



Technical Information Guide

To avoid the common pitfalls that have caused issues to others in the past, this guide has been compiled to help you understand the technical regulations that apply to most HERO-ERA events based in the UK and Europe. Please note that long distance global events and other events specifically for Pioneer, Vintage or Vintageant vehicles are governed by different regulations that will be published with the individual event's SR's.

1. Pre-Event

Please make sure that your vehicle complies with Motorsport UK Technical Regulations along with the specific regulations for Historic Road Rally Cars. All regulations are listed in the Motorsport UK Yearbook, also known as the 'Blue Book'. This can be found on the Motorsport UK website by filtering on 'Yearbooks' within the 'Resource Centre' section.

For a limited number of the Historic Road Rally Car regulations, it may be possible to obtain a waiver from Motorsport UK. These are generally only granted for engines with more than four cylinders, more than two carburettor chokes or more than one camshaft per bank of cylinders. If your car falls into this category, you should contact the HERO-ERA team by email at technical@hero-era.com who can advise and if appropriate, apply for a waiver on your behalf. It should be noted that for most regulations, Motorsport UK will not issue waivers.

Some of the more common items that differ from those elsewhere and which are often overlooked by entrants are listed below:



"J 5.20.14. Any information device (including but not limited to – data loggers, displays, instrumentation, communication systems, trip computers etc.) mounted within the cockpit must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method."

Introduced on January 1, 2021, this extends to include mobile phones when using trip meter Apps; all devices must use a mechanical means of attachment to the car.

"R 18.1.3. Vehicles must not have wheel arch extensions, unless fitted by the manufacturer as a standard item to the body shape."







		Not allowed due to wheel arch extensions
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		Allowed due to standard vehicle profile
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“R 18.1.4. All major internal trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include the headlining, inside door panels, carpets and rear seats.”

Rear seats and trim may however be cut to allow a roll cage to be fitted.

		Not allowed due to door cards, carpets and other trims missing.
		Not allowed due to rear seats and trim missing.
		Allowed due to carpets, door cards, dashboard etc still being fitted.



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		Allowed due to rear seat still being in place.
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For events that take place during darkness, R 18.5 applies. *“Vehicles must have a maximum of four forward facing beams, as well as side and indicator lights unless further restrictions are specified in SR’s”*. The limit on forward facing beams is suspended for events that take place entirely in daylight (as defined by R 18.5.10), however the maximum number of auxiliary lights remains restricted at two as per HERO Standard Regulations.

		For events taking place in darkness. Not allowed due to 6 forward facing beams.
		Allowed due to 4 forward facing beams.

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“R 18.1.4. Full harness seat belts may be fitted.” Where full harness belts are fitted, it is essential that they are adjusted correctly. The individual belt manufacturer’s adjustment instructions must always be followed however a general principal for correct adjustment is to start by slackening the shoulder belts to allow for proper positioning of the lap belts. The lap belts should then be engaged and tightened securely in such a way that the buckle is central to the wearer’s body. Once the lap belt is correctly adjusted the shoulder straps can be connected, care must be taken to ensure that right and left belts are not interchanged. Finally, the shoulder straps should be tightened securely.

		Shoulder belts too short, buckle too high
		Buckle central, lap straps adjusted prior to engaging and adjusting shoulder straps

“R 18.6.1. Vehicles may not use racing style numbers, nor have any advertising except event sponsor decals which must be incorporated within the rally plate.”

		Not allowed due to non-original colour scheme, graphics and sponsorship.
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		<p>Allowed due to original colour and no graphics or sponsorship.</p>
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“R 19.7.7. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc nor exceeding 50 degrees from the horizontal.”

		<p>Not allowed, no cables and lever operating through an arc exceeding 50 degrees from the horizontal</p>
		<p>Allowed, cables under floor, handbrake working through arc of less than 50 degrees from the horizontal (carpets removed to capture image)</p>

Towing Points

Making your towing points visible using stickers or brightly coloured paint will make it easy for other competitors or officials to find them. If you have a detachable towing point that screws into the front or rear of the vehicle then make sure this is attached before starting. This can be crucial and save valuable time if you find yourself in a sticky situation or come across anyone else stuck.

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Front using TOW sticker and painted yellow



Rear using arrow sticker and painted orange



2. Scrutineering

Having prepared the car to the required standard the next challenge is Scrutineering where compliance with the regulations will be checked, possibly for the first time.

Environmental Scrutineering or Noise Test

Prior to the event we will send details of the location of the noise test in the Event Procedures Instructions. Here you will be asked to rev the engine to two thirds of its maximum RPM, so this is the first thing to work out. As required by the Motorsport UK, the reading will need to be below 98dba at 0.5m measured 45 degrees from the exhaust outlet.

Please ensure that the car will pass this test with its current silencing setup. There are several mobile phone apps available that will give you an idea of what decibels your vehicle is currently reading. Temporary additions or modifications to the exhaust system to help reach the required noise level are not permitted.

Once the noise test has been complete the Environmental Scrutineer will fill in the relevant boxes of the Scrutineering Check List which will have been sent to you before the event. This document should be retained by you and taken to Technical Scrutineering.

Technical Scrutineering

After the noise test you will then proceed to Scrutineering. The Scrutineers will ask for the Scrutineering Check List to check that your vehicle is safe and that it complies with all the relevant Motorsport UK and HERO-ERA event regulations. They will run through all your lights and make sure that your wipers and washer jets are operational. If you are using a borrowed or hired vehicle then please familiarise yourself with all the switches beforehand. They will also require sight of the vehicle documentation and where applicable, confirmation of the existence of an official certificate of roadworthiness, for example a MOT or TUV certificate.

As part of the scrutineering process, checks will be made to ensure that you have all the required equipment set out in the HERO Standard Regulations (HSRs). Please make sure you know where these are and that you can access them quickly to show the scrutineers. These are listed below:

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A hand-held fire extinguisher of at least 1.75 litres AFFF securely mounted inside the car within easy reach of both front-seat crewmembers. If the car is fitted with a plumbed-in system, an additional hand-held extinguisher must be carried so that assistance can be offered to other competitors. No other extinguishant is permitted.



Allowed due to being AFFF
Foam and at least 1.75 litres



Not allowed due to being a Dry
Powder Extinguisher

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Spill Kit



Warning Triangle



Tow Rope or Strap



First Aid Kit



Seatbelt Cutter / Window Glass Hammer



SOS/OK Board





Groundsheet – Should be oil impervious and of adequate size that it can be placed under all four wheels and extend to ensure any fluid leaks outside of this area are caught on the sheet.



Once these checks have been carried out and assuming everything is in order, the Scrutineers will sign your Scrutineering Check List and hand it back to you. If you have unfortunately failed scrutineering and assuming the event's time schedule permits, you will be given the opportunity to rectify any issues.

After successfully passing, you will then need to park in the designated parking area. Please fill in the Indemnity Form on the back of the Scrutineering Check List and then head to the Documentation Room (please see the Event Regulations and Event Procedures Instructions for the exact location).

3. Post Documentation

During the Signing On process, you would have been given your rally plates which will need to be attached to your car. You will need to affix the hard rally plate(s) to the front and rear of the vehicle in a place where marshals can read the number. Please note that the rally plates must not cover or even partially obscure, any of the registration plates. If you need the rally plates drilling or do not have enough cable ties, then please ask any of the HERO-ERA team and they will be able to help you. Finally, you will need to stick the rally numbers to the front door on each side of the car and for selected night time events, affix additional high visibility numbers to each rear side window.

Please see the examples on the next page for guidance:



If you are unsure about any of the rules, regulations or requirements then please email technical@hero-era.com or call the office on +44 (0)1869 254979 and we will be more than happy to answer your questions.