

HERO - the Historic Endurance Rallying Organisation:
Land's End to John o'Groats Reliability Trial & Touring Trial
10th to 13th December 2011

Land's End to John o'Groats Reliability Trial 2011:
Provisional Additional Supplementary Regulations
as at 1st January 2011

Provisional Programme

Mon	17.10.2011		Entries Close (the organisers reserve the right to accept late entries)
Thu	08.12.2011	20.30	Navigation Talk, Land's End
Fri	09.12.2011	10:00-16:00	Scrutineering, Land's End
		10:30-16:30	Signing-on, Land's End
		16.30	Competitor Briefing
		20:00	Pre-event dinner (black tie)
Sat	10.12.2011	08:00	First car leaves Land's End
			Tests and regularity sections in Cornwall, Devon & Somerset
			Supper stop near Severn Bridge
			Night's motoring through Wales, including regularity & road sections on classic roads
			Rest Break – location TBA
		03:30	First car arrives at Telford rest halt
Sun	11.12.2011	09:00	First car restarts from Telford. Tests, regularity sections and classic road sections through the North West
			Rest Break – location TBA
		19:00	First car arrives for overnight halt near Newcastle
Mon	12.12.2011	08:30	First car restarts. Tests and regularity Sections through the Borders, the Lowlands and southern Highlands
			Lunch Break in the Lowlands
			Supper stop in the Highlands
			Night's motoring in the North of Scotland
Tue	13.12.2011	07:00	Breakfast Halt, Caithness
		09:30	First car due at John o'Groats
		20:00	Prize-giving dinner (black tie) in Wick
Wed	14.12.2011		Return home

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

Article 1.1: Definition and Status

These Additional Supplementary Regulations (ASRs) must be read in conjunction with the latest version of the HERO Standard Regulations for Historic Reliability Trials and Regularity Rallies (HSRs) – Version 3 published February 2008 may be updated prior to the event. The Article numbers below are those of the HSRs. Competitors must study the HSRs as well as these ASRs.

The Land's End to John o'Groats Reliability Trial will be run under a permit issued by MSA UK and is open only to members of the promoting Club, in compliance with the FIA International Sporting Code; the Regulations of the MSA UK; the HERO Standard Regulations (version 3 or as amended by a later version) amended for Historic Reliability Trials and Regularity Rallies (HSRs) (please contact the HERO office if you do not have a copy); these Additional Supplementary Regulations (ASRs); and further Bulletins for the event - bulletins 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
<i>Secretary of the Meeting</i>	Lynn Nedin
	Unit 13 Kenfig Industrial Estate, Margam, Port Talbot, SA13 2PE Tel +44 (0)1656 740275 tel +44 (0)1639 820864(eve), fax +44 (0)1656 741013 e-mail: lynn@heroevents.eu
<i>Deputy Clerk of the Course</i>	T.B.A
<i>Chief Marshal</i>	Chrys Worboys e-mail: chrys@heroevents.eu
<i>Chief Scrutineer</i>	Peter Elliott 147 Toft Hill, Bishop Auckland, Co Durham, DL14 0JB tel/fax: +44 (0) 1388 833778

Results Service

Wombat Productions

The names of other officials will be published in a later bulletin.

Article 1.4: Official Notice Boards

Official Notices will be posted at Rally HQ at the Start, each Overnight Halt and the Finish HQ, and any other locations to be announced. Prior to the event information may also be posted on www.heroevents.eu

Article 3.4: Categories and Classes

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

Category A	Vintage	Vehicles made before 31-12-30
Category B	Post Vintage	From 1-01-31 to 31-12-40
Category C	Forties	From 1-01-41 to 31-12-52
Category D	Fifties	From 1-01-53 to 31-12-59
Category E	Sixties	From 1-01-60 to 31-12-67
Category F	Post Historic	From 1-01-68 to 31-12-74
Category G	Modern Classics	From 1-01-75 to 31-12-83
Category H	Classic 4 x 4	Vehicles made before 31-12-83

Article 6.2: Maximum Number of Entries

The maximum number of Crews allowed to take part will be 80, the minimum is 45.

Article 6.3: Changes of Crew

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

Article 7.1: Entry Fees

ENTRY FEES ARE AGAIN BEING HELD AT 2008 CHARGES

The entry fee for a crew of two includes:

- rally participation
- two nights' bed and breakfast, sharing a twin room, for the nights of Saturday 10th December and Sunday 11th December 2011
- pre-start dinner at Land's End Hotel on Friday 9th December, and prize giving dinner on Tuesday 13th December 2011.
- generous awards list
- two rally plates and side number panels

Premier Members Entry Fee (for crew of two):

£2025 up to 30-06-11; £2227 from 01-07-11 to 30-09-11; £2450 from 01-10-11 to Close of entry

Premier members may pay a deposit of £1000 before 31st March to secure entry. The balance of £1025 is due on or before 30-09-11
Non Premier Members entry fee (for crew of two):

£2250 up to 30-06-11; £2475 from 01-07-11 to 30-09-11; £2722 from 01-10-11 to close of entry

Non Premier members may pay a deposit of £1000 before 31st March to secure entry. The balance of £1225 is due on or before 30-09-11

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

- single rooms for original crew of two (subject to availability):
GBP 185 per crew
- additional crew members in single rooms: GBP 195 each

Article 7.2: Refund of Entry Fees

Participants withdrawing by 31st August 2011 will receive a full refund; those doing so after that date but by 1st October 2011 will receive a 50% refund. After 1st October, the Organisers reserve the right to retain the full entry fee; no refund will normally be made to non-starters.

If the event is abandoned or postponed for any reason, the Organisers reserve the right to retain a proportion of the entry fee to cover administrative costs incurred to that point.

Article 10.4: Road Safety and Courtesy

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** and turn off their headlights, 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).

Article 11.1: Route Description

The total distance of the event will be about 1,450 miles, mainly on public tarmac roads. Some sections of gravel road may be used, and there are some uneven tarmac sections, so undershields on low slung cars are advised. (Please note that as of 1st January 2008 the FIA have stipulated that all cars must have a minimum ground clearance of 100 mm.)

No one driver may drive more than 200 miles without relief. Some easier sections will be designated 'Change Driver' sections; on these, a co-driver must drive. Checks will be established to ensure compliance.

Article 11.2: Road Book and Other Instructions

Route instructions will be simple and based on the use of road maps. There will be a number of Navigation Sections, which will test the ability to plot map references or spot heights and follow a route on Ordnance Survey maps, but competitors who cannot cope with these will be able to rejoin the event easily (albeit with penalties). Instruction may also be given in the form of "tulip" diagrams.

The location of specific Stop and Give Way (SGW) signs will be given. Where instructed to do so, competitors must stop completely at Give Way as well as Stop signs. **Competitors must stop before entering any road protected by a Stop Sign or a Give Way Sign during any part of the event held between 22.00hrs and 07.00hrs of the following day.** Competitors observed not to stop at such signs (or at other locations where they have been instructed to do so for safety reasons) will be penalised as per HSR Article 10.4.

Article 13.1: Fuel

Arrangements are being made for filling stations to be open at intervals of up to about 100 miles (160km), 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 150 miles (240km).

Article 16.9: Time Controls

A Navigation Section will normally start at a TC, or occasionally at an MC. After this, it may have one Time Control, or a series of successive Time Controls. A class improvement system will be applied retrospectively to each of the Navigation Sections, whereby the car in each Age Category

and the next best in that category loses 200 marks, the former incurs zero penalty and the latter a penalty of 50 marks).

Passage Controls, Route Checks and Secret Checks within a Navigation Section are marked as part of that section, i.e. any penalties incurred at such a PC, RC or SC are added to the total scratch penalty for the whole Navigation Section, after which category improvement penalties will be calculated.

Article 17.4: Timing Points (TP)

The Gold Standard at each TP will be 60 marks (60 seconds).

Article 18.4: Lap Consistency Tests

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

No General Classification will be established.

Article 25.5: Other Awards

Amongst awards presented to eligible crews will be:

The Marque Team Prize
The National Team Prize
The Ecurie Team Prize
The Golden Oldie Team Prize
Class and overall awards
The Ladies' Prize
The Charity Shield
The Veteran's Prize
The Absolute Beginners' (Novice) Trophy
The Test Pilot's Trophy
The Clockwatcher's Trophy
Spirit of the Rally
Concours awards

N.B. Novice is defined as a crew in which neither member has competed in any event run under a permit issued by any ASN (e.g. RACMSA or equivalent).

Article 27: Insurance

The Organisers have applied for a Blanket Certificate of Insurance under the REIS competition car insurance scheme to provide competitors who wish to use the scheme with **third party cover** to meet Road Traffic Act requirements on the road sections of the event. **All competitors are required to drive on the event and will be asked to sign an insurance declaration that they have cover for Road Traffic Act requirements, and to confirm that all drivers, either (a) are covered by an extension to private motor insurance to include cover whilst participating in the event; or (b) are able to comply with the following Declaration.**

INSURANCE DECLARATION

Automatic acceptance will be given by REIS to all competitors meeting the following criteria:

- a) Age 19 years or over
- b) Has held a full licence for a minimum of 6 months
- c) Has no more than 6 points of their licence
- d) Has had no more than 1 fault claim in the last 3 years

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

Anyone falling outside these limits can be referred directly to Samantha Bartlett by calling 0115 985 0165 at least one working day prior to the event commencing – only in extreme conditions will REIS refuse insurance or load a premium

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.

Foreign drivers with driving convictions should contact the HERO office in order to be put directly in contact with the insurance company as HERO are unable to draw direct comparisons with the UK penalty system.