HERO-ERA code board placed by the organisers. This must be written immediately in the correct space on the time card in ink; marshals at subsequent controls may cancel blank spaces, in which case the PC/RC will be deemed not to have been visited. Such controls will not necessarily utilise the control boards mentioned in Article 16.1.

For the purpose of determining correct direction of approach at a PC or RC, the control area will consist of a 3-metre area around the location of the control. Competitors will be penalised for wrong approach or depart if they enter or exit the control area in the wrong direction.

<i>Penalty for missing a PC or RC</i>	<i>2½ minutes</i>
<i>Wrong approach or wrong depart at a PC or RC</i>	<i>2½ minutes, plus in respect of Le Jog, the loss of 2 medal standards</i>

On Le Jog to remain eligible for any form of medal, competitors must not incur penalties at any passage control or route check. The gold standard at each of these controls is zero penalties.

Article 16.10: Secret Controls (SC)

These will be set up at undisclosed points to check competitors' driving behaviour and adherence to route instructions.

Competitors must stop at a secret control if it has a set of stamp boards displayed.

<i>Missing a SC</i>	<i>2½ minutes</i>
<i>Wrong Approach or wrong depart at a SC</i>	<i>2½ minutes, plus in respect of Le Jog, the loss of 2 medal standards</i>

SCs may be 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.

On Le Jog 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.

16.11: Data Collects (DC)

DCs will be located along the route at previously disclosed locations to provide a location for the results team to collect time cards and download data from competitors' chips.

There is no penalty for missing a DC, your results may not be displayed when results are next published if you miss the control.

Article 16.12: Missed Controls

Competitors who miss a control of any kind will incur the penalties set out in these regulations or the ASRs, but may re-join the route at any subsequent control. Their scheduled time and latest permitted time at these controls remain unchanged.

The exceptions to this rule are the start control 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 23.1.

Article 17: Regularity Sections

Article 17.1: General Description

There will be regularity sections during the event, on these, competitors are required to maintain a constant average speed for a given distance. The speed may vary during the section. There will be one or more timing points on a section, each at undisclosed locations.

Competitors must not stop on a regularity section, except at a timing point, or if instructed to do so in the route 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 obligatory or mechanical failure).

The organisers' official distance will be measured using a trip distance 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 or to calibrate their own trip-meter, on a test section of road.

The organiser's trip-meter setting distance will be deemed as accurate.

The end of each regularity section will be indicated in the route book or route instructions. There will not necessarily be a control or board at this point.

On Le Jog to remain eligible for a gold, silver or bronze medal, or riband, competitors must visit all timing points required for their class whilst they are open.

Article 17.2: Regularity Start Controls (RS)

Regularity start controls will be situated at locations given in the route book. There will be no arrival time control prior to them. Regularity Starts may be manned or unmanned.

Manned Regularity Starts may be preceded by a yellow flag control board. The control itself will be indicated by a red flag control board and there may be a line on the road. Competitors should drive to the start line as soon as it is clear of other cars, and hand their time cards to the control marshal.

They will be allocated a start time on the next full minute (e.g. 15:25:00) or (if two or more cars arrive close to each other or the control marshal deems it necessary for another reason) 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.

Unmanned Regularity Starts may be indicated by a red flag control board and/or a self-start board which will be positioned at the exact point from which the regularity section will start.

In the event that there is no control board, the landmark at this point as shown in the route book/route instructions will be deemed the start point.

There will be of two types of unmanned Regularity Start control:

- (i) Allocated Start Regularity: The marshal at the preceding control will write the allocated start time on the competitor's time card and competitors should then proceed to the Regularity Start and start at the time designated on their time card. Competitors without a properly allocated start time will be deemed not to have visited the regularity start.
- (ii) Self-Start Regularity: Before starting, competitors must record, **in ink** 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. Competitors must start either on a full minute or half minute (e.g. 15:32:00 or 15:32:30). At such controls, Motorsport UK National Competition Rules Chapter 13, Appendix 5, Section 5.4 does not apply – i.e. You can write the self-start time on your timecard in the space provided.

Competitors who are found at a subsequent timing point or secret control not to have recorded their start time will incur a penalty as listed below. Secret controls may be located at any distance from the RS. After leaving a Self-Start control the marshal at the first regularity timing point or secret control encountered will verify the self-start time by signing in the box provided. In the event that no time has been recorded, the marshal will write 'No Time' in the

time box. If a competitor has written an amended time the marshal will ask the crew to clarify the time and initial the alteration making a note on their check sheet for reference. Any competitor failing to enter a start time or having an altered but unverified start time will be deemed to have not visited the Regularity Start control and will be penalised as below. Subsequent regularity timing will start from the first timing point encountered after leaving the start control.

Some designated Regularity Sections will start at the Test Finish Line of the preceding test; using the Test Finish time as the Regularity Start time. In this case, the location of the Regularity Start will coincide with the Test Finish Stop Line (NOT the Test Finish marshal location). There will be no yellow or red flag boards displayed, on the test finish line STOP board but information will be provided in the route instructions to enable a competitor to identify when this occurs.

Failure to visit a Manned Start or Allocated Start regularity start control

2½ minutes, plus in respect of Le Jog, the gold standard will be zero penalties

Failure to write in a start time in INK at a Self-Start regularity start control or start at the recorded time

1 minute, plus in respect of Le Jog, the loss of 2 medal standards

Article 17.3: Timing Points (TP)

Timing points on regularity sections will be established on the correct route which may or may not be at a landmark indicated in the route 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.

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/or a red TP board.

Competitors will be timed as they stop astride the line or an imaginary line in line with the control board (or immediately behind any car already on the line). They must then hand their time card to the marshal for their time of arrival to be recorded.

In snow, ice or other low grip conditions, marshals may elect to stand beyond the TP board for safety reasons. In such circumstances the Timing Point will operate in a similar way to a Test Finish in that the car must 'stop astride' at the TP board/line and then pull forward to the marshals to receive a time. Note that timing and penalties will relate to TP board/line and not the point where the marshals are standing. There will be no advance warning of a TP operating in this way and it is the crew's responsibility to identify any such location and respond accordingly.

Stop astride definition; A car is required to stop astride a line (should there be no line visible an imaginary line is deemed to be in line with the TP board). The line must be between the vehicle's front and rear axles. If any area of tyre in contact with the ground is not astride the line, then the marshal will note this on their check sheet as a stop astride penalty.

At a TP, the control area will consist solely of the stop-astride line (or an imaginary line in line with the control board). The stop astride line will be deemed to cross the entire road width from boundary (e.g. hedge to hedge) irrespective of actual markings. Competitors will be penalised for wrong approach if they enter the control area in the wrong direction. A wrong departure will be recorded if within 25m of leaving the control, the correct route is not followed.

Competitors will be penalised one second for each second early or late. Competitors overshooting the line will be penalised 10 seconds, in addition to any time penalty, and are responsible for taking their time card back to the marshal on foot; reversing will incur a further penalty of 5 minutes up to EXCLUSION.

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 1 minute as described in Article 17.1 above.

There will normally be more than one TP on a regularity section. At each, a competitor's due time will be based on their time at the immediately preceding control, whether this was the start control or a previous TP.

The distance between any RS and/or TP controls will be greater than 2 miles except when one or more of the controls are located on private land. The inclusion of private land on a Regularity Section will not be specified in the detailed route instructions. **Note:** On non-UK events controls can be located at intervals of at least two kilometres apart on all roads.

On selected events a joker system will be used, its use will be specified in the ASRs or Final Instructions. Under this system each crew will have their largest TP penalty on the event reduced to 15 seconds, providing that the largest penalty is greater than 15 seconds. In the case of identical largest penalties, the earliest instance will be reduced. Note: The joker system only applies to time penalties **for lateness**, it will not apply to penalties for **early arrival**, wrong approach, missing or failing to stop at a TP etc.. **Where applicable, the joker system will not apply to regularity sections held entirely on private land.**

<i>Per second early or late at a TP</i>	<i>1 second per second</i>
<i>Missing or failing to stop at a TP</i>	<i>2½ minutes</i>
<i>Maximum penalty early or late at a timing point if visited</i>	<i>1 minute</i>

Article 18: Special Tests

Article 18.1: General Description

Most events will include special tests, in later bulletins and in specific test instructions these may specify additional penalties. Tests may include reversing.

Timing on tests may either be by means of separate start and finish clocks, or by a single stopwatch, or 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 classes.

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 a Le Mans start. A bogey time for each timed test will be published, based on an average speed not exceeding 50 km/h or 30 m/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) Taking longer than the maximum time: maximum time given

Before applying the class based scoring, additional time will be added to the time taken, for each offence, as follows:

<i>Delaying starting by more than 15 seconds</i>	<i>10 seconds</i>
<i>Striking a course marker</i>	<i>10 seconds</i>
<i>Failure to stop astride or cross a line correctly</i>	<i>10 seconds</i>
<i>Failure to stop correctly within a "STOP/GO" box</i>	<i>10 seconds</i>
<i>Starting before the word "GO" (jumped start)</i>	<i>30 seconds</i>
<i>Failure to immediately leave the test finish area</i>	<i>30 seconds</i>
<i>Failure to follow any written test instruction</i>	<i>30 Seconds</i>

An absolute time penalty will be applied for: failing to visit or attempt a test; exceeding the test maximum time including added time penalties; reversing to the test finish stop line, completing a wrong test or; failing to complete a test.

Stop astride definition; A car is required to stop astride a line (should there be no line visible an imaginary line is deemed to be in line with the STOP board). The line must be between the vehicle's front and rear axles. If any area of tyre in contact with the ground is not astride the line, then the marshal will note this on their checksheet as a stop astride penalty.

A wrong test will be given for passing the wrong side of a course marker, missing or making no attempt to stop at a stop astride line or within a "STOP/GO" box or otherwise taking the wrong route. If a crew corrects their mistakes (i.e. unwinds) and ultimately completes the test correctly it will not be considered to be a wrong test. It is not permissible to 'unwind' if the front axle has passed the next cone, marker or junction or if the car has travelled more than 50m from the previous cone or marker, whichever is the lesser.



Figure 18.2.1

Code Boards on Special Tests may be located on either side of the test route as identified in the test diagram and will be placed directly behind and at a right angle to the red stamp board as shown in figure 18.2.1. The complete code shown should be legibly recorded in the place provided on the timecard in ink, before the test finish. These Code Boards may be proceeded by a yellow stamp board.

Penalty for incorrect or illegible code letters *10 seconds per letter*

Penalty for missing a Code Board *1 minute*

<i>Failure to visit or attempt a special test</i>	<i>2½ minutes</i>
<i>Reversing to the test finish stop line</i>	<i>2½ minutes</i>
<i>Exceeding test maximum including added time penalties</i>	<i>30 seconds</i>
<i>Entering an out-of-bounds area</i>	<i>30 seconds</i>
<i>Wrong test</i>	<i>30 seconds</i>
<i>Exceeding "Track Limits" on a special test i.e. Using grass</i>	<i>10 seconds</i>
<i>Where fitted, failure to wear correctly adjusted seat belts</i>	<i>30 seconds</i>

Special tests will be scored on a class based system on the time taken including any additional time penalties. A competitor completing a test in less than the bogey time will be credited with the bogey time. Equal times within each class will receive the penalty of the position placing. e.g. If three competitors tie for second place they will each be penalised 2 seconds, the next crew in fifth place will be penalised 6 seconds and the sixth place crew 7 seconds.

<i>Best in class</i>	<i>0 seconds</i>
<i>Second in class</i>	<i>2 seconds</i>
<i>Third in class</i>	<i>4 seconds</i>
<i>Fourth in class</i>	<i>5 seconds</i>
<i>Fifth in class</i>	<i>6 seconds</i>
<i>Sixth in class</i>	<i>7 seconds</i>
<i>Seventh in class</i>	<i>8 seconds</i>
<i>Eighth in class</i>	<i>9 seconds</i>
<i>Ninth in class and over</i>	<i>10 seconds</i>

The following class based system will be used for the Rally of the Tests and maybe implemented in any other event as published in the event ASRs:

<i>Best in class</i>	<i>0 seconds</i>
<i>Second in class</i>	<i>3 seconds</i>

<i>Third in class</i>	<i>5 seconds</i>
<i>Fourth in class</i>	<i>7 seconds</i>
<i>Fifth in class</i>	<i>9 seconds</i>
<i>Sixth in class</i>	<i>11 seconds</i>
<i>Seventh in class</i>	<i>13 seconds</i>
<i>Eighth in class</i>	<i>14 seconds</i>
<i>Ninth in class and over</i>	<i>15 seconds</i>

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 judgment 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 seconds per second. Other penalties will be as in Article 18.2 or the test instructions.

Article 19: Table of Penalties

The table below lists penalties detailed in the narrative. The article number to which a rule relates is listed in square parenthesis after the infringement description.

Infringement	Penalty	Le Jog Medal Status
Refusal to comply with a reasonable instruction [1.3]	1 minute to exclusion	
Inappropriate use of mobile phone [3.4]	5 minutes per offence	
Possession of prohibited average speed equipment [3.3]	5 minutes per day/leg	
Possession of electronic navigation equipment [3.4]	5 minutes to exclusion	
Use of prohibited equipment [3.4]	1 minute to exclusion	
Breach of technical regulations [3.5]	Start refused / 1 minute to exclusion	
Non-completion of damage declaration [3.6]	Exclusion	
Removing or obscuring competition numbers [3.8]	1 minute to exclusion	
Unauthorised change of crew [6.3]	Exclusion	
Illegal practice or reconnaissance [10.1]	1 minute to exclusion	
Use of pace notes, unauthorised maps and other route finding information [10.1]	1 minute to exclusion	
Breach of crew requirements [10.1]	1 minute to exclusion	
The carrying of passengers, except in an emergency [10.1]	1 minute to exclusion	
Improper movement of vehicle [10.1]	1 minute to exclusion	
Servicing contrary to the regulations [10.1] [16.4] or, Use of prearrange assistance [13.2]	1 minute to exclusion	
Infringement of Parc Fermé rules [10.1] [21]	1 minute to exclusion	
Failure to use groundsheet [10.1]	1 minute to exclusion	
Deliberate baulking or blocking of road [10.1]	1 minute to exclusion	
Failure to declare an incident to the organisers [10.1]	1 minute to exclusion	
Failure to inform the organisation of withdrawal from the event [10.1]	Up to £100 fine	
Contravening traffic laws, excessive speed or negligent driving [10.1]	1 minute to exclusion	
Behaviour likely to discredit the event or arouse adverse public opinion [10.1]	1 minute to exclusion	
Incorrect use of the SOS/OK board [10.3]	1 minute to exclusion	
Consumption of alcohol or prohibited drugs [10.4]	Immediate exclusion	
Falsifying or tampering with an entry on a time card [12.3]	Exclusion	
Visiting a control out of sequence [16.2]	2½ minutes	2 medal standards
Wrong approach or wrong depart at a time control [16.2]	2½ minutes	2 medal standards

Turning around in a control area [16.2]	2½ minutes	2 medal standards
Passing through a control more than once unless required to do so [16.2]	2½ minutes	2 medal standards
Not stopping at a manned time control or timing point [16.2]	2½ minutes	Ineligible
Failure to visit an MTC within maximum permitted lateness [16.2] [16.7i] [16.7ii]	30 minutes	Ineligible
Late arrival at a TC (where specified) [16.2] [16.8]	15 seconds per minute	1 medal standard
Early arrival at a TC [16.2] [16.8]	1 minute per minute	1 medal standard
Failure to visit a TC within maximum permitted lateness [16.2] [16.8]	2½ minutes	Ineligible
Failure to visit a PC or RC [16.2] [16.9]	2½ minutes	Ineligible
Wrong approach or wrong depart at a PC or RC [16.9]	2½ minutes	2 medal standards
Failure to visit a SC [16.2] [16.10]	2½ minutes	Ineligible
Wrong approach or wrong depart at a SC [16.10]	2½ minutes	2 medal standards
Wrong approach or wrong depart at a TP [16.2] [17.3]	2½ minutes	2 medal standards
Covering a section in less than three quarters of the time allowed between two consecutive time control more than 4 miles apart [16.6]	1 st offence: 5 minutes 2 nd offence: 5 minutes to exclusion	
Late departure from a MTC OUT [16.7i]	30 seconds per minute	1 medal standard
Early departure from a MTC OUT [16.7ii]	1 minute per minute	1 medal standard
Stopping within sight of a TP [17.1] [17.3]	1 minute plus any time penalty	
Failure to visit a manned RS [17.2]	2½ minutes	2 medal standards
Failure to correctly complete the start time or failure to start at the recorded time at an unmanned RS [17.2]	1 minute	2 medal standards
Reversing at a TP [17.3]	5 minutes to exclusion	Ineligible
Failing to stop astride a TP line [17.3]	10 seconds plus any time penalty	
Per second early or late at a TP [17.3]	1 second per second	
Missing or failing to stop at a TP [17.3]	2½ minutes	Ineligible
Failing to visit or attempt a timed test [18.2]	2½ minutes	Ineligible
Timed test: Reversing to the test finish line [18.2]	2½ minutes	Ineligible
Wrong test on a timed test [18.2]	30 seconds	2 medal standards
Incorrect or ineligible code letter on a test [18.2]	10 seconds per letter	
Missing a code board on a test [18.2]	1 minute	
Exceeding the time limit on an observed test [18.3]	10 seconds per second	
Where fitted, failure to wear correctly adjusted seat belts [3.5] [18.2]	30 seconds	2 medal standards
Misuse of the delay allowance [20]	At the discretion of the Clerk of the Course	At the discretion of the Clerk of the Course
Failure to produce document [22.4]	At the discretion of the Clerk of the Course	At the discretion of the Clerk of the Course
Failure to make car available for the final inspection [22.5]	Exclusion	Ineligible

Article 20: 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, providing it is after their time due at that control, 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 time 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.

Delays must be recovered as quickly as is reasonably and safely possible. Competitors will generally be required to recover all delay allowances at main controls. Control closing times may be extended to take into account any delay allowances given to competitors. Claiming a delay allowance with the sole intention of gaining time to carry out mechanical repairs is not allowed. Competitors found to misuse the delay allowance will be reported to the Clerk of the Course who will apply an appropriate penalty.

Article 21: Parc Fermé

Cars are subject to Parc Fermé rules from the moment they enter a roadside control area (yellow board) until they leave it (25m 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 clean lamp glasses, windscreens, windows, identification markings and vehicle registration numbers or 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 1 minute up to EXCLUSION.

SECTION VI: SCRUTINEERING AND SIGNING ON

Article 22: Pre-Start and Finish Formalities

Article 22.1: Collection of Numbers

On arrival at the documentation venue, competitors should collect their competition number panels and rally plates. These must be securely affixed prior to the start of the event.

Article 22.2: 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 their 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 Motorsport UK vehicle identity document when applicable (see Article 3.7)
- (ii) Vehicle registration document (UK events)
- (iii) Valid UK MOT certificate or equivalent in the country of registration where legally necessary
- (iv) Documentary evidence required to establish period authenticity of vehicle and/or modifications.

Article 22.3: Signing On & Documentation

Signing On will take place before the start and may be handled electronically, details of the process will be provided in the event Final Instructions.

At Documentation, 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) **When applicable**, show the driving licences of all drivers.
- (v) If requested, show their HERO-ERA club membership cards, permit to take part or Motorsport UK licence (see Article 5.2).
- (vi) Check and confirm their eligibility for awards.
- (vii) Collect final route details, time cards and other paperwork, check their contents, and sign for paperwork that is distributed.
- (viii) Consult the online Official Notice Board, and take note of its contents.

Article 22.4: Failure to Produce Documents

Depending on the nature of any missing items, competitors who fail to produce crew or vehicle documents listed in Articles 22.2 and 22.3 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 22.5: 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 23: Classification and Medal Systems

Article 23.1: Classification System

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
- (iii) Any other controls stipulated in the ASRs, bulletins or instructions.

Classifications will be established for each class, based on the amount of time penalties accrued.

Article 23.2: Summary of Gold Standard criteria for Le Jog

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 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 penalties.

To win a medal of ANY kind, competitors must not lose penalties 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.

Control	Gold Standard	Ineligibility for any Medal
MTC, TC	Zero penalties	Outside maximum permitted lateness
PC, RC and SC	Zero penalties	Outside maximum permitted lateness
RS	As published in Article 17.2	Outside maximum permitted lateness

TP	59 seconds early or late	Outside maximum permitted lateness
Test	As given in test instructions; or two medal standards for a wrong test	Not attempting a test

The ASRs may vary the above criteria.

Article 23.3: Team Classification

Teams will be classified in order of the lowest aggregate number of penalties of the best three performances.

Article 23.4: Tie Break

Ties 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 will be 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 leg or day will normally be posted on the Official Notice Board prior to the restart the following morning. Results for earlier legs may be declared final before the end of the event - details will be given in the ASRs or in Final Instructions.

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 30 minutes after posting.

Article 24.2: Queries

Competitors should address any queries concerning the results, and any other matter, in the first place to the Competitor Liaison Officer (if appointed). Query forms for this purpose will be made available via the same website or App as the Official Notice Board, hard copies may be available on request. Queries should be submitted via the online form, within the time period specified in the ASRs or a pre-event bulletin, ~~, so long as it is practicable for the competitor concerned to do so~~. If the event has no Competitor Liaison Officer, queries may also be handed in at a main time control. Replies from or on behalf of the Clerk of the Course will be returned to the competitor 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 Clerk of the Course. Any formal protest must be made within the period quoted above in 24.2 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 Motorsport UK or FIVA, 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. Any entrant or driver has the right of appeal to the Stewards of the meeting against any penalty or decision given by the Clerk of the Course or any other official of the meeting apart from judges of fact.

Article 24.4: Competitor Liaison Officer (CLO)

One or more Competitor Liaison Officers (CLOs) may be appointed by the Organisers, and named in the ASRs or a later Bulletin. The CLO's job is to assist competitors to the best of their abilities in any way that might be required 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, who will then not be eligible for any class awards.

Article 25.2: Medal and Ribands (Le Jog only)

See Article 23.2 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 time control 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) 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 one occasion 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 complete the whole route, by booking in at every main time control (MTC) and time control (TC) during their own maximum permitted lateness; and at every other control and timing point (TP) while it is open; and by attempting every test and regularity section while they are open.

Article 25.3: Class Awards

Two trophies per car to crews placed 1st, 2nd and 3rd in each class, **subject to a minimum of three starters in the respective class**. Note: Overall award winners do not qualify for class awards.

The following awards may be varied by ASRs

Article 25.4: Team Awards

The Team Prize: six trophies will be award to the best placed randomly selected team of three cars.

The Marque Team Prize: six trophies will be awarded to the best placed marque team of three cars.

Article 25.5: Other Awards

The Newcomer Trophies: to the best driver and navigator provided neither crew member has competed in any previous running of the event or any other previous HERO event. This will be advised in the event ASRs.

Spirit of the Rally: two awards for the crew, who in the opinion of the Clerk of the Course and other officials, has shown the true spirit of classic and historic rallying. There are no fixed criteria for this award and crews may be

judged on their ability to overcome adversity as much as on the manner in which help may have been given to other competitors.

Against all Odds: two awards for the crew, who in the opinion of the Clerk of the Course and other officials, has shown the resolve in finishing the event despite what was thrown at them. There are no fixed criteria for this award and crews may be judged on their ability to overcome adversity as much as on the manner in which help may have been given to other competitors.

The Test Pilot Trophy: to the 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 Clock Watcher Trophy: to the navigator of the crew achieving the lowest aggregate penalties on those regularity sections which all competitors must tackle.

Concours d'Elegance, de Confort et d'Equipement: 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 and only finishers will be eligible.

Article 26: Insurance

The ASRs will give details of insurance arrangements.

Article 27: Interpretation and Adjudication

“Organisers” means the HERO-ERA, or its successors and/or agents to whom responsibility for the organisation of the event may be wholly assigned. “Regulations” mean 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 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 UK law, and the courts of the United Kingdom 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).



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