



A QUALIFYING ROUND OF THE 2018 HERO CUP

ADDITIONAL SUPPLEMENTARY REGULATIONS



HERO
INSURANCE SOLUTIONS



Le Jog

Saturday 8th to Tuesday 11th December 2018

Additional Supplementary Regulations

as at 20th June 2018

Provisional Programme

Friday 23 rd November 2018		Entry list closes
Thursday 6 th December 2018	16:00 – 18:00	Rally Plate Collection & Noise Test – The Land’s End Hotel, Land’s End, TR19 7AA
	16:00 – 18:30	Scrutineering – St Buryan Service Station, Penzance Road, St Buryan, TR19 6DZ
	16:30 – 19:00	Documentation – The Land’s End Hotel
Friday 7 th December 2018	09:00 – 12:30	Rally Plate Collection & Noise Test – The Land’s End Hotel
	09:00 – 13:00	Scrutineering – St Buryan Service Station
	09:30 – 14:00	Documentation – The Land’s End Hotel
	10:00 – 11:30	Le Jog Newcomer Navigator Briefing – The Land’s End Hotel
	12:00	Route Handouts available – The Land’s End Hotel
	17:00	Competitor Briefing, Cars 1 to 45 – The Land’s End Hotel
	17:30	Competitor Briefing, Cars 46 to 90 – The Land’s End Hotel
Saturday 8 th December 2018	07:30	First car starts Leg One – Land’s End
	18:30	First car finishes Leg One – Abergavenny
	20:30	First car starts Leg Two – Abergavenny
Sunday 9 th December 2018	03:00	First car finishes Leg Two – Telford – Holiday Inn, The International Centre, St Quentin Gate, Telford, TF3 4EH
	09:00	First car starts Leg Three – Telford
	20:00	First car finishes Leg Three – Hexham – Slayey Hall – Hexham, NE47 0BX
Monday 10 th December 2018	08:00	First car starts Leg Four – Hexham
	22:30	First car finishes Leg Four – Fort William
Tuesday 11 th December 2018	00:30	First car starts Leg Five – Fort William
	10:30	First car finishes Leg Five – John o’Groats
	16:00	Results Displayed – Norseman Hotel, Wick, KW1 4NL
	19:00	Awards Presentation & Gala Dinner – Norseman Hotel

The times shown are scheduled times of the first car and 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 are those of the HSRs. Competitors must study the HSRs as well as these ASRs.

The 23rd Le Jog will be run under a Clubman Historic Road Rally (no. **TBA**) issued by the MSA UK and is open only to member of the promoting club (subscription included in entry fee for new members) in compliance with the Regulations of the MSA UK in compliance with the FIVA International Sport Code; the Regulations of the MSA UK; the HSRs (please contact the HERO office if you do not have a copy); these ASRs; and further Bulletins for the event, which may amend these ASRs and the HSRs.

IMPORTANT NOTE: All motor sport is potentially dangerous. The onus is on competitors to drive carefully and safely at all times. The Organisers accept no responsibility whatsoever for any accident or injury befalling competitors, and do not undertake to provide rescue or assistance of any kind. All competitors will be required to sign the indemnity at Signing On.

Article 1.2: Officials

Clerk of the Course	Guy Woodcock guy@heroevents.eu
Deputy Clerk of the Course	Daniel Pidgeon & Justin Morris
Secretary of the Meeting	Brian Whyte HERO Events Ltd Unit 13, Kenfig Industrial Estate Margam Port Talbot SA13 2PE brian@heroevents.eu +44 (0)1656 740 275
HERO Steward	John Surr ridge
FIVA Steward	Carsten Krukenkamp
Chief Scrutineer	Rob Dominy
Scrutineer	John Cooper
Environmental Scrutineer	Tiegen Lillicrap
Chief Marshal	Chrys Worboys
Timekeeper	Lee Vincent
Results	Ian & Siân Mills

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. Prior to the event information may also be posted on www.heroevents.eu

Article 2.2: Outline of the Event

Delete: (viii) During each leg, there will normally be one or more Regularity Sections and/or Special Tests. These are timed independently of Main Time Control and Time Controls; competitors may start them at any time they are open, provided they are completed in the correct order.

Add: (viii) During each Leg of the event, there will normally be one or more Regularity Section and/or Special Tests. These are timed independently of Main Time Control and Time Controls. Apart from Allocated Start Regularities (see Article 17.2), competitors may visit Regularity Section and Special Tests at any time they are open, provided that all control points are visited in the correct order.

Article 3: Eligible Vehicles

Please note that in some cases it will be necessary for us to apply for waivers if your car is registered after 1st January 1968.

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 or not 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 category and classes is as follows:

Category 0 – Cars of a specification valid before 1st January 1942

Category 1 – Cars of a specification valid between 1st January 1942 and 31st December 1967

Category 2 – Cars of a specification valid between 1st January 1968 and 31st December 1974

Category 3 – Cars of a specification valid between 1st January 1975 and 31st December 1981

Category 4 – Cars of a specification valid between 1st January 1982 and 31st December 1985

Categories may be merged if there are insufficient cars entered in any one category or 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 3.4: Prohibited Equipment

(See relevant extractions from the MSA Technical Regulations and/or HERO Standard Regulations)

NOTE: All of the following regulations are set out by the MSA who are our governing body for our events. These rules must be met without exception.

A headlamp may consist of a single reflector with a dual filament bulb, or separate reflectors each with single filament bulbs providing the functions of main beam and dipped beam separately. This will

be considered as equivalent to a single dual filament headlamp unit. Lamp units comprising two reflectors where one is fitted with a dual filament bulb will be considered as a combined headlamp and auxiliary lamp. In this instance, no additional auxiliary lamps may be fitted.

As per R18.5.3. An auxiliary lamp provides a beam other than provided by the headlamp. With the exception of cars built before 1st January 1947 the maximum width of the lamp body of any auxiliary lamp must not exceed **222mm**. Fog lights, where fitted, class as Auxiliary lights.

Auxiliary lamps using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retrofitted.

Where more than four beams are fitted as standard, only four may be used and the remainder must be removed before the start of the event.

Vehicles must have all lights fitted and used according to motor vehicle lighting regulations.

Light pods are not permitted.

External navigational or marshal lights are not permitted.

As per R19.7.6. Hydraulic handbrakes are not permitted. Vehicles presented with Hydraulic Handbrakes WILL NOT be allowed to start. It is not acceptable to the scrutineers to have the connecting rod between the lever and the hydraulic cylinder removed as this is unsafe as all the braking force is on the small circlip in the cylinder and could result in brake failure.

Simple Rule; Hydraulic Handbrake Fitted = NO START

Competitors are advised to read the Appendix on vehicle regulations in the HERO Standard regulations.

Article 3.5: Required Equipment

All vehicles must be equipped with **Winter Tyres on the driven wheels** as a bare minimum and carry at least one spare Winter Tyre. Failure to present the car at Scrutineering with the tyres as required will result in a refused start. If you wish to have clarification on the tyre proposed then please email Guy Woodcock (guy@heroevents.eu).

Simple Rule; No Winter Tyres = No Start

Article 6.1: Entry Applications

Entries will be accepted on a first come first served basis to those competitors who have completed the entry form in full and paid the deposit. If full payment isn't received by 31st August 2018 the place will be offered to the first reserve on the waiting list.

Article 6.2: Maximum and Minimum Number of Entries

The maximum number of entries allowed to take part will be 90, the minimum will be 40.

Article 6.3: Changes of Crew

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

Article 7.1: Entry Fees

The entry fee for a crew of two includes:

Rally participation

Map book

Accommodation in a twin room, Saturday 8th and Sunday 9th December inclusive

Lunch, evening meals & refreshments at specific locations where advised in the route book

Gala dinner and awards presentation

Rally plates and side number panels

Event memorabilia

Article 7.2: Refund of Entry Fees

Cancellation Policy – If cancelled in writing prior to 31st August 2018 all payments made will be returned less an admin fee of £100. If cancelled in writing between 1st September and 31st October, the full fee will be retained but wherever possible we will allocate part of the entry fee to a future event. After 31st October, no refunds or transfer will be possible.

Article 10.1: Competitors' Responsibilities

To avoid participants in HERO events being regarded as driving discourteously or without due regard to oncoming traffic (particularly on regularity sections), competitors must comply with the following: On single track roads open to the public competitors MUST pull in, and if necessary STOP, to let oncoming traffic pass, and following non-rally traffic overtake. Competitors must not force oncoming traffic to reverse, and must not force their way past where the road is too narrow. Competitors must reverse if this is necessary. Judges of Fact will police this regulation and will report breaches to the Clerk of the Course, who will at his discretion apply penalties.

Competitors must make every effort to ensure they do not delay other competitors, particularly on regularity sections and special tests. If caught by another car, it is obligatory for drivers to pull over or even stop to let the other car pass. Please follow the following guidelines if you catch someone or get caught:

Car 1 (the car behind)

- (i) Establish if you are significantly 'late' – there is no point in going past if you are then going to slow down to 20mph right in front of them!
- (ii) Flash your headlights once so the car in front knows you wish to pass

Car 2 (the car in front)

- (i) Acknowledge car 1's 'request' by indicating left-right-left, briefly putting on your hazard warning
- (ii) lights or waving your arm clearly (not ideal in the dark...)
- (iii) Immediately start to look for opportunities to safely pull over, e.g. side roads, farm entrances, lay-bys, passing places.
- (iv) Indicate and pull over when you find somewhere, remember there may be more than one car behind you so be careful to let them all pass.

Car 1

- (i) As you pass, sound your horn, indicate or flash your lights to say, 'thank you'. (Also thank the driver in person at the next control or halt, where possible)
- (ii) If you arrive at the next control early and are waiting, on a TC section, leave room for the car behind to pass, if they wish to.
- (iii) If car 2 fails to acknowledge after repeated flashes, you should remain at a safe distance and keep trying to attract their attention.

Car 1 must remember not to intimidate car 2 by following too closely or with lights and spot lights on full beam.

This could easily result in an accident involving both cars. Also, consider the conditions. If it is foggy, you may not be able to go any faster when you do get in front!

Car 2 if YOU catch another car with car 1 already behind you and wanting to pass, you can follow the same procedure to 'request' to pass, but you must also still look for the opportunity to let car 1 pass you. At no point should you be drawn into driving faster to try and stay ahead of the car behind – it is more sensible to allow them past and try to follow them.

Cars who are repeatedly reported to the organisers for failing to pull over will receive a penalty.

Deliberate baulking or blocking of road

1 minute up to EXCLUSION

The competing crew, except for any breakdown assistance the organisers may provide, must undertake all servicing. Other than that, provided by rally officials, ORGANISED SERVICE ASSISTANCE IS EXPRESSLY FORBIDDEN.

The facilities of roadside garages and service stations may be used providing their services have not been prearranged.

Servicing contrary to the regulations

1 minute up to EXCLUSION

Article 11.1: Route Description

The total distance of the event will be about 1500 miles, and the entire event takes place on tarred roads apart from sections which may be on private land utilising both surfaced and smooth gravel surfaces. On each leg there will be regularity sections and special tests. The special tests will be on private land.

Article 11.2: Road Book and Other Instructions

A detailed ordnance survey map book at a scale of 1:50,000 will be produced and the route instructions should be plotted on this map book.

Article 11.3: Maps

The route will be covered by Ordnance Survey 1:50,000 map numbers

11	12	16	17	21	26	27	34	35	41	49	50	51
57	65	72	73	80	87	88	92	98	99	104	110	119
126	127	128	148	161	171	172	181	182	190	191	193	200
201	203	204										

Please note these are the current maps required, these may change due to route amendments and any changes will be notified in the final instructions or newsletters/bulletins before.

These may be purchased at a discounted rate from the HERO Store – www.herostore.eu

Article 13.1: Fuel

Competitors' cars should have a fuel range of at least 130 km (80 miles).

Article 15: Timing System

Category 0 vehicles will have Maximum Permitted Lateness (MPL) of 45 minutes, all other categories will be 30 minutes.

Article 17.2: Regularity Start Controls (RS)

Please see amended Article 17.2 below, please see the HERO Standard Regulations (HSRs) for the original version which can be found at www.heroevents.eu

Regularity start controls will be situated at locations given in the road book. There will be no arrival time control prior to them. Regularity Starts may be manned or unmanned.

Manned Regularity Starts may be preceded by a yellow flag control board. Competitors should not pass a yellow board if another car is in the control area, although one crew member may walk forward to check the clock and/or claim a delay allowance (see Article 19). The control itself will be indicated by a red flag control board and there may be a line on the road. Competitors should drive to the start line as soon as it is clear of other cars and hand their time cards to the control marshal.

They will be allocated a start time on the next full minute (e.g. 15:25:00) or (if two or more cars arrive close to each other) half-minute (e.g. 15:25:30). If not ready, they may be deemed to have started at the correct time and have to make up any time they have lost. They may check the marshal's clock.

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 road book/route instructions will be deemed the start point.

There will be two types of unmanned Regularity Start control:

- (i) Allocated Start Regularity:– The marshal at the preceding time 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.
- (ii) Self Start Regularity:– Before starting, competitors must record, in ink in the space provided on the time card, 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 MSA regulation R11.5.3 does not apply – i.e. You can 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 checks may be located at any distance from the RS.

After leaving a Self Start control the marshal at the first timing point or secret check 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. Any subsequent regularity timing will start from the first timing point encountered after leaving the start control.

Failure to visit a Manned Start or Allocated Start regularity start control

2½ minutes, plus in respect of Le Jog, the gold standard will be zero penalties

Failure to write in a start time in INK at a Self Start

regularity start control

1 minute, plus in respect of Le Jog, the loss of 2 medal standards

Article 17.3: Timing Points (TP)

The Joker system will not be used on this event

Article 23.1: Classification System

A General Classification will be established, based on the time lost and medal standards lost.

Article 23.2: Summary of Gold Standard Criteria for Le Jog

Gold, Silver, Bronze medals will be awarded to those achieving certain levels of performance – see Article 24.2.

Once a medal of any colour is lost, it cannot be regained by fast driving elsewhere. For medal success, it is better to lose 10 minutes at one time control (which is one failure to achieve gold standard), than one minute at each of two time controls (which represents two failures to achieve gold standard). Thus, a gold medallist may be beaten in their class by a non-medallist who has fewer penalties.

To win a medal of ANY kind, competitors must not lose penalties anywhere other than at the kinds of control and test set out below.

At these, they must achieve the greatest possible number of gold standards, and stay within the maximum penalty at that point, which is the limit for medal eligibility.

MTC & TC Gold Standard: Zero penalties unless otherwise advised. You will lose your eligibility for any medal if you exceed your maximum permitted lateness at any of these controls.

PC, RC & SC Gold Standard: Zero penalties. You will lose your eligibility for any medal if you do not visit all of these controls.

RS Gold Standard: If you do not visit an RS, or fail to write your start time at a self-start, you will lose two gold medal standards for each occurrence.

TP Gold Standard: More than one minute late or early at a TP. You will lose your eligibility for any medal if you do not visit every TP whilst they are open.

Test Gold Standard: As given in test instructions (on the class based system). A loss of two medal standards is applied for every wrong test. If you do not attempt a test you will lose your eligibility for any medal. Medal standards on tests are class based.

Penalty applied by the Clerk of the Course: If a competitor receives a penalty of 2½ minutes or more for an infringement of the regulations then that competitor loses their eligibility for any medal.

Article 25.1: Awards for General Classification

No overall awards will be presented.

Article 25.2: Medals and Ribands

See Article 22.2 for a summary of the medal and gold standard criteria.

Medals will be awarded to crews who;

(i) Complete the whole route, by booking in at every main time control and time controls within their maximum permitted lateness, and at every other control, check and timing point while they are open; and by attempting every test and observed regularity section.

(ii) Fulfil the criteria below:

Gold medals will be awarded in each category, as defined in the final entry list, to crews who achieve the gold standard at every control, check, timing point and test. If no competitor in a category achieves these standard, gold medals will be awarded to the competitor(s) in that category achieving the greatest number of gold standards and complying with (i) and (ii) above.

Silver medals will be presented to crews who fail the gold standard on no more than once occasion more than the number of failures achieved by gold medal winners in their category, and who comply with (i) and (ii) above. If no crew achieves this standard, the above criteria become 'no more than two occasions'. If still no crew qualifies for a silver medal it becomes 'three occasions' and so on until at least one silver medal is awarded.

Bronze medals will be presented to crews who fail the gold standard on no more than one occasion more than the number of failures achieved by silver medal winners in their category, and who comply with (i) and (ii) above. If no crew achieves this standard, the above criteria become 'no more than two occasions'. If still no crew qualifies for a bronze medal it becomes 'three occasions'; and so on until at least one bronze medal is awarded.

Blue ribands (two medallions with blue ribands) will be awarded to non-medal winners who visit every MTC, TC, RS, PC, RC, SC, TP and attempt every test, while they are open.

Article 25.3: Class Awards

1st, 2nd and 3rd in each class An award to each crew member

Article 25.4: Team Awards

Team Prize Six awards will be awarded to all crew members

Marque Team Prize Six awards will be awarded to the best placed marque team of three cars. Teams will be automatically allocated to the highest performing crews in each marque.

Article 25.5: Other Awards

Highest Placed Lady Driver An award

Highest Placed Lady Navigator An award

Newcomers Driver Award Presented to the highest placed driver in the overall classification, ignoring any restriction on vehicle eligibility who has not previously competed on Le Jog.

Newcomers Navigator Award Presented to the highest placed navigator in the overall classification, ignoring any restriction on vehicle eligibility who has not previously competed on Le Jog.

Spirit of the Rally Awarded to the crew who have best represented the true spirit of sportsmanship.

Against All Odds Awarded to the crew who have shown most determination to finish in the face of adversity.

Concours d'Elegance An award to the owner who presented their car in the manner most original and likely to bring prestige to the event.

Test Pilot Awarded to the driver with the lowest total scratch penalty on the special tests. To be eligible for this award, all tests must be completed without incurring an additional test penalty under Article 18.2.

Clockwatchers Awarded to the navigator with the lowest total penalty on the regularity sections.

Prize winners who fail to attend the prize giving will forfeit the right to their awards. A prize forfeited in this way will not be reassigned. All competitors will be entitled to attend the prize giving.

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 £120 for UK residents and £140 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.