

# HERO - the Historic Endurance Rallying Organisation

## Eligibility and Specification Guidelines

### for Post-1940 Cars on HERO Historic Events

Version 4.0 (1<sup>st</sup> June 2010)

#### Introduction

This Version of the Guidelines is effective from 1<sup>st</sup> June 2010 and replaces all previous versions. It is designed to be read in conjunction with HERO's Standard Regulations for Historic & Classic Reliability Trials and Regularity Rallies (version 3). These Guidelines apply to post-1940 vehicles only. Different criteria, based on those of the VSCC, apply to vehicles made up to 1940 - see article 11 below.

HERO, like most organisers of historic rallies (and the MSA), require participating cars to be of the correct period specification. In general, vehicles which have been 'modernised' in appearance or have updated major mechanical components in order to combine classic looks with the performance or 'driveability' of more modern cars are NOT eligible.

Part of the purpose of HERO events is to replicate the challenges of driving older machinery and putting it to the test. However, it is hard, probably impossible, to draw up a watertight set of firm regulations. Ingenious competitors will always find loopholes; and we have no wish to refuse participation in a friendly amateur sport to owners of cars which are appropriate, even if not correct in every technical detail.

HERO's solution is for scrutineers and senior officials to judge whether each car is within the spirit of the event, in terms of period authenticity of its appearance, specification and performance. To assist in this, we have produced this set of guidelines for competitors, senior officials and scrutineers.

If this approach leads to some inconsistency from event to event, or from vehicle to vehicle, this will mainly occur in borderline cases, or where the competitor is not able to produce documentary evidence. It does no harm for owners of doubtful cars to be aware that they run the risk of not passing the eligibility scrutineer!

#### The Guidelines

1 **IMPORTANT NOTE:** these are GUIDELINES only. This means that the Clerk of the Course and/or the Chief Scrutineer may at their discretion allow cars to take part which do not comply in every respect, but whose non-complying items in their opinion do not materially and unfairly enhance the performance, reliability, handling or braking of the car beyond period standards, do not adversely alter the car's appearance, and are within the spirit of the event.

**Competitors whose cars do not wholly comply with these Guidelines are advised to contact the Chief Scrutineer prior to the event, if they wish to minimise the risk of not passing scrutineering.**

Officials' judgements are of course subjective. If your car does not wholly comply with the Guidelines and other regulations, it MAY be allowed to take part. If it does comply, it WILL.

Bear in mind, too, that a decision by the officials on one event does not bind the officials on the next event - they may not agree. Better to be safe than sorry!

2 **Eligible Vehicles:** for vehicles taking part in a competitive Historic & Classic Reliability Trial or Regularity Rally, please study carefully the whole of Articles 3 & 4 of the Standard Regulations for HERO Reliability Trials and Regularity Rallies. The provisions of those Articles are REGULATIONS, not merely guidelines.

The eligibility rules for HERO's non-competitive touring events, such as LE JOG Touring Trial and the Scottish Malts Classic Car Tour, are slightly less stringent, and the cut-off dates will normally differ from the Reliability Trials - see the individual touring event Regulations.

3 **MSA Vehicle Regulations:** on UK events, all cars must comply with MSA Vehicle Regulations (relevant extracts are attached as Appendix A).

4 **Period authenticity:** cars should be of correct period specification. This means that all elements should be of an appearance, design, materials and dimensions known to have been in use during the period of the Age Category for which the car is entered.

This does NOT necessarily mean that the car must be to original factory specification. Modifications and accessories are allowed if these are well known, or if the entrant can produce documentary evidence to show that they were available on the open market, or used in competitions of the kind entered - but purely race-specification modifications would not normally be allowed for rallies, except in cases where these modifications were made to that actual car in period, as supported by documentary evidence, and intended for use on the public highway.

5 **Modifications and additions:** in respect of cars, or of elements of cars, which are not to original factory specification:

(i) Modifications and accessories are permitted if they are well known and widespread period items, or if the competitor can produce documentary evidence that

- cars of that model with the items or modifications in question existed in the period of the Age Category for which the car is entered, either for road or for rally use; and/or that
- the particular items concerned were offered for sale for that model, or for general use, in the period of the Age Category for which the car is entered

Equipment, components and accessories made at the time specifically for **(and used only on)** other models of car will normally not be allowed.

- (ii) An FIA homologation form is accepted as evidence that modifications permitted on the form existed at the time at which it was issued.

6 **Deemed Year of Manufacture:** 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 event'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 Age Category in which it must run. For example, a 1959 Volvo PV544 with a 1.8 litre engine, first fitted to this model in 1962, will be deemed a "1959/62" vehicle, and will run in Age Category E.

7 **Specific items:** particular attention should be paid to the following:

- (i) **Chassis or body shell:** this should be the main determinant of the car's identity, date and authenticity, and should be the original item, of correct period date. Replacement chassis or shells should normally be permitted only where a car has been rebuilt with substantially the other original components of that vehicle - modern replica vehicles are NOT permitted to take part in the Reliability Trial but may be accepted in the Classic Car Tour. Strengthening and modifications should be permitted only if correct to the period. Wheelbase and track should be correct to original specification..
- (ii) **Non-structural body components:** these may be replacements of any date of manufacture, but should be correct in terms of appearance, materials and weight. If they are not to the original specification (and especially if they are aluminium or fibreglass instead of steel), the competitor may be required to produce evidence that cars with such components in that material existed in the period. Wheel arch widening or extensions may be allowed but only if fitted by the factory i.e. to "works" specification. All external body trim (such as radiator grill and bumpers) should be in place and be correct for that particular model year, unless cars without these items can be shown to have been used in period. Historic Category 1 open sports cars registered before 1<sup>st</sup> January 1968 need not be fitted with bumpers.
- (iii) **Engine:** the block should be an original period item of the correct type, correctly mounted in the engine bay. All engine dimensions and components should be correct, especially in terms of overall cubic capacity; bore and stroke; materials and weight of pistons, conrods, crankshaft, valve gear and other components; camshaft design; valve size and lift; compression ratio; etc. Any components whose metallurgy is different from original factory specification should be mentioned on the Declaration of Vehicle Specification.
- (iv) **Carburation:** the carburation system should be correct, especially in terms of method of induction; number, size, make and type of carburettors; design of inlet manifold; size of inlet ports; etc.
- (v) **Exhaust system:** the exhaust manifold, and other parts of the exhaust system, should be of a specification used in period.
- (vi) **Transmission:** all transmission components should be of correct period design and specification. Limited slip differentials are permitted only if of a type used in period.
- (vii) **Brakes:** the braking system used (disc or drum), the size of brakes, and the design and materials of the main components should be correct to period. It is a requirement of the road traffic act that all cars be equipped with a mechanical hand-brake. Hydraulic handbrakes to period specifications are permitted provided the original mechanical handbrake remains fully operational.
- (viii) **Suspension:** springs may be uprated, but should be of the same type as the original (coil, leaf, etc), and mounted on the original mounting points. Shock absorbers may be changed, but should be mounted on the original points. Spring and shock absorber mounting points may be strengthened. Adjustable suspension mounts or struts are not acceptable unless these are fixed so that they cannot be adjusted during the event. The scrutineers may seal the mounts and carry out inspections during the event. **The FIA require that all vehicles competing on the public highway have a minimum ground clearance of 100mm.**
- (ix) **Wheels:** this is a particularly sensitive item. Wheels of more recent design or greater width (especially cast alloy ones) are perhaps the commonest but also the most displeasing non-period feature. They should be of correct appearance and style; materials; diameter; and rim width.
- (x) **Tyres:** MSA Regulations for historic rallies run wholly in the UK stipulate a minimum tyre profile (aspect ratio) of 70%.
- (xi) **Seats and interior trim:** these may be replacements of original equipment, to correct period appearance and specification. Driver's and co-driver's front seats may be replaced with modern items. All other trim should be in place unless the competitor can produce documentary evidence that cars of that model were produced without the items of trim concerned. Additional items of trim, such as padding, stowage, etc, are permitted. If a roll-over safety bar or cage is fitted, the rear seats must be retained - cut out sections to accommodate the bar/cage are permitted.

- (xii) **Electrics and lighting:** these should be of correct period kind, specifically with regard to type of ignition system (e.g. coil, distributor, points). Exceptions are:
- alternators: permitted on all cars in Age Categories D, E and F; and on earlier cars if permitted by the event's Regulations (which may stipulate a penalty).
  - halogen bulbs: permitted on all cars in Age Categories D, E, and F; and on earlier cars if permitted by the event's Regulations (which may stipulate a penalty).
  - upgraded voltage: upgrading from 6v to 12v is permitted.
  - period reversing lights are permitted provided these comply with current legislation concerning bulbs and reflectors.

The earth terminal of the battery should be yellow or clearly marked with yellow tape. Master cut-off switches (internal and external) may be fitted.

8 **Tripmeters and clocks:** see Article 3.5 of the HERO Standard Regulations (updated lists are available on the HERO website).

9 **Prohibited equipment:** see Article 3.6 of the HERO Standard Regulations.

10 **Compulsory and recommended equipment:** see Article 3.7 of the HERO Standard Regulations.

11 **Pre-1941 cars:** any car is eligible if it is authenticated by an identity document issued by any of the following: FIA, FIVA, VSCC (buff or blue form), any FIA ASN or FIVA ANF, or any recognised and reputable classic or one-make car club. A photocopy of the relevant document (with clearly visible photos) should accompany the entry form, along with the Declaration of Vehicle Specification. Other vehicles may be accepted at the Clerk of the Course's sole discretion.

12 **Sports specials** based on chassis made before 1960 may be accepted, at the Clerk of the Course's discretion. These may have more recently made bodywork provided that

- (i) the chassis is the original item and the make of chassis forms part of the car's name e.g. 'Bentley Mk VI Special' or 'Ford Baja Bronco'
- (ii) the bodywork is of appropriate period appearance, materials, construction and character
- (iii) the axles, engine, carburation, exhaust, steering gear, brakes, and all other main mechanical components are of the correct period in specification and appearance (not necessarily from the same type of car). Disc brakes are not permitted except where these were fitted to the original chassis, and are of the original kind (make, type, size).
- (iv) the road wheels, headlights and other external details are of period design and appearance (e.g. not modern alloy wheels)
- (v) a photograph is submitted with the entry form; the Organisers reserve the right to request further photos
- (vi) the competitor accepts the risk that the vehicle may be declared ineligible at scrutineering

13 **Replicas:** HERO historic car events are not normally open to replica cars, unless these are themselves historic, i.e. the date of completion of the replica in its present form (not the date of manufacture or registration of a donor vehicle) was within the period for the event entered. The car must then be entered under the name of the replica's actual constructor, plus the make of the actual engine in the car. Thus (for example), a replica of an AC Cobra is eligible if (i) the actual replica was constructed prior to the cut-off date for the event in question; (ii) it is entered as (e.g.) a Dax-Ford. For legal reasons and to preserve the authenticity and integrity of the event, HERO will not accept any replica entered under the make or model name of the car of which it is a copy.

HERO reserve the right to make an exception to this rule in the case of replicas of historic vehicles of exceptional interest which are completely faithful and accurate copies of the original, in terms of design and materials. Replicas may also be accepted to take part in the Classic car Tour

14 **HERO Declaration of Vehicle Specification:** every competitor is required to submit a copy of the HERO Declaration of Vehicle Specification. If a car is modified from normal production specification in any way, this must include details of all significant variations from standard.

15 **MoT Test Certificate, Road Fund Licence and Vehicle Registration Document:** crews of UK registered vehicles must make available for inspection at scrutineering a current MoT Test Certificate, Road Fund Licence (if applicable), and Vehicle Registration Document. If there is an equivalent test in the country of registration of non-UK vehicles, then a certificate proving compliance with this test must be available for inspection at scrutineering.

16 **Cars which fail eligibility scrutineering** but which are not judged unroadworthy may, at the sole discretion of the Clerk of the Course, be allowed to take part in the event but not to be classified, nor to be eligible for awards unless there is a special class for such 'refused' cars.

**Club Chief Scrutineer:** eligibility queries should in the first instance be addressed to HERO's Club Chief Scrutineer, Peter Elliott, an MSA-licensed National A Scrutineer, at 147 Toft Hill, Bishop Auckland, Co Durham, DL14 0JB, telephone and fax 01388 833778.