

# SIX HOUR 2008 – 16<sup>th</sup> May

**It was in May 1998 that the Guild of Motor Endurance ran a Six Hour at Mallory Park.  
On this the 10<sup>th</sup> anniversary, the Six Hour is back again, May 16<sup>th</sup> 2008.**

As with all Guild of Motor Endurance events, you will need a hand built sportscar to take part. Something like a Ginetta component car or a Sportster special, a classic Austin Healey or a modern Lotus or TVR.

Each two car team will be representing a specialist sportscar manufacturer, and a team will consist of four drivers, a team manager and a mechanic. The focus of activity will be on keeping the cars running at the required average speed for 324 miles. Straight forward on the face of it, but in reality working out car and driver changes and re-fuelling, it can become a challenge. Even presuming your preparation has been thorough and you don't have any mechanical problems some ongoing maintenance might be needed. But that's what Guild of Motor Endurance events have always been about.

Whatever plans are made in advance they will need to take into account: "any driver within the two car team completing less than five laps per hour will have those laps disregarded." And if you are a Team Manager then optimising circuit time between two cars and four drivers could become daunting.

Also, added into the equation will be "no driver may drive for longer than 45 minutes each hour." Not just because driving around a race circuit is tiring, but because if one of the teams cars needs some mechanical attention, then the second team car would be called upon to keep going until it's sorted.

While the main control at the end of the pit lane will be busy recording outgoing cars, incoming cars will have the choice of using either the paddock entry, i.e. for re-fuelling, or using the opening in the Armco barrier on the pit straight, i.e. for driver changes, normally closed for race meetings.

The format that was successful in '98 will be repeated with only a few changes. Mainly having two cars in each team instead of one. This should allow a team to keep going even if one of the cars runs into problems. With 30 cars on the circuit, and another 30 cars with their drivers ready to take over in the pits, it could well be a team manager making the correct logistical decisions that wins the day. Being an endurance test and not a race will mean you won't need a competition licence. Signing-on and scrutineering will be from 7am. The first team will start at 09:01, the last car finishing at 16:30. If you are planning on using a camcorder make sure the mounting is secure, it will be checked at scrutineering. For those wishing to come along in their sportscars and watch, access to all Mallory Park spectator areas will be free. This includes the paddock, where you will also be able to hear commentary on the progress of each team. If you look at the map of Mallory Park in the regulations you will notice a chicane towards the end of the back straight before the Esses. It is called Edwina's. This was not there for the '98 event but it will be included in the circuit configuration for 2008.

So was there anyone who took part in the 1998 Six Hour who also took part in the Espana-Santiago 2007 Sportscar Challenge? Well actually there were a few: Richard Winter took part in the works Banks Europa, Chris Shanahan was in his Caterham, Dennis Morris driving his DRM Special, Guy Meisl in a Sylva Jester, Mike Messenger then in a Marlin Roadster, Ian Suggett driving his Brightwheel Viper and lastly Ian Hyne in a Ginetta G27. Ian was sharing the driving stints with Martin Phaff in the works car. Three of the cars entered in 1998 were from Belgium, Anton Verhoeve and Christophe Lacante brought along a four wheel Lomax. The other two cars were Ginetta G27Rs, with the performance of Jan Horemans and Joost Custers earning Ginetta the laurels for the 1998 Six Hour.

Amendments, see final regulations on web site:

Item 4: Signing on and scrutineering will now be 7.00-8:00. Item 7 now reads: *A 'full width' rollover bar is also mandatory for open cars, and recommended for closed cars* (the scrutineer will also accept production car type twin loops). Basically as there will be two people in the car both will need protection. If you need convincing as to the merits of such a device then have a word with Martin Buckland. Item 10: No one driver may drive for more than one hour, or 40 laps. This now reads: *No driver may drive for longer than 45 minutes each hour.*

If you would like to enter and wish to make contact with another owner of a car to form a team, please contact the secretary of the event: [carolbury@hotmail.co.uk](mailto:carolbury@hotmail.co.uk) Tel eve: 01386 45556, mobile 07739 173995.