



Photo: F&R Paistrelli



GLENEAGLES - CRIEFF

INVERNESS - GLENEAGLES

THE 16th SCOTTISH MALTS

16th - 20th April 2018

Open to cars built before 1986, the "Malts" as it has come to be known has a successful format which includes driving tests, regularities and link sections through some of Scotland's most stunning scenery. This event has a tradition of placing main controls and tests at stately homes, castles and distilleries.



Scottish Malts

15th – 20th April 2018

Additional Supplementary Regulations

As at 20/12/2017

Provisional Programme

Friday 30th March 2018

Entry list closes

Sunday 15th April 2018

09:30 – 15:00 Scrutineering – The Gleneagles Hotel,
Auchterarder, PH3 1NF

09:30 – 15:30 Documentation – The Gleneagles Hotel

14:00 – 15:30 Novice Crew Briefing – The Gleneagles Hotel

19:00 Welcome Drinks – The Gleneagles Hotel

19:30 Welcome Dinner – The Gleneagles Hotel

Monday 16th April 2018

08:00 Day One starts – The Gleneagles Hotel
Lunch – Fairmont St Andrews

17:30 First car due at finish – Crieff Hydro, Crieff

Tuesday 17th April 2018

08:00 Day Two starts – Crieff Hydro

Lunch – Glamis Castle, Angus

17:45 First car due at finish – Crieff Hydro

Wednesday 18th April 2018

08:00 Day Three starts – Crieff Hydro

Lunch – The Ballachulish Hotel, Glencoe

17:45 First car due at finish – Kingsmills Hotel,
Inverness

Thursday 19th April 2018

08:00 Day Four starts – Kingsmills Hotel

Lunch – Kincaig Castle Hotel,
By-Invergordon

18:35 First car due at finish – Kingsmills Hotel

Friday 20th April 2018

08:00 Day Five starts – Kingsmills Hotel

Lunch – Blair Castle, Pitlochry

17:00 First car due at finish – The Gleneagles Hotel

20:00 Gala Dinner / Awards Presentation, The
Gleneagles Hotel

The times shown are scheduled times for first car. This programme may be amended.

Article 1.1: Definition and Status

These Additional Supplementary Regulations (ASRs) must be read in conjunction with the HERO Standard Regulations (HSRs). The article numbers below are those of the HSRs. Competitors must study the HSRs as well as these ASRs. (The 2018 version of the HSRs will be published by the 12th January 2018)

The Scottish Malts will be run under a permit (no. TBA) issued by the MSA UK and is open only to members of the promoting club (Subscription included in entry fee for new members) in compliance with the Regulations of the MSA UK; the HERO Supplementary Regulations (please contact the HERO office if you do not have a copy, note; 2018 HSRs will be available from 12th January 2018); these Additional Supplementary Regulations; and further bulletins for the event, which may amend these ASRs and the HSRs.

IMPORTANT NOTE: All motorsport 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 the start of the event.

Article 1.2: Officials

Clerk of the Course	Guy Woodcock guy@heroevents.eu
Deputy Clerk of the Course	Justin Morris
Secretary of the Meeting	Daniel Pidgeon Unit 13, Kenfig Industrial Estate Margam, Port Talbot, SA13 2PE daniel@heroevents.eu +44 (0)1656 740 275
Steward	Ian Butcher
Safeguarding Officer	Lizzy Lewis
Chief Scrutineer	Rob Dominy
Scrutineers	Rab McDonald & Ian Higgins
Environmental Scrutineer	Drew Anderson
Chief Marshal	Graham Parkinson
Timekeeper	Brian Whyte
Results	Ian & Siân Mills
Competitor Liaison Officer (CLO)	Andy Ballantyne

The names of other officials will be published in the final instructions.

Article 1.4: Official Notice Boards

Official notices will be posted at Rally HQ and any other location to be announced. Prior to the event information may also be posted on www.heroevents.eu

Article 3: Eligible Vehicles

Please note that in some cases it will be necessary for us to apply for waivers if your car is of a specification valid before 1st January 1968 and compliant with 18.1.1 (except Sports Cars which need to be fitted with bumpers), 18.1., 18.3.3, 18.4, 18.5, 18.6 and 19.5 of the MSA Yearbook 2018.

In order that we may apply for the waivers on your behalf, could you please supply the following information:

- Three photos – one general exterior view, one internal view and one of the engine bay.
- A copy of the vehicle registration document. If your vehicle has been imported it will be necessary for you to provide a copy of documentation that confirms the original build date of the car.

Once we have received the above we will be able to confirm whether additional photos or other information is required before we are able to process the application for waivers.

Article 3.2: Classes

Competing vehicles will be divided into four categories. These categories may then be split into 'classes' to provide the best competition between crews and may include criteria for body style, cubic capacity and design age.

The provisional list of categories is:

Category 1 – Cars of a specification valid before 1st January 1968 and compliant with 18.1.1 (except Sports Cars which need to be fitted with bumpers), 18.1., 18.3.3, 18.4, 18.5, 18.6 and 19.5 of the MSA Yearbook 2018.

Category 2 – Cars of a specification valid between 1st January 1968 and 31st December 1974 and compliant with 18.1 to 18.6 inclusive (see also 19.5) of the MSA Yearbook 2018.

Category 3 – Cars of a specification valid between 1st January 1975 and 31st 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) of the MSA Yearbook 2018.

Category 4 – Cars of a specification valid between 1st January 1982 and 31st December 1985, 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) of the MSA Yearbook 2018.

Classes may be merged if there are insufficient vehicles entered in any one class.

All vehicles must be taxed and insured for the public highway. They must further comply with MSA Technical Regulations and in particular with J5 and R19.1.

Article 6.2: Maximum and Minimum Number of Entries

The maximum number of crews allowed to take part on the event will be 90, the minimum will be 40. Reserves will be allocated an entry in receipt order.

Article 6.3: Changes of Crew

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

Article 7.1: Entry Fees

The entry fee for a crew of two includes:

- Rally participation
- Hotel accommodation from Sunday 15th to Friday 20th April 2018 inclusive – room for two people
- Detailed road book and overview maps
- Refreshments at designated locations
- Gala Dinner and Awards Presentation
- Two rally plates and side number panels
- HERO Standard Membership

Article 7.2: Refund of Entry Fees

Participants withdrawing by 15th January 2018 will receive a full refund less and administration fee of £50.

Participants withdrawing between 16th January and 1st March 2018 will wherever possible have part of the entry fee allocated to a future event.

Participants withdrawing after 1st March 2018, organisers reserve the right to retain the full entry fee; no refund will normally be made to non-starters.

Article 10: Competitors' Responsibilities and Behaviour

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:

One single track roads open to the public competitors MUST pull in, and in 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 may at their discretion apply penalties.

Article 11.1: Route Description

The total distance of the event will be approximately 900 miles, and the entire event takes place on tarred roads apart from a short section which may be on private land utilising non-asphalt, but smooth, surfaces. There will be regularity sections and special tests, the driving tests will be held on private land.

Article 11.2: Road Book and Other Instructions

Full roadbooks for each day of the event will be provided to competitors 30 minutes before their due time at the Main Time Control each morning except for the first day which will be issued at Documentation. These will describe the route by means of "tulip" diagrams, supplemented by other instructions, etc. All distances will be in both miles and kilometres, to the nearest hundredth.

Article 11.3: Maps

Maps are not required. A set of maps will be included in each day's roadbook that will provide an overview of the route for each day.

Article 13.1: Fuel

Competitors' cars should have a fuel range of at least 75 miles (160km).

Article 23.1: Classification System

A general classification will be established, based on the time lost.

Article 25.1: Awards for General Classification

Awards (two trophies per car) will be made for the first three places overall. (Overall award winners will not be eligible for Class awards)

Awards presented to eligible crews will be;

1st, 2nd & 3rd in each class

Newcomer Awards	Awarded to the highest placed driver and navigator competing on their first HERO event. They may be in different vehicles.
Test Pilot	Awarded to the named first 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.
Clockwatcher	Awarded to the navigator of the crew achieving the lowest average loss of penalties at Regularity Timing Points tackled by its class.
Team Award	Six awards will be awarded to the best placed randomly picked team of three cars which will be drawn out of a hat at Documentation.
Spirit of the Rally	Two awards for the crew, 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, 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.
Concours d'Elegance	Awarded to the crew whose vehicle, judged at the start, during and at the finish of the event, shows originality, level and appropriateness of equipment, crew apparel, attention to period detail and stylishness. One award will be awarded and only finishers will be eligible.

Article 26: Insurance

The Organisers have applied for a Blanket Certificate of Insurance 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 premium will be £60 for UK residents and £80 non-UK residents. This premium should be paid in cash at Documentation.

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 declaration.

INSURANCE DECLARATION

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

Age 19 years or over

Has held a full licence for a minimum of 6 months

Has no more than 6 points on their licence

Has had no more than 1 fault claim in the last 3 years

The vehicle has valid Tax, MOT and is currently insured for road use

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.

Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from Reis Motorsport Insurance has been obtained by the event organisers, prior to the event.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event, and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Organiser's RTA scheme is provided by Reis Motorsport Insurance and underwritten Zenith Marque Insurance Services Limited.

Reis Motorsport Insurance is a trading name of the Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No 306164). Registered in England and Wales number 02982445 at 45 Westerham Road, Bessels Green, Sevenoaks, Kent, TN13 2QB.

Zenith Marque Insurance Services Limited registered in England and Wales (No 2135730) is authorised and regulated by the Financial Conduct Authority (No 47557).

Competitors who doubt that they comply with the above declaration should contact the HERO office. Competitors providing their own cover whilst participating in the event will not be required to pay the additional insurance premium.