

SIX HOUR 2010 – 21st May – Regulations

1. The Event:

The Six Hour 2010 is an endurance test. It is not a motor sporting competition. It will take place on Friday 21 May. Two car teams representing a sportscar manufacturer, or builder, are invited to enter to prove the design and reliability of their sportscars, and the ability of the Team.

2. The Organisers:

The Guild of Motor Endurance are the organisers of the event, in association with Evesham Motor Club (an UKMSA affiliated Motor Club). The Six Hour 2010 is a closed to club (GOME/EMC) event.

3. Venue:

The venue for the Six Hour 2010 will be Mallory Park race circuit, close to Hinckley in Leicestershire. All marshals posts will be manned, the medical facility will be open, the paddock fuel pump will be available, and Lakeside Diner will be open for lunch.

4. Provisional programme:

Sat 21st November 2009: entry list opens.

Fri 30th April 2010: entry closes.

Friday 21st May:

From 06:30 Signing on.

06:30 – 08:00 Scrutineering.

08:15 – 08:30 Drivers Briefing.

08:30. Paddock access via circuit closes.

08:45. Cars line up ready for start.

09:01. team 1 Starts.

09:30. team 30 Starts.

Approximate times:

12:01. team 1 stops for one hour lunch.

12:30. team 30 stops for one hour lunch.

13:01. team 1 re-starts.

13:30. team 30 re-starts.

16:01. team 1 Finishes.

16:30. team 30 Finishes

17:00. Latest paddock exit via circuit opens.

5. Eligible cars:

Sportscars or three wheelers

(bike engined cars are not eligible due to speed differential)

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, Ginetta, Lomax.

Classic sportscars.

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

Production specialist sportscars.

Sportscars presently supplied by a manufacturer. Non-pressed steel bodied sportscars such as Ariel, Lotus, Morgan, Vauxhall-VX220, Smart Roadster and TVR.

6. Eligible drivers:

Driver and co-driver of both team cars must have a full driving licence. Only cars with both the 'entered' driver and co-driver on board will be permitted onto the circuit. Both members of each crew must have the ability to drive the car they are entered in.

Team Entrant must be the first driver of car one of the two car team. Any nationality. A competition licence will not be required. All drivers must be members, or associate members, of the Guild of Motor Endurance. Also members of the UKMSA affiliated Evesham Motor Club.

7. Vehicle and Safety Requirements:

Mandatory: Fire extinguisher and seatbelts. A full width rollover bar is also mandatory for open cars, and recommended for closed cars. Consideration will be given to an exemption on three wheelers where the RTA requirement for seat belts is not mandatory.

All cars must have: a road fund licence and a certificate of roadworthiness, (i.e. MOT for UK). Checks will be made at scrutineering to see that every car has a current tax disc and MOT, i.e. no trailered race cars. Treaded road legal tyres must be used (checked at scrutineering). Silencer fitted, a noise meter will be on hand, dB limit for the day will be 105dB. Engine breather oil catch tank.

Helmet to any of the following standards:

FR, SA2000, SA2005, Sfi 31.1A, SFI 31.2A. If borrowing a helmet for use on this test, check the fit. If you wish to check if your existing helmet is acceptable ring Dave Boyles (UKMSA scrutineer) tel: 07778 952825 - weekday evenings 7.00 - 9.00 pm or weekends only.

The choice of whether to use flame-resistant overalls (recommended) or non flame-resistant overalls is the responsibility of those taking part in the test. Open car crews must wear gloves and have eye protection in the form of a visor or goggles.

For the transfer of information regarding laps completed etc. a crew intercom should be considered.

Each crew/team will be responsible for supplying and fixing stick-on full size (23cm high) identification numbers to the bonnet and to the door position each side of the car. Numbers must not be fitted until inside the circuit, and in place for scrutineering. Numbers must be removed at the finish of the event.

8. Entries:

The entry list will open on 21st November 2009 and close on 30th April 2010. Two car/four driver teams only. The entry is restricted to 30 teams, representing a cross section of sportscar manufacturers and builders.

A manufacturer with more than one team representing them will have all their car performances amalgamated. Where applicable a team may enter two cars from different builders, i.e. Specials.

The entry fee is £125 per person. An entrant wishing to form a team may send in a single car entry (£250) to reserve a place while a second car is found.

Acceptance priority will be given to confirmed two car teams, with a completed entry form received together with the full entry fee. Reserve entries may be taken to replace non-starters. The Organisers reserve the right to accept late entries or refuse entries without giving any reason. An entrant withdrawing before 1st March will receive a 75% refund. Entry fees are non-refundable after this date.

9. Objective:

The objective for the duration of the six hour test is to complete 240 laps at an average speed of 54 miles per hour (87kph). This includes car and driver changes.

10. The Control:

There will be a control situated in the pit lane. A car from each team must pass through the Control every hour on their start time minute. This is to record the maintenance of the teams average speed.

When the allotted number of laps for the hour have been completed, or an 'in time' is due, cars must come in. Cars arriving early will not be penalised, and should wait in their pit area or the paddock for their due out time. **Do not obstruct the pit lane or wait at the control.**

Any driver within the two car team lapping for less than 10 minutes per hour will have 5 laps removed from the teams hourly total.

11. Master Clock:

A large digital clock will be positioned viewable as cars pass the pits. The Master Clock will show endurance test time elapsed i.e. 00:00 at the Start of the event, and 06:00 at the Finish. Should there be a red flag incident, with all cars pulling into the pits, the Master Clock will be stopped, and re-started as soon as the circuit is re-opened. *Any time lost in the morning will be deducted from the one hour lunch stop. Any time lost in the afternoon will only be added on until 5pm.

12. Lap count:

Sensors in each car (supplied by the organisers), and a receiver positioned along the pit straight, will record the number of full laps each car / team completes. Note: an in ½ lap, i.e. when entering the pits, will not be recognised.

Co-drivers may record laps completed by recording the time on the Master Clock, on their team's control card. This together with information from a teams pit crew will confirm laps remaining.

13. Pits safety and car signalling:

To allow for a Team Manager and Mechanic, a total of six restricted pit area passes will be issued to each team. No team personal under 14 years of age. Work on cars in the pits is restricted to the checking or replenishing of oil, coolant, brake fluid, and tyre pressures. Any repairs or the replacement of components such as brake pads or assemblies must be carried out in the paddock. Any member of the team may give information by signal board, i.e. the number of laps to be completed before entering the pits.

14. Lunch Break: *The one hour lunch break may be shortened if there are any red flag incidents in the morning. The Lakeside Diner will be open for meals and refreshments. Cars must remain in the pits or paddock for this period. No work may be carried out on cars. Both the pits and the paddock will be Parc Fermé for the duration of the lunch stop. Cars must then line up in order ready for the re-start.

15. Fuel :

Fuel will be available from the pump in the paddock. It is strictly forbidden to refuel any car from a container. Either in the pits or paddock area. Penalties/Team exclusion will result.

16. Responsibilities:

IMPORTANT NOTICE:

All motor sport is potentially dangerous. Even though the Six Hour 2010 is not a motor sporting competition, the test presents a serious and demanding challenge to those taking part and may be hazardous. Participants should not take part in this endurance test unless they accept that there is an element of risk to themselves and their car.

17. Insurance:

The Six Hour 2010 is an Endurance Test on a race circuit. RTA, Road Traffic Act, car insurance will not cover you while you are driving on the Mallory Park circuit. Both crew members of each car and team personal will be required to sign a declaration at Signing-on indemnifying the organisers from liability.

18. Circuit admission:

Sportscar enthusiasts are invited to bring along their own cars and watch the Six Hour 2010. Admission will be free to all Mallory Park spectator areas and the paddock. The pits area is restricted to team personal.

19. Postponement or Cancellation:

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

20. Presentations:

As this six hour test is not a competition, awards will not be applicable. Recognition will be given to the most successful sportscar manufacturer, and team, 2010.

21. Officials:

Clerk of the Course: Peter Davis.

Secretary of the event: Carol Bury.

Chief Scrutineer (UKMSA): Dave Boyles.

Driving standard observers: Paul Turner, Dave Boyles.

Regularity Assessor: Kevin Rose, Susan Rose.

Control Marshals: Peter Hall, Ben Hall, Dick Tyler,

Louisa Bayliss, Carol Bury, Neil Sheward,

Richard Ellis, Michael Chapman.

Guild of Motor Endurance

Secretary: Carol Bury, 10 Coronation Street







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