

Endurance Road Rally Championship 2010



REGULATIONS

Richard Egger Insurance



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promoted by



ENDURANCE ROAD RALLY CHAMPIONSHIP 2010

REGULATIONS

The Endurance Road Rally Championship, promoted by the Salisbury and Shaftesbury Car Club will run throughout 2010 on designated National B status Championship events. The Championship will cater for individual drivers and navigators competing in cars complying with the MSA Technical Regulations for Endurance Road Rally Cars.

MSA Championship Permit No: 33/2010

1 COMPETITORS

1.1. Competitors must be fully paid-up members of the Salisbury and Shaftesbury Car Club to be eligible for the Championship and must sign that they have read and agree to the rules and regulations of the Championship. Acceptance of an entry to the Championship is at the discretion of the Championship Committee.

1.2. Registration for the Championship includes Competitor Membership of Salisbury and Shaftesbury Car Club. A Club Membership Card will be issued, which must be produced at each Championship Round.

1.3. Competitors will require a Competition Licence issued by the MSA – National “B” or higher.

2 REGISTRATION

2.1. Completed registration forms must be returned to the Championship Coordinator who will issue a Championship registration number to each contender. The registration fee for the Championship will be £15.00 per individual.

2.2. Contenders who register as a crew may also compete on events with another driver/navigator, who may or may not be registered for the Championship. The crew will take the experience classification of the most experienced crew member.

2.3. Registrations will be accepted either through the post or at Championship events. All registration forms must be accompanied by the correct fee. Registration forms are to be sent to the Championship coordinator, Dick Appleton at:-

21 Linthorpe Rd
Poole
BH15 2JS

Phone 01202 676350 not after 9.00pm please.

2.4. In order to be eligible for points, competitors must register prior to the start of the first event on which they intend to claim points.

2.5. Competitors must 'sign on' for Championship purposes at each event. Championship registration cards will be checked and a declaration of crew and vehicle eligibility must be signed. Also, the competitor must declare whether claiming points as a driver or navigator and enter their registration number on the event registration sheet.

3 ELIGIBLE CARS

3.1. Only two wheel drive cars complying fully with the MSA Technical Regulations will be acceptable for use in the Championship. Cars must comply with the specific MSA Technical Regulations for Endurance rallying, section R20.1 and appendix A of these regulations.

3.2. Championship drivers will be required to declare that the vehicle entered complies with the Regulations in all respects. This declaration will be on the Championship registration form and on the registration form at each event. All vehicles must display a valid tax disc; have a current MOT certificate (if required by Law) and valid insurance for the event, either through their own insurers or an MSA-approved insurance scheme.

3.3. The appointed Scrutineer for the Championship is Rob Dominy. In Accordance with MSA regulations any vehicle that has been/is being used in the Championship could at any time, for reasons of eligibility, be stripped or sealed for examination. All costs of stripping and rebuilding are to be borne by the competitor. Failure to agree to stripping/sealing or breaking of a seal will result in the loss of all points, and/or a penalty decided by the Stewards of the Championship. Any competitor seeking clarification on the technical application of these Regulations is advised to contact the Championship Scrutineer as early as possible and, whenever possible, before carrying out modifications. Contact details: -

Rob Dominy Tel: 01328 856932 (work) 01485 528055 (home) or 07747 798274
Email: cvs-vehicles@hotmail.co.uk

4 DRIVER/NAVIGATOR

4.1. The nominated driver must drive both the road sections and, where applicable, the special tests of a qualifying event to score points. Navigators must not drive on any competitive sections. No points will be allocated to any contenders who share competitive driving duties on a Championship event.

5 CLASSES

5.1. The championship classes will be as follows

1. Masters in petrol cars 1301 – 1400cc
2. Masters in petrol cars 1001 - 1300cc
3. Masters in petrol cars up to 1000cc and diesel cars up to 2000cc
4. Experts in petrol cars 1301 – 1400cc
5. Experts in petrol cars 1001 - 1300cc
6. Experts in petrol cars up to 1000cc and diesel cars up to 2000cc
7. Novices in petrol cars up to 1400cc and diesel cars up to 2000cc

5.2. Master – A driver or navigator who, at the time of registration, has finished in the top 3 of any Endurance Road Rally. Competitors who are masters in another relevant category of motor sport may also be considered masters. If you think you may fall into this category, please discuss it with the Championship co-ordinator.

5.3. Expert – A driver or navigator who, at the time of registration, falls outside the definition of Master or Novice

5.4. Novice – A driver or Navigator who, at the time of registration, has entered no more than 5 Road Rallies of any category other than 12 cars.

5.5. Classes in individual events may vary from event to event. Points will be allocated on the basis of championship classes and not event classes. Contenders will remain in the same experience classification for the season regardless of results after registration.

6 POINTS

6.1. Points will be allocated on an individual basis to Driver or Navigator based on overall finishing positions on each event. Note that these will include all finishers (e.g. if the fourth overall crew is not registered, the 5th overall crew who is registered will get 39 points for overall position).

6.2. Overall

- 1st – 50 points
- 2nd – 45 points
- 3rd – 42 points
- 4th – 40 points
- 5th – 39 points and so on to
- 43rd and lower – 1 point

6.3 Class positions will be determined by reference to total points scored.

6.4. Ties will be resolved by taking the competitor with the highest number of maximum scores and so on. If this does not resolve the tie, the highest score on the earliest round of the championship will be used. Ties will only be resolved at the end of the season and for award winners only.

6.5. Should only one crew member be registered, for the purposes of points allocation it will be assumed that both are registered, and thus individual members of the same crew will always be awarded equal points for each event.

6.6. Points and positions will be displayed on the Championship website after each round and at signing on for each round. Any queries regarding the allocation of points should be made to the Championship Coordinator within seven days of the date of publication

7 AWARDS

7.1. The following Championship awards will be made.

Overall Awards:

- 1st Overall Driver – The Torqbar Trophy* and replica
- 1st Overall Navigator – The Restore Nutrition Trophy* and replica
- 2nd Overall Driver and Navigator
- 3rd Overall Driver and Navigator

Class Awards:

- 1st in each class Driver and Navigator
- 2nd in each class Driver and Navigator (subject to 5 registered contenders)
- 3rd in each class Driver and Navigator (subject to 8 registered contenders)

Contenders may not win more than one of the above awards except where they have won class awards in two separate categories or in separate roles.

The following additional trophies may be won by any “qualifying” competitor: -

Best Lady Driver – The Jean Appleton Trophy* + replica

Best Expert or Novice Driver under 25yrs on date of registration – The Keay Consulting Trophy* + replica.

Best Expert or Novice Navigator under 25yrs on date of registration – The Under 25 Navigator Trophy* + replica

NOTE. It is necessary to compete on at least three events to qualify for the under 25 awards.

* Named trophies remain the property of the Championship and are held for a maximum period of 11 months.

7.2. The Championship Committee reserves the right to amalgamate classes for Championship awards in the event of there being too few contenders in a particular class. Additional awards may be presented at the discretion of the Championship Committee.

7.3. In order to be eligible for overall or class awards a contender must have started at least 2 Championship events in the role appropriate for that award.

8 CHAMPIONSHIP EVENTS

8.1. The 2010 Championship will consist of a maximum of 8 Endurance Road Rallies of National B status. In order to provide a comprehensive championship, events may be added to the calendar with a minimum notice to all registered contenders of 3 months. Notice will be given by email to the address submitted with the registration and published on the website.

8.2. For overall Championship and class awards, contenders will drop their lowest score if there are 6 or fewer rounds or their 2 lowest scores if there are 7 or more rounds.

9 ENTRIES

9.2. Regulations will normally be sent directly to the nominated member of the crew or individual contenders by the organising club by post or electronic means. It is the competitors' entire responsibility to obtain regulations for each event and ensure a timely entry in accordance with the organising club's requirements.

10 CHAMPIONSHIP COMMITTEE

10.1. A steering group consisting of Philip Young, Paul Robinson, Alan Smith, Kim Bannister and Dick Appleton will provide policy guidance for the Championship.

10.1. A committee, comprising the Championship Coordinator and a minimum of two other persons will be responsible for the administration of the Championship.

Championship coordinator –	Dick Appleton
Championship treasurer and assistant coordinator –	Paul Heal
Publicity–	Paul Robinson
Championship Scrutineer –	Rob Dominy

10.2. Any dispute concerning these Regulations or the running of the Championship will be adjudicated by a panel of 3 Championship Stewards –Ian Mills, Kim Bannister and Roger Hunt.

11 JUDICIAL

11.1. Any written reported breach of either these Championship Regulations or the MSA Competitors' Yearbook by a Championship competitor, whether of a sporting, technical or financial nature, will be considered by the Championship Stewards who, after giving all parties concerned the opportunity to be heard, will take appropriate action in accordance with either C2.1 – 2.12 or C3.1 – 3.5.5 of the MSA Competitors' Yearbook. The Stewards of the Championship may also report the matter to the MSA who may take further action including increasing any penalties previously applied.

12 PROHIBITED EQUIPMENT

12.1. Mobile telephones may only be carried in accordance with individual event regulations, i.e. for safety purposes only. The fitting or use of any type of global positioning systems or other position determining device is prohibited in accordance with MSA Competitors' Yearbook rule R18.6.4. Any competitor found using a mobile telephone, in voice or text mode, for relaying or receiving route information will be EXCLUDED from the Championship.

13 SERVICING

13.1 Irrespective of individual event regulations pre-arranged servicing, support, tyre dumps or "chase cars" are all expressly prohibited for Championship entrants. Competitors may work on their own vehicle using tools and parts carried in the competing vehicle throughout the event, or borrowed from fellow competitors and also carried in their competing vehicle. They may also take advantage of any nominated support crews arranged by the organisers of the event. In emergency, parts or tyres may be repaired and/or replaced at any commercial premises en route PROVIDED this is not pre-arranged and any replacement tyres are of standard road pattern. This action must be reported to the Chief Scrutineer at the end of that leg. Any competitor not complying with this clause (and the spirit of it) will forfeit points for that event and be reported to the Championship Stewards. Further penalties may then be imposed.

Appendix A

TECHNICAL REGULATIONS

A.1 DEFINITIONS

The term 'car' will mean a unitary construction motor vehicle designed to carry four or more persons. The term 'model' refers to all the variants of the same family of cars. The terms '**standard**' and '**original**' will mean conforming to the showroom specification of the actual model of car entered as it was produced and sold to the general public through the manufacturer's usual dealer outlets. The Organisers will have absolute discretion in identifying separate models.

A.2 CAR SPECIFICATION

An endurance rally car is a fundamentally standard two wheel drive car under 1400cc. (or 2000cc non turbo diesel). All cars and their components, e.g. engine numbers, must conform to their vehicle registration document and the statutory vehicle regulations. Cars must be in completely **standard** condition except for the specified modifications detailed in these regulations. All other modifications are prohibited and will be penalised up to exclusion from the event. All components and equipment, and every measurement and dimension must conform precisely to the manufacturer's **standard** specification for the particular model of car entered. Entrants must supply the Organisers with any vehicle documentation as required such as manufacturers' specifications.

A.3 COMPONENT PARTS

Every part or component of the car must be a **standard** production item identifiable as the manufacturer's listed and numbered part, except where alternative components are specifically permitted by these Regulations. No **standard** part may be machined, lightened or polished unless specifically permitted within these Regulations.

A.4 SAFETY EQUIPMENT

It is mandatory that all cars be equipped with:

An AFFF or ZERO 2000 fire extinguisher of at least 1.75 litres. This must be within easy reach of both occupants inside the car and be securely mounted in quick release brackets bolted to the car. If a plumbed-in system is fitted, an additional hand-held extinguisher, as above, must also be fitted.

Seat belts to at least MSA Competitors' Yearbook K2.1 to specification K2.1.2(full harness, 4 point fixing). Rollover protection to at least MSA Competitors' Yearbook K Appendix 2 drawing no.1 specification (single hoop and 2 back stays).

Front windscreen of laminated glass.

Mud flaps for all four wheels.

First aid kit, warning triangle, tow rope, SOS/OK Board

Ground sheet

Environmental spill kit. (Advisory only)

A.5 BODY (exterior)

Cars must have bodywork that represents the manufacturer's **original** profile, as in **standard** or manufacturer's optional extra form. All bodywork panels must be of the material provided as standard by the car manufacturer. Front and rear bumpers must be retained and be of the same material and dimensions as those fitted by the manufacturer. The fitting of additional wheel arch extensions is prohibited. Cars may not be lightened from the manufacturer's **standard** production weight. Strengthening of the bodyshell is permitted. De-mountable strut brace(s) may be fitted. Detachable sump guards, transmission, fuel tank and silencing system protection plates may be fitted. Bonnet, boot and rear hatch locks may be changed and additional catches fitted. In the interests of safety self locking door mechanisms should be disabled. Glass sunroofs must have a protective film covering applied to the interior glass surface to prevent splintering in the case of an accident.

A.6 BODY (interior)

All major internal trim must remain as **originally** supplied by the manufacturer. The exceptions are:- full harness belts must be fitted; a roll cage must be fitted; the steering wheel may be replaced; the front seats may be replaced; rear seats may have their backs folded down and securely fastened (or cut only where necessary to allow the fitting of the roll cage and seat belts); parcel shelves may be removed; trim and carpets behind the rear seats in the boot space may be removed; inside door panels may be reshaped to accommodate roll cage door bars or substituted by an alternative panel from a model variant; safety air bags may be removed or disabled; additional instruments, switches and controls may be fitted providing the layout of the **original** components is not changed; interior accessories may be added to improve comfort, convenience or safety, provided they do not affect the performance of the car. The glass areas of the car must not be rendered opaque except for the sunstrip area.

A.7 ENGINE & TRANSMISSION

The engine must in all respects conform to that **originally** fitted by the manufacturer for the model of car. No part may be machined, balanced, lightened, polished or otherwise modified in any way except for a service reground crankshaft and/or cylinder re-bore which does not exceed 1.5mm (60 thou) or does not exceed the engine capacity class limits by more than 2.5%. Engine and gearbox mountings may be modified or replaced provided there is no alteration to the engine and gearbox or their position within the car. Additional engine braces are allowed provided they utilise existing attachment points on the engine and a strengthening plate may be attached to the base of the sump pan. Dry-sump lubrication is not permitted. Forced induction is not permitted. Carburettor engines may have only the standard, maximum two carburettor chokes (two single or one double.) Fuel injection engines must retain the **standard** injection system complete with plenum chamber and throttle body unmodified. Only the air intake trunking, to the air filter box, is free. Air filters and elements are free, but must be fitted to ensure the vehicle complies with MSA noise regulations (see A.8 below).

All component parts of the gearbox and transmission must remain as **standard** for the model of car entered and be unmodified except the clutch friction material which is free. The use of a limited-slip or torque-biasing differential is prohibited. The use of cars with 4 wheel drive is not permitted.

A.8 EXHAUST SYSTEM

The original exhaust manifold must be retained as standard but the dimensions and routing of the exhaust system after the exit of the manifold may be modified **provided any originally fitted catalytic converter is retained.** Additional straps and brackets may be fitted to the exhaust system. Noise levels must comply with the MSA noise limits for road rallies which requires the vehicle to produce no more than 98 dB(A) at 2/3 maximum rpm, when measured at an 0.5m distance from the end of the exhaust pipe or 86 dB(A) at 2.0m in accordance with MSA Competitors' Yearbook J5.18.1 – 5.18.11.

A.9 ELECTRICAL SYSTEM

The wiring loom and ignition and engine management system may be modified. The battery may be changed and its mountings strengthened but its position must remain as **standard**.

A.10 LIGHTING SYSTEM

Vehicles may have a maximum of four forward facing beams, as well as side & indicator lights. A headlamp provides the main beam and dipped functions. An auxiliary lamp provides a beam other than that provided by the headlamp. In the event that Auxiliary lamps used in conjunction with headlamps to provide the maximum of 4 forward facing beams, they shall extinguish when the headlamps are dipped and shall also be capable of being switched off independently. 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. These will be considered as the equivalent of a single, dual filament headlamp unit and as a single beam.

Lamp units comprising two reflectors, where one reflector is fitted with a dual filament bulb, will be considered to be a combined headlamp and auxiliary lamp. In this instance therefore, additional auxiliary lamps may not be fitted. Auxiliary lights using gas discharge technology are not permitted. Gas discharge headlamps may not be retrofitted. Light pods are not permitted. Where more than four beams are fitted as standard only four may be used and the remainder must be rendered unusable for the duration of the event. No external navigation or marshal lights are permitted. No reversing lights other than those fitted by the manufacturers are permitted.

Examples of lighting setups are shown in the MSA Competitors' Yearbook section R appendix 1 Drawing no 18.5.

A.11 FUEL SYSTEM

Alternative fuel pump(s) may be used. Fuel lines may be changed without restriction but must be protected by a fireproof covering where they pass through the interior.

A.12 COOLING SYSTEM

The position of the water radiator must remain unchanged but the core construction and mountings may be changed.

A.13 BRAKING SYSTEM

All brake components must be as **standard** to the model entered except for the friction material of brake pads and linings and the brake fluid. Hydraulically operated parking brakes are not permitted. Hydraulic brake lines may be changed and stone protection added. No additions can be made to the braking system.

A.14 SUSPENSION & STEERING

The type, mounting method and position of all suspension components shall be as specified by the manufacturer. The shock absorbers may be of any make and may be uprated from standard. Adjustable spring platform struts are permitted but remote reservoirs are not. Springs are free but must retain their **original** location. Bushes may be changed for similar polymer materials but rose-joints or similar metal joints are prohibited. Power assisted steering systems may be removed. Steering and track control arms may be changed or strengthened provided the operating dimensions remain as standard. Wishbone pans may be strengthened but the operating dimensions must remain as **original**. The geometry of the suspension must not be altered.

A.15 WHEELS & TYRES

The championship recommended tyre shall be the Sportway R1 or R1+. Obtainable from

Units 3-5 Telephone: 01664 560444
Station Yard
Burton Street E-Mail andy@sportwaytyres.com
Melton Mowbray
Leicestershire
LE13 1AF, UK

Competitors may also use any tyre in list 4 section L of the MSA Competitors' Yearbook. Competitors should be aware that the Silverstone S505 (buffed, marked Lombard) may not be allowed on all events due to risk of damage to roads. It is advised that a check is made with organisers before committing to this tyre.

The tread pattern may not be altered. Only in the case of an emergency can another type of standard road pattern tyre be purchased from a retail outlet in order to remain in the event. This action must be reported to the Chief Scrutineer at the end of the Leg.

The choice of road wheel is free provided that the wheel/tyre combination is of one size, fits within the standard unmodified wheel arch and is used throughout the event. All wheels fitted to the car or carried in the car during an event shall be of the same diameter. The number of wheels and or tyres carried in the car is free and they must be securely fastened in position. This also applies to any tools or spare parts carried in the car.

WEBSITE

All the news will be carried and points tables will appear on

www.endurance-rallying.co.uk