

Appendix 56

Open Endurance Series – Sporting Regulations

1. GENERAL UNDERTAKING. The Open Endurance Series, incorporating the SEAT Supercup Ireland is organised in accordance with the General Competition Rules (GCR's) of Motorsport Ireland (MI), incorporating the International Sporting Code of the FIA (the Code), the Standard Supplementary Regulations (Appendix 40), the General Class Sporting Regulations (Appendix 41) and these Sporting Regulations.

2. GENERAL CONDITIONS.

2.1. Competitors must ensure that their cars comply with the conditions of eligibility and safety at and throughout each Event.

2.2. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

3. OPEN ENDURANCE SERIES EVENTS.

3.1. The maximum number of Events in the Open Endurance Series is set at 7. An Event will consist of not more than 2 Races over the same weekend at the same venue. The race calendar for the series will be published in an MI bulletin before the end of March in the racing year.

4. OPEN ENDURANCE SERIES.

4.0 The OPEN ENDURANCE SERIES is an open series, predominantly of 50 minute endurance races with a mandatory pitstop. Shared driving is an option and a driver change at the pit stop can take place. Solo driving is also an option. Standard format sprint races will also be run throughout the season where no pitstop will be required.

4.1. The OPEN ENDURANCE SERIES Drivers' title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the series

4.2. Points will be awarded to Drivers within the series, listed as classified finishers in the Final Results as per Appendix 15, article 6.1.3 of the current MI Yearbook.
Extras: Qualifying Pole Position 1 point (each Event will only have one qualifying),
Fastest Lap 1 point (per race)

4.3. If, in the opinion of the series organisers, a competitor fails to operate his team in a manner compatible with the standards expected of the series or in any way brings the series into disrepute, the organisers may exclude such competitor from the OPEN ENDURANCE SERIES forthwith.

4.4. The registration fee for the OPEN ENDURANCE SERIES shall be set in the January preceding the season start and published on the open endurance website.

4.5. No driver can score points until their registration fee is paid in full. Points that would have been earned before the fee is paid shall not be awarded where the fee is paid after the date of the race where the points would have been earned.

5. TECHNICAL.

5.1 The OPEN ENDURANCE SERIES is open to all closed wheel cars, designated saloon, sports, GT, rally or sports racing. Technical regulations are free for all cars with the exception of cars competing in the SEAT Supercup Ireland, which must comply with the technical regulations for that class, as laid out in Appendix 55 (Technical Regulations) as published on the MI website.

5.2 The OPEN ENDURANCE SERIES will be split into 4 competing classes as follows:

- Saloon/rally/sports cars up to 2000cc
- Saloon/rally/sports cars over 2000cc
- SEAT Supercup Ireland
- GT/sports racing/invitational

Drivers must nominate the class they are entering their car in before the first race they race in. Cars may be moved class at the discretion of the organisers.

Cars in the invitational class do not score points in the series but can win class race prizes.

5.3 A multiplication factor of 1.7 times engine cc will be used to determine the capacity of a forced induction engine.

5.4 To be eligible to take part and score points in the OPEN ENDURANCE SERIES all types of cars must be proven to be capable of completing a lap of the Mondello Park national circuit in 1.07.00 or less or Kirkistown in 1.12.00 or less. Minimum lap times for other circuits will be set no less than two weeks before the event.

Entry is at the discretion of the OPEN ENDURANCE SERIES organisers.

5.5. In the case of a dispute over a cars ability to break the entry barrier time, the car may be allowed to take part in the race but entirely at the discretion of the OPEN ENDURANCE SERIES organisers.

6. ADVERTISING.

6.1. Cars will be issued with a decal pack by the OPEN ENDURANCE SERIES which must be placed as per Appendix "1" below. Alternative decals will be provided by the OPEN ENDURANCE SERIES in instances where cars are not comparable to those in appendix 1, for example sports racing cars.

6.2. All surfaces, excluding glass, which have not been claimed for decals by the series partners, or used for the application of the race number are free for use. Conflicting sponsor's decals must be approved by the OPEN ENDURANCE SERIES in advance and the position, size and colour (if approved) will be at the discretion of the organisers.

6.3. In order to qualify for points, competitors must carry the correct series decals on their race cars as outlined by the organisers.

6.4. For the correct image and promotion of the class, all cars must be presented in a good condition, clean and tidy with any damage from a previous round removed or repaired.

6.5. Advertising strip on the front windscreen can be no more than 30cm in height, measured from a point from the top centre of the windscreen. Additionally an advertising strip on the rear window can be no more than 10cm in height. These advertising strips are reserved for the use of the championship's sponsors.

7. ON-BOARD CAMERA.

7.1. It is mandatory to have video recording equipment fitted and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of the circuit ahead, including the driver's steering wheel and the race number of the car. The fitting of the cameras must satisfy the safety requirements of the Scrutineers. The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor. The camera must be capable of recording HD quality video.

Competitors must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but any additional video recording equipment utilised on the car.

8. RACE NUMBERS AND NAME OF DRIVER.

8.1. Each car will carry the race number of its driver. Race numbers must be in conformity with the provisions of the MI yearbook.

8.2. The name of the driver must appear on the rear lateral windows and windscreen (saloon cars) or on the bodywork outside the cockpit and windscreen, (GT or sports cars with no or very small side windows) and be easily legible.

8.3. For Relay teams in the Invitational class, both cars must carry identical race numbers.

9. SCRUTINEERING.

9.1. No car may take part in the Event until it has been passed by the scrutineers.

9.2. The scrutineers may: a) Check the eligibility of a car at any time during an Event, b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied, c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail, d) Require a competitor to supply them with such parts or samples as they may deem necessary. At all times, the car must contain at least 2 kg of fuel for the taking of fuel samples. The 2 kg of fuel must be taken through a self-sealing connector.

9.3. Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the competitor for scrutineering approval.

10. TYRE LIMITATION DURING THE EVENT.

10.0. Tyre choice for the OPEN ENDURANCE SERIES is free with the exception of cars competing in the Seat Supercup Ireland, who must use a Yokohama control tyre as specified in 10.1

10.1. The Yokohama control tyres for the series is: (a) Dry tyre – Yokohama A005 Hard Compound code **N2372**. (b) Wet tyre – Yokohama A006 Medium compound code **N2320**.

10.2. All the dry weather tyres that a competitor plans to use during the event must be marked or remarked before the first qualifying session. For round 1 four new tyres are permitted, for every event thereafter 2 new tyres is the maximum permitted along with any previously registered tyres. If a competitor joins the series after round 1 only two new tyres along with 2 used tyres are permitted.

10.3. It is the competitors' responsibility that the tyres are appropriately marked and/or registered by the Scrutineers. Competitors must accept any possible disadvantages resulting from non-appropriate registering of the tyres.

10.4. Tyres must carry appropriate identification linking them to a car and Event. The number of wet weather tyres is free.

10.5. If dry-weather tyres (slicks) are used during a wet race/wet practice, only tyres registered for the Event are admissible.

10.6. These tyres must nevertheless comply with the specification determined by the control tyres for the Event.

10.7. It is forbidden to proceed from the pits to the starting grid with unmarked tyres. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. The use and /or presence of tyre-warmers during the Event are forbidden.

11. GENERAL SAFETY.

11.1. A driver who abandons a car must leave it in neutral and with the steering wheel in place.

11.2. Repairs to a car may only be carried out in the paddock, pits or on the grid if conditions allow and permission has been given by the COC.

11.3. During a race, the engine may only be started with the starter, except in the pit lane where the use of an external battery is allowed.

11.4. Drivers taking part in practice and the race must always use an FIA approved head restraint (FHR / HANS).

11.5 The car's white head lights, red rear light and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track". Where a car is not fitted with headlights and tail lights as standard, a rear rain light must be illuminated.

11.6. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

12. FUEL.

12.1. There is no designated control fuel. Pump fuel is permitted, as is higher octane race fuel. Bio fuel or any additives are not permitted.

13. FREE PRACTICE AND QUALIFYING PRACTICE

13.1. No driver may start in a race without taking part in qualifying, except in a case of "force majeure" duly recognised as such by the COC or Stewards.

14. THE GRID

14.1. At the end of qualifying, the fastest time achieved by each driver will be published by the race officials on the official notice board. Where there are two identically numbered cars in a relay team the grid will be formed by using the fastest single qualifying time set by either car, irrespective of the driver who set it.

14.2. The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each driver in the qualifying session. Should two or more drivers have set identical times, priority will be given to the one who set it first.

14.3. The fastest car will start the race from the position on the grid which has been designated as the pole position.

14.4. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Class Co-Ordinator accordingly at the earliest opportunity and, in any event, no later than 60 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

15. STARTING PROCEDURE.

15.1. Endurance races will feature a rolling start. Sprint races will be from a standing start.

15.2. For endurance races, cars will leave the paddock in qualifying order and line up on the grid in qualifying order. There will be one or more warm up laps behind the safety car. When the COC is satisfied that a correct rolling grid has been formed, the safety car will peel off into the pits. Racing shall commence once the start lights have been extinguished.

16. PIT STOPS.

16.1. The event organisers may choose to impose a minimum pit stop duration. In this event, this fact and the minimum duration for pit stops shall be published in the final instructions for the event. Where a minimum pit stop duration has been declared, the provisions of articles 16.5 and 16.6 are null and void and shall not apply for that event.

16.2. During an endurance race a pit stop must take place. The pit stop may take place at any point during the race.

16.3. During the pit stop a driver change may take place. When a driver change is taking place, the car must be stationary with all 4 wheels on the ground. No work may take place on the car while the driver change is taking place.

16.4. During a driver change, only one team member can help the new driver into the car and assist with the fastening of safety harnesses.

16.5. If single driving the procedure during the pit stop is as follows: The driver must come to a complete stop, exit the car, stand full upright outside the car with two feet on the ground, then re-enter the car. 1 team member can assist the driver with the fastening of safety harnesses. During the pit stop, the car must be stationary with all 4 wheels on the ground.

16.6. For Relay teams in the Invitational Class, the driver of the second car must be standing upright beside the car when the first car enters the pits. When the first car stops the driver must exit the car and stand upright beside the first car, then and only then can the second driver enter the second car.

16.7. No refuelling is permitted during the pit stop.

16.8. A 60 second time penalty shall be applied to any driver found to be in breach of the pit stop rules numbered 16.1 – 16.6 above. This shall not incur penalty points on the drivers licence. A breach of rule number 16.7 above, shall be automatic exclusion from the race.

17. FINISH.

17.1. After receiving the end-of-race signal, all cars must proceed on the circuit directly to the Parc Fermé without stopping, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary). Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

18. PARC FERME.

18.1. Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.

18.2. When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the finish line and the Parc Fermé entrance.

18.3. The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

19. CLASSIFICATION.

19.1 The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriate passed the finish line in the lead at the end of the prescribed time considering all penalties. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

19.2. The official overall classification will be published after the race. These will be the only valid results subject to any amendments which may be made under the Code and these Sporting Regulations.

19.3. Each of the 4 classes will be awarded 1st, 2nd and 3rd place prizes subject to a minimum of 5 entrants per class. Where there are 4 entrants, prizes will be awarded for 1st and 2nd place and where there are 3 or less entrants, a prize for 1st place only will be awarded

20. PODIUM CEREMONIES.

20.1. The drivers finishing in 1st, 2nd and 3rd positions must attend the prize-giving ceremonies on the podium which will be held after each race and abide by the podium protocol.

21. CLASS OFFICIALS.

Class Principal: Rob King Championship Manager 086 6042184 rob@openendurance.ie

Class Co-ordinator: Eoin Murray 087 6509512 eoin@openendurance.ie

Eligibility Scrutineer: MI Panel

Website: www.openendurance.ie

22. CLASS ORGANISER.

For the purpose of these regulations, the Class Organisers shall be the Class Principal and the Class Co-ordinator. Any change to this shall be notified to all competitors in a Motorsport Ireland Bulletin.

Official Use Only

Approved by RAG

Date: 8th May 2018

Confirmed by MSC

Date: