



Supplementary Regulations

as at 7 September 2001

A Return to **TALISKER.**

THE FIFTH CLASSIC MALTS SCOTTISH RELIABILITY TRIAL

12 – 18 May 2002

Supplementary Regulations

1. Announcement. The Fifth Classic Malts Scottish Reliability Trial will be held on 12th to 18th May 2002. It is promoted by HERO – the Historic Endurance Rallying Organisation – under a Clubman's permit issued by the Royal Automobile Club Motor Sports Association Limited (the MSA), as a Historic Road Rally open only to members of the promoting club. The event will be run in accordance with the International Sporting Code of the FIA, the General Competition Regulations of the MSA, these Supplementary Regulations, and later additions and amendments thereto.

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

2. Provisional Programme. This is shown on the loose outer cover of this document, and is subject to alteration.

3. Officials.

Stewards Peter Cooper
Don Griffiths

Clerk of the Course John Brown

Deputy Clerks of the Course Colin Pagan
Mark Appleton

Secretary of the Meeting Joanna Brown
HERO
The Town House
Leigh,
Worcester
WR6 5LA
tel (+44/0)1886 833505
fax(+44/0)1886 833144
jo@hero.org.uk

Chief Marshal John Wood
2 Grinacombe Close
Broadwoodwidger
Lifton,
Devon
PL16 0ES
tel/fax 01409 211647
john@incompass.org

Chief Scrutineer Peter Elliott
147 Toft Hill
Bishop Auckland
Co Durham
DL14 0JB
tel/fax 01388 833778

The names of other officials will be published later.

4. Eligible Competitors. The event is open to invited crews of two, three or four people, subject to the seating capacity of the car. The same crewmembers must remain with the car throughout the event. At least two members of the crew must be aged 17 or over, and licensed and insured to drive the car entered.

Competitors may be of any nationality. All crewmembers must be members of HERO; the membership fee of £5 per person will be transferred to HERO from the entry fee.

5. Eligible Cars. Cars must have been made before 31st December 1974, and must not have been materially modified to a specification later than this date. They must be in a legal condition, and registered for use on the public highway; trade plates are not permitted.

All cars must respect HERO's Eligibility Guidelines and comply with the relevant MSA Vehicle Regulations, as shown in the document accompanying these Regulations.

The owners of all vehicles entered must complete HERO's Declaration of Vehicle Eligibility, and return this with their entry form, unless HERO already hold a valid Declaration from a previous event. A Declaration found to be false or incorrect may result in a penalty up to and including exclusion, at the sole discretion of the Clerk of the Course.

There will be a noise test at the Start and at least one other point en route. At these tests the noise meter will be positioned 0.5 metres from the middle of the car, diagonally behind it (i.e. on a line at 45° to the car's centre line), to the side on which the exhaust tailpipe emerges. Engines must be run to 4,500 r.p.m. (or two-thirds of maximum r.p.m. in the case of pre-war cars). The maximum permitted noise level under these conditions will be 97dB(A). Cars in Age Categories D, E and F must be fitted with effective induction silencing (e.g. air filters).

6. Age Categories and Classes. These will provisionally be as follows:

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

Class A1 Saloons/drophead tourers up to 1,500cc
Class A2 Saloons/drophead tourers of 1,501cc or more
Class A3 Sports cars up to 1,500cc
Class A4 Sports cars of 1,501cc or more

Age Category B: Post Vintage (model first made between 1.1.31 & 31.12.40)

Class B1 Saloons/drophead tourers up to 1,500cc
Class B2 Saloons/drophead tourers, 1,501cc or more
Class B3 Sports cars up to 1,500cc
Class B4 Sports cars of 1,501cc or more

Age Category C: Wartime/Post-war (model first made between 1.1.41 & 31.12.52)

Class C1 Saloons/tourers up to 1,500cc
Class C2 Saloons/tourers of 1,501cc or more
Class C3 Sports cars up to 1,500cc
Class C4 Sports cars of 1,501cc or more

Age Category D: Fifties (model first made between 1.1.53 & 31.12.59)

Class D1 Saloons/tourers of up to 1,200cc
Class D2 Saloons/tourers of 1,201 to 1,700cc
Class D3 Saloons/tourers of 1,701 to 2,500cc
Class D4 Saloons/tourers of 2,501cc or more
Class D5 Sports and GT cars up to 1,300cc
Class D6 Sports and GT cars of 1,301 to 1,700cc
Class D7 Sports and GT cars of 1,701cc to 2,700cc
Class D8 Sports and GT cars of 2,701cc or more

Age Category E: Sixties (model first made between 1.1.60 & 31.12.67)

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

Class E2 Saloons/tourers of 1,301 to 2,000cc

Class E3 Saloons/tourers of 2,001cc or more

Class E4 Sports and GT cars up to 1,300cc

Class E5 Sports and GT cars of 1,301 to 2,000cc

Class E6 Sports and GT cars of 2,001 to 3,000cc

Class E7 Sports and GT cars of 3,001cc or more

Age Category F: Post-Historic (model first made between 1.1.68 & 31.12.74)

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

Class F2 Saloons/tourers of 1,301 to 2,000cc

Class F3 Saloons/tourers of 2,001cc or more

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

Class F5 Sports and GT cars of 1,301 to 2,000cc

Class F6 Sports and GT cars of 2,001 to 3,000cc

Class F7 Sports and GT cars of 3,001cc or more

The Organisers reserve the right to amend or merge classes, to create new classes and to place cars in other classes if they deem it fairer to do so. Classes with fewer than three entrants will normally be merged. Some models may be placed in an age group later than the year of first manufacture: e.g. all Jaguar XK120 and XK140 models, and all Triumph TR2, TR3 and TR3A, models, will run in Age Category D; all Austin Healey 3000s will run in Age Category E; all Porsche 911s will run in Age Category F; etc.

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

8. Prohibited Equipment. Two-way radios, and satellite or radio positioning or navigation devices, are prohibited. Cellular phones may be carried, for emergency use only; any competitor found using a mobile phone (or any other means of communication) to receive or transmit information relating to the event (such as navigation instructions or the location of secret controls) will be excluded.

Any form of supplementary tripmeter is permitted. However, certain categories are subject to additional penalties as shown below:

- (i) **Mechanical or semi-mechanical trips** (e.g. Halda Speedpilot, Tripmaster and Twinmaster; A1FAB Gemini; Belmogtwin; Autostorica Retrotrip), or electronic displays with a single digital display registering distance only (e.g. Brantz 1; Terratrip 1) – no penalty.
- (ii) **Dual display electronic tripmeters registering distance only** (e.g. Brantz 2; Terratrip 2) – penalised 1 mark (equivalent to 1 second) per Timing Point. A vehicle fitted with two supplementary tripmeters complying with Category (i) above, or any tripmeter capable of running with two independent calibrations (e.g. Oldtimer Retrotrip) will be subject to the same penalty.
- (iii) **Electronic tripmeters registering more than just distance, or average speed computers** – penalised 5 marks (equivalent to 5 seconds) per Timing Point. Any clock which performs an average speed function (e.g. by beeping when a particular distance is due) will be subject to the same penalty.

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

Laptop computers, electronic organisers and similar devices are PROHIBITED, except if carried inside closed luggage in the car's baggage compartment. They may not be used at any time between the start and finish controls of each day's run.

No form of advertising display or sticker may be carried on any competing car, other than those provided by the Organisers.

9. Identification. Rally number plates, and adhesive side panels approximately 30cm x 30cm, will be provided by the Organisers. The plates must be fastened to the front and rear of the vehicle, and the side panels on the front doors or adjacent panels.

Crew members will be provided with ID badges, which must be worn at all times during the running of the event and at official functions.

All official identification must be visible at all times; the penalty for removing or deliberately obscuring numbers during the event is 1,000 marks.

10. Entries and Accommodation. Entry is by invitation, from among those applying to take part. The entry fee will be £2,850 for a car and two people. A discount of £100 will be made to all competitors in pre-war cars. The entry list is provisionally limited to 120 cars, but the Organisers reserve the right to raise this.

The entry fee includes overnight bed and breakfast in shared rooms for each night from Saturday 11th May to Saturday 18th May inclusive; three organised get-together evening dinners; the prizegiving lunch; sponsors' hospitality and the Skye Bridge Toll. A supplement of £400 per person will be payable for single rooms, subject to availability. A supplement of £800 per extra crewmember will be payable to cover the costs of hotels, functions, etc.

At some overnight halts, more than one hotel will be used. Although the Organisers have done their best to find establishments of the highest available quality, there will inevitably be differences. The Organisers will endeavour to provide a fair balance for all competitors, taking account of date of entry.

Competitors are encouraged to join with others into marque, national and club/ecurie teams of three cars. No competitor may be a member of more than one team of each kind. The same three cars may not form more than one team.

The main award of the event, the Talisker Trophy, is for the best marque team. For this, all cars must be of the same make, and should if possible be of the same or similar model and in the same Age Category, although the Organisers reserve the right to relax these latter requirements for rarer makes.

National teams must consist of three crews, whose first drivers are all of that nationality or a permanent resident of the country concerned.

Any three competitors may form a club or ecurie team. In addition, any three competitors in pre-war cars (Age Categories A and B) may form a pre-war team.

The formal entry list opens on 21st September 2001, and closes for individual competitors on 15th April 2002. The Organisers reserve the right to accept later entries. Team entries may be made up to and including signing on.

Applications for entry must be made on the official Entry Form, and accompanied by the full Entry Fee, which is refundable if the application is refused.

The Organisers may at their discretion refund all or part of their entry fee to competitors who withdraw after their application has

been accepted. This will normally depend on the reasons for withdrawal, and on whether or not a reserve entry in an equivalent car wishes to take up that place. If withdrawal is within four weeks of the start of the event then the entry fee is forfeited.

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 three competitors or fewer, and possibly require it to be merged with another Class.

In those exceptional cases where a change of Class is permitted, the Organisers reserve the right to charge a supplementary fee of £100 to cover the costs involved (new time cards, new numbers/rally plates, changes to paperwork, possible new Class trophies, etc).

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

The Organisers reserve the right to cancel the event if fewer than 60 entries are received by the closing date. If the event is abandoned for this or any other reason, at any time, the Organisers reserve the right to retain a proportion of the entry fee to cover administrative costs incurred to that point.

11. Route and Navigation. The full route will be of about 1,400 miles (2,300 km), almost all on public asphalt roads. There will be no timed sections or tests on gravel roads; these will be used only for access to test venues. However, some of the most scenic Scottish minor roads are of bumpy asphalt, and very low slung cars are not recommended unless driven with care.

Competitors in Age Categories A and B may in some cases be set lower average speeds or a route more suited to their cars (e.g. avoiding long steep downhill sections or very tight corners, etc).

All route instructions will be in the form of a fully detailed, easy to use Road Book. Official distances will be in miles, but the equivalent in kilometres will be given in all route documents.

12. Maps. A list of the maps required will be supplied a few weeks before the event. This will incorporate an order form, which will enable competitors to benefit from a discount from our official supplier, Rallymaps, The Gate Lodge, 107 Sydenham Avenue, Belfast, BT4 2DP, email rallymaps@dnet.co.uk; telephone 02890-808808, fax 02890-808809.

Rallymaps will also be preparing their own Rallymaps Map Book for the event showing the whole route (apart from secret Regularity Sections) in full colour A3 format. Details of this will be available later.

13. Fuel and Assistance. Arrangements are being made for filling stations to be open at intervals of approximately 50 to 80 miles, but the Organisers cannot be held responsible for unforeseen difficulties, and competitors are advised to ensure that they are able to carry sufficient fuel for at least 120 miles.

Prearranged servicing of any kind is strictly prohibited, and outside the spirit of the event. Competitors may only use fuel, oil, tyres, wheels, tools and components which are carried in their own car; or which are supplied to them by other competitors, by official assistance cars or by members of the public with whom

they have no connection; or which are purchased from commercial suppliers' premises en route.

The only people who may work on a competing car are its own crew; other competitors; 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 service in their normal course of business.

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

The Organisers will provide a limited courtesy baggage service between overnight halts carrying one normal suitcase or grip per crew.

14. Average Speeds. The time schedule for main road sections of the route will generally be based on an average speed of about (and no more than) 30 m.p.h. On motorways, the average speed set will normally be higher but will not exceed 60 m.p.h.

On the secondary roads, average speed set will vary according to the difficulty of the road and the class of the car. For Age Categories E and F, it will in general be 30 m.p.h. throughout on good quality ordinary roads, varying down to 20 m.p.h. or less for the oldest and slowest cars.

Any competitor covering a distance of 20 miles or more of ordinary (non-motorway) roads between successive controls or checks at an average speed in excess of 40 m.p.h. will be penalised by 100 marks, as per Article 21(f). One or more Secret Checks will be established to police this.

There may be gaps in the running order from restart controls to allow for the different set speeds, but there will nevertheless inevitably be occasions when cars will be running simultaneously at different average speeds. It is OBLIGATORY for any car that is caught by another to let it overtake, particularly on Regularity Sections, by pulling in and stopping if necessary. The penalty for avoidable baulking will be 300 marks for a first offence and exclusion for a second offence.

15. Controls. Controls may be located at the roadside, or within the precincts of a venue such as a hotel, pub or filling station. These will be indicated by official Control boards.

There will be the following types of control during the event:

Major Controls (MC): these will be located at periodic intervals, often indoors; at these there will be no lateness penalty up to a permitted tolerance, which will be 15 minutes at the Edinburgh Start control and at each day's Restart control; and at least 30 minutes at other Major Controls. This tolerance (Maximum Permitted Lateness) may be greater for earlier Age Categories. A penalty of 300 marks will be incurred by competitors visiting Major Controls later than this, but they will still be eligible for a Blue Riband if they visit it at any time it is open. Competitors failing to visit Major Controls at all during their opening time will be penalised 1,000 marks. **To remain eligible for a Gold, Silver or Bronze Medal, competitors must not lose marks at any Major Control.**

Route Checks (RC): these will be located along the route at previously disclosed locations, to provide proof of adherence to the correct route. They may be manned or unmanned. At manned checks, the marshal will sign the competitor's time card, but no time will be recorded for any purpose other than noting the order of competitors' arrival. At unmanned Route Checks, competitors will be required to record information such as a name on a sign, or a code word placed by the Organisers. This must be written immediately in the correct space on the time card; marshals at subsequent controls may cancel blank spaces. The maximum penalty at any one Route Check will be 300 marks. **To remain eligible for a Gold, Silver or Bronze Medal, competitors must correctly visit, and comply with the requirements for proof of passage at, every Route Check required for their class.**

Secret Checks: these will be set up at undisclosed points to check competitors' driving behaviour and adherence to route instructions. **To remain eligible for a Gold, Silver or Bronze Medal, competitors must not incur any Secret Check penalties.**

Regularity Start Controls and Regularity Timing Points: see article 17.

Roadside controls will be preceded by a yellow control board, which will mark the start of the Control Area; cars may wait outside this area until one minute before they wish to book in, so long as they do not baulk other competitors. If they are likely to cause an obstruction, the control marshal may at his discretion allow them to wait in the Control Area without booking in.

A control board will be at the correct entrance in the case of controls inside buildings. At off-road controls competitors are welcome to enter the venue as soon as they arrive and make use of its facilities before or after booking in.

In the case of roadside controls, except where specifically permitted, competitors may not pass through the Control Area more than once; may not turn round in a Control; and must approach and depart from each Control in the directions specified or implied by the route instructions. The penalty is equivalent to missing that Control.

There will be no arrival time controls prior to Test and Regularity Start Controls. Competitors may report to these points, and start the Test or Section, at any time during the period they are open.

They should be ready to start the test or section IMMEDIATELY on arrival; they may be instructed to start the test, and timed accordingly, even if they are not ready to move off.

Please arrive at test and regularity starts as early as possible, without driving too fast; this will assist the running of the event, and give you a greater lateness cushion.

16. Timing System. The event will be run to Scheduled Time, not Target Time.

Timing at Major Controls will be by marshals' clocks, read to the previous full minute (e.g. 14:23 and 55 seconds will be read as 14:23). At Major Controls (but not on Tests or Regularity Sections), the time recorded will be that at which the competitor presents his Time Card to the marshal. The competitor may check the clock before doing so if he wishes.

Each competitor's Time Card will show his own Scheduled Time and Latest Permitted Time at each Major Control together with the intermediate time allowance for each section. It will also show his theoretical Scheduled Time at other locations, to enable him to keep check of his progress.

Competitors booking in at a Major Control before their Scheduled Time will be penalised at the rate of 20 marks per minute. Note that earliness penalties are cumulative, e.g. if you are one minute early at one control and the same amount early at the next, you are penalised for early arrival each time.

Competitors late at one Major Control may reduce this lateness at the following one provided that in doing so they do not take less than three-quarters of the intermediate time allowed.

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

At most controls, the marshals' clocks will be Liège Timers. In addition to the written record on the competitor's time card and the marshal's checksheet, these record the time of booking on a computer chip carried by each competitor.

The onus is on competitors (a) to ensure that marshals have correctly recorded their time and signed their time cards; (b) to record correctly the required information at unmanned route checks; (c) to write this immediately in the correct space; and (d) to hand in time cards at the correct place and time.

17. Regularity Sections. There will be about 15 Regularity Sections on the event, on which competitors are required to maintain a constant speed of 30 m.p.h. or less. The set speed and the route may vary from class to class.

Competitors must be ready to start each Regularity Section immediately on arrival at the Start. They will be allocated a start time on the next practicable full minute (e.g. 15:25:00) or (if two or more cars arrive close to each other) half-minute (e.g. 15:25:30). If not ready, they may be deemed to have started at the correct time and have to make up any time they have lost.

Timing Points on ordinary Regularity Sections will be established only at junctions or other landmarks indicated in the route instructions, to which the exact mileage and the time allowed from the preceding landmark will be given (the "Jogularity" system); Organisers' mileages will be deemed correct. Timing lines at TPs may be up to 0.005 mile (26ft) either side of the actual landmark referred to in the Jogularity schedule.

British law and MSA rules require controls at which cars must stop to be at least two miles apart if they and the route between them are wholly on the public highway. Some Regularity Sections will be wholly or partly on private land; on these, Timing Points may be less than 2 miles apart, but will be at least 0.25 mile apart.

Timing Points will have no advance board, but will be indicated by a STOP or CONTROL board, at which competitors will be timed as they stop astride the line or immediately behind any car(s) already on the line. The marshal will then enter this time onto the competitors' time card.

Competitors will be penalised 1 mark per second early or late at each Timing Point, up to a maximum of 300 marks at any one (equivalent to 5 minutes' earliness or lateness). The maximum penalty on each Regularity Section will be 500 marks.

There will normally be more than one Timing Point on a Regularity Section; at each, competitors' due time will be based on their time at the *immediately preceding* control, whether this was the Start Control or a previous Timing Point – i.e. earliness or lateness *must* be carried forward.

On all Regularity Sections, competitors may not stop or slow down unduly within sight of a Timing Point; if they do, they will

be given the time at which they do so as their arrival time. Competitors stopping will in addition be penalised 60 marks as described below.

Competitors must not stop on Regularity Sections, except at a Timing Point or if obliged to do so by a Stop, Halt or Give Way sign, or by other circumstances beyond their control (such as road safety and courtesy: see Article 20). The penalty for stopping except under such circumstances will be 60 additional marks, if observed by a marshal or Judge of Fact.

The Organisers' official distance will be measured using a trip mileage recorder which will have been set to give a reading as close as possible to actual distances. Prior to the event, competitors will be given the opportunity to calculate discrepancies with their own odometer, on a test section of road.

During the event, there may be *Driver-Only Regularity Sections* (DORS). On these sections only the driver will be in the car, and must endeavour to maintain a fixed speed which will not be varied during the section. The car should NOT stop at Timing Points, which will be indicated by a board and a line across the road. Jogularity time and distance sheets will not be issued. The car's odometer(s) will be covered by tape, which must not be removed.

To retain a Gold Medal, competitors must visit every Regularity Start Control required for their class during the time it is open, and achieve the Gold Standard of 60 marks or less (1 minute early or late) at every Regularity Timing Point required for their class. The Gold Standard may be adjusted retrospectively if the time allowed should prove unattainable for cars of that class, e.g. through bad weather.

To remain eligible for a Silver or Bronze medal, competitors must visit every Regularity Start Control and Timing Point required for their class while they are open (in addition to achieving Gold Standard at the requisite number of these – see below).

During the event, there may also be one or more *Observed Regularity Sections* (ORS), which will have a different penalty structure as described below. These will have a maximum length of 0.5 mile. Although the general location of each ORS will be given, the exact position of the Start and Finish Lines will not be disclosed beforehand. They will be denoted by a line across the road and by roadside boards saying START and FINISH respectively.

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

The Start Line will be between 0.1 and 0.5 mile after a manned Route Check, at which competitors must get their Time Card signed in the normal way. As the purpose of this Route Check is to record the running order of competitors through the Observed Regularity Section, you may NOT overtake another competitor between checking in at this control and starting the Observed Section, except in the case of cars stopped for emergency reasons, in which case you must record this on your Time Card.

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

On some ORS, there may be an intermediate Stop and Restart Line; if so, you will be notified in advance. This Line will be denoted by a line across the road and a STOP board. You must come to a complete stop astride the line. Roadside observers will record compliance on their checksheets, but will NOT mark your own Time Card.

Penalties on ORS will be as follows:

- (i) taking less or more than the ideal time: 1 mark per second, MINUS the lowest number of marks lost by a car in the same class not incurring penalties under (ii) below (i.e. best car in each class doing section correctly has zero marks)
- (ii) failing to stop astride a Stop and Restart Line, and/or allowing front wheels to go back across line: 30 marks. This penalty still applies if you are best in your class.
- (iii) maximum penalty on any ORS attempted: 30 marks
- (iv) not attempting an ORS: 300 marks

The Gold Standard for each ORS will be 10 marks. There is no additional loss of Gold Medal eligibility for failing to visit an ORS, if the preceding Route Check is visited.

18. Tests. There will be between 15 and 20 Tests. These may either be *Timed Tests* (manoeuvrability against the clock; acceleration and braking test with Le Mans start; etc); or *Observed Tests* (e.g. hill stop and restart; slow running; driving judgement; etc). Some Tests may be run wholly or partly with the engine off.

Timing on Tests may either be by means of separate Start and Finish clocks, or by a single stopwatch. 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.

A Bogey Time for Timed Tests will be published, based on an average speed not exceeding 30 m.p.h. A competitor's deemed time for each Test will be calculated as follows:

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

A class improvement formula will then be applied. On each Test, the number of seconds (including time penalties as above) taken by the best competitor in each class will be deemed the Target Time for that class, and that competitor will receive zero penalty marks; other competitors will lose marks at the rate of 1 mark per second in excess of this.

The following penalties are, however, absolute:

False start or taking wrong route	30 marks
Not attempting to step astride a line as required by the instructions	30 marks
Maximum penalty on any Test attempted	30 marks
Not attempting a Test	300 marks

There may be a time limit within which to complete part or all of an *Observed Test*, with penalties for taking longer.

Some tests may be different and/or omitted altogether for some older classes.

For each test, a *Gold Standard* will be established; this may be absolute or may be relative to the best performance in that class. **To win a Gold Medal, competitors must attain the Gold Standard on every Test required for their class.**

The Organisers reserve the right to amend the Gold Standard retrospectively for any class, in the light of actual performances achieved and conditions on the day. Detailed penalties and Gold Standard will be given in the instructions for each individual test.

To remain eligible for a Silver or Bronze Medal, competitors must attempt every Test required for their class (in addition to achieving Gold Standard at the requisite number of these – see below).

19. Delay Allowances. If there is a delay of more than three minutes at the start of a Test or Regularity Section, competitors should claim a delay allowance, by asking the marshal in charge to record their arrival time and their start time on their Road Section Time Card. The onus is on the competitor to do this. The arrival time recorded will be that at which the Time Card is presented to the marshal; no allowance will be made for delays incurred prior to this.

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

- (i) Road traffic signs and speed limits must be obeyed
- (ii) Road safety instructions in the road book and in particular the requirement to stop at certain junctions, are compulsory (Competitors' attention is drawn to MSA Regulation K14.2.1); the penalty for failing to follow these instructions will be at the discretion of the Clerk of the Course to a maximum of: first offence, 600 marks; 2nd offence, exclusion
- (iii) The following rules for driving on single track roads MUST be followed:

- (a) Passing places are usually marked by signs; a white diamond, white square or black and white pole
- (b) When you meet an oncoming vehicle, use the passing places as follows:
stop at least at the last available place before you would meet the other vehicle
 - if the space is on the left pull into it
 - if the space is on the right, stop opposite it (unless the oncoming vehicle is a large bus or truck, in which case you should pull off to the right)
- (c) Remember that an oncoming vehicle will probably already have met a number of rally cars, and the driver's patience may be wearing thin
- (d) In our experience, a rally car usually loses less time by giving way to, or reversing for, other road users, especially if these are tourists
- (e) At every blind bend or crest, be ready to meet an oncoming vehicle. Where there is a wider space or passing place at a bend or crest, keep well in to the left
- (f) Remember that the road will probably narrow again to single track immediately after a wider bend or crest!
- (g) Do not hold up following 'civilian' vehicles, especially on regularity sections when your speed may be lower than that of other traffic; pull into a passing place and let them overtake
- (h) Do not allow a procession of rally cars to build up behind you, as this is almost impossible for following vehicles to overtake, and causes a queue (and therefore delays) at the next test or regularity start; again, pull in to let following cars overtake

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

(a) Not reporting at a Major Control within your own maximum permitted lateness tolerance	300
(b) Not reporting at a Major Control at all during the time it is open	1,000
(c) Reporting at a Major Control before your own Scheduled Time, per minute	20
(d) Not reporting at a required Route Check or Regularity Start Control, or providing the required proof of passage at a Route Check; wrong approach to or departure from such a Control; passing through such a Control more than once; turning round in such a Control; maximum penalty under (c), (d), (e) and (f) at any one Control	300
(e) Not complying with other requirements of the Road Book, Route Cards and other written instructions, or with a reasonable verbal instruction given by an official provided he or she gives due warning of liability to penalty	150
(f) Taking less than three-quarters of the time allowed on a Road Section of greater than four miles between Major Controls and/or Secret Checks established for the purpose of checking excessive speed	100
(g) Per second early or late at a Timing Point on a Regularity Section	1
(h) Stopping, or slowing unduly on a Regularity Section, other than as permitted in Regulation.....	60
(i) Maximum penalty that may be incurred at any one Regularity Timing Point (including not reporting, wrong approach or departure, passing through twice or more, etc)	300
(j) Maximum penalty that may be incurred on any one Regularity Section	500
(k) Per second early or late on an Observed Regularity Section	1 mark, minus best performance in class
(l) On a Timed Test, per second slower than the best performance in the class, including time penalties for faults, as set out in Regulation 18.....	1
(m) Not correctly completing, or taking the wrong route on, a Test, or making a false start on a Test, or not attempting to step outside a line as required.....	30
(n) Maximum penalty that may be incurred on any one Test or Observed Regularity Section attempted	300
(o) Not attempting a Test or Observed Regularity Section	30
(p) Breach of statutory requirement concerning driving of a motor vehicle	300
(q) Breach of the Construction and Use, or Lighting of Vehicles Regulations; excessive vehicle noise, damaged or ineffective silencing system, in the opinion of a Judge of Fact; per offence	300
(r) Driving in an unsafe manner or without due consideration for other road users, excessive speed, driving likely to bring motor sport into disrepute, as observed by a Judge of Fact. Penalty for first offence at the discretion of the Clerk of the Course up to a maximum of	600
(s) Not reclosing a closed or part-closed gate	50
(t) Avoidably haulking another competitor	300
(u) Removing or obscuring competition numbers	300
(v) Failure to hand in completed damage declaration form	Exclusion
(w) Receiving assistance in breach of Regulation 13	Exclusion
(x) Use of mobile phone, radio or other form of communication, in breach of Regulation 8	Exclusion
(y) Second similar offence for (p), (q), (r), (t) or (u) above	Exclusion

21. Penalties and Finishers' Qualification. For penalties, see the separate box above.

To qualify as finishers, competitors must visit the following controls while they are open: (i) the Start Control at Edinburgh, Sunday morning; (ii) each day's Restart Control; (iii) the Finish Control.

Ties will be decided by reference, in order, to marks lost on (i) Concours; (ii) Road Sections; (iii) Regularity Sections; (iv) Tests.

22. Results and Protests. An Official Notice Board will be established at the Rally HQ Hotel at each overnight halt. Interim

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

Queries or protests concerning these Results must be made in writing, preferably on the form provided, within 12 hours of their being posted, so long as it is practicable for the competitor concerned to do so. Replies will be posted on the Official Notice Board as soon as possible.

Full provisional results will be posted on the Official Notice Board at the Finish at 8.00 p.m. on Saturday 18th May. Any queries or protests in respect of these must be made within 30 minutes of their being posted.

Making a query does not invalidate the right of a competitor to protest subsequently in writing to the Stewards. Any formal protest must be made within the period quoted above unless the matter has been the subject of an enquiry to the Clerk of the Course; in this case, it must be made within 30 minutes of the Clerk of the Course's reply being posted. Any protest must be accompanied by a fee of £20, which will be returned if the protest is upheld. Any appeal to the Stewards must be accompanied by a fee of £150 which *may* be returned if the protest is upheld.

23. Awards. There are no overall awards, nor will a General Classification be published.

The most important trophy will be *The Talisker Trophy*: six awards will be presented to the best placed marquee team of three cars.

The Pre-War Team Trophy: six awards will be presented to the best team of any three pre-war cars.

The National Team Trophy: six awards will be presented to the best national team of three crews, whose first drivers are of that nationality or a permanent resident of the country concerned. England, Wales, Scotland, Northern Ireland, the Isle of Man and the Channel Islands will be treated as separate nations.

The Ecurie Team Trophy: six awards will be presented to the best placed club or ecurie team.

Medals will be awarded to crews who

- (i) complete the whole route, by booking in at every Major Control during their Maximum Permitted Lateness, and at every other Control, Check and Timing Point while it is open; and attempting every Test and Observed Regularity Section; and who
- (ii) incur no penalties under Article 21 (p) to (x)

One or more *Gold Medals* will be awarded in each Age Category, to crews who achieve the Gold Standard at every Control, Check, Timing Point and Test. If no competitor achieves this, Gold Medals will be awarded to the competitor(s) in each Age Category achieving the greatest number of Gold Standards.

Silver Medals will be presented to the next 30% of medal-qualifying crews in each Age Category, based on the number of Gold Standards achieved.

Bronze Medals will be awarded to all other medal-qualifying crews

Blue Riband: for visiting every Major Control while it is open.

Finishers Award (Red Riband): for qualifying as a Finisher.

The Ladies' Prize: for the best performance by an all-lady crew, if no all-lady crew finishes, this will be awarded to the best crew whose bona fide first driver is a lady.

The Charity Shield: for the crew raising the biggest sum for one or more registered charities.

The Veteran's Trophy: for the oldest car qualifying as a Finisher.

The Test Pilot's Trophy: to the first named driver of the car performing best on all Tests required for his Age Category, on scratch penalties.

The Timekeeping Trophy: to the nominated second driver of the car losing the least marks on Regularity Sections.

Class winners and place awards: based on one trophy per three crews in the class (1-3 cars, 1st only; 4-6 cars, 1st & 2nd places; etc).

Best Beginners' Trophy: two trophies to the best crew of which every member is competing on his or her first rally or classic trial of any kind.

Concours Awards: to the entrant of the best car overall, and in each Age Category.

Nationality Awards: to the best first driver resident in each overseas country, of each nationality.

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

24. Concours de Confort et d'Equipement. This will be a separate event, and not part of the main competition. Cars will be judged at the Start, during the event and at the Finish for originality, level and appropriateness of equipment, crew apparel, attention to period detail, and stylishness. Awards will be made for the best overall and to the best two or three in each Age Category, to finishers only. Marks will not be lost for being travel stained.

25. Insurance. The Organisers have applied to Alexander Forbes Risk Services for a Blanket Certificate of Insurance under the Alexander Forbes's Motor Sports Club Scheme to provide competitors who wish to use the scheme with third party cover to meet Road Traffic Act requirements on the road sections of the event.

The basic rate per entry for the event (before any loadings) will be £15.00 (inclusive of Insurance Premium Tax).

All competitors who will be driving on the event will be asked to sign an insurance declaration that they have cover for Road Traffic Act Requirements. This must be a minimum of two persons per entry and will confirm that both driver and co-driver, either (a) are covered by an extension to private motor insurance to include cover whilst participating in the event; or (b) hold valid NES Letters of Acceptance (to be produced at Signing On) without a loading; or (c) are able to comply with the following Alexander Forbes Declaration. NES letters issued under a previous scheme (Bowring etc) are acceptable if they are still within the validity period and do not have a loading.

ALEXANDER FORBES DECLARATION

1. I am over 17 years of age and have held a full licence for at least six months
2. I have had no more than one fault accident in the last 3 years.
3. I have no convictions other than a maximum of 6 speeding points
4. I have no physical or mental disabilities
5. I have no other material facts to disclose.

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

Competitors who have an NES Letter of Acceptance with a loading or doubt that they comply with the above Alexander

Forbes Declaration should complete the Declaration Form For Competitor's Third Party Risks available from Alexander Forbes Risk Services, Hanover House, 30/32 Charlotte Street, Manchester, M1 4FD, tel 0161 228 0721, fax 0161 236 0995. This should be returned by **26th April 2002** to the insurers at the above address. The insurers will then forward processed Letters of Acceptance to the home addresses of drivers, and unpaid premiums will be collected at Signing On.

Competitors extending their own insurance to provide cover whilst participating in the event will not be required to pay the £15.00 fee.

HERO – the Historic Endurance Rallying Organisation

The Town House, Leigh, Worcester, WR6 5LA, England
telephone (+44/0) 1886 833505 • fax (+44/0)1886 833144
e-mail info@hero.org.uk • website <http://www.hero.org.uk>

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