



HERO-ERA

STANDARD REGULATIONS

VERSION 7 - JANUARY 2022

HERO EVENTS LTD
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ENVIRONMENTALLY RESPONSIBLE DRIVING
CARBON NEUTRAL EVENTS

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SECTION I – PROVISIONAL PROGRAMME

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

SECTION II – ORGANISATION

Article 1: Organisation

Article 1.1: Definition and Status

These HERO Standard Regulations (HSRs) govern events organised by HERO-ERA, 138 Southern Avenue, Bicester Heritage, Bicester, OX27 8FY, UK. Telephone +44(0) 1869 254979; E-mail: enquiries@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 Regulations of Motorsport UK
- 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 as per Motorsport UK Regulation G10.1.1, 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 sited at Rally HQ before, during and after the event, and/or at the start or finish controls of a leg, and/or at other locations specified in the ASRs or later bulletins. **In unusual circumstances, an online notice board may replace the physical Official Notice Board.** It is the competitor's responsibility to ensure they locate 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 ~~to 30 seconds~~ 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 times 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 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 regulations as per the Motorsport UK Vehicle Technical Regulations, a copy of which is shown as Appendix A of these Standard Regulations.

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 or 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 (See Appendix A Regulation 19) 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% x 70% or 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

Only one electronic trip meter may be fitted to a competing car, it may be driven by a pulse or GPS sensor and have up to three displays showing total distance / inter distance, and speed, either actual or average, additional mechanical trips can be fitted (i.e Halda or similar).

Please note though that ONLY trip meters driven by a GPS sensor may have an average speed function. If a trip meter driven by a pulse sensor has an average speed display, then a penalty of one minute per day / leg will be applied.

In addition to the trip meter a maximum of two additional drivers display units, one showing distance and one speed may be fitted. These may either be slave unit to the main trip meter or driven off separate sensors. As with the trip meter then average speed can only be displayed without penalty if the unit is driven by a GPS sensor.

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.

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 the lunch halt.

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 most events, the ASRs will normally stipulate that a maximum of two forward facing auxiliary lights may be fitted (none permitted at all for cars with four headlights, **unless the event is run entirely in the daylight**).

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 lamps and LEDs 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. The resultant track measurement must not differ from the original by more than 1 inch.

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. No other extinguishant is permitted.
- (ii) First aid kit, warning triangle and towrope
- (iii) Spill Kit
- (iv) Seatbelt cutter / window glass hammer
- (v) Groundsheet – oil impervious
- (vi) SOS/OK Board

*Car lacking required safety equipment
Breach of vehicle technical regulations*

*Start Refused
Start Refused / 1 minute up to EXCLUSION*

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 required recommended but not essential (until 1st January ~~2022~~ 2023) and should be produced at Scrutineering. Cars must conform to the document produced.

UK Competitors requiring 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 regulations, which allows 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 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. ~~Non-UK residents will be issued with a Historic Regularity Competitors Permit which is valid for the specific event only.~~

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 in the Rally HQ and elsewhere; **in some circumstances they may** and also **be** issued to the participants (who must acknowledge receipt by signature). ~~unless this is materially impossible during the running of the event.~~

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

Article 9: Application and Interpretation of the Regulations

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

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, windscreen, 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, lay-bys, 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 upon 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 control 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 6.4km (4 miles).

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 four miles or 6.4kms 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.

| | |
|---|----------------------------------|
| <i>Covering a section in less than three quarters of the time allowed between two consecutive time controls more than 4 miles apart</i> | <i>5 minutes</i> |
| <i>Second offence</i> | <i>5 minutes up to EXCLUSION</i> |

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 (~~as per the event ASRs or event time schedule~~) 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.

| | |
|---|------------------------------|
| <i>Late departure</i> | <i>30 seconds per minute</i> |
| <i>Early departure</i> | <i>1 minute per minute</i> |
| <i>Failure to visit within maximum permitted lateness</i> | <i>30 minutes</i> |

- (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).

| | |
|---|-------------------|
| <i>Failure to visit within maximum permitted lateness</i> | <i>30 minutes</i> |
|---|-------------------|

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.

| | |
|---|------------------------------|
| <i>Late arrival (where specified)</i> | <i>15 seconds per minute</i> |
| <i>Early arrival</i> | <i>1 minute per minute</i> |
| <i>Failure to visit within maximum permitted lateness</i> | <i>2½ minutes</i> |

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.

| | |
|--------------------------------|-------------------|
| <i>Maximum penalty at a TC</i> | <i>2½ minutes</i> |
|--------------------------------|-------------------|

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 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> |
|---------------------|-------------------|

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 ~~time~~ 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 regulation R11.5.3 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.

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 5 seconds, providing that the largest penalty is greater than 5 seconds. In the case of identical largest penalties, the earliest instance will be reduced. Note: The joker system only applies to time penalties, it will not apply to penalties for wrong approach, missing or failing to stop at a TP etc.

Per second early or late at a TP

1 second per second

Missing or failing to stop at a TP

2½ minutes

Maximum penalty early or late at a timing point if visited

1 minute

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 correctly record a code board on a test</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.



Figure 18.2.1

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. Codeboards on tests may be located on either side of the test route as identified in the test diagram and will be placed directly behind the red stamp board as shown in figure 18.2.1 and should be recorded on the timecard in ink

before the test finish. These may be preceded by a yellow stamp board.

| | |
|--|-------------------|
| <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> |

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 ONLY:

| | |
|--------------------------------|-------------------|
| <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 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 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 |
| Exceeding the time limit on an observed test [18.3] | 10 seconds per second | |
| 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, windscreen, 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

At Signing On **and/or 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 cover for third party insurance. The organisers will accept no responsibility for warranting or verifying that the car is covered as required by law.
- (iii) Sign an indemnity statement, as contained on the entry form.
- (iv) Show the driving licences of all drivers.
- (v) 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 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 these 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 at or close to the Official Notice Board while additional forms are available on request. Queries should be made in writing, preferably on the form provided, 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 must 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 the 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 visit every main time control (MTC), time control (TC), regularity timing point (TP), and attempt every test, while they are open.

Article 25.3: Class Awards

Two trophies per car to crews placed 1st, 2nd and 3rd in each 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 Clockwatcher 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).

Appendix A: Motorsport UK Yearbook Section J: Competitors: Vehicles

Technical

5. The following technical regulations are mandatory and apply to vehicles in all forms of competition (other than Karting). In addition vehicles must comply with the appropriate Specific Technical Regulations. Where there are several regulations concerning any particular subject it shall be taken, as a general principle, that one does not override another unless specifically stated.

General

5.1. As a general principle in all Technical Regulations, it is prohibited to carry out any tuning or modification that is not specifically permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

Vehicles that are not exclusively powered by an internal combustion engine are subject to the following regulations, those set out in (K) or SR's as appropriate. Electrified Vehicles must comply with Appendix 2.

5.1.1. Competitors competing under the provisions of H12.1 are permitted to make modifications, additional to those permitted by regulation, solely for the purpose of enabling operation of vehicle control systems.

5.1.2. Period Defined Vehicles (Non- Rally) taking advantage of any exemptions for Period Defined Vehicles within the General Regulations must have been issued with either a validated Motorsport UK Period Defined Vehicle Identity Form, an FIA Historic Technical Passport, or an approved Vehicle Identity Form issued by an Motorsport UK Registered Club, which must be presented at Scrutineering. This will be the definitive document defining the vehicle period.

All vehicles must: Chassis/Body (including aerodynamics)

5.2.1. Be fitted with bodywork including a driver (and passenger) compartment isolated from the engine, fluid filled batteries, gearbox, hydraulic reservoirs (with the exception of fire extinguishers) pressurised above atmospheric pressure, pneumatic reservoirs and accumulators, transmission shafts, chains, belts and gears, brakes, road wheels, suspension components including their operating linkages and attachments, petrol/fuel tanks, oil tanks, water header tanks, catch tanks and fuel system components (other than where such components comply with 5.13.1 and 5.13.2) such as to prevent there being a hazard.

With the exception of cars of Periods A-E, front engine vehicles to be fitted with a bonnet covering the engine and all its' major components.

Excepting for cars of Periods A-E exposed transmission shafts, gears and chains to be guarded such as to prevent their being a hazard.

Where a radiator is not isolated from the driver/passenger compartment a suitable deflector to be fitted to prevent fluid directly coming into contact with the vehicle's occupants.

5.2.2. With the exception of cars of Periods A to E, which in period specification were not equipped with a bonnet or casing of metal or solid flame resistant material covering and surrounding the main engine structure, have a protective bulkhead of non-flammable material between the engine and the driver/passenger compartment capable of preventing the passage of fluid or flame. Gaps must be sealed with suitable flame proof material that completely closes any gap at all times. Magnesium is prohibited for bulkheads.

5.2.3. Have a complete floor of adequate strength rigidly supported within the driver/passenger compartment.

5.2.4. Not have the space normally occupied by passengers encroached upon in such a way that may impede extrication of the driver from that side, but may have the passenger seats removed.

5.2.5. Deleted.

5.2.6. With the exception of racing cars or cars of A to D be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees.

This minimum coverage must:

- a) be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted. The tyre must not be visible when viewed from above. When viewed from the rear, the tyre must not be visible above any point 50mm or more above the axle centre line
- b) extend forward ahead of the axle line
- c) extend downward behind the wheel.

5.2.7. Aerodynamic devices may only be fitted to Racing and Sports Racing Cars (unless prohibited by an Approved Formula), or where specifically permitted, where FIA homologated, or where complying with National type approval. Such devices must not extend beyond the maximum width of the vehicle, above the maximum height of any roof, or for an open car the maximum height of the ROPS. For Saloon and Sports Cars such devices must not extend longitudinally from the bodywork by more than 100mm. For Sports Racing Cars such devices must not extend longitudinally from the rear wheel axis by more than 1100mm. Racing Cars must comply with Drawing Q19.17.

5.2.8. If originally fitted with driver/passenger doors, hatchback doors, sliding doors, opening boots or tailgates, these must be secured in the closed position during events.

5.2.9. Have effective means of ventilating closed cars.

5.2.10. Tinted glass in any window which can significantly affect through vision (in or out) or distort the colours of signal flags or lights, is prohibited.

5.2.11. With the exception of Cross Country Vehicles, Racing Trucks and Karts, in all vehicles with the driver seated normally, the soles of his/her feet, resting on the pedals in the inoperative position, shall not be situated to the fore of the vertical plane passing through the centre line of the front wheels. Not applicable to vehicles constructed prior to 1.1.99 or for those vehicle designs which have participated in a Motorsport UK Permitted championship prior to 1.1.99.

Seating

- 5.3.1.** Have a normal adequate seat for the driver.
- 5.3.2.** With the occupant seated, the seat must be correctly located and securely anchored within the compartment and must not tilt, hinge or fold unless it is a production seat fitted with a serviceable locking mechanism preventing independent operation.
- 5.3.3.** It must support and retain the driver within the vehicle.
- 5.3.4.** The seat cushion (i.e. the part on which the occupant sits) when uncompressed, must not be less than 15.25cm below the top edge of the adjacent body side or door.
- 5.3.5.** Any other seats fitted must similarly comply and all seats must face forward.
- 5.3.6.** Cars of Periods A to D are exempt from this requirement.
- 5.3.7.** If a single seater, the maximum time for a driver to get in or out of the vehicle must not exceed 10 seconds.

Engines

- 5.4.1.** If forced induction is used, the coefficient will be 1.7:1, unless stated otherwise in Specific Technical Regulations or SRs.
- 5.4.2.** Be equipped with a positive method of throttle closing by means of external spring/springs so that in the event of failure of any part of the throttle linkage the throttle(s) are sprung closed.
- 5.4.3.** Vehicles fitted with electronic throttle control as standard original manufacturer's equipment for that vehicle are exempt from this requirement.

Suspension

- 5.5.1.** Be fitted with sprung suspension between the wheels and the chassis.
- 5.5.2.** Suspension must be controlled to avoid fouling of wheels on chassis or bodywork.
- 5.5.3.** Cars of Periods A and B need not have sprung suspension, if originally built without it.

Brakes

- 5.6.1.** Be fitted with brakes that are operative and capable of stopping the vehicle as required.
- 5.6.2.** Non-ferrous disc brakes are prohibited unless a Standard Part for that vehicle, or specifically authorised by Motorsport UK for a class or category of car.

Steering

- 5.7.1.** Have a steering wheel with a continuous rim not incorporating any reflex angles in its basic shape (except for Drag Race vehicles). 'D' shape wheels are permitted.
- 5.7.2.** Specifically not permitted are wheels having a non-continuous rim shape similar to that shown in the Drawing 5.7.
- 5.7.3.** Cars of Periods A and B may have a tiller or alternative to a steering wheel if it formed part of the original vehicle.
- 5.7.4.** Have steering movement controlled to avoid fouling of wheels on chassis or bodywork.
- 5.7.5.** Rear wheel or four wheel steering is prohibited unless fitted on a Production vehicle by the manufacturer, or permitted under the Specific Technical Regulations, or SRs.

Wheels

- 5.8.1.** Have not less than four road wheels and tyres (excluding the spare).
- 5.8.2.** Not be fitted with any wheel spacer exceeding 2.5cm in thickness or of less than hub diameter. Multiple or Laminated Spacers and extended studs are prohibited.
- 5.8.3.** Have all hub nave plates and wheel embellishers removed.

Tyres

- 5.9.1.** Have tyres complying with Specific Technical Regulations and/or Construction and Use Regulations (if Standard Road Tyres), for the duration of the event.
- 5.9.2.** Tyres, if treaded, must have not less than 1.6mm of tread remaining at the start of an event. Formula Ford 1600 1mm.
- 5.9.3.** Where freedom of choice of tyres is left to the Competitor, the responsibility rests with each Competitor to ensure that the tyres to be used are of adequate rating having regard to the potential speed of their vehicle and the nature of the event.
- 5.9.4.** The fitment and/or use of pressure control valves to wheels and/or tyres is not permitted.
- 5.9.5.** Unless permitted under sporting regulations the use of chemical tyre softeners is not permitted.
- 5.9.6.** The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen. This does not preclude the use of inner tubes.

Cooling

- 5.10.1.** Have any fluid carrying lines or tubes carrying coolants through the driver/passenger compartment painted red, except for HV Battery cooling lines. And if non-metallic to be internally or externally metal braided hydraulic pressure hose.
- 5.10.2.** Screwed hose clips (e.g. 'Jubilee Clips') may only be used in conjunction with a suitably swaged pipe.

Transmission

- 5.11.1.** Have the transmission outside the driver/passenger compartment, beneath the floor or secured in casings or coverings of solid material.
- 5.11.2.** Be equipped with a reverse gear in normal working order unless otherwise stated in Specific Technical Regulations. Racing Cars of Periods A to E are exempt from this requirement.

Oil Systems

- 5.12.1.** Have any oil lines passing through the driver/passenger compartment protected and, if non-metallic, to be of internally or externally metal braided hydraulic pressure hose.

Fuel Systems

- 5.13.1.** Have any fuel lines passing through the driver/passenger compartment protected and, if non-metallic, to be internally or externally metal braided hydraulic pressure hose or fuel lines complying with FIA specifications.
- 5.13.2.** They may only be joined by screwed sealing joints or vehicle manufacturers approved joint.
- 5.13.3.** If fitted with fuel fillers in a closed boot, or under closure, have collector/spill trays incorporated to drain outside the vehicle.

5.13.4. Use Pump Fuel (see definition Nomenclature and Definitions) except, subject to prior written authority having been given by Motorsport UK, where permitted otherwise under event SRs, and Championship Regulations.

5.13.5. If using LPG, the entire system must conform with Construction and Use regulations and LPG Industry Technical Association Code of Practice No. 11.

5.13.6. If using non-pump fuel have a 3 inch diameter 'Day-Glo' orange disc affixed immediately adjacent to the Competition Numbers on both sides.

5.13.6.1. Any vehicle using methanol must include a Motorsport UK approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%.

5.13.7. With the exception of cars competing in Sprint and Hill Climb road going production category, cars competing in British and Motorsport UK Titled Championships for, and all new build cars for, Rallycross, Car Racing, Special Stage Rallying, Sprints and Hill Climbs must be equipped with the facility to enable a fuel sample to be taken. For fuel injected cars the facility must be a dry break fuel sampling coupling, approved by the FIA, Competitors must carry and make available a 300mm minimum length of hose to which, where necessary, the appropriate mating part is to be attached.

5.13.8. Have sufficient fuel for a fuel test (D.34) present at any time during the event.

Electrical Systems

5.14.1. If located in the Driver/Passenger compartment, where a Passenger/Co-Driver is present the Auxiliary battery must be situated behind the base of the Driver's or Passenger/Co-Driver's seat.

Any wet batteries in driver/passenger compartment must be enclosed in a securely located leak-proof container.

5.14.2. Have Auxiliary batteries duly protected to exclude leakage of acid and to protect terminals from short circuiting and producing sparks.

5.14.3. With the exception of racing cars be equipped with Auxiliary battery, generator, self-starter, side, tail, and brake lights. All this equipment to be in normal working order.

Exceptionally when taking part in an event held totally off the public highway, need not comply with DfT Statutory Requirements regarding lighting or horn.

5.14.4. With the exception of racing cars, or cars of Periods A to C, have headlights in normal working order with glasses of minimum 182.5 sq cm each unless SRs permit their removal.


5.14.5. Have the Auxiliary battery earth lead, if not readily distinguishable, identified by a yellow marking. **5.14.6.** If required to have a self-starter, be able to demonstrate during the competition that it is capable of starting the engine.

5.14.6. If required to have a self-starter, be able to demonstrate during the competition that it is capable of starting the engine.

5.14.7. Engines must be fitted with effective radio interference suppressors.

5.14.8. Any vehicle incorporating an electrical system, with the exception of ignition systems, which may run at a voltage exceeding 60V must display the sign detailed in Drawing 5.14 next to all competition numbers.

5.14.9. If non lead acid Auxiliary batteries are used as the main vehicle battery, they battery

pack(s) must carry the appropriate "EC" and  markings. and be either a Standard Part or manufactured by a Motorsport UK registered manufacturer.

5.14.10. With the exception of Electrified Vehicles, the total quantity of recuperated energy stored in the car must not exceed 200 kJ; this energy may be re-used without exceeding 10 kJ by means of 1 kW maximum.

Weight/Ballast

5.15.1. If subject to a minimum weight, that must be the weight of the vehicle in the condition in which it crosses the finishing line (excluding driver and passenger), or at any time during the competition and/or practice (except for certain classes or formulae which include the driver in the total weight).

5.15.2. Any ballast required must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400 sq mm surface area and 3mm thickness.

5.15.3. Provision must be made for the fixation of seals by scrutineers if deemed necessary.

5.15.4. Where ballast is fitted to touring, sports, sports racing or GT cars it shall be fitted in the passenger's location.

5.15.5. Single seat racing cars are exempt from the above mounting requirements.

Exhausts

5.16.1. Have the exhaust system isolated from the driver/passenger compartment (e.g. beneath the floor or secured in casings of solid material).

5.16.2. Have no part of the exhaust system protruding to the rear of the bodywork more than 15cm.

5.16.3. If Racing Car with rear aerodynamic device, not have any exhaust pipes extending rearwards beyond the aerofoil.

5.16.4. If Racing Car without aerodynamic device, not have exhaust pipes extending more than 60cm beyond the rear wheel axis.

5.16.5. If Rear Engined Single Seater Racing Car, have the exhaust outlet between 4cm and 60cm from the ground.

5.16.6. Have all exhaust outlets terminating behind the mid-point of the wheelbase of the vehicle and within 150mm of the outside of the bodywork periphery in plan view. Side exhausts not to protrude more than 4cm.

For vehicles other than racing cars that are not fitted with enveloping bodywork any side exhaust may not extend beyond the plane through the outside of the front and rear tyres with the front wheels in the straight ahead position. Cars of Periods A to E and Drag race vehicle are exempt from these requirements.



**Drawing 5.14 -
Minimum size 75mm
x 75mm**

5.16.7. Exhaust catalytic converters must be fitted to all petrol engined production based saloon, touring and sports cars, including specialist production and kit cars, manufactured after 31/12/99. They may be specified for certain other formulae. Competitors are reminded of their obligation to maintain such equipment on a vehicle used on the highway where government legislation requires it.

Silencing

5.17.1. The reason for Silencing (SOUND CONTROL) is to reduce environmental impact and to keep Motor Sport running. Environmental Protection legislation has increased the pressure on activities generating noise and Local Authorities have the power to suppress any noise source deemed to be causing a nuisance. Our system of control is acceptable to most Environmental Bodies and must be considered as part of eligibility to Compete in events.

5.17.2. All competing vehicles are subject to mandatory silencing, unless a specific waiver for that Class, or Formula is granted. Where specified as mandatory, a silencer must be used, irrespective of the exhaust sound generated without it.

5.17.3. Vehicles which comply with the Technical Regulations of FIA Formulae and Championships set out in the current FIA Yearbook and other FIA approved Championships, Series and Cups which are participating in races for such Formulae, Championships, Series and Cups at meetings which have been entered on the FIA International Calendar are exempt from Motorsport UK sound test requirements but must comply with the sound test requirements set out in the appropriate Formulae, Championship, Series or Cup Regulations.

5.17.4. Silencing is not mandatory in competitions catering exclusively for the following categories of vehicle but is strongly recommended, and may be made mandatory in the SRs at the request of the Circuit/Venue owners:

- a) All cars of Periods A to D. (This does not include events any part of which takes place on the Public Highway where national laws will apply.)
- b) Formula 1 and other single seater racing cars of Periods E and F.
- c) Drag race vehicles.

5.17.5. For British Formula Three, British GT and British Touring Car Championships the sound test shall be conducted as set out within these regulations with the engine running at 3/4 maximum speed, the sound level meter at a height of 0.5 metres above the ground (± 0.1 metre) located at 45° to and 0.5 metres distant from the exhaust with a maximum permitted sound level of 118dB(a).

5.17.6. Special regulations apply to High Speed Oval formulae and are only applicable when racing on high speed oval circuits.

5.17.7. Temporary Silencers, by-pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited. Officials may refuse to carry out Sound Checks on vehicles utilising temporary parts in exhaust systems. Organisers are empowered to disqualify in such situations.

5.17.8. Circuit/venue owners/organisers may impose additional restrictions in SRs.

Sound Test Requirements (Chart 5.18)

5.18.1. Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at an angle of 45° with the exhaust outlet and at a height of 0.5 to 1.0m above the ground.

5.18.2. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. In circumstances where the exhaust outlet is not immediately accessible, the test may be conducted at 2.0m from the centre line of the vehicle at 90° to the centre line of the vehicle, with the microphone 1.2m above the ground.

5.18.3. Measurements should be made outdoors with no large reflecting objects (e.g. walls etc.) within 3.0m (in the 0.5m test) or within 10.0m (in the 2.0m test).

5.18.4. Background sound levels should be at least 10dB(A) below the measured level.

5.18.5. Where possible measurements should be taken as close as possible to the vehicle, at the defined distances, to avoid background noise.

5.18.6. Cars of Periods A to D falling within Sections C and D should run engines at two thirds maximum RPM.

5.18.7. The 2.0m test can be made from either side of the car.

5.18.8. The highest reading registered being the one needing to comply with the maximum noise requirements.

5.18.9. Sound testing should be carried out BEFORE taking part in any competition.

5.18.10. The time and location of sound testing should be advised to competitors prior to the event.

5.18.11. It is stressed that all participants in motor sport, competitors, officials, marshals, etc., should be aware of, and protect themselves from, noise.

Safety

5.19.1. All vehicles must comply with Safety Regulations as itemised under their Specific Technical Regulations and as detailed under the section headed Competitor Safety (Section K).

5.19.2. The vehicle occupant(s), seated in their normal position, wearing normal equipment, with seat belts fastened and the steering wheel in place, must be able to evacuate the cockpit in a maximum of 10 seconds.

Miscellaneous

5.20.1. Be of sound construction and mechanical condition and be well maintained.

5.20.2. Have positive fastenings for all doors and all hinged or detachable parts of the bodywork.

5.20.3. Have no temporary parts incorporated in their construction.

5.20.4. Not necessarily be equipped with seat belts, speedometer, spare wheel or bumpers if the event is held on private property unless specified to the contrary by SRs. Any exposed sharp ends of bumpers etc., must be protected.

5.20.5. Deleted.

5.20.6. Not be a vehicle of commercial type, such as a van/pick-up which was initially intended solely for commercial or goods carrying, unless permitted by SRs.

5.20.7. Have a minimum distance of 183cm between the centre lines of the foremost front and rearmost rear substantial load-carrying wheels, unless complying with an Approved Formula, or being a standard production car.

5.20.8. Except for racing cars, be fitted with a windscreen. If plastic windscreen, side screens or rear windows are fitted the thickness must not be less than nominal 4mm (minimum 3.8mm). Except for vehicle models originally in production prior to 1st January 1990, for new build vehicles from 2022 they must be Polycarbonate with a nominal thickness of 6mm (minimum 5.8mm) for the windscreen.

5.20.9. Sports cars supplied as standard with plastic side screens may retain them in their original thickness.

5.20.10. Not have skirts, bridging devices or any form of aerodynamic device between the chassis and the ground/track. Any specific part of the car influencing its aerodynamic performance must:

- a) comply with rules relating to coachwork.
- b) be rigidly secured to the entirely sprung part of the vehicle.
- c) remain immobile in relation to the vehicle.

5.20.11. No part of the bodywork, or of the suspended part of the car, can be below a horizontal plane passing 4cm above the ground (unless stated otherwise in SRs), the car being in normal racing trim with the occupants aboard. A gauge may be used by Scrutineers before or after races or practice to check the ground clearance.

5.20.12. Not carry or pass any liquids or gases, other than air at atmospheric pressure, in or through any tubes comprising part of the chassis structure.

5.20.13. It is strongly recommended for all competitors participating in single venue competitions to have available at their paddock base, and for multi venue competitions to carry within their vehicle a self contained spill kit capable of effectively absorbing minor spillages of up to 1.25 litres of all vehicle fluids – oils, fuels, coolants, battery acid. Used spill kits are to be disposed of in accordance with local or National guidelines.

5.20.14. Any information device (including but not limited to – data loggers, displays, instrumentation, communication systems, trip computers etc.) mounted within the cockpit must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method.

5.21. On-Board Cameras

5.21.1. The carrying of on-board cameras/videos for personal use is permitted unless prohibited by Event regulations. The carrying of on-board cameras/videos for commercial use is prohibited unless authorised by the Event Organiser.

5.21.2. Where Event or Championship Regulations require the fitting of a camera, the location and method of fitting should be specified.

5.21.3. Where forward facing cameras are fitted for judicial purposes, they should be mounted so as to capture an image that provides a 'driver's eye' view that should include, where possible, the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees. In open wheel cars and karts both front wheels should be in view where possible. The fitting of rear-facing cameras may also be required for judicial purposes.

5.21.4. Where cameras are permitted but not mandated by the Organiser, they may be mounted in any location on the vehicle which is considered safe by the Chief Scrutineer.

5.21.5. The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method.

Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve non-mechanical mountings.

5.21.6. For karting, U12.6.1 and U19 apply.

5.21.7. Competitors may be obliged to use mountings and/or cameras specified and/or approved by the Organiser and these too must comply with 5.21.5/U12.6.1/U19.

5.21.8. Fitting of cameras to helmets is only permitted in accordance with K10.3.3(d).

5.21.9. Fitting of on-board cameras in Road Rallies is forbidden (R7.2.9).

5.21.10. Unless specified by the Organisers, the choice of system is free but playback must be possible at the Event by regular means such as a lap top computer.

5.21.11. Clerks of the Course and Stewards should not refuse to view relevant on board footage during any judicial process unless they consider there is a good reason why it should not be viewed (in which case, such reason must be stated as part of their written decision). Where the camera has not remained under the control of the Organisers, the Clerk of the Course/Stewards must be satisfied as to the authenticity of such footage and must consider the weight they will give to such evidence.

5.21.12. Where a camera is mandated, in the event that no images are available upon request (other than due to a proven defect with the equipment) sanctions may be applied in accordance with Motorsport UK Regulation C2.1.1. The burden of proof to establish the cause of such failure shall lie with the competitor.

5.21.13. The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further sanctions or referral to Motorsport UK.

5.21.14. In the event of judicial action being instigated, all relevant on board footage must be retained until the time period for conclusion of all judicial matters has elapsed.

5.21.15. Where it is necessary for a Clerk of the Course to review footage after an Event, such footage should normally be reviewed within a period of 7 days of the Event.

5.21.16. Competitors should be aware of any rights including copyright in relation to footage captured by on board cameras at an Event. Footage may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without the permission of any rights holders.

5.21.17. Any breach of camera regulations may be subject to the penalties provided for in Motorsport UK Regulation C2.1.1 with an option to report any matters to the Championship Stewards where appropriate.

Appendix A: Motorsport UK Yearbook Section L: Permitted Tyres

Tyres for Road Rallies.

3.2. For all Road, Navigation, Targa Road and Historic Road Rallies tyres are free subject to the following;

- (a) Tyres on the current FIA List of Asphalt Eligible Tyres are permitted; including sizes not homologated;
- (b) Tyres on List 1B (from 2020) and List 1C are not permitted other than the Avon CR28, the Avon CR6ZZ and the Pirelli P7 Corsa Classic, for pre 1/10/90 registered cars, the Yokohama A021R (manufactured before 01/11/14), and the Yokohama Advan A052;
- (c) Tyres marked for "competition use" are not permitted with the exception of tyres on List 6 and 3.2a.

3.2.1. For Endurance Road Rallies only tyres on List 4 are permitted.

Appendix A: Motorsport UK Yearbook Section R: Specific Regulations for Rallying

Technical

18. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreen).

In this section the term MODEL refers to all variants of the same family of cars. In addition to complying with Section J all cars competing in Road Rallies must comply with the appropriate part of the following:

Body

18.1. Bodywork must represent the manufacturer's original profile and may include any optional extras available directly from the manufacturer.

18.1.1. Bumpers must be fitted.

18.1.2. Paintwork must be one colour or manufacturer's original colour scheme. No primer is to be visible.

18.1.3. Vehicles must not have wheel arch extensions, unless fitted by the manufacturer as a standard item to the body shape.

18.1.4. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seats.

18.1.5. Front seats may be improved or replaced.

18.1.6. The trim, including the rear seat may be cut to allow the fitting of a safety cage.

18.1.7. If equipped with a non standard fuel tank it must be separated from the driver/passenger compartment by a protective bulkhead of non-flammable material preventing the passage of fluid or flame.

18.1.8. Full harness seat belts may be fitted.

18.1.9. Guards may be fitted beneath the vehicle to provide protection from damage.

Engines and Transmissions

18.2. Vehicle engines must have:

18.2.1. A maximum of four cylinders.

18.2.2. A maximum of two carburettor chokes (two single or one double).

18.2.3. A maximum of one camshaft per bank of cylinders.

18.2.4. Engines with more than one camshaft per bank of cylinders may be used providing that they were originally fitted with fuel injection and that the fuel injection system complete with plenum chamber and throttle body is retained unmodified.

18.2.5. For diesel and petrol engines under 1500cc actual capacity, forced induction is permitted providing that the complete original induction system is retained unmodified, other than the replacement of the air filter element.

18.3.1. Fuel injection may be fitted where it was standard equipment by the manufacturer for that engine type and where the original plenum chamber and throttle body is retained for that engine type.

18.3.2. A standard Wankel unit will be considered as three cylinders – twin Wankel units are prohibited.

18.3.3. Engines must comply with the silencing levels G.11.1, J.5.17 and 4.1 and have induction air filter elements fitted that ensure the vehicle complies with noise regulations J.5.17.

18.3.4. Only H shift pattern manual transmissions are permitted. The gear lever must remain the only means of changing gear unless an alternative method was originally fitted by the vehicle manufacturer as standard. Automatic transmissions are permitted provided that they are in their original configuration as fitted by the manufacturer to that specific vehicle model.

18.3.5. The number and location of the driven wheels must remain as original to the model of car.

Wheels and Tyres

18.4. Wheels and tyres sizes are free but must fit within the standard unmodified wheel arch.

18.4.1. Vehicles must be fitted with tyres that are always legal for use on the public highway.

18.4.2. Tyres must comply with L3-3.2..1.

18.4.3. Vehicles must have all spare wheels securely fastened in position and must not be fitted with spiked or studded tyres or any non-skid attachments, other than chains if permitted by SRs.

Electrical Systems

18.5. Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights, unless further restrictions are specified in SRs.

18.5.1. Light pods are not permitted.

18.5.2. A headlamp must provide the main beam and dipped beam functions.

18.5.3. An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 1st January 1946 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm.

18.5.4. A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance therefore no additional auxiliary lamps may be fitted.

18.5.5. Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted.

18.5.6. Auxiliary lights must not be used in neutral sections except in poor visibility as permitted by law.

18.5.7. Where more than four beams are fitted as standard, only four may be used and the remainder must be rendered unusable for the duration of the event.

18.5.8. Vehicles must have all lights fitted and used according to motor vehicle lighting regulations.

18.5.9. External navigational or Marshal lights are not permitted.

18.5.10. For events taking place wholly between half an hour before sunrise and half an hour after sunset 18.5, 18.5.7, and 18.5.9. do not apply.

Miscellaneous

18.6. Deleted.

18.6.1. Vehicles may not use racing style numbers, nor have any advertising except for event sponsor decals which must be incorporated within the rally plate.

18.6.2. They should be equipped with an effective method of stopping fuel supply, operable by the Driver when normally seated (the ignition switch would normally cover this requirement) and must use pump fuel as defined in Nomenclature and Definitions.

18.6.3. Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal.

18.6.4. Vehicles must display registration plates in compliance with the current Road Vehicles (Display of Registration Marks) Regulations.

18.6.5. Where an event includes any Section or Special Test held wholly or in part on private property all vehicles must carry a Small Spill Kit complying with J5.20.13. Recommended for events held wholly on the public highway.

18.6.6. For Road Rallies, Navigation Rallies and Targa Road Rallies held between 07.00 and 22.00hrs 18.1.2, 18.5, 18.5.1, and 18.5.9 do not apply. 18.6.1 is relaxed to permit advertising not exceeding 1250 sq cm in total.

Historic Road Rally Cars

Series Production Cars

Note: In this section the term MODEL refers to all variants of the same family of cars. To avoid misunderstanding, competitors are advised to obtain a copy of the appropriate manufacturer's documentation as to the standard specification of the car.

19.1. *Historic Road Rally Cars are categorised in the following periods. A car will be dated by the specification presented and not necessarily by the date of build or registration:*

19.1.1. *Historic Category 1 Road Rally Cars.* Cars of a specification valid before 1 January 1968 and compliant with 18.1.1 (except Sports Cars which need not be fitted with bumpers), 18.1.6, 18.3.3, 18.4, 18.5, 18.6 and 19.5.

19.1.2. *Historic Category 2 Road Rally Car.* Cars of a specification valid between 1 January 1968 and 31 December 1974 and compliant with 18.1 to 18.6 inclusive (see also 19.5).

19.1.3. *Historic Category 3 Road Rally Cars.* Cars of a specification valid between 1 January 1975 and 31 December 1981, compliant with their FIA Group 1 or 3 homologation papers, or be a Series Production Car, and comply with 18.1 to 18.6 inclusive (see also 19.5).

19.1.4. *Historic Category 2 and 3 Road Rally Cars* are permitted to use matt black bonnets and wing tops subject to 19.3.

19.1.5. *Historic Category 4(a) Road Rally Cars.* Cars of a specification valid between 1 January 1982 and 31 December 1985, or *Historic category 4(b) Road Rally Cars.*

Cars of a specification valid between 1 January 1986 and 31 December 1990, compliant with their FIA Group A or N homologation papers, or be a Series Production Car, and comply with 18.1 to 18.6 inclusive (see also 19.5).

Cars homologated in FIA Group A are permitted provided they are in standard production specification, the only modifications permitted (see also 19.3.) are to dampers, springs and brake friction material. Individual cars will only be accepted after receiving Motorsport UK approval. (R19.5.2.)

19.1.6. FIA Appendix K to the International Sporting Code: Historic Road Rally Cars fully compliant with the current FIA Appendix K categories T(Touring Car/Group1/Group N) and GT(Grand Touring Cars/Group 3) only. Cars must have been issued with a valid FIA Historic Technical Passport (HTP) or Historic Regularity Car Pass (HRCP), be in compliance with this document and the current FIA Appendix K at all times.

19.2. Deleted.

19.2.1. Deleted.

Permitted Modifications

19.3. Only period modifications used in rallying on the particular make and model of car are Permitted for Historic Road Rally Cars.

19.3.1. Modifications are only allowed if they were available before 1 January 1968 in the case of Historic Category 1 Road Rally Cars, before 1 January 1975 in the case of Historic Category 2 Road Rally Cars, before 31 December 1981 in the case of Historic Category 3 Road Rally Cars, before 31st December 1985 in the case of Historic Category 4(a) Road Rally Cars or before 31st December 1990 in the case of Historic Category 4(b) Road Rally Cars.

19.3.2. Roof vents are only permitted subject to the above.

Recommended Classes

19.4. Along with the mandatory requirements of 16.4.1, classes can be introduced based on capacity and/or age of vehicle.

19.4.1. It is recommended that they be the same as for Historic Stage Rallies.

19.5. Certain waivers may be available for Historic Road Rally Cars entered in Road Rallies and Rallies with Special Tests solely for vehicles manufactured before 1 January 1946.

19.5.1. Motorsport UK may also grant discretionary waivers for Historic Road Rally Cars complying with R19.1 in respect of 18.2 as appropriate, for Road Rallies and Rallies with Special Tests held between 07.00 and 22.00hrs, providing a Historic Grade Eligibility Scrutineer is appointed.

19.5.2. Application for these waivers should be made to Motorsport UK by the organisers of the specific event, giving full details of the waivers sought.

19.5.3. Any such waivers will be exclusive to an individual Motor Club and the nominated event.

19.5.4. Exceptionally, Motorsport UK may grant a written dispensation to use non-original parts, parts from a different model, or parts from a later period, provided that the use of these parts does not confer an advantage

in either performance or reliability. Motorsport UK will give consideration to written requests from Competitors who are unable to source vital components.

Engine

19.6. Forced induction is Permitted if by means of a mechanically driven supercharger, or by an exhaust driven turbocharger if fitted as original equipment by the vehicle manufacturer.

19.6.1. Such cars will be classified as having an engine capacity increased 70%.

19.6.2. Induction air filter elements must be fitted that ensure the vehicle complies with noise regulations J.5.17.

19.6.3. Exceptionally, and with the permission of the Chief Scrutineer, those cars for which 5,000rpm is inappropriate may be tested at 3/4 of maximum rpm.

Wheels, Tyres and Brakes

19.7. Vehicles must always be fitted with tyres that are legal for use on the public highway.

19.7.1. 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. The resultant track measurement must not differ from the original by more than 1 inch.

19.7.2. Rims must not exceed 6 inches.

19.7.3. The minimum diameter permitted is 15 inches, unless a smaller diameter was fitted as original equipment.

19.7.4. The tyre section, as marked on the side wall in millimetres or inches, must not differ by more than 1 inch (25.4mm) from that originally fitted.

19.7.5. The fitting of tyres with an aspect ratio of less than 65% is prohibited.

19.7.6. The fitting of a dual master cylinder, or any other type of device providing a simultaneous action on all four wheels and divided action on two wheels, is permitted, provided the original brake pedal and pivot point are used and they cannot be adjusted to affect brake balance by either the Driver or the Co-Driver when normally seated in the car.

19.7.7. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal.

19.7.8. For cars in Categories 2, 3 or 4, 19.7.2. and 19.7.5. do not apply where OE specification wheels are wider and tyre sections are less than those specified therein.

Miscellaneous

19.8. Vehicles must not use racing style numbers, nor carry advertising other than event sponsor decals. Pump fuel must be used as defined in Nomenclature and Definitions.

19.8.1. Where an event includes any Section or Special Test held wholly or in part on private property all vehicles must carry a Small Spill Kit complying with J5.20.13. Recommended for events held wholly on the public highway.

19.9. Standard Production Cars compliant with 19.1.3 and 19.1.5 must comply with 19.3 to 19.8.1 inclusive and the following regulations:

19.9.1. Body (External). No changes or additions may be made to the side or plan silhouettes to that offered by the manufacturers in either standard form or manufacturer's optional extra form. The replacement of any body panel with one constructed of different material from that fitted by the manufacturer is prohibited. Front and rear bumpers must be retained and be of the same dimensions and constructed of the same material as those fitted by the manufacturer

The fitting of any form of additional wheel arch extension is prohibited.

19.9.3. Engine. The engine fitted must in all respects conform to that fitted by the manufacturer for the model of vehicle.

To ensure oil and/or fuel are not deposited on the public highway sumpguards and tankguards may be fitted. It is permitted to fit a guard or guards to the silencing system that must retain at least the same number of silencer boxes and expansion chambers as catalogued for the car.

19.9.4. Transmission. The gearbox shall be that as fitted to the model of vehicle. Changes to the gearbox or final drive ratio other than those permitted by 19.3.1 are prohibited.

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1962 Jaguar E-Type Series 1 OTS



1964 Triumph TR4



1966 Triumph TR4 A



1968 Mercedes Benz 230 Fintail



1968 Jaguar E-Type Series 1.5 4.2 FHC



1968 Mini Cooper



1969 Lancia Fulvia Sport Zagato



1971 Alfa Romeo GTV 1750



1972 BMW 1602 2 door



1974 MG B Roadster



1979 Fiat 124 Sport Spider



1980 Range Rover Classic 3.5 V8



1983 Volkswagen Golf GTI Mk1



1990 Lancia Delta Integrale