

Guild of Motor Endurance

# Catylunya-Aquitaine 2009 Sportscar Challenge



Four Day Reliability Trial

14-17 September 2009

## Regulations

**1. The Event:**

The Catalunya-Aquitaine 2009 is a four day reliability trial for specialist sportscars. The emphasis will be on the ability to reach check points along the route rather than arrival times. It will take place on the 14th-17th September 2009.

**2. The Organisers:**

The Guild of Motor Endurance are the organisers of the event. Competitors classified as finishers will achieve membership to the Guild of Motor Endurance, presently there are 241 members.

**3. Provisional Route:**

The 2009 sportscar challenge will start in Clermont Ferrand, France. The route through the Auvergne and French Grand will continue south towards the Costa Brava in Spain. From the Mediterranean crews head west via Catalunya. The route will then follow the length of the Pyrenees to the Atlantic, and the Finish in Biarritz in Aquitaine.

After the Catalunya-Aquitaine 2009, some may wish to drive north through Aquitaine to Angouleme, and watch the Circuit des Remparts classic street racing weekend. 19-20 September. <http://www.circuit-des-remparts.com>

**4. Provisional Itinerary:**

Sat 14 November 2008: entry list opens.

Fri 1 May 2009: early entry closes.

Mon 10 August: late entries close.

Sun 13 Sept: afternoon, signing-on & scrutineering.

Mon 14 Sept: Catalunya-Aquitaine 2009 Start.

Thu 17 Sept: Catalunya-Aquitaine 2009 Finish.

**5. Eligible Competitors:**

Maximum of two crew members per car. Entrant must be first driver. The second member of the crew need not be a driver, i.e. navigator only. If both members of the crew will be driving, then both must be licensed and insured to drive the car entered on the public road. Any nationality. A competition licence is not required. Competitors must be members, or associate members, of the Guild of Motor Endurance.

**6. Eligible cars:**

Sportscars and three wheelers.

**Specials.**

Non-production sportscars built as a one off, Historic low volume sportscars and Specials.

**Hand built sportscars.**

Sportscars supplied by a manufacturer in component form for self-assembly. Cars such as Caterham, Fisher, Ginetta, Lomax, Westfield.

**Classic sportscars & replicas.**

Pre-catalyst sportscars such as AC, Austin Healey, Marcos, Matra, MG, Panther, Triumph & Scimitar.

**Production specialist sportscars.**

Sportscars presently supplied by a manufacturer.

Non-pressed steel bodied sportscars such as TVR, Morgan, Vauxhall-VX220, Lotus and Smart Roadster.

**7. Vehicle Requirements:**

Mandatory: warning triangle, fire extinguisher, seatbelts, first aid kit and tow rope. Rollover bars are recommended for open cars. A crew intercom should be considered. Each entrant is responsible for presenting a well prepared roadworthy vehicle at the start. Competitors should be suitably competent to maintain their car throughout the event. Scrutineering roadworthy checks may be carried out en route at unspecified times to determine the working order of lights; brake lights; indicators; horn etc. Warning triangle deployment may also be checked.

All cars must have a road fund licence, certificate of roadworthiness, (i.e. MOT for UK) and insurance, including a Green Card. Catalunya-Aquitaine 2009 identification plates and numbers will be provided for each car, these are to be attached at the front and rear and must be visible throughout the event.

**8. Entries:**

The entry will have a maximum of 38 cars. The entry list will open on 14th November 2008 and close on 10th August 2009. An entrant wishing to reserve an entry may do so by forwarding a £100 reservation fee together with the completed reservation form. An entry fee early payment discount is available for drivers or co-drivers entering before the 1st May.

The early entry fee is £425 per person (full payment received prior to 1st May 2009). The late entry fee, received after 2nd May is £475. The entry fee includes: four nights bed & breakfast in hotels on the 14/15/16/17 Sept (mon/tue/wed/thu). Hotels are based on two sharing a room. Rally numbers; event organisation; Road Book; souvenirs and awards.

The Organisers reserve the right to accept late entries or refuse entries without giving any reason. The £100 entry reservation fee is non-refundable. An entrant withdrawing before 1st May will receive a 75% refund. From 2nd May – 10th August: 50%. Entry fees are non-refundable after the entry closing date.

**9. Navigation:**

A Road Book giving navigational instructions will be given to each entrant at the start of the event. The route instructions will be straightforward with Tulip diagrams and distances shown in kilometres. A distance measuring trip meter will be required. Brantz trip meters are available at discount for competitors (Contact: Geoff Crossland, Brantz Tripmeters, 01943 880499).

There will also be instructions to reach all check points. Any maps required for the 2009 Sportscar Challenge will be announced in future Bulletins.

**10. Teams Entries:**

Teams are invited to enter to demonstrate their combined ability and optimise their resources with spares and assistance. Teams of three cars may enter up to Signing on. There is no team entry fee.

### **11. Start numbers:**

There will be 5 classes divided by engine size: up to 1000cc, 1600cc, 1800cc, 2000cc and over. Daily starting times of improving cars will move forward.

### **12. Controls & check points:**

The event's itinerary will include main controls, check points and special tests. The direction to the location of check points will be shown in the Road Book. Any organiser amendments to the route will be given in writing only. There will be a rest period for lunch each day.

### **13. Timing:**

The event will be run to scheduled time, i.e. the actual time of day for arrival and departure at the morning, mid-day and evening controls. The Route Card will give the time of an *imaginary* 'car 0'. Adding your 'starting position each day' to this time will give you your due arrival and departure time at controls.

Reaching as many check points as possible, and main controls on schedule, together with times on special tests, will determine the winners of the Catalunya-Aquitaine 2009. The decision of the observing marshalls will be final.

### **14. Responsibilities:**

#### **IMPORTANT NOTICE:**

All motor sport is potentially dangerous. The Catalunya-Aquitaine 2009 presents a demanding challenge to competitors and uses roads which may be hazardous. Competitors should not enter unless they accept that there is an element of risk to themselves and their car.

**All cars must slow down when driving through villages and built-up areas.** The onus is on competitors to drive carefully and safely at all times, and to rest when tired. The organisers accept no responsibility whatsoever for any accident or injury befalling competitors and do not undertake to provide rescue or assistance of any kind. All competitors will be required to sign the indemnity printed on the entry form and at signing-on.

### **15. Assistance:**

Assistance or backup vehicles are not permitted. Crews and teams are required to be self sufficient throughout the event. Every effort will be made by Marshalls to follow the route, and where time allows give assistance. Competitors should make every effort to extricate themselves from any difficulties encountered. Local services should be called upon for help. Having a car repaired for a day and taking the next morning re-start is permissible. The Catalunya-Aquitaine 2009 is primarily about building or preparing a car capable of completing a testing route.

### **16. Fuel :**

Throughout the event, attention should be given to re-fuelling when convenient. If spare fuel is carried, it must be in the correct containers and secured. Fuel containers are not to be carried inside the cockpit. Whilst there should be sufficient fuel suppliers on route, the organisers can not be held responsible for difficulties encountered in obtaining fuel.

### **17. Insurance:**

The Catalunya-Aquitaine 2009 is a 'Touring Assembly' and a motorsport competition insurance is not required. Car insurance, vehicle breakdown and repatriation insurance are not included in the entry fee. Personal Travel and Medical Cover are recommended. The Entrant is responsible for ensuring that the car is fully covered by insurance during the event, as required by the Road Traffic Acts of the countries included in the itinerary. Competitors will be asked to sign a declaration, at the start, to this effect. Both members of the crew will also be required to sign a declaration on their entry form indemnifying the organisers from liability.

### **18. Postponement or cancellation:**

The organisers reserve the right to cancel or postpone the event or any part thereof should circumstances arise which make such action desirable or necessary. If the event is abandoned for this or any other reason, at any time, the organisers reserve the right to retain a proportion of the entry fee to cover administrative costs incurred to that point.

### **19. Guild of Motor Endurance Membership:**

The highest standard that can be achieved on the Catalunya-Aquitaine 2009 is 'Gold'. To attain the Gold standard competitors must clock in at 'every control'. Missing one control will attain Silver, missing two controls for Bronze. To be classified as a finisher and achieve membership to the Guild of Motor Endurance, competitors will be required to finish the event, being the same crew and car that started the event, and clock in at the morning start control, mid-day control and evening finish control, each day.

### **20. Presentations:**

To the winners: the 'Catalunya-Aquitaine 2009' Trophy.  
To the runners-up: a 'Catalunya-Aquitaine 2009' Trophy.  
Also Catalunya-Aquitaine 2009 pewter plates to:  
The runners-up and the best in each class.  
Goblets to the six members of the winning team.  
Spirit of the Event.  
In each case there will be two awards per crew.  
Catalunya-Aquitaine 2009 souvenirs to each competitor.

### **21. Officials:**

Clerk of the Course: Peter Davis.  
Secretary of the event: Carol Bury.  
Scrutineer: Ben Hall.  
Marshalls: Dick Tyler, Louisa Baylis, Neil Sheward.