

**HERO - the Historic Endurance Rallying Organisation:
Scottish Malts Reliability Trial & Classic Car Tour
8th to 13th May 2006**

**Scottish Malts Reliability Trial 2006:
Additional Supplementary Regulations
as at 20th August 2005**

Provisional Programme

Sat	15.10.2005		End of discounted fee of GBP 2,950 (see section 7.1)
Sun	15.01.2006		End of discounted fee of GBP 3,150
Fri	31.03.2006		Entry list closes; the Organisers reserve the right to accept late entries
Sun	07.05.2006	11.00-16.00	Scrutineering, Edinburgh
		11.30-17:00	Signing-on
		20:00	Welcome buffet supper
Mon	08.05.2006	07:00	Leg One Edinburgh to Coylumbridge via Kenmore
		20.00	Highland Banquet
Tues	09.05.2006	07:00	Leg Two Coylumbridge to Littleferry via Fort Augustus
Wed	10.05.2006	07:00	Leg Three Littleferry to Inverness via Kylesku
Thurs	11.05.2006	07:00	Leg Four Inverness to Aviemore via Elgin
Fri	12.05.2006	07:00	Leg Five Aviemore to the finish at Scone Palace via Glen Shee
		19.30	Provisional results posted
		20.00	Farewell dinner
Sat	13.05.06	09.00	Prizegiving Breakfast

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

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

Article 1.1: Definition and Status

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

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

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

Article 1.2: Officials

<i>Stewards</i>	T.B.A.
<i>Clerk of the Course</i>	Peter Nedin e-mail peter@hero.org.uk
<i>Deputy Clerk of the Course</i>	John Wood
<i>Secretary of the Meeting</i>	Lynn Nedin Ynysmaerdy Farm Cottage, Ynysmaerdy Rd, Briton Ferry, Neath, SA11 2TS, UK tel +44 (0) 1639 820864, fax +44 (0) 1639 812863 e-mail lynnnedin@yahoo.co.uk
<i>Chief Marshal</i>	Harriet Wood The Stables, Rhyd y Carw, Trefglwys, Caersws, SY17 5PU tel: +44 (0) 1686 430789; fax: +44 (0) 1686 430799 e-mail: harriet@incompass.org
<i>Chief Timekeeper</i>	Hywel Thomas
<i>Chief Scrutineer</i>	Peter Elliott 147 Toft Hill, Bishop Auckland, Co Durham, DL14 0JB tel/fax: +44 (0) 1388 833778
<i>Results Service</i>	Rally Results International

The names of other officials will be published later.

Article 1.4: Official Notice Boards

Official Notices will be posted at Rally HQ at the Start, each Overnight Halt and the Finish, and any other locations to be announced.

Article 3.4: Categories and Classes

The Categories and Classes will be as in HSRs, Age Categories A to G, up to 31st December 1981.

Article 6.2: Maximum and Minimum Number of Entries

The maximum number of Crews allowed to take part will be 120.

Article 6.3: Changes of Crew

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

Article 7.1: Entry Fees

The entry fee for a crew of two is **GBP 2,950 until 15th October 2005; GBP 3,150 from 16th October 2005 to 15th January 2006; and GBP 3,350 from 16th January 2006.** This includes

- Rally participation
- Lunch on each of the five days of competition
- Six nights accommodation (crew of two sharing) and evening meals for the nights of Sunday 7th May to Friday 12th May inclusive
- Highland Welcome Banquet
- Farewell Dinner
- Prize giving breakfast
- Two Malts racks & two sets of ten whisky miniatures
- Generous awards list
- Finishers' awards
- Detailed Road Book
- Two rally plates and side number panels
- Souvenirs and apparel

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

- single rooms for original crew of two (subject to availability):
GBP 950 per crew
- additional crew members in single rooms: GBP 1,250 each
- third & fourth crew members sharing a room: GBP 785 each.

Article 7.2: Refund of Entry Fees

Participants withdrawing by 15th January 2006 will receive a full refund; those doing so after that date but by 31st March 2006 will receive a 50% refund. After 31st March, the Organisers reserve the right to retain the full entry fee; no refund will normally be made to non-starters.

Article 10.4: Road Safety and Courtesy

Add:

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

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

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

Article 11.1: Route Description

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

On each leg there will be Regularity Sections and Special Tests. There will be at least one Lap Consistency Test during the event.

Article 11.2: Road Book and Other Instructions

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

Article 13.1: Fuel

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

Article 16.1: Types of Control

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

Article 17.4: Timing Points (TP)

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

Article 18.4: Lap Consistency Tests

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

Add: Competitors are reminded that Lap Consistency Tests are not tests of speed, and that any competitor who in the opinion of the Test Observers deliberately drives at an excessive speed or in a dangerous or thoughtless manner will be **EXCLUDED** from the event.

Article 22.1: Classification System

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

Article 23.1: Exclusion

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

Article 23.3: Other Penalties

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

Article 25.1: Awards for General Classification

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

Article 27: 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.

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

ALEXANDER FORBES DECLARATION

1. I am over 21 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 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 **1st March 2006** 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 providing their own cover whilst participating in the event will not be required to pay the Forbes premium.

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1. Announcement. The Scottish Malts Classic Car Tour will take place on 8th to 13th May 2006. It is not a motor sporting competition. It is promoted by HERO - the Historic Endurance Rallying Organisation. Its use of the public highway in the United Kingdom is authorised under the statutory Motor Vehicles (Competitions and Trials) Regulations 1976 as "an event in which, as respects such part of the event as is held on a public highway, merit attaches to a competitor's performance only in relation to good road behaviour and compliance with the Highway Code".

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

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

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

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

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

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

6. Route, Navigation and Driving Behaviour. The full route will be about 850 miles mainly on A and B class roads. Detailed, but simple route instructions, requiring minimal navigation skills, will be published in the form of a tulip road book and map book. However, it is not compulsory to follow this route.

Touring notes will also be provided, drawing attention along the way to places of interest, and to historic and other attractions close to the

route. You are free to visit as many of these as you wish, within the constraints of the general time schedule.

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

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

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

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

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

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

9. Concours d'Elegance. Cars will be judged at the start, during the event and at the finish for originality, level and appropriateness of equipment, crew apparel, attention to period detail and stylishness. Awards will be made to the best cars in different age categories. Marks will not be lost for being travel stained. Only finishers are eligible.

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