



Announcing the

2008 ENDURANCE RALLY CHAMPIONSHIP

Following on from the TorqBar and Colway Premiership Championships, we are pleased to announce the 2008 Endurance Rally Championship.

Once again it is being supported by Colway and will adopt the control tyre as it has been for the past two seasons. Colway have been supporting the organising clubs financially during this time and this is set to continue.

The technical regulations and on event penalties are to be standardised for all events in the championship to provide competitors with consistency between rounds.

Also new for 2008, all the events will be adopting the more traditional enduro format of selectives on Saturday, a short night leg with printed map navigation followed by more selectives on Sunday. The events will then finish with prize giving at lunch time on the Sunday. This should give plenty of time for the social side of enduros to be developed.

The confirmed events are:

9/10 February The Great Bustard.

“The rally will again be based near Shelpton Mallet in Somerset. We will start on the Saturday afternoon with selectifs on farms, woodland and airfields used on the 2006 Bustard including **Worthy Farm, and Zeals and Henstridge Airfields**. After a supper halt there will be a **night rally** on Saturday evening followed by a rest halt over Saturday night. Sunday morning the action will switch to **Keevil Airfield** in Wiltshire for more selectifs and then a finish back at Shelpton Mallet for lunch and awards.”

7/8/9 March The South West Enduro

Following from the undoubted success of the last two years, the event will once again be making extensive use of the many superb forest venues at the organizers disposal. Two long days will be followed by ample opportunity to regale tales of the rally in the hotel bar!!

19/20 April The EACS Endurance

A new date brings a new rally; the EACS Midsummer has been a firm favourite of many competitors. In a departure from the heavy reliance on rough whites of the last three years, Chelmsford Motor Club are planning to run a two day endurance rally centered around the superb MOD facility at Sculthorpe. Combined with many other quality venues this will be a well organised event that will appeal to the regular competitor and beginner alike.

9/10 August The Welsh Endurance

The longest running of all enduros will be running for the sixth time next year. The details of the event have yet to be confirmed, but expect a large amount of selective mileage with a very straightforward night leg. Throw in one of their famous long selectifs in the dark and you have all the ingredients for a great weekends rallying.

13/14 September The Yorkshire Revival Rally

Another event to be adopting the two day format. With the amount of venues in the area, it would be foolish to speculate on the route with a year to go, but you can be sure of a quality rally. The night leg will be much simplified and shorter with selectifs on Sunday to ensure the rally goes down to the wire.

Early November The Lombard Rally

With so many of the regular contenders competing on the Lombard it was only natural to include it in the championship. With four out of six rounds to count it is not necessary to do the Lombard to be successful. With the championship prize giving to be held alongside the Lombards, it gives every one a chance to catch up with their rivals and friends at the post event social.

We hope that this whets your appetite for what promises to be a year of close competition with a great sense of camaraderie that makes endurance rallying unique.

For more information please feel free to contact Owen Turner on 01582 668113 eves or email ojgturner@aol.com

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 car under 1400cc. 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 published standard specification for the particular model of car entered. Entrants must supply the Organisers with any vehicle documentation as required.

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 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 AFFF extinguisher, as above, must also be fitted.

Seat belts to at least MSA Blue Book Q 2.1 and Q 2.1.2 specification (full harness, 4 point fixing).

Rollover protection to at least MSA Blue Book Q1 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 and SOS/OK Board.

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, door and rear door/hatch locks may be changed and additional catches fitted. In the interests of safety self locking door mechanisms should be disabled. **Sunroofs must be taped over to the satisfaction of the Scrutineer.**

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. Air intake trunking, to the air filter, 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.

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.**

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.

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.

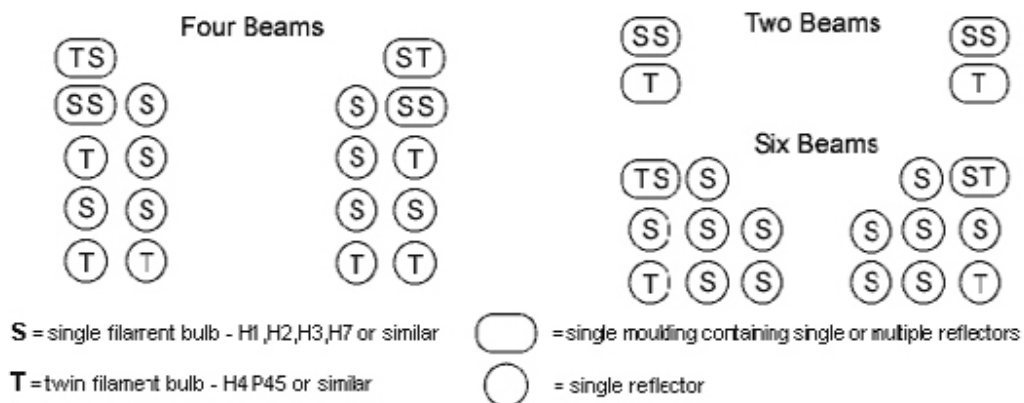
Lamp units comprising two reflectors, where one reflector is fitted with a dual filament bulb, will be considered to be a combined headlamp and auxiliary lamp. In this instance therefore, additional auxiliary lamps may not be fitted.

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.

The following examples of lighting setups have been supplied by the MSA



The above is not exhaustive but covers the most common permutations.

Note any other lamps emitting a forward facing beam, typically bumper or spoiler mounted, may not be operational/used.

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. The fuel tank may be changed.

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 except for the friction material of brake pads and linings and the brake fluid. Hydraulically operated parking brakes are not permitted. Anti-lock braking systems may be removed or disabled. Hydraulic brake lines may be changed and stone protection added.

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 only type of tyre to be used throughout the event is from the 'Road Plus' range, as supplied by Colway. The tread pattern may not be altered. Only in the case of an emergency can another type of tyre be purchased from a retail outlet in order to remain in the event. This action must be reported to the Chief Scrutineer as soon as possible. The choice of road wheel is free provided that the wheel-tyre combination fits within the standard unmodified wheel arch. 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 and spare parts carried in the car.

PENALTIES

Penalties will be awarded in terms of Minutes and Seconds. General Regulation K 18 is amended as given below.

- | | |
|---|----------------------------------|
| (1) Not reporting at a Main Control, or reporting more than 15 minutes after Scheduled Time at a Main Control at the start of a Leg, or reporting more than 30 minutes after Scheduled Time at a Main Control at the end of a Leg | <i>Exclusion</i> |
| (2) Not reporting at a manned Time Control, or wrong direction of approach or departure, or passing through more than once, or not recording the information required at an unmanned Time Control, or reporting more than 30 minutes after Scheduled Time | <i>30 minutes</i> |
| (3) During the Night Leg: not reporting at a manned Passage Control or Route Check, or not clearly and correctly recording all the information required at an unmanned Passage Control or Route Check, or wrong direction of approach or departure, or passing through more than once | <i>10 minutes</i> |
| (4) Not reporting at a manned Selectif Start, Finish or Intermediate Timing Point control | <i>Selectif
Maximum time</i> |
| (5) Reporting at Time Control before scheduled time, per minute | <i>2 minutes</i> |
| (6) Reporting up to 30 minutes after Scheduled Time at a Time Control. | <i>No penalty</i> |
| (7) Reporting after Due Time at a Time Control forming part of a night road rally, per minute | <i>20 seconds</i> |
| (8) Reporting after Due Time at a Time Control during a day leg, per minute. | <i>1 minute</i> |
| (9) Taking less than three-quarters of the time allowed between two consecutive Main or Time Controls provided the distance is greater than four miles (i.e. breaching the "Three-quarters Rule") | <i>30 minutes</i> |
| (10) Striking a cone or course marker during a Selectif, per incident | <i>5 seconds</i> |
| (11) Passing the wrong side of a cone or course marker during a Selectif, per incident | <i>10 seconds</i> |

(12) Failing to stop astride a line or stop within a designated area or any other line fault during a Selectif, per incident	<i>10 seconds</i>
(13) Making no attempt to perform a designated manoeuvre during a Selectif, per incident	<i>1 minute</i>
(14) Taking an incorrect route during a Selectif, other than (11) or (13) above - e.g. wrong way at split - per incident	<i>Selectif Maximum time</i>
(15) During a Selectif: not reporting at a manned Passage Control or Route Check, or not clearly and correctly recording all the information required at an unmanned Passage Control or Route Check, or wrong direction of approach or departure, or passing through more than once	<i>1 minute</i>
(16) Leaving the Start of a Selectif before the starting signal is given, per incident	<i>20 seconds</i>
(17) Taking less than the Minimum Time to complete a Selectif.	<i>Selectif Minimum time</i>
(18) Taking more than the Maximum Time to complete a Selectif	<i>Selectif Maximum time</i>
(19) Taking more than the Minimum Time and less than then Maximum Time to complete a Selectif	<i>Actual time taken</i>
(20) Overshooting a Selectif timing line and reversing back towards the line	<i>5 minutes</i>
(21) Not complying with a requirement of the Roadbook, Route Cards, or any other written instructions	<i>30 minutes</i>
(22) Failing to stop at a Driving Standards Observer or an adverse report submitted by a Driving Standards Observer	<i>Exclusion</i>
(23) Failing to hand in a completed Damage Declaration Form at the Finish of the rally	<i>Exclusion</i>
(24) In the opinion of a Judge of Fact: not stopping at a Stop or Give Way sign or at a junction designated as Give Way, or breach of any Quiet Zone regulation [see section 17 (h)], or excessive speed, or excessive noise, or forward motion with a reversing light switched on, or driving in a manner likely to bring motor sport into disrepute	<i>Exclusion</i>
(25) Breach of the Technical Regulations, per offence A penalty of up to decided by the Clerks of the Course	<i>Exclusion</i>

(26) Submitting a written Query which is mendacious or not in accordance with the proven facts	<i>30 minutes</i>
(27) Wearing a crash helmet on the public highway	<i>30 minutes</i>
(28) Delaying or otherwise avoiding starting at the time designated by the marshals at a Selectif Start, per incident	<i>5 minutes</i>

SCORING

Best 4 scores

Overall

1st – 50 points

2nd – 45 points

3rd – 42 points

4th – 40 points

5th – 39 points

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43rd and lower – 1 point

Capacity classes (upto 1litre and upto 1.3)

1st in class – 10 points

2nd in class – 8 points

3rd in class – 6 points

4th in class – 5 points

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8th and lower – 1 point

Ties will be resolved by taking the highest overall result in the earliest round in which both tied competitors competed.

Championship tables will be updated on the website –
www.endurance-rallying.co.uk

REGISTRATION FORM

Driver/Navigator

Name

Address

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Postcode

Telephone Home

Mobile

Email

Class

Drivers :

Expert - A driver that has finished in the top 5 of an endurance rally or considers themselves an expert in another motorsport discipline ie a regular top driver in autotests/sprinting/road rallying etc. Please be honest, as we don't want experienced drivers in the same class as genuine novices

Semi Expert - A driver that does not qualify for expert or novice status

Novice - A driver that has finished no more than two endurance rallies or road rallies.

Navigators :

Experts – A navigator that has finished in the top 5 of an Endurance rally or the top 5 of a Navigational rally or the top 10 of a Road rally.

Semi Experts - A navigator that does not qualify for expert or novice status.

Novice – A navigator that has finished no more than two rallies.

Please return completed forms with a cheque made payable to endurance rally championship for £12 per entrant to:

Entries Secretary

**Andrew Dadswell
17 Waldegrave Park
Harpenden
Herts
AL5 5SF**

**01582 766360 home
01727 834004 work**

Championship entrants will become members of CENSUS and receive a club card accordingly.

Championship permit no. – TBA
Championship co-ordinator – Owen Turner
Championship entries secretary – Andrew Dadswell
Championship treasurer – Karen Turner
Eligibility scrutineer – TBA