

1907 8<sup>TH</sup> 2024  
**PEKING TO PARIS**

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MOTOR CHALLENGE 2024



**REGULATIONS**

UPDATED OCTOBER 2023



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# PEKING TO PARIS MOTOR CHALLENGE 2024 REGULATIONS

## 1. ANNOUNCEMENT

**1.1** The “Peking to Paris Motor Challenge” will be held between Saturday 18 May and Sunday 23 June 2024. The dates may be changed at the Organisers’ discretion.

The event is organised by HERO-ERA, a trading name of HERO Events Ltd Registered in England and Wales: Company Registration No. 06997408, hereafter referred to as the Organisers, which is affiliated to Motorsport UK, FIVA and to the Federation of British Historic Vehicle Clubs

**1.2** The address of the Organisers’ UK office is:

HERO-ERA,  
138 Southern Avenue, Bicester Heritage,  
Bicester, OX27 8FY, United Kingdom

**Tel:** +44 (0)1869 254979

**Website:** [www.hero-era.com](http://www.hero-era.com)

**Email:** [info@hero-era.com](mailto:info@hero-era.com)

## 2. WARNING

**2.1** All Motor Sport is potentially dangerous. The “Peking to Paris Motor Challenge” uses remote roads which may be hazardous and are intended to present those taking part with a driving challenge; the event will be a test of endurance for crews as well as cars, and competitors must satisfy themselves that they are medically fit enough to take part and that their cars are properly prepared. Competitors should not enter the event unless they accept that there is an element of risk to themselves and their vehicle. Competitors are expected to drive safely within the limitations of their vehicles and to show due consideration to other road users at all times. HERO Events Ltd and other “HERO-ERA” associated companies, their staff and Officials, Representatives and Agents, Motor Clubs, Overseas Travel Agencies and all associated organisational bodies and landowners accept no responsibility whatsoever for any accident, loss or injury happening to competitors and do not undertake to provide security, rescue or assistance of any kind. All competitors will be required to sign the Indemnity Declaration printed on the entry form.

### 3. PERMIT AND AUTHORISATION

3.1 Application has been made for the necessary permits and route authorisations. These documents and any other permissions will be displayed on the Official Notice Board at Signing On.

### 4. EVENT DESCRIPTION

4.1 The “Peking to Paris Motor Challenge” will start in Beijing, China on Saturday 18 May 2024 and will finish in Paris, France, on Sunday 23 June 2024 followed by a Prize-Giving Gala Dinner. The route will be approximately 14,000 kilometres passing through China, Inner Mongolia, Kazakhstan, Azerbaijan, Georgia, Turkey, Greece, Italy and France. (Subject to change.)

4.2 The event is open to vehicles in the Pioneer, Vintage, Vintageant and Classic Categories being of a model type in production before December 1975. The Organisers reserve the right to introduce separate routes and time schedules for these different Categories. Commercial or military vehicles such as light trucks, vans, ambulances, pick-ups and utility 4x4 vehicles are not eligible.

4.3 A comprehensive Route Book and Map Book will provide competitors with all the information necessary to follow the mandatory route. These will be issued at the start of the event. The route will include Test Sections timed to the second together with Regularity Sections, Sporting Time Controls on the public highway and private land using both surfaced and unsurfaced roads. There may also be Route Checks, Passage Controls and Secret Checks to check adherence to the correct route. Competitors will be issued with a Time Card and a Time Schedule indicating the specific times at which they must check-in to the Time Controls to avoid penalties.

4.4 The Route and Map Books will give details of the overall route, the Time Schedules, the locations of the Main and Time Controls, the Passage Controls, the Route Checks, Regularity Sections and Test Sections. The route will be defined by a variety of methods such as route descriptions, GPS waypoints, tulip diagrams, marked maps and test diagrams. An accurate tripmeter, Garmin GPSMAP276Cx and a watch are essential, but no additional maps will be necessary. Distances will be measured in kilometres. An official measured distance for calibration purposes will be provided near the start location. The Organisers’ times and distances are deemed to be correct and not subject to query, protest or appeal.

4.5 Vehicles must be mechanically prepared for remote and rough terrain and carry sufficient fuel for 400 km.

### 5. PROGRAMME

5.1 The pre-rally programme will be as follows (subject to final arrangements):

Wednesday 15 May 2024: all crew members are required to attend the Chinese Police Briefing, following which the Chinese Driving Licences and Chinese Vehicle Licence Plates will be issued.

Thursday 16 May 2024: crews will collect the rally cars from the customs warehouse and Scrutineering will commence. This will be followed by the Welcome Cocktail Party and Dinner.

Friday 17 May 2024: crews are required to complete Scrutineering and Signing-on. All crew members must attend the Clerk of the Course Briefing at the Rally HQ hotel.

Saturday 18 May 2024: the ceremonial start will be from the Great Wall of China at 10:00 hrs.

5.2 Provisional Route (subject to confirmation and further reconnaissance). The route of approximately 14,000 kilometres will take 37 days from the start at the Great Wall of China on Saturday 18 May 2024 and after travelling through China, Inner Mongolia, Kazakhstan, Azerbaijan, Georgia, Turkey, Greece and Italy, the rally will reach Paris, France on Sunday 23 June 2024. It is planned that there will be Rest days in Gjuquan (China), Almaty (Kazakhstan), Baku (Azerbaijan) and Istanbul (Turkey).

### 6. EVENT OFFICIALS

6.1 The Organising Committee comprises:

Clerk of the Course: Guy Woodcock

Deputy Clerk of the Course: Chris Elkins

Rally Secretary: Eleonora Piccolo

Chief Sweep: Tony Jones

Entries Secretary: Annette Daley

The roles and names of other Officials will be notified in subsequent bulletins.

### 7. CATEGORIES AND CLASSES

7.1 Vehicles will be accepted in the following age Categories:

(A) **Pioneer**

A model in production before December 1920.

(B) **Vintage**

A model type in production before December 1930.

(C) **Vintageant**

A model type in production between January 1931 and December 1947.

(D) **Classic**

A model type in production between January 1948 and December 1975. (Cars of a later date may be accepted if deemed to be in the spirit of the event.)

(E) **Special**

Any car not eligible in its normal age Category due to nonperiod modifications or a later build date.

7.2 The Categories may be divided into Classes based on engine size and/or date of production at the Organisers’ discretion, so that vehicles of similar type and performance can compete against each other.

7.3 Competitors must ensure that, at the time of Scrutineering and for the duration of the event, the vehicle is road-legal for the countries in which the event takes place and that it complies with these Event Regulations. The event will run under the FIVA Events Code and entrants are recommended to apply for a FIVA ID Card.

7.4 The HERO-ERA Technical Regulations, as shown in the Appendix, give details of mechanical modifications that are not permitted, the equipment upgrades that are permitted, the safety equipment and spares that are recommended and the navigation equipment that is required.

7.5 All cars must have a Chinese Customs bond to enter China.

### 8. ENTRIES, FEES AND INSURANCE

8.1 Entries are by invitation only from the Organisers. A competing crew shall consist of two persons unless otherwise agreed with the Organisers. All crew members who intend to drive must hold a valid driving licence, both be over the age of 17, be covered by valid insurance whilst driving on the event, be in the vehicle during all the timed sections of the event and must have completed the Indemnity and Signing On procedures.

8.2 Any crew member over the age of 70 years on 18 May 2024 may not be permitted to drive on the Chinese sections of the route.



**8.3** Applications for entries open on 1 November 2022 and close on 31 May 2023, after which date no refunds of entry fees will be given.

The entry fee of £65,000 for a crew of two includes:

- Three nights pre-event accommodation in China
- Welcome Cocktail and Welcome Dinner in Beijing
- On-event accommodation in a twin/double room including breakfast
- Camp site facilities in Inner Mongolia and Kazakhstan
- Group evening dining except on rest days
- Packed lunches in Inner Mongolia and Kazakhstan
- Parking arrangements
- Travel and medical insurance including repatriation
- Chinese Driving Licence and Chinese Licence Plate for the vehicle
- Emergency breakdown assistance
- Medical support
- Car preparation and navigation guides
- Tulip style Route Books and Map Book for the entire route
- GPS waypoint coordinates supplied on microSD card
- Metal rally plates, competition numbers, decals for the vehicle
- Identity tags for each participant
- Gold, Silver, Bronze medals and Finishers awards
- Trophies for Overall, Category and Class winners
- One night accommodation in Paris
- Two tickets for the Prize Giving Gala Dinner in Paris

**8.4** Competitors are responsible for any other costs incurred – personal travel and health insurances, air fares and vehicle shipping to China, customs bonds, obtaining visas, border crossings, vehicle breakdowns, repairs and repatriation of the vehicle, petrol and any incidental costs for accommodation/meals and anything else that is not listed under point 8.3.

**8.5** The details of each crew member must be submitted on a fully completed and signed Entry Form, issued by the Organisers. By submitting the Entry Form the crew undertake to abide by these Event Regulations and any subsequent Official Bulletins issued by the Organisers. Once an entry has been accepted any subsequent change of vehicle or crew member is at the discretion of the Organisers by written permission. The maximum number of entries for the event is 110.

**8.6** Competitors must comply with the dates given by the Organisers for the submission of information or copies of documents such as: passports, personal photos, driving licences, vehicle registration documents, vehicle FIVA ID Card, vehicle inspection report, vehicle photos, medical history, visas, insurances, fuel payments. See the Entry Form for further details. Failure to meet any of the deadlines set by the Organisers will result in the cancellation of the Competitors entry and the forfeit of all monies paid.

**8.7** Competitors cannot make any changes to the vehicle, driver or co-driver after 31 May 2023. Crews requesting a change after this date will be regarded as withdrawing their entry. A vehicle or crew member may not be replaced during the event. Unless approved in exceptional circumstances by the Organising Committee.

**8.8** The Organisers reserve the right to refuse or withdraw any entry without explanation. An entry will not be confirmed until the full entry fee has been paid. If prior to the event unforeseen circumstances force the cancellation of the event the Organisers reserve the right to retain 25% of the entry fee, in addition to any deposit paid, to cover administrative costs already incurred. If once the event has started unforeseen circumstances force the cancellation, curtailment, rerouting or interruption of the event there will be no refund of the entry fees or reimbursement of any other costs or expenses incurred.

**8.9** All event documentation and instructions will be in English.

**8.10** The entry fee is per vehicle including a crew of two: The Entry fee is £65,000. A deposit of £17,000 is due within 10 days from the date when your entry is officially accepted, if your application is successful.

The deposit is non-transferable and non-refundable should you withdraw your entry.

The balances of the entry fee are: £24,000 due by 1 June 2023 and £24,000 due by 1 December 2023 - both these amounts are non-refundable.

Entry is only guaranteed upon receipt of the full entry fee received by the Organisers by 10 December 2023, together with all the personal and vehicle information requested by the Organisers by the deadline of 31 May 2023.

**8.11** Entries must be submitted online via the event page at the HERO-ERA website: [www.hero-era.com](http://www.hero-era.com): For help with this process please contact [admin@hero-era.com](mailto:admin@hero-era.com) or telephone +44 (0)1869 254979.

All payments should be via Bank Transfer, details below:

Account Name: HERO Events Ltd

Sort Code: 20 71 75 - Account Number: 13636402

IBAN: GB69 BARC 20717513636402 - SWIFT BIC: BARCGB22.

## 9. APPLICATION OF THE REGULATIONS

**9.1** The Organisers reserve the right to change the provisions of these Regulations at any time by issuing an Official Bulletin or any other Official Instruction. Each Official Bulletin will be numbered, dated and signed by the Clerk of the Course or his Deputy. These may be sent to competitors prior to the event, or be posted on the Official Notice Board at the Rally HQs. On the event they may be directly communicated to the competitors at any Controls that all competitors are required to visit and competitors must sign to acknowledge receipt of the information.

**9.2** The Organisers may postpone or cancel the event, modify these Regulations, the route, the time schedules or any other aspect of the event if circumstances make such action necessary.

**9.3** The Clerk of the Course is responsible for the application of these Regulations and their provisions during the running of the event and has the power to decide on any matter not provided for in these Regulations or subsequent Official Bulletins.

**9.4** If a specific penalty is not detailed in these Regulations or if a penalty of 'up to and including Exclusion' is specified, the Clerk of the Course will have the discretion to penalise a breach of the Regulations by imposing a penalty ranging between 5 minutes and Exclusion.

**9.5** The Clerk of the Course has the right to exclude from the event or otherwise penalise at any time any competitor who has breached any civil law, any traffic regulations, acted in a fraudulent or unsporting manner or behaved in a manner that is not conducive to the smooth running of the event or may bring the event into disrepute. Such decision is at the sole discretion of the Clerk of the Course and is not subject to appeal.

**9.6** Event Officials will be on duty throughout the event to discuss any competitor queries or issues. Any query or issue that cannot be resolved by discussion with the Official must be submitted to the Clerk of the Course using an Official Query Form. Written protests are not expected but should a competitor not be satisfied with the decision of the Clerk of the Course the matter maybe referred to the panel of Rally Stewards for adjudication, see also Article 22.

## 10. COMPETITOR OBLIGATIONS

**10.1** Competitors named on the Entry Form will be responsible for all liabilities and obligations before and throughout the event.

**10.2** Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and must inform the Organisers, as soon as practicable, with full details of any such incident from which liability may arise. The Organisers decline liability in any accident or incident caused by or to competitors and/or the competing vehicles during the event. Competitors shall have no claim against the Organisers arising out of any act or omission of the Organisers, their servants, agents or Officials during the course of the event. The Organisers accept no responsibility for assisting competitors in difficulties of any kind and will not accept any claim for expenses of any sort however incurred.

**10.3** Competitors are responsible for payment of any costs they incur during the event. In particular, any extras and incidentals at hotels, mechanical services, breakdown transportation and charges at garages must be paid in full on demand. Failure to do so may place the competitor in breach of Article 9.5.

**10.4** Competitors who retire from the event must ensure that Officials at the Rally HQ know of their decision to withdraw. At the point when the competitor retires or is excluded all rights and benefits of a competitor are relinquished. However, the Organisers may at their discretion allow on-going hotel accommodation to be used provided the competitor is not in breach of Article 9.5.

**10.5** Competitors must have valid vehicle, personal travel and health insurances, to include repatriation, and cover against liability for personal injury to and/or damage to the property of Third Parties, whilst taking part in the event. Visas, driving licences and vehicle documentation will also be required for most of the countries to be visited. The Organisers cannot be held responsible for any problems caused to a competitor by failure to make adequate insurance provision or incomplete or missing documentation.

**10.6** Competitors falling behind the event time schedule for any reason will be responsible for their own border crossing arrangements and any other costs, including additional accommodation.

**10.7** Competitors who retire from the event are responsible for removing the vehicle from that country at their expense. No vehicle can be left in any country unless accompanied at all times by the person who has the vehicle details entered in their passport.

**10.8** Competitors are obliged to comply with the instructions of an Event Official and to make themselves aware of any Official Bulletins or notices posted on the Official Notice Boards at the Rally HQs.

**10.9** Competitors will be issued with an identity badge, to be worn at all times during the event. Both crew members must be in the vehicle throughout the event, except when the vehicle is stationary or in the vicinity of a Control. Any absence or change of a crew member must be requested in writing and authorised in advance by the Organising Committee.

**10.10** Competitors must not drive at excessive speed or in a dangerous or negligent manner and must always conduct themselves in a manner, which does not bring the sport into disrepute. Failure to do so may place the competitor in breach of Article 9.5.

**10.11** Competitors must make every effort to ensure they do not delay other crews. If caught by another vehicle, it is obligatory for drivers to pull over or even stop to let the other vehicle pass. Failure to do so may place the competitor in breach of Article 9.5. No time allowance will be granted for delays, baulking or force majeure.

**10.12** Competitors must have a correctly installed GPS receiver (Garmin GPSMAP276Cx) and be competent to use it for navigating the more remote areas of the route. Competitors without the recommended GPS unit will not be allowed to start for safety reasons.

**10.13** Competitors must have the recommended GPS Tracker unit fitted to their vehicle to track, via the Organisers' website, their progress along the route.

**10.14** Competitors must carry with them a satellite phone capable of being used in the more remote areas of the route. This is not only for you to use in an emergency but also to allow our team to contact you if necessary.

We recommend using the Iridium 9555 or 9575 with an external vehicle antenna. Some manufacturers now have devices available that allow you to connect your smart phone to a satellite unit: be aware that, generally, these devices are NOT suitable for use in a moving vehicle and should therefore be avoided. Hiring a Iridium 9555 for the duration of the event is usually the cheapest and most convenient option. Competitors without a working satellite phone will not be allowed to start for safety reasons.

**10.15** Competitors must use at every overnight halt a nonporous sheet or drip tray to stop oil and other fluids from contaminating the ground under the vehicle.

**10.16** Competitors automatically grant at no cost to the Organisers and their sponsors, the unrestricted right and permission in perpetuity, to make, use and show, at their own discretion, any pictures and / or motion pictures and live, taped or filmed television and other reproduction of him/her (television, press and internet) during the period of the event and after. Competitors and crew members' name, voice, image, likeness and biographical material may also be used or reproduced in any way known. In addition, HERO Events Ltd may ask crews who are producing their own video blogs, feeds or transmissions to provide footage for a pool of video resource to be used.

**10.17** By entering this event, all competitors and crew members agree that information, although limited to: name, nationality and car details, will be published through, but not limited to, electronic means, such as websites, Social Media, etc., and press outlets; newspaper reports, vent reports & results in the form of Entry List and written reports.

**10.18** The Event logos and name remain the copyright of the Organisers. Their use for commercial purposes is forbidden without written permission from the Organisers.

**10.19** Competitors undertake, as a condition of entry, to abide by the requirements of the Event Regulations. A breach of any of the Competitors Obligations listed in Article 10 may result in a refused start or a penalty 'up to and including Exclusion' at the discretion of the Clerk of the Course.

## **11. JUDGES OF FACT AND DRIVING STANDARDS OBSERVERS**

**11.1** All named event Officials and all persons signed on as marshals will be deemed to be Judges of Fact for the purpose of ensuring compliance by competitors with the provisions of these Regulations and for any regulations relevant to the point at which they are officiating.

## **12. IDENTIFICATION AND ADVERTISING**

**12.1** The Organisers will supply each crew with two metal rally plates, which must be fixed to the front and to the rear of the car in a clearly visible position, but not obscuring the vehicle licence plates and small self-adhesive numbers for the front wings and larger numbers for each side of the car. These plates and competition numbers must be in place for Scrutineering and throughout the event. At Signing On competitors will each be provided with identity badges, which should be worn at all times during the event.

**12.2** Advertising is restricted. Any sign writing or stickers, including Charity involvement, should be discreet and confined to the bodywork to the rear of the front doors. The front doors are to be kept clear for rally competition numbers and any Organisers' publicity material.

## **13. TEAM ENTRIES**

**13.1** All cars competing on the event will be randomly allocated to a Team of three cars. If the final number of starters is not fully divisible by three, then one or two randomly selected cars will be allocated to a second team. The winning team will be the one with the lowest aggregate penalties of the three team members, all of whom must be classified as Finishers.

## 14. SCRUTINEERING

**14.1** All crew members must attend pre-event Scrutineering with their vehicles at the times and locations to be advised in an Official Bulletin. The Scrutineers will check that the vehicles conform to National Vehicle Regulations and these Event Regulations. If applicable, the FIVA ID Card will be inspected to confirm the vehicle presented at Scrutineering matches the FIVA ID Card specifications. A copy should be provided to the Rally Office by 29 Feb. 2024.

**14.2** The acceptance of a vehicle at any Scrutineering does not imply compliance to National Vehicle Regulations or these Event Regulations should any subsequent inspection find otherwise. Competitors may be required to re-present their vehicles for Scrutineering at any time during the event up until the results being declared Final.

**14.3** Any crew who fail to successfully complete Scrutineering and Signing On will be deemed non-starters and will forfeit their entry and entry fee.

## 15. SIGNING ON

**15.1** Following a successful completion of Scrutineering both crew members must present their documentation and 'Sign On'. The Event documentation will be issued at Signing On and latest event news and examples of all Official signs and boards will be on display.

**15.2** There will be a Competitors' Welcome and Briefing by the Clerk of the Course at the Rally HQ on Friday 17 May 2024.

## 16. STARTING ORDER

**16.1** The starting order for each Day will be determined by the Clerk of the Course and displayed on the Official notice board. The starting interval between the cars will be 1 minute unless advised otherwise by the Clerk of the Course. The Organisers may require all the competing cars to assemble in the starting area before the start each Day.

**16.2** Competition numbers will be allocated at the Organisers' discretion.

## 17. ASSISTANCE

**17.1** Competitors should be self-sufficient and able, where possible, to repair their own cars. The Organisers will arrange for Official Assistance crews to follow the route with instructions to assist with emergency road-side repairs. They will not be expected to provide a towing service nor to work late hours at the end of the Day. All repairs carried out by them are entirely at the risk of the competitor who having accepted the assistance cannot make any claim regarding the quality of the repairs or for any consequences resulting directly or indirectly from any such repairs.

**17.2** Pre-arranged outside assistance, other than that provided by the Official Assistance crews as outlined in 17.1, is forbidden during the period between a crew's check-in time at the start and finish MTC of each Day. Competitors should be aware that any non-competing vehicle seen to be accompanying their car or seen on any part of the Official rally route on any Day, will be regarded as providing pre-arranged outside assistance, whether or not they are actually working on a competing car. In these circumstances the Clerk of the Course may impose a penalty based on the report from a Judge of Fact. Articles 9.4 and 11.1 refer.

**17.3** Competitors are permitted to send spare parts in advance of or during the event to any point along the route by commercial postal or courier services. Any person delivering parts may **only** work on the competing car on rest days and may not follow the event to any subsequent night halt.

**17.4** The towing of a car in need of repair by another competing car will be allowed but only to the end of that Day. Towing or transportation of cars by other vehicles including trucks and breakdown vehicles for a reasonable distance, determined by the Clerk of the Course, to where assistance may be obtained is permitted.

**17.5** Cars capable of being driven must not be transported or towed by either another competitor or any form of vehicle at any time during the event. Competitors who contravene this regulation will be penalised.

**17.6** The towing or transporting of competitors cars in the vicinity of a Time Control will be penalised as if the competitor had not visited the control. Competing cars must be capable of being driven to the control location to obtain a time at that control.

**17.7** Any car being towed or transported which falls behind the timetable of the main event will be deemed to be outside of the Organisers responsibilities at border crossings. Neither the Organisers nor their agents will wait beyond the due time of the last vehicle still running in the main event to assist with any border's procedures. The organisation of, and any costs associated with, transporting a car across any international border is entirely the responsibility of the competitor and neither the Organisation nor its agents will be expected to offer help with this matter.

**17.8** All Event Officials are considered to be Judges of Fact for compliance with Article 17. Non-compliance will be penalised 'up to and including Exclusion'.

## 18. CONTROLS AND SECTIONS

**18.1 SECTIONS** – There will be three types of Section:

Road Section – During each Day, starting and finishing at a Main Time Control, there will be a number of Time Controls and Sporting Time Controls at which competitors must check-in at their Scheduled Time.

Test Section – A timed test of speed and driving skill.

Regularity Section. – Some Days, there will be Regularity Sections, during which competitors are required to maintain a constant average speed for a given distance.

**18.2 CONTROLS** – There will be nine types of Control:

**Main Time Control (MTC)** A timed Control at the start and finish of each Day with timing to the previous full minute.

**Road Section Time Controls (TC and STC)** A timed Control at intervals along the route with timing to the previous full minute.

**Departure Time Control (DTC)** A time control located at the start of an STC section with timing to the previous full minute located at the start of a STC section.

Crews can start at a DTC before their scheduled time (once the control is open) but these controls still have 10mins Penalty free lateness and 30min maximum permitted lateness after your due time.

The reasoning behind this is with some long road sections we don't want to hold cars in the middle of nowhere waiting for the due time to arrive. The time penalties for an STC section apply only from DTC-STC-STC.

**Passage Control (PC)** An untimed Control to check adherence to the correct route.

**Route Check (RC)** An untimed unmanned Control where competitors must record information to verify adherence to the correct route.

**Secret Check (SC)** A Control at an undisclosed location to check adherence to the correct route or to observe driving behaviour.

**Test Section Start Control (TS)** A timed Control at the start of a Section at which timing will be on a whole minute or a half minute.

**Test Section Finish Control (TF)** A timed Control at the end of a Section at which timing will be to the previous full second at the time the car stops at the finish line.

**Regularity Section Start Control (RS)** A timed control at the start of a Regularity Section. The Start Control may be manned or unmanned (Self Start). Timing at a Regularity Start is on a whole minute or a half minute.

**Regularity Section Timing Point (TP)** A timed control at an undisclosed location during a Regularity Section. There may be one or more Timing Points at which timing will be to the previous full second. Competitors will be timed on sight by the marshal they then MUST stop at the marshal's location indicated by a TP board to receive their time.

**18.3** Competitors will receive information and documentation to enable them to locate these Controls, to visit them in the correct order and to complete the route correctly. Their check-in times will be recorded on their Time Cards and penalties will be applied for variance from the event requirements.

#### **Time Controls (MTC, TC, STC, DTC)**

**18.4** Time Controls will be located by the roadside or inside buildings such as cafes or hotels, their locations being clearly identified by a flag or control board prominently placed by an Event Official.

**18.5** Time Controls will open at least 15 minutes before the due time of the first car and close 30 minutes after the due time of the last car. Competitors are due at these Controls at their Scheduled Times and penalties will be applied for taking more or less than the time allowed between Controls.

**18.6** Competitors will be penalised for missing a Time Control, checking in early or late at a Control, approaching or departing a Control in the wrong direction, visiting Controls out of sequence or more than once or not complying with the instructions of an Event Official in charge of a Control Point.

#### **Passage Controls (PC), Secret Checks (SC), Route Checks (RC)**

**18.7** At a Passage Control or a Secret Check the Control Official will stamp or sign the Time Card. In the case of an unmanned Passage Control or Route Check competitors will be required to write on their Time Card the requested information that will be clearly visible at that location. Crews failing to collect a stamp/signature, not recording the correct information or approaching or departing a Control Point in the wrong direction will be deemed to have missed the Control or Check and will be penalised.

#### **Test Sections (TS & TF)**

**18.8** The route may include Test Sections timed to the second, where times recorded at the Test Start (TS) and Test Finish (TF) will establish the performance on the Test. Information will be provided to complete the Test correctly and different time requirements may be assigned to different Categories. All crew members must be in the car for the duration of the Test, save for any exceptions agreed with the Clerk of the Course.

**18.9** Competitors may check-in to the Test Start at any time it is open and then be ready to start as directed by the Test Section Official. Competitors will be started at 1 minute or 30 second intervals. Tests will be timed to the previous full second.

**18.10** Crews delayed by an Official at the start of a Test Section for more than five minutes may present their Time Card to the Official and request their 'arrival time' be recorded on their Time Card. A 'delay allowance' will be given for any difference in excess of five minutes between the arrival and actual start time; this 'delay allowance' will only apply or be given if it is after the competitors' due time.

**18.11** For each Test Section a Minimum Time will be published. A crew completing the Test in a shorter or equal time will be given this Minimum Time. Similarly, a Maximum Time will be published and any competitor taking a longer time will be given the Maximum Time. Otherwise, the actual time taken will be given.

**18.12** The Official will give the competitor a countdown to their due start time. At the end of the Test competitors must 'stop astride' a clearly defined finish line when the Official will stop his clock and record the time taken for the Test. If there is a car already at the Stop Line the second crew must stop immediately behind the car on the line and they will be given the time at which their car stops. A crew coming to a halt in a careless manner or driving in a way that puts event Officials or other persons at risk will be penalised 'up to and including Exclusion'.

**18.13** Competitors will be penalised for missing a Test Section, jumping the start, not performing the Test correctly, touching or passing the wrong sides of course markers, driving against rally traffic, failing to stop at lines or within boxes as required, completing the wrong number of laps of a test, and not complying with the instructions of an Official in charge of the Control point. A crew taking the wrong route but then correcting the error before the next instruction or marker will not be penalised.

#### **Regularity Sections (RS & TP)**

**18.14** Unlike Main and Time Controls, at a Regularity Start Control there is no specific scheduled check-in time for each competitor. Competitors will be started at 1 minute or 30 sec intervals.

**18.15** Unmanned Regularity Starts may be indicated by a red flag control board and/or a self-start board which will be positioned at the exact point from which the regularity section will start. In the event that there is no control board, the landmark at this point as shown in the route book/route instructions will be deemed the start point.

There will be of two types of unmanned Regularity Start control:

**Allocated Start Regularity:** The marshal at the preceding control will write the allocated start time on the competitor's time card and competitors should then proceed to the Regularity Start and start at the time designated on their time card. Competitors without a properly allocated start time will be deemed not to have visited the regularity start.

**Self-Start Regularity:** Before starting, competitors must record, in ink in the space provided on the timecard, in hours, minutes and seconds, the time at which they intend to start the section and must proceed at this time. Competitors must start either on a full minute or half minute (e.g. 15:32:00 or 15:32:30). At such controls You must write the self-start time on your timecard in the space provided.

Competitors who are found at a subsequent timing point or secret check not to have recorded their start time will incur a penalty as listed below. Secret check may be located at any distance from the RS. After leaving a Self-Start control the marshal at the first regularity timing point or secret control encountered will verify the self-start time by signing in the box provided. In the event that no time has been recorded, the marshal will write 'No Time' in the time box. If a competitor has written an amended time the marshal will ask the crew to clarify the time and initial the alteration making a note on their check sheet for reference. Any competitor failing to enter a start time or having an altered but unverified start time will be deemed to have not visited the Regularity Start control and will be penalised as below. Subsequent regularity timing will start from the first timing point encountered after leaving the start control. Regularity Sections will be held on roads open to normal traffic. The Regularity Start and Regularity Timing Point(s) will be included within a Road Section between two Time Controls.

**18.16** Competitors will be issued with time and distance information to enable them to maintain as closely as possible the set average speed(s), throughout the Section. As the location of any Timing Point will not be disclosed there will be no advance warning board at these points and the time of reporting will be the exact time, to the previous full second.

**18.17** Timing will be continuous from the start to the end of the Section. A Competitor early or late at a Timing Point must still be on time at the next Timing Point to avoid penalty. A time penalty at one Timing Point will also apply at the next Timing Point unless the time early is lost or the time late is made up. Penalties will be applied at the rate of one second for each second before or after the ideal time up to a maximum of 60 seconds at any one Timing Point visited.



**18.18** Competitors will be penalised for missing a Regularity Section, missing a Timing Point, visiting a Timing Point more than once or out of sequence, approaching or departing a Timing Point in the wrong direction or not complying with the instructions of an event Official in charge of a Control point. The maximum penalty for a Regularity section is 5 minutes

## 19. TIMING AND TIME CARDS

### Timing

**19.1** The Scheduled Timing system will be used which is the time of day that each competitor is required to check-in at each Timed Control - Main (MTC), - Time (TC), and - Sporting (STC). It is calculated by adding the competitor's starting position each day to the Standard Time shown on the Time Card. For example, if the Standard Time at MTC1 for a notional Car '0' is 08:00 hours then the competitor who is sixth on the start list will have a Scheduled Time of 08:06 hours.

**19.2** Competitors will be due at the Main, Time and Sporting Controls at their Scheduled Time (or Due Time if running late), but may report to Test Sections at any time that the Start Control is open.

**19.3** At all Controls where times are recorded this will be by Officials' clocks. At Main, Time and Sporting Controls this will be to the previous full minute (i.e. 11:44:56 seconds will be recorded as 11:44:00). At Test Section Finish Controls this will be to the previous full second (i.e. 11:44:56.8 seconds will be recorded as 11:44:56).

**19.4** A crew may arrive early at any Control (MTC, TC, STC, DTC) but should only give their Time Card to the Control Official at their check-in time, unless early check-in is specifically allowed. The Control Official will enter the time on the Time Card at the time it is handed to them.

**19.5** At some Time Controls (MTC, TC, DTC) early check-in and/or an amount of Penalty Free Lateness (PFL) may be allowed. Competitors will be advised each day of the amount of early arrival and lateness that will be penalty free at each MTC and TC. This will not apply at Sporting Time Controls (STC).

**19.6** Competitors checking-in early at a Time Control (MTC, TC, DTC) will be penalised two minutes per minute and if early again at the following Time Controls will be penalised again. Competitors checking in early at STC controls will be penalised 1 minute per minute. Competitors who then take longer than the time allowed to the next Control and get back to their Scheduled Time will not be penalised again.

**19.7** Competitors checking-in late at a Time Control (MTC, TC, DTC) will be penalised one minute per minute but can be the same amount late at the following Time Controls that Day without further penalty. Competitors checking in late at STC controls will be penalised 30 seconds per minute. This lateness will apply after taking into account any Penalty Free Allowance and any Delay Allowance and provided that Maximum Permitted Lateness is not exceeded.

**19.8** At all Time Controls (MTC, TC, STC, RS, TP, DTC) there will be a Maximum Permitted Lateness (MPL). This will apply after taking into account any Penalty Free Lateness and any Delay Allowance. A crew reporting to any of these Controls outside the MPL will be deemed to have missed the Control and will be penalised accordingly. The Clerk of the Course may modify the MPL at any Control.

**19.9** Competitors checking in late or early at a Regularity Timing Point (TP) will be penalised 1 second per second, a maximum penalty early or late at a Timing Point if visited of 1 minute.

**19.10** Competing cars must be capable of being driven to the Control location in order to obtain a time at that Control.

**19.11** When crossing time zones rally time will continue to use the time at the MTC at the start of the Day until the MTC at the end of the Day. Rally Time will be displayed on the official Notice Board at the start of each Day.

### Time Cards

**19.12** Each crew will be issued with a set of Time Cards showing the Standard Time for Time Controls (MTC, TC) and a guide to the notional Standard Time, in brackets, for the Test Sections (TS), Sporting Timecontrol Sections (STC), and Regularity Sections (RS). From these competitors can calculate their own Scheduled Time.

**19.13** Competitors are responsible for presenting their Time Cards at the correct time for completion by Event Officials at the various Control Points and for ensuring that the cards are stamped, chipped or signed and the times recorded accurately. The time recorded will be the time at which the Time Card is personally presented by a member of the crew. Officials at Controls cannot offer any advice concerning the correct check-in time for individual competitors.

**19.14** Competitors delayed by the Officials at the start of a Test Section for more than five minutes after their due time, may request to have their arrival time recorded on their Time Card by the Official in charge of the Control. A Delay Allowance will be given for any difference in excess of five minutes between the arrival and the actual start time; this 'delay allowance' will **ONLY** apply if it is after the competitors' due time. At the following Time Control competitors may be late without penalty to the extent of their Delay Allowance. All Delay Allowances will be cancelled at the next Main Time Control and no retrospective claims will be allowed.

**19.15** Loss of the Time Card or any alteration or amendment made to the Time Card will be penalised 'up to and including Exclusion', unless such alteration or amendment has been approved and authenticated by an Event Official.

## 20. PENALTIES

**20.1** Overall penalties will be expressed in Hours, Minutes and Seconds. The maximum time penalty any competitor can incur in any one Day is 2 hours.

### Start Refused, Car Re-Classified, Exclusion

- 7.3- 7.4** Non-compliance with the vehicle Eligibility or Technical requirements
- 8.1- 8.11** Non-compliance with Entry requirements
- 10.12-10.14** Non-compliance with GPS unit, GPS tracker or Satellite phone requirements
- 14.1-14.3** Non-compliance with the Scrutineering requirements

### From 5 minutes up to and including Exclusion (as defined in Article 9.4)

- 8.7** Change of vehicle or crew member
- 10.1-10.19** Non-compliance with the Competitor Obligations
- 10.8** Non-compliance with the instructions of an Event Official
- 12.1-12.2** Non-compliance with identification and advertising regulations
- 14.1-14.3** Non-compliance with on event scrutineering
- 17.1-17.8** Non-compliance with assistance regulations
- 18.6,18.13** Non-compliance with the instructions of an Event Official
- 18.12** Driving that puts persons at risk
- 18.13** Reversing on a test section other than to correct your mistake before the next instruction
- 19.14** Loss or unauthorised alteration of Time Card

ARTICLE	PENALTY
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### Control Time Penalties

- |  |                   |
|--|-------------------|
| <b>18.6</b> Checking-in to a Time Control out of sequence, from the wrong direction, or more than once | <b>10 minutes</b> |
| <b>18.7</b> Failure to check-in or wrong direction at a Passage Control (PC)/Secret Check (SC)         | <b>5 minutes</b>  |
| <b>18.7</b> Failure to record the correct information at a Route Check (RC)                            | <b>5 minutes</b>  |
| <b>18.7</b> Failure to correctly record (in ink) a code at a Passage Control (PC) on an STC section    | <b>30 seconds</b> |

<b>18.15</b>	Failure to record a self start time in ink on the time card	<b>1 minute</b>
<b>19.6</b>	Early check-in at a Time Control (MTC, TC)	<b>2 minutes per minute</b>
<b>19.6</b>	Early check-in at a Time Control (STC)	<b>1 minute per minute</b>
<b>19.6:</b>	Early check in at Departure Time Control (DTC)	<b>No Penalty</b>
<b>19.7</b>	Late check-in at a Time Control (STC)	<b>30 seconds per minute</b>
<b>19.7:</b>	Late check-in at DTC	<b>1 minute per minute (after 10mins PFL has expired)</b>
<b>19.7:</b>	Late check-in at a Time Control (MTC, TC) after PFL	<b>1 minute per minute</b>
<b>19.8:</b>	Failure to check-in to a start of the Day Main Control (MTC) within MPL	<b>30 minutes</b>
<b>19.8:</b>	Failure to check-in to an end of the Day Main Control (MTC) within MPL	<b>30 minutes</b>
<b>19.9:</b>	Maximum Penalty at a Regularity Timing Point	<b>1 minute</b>
<b>19.8</b>	Failure to check-in at a Time Control (TC or STC) within MPL	<b>10 minutes</b>
<b>19.9</b>	Failure to visit a Regularity start (RS) or Regularity Timing point (TP) within MPL	<b>2 minutes</b>

#### Test Time Penalties

<b>18.11</b>	Taking less than or equalling of the Minimum Test Time	<b>Minimum Time</b>
<b>18.11</b>	Taking more than the Minimum and less than the Maximum Test Time	<b>Actual Time taken</b>
<b>18.11</b>	Taking more than or equalling the Maximum Test Time	<b>Maximum Time</b>
<b>18.13</b>	Failure to check-in to or start a Test Section	<b>Double Maximum Time</b>
<b>18.13</b>	Failing to finish, short cutting part of the Test or completing the wrong number of laps (wrong test)	<b>Maximum Time</b>
<b>18.13</b>	False or jumped start	<b>1 minute</b>
<b>18.13</b>	Touching a cone or marker	<b>10 seconds per offence</b>
<b>18.13</b>	Failure to stop astride a line or within a box as required	<b>10 seconds per offence</b>
<b>18.13</b>	Failure to check-in to a Passage Control (PC)	<b>2 minutes</b>
<b>18.13</b>	Following an incorrect route but correcting the mistake	<b>No penalty</b>
<b>18.13</b>	Maximum penalty on a Test, if attempted	<b>Maximum Time</b>

## 21. RESULTS

**21.1** The Overall, the Category and Class Awards will be determined by adding together all the penalties incurred during the event, the winners being those with the lowest penalties. A link to the Query form can be found on the Sportivity App. Paper forms will also be available at the end of each day.

**21.2** The Team Awards will be based on the performances from the three nominated cars, all of whom must be classified as finishers.

**21.3** Ties will be decided by giving preference to the older car (based on the declared age of the car) and then on the total penalties on the Test Sections.

## 22. QUERIES AND PROTESTS

**22.1** Crews should check their penalties promptly and if necessary submit any queries on an Official Query Form to a Rally Official. Queries relating to penalties incurred on any day must be submitted before the closing time of Main Time Control at the end of the following day. Queries submitted after this time will not be considered.

**22.2** After publication of the provisional results at the end of the event a period of 30 minutes will be allowed for queries. Only queries submitted before the end of this period and relating to penalties incurred during the final day of the event will be considered. A further 30 minute period may be allocated during which the Organisers may adjust and republish the results. During this period no further query or protest will be accepted. Once the amended results have been republished a further 30 minute period will be allowed for protests. After this the results will be declared Final.

**22.3** Any query must be submitted in writing to the Clerk of the Course within the timescale above. If his decision is not accepted the competitor may appeal to the panel of Rally Stewards who will consider evidence from the Competitor and the Organisers. The appeal process is subject to a fee of £500 which will be refunded in the case the appeal is upheld.

## 23. AWARDS

**23.1** The principal awards for the event will be Gold, Silver and Bronze Medals presented to each member of the crew. To qualify for any of the Medals crews must check-in to each of the designated Medal controls in the same car as they started the event.

**23.2** Gold Medals will be presented to those crews who visit all the Gold Medal Controls in the prescribed order and all within the Maximum Permitted Lateness and do not incur a penalty of exclusion.

**23.3** Silver Medals will be presented to those crews who report to the Main Time Control at the start of every Day within the Maximum Permitted Lateness and do not incur a penalty of exclusion.

**23.4** Bronze Medals will be presented to all crews who report to the Main Time Control at the start of the event in Beijing, the Main Time Control out of each Rest Day and the Finish Control in Paris all within maximum lateness, without having incurred a penalty of exclusion

**23.5** In the case of a change of car or of a crew member during the event the crew will only qualify for a Finishers Award and not any Medals or other awards.

**23.6** Finishers Awards will be presented to all crews who report to the Main Time Control at the start of the event in Beijing and the Finish Control in Paris, without having incurred a penalty of Exclusion.

**23.7** Trophy Awards will also be presented as follows:

- **1st Overall**
- **2nd Overall**
- **3rd Overall**

The above trophies will be restricted to cars in the Pioneer, Vintage and Vintageant Categories. Winners of Overall awards do not qualify for Category or Class awards.

**23.8** Category and Class Awards:

- **1st, 2nd, 3rd in the Classic Category**
- **1st, 2nd, 3rd in each Class**
- **Team Prizes**
- **Coupe des Dames**
- **Spirit of the Rally**
- **Against all Odds**
- **True Grit**

**23.9** Crews winning a Category award cannot win a Class award, which then passes to the next highest placed finisher in that Class.

**23.10** The Organisers retain the right to modify the qualifying criteria for the Medals and the Finishers Awards. Additional awards may be made at the Organiser's discretion. The Organisers may include separate awards for an European Cup from Istanbul to Paris. The Coupes des Dames prize will only be awarded if more than one all-female crew start the event.

**23.11** All competitors are invited to the Prize-Giving but those not attending will forfeit their awards, which will not be reassigned, as well as their dinner tickets. The time and place of the Prize-Giving will be notified in an Official Bulletin.

**These Provisional Regulations, published in February 2020 (updated October 2023),  
are subject to revision or amendment by Official Bulletin.**



## Appendix A

# HERO-ERA Long Distance Event Technical Regulations

### 1. ELIGIBLE CARS

**1.1** Only cars of a model type produced within the Category dates listed below will be eligible for ERA events. As not all Categories are applicable to all events reference should be made to the Sporting Regulations, Article 7, of each specific event.

#### 1.2 Category:

**A - Pioneer** - up to Dec 1920

**B - Vintage** - Jan 1921 to Dec 1930

**C - Vintageant** - Jan 1931 to Dec 1947

**D - Classic** - Jan 1948 to Dec 1975 or 1985 as advised in the specific Event Regulations.

**E - Special** - any car not eligible in its normal age Category due non-period modifications or a later build date, may be considered for the 'Special' class at the discretion of the Organisers

**1.3** The Organisers reserve the right to accept cars manufactured after the cut off dates provided they are to the original period design and all components are of appearance, design, materials and dimensions known to have existed during the period for which the car is entered, apart from any exceptions allowed within these Regulations. Period modifications may be permitted provided the competitor can supply authenticating documents to the Organisers prior to acceptance.

All cars entered in events after the 31 December 2022 must have a FIVA ID card, a copy of which must be sent to the Organisers at least 28 days prior to any events from the date above.

**1.4** Categories may be sub-divided into Classes based on the engine size and date of production so that cars of similar type and performance can compete against each other.

**1.5** All cars must be of a type exclusively designed to carry passengers with either saloon or sports bodywork. Estate cars and station wagons may be considered but any commercial or military vehicles such as light trucks, vans, ambulances, pickups and utility 4x4 vehicles are not eligible.

**1.6** The Organisers may decline or re-categorise the entry of a car if it does not comply with the period in spirit or appearance, if it is considered to be of inadequate performance or does not comply with the requirements of these Regulations. Once an entry has been accepted the entrant may only change the Category or Class of the car entered with the written permission of the Organisers.

**1.7** The acceptance of an entry is subject to pre-event Scrutineering. The Entrant must ensure that, at the date of Scrutineering and for the duration of the event the car is road-legal for the countries in which the event takes place and that it complies with these Event Regulations.

**1.8** A car failing to comply with these Technical Regulations at pre-event Scrutineering will be refused a start. At the discretion of the Clerk of the Course it may be transferred to Category E but will not be included in the general classification or the results. The crew and the car will only be eligible for a Finisher's award.

**1.9** A car or a competitor failing to comply with these Technical Regulations during the event will be penalised at the discretion of the Clerk of the Course - see Event Regulations, Article 9.3

## 2. MECHANICAL MODIFICATIONS

**2.1** It is the Organiser's intention that all competing cars conform as closely as possible to their original production specification. In exceptional circumstances and if original equipment is no longer available, written permission may be sought from the Organisation to use out of period components. The following equipment and modifications, using period or modern components, would make a significant difference to the performance of the car and are **NOT** permitted:

- Conversion of live or solid axle to independent suspension.
- Coil springs replacing or augmenting leaf springs or torsion bars.
- Shock absorbers with separate reservoirs.
- Conversion to rack and pinion or power steering.
- Limited slip or torque biasing differential, unless available as original equipment within period and of original specification – competitor to provide written evidence to prove such equipment was available.
- Engine from a different manufacturer, engine of different configuration or an engine from the same manufacturer but out of period.
- Fuel injection or supercharging, unless available as original equipment within period and of the original specification.
- Engine management systems or crank sensors.
- Disc brakes except where they were available as original equipment within period and of the original specification only in the event of original equipment no longer being available.
- Replacement of body panels or window glass with composite materials. Unless available in period or such parts are no longer available. If composite or plastic windows are fitted they must be a minimum of 6mm thickness.
- Wheel design, or material, that was unavailable within period.
- LED or gas discharge (HID) forward facing lighting equipment except marker lights.
- Modern racing driver overalls or full face helmets.
- Radio transmitters.

**2.2** There will be no limit to the quantity or the range of spares that can be carried in the car, but trailers are **NOT** permitted. All spares carried in the car must be securely fastened in such a manner that they will not become loose on rough terrain or in the event of a collision.

## 3. UPGRADED EQUIPMENT

**3.1** In the interests of, reliability, comfort and performance the following upgrades to the original production specifications **ARE** permitted:

- Under-body protection for the engine sump, gearbox, rear axle, brake and fuel lines, fuel tank and exhaust system.
- Strengthening of chassis and suspension components.
- Up-rating of engine, gearbox and radiator mountings.
- Fitting electric cooling fan.
- Additional or enlarged fuel tanks (fitted to a professional safety standard), no fuel is to be carried in the passenger compartment.
- Changed or modified fuel and air filters.
- Re-tuning engines to cope with low octane fuel.
- Gearbox, Overdrive and final drive ratio.
- Up-rating from 6 to 12 volt electrical systems.
- Replacement of charging circuit components with an alternator.
- Replacement front seats and steering wheel, back seats can be removed.
- Tyres of different specification.
- Roof racks of a period design and material (must not overhang the roof area).
- Additional instruments, switches, controls and accessories (the original layout should be retained).

**Modifications, such as additional cooling vents, bonnet and bootstraps or catches, lamp guards and period luggage are encouraged.**

## 4. SAFETY EQUIPMENT

**4.1** The following equipment **IS** strongly recommended:

- Correctly fitted and adjusted full harness seat belts which should be used at all times, recommended for all Categories.
- Roll over bar with at least a single hoop and two back stays recommended for all Categories and obligatory if a roof rack is fitted or spare wheels are carried on the roof.
- Fire and liquid proof bulkheads separating the passenger compartment from the engine and fuel tank.
- Up-rated brake friction material, brake hoses and pipes.
- Up-rated light bulbs.

**4.2** The following equipment **IS** also required:

**4.2.1** Laminated windscreen or aero-screens

**4.2.2** Fire extinguisher of at least 1.75 litres or 2kg. Securely fitted and within easy reach of both occupants within the car (not in the boot).

**4.2.3** Seatbelt Cutter (for all cars even if not fitted with seat belts - to assist other competitors)

**4.2.4** Mud flaps fitted to rear wheel arches.

**4.2.5** Warning triangle; a tow rope; high visibility jackets; spare light bulbs.

**4.2.6** Comprehensive first aid kit.

**4.2.7** A non-porous sheet or drip tray to contain fluid leakages from the car which should at a minimum be the width and length of the vehicle.

**4.2.8** Fuel range of at least 400 kilometres or 250 miles.

## 5. NAVIGATION EQUIPMENT

**5.1** Electronic and digital clocks and trip meters **ARE** permitted.

**5.2** On events where navigation by GPS waypoints is necessary the type of GPS device specified by the Organisers **MUST** be used - This will be specified in the event regulations

**5.3** Competitors are **NOT** allowed to use the functions on any devices (for example tripmeters (unless non calibrated GPS), SatNav, GPS, Smart phone applications, average speed calculators), whether fitted to the car or hand-held, which display average speed. Any devices showing digital mapping are also prohibited apart from equipment specified by the Organisers in specific Event Regulations. Penalties for incorrect use may be imposed by the Clerk of the Course when reported by a Judge of Fact.

**These Technical Regulations  
may be subject to revision or amendment by Official Bulletin.**



October 2023

The Peking to Paris Motor Challenge is the longest, and perhaps toughest, driving challenge for Vintage and Classic cars; in May 2024 we set out for the eighth time on this epic adventure, with the most experienced team at the helm, HERO-ERA.

This amazing motor challenge is open to cars of a type produced pre-1976 and is suitable for experienced rally entrants. Any novice crews will need to be prepared to compete in other classic car endurance events prior to tackling the Peking to Paris, as well as to undertake suitable training. Taking an exciting route via gravel, sand and stunning driving roads, desert camping and a mixture of basic to luxurious hotels, this is a life changing adventure, never to be forgotten.

THE  
HISTORIC  
MOTORING  
*Awards*  
2019  
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