



STANDARD REGULATIONS FOR ENDURANCE TRIALS

1. THE EVENT

The event is an open Endurance Trial, held under the International Sporting Code of the FIA, the General Competition Rules of Motorsport Ireland (MI), these supplementary regulations and any final instructions issued before the start of the event. Final instructions may not contradict / over-rule any of the above, they may only clarify / expand particularly if there is a situation unique to an event.

2. ENTRIES

2.1. Only fully completed entry forms will be accepted. No telephone, late or unpaid entries will be accepted.

2.2. The number of entries is limited to 70.

3. ROUTE

Competitors will be required to travel between selectives (as defined below) over sections of public road, on which the provisions of the Road Traffic Acts apply.

3.1. There will be no competitive navigation sections on roads open to the public.

3.2. The competitive section of the event will take place over Selectives held on private ground. Selectives are sections of the route, timed to the second, on which the competitors are required to navigate at an average 50 kph (32 mph) or less, at the discretion of the organisers. The location of the Selectives and the route through them will not be made available to competitors until the start of the event.

Selectives will include:

Stop Boxes:

(See accompanying diagram)

I. The competitor has to stop to collect a marshal's signature or demonstrate other proof of passage as directed by the organisers, such as collecting a unique token specific to the event or selective. Note: playing cards must not be used.

II. Stop Boxes, comprise of imaginary lines across the course between 15m and 18m apart, and defined by cones, flags or similar on either side of the stop box, between which lines the competitor is required to come to a complete halt before proceeding again

III. The Stop Box Marshal should be positioned 5m away from the end of the Stop Box for safety reasons

IV. Both the marshal and stop box should be clearly visible to competitors who are approaching the stop box, from a distance of at

least 50 m away

b) Code Boards, where the competitor has to stop to record information displayed on a board This information shall consist of at least 3 characters no more than 5 characters each at least 65mm high, mounted on a board parallel to the route, which must be hidden from view on the approach side by a Cloak board (identified with the letters "CB" or CODE BOARD) projecting at right angles to the surface on which the characters are mounted, and with a projection no less than the width of the board containing the characters. (In the case of vehicle Registration plates, commonly used as Code Boards, this is simply achieved by bending the plate at mid-point and blacking out any excess numbers). Where a selective is used more than once, all Code Boards must be changed between runs. The Full set of Boards on a selective must be replaced with a different set. (Boards previously used on a different selective may be re-used).

c) In addition, to Code Boards and Stop Boxes, the following may be included on selectives to prevent excessive speed and to increase the element of driving skill required:

- I) Artificial chicanes, comprising two or more elements.
- II) Cones.
- III) Other speed reduction measure/s as decided by the Navigation Sub-Commission.

(Cones, stop boxes and chicanes and other speed reduction measure/s are to be used on long straights, to keep the speed down or to slow the cars before any unduly hazardous obstacle).

The maximum distances allowed between speed reduction measures on straights including sections with fast flowing bends is 300 metres.

3.3. The required average speed for any section of the route, including Selectives will not exceed 50 kph (32 mph). Selectives will have a minimum and maximum time. An individual selective shall not exceed 5km in length. Caution boards should be used where necessary. Canal banks, and other places presenting extreme danger, even on private ground, should not be used at all.

3.4. Competitors recording a time equal to or less than the minimum (target time) required by the 50 kph average will be given the target time, which will incur no penalties but will gain no advantage.



Stop Box Set-Up

The Competing Car MUST move forward to the Marshal

And....

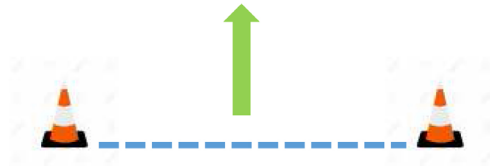
STOP AGAIN



Simple Physical Marker (e.g. Bare stake)
Marshal not to come closer to stop box

Exit Stop Box

5M



15M-18M



The Car MUST
come to a
COMPLETE halt
between the lines

If it does not....
NO
'proof of passage'
should be given

Enter Stop Box



3.5. Competitors recording a time greater than the target time but less than the maximum time will be given a penalty in seconds in excess of the target time.

3.6. Competitors recording a time greater than the maximum time will be given the maximum time penalty in seconds for that Selective, i.e. the difference between the target time and the maximum time. In addition, where other penalties are due (16.5) on the selective, a maximum of 30 seconds can be added.

3.7. Tulip diagrams of the route must be provided by the Organisers.

3.8. Organisers may draw up an indicative time schedule for the event and in doing so should assume a maximum average speed of 50kph in open country, and 25kph in any area subject to a speed limit of 60kph or less and a time allocated to each test of the maximum penalty for the selective plus 5 minutes. However, the only form of time schedule that may be imposed on competitors is a time limit for all cars to depart the start, arrive at the finish of the event and a time limit for cars to depart from the lunch halt (where provided) However, organisers may insist in selectives being tackled in a particular order, (which need not necessarily be the same for all competitors), and may declare a selective closed when all competitors have been given a reasonable opportunity to attempt it.

3.9. Organisers may use only 1:50,000 maps when setting out route card but competitors have the option of using other maps during the event (it is not envisaged that competitors will need maps, although they will be free to use them).

3.10. Deleted.

3.11. Any map displayed by the organisers at the start venue should indicate the entire route.

3.12. A refueling halt **MUST** be provided during the event.

3.13. Deleted.

3.14. Official course cars (one of which **MUST** be a 2WD car) must visit all points approximately 15 minutes before the due time of the first competing car, completing time cards enroute and checking that marshals are in position and their watches are set to the correct time. These time cards must be available for inspection at the conclusion of the event.

4. ELIGIBILITY

4.1. Standard road going vehicles only, but not commercial vehicles, will be eligible. It is the responsibility of the driver (not the scrutineer) to ensure that the vehicle complies in all respects

with the Road Traffic Acts. Limited safety modifications are permitted as outlined in Art. 21. Forced induction and four-wheel drive vehicles are ineligible.

4.2. All nominated drivers must hold a valid FIA Driver's Competition Licence and all navigators must hold a valid Driver's or Navigator's Competition Licence, which must be presented for inspection at the start of the event. The nominated driver must hold a current RTA Driver's Licence.

4.3. For Technical Specification of Endurance Cars, please see Articles 27.1-27.35.

4.4. All other cars will be 1400/2000c.c. Navigation Cars as defined in App 33, including such cars if fitted with cages, Sports cars under 2000c.c. fitted with cages, but excluding Retro Trial specification cars.

5. PERSONNEL

5.1. Each competing car shall carry only two persons, one being the nominated driver and the other being the nominated navigator. The nominated driver must drive throughout the event.

6. INSURANCE

6.1. Deleted.

6.2. Drivers must produce proof of acceptance from the insurers of the Irish Rally Drivers Scheme or BRDS equivalent and pay the relevant premium including any excess applicable. Inclusion on the relevant database maintained by MI will be deemed to provide the required proof.

7. INDEMNIFICATION

7.1. Both driver and navigator must sign an INDEMNIFICATION clause on the entry form and may be required to sign a further INDEMNIFICATION form at the start of the event.

8. TIMING

8.1. Timing will be by marshals' watches. On Selectives, timing will be to the previous elapsed second. On the remainder of the route timing will be to the previous elapsed minute.

8.2. The Chief Marshal / Clerk of the Course must ensure that all marshals set their watches to the event time.

8.3. The maximum average speed required between any two consecutive timed points will be no more than 50 kph (32 mph), including Selectives.



8.4. Where a competitor is deemed not to have followed the intended route, e.g. not visiting consecutive timed points (or missing a Selective) they can subsequently rejoin the intended route without incurring penalty for early arrival, unless they check in before their original due time.

8.5. On events with a mid-point halt or rest halts, competitors can make back any lateness and leave on their original scheduled departure time without incurring any penalty.

9. ROUTE

9.1. Each competitor will be issued with a Tulip Road Book for the entire event (including selectives) at the start of the event. This will be issued at least 75 minutes before their due start time.

9.2. An official who is familiar with the route must be available at the start until the last competitor has left the start control.

10. TIME CARDS

10.1. A minimum of two emergency telephone numbers, one of which must be a landline, must be printed on all time cards.

10.2. Time cards will be issued with the route cards. The onus is on the competitor to ensure that each time card is fully completed by the marshal and that all entries on the card are legible and authentic. Non-compliance may result in penalties (e.g. competitors may be deemed not to have visited a designated point). Clubs must issue clarification with final instructions as to whether competitors' time cards or marshals' sheets will take precedence in the event of a dispute. Where no clarification is issued, competitors' time cards will take precedence (except for instances where it is not possible for a judge of fact to record an infringement on the competitor's card, such as wrong departure or double visit).

10.3. Times of arrival at Controls and Timed Points must be recorded on the Time Cards by the marshals. However, where the Start and Finish of a selective are sufficiently close to so allow, selectives may be timed by means of recording the time taken to traverse the selective using a stopwatch, without reference to Time of Day.

10.4. No time will be recorded on vias, or passage controls on selectives.

10.5. Noise fails will be recorded on the time cards by the marshals.

10.6. A Stop / Yield sign marshal must sign the time cards of each competitor in the space specified if they pass through the junction, indicating clearly whether or not they are being penalised.

11. MARSHALS

11.1. Marshals, including Stop Sign Marshals, will be the sole judges of fact.

11.2. Any competitor reported to the Clerk of the Course by a marshal as being abusive, discourteous or uncooperative will be excluded from the event.

11.3. All official cars at Controls, Time Points, Passage Controls and Vias must be clearly identifiable. Marshal identification boards should be used.

12. NUMBERS

12.1. Competitors must display numbers as supplied by the Organisers, on both rear windows. Paper used shall be size A5.

13. FORCE MAJEURE

Force Majeure will apply to everything that is beyond the Organisers control and will not be considered once a car has started the event. In the event of force majeure, the Organisers will make no alteration to penalties incurred by competitors. If a point is subsequently 'scrubbed' because of an incorrect route instruction on the part of the Organisers, no time penalty will be incurred at the next timed point but accumulated time penalties will be carried. Distances shown by the Organisers are deemed to be correct.

14. STOP SIGNS

14.1. The Clerk of the Course must man at least one stop or yield signs during the event, using senior experienced marshals. This rule is to be implemented regardless of the number of marshals available to the Organisers.

14.2. Competitors must stop, i.e. all forward motion must cease, at the point of entry to any road protected by a Stop, Yield, Stad or Geill Sli sign, whether a vertical sign or road marking.

14.3. Any such sign which is manned must be CLEARLY visible to competitors from the correct direction of travel.

14.4. Before the start of an event, the means of identification (e.g. board, jacket etc.) of a Stop Sign Marshal must be shown to competitors by the Organisers.

14.5. The onus is on the competitor to stop at a Stop Sign Marshal for the purpose of receiving a signature in the specified place on his / her time card if requested.

14.6. The penalty for not stopping at an identifiable Stop Sign Marshal shall be 300 seconds.



14.7. Stop Sign Marshals may move from point to point along the route at his / her own discretion but they must be present during the whole period when competitors may pass through the junction where the sign is located.

15. CLASSES

15.1. The entry will be divided into six classes, as follows:

- A1: Cars built to Endurance specification up to 1000cc (for details, see 27 & 28 below),
- A2: Cars built to Endurance specification from 1001 to 1400cc (for details, see 27 & 28 below),
- B: Navigation Trial cars up to 1400cc, (Navigation Trial cars as defined in appendix 33, including such cars if fitted with cages and Open Sports cars fitted with cages).
- C: Navigation Trial cars from 1401 to 2000cc, (Navigation Trial cars as defined in appendix 33, including such cars if fitted with cages and Open Sports cars fitted with cages).
- D: Front Wheel Drive Retro type cars (retro cars as defined in appendix 33),
- E: Rear Wheel Drive Retro type cars (retro cars as defined in appendix 33).
- F: All other Sports Cars.

16. SELECTIVES

16.1. A number of Selectives will be included in the route; they will be held on private ground.

16.2. Competitors will start Selectives at one minute intervals, unless instructed otherwise by the Organisers. Competitors will be given a countdown by the Selective Start Marshal.

16.3. The route through the Selective will be defined by Tulip Diagrams or Test Diagrams and / or any other means deemed necessary by the Organisers.

The route through a selective should not be unduly complex, bearing in mind the Endurance Trials are an entry-level form of motorsport.

These should be accurate and preferably to scale. Distances between fixed points should be shown on diagrams where possible.

If the route through a selective requires competitors to pass through the same junction more than once, but with different departure directions, there should be an arrow indicating the intended route accompanied by a sign showing "1" or "Lap 1", "2" or "Lap 2" etc.

For example, at a T junction where competitors are required to turn left on the first occasion, there should be an arrow indicating left accompanied by a sign showing "1" or "Lap 1". On their second visit to the junction, where competitors are required to turn right, they should follow the arrow indicating right, with the

accompanying sign "2" or "Lap 2". There should be a similar instruction alongside the relevant Tulip Diagram.

See also 16.6.

16.4. It is the competitor's responsibility to follow the correct route.

16.5. Apart from time penalties, penalties will also be incurred if the competitor strikes a cone, passes the wrong side of a cone, fails to negotiate a chicane as directed, fails to in a or stop box or fails to correctly record a code board on their time card in the correct sequence. Code information must be recorded on the time card at the point where the board is located. Missing code board information at the next manned point on the Selective or at the end of the Selective will be penalised. The organisers may take steps to prevent information being added to the time cards after the end of a selective.

16.5.1. The finish time marshal shall draw a line through and initial any blank spaces where code board information has not been entered during that selective.

16.6. At the end of the Selective, competitors must stop in a Stop Box and then immediately move forward to receive a time from the Finish Marshal. The finish time will be recorded when the car stops in the stop box. A car stopping after the stop box will be given the time of stopping and incur a 20 second penalty as per 19.29. More detailed instructions regarding finish line procedure may be given in Final Instructions.

16.6.1. Location of the Finish Time Marshal: The finish time marshal shall be positioned 25m from the end of the finish stop box.

16.7. Failure to attempt a Selective, failure to complete a Selective or failure to follow the correct route through a Selective will incur a penalty as per 19.22.

16.8. At their discretion, Organisers may set out further penalties on certain Selectives, e.g. where leaving the road / cutting corners might cause damage to private property.

16.9. To be classified as a finisher, competitors must start at least one third of the Selectives; this is to encourage beginners by making it easier for them to finish the event.

16.10. Merge Points

All junctions where cars merge must be manned by a marshal and a Stop box must be provided.

The organisers must indicate which direction is the 'priority' direction, and priority cars must be visible for a minimum of 50 metres to the merge point.



Once the priority car comes within this 50m distance, any car approaching from the non-priority direction must be held by the Marshal until the 'priority' car has passed.

Having stopped in the Stop Box, the competitor is to move forward to the marshal, who will be located at the merge point, and will record the passage through that junction, by means of a marshal's signature or other method defined by the organisers. The marshal may hold the competitor pending passage of competitor(s) arriving from the other approach direction who are completing a loop back to the merge.

16.11. Helmets **MUST** be worn in all competing cars for the duration of each selective. Helmets **MUST** be removed on completion of a selective and before emerging on the public highway

17. DRIVING AND NOISE

17.1. Driving in a manner which would bring the Motor Club and Motorsport into disrepute will result in exclusion. Strict observance of the law is required of each competitor and any car associated with the competitor. Competitors are reminded that the Clerk of the Course must enforce compliance with this rule.

17.2. Competitors suffering an exhaust failure must retire from the event immediately.

17.3. Any marshal considering a competing vehicle to be too noisy should fail the vehicle at that particular timed point, via or passage control by noting on the time card.

17.4. Any competitor receiving three Noise Fails is automatically excluded and must retire from the event immediately. A competitor who is excluded in this manner from more than one event during a season may be subject to further penalty.

17.5. A Drivers' Briefing must be held prior to the start of the event. Clerk of the Course must highlight driving standards, compliance with the RTA, cautions and PR sensitive areas. All drivers **MUST** attend. Failure to attend may incur a penalty at the discretion of the Clerk of the Course, which will be notified **PRIOR** to the event starting.

17.6. Driver Sign On: All drivers **MUST** sign the Driver Sign On sheet after attending the Drivers briefing.

18. SERVICING & ASSISTANCE

18.1. No service / chase / pilot or shadow cars are allowed. Traversing a selective by competitors or their associates prior to the start is forbidden, at any point during the event.

18.2. Cars may be worked on only by the crew

themselves, other competitors, garages en route, motoring assistance organisations or assistance provided by the Organisers. Competitors are responsible for the cost of any work done.

18.3. Any tools / materials used to repair a car must be carried in the car or be provided by other competitors or purchased en route.

18.4. The Organisers, at their discretion, may arrange limited mechanical assistance at rest halts and may also arrange a Mechanical Assistance Vehicle to follow the last car through the route.

18.5. Final Control: Both crew members along with their competing car must arrive together under their own power to the final control - No outside assistance is allowed.

19. PENALTIES.

19.1. Failure to comply with a mandatory time limit imposed under Rule 3.8

- Exclusion.

19.2. - 19.8. Deleted.

19.9. Traversing a Control/Time Point/Via more than once (where not required to do so by the route instructions)

- 150 seconds.

19.10. Failure to stop at Stop/Yield signs,
first offence - 300 seconds.
second offence - Exclusion.

19.11. Failure to stop at identifiable Stop Sign Marshal or other judge of fact

- 300 marks.

19.12. Visiting an Out of Bounds area,
each offence - 100 seconds.
Second offence - Exclusion.

19.13. Altering a time card

- Exclusion.

19.14. Interfering with another competitor's time card
- Exclusion.

19.15. Failure to complete the entire event under own power (with the exception that vehicles that have left to route may receive assistance to regain the route or vehicles blocking the route may receive assistance for the minimum distance necessary to clear the route)

- Exclusion

19.16. Failure to pass scrutiny at any time
- Exclusion.

19.17. Passing a 'NO' board
- 300 seconds.



19.18. Use of any kind of Satellite Navigation System
- **Exclusion** .

19.19. Taking less than target time for a Selective
- **No penalty**.

19.20. Taking more than target time but less than maximum time for a selective
- **1 second per second in excess of the target time**.

19.21. Taking more than the maximum time for the Selective
- **the penalty will be the difference between the target time and the maximum time for the Selective in seconds**.

19.22.1. Failure to complete the Selective or failure to follow the correct route through a selective - the maximum time penalty for the Selective will apply.

19.22.2. Failure to attempt the selective – the maximum time penalty for the selective plus 60secs will apply.

19.23. Jumping the start of a Selective
- **60 seconds**.

19.24. Striking/ passing wrong side of a cone
- **10 seconds**.

19.25. Striking, missing or failure to negotiate a chicane as instructed
- **10 seconds**.

19.26. Failure to collect proof of passage at a stop box
- **60 seconds**.

19.27. Failure to correctly record code board information
- **60 seconds**.

19.28. Failure to come to a complete halt in a Stop Box
- **60 seconds**.

19.29. Failure to stop inside the stop box at a "Merge" point or at the finish of a Selective
- **60 seconds**.

19.29.1 Where a competitor deliberately fails to stop at a stop box
- **Third Offence**.

19.30. Intentionally travelling in the reverse direction on a Selective
- **Exclusion**.

19.31. Ties will be decided by the lowest penalty (in seconds) on the first selective. If this fails to resolve the tie, the penalty on each successive Selective will be used until the tie is broken.

19.32. Driving in a manner likely to bring motorsport or the organising club into disrepute
- **Exclusion**.

19.33. Reconnoitring Selectives or possession of any kind of pace notes
- **Exclusion**.

19.34. Failure to wear a helmet on a Selective: 19.34. First and Second offence (each offence)
- **200 seconds**.

Third Offence
- **Exclusion**.

19.35. Wearing of helmets on public highway, each offence
- **200 seconds**.

19.36. Attempting to repeat a Selective without the permission of the Clerk of the Course or the Assistant Clerk of the Course – maximum time for that Selective plus
- **300 seconds**

19.37. Failure to comply with the control tyre rule (as per 21.14) throughout the entire event
- **Exclusion**.

19.38. Failure to comply with 18.1
- **Exclusion**.

19.39. Failure to complete the entire event in the same car as passed scrutiny for the event.
- **Exclusion**.

19.40. Failure to comply with 18.5
- **Exclusion**.

20. AWARDS

20.1. First, second and third crews overall
- **Two trophies**.

Only those cars entered in the Endurance Classes will be eligible for the Overall Awards.

20.2. First, second and third in each class (depending on entries). Should a competitor in the up to 1000cc class finish in the top three overall, he or she will not be eligible for an award in the up to 1000cc Endurance Class.
- **Two trophies**.

20.3. Those receiving awards for overall placings will not be eligible for class awards, i.e. there will be no separate class awards for Endurance cars - from 1001cc to 1400cc. However, the up to 1000cc Endurance Class will be eligible for class awards, unless they have finished in the top three overall.



20.4. At the discretion of the event organisers, additional awards, including beginner's award, may be given as per supplementary regulations. A beginner is a driver who has not competed in more than two endurance trials, retro trials or navigation trials combined.

21. SCRUTINY

Covered facilities, with lighting where appropriate, and with adequate marshals, should be provided by the organisers on all events

21.1. All vehicles must be examined for compliance with regulations before the start. It is the responsibility of the driver (not the scrutineer) to ensure that the vehicle is in compliance with Road Traffic Act. Seat belts, fitted tightly, must be worn at all times.

21.1.1. All drivers must provide a valid road worthiness certificate or disc for their vehicle (unless exempt under the RTA) to the Scrutineer at scrutiny .

21.2. All vehicles must carry a luminous red triangle.

21.3. Fire extinguishers are recommended.

21.4. Hi-Vis jackets for both crew members must be carried in competing cars and worn on all occasions where competitors are on the route of the rally and out of the car, except at rest halts, petrol halts and awaiting the start of selectives.

21.5. Standard headlights may only be supplemented by two additional lights. All such lights must extinguish on dipped beam. If additional lights are fitted, any supplementary manufacturer's lights must be removed, not just rendered inoperable. Forward facing lamps must be incandescent type (i.e. Tungsten or halogen) only. Other than side lamps, stop lamps and daylight running lights which are free, LED lights or any form of gas discharge light are prohibited unless fitted as manufacturers original equipment, and in such cases, no auxiliary lights may be fitted. Maximum wattage of individual bulbs 65w.

The Navigation Sub-commission, in association with the Technical commission, will arrange to carry out spot-checks on the lights of selected vehicles at scrutiny or immediately after events. This selection may be random by lots or targeted at a particular pre-selected overall or class finishing position or positions. In exceptional cases, where the Clerk of the Course or Scrutineers have reasonable grounds for suspecting that a particular car is fitted with non-compliant bulbs, a specific selection may be made. The crew of any vehicle so selected shall, immediately on request of the scrutineer or Clerk of the Course, remove up to two bulbs from the

lamps in the car and present them for examination to the Scrutineer or the Clerk of the course. Should any bulb prove not to be in compliance with the above requirements, or should a crew refuse to present a bulb as requested, the crew in question shall be excluded from the event.

Any additional lights must be fitted so that their horizontal centre-line is not above the top of the original manufacturer's headlights.

21.6. The wattage of all bulbs in forward facing lights must comply with the RTA. Any additional lights must be fitted so that their horizontal centre-line is not above the top of the original manufacturer's headlights.

21.7. Under-body protection for vehicles is permitted.

21.8. Competition brake linings/pads are permitted.

21.9. Roll cages where fitted, must blend in with the appearance of the vehicle. Cars competing in the Navigation Car Classes must comply with the requirements of Appendix 33 in regard to cages.

21.10. Full safety harnesses of at least four point fixing are mandatory for ALL competing cars. These can be of 'Clubman' or the 'Aircraft' type.

21.11. Suspension may be uprated, providing that mounting points remain as standard.

21.12. Suspension systems which use remote reservoirs are not permitted on Endurance events.

21.13. Limited Slip Differentials are not permitted in the Endurance Class.

21.14. Tyres

Class A1 & A2: Control Tyres ONLY

Mandatory on ALL wheels (including spare wheels)

The Navigation Trials Sub-Commission will publish a list of tyres before the end of December each year which may be used in the Endurance Classes (A1&A2) for the following year; this list will be included in the regulations for each event. Only tyres on this list will be permitted in the Endurance Classes

All Other Classes:

The use of tyres marked "For competition use only", "For Rally use", or "For Rally use only" is prohibited.

All Tyres:

No grooving/ cutting of tyres is allowed. Any competitor who is in any doubt about eligibility of their tyres should contact the organisers before entering. This rule will be strictly enforced in



order to prevent damage to the private roads over which selectives take place. Scrutineers may, at their discretion, exclude cars using tyres likely to damage private roads over which the event is being held.

Note: Tyres will be checked by scrutineers at initial scrutiny, but there will also be spot checks by scrutineers or other officials during the event.

Wheels are free but must not extend beyond the periphery of the bodywork.

21.15. Forced induction cars are not permitted.

21.16. Four wheel drive cars are not permitted.

21.17. All vehicles must present in a manufacturer's original colour scheme subject to a maximum of two colours (excluding vinyl roof where applicable) or single colour if original colour scheme changed by re-spraying.

21.18. Vehicles are not permitted to carry sign writing stickers or competition numbers except numbers supplied by the Organisers (see Art. 12).

21.19. Noise – every effort should be made to reduce noise to a minimum. It is a responsibility of the Clerk of the Course to ensure that:

- a) the necessary equipment is available
- b) the required noise tests are carried out and
- c) the appropriate penalties are applied.

21.20. Exhaust system - the permitted noise level measured at 45 degrees to the exhaust and 0.5 metres from the exhaust may be no more than 100 db(A) at 3500 rpm (2500 for diesel engines) (App. 2, Art. 9).

21.21. Induction – Carburettors must have filters fitted.

21.22. All Endurance Trials should have a noise test at pre-event scrutineering, at rest halts and at the finish. In addition, the COC shall have the discretion to include a noise test at any other point he thinks appropriate.

21.23. A competitor who fails the noise test must be refused permission to start or be excluded if the noise level cannot be brought within the prescribed limits.

21.24. Route instructions may be handed out prior to the car having gone through scrutiny, but under no circumstances will a car failing to pass scrutiny be allowed to start the event.

21.25. The Vehicle Licensing Certificate or Registration book must be produced as evidence of compliance with engine size. In the event of a protest concerning a cars eligibility, the organisers may request further documentation / information.

21.26. A Scrutiny Record card may be issued to all drivers. This card must be produced at scrutiny for each subsequent event. Failure to produce the card may result in start refusal.

21.27. The carrying or use of any form of car mounted video recording equipment, webcam, or other means of image recording during an Endurance Trial is forbidden. The penalty for breach of this regulation is exclusion from the event. In addition, the Navigation Sub-Commission may recommend refusal of entry to the next event entered in.

21.28. Seats

A. Rally seats must be used if roll over protection fitted – applies to ALL classes. Rally type seats are defined as one piece including headrest and slots for the harness both back and sides.

B. Smooth (non fabric)-surfaced seats without side bolsters are not permitted

C. Wing seats (side head protection) are not permitted

D. The use of 'Sports Seats' with larger side bolsters are strongly advised

21.29. Loose Equipment

All items contained within the car MUST be adequately secured. Spare wheels, jacks, tools, etc.

22. OFFICIALS

22.1. The Clerk of the Course, appointed by the organising club, should ideally be an experienced competitor. If he/she does not have experience of Endurance events, it is recommended that prior to acting as Clerk of the Course for the first time, he/she should attend an established event and work with the officials on that event.

23. STEWARDS & SAFETY DELEGATE

23.1. The appointed Motorsport Ireland Steward & Safety Delegate must drive the entire route at least 3 weeks prior to the event, and on the day of the event, immediately prior to first competitive use and preferably again prior to any "second" run, to ensure compliance with the Safety Plan.

The Safety Questionnaire MUST be completed and signed by the COC in the presence of both the Club Steward and the MI Steward on the morning of the event – and prior to its start. Its aim is to confirm compliance with Safety aspects of the event.



The completed and signed Safety Questionnaire is to be appended to the Steward's Report.

The MI STEWARD must also check the following:

23.2. The actual distances of the competitive sections.

23.3. The actual time allowed, as per the Time Card /Route card.

23.4. The accuracy of the marshals' watches.

23.5. The appointed Steward must also inspect the letters issued by the organising club, in relation to both the residents along the route and to the Gardaí.

23.6. The appointed Steward must also check the use of 'NO' boards. 'NO' boards are to be used to prevent competitors leaving the intended route, where to do so might cause annoyance / disruption to residents.

23.7. Where an event receives a negative comment from the appointed Steward regarding the route and timing, then the next event run by the promoting club/s will be required to have the route and timing inspected and approved by the appointed Steward for the next event. Such inspection to be carried out at least three weeks prior to the proposed date of the event.

24. PUBLIC RELATIONS

24.1. Residents and other interested parties on and adjacent to the route who are likely to be disturbed or inconvenienced must be notified in advance about the event.

24.2. All houses along the route and fringe roads must be visited (National Primaries excluded).

24.3. Ideally, residents should be spoken to but at the very least, a PR notice must be delivered at each house.

24.4. All Garda Stations in the area of the route or parts through which the route passes are to be advised, in writing, of the event at least one week prior to the event.

24.5. 'NO' boards are to be used by the Organisers in sensitive areas. Competitors must not enter an area protected by a 'NO' board. Organisers must place a 'NO' so that competitors can turn in safety.

24.6. The CoC is required to satisfy the stewards that the foregoing has been complied with.

25. RESULTS AND PROTESTS

25.1. Results

Organiser's are to ensure that adequate systems and marshals are in place to ensure that time cards are collected and relayed to the central results team in a regular and swift manner. If adequate resources are not available, organiser's MUST consider dropping a selective to ensure additional resources is directed to the results system.

25.2. Protests

Must be made within 30 minutes of the posting of provisional results and must be in accordance with MI regulations. Provisional results will be available shortly after the finish.

26. GENERAL

As this is a new discipline, the following recommendations are made in order to ensure:

- a) smooth running of the event,
- b) minimum inconvenience to other road users and residents and
- c) respect for those land owners willing to allow their property to be used.

26.1. Regulations and entry fees should be standardised, to comply with any Championship Regulations, should a championship be run.

26.2. In an attempt to encourage novices / beginners, clubs should organise classes for those crews entering an Endurance Trial for the first time and should have a beginner's award. **Excessively rough roads should not be used.**

26.3. Deleted.

26.4. As there is no competitive navigation on roads open to the public, and no requirement to plot the route, all route cards may be issued at the same time.

26.5. Out of bounds and 'NO' boards should be used solely to avoid PR problems. They should not be used to define the route; Vias, even if unmanned, should be used instead.

26.6. There should be rest halts at appropriate intervals.

26.7. Every effort should be made to arrange petrol en route and at the finish. The distance to the nearest available petrol station to the finish, and its location, should be given in the Final Instructions, as some crews travel long distances to compete. It is illegal and inadvisable to carry fuel in cans in the car.

26.8. Instruction sheets should be issued to marshals and it should be ensured that they know how to find their Time Points, Controls etc. Marshals should not have to rely on poor photocopies of maps to reach their destinations.



They should be provided with the information and given sufficient time to drive to the next time point when they close their current one. A sweeper car, as distinct from a mechanical assistance vehicle, should traverse the route after the last car. Marshals should be given a copy of the entire route.

26.9. A Road book of the route containing tulip diagrams, distances and frequent landmarks will be provided by the organisers.

26.10. All clubs should keep a list of marshals who attend their events and second copy to other clubs who request such information.

26.11. Competitors should be encouraged to introduce at least one marshal each, to ensure the continuance of the sport.

26.12. To encourage marshals, clubs should give a Marshal's Award at the end of the event.

26.13. The event should be planned so that the majority of marshals can get to the finish in time for refreshments etc.

26.14. It is strongly recommended that proper sheltered accommodation be provided for mechanical scrutineering at all Endurance Trial events.

26.15. A Road book of the route containing tulip diagrams, distances and frequent landmarks will be provided by the organisers.

26.16. It is recommended that marked maps be provided by the organisers.

26.17 – It is recommended that before running their first Endurance Trial, clubs should send, as a minimum, their 'selective commanders' to marshal on an established event, unless they have prior experience in the role.

26.18 – Clubs must ensure that there are adequate marshals to ensure that all penalties are correctly reported and applied.

26.19 – A Competitor Liaison Officer should be appointed for each event.

27. TECHNICAL REGULATIONS FOR ENDURANCE SPECIFICATION CARS - CLASS A1 & A2 ONLY

27.1. An Endurance Specification car is a fundamentally standard car under 1400cc. divided into two classes, those with engines up to 1000cc and those with engines from 1001cc to 1400cc.

27.1.1. Competing cars may carry advertising as window strip (front and/or rear) subject to compliance with the Road Traffic Act.

27.2. All cars and their components e.g. engine numbers must conform to the Vehicle Licensing Certificate / Registration Book and to the RTA.

27.3. 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 published standard specification for the particular model of car entered.

27.4. Entrants must supply the Organisers with any vehicle documentation as required. Every part or component of the car must be a standard production item identifiable as the manufacturer's listed and numbered part or an equivalent generic or 'spurious' part obtainable in the normal course from normal motor factors, except where alternative components are specifically permitted by these regulations. In the case of generic or spurious parts, the onus will be on the competitor to demonstrate that no performance advantage accrues.

27.5. No standard part may be machined, lightened or polished unless specifically permitted by these regulations.

Competing cars must have:

27.6. Four point seats belts must be used to at least 'Clubman' specification (i.e. Aircraft type buckles not mandatory). Roll cages are acceptable but not mandatory. Where fitted, roll over protection must be sufficiently padded to protect the crew. Rally seats must be used if roll over protection fitted. Rally type seats are defined as one piece including headrest and slots for the harness both back and sides.

27.7. Front windscreen of laminated glass.

27.8. Mud-flaps for all four wheels.

27.9. Reflective red warning triangle, first aid kit, tow rope and SOS/OK board.

Bodywork:

27.10. Cars must have bodywork that represents the manufacturer's original profile, as in standard or manufacturer's optional extra form.

27.10.1. All convertible/soft top cars must have a hard top fitted that represents the manufacturer's original profile, and must be fastened to original manufacturers anchor points.

27.11. All bodywork must be of the material provided as standard by the car manufacturer.

27.12. 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.

27.13. Cars may not be lightened from the manufacturer's standard production weight.

27.14. Strengthening of the bodyshell is permitted.

27.15. De-mountable strut brace/s may be fitted.

27.16. Detachable sump-guards, transmission, fuel tank and silencing system protection plates may be fitted.

27.17. Bonnet, door and rear door / hatch locks may be changed and additional catches may be fitted.

27.18. In the interests of safety, self locking door mechanisms should be disabled.

27.19. Sun-roofs must be taped over to the satisfaction of the scrutineer.

Interior:

27.20. All major internal trim must remain as originally supplied by the manufacturer. The exceptions are:

- a) full harness belts must be fitted
- b) the steering wheel may be replaced
- c) the front seats may be replaced
- d) rear seats may have their backs folded down and securely fastened (or cut only where necessary to allow the fitting of a roll cage or seat belts)
- e) parcel shelves may be removed
- f) trim and carpets behind the rear seats in the boot space may be removed
- g) inside door panels may be re-shaped to allow fitting of roll cage door bars or substituted by an alternative panel from a model variant
- h) safety air-bags may be removed or disabled
- i) additional instruments, switches and controls may be fitted providing the lay-out of the original components is not changed
- j) interior accessories may be added to improve comfort, convenience or safety, provided they do not affect the performance of the car
- k) the glass area of the car must not be rendered opaque except for the sun-strip area.

27.21. Engine and transmissions:

The engine must in all respects conform to that originally fitted by the manufacturer for the model of car.

27.22. Engines must be unaltered however, a 0.6mm skim of the HEAD only (not the block) can be permitted.

No other engine part may be machined, balanced, lightened, polished or otherwise modified in any

way except for a service re-ground crankshaft and / or cylinder re-bore which does not exceed 1.5 mm (60 thou) or does not exceed the engine capacity class by more than 2.5 %.

27.23. Engine and gearbox mountings may be modified or replaced, provided there is no alteration to the engine or gearbox or their position within the car.

27.24. 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.

27.25. Dry sump lubrication is not permitted.

27.26. Forced induction is not permitted.

27.27. Carburettor engines may have only standard maximum two carburettor chokes (two single or one double).

27.28. Fuel injection engines must retain the standard injection system complete with plenum chambers and throttle body unmodified.

27.29. Air intake trunking, to the air filter, is free. Air filters and elements are free, but must be fitted to ensure that the vehicle complies with the noise regulations for Navigation Trials.

27.30. All component parts of the gearbox and transmissions must remain as standard for the model of car entered and be unmodified, except the clutch friction material which is free.

27.31. The use of a limited-slip or torque-biasing differential is prohibited.

Exhaust system:

27.32. The original exhaust manifold must be retained as standard but the dimensions and routing of the exhaust system after the exit from the manifold is free, provided any originally fitted catalytic converter is retained.

27.33. Additional straps and brackets may be fitted to the exhaust system.

27.34. Noise levels must comply with the regulations for Navigation Trials, as described above.

Electrical system:

27.35. The wiring loom and ignition and engine management system may not be modified. The onus is on the competitor to ensure their ECU has not been opened and/or modified in any way.

27.36. The battery may be changed and its mounting strengthened but its position must remain as standard.



28. ADDITIONAL REGULATIONS FOR THE UP TO 1000CC ENDURANCE CLASS

It is intended that this class be an entry-level class for those wanting to participate in motor sport. Accordingly, further restrictions will apply to these Endurance cars, in an attempt to keep them as close to standard as possible.

With the following exceptions, the same regulations apply to this class as apply to the larger engine Endurance Class.

28.1. The suspension must remain as standard. The manufacturer's springs and suspension mounting points must be retained. Systems which allow the ride height to be changed, whether through commercially available systems or home-made systems (such as wedges), are prohibited. Shock absorbers must use the manufacturer's original specification or standard equivalent aftermarket replacements, and cannot be modified in any way. See 27.4 re acceptable replacements.

28.2. The wiring loom, ignition, and engine management unit must remain as standard.

28.3. A car with a capacity of less than 1000cc but not complying with the above, may, if compliant with the Endurance Class Regulations otherwise, compete in the 1001 to 1400cc class

29. FURTHER INFORMATION

Anyone seeking further information about Endurance Trials should contact:
Chairman of the Navigation Sub-Commission
Conor Maguire
Email: conmag88@gmail.com
Tel. 086-1677446



ENDURANCE TRIALS
APPENDIX 35