

1. The Event:

The Italia-Corse 2010 is a Six Day Reliability Trial for sportscars. It will take place on the 3-8 October 2010.

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. From 400 competitors to-date, 248 have become members.

3. Provisional Route:

From the Start close to the French Italian border, the route follows one of the toughest days of a previous Guild of Motor Endurance event through roads often used for stages on the San Remo Rally. Through Liguria to Savona, and an overnight ferry to Bastia on the beautiful Mediterranean island of Corsica. Blessed with some of the most dramatic rallying roads in the world, Corsica has until recently been the home of the 'Tour de Corse', the French round of the FIA World Rally Championship. The Guild of Motor Endurance 2001 Corse Rally route will be even more demanding in 2010. The beachside hotel by Ajaccio, which was our Rally Headquarters in 2001, are welcoming us back.

4. Provisional Itinerary:

Mon 25 January 2010: entry list opens.

Wed 1 Sep: entries close.

Sat 2 Oct: evening: signing-on & scrutineering.

Sun 3 Oct: Italia-Corse 2010 Start.

Sun 3 Oct overnight ferry Savona-Bastia.

Fri 8 Oct: Italia-Corse 2010 Finish.

Fri 8 Oct: overnight ferry Ajaccio-Toulon

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, three wheelers.

Hand built sportscars.

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

Specialist sportscars.

Non-steel bodied sportscars which have been assembled by a manufacturer. Sportscars such as TVR, Lotus, Vauxhall-VX220, Morgan and Smart Roadster.

Classic sportscars.

Pre-catalyst sportscars such as Austin Healey, MG, Jaguar and Triumph.

Production sportscars. Pre- Dec 1999 (minimum ten years old) steel bodied two seater sportscars such as, Mazda, Toyota, MG and BMW.

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. Italia-Corse 2010 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 fee is £675 and includes: four nights bed, breakfast and evening meal on the 4/5/6/7 Oct (mon/tue/wed/thu). Based on two sharing a room. Rally numbers; event organisation; Road Book; souvenirs and awards.

Due to the many options for the overnight cabin accommodation, the return ferry to Corsica is not included in the entry fee. The price of the Corsica ferry for a car, two passengers and cabin is £293 return. The organisers have negotiated a group rate below this. Those booking their ferry early will also be offered the most options for cabin accommodation.

The Organisers reserve the right to accept late entries or refuse entries without giving any reason. An entrant withdrawing before 9th May will receive a 75% refund. From 10th May – 1st September: 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 (Brantz Tripmeters, 01943 880499). As a back up to the Road Book maps that cover the route are: Kummerly+Frey 5, Liguria-Riviera 1:200 000. Michelin 90, Corsica (Corse) 1:200 000. By post: MapShop: 01684 593146.

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 3 classes divided by engine size: up to 1600cc, 1601-1800cc, and 1801cc and over. Daily starting times of improving cars will move forward.

12. Controls:

The event's itinerary will include Controls which will be identified by a yellow board (start of Control Area) and a red board (Control point). Passage Controls may be used to check the prescribed route is being followed and that the average speed is not being exceeded. Any organiser amendments to the route will be given in writing only. The location of Main Controls and Route Controls will be shown in the Road Book and on the Route Card. 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 time controls on schedule, together with times on special tests, will determine the winners of the Italia-Corse 2010. The decision of the observing marshalls will be final.

14. Responsibilities:

IMPORTANT NOTICE:

All motor sport is potentially dangerous. The Italia-Corse 2010 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 Italia-Corse 2010 is primarily about building or preparing a car capable of completing a testing route.

16. Crew names:

Cars must display the name of the driver and co-driver/navigator as stated on the entry form in letters not more than 5 cm high, on each side of the

car, just forward of the windscreen. The co-driver/navigators name at the top on the passenger side.

17. Fuel:

Throughout the event, attention should be given to re-fuelling whenever and wherever possible. If spare fuel is carried, it must be in the correct containers and secured. Fuel containers are not to be carried inside the cockpit. The organisers can not be held responsible for difficulties encountered in obtaining fuel.

18. Insurance:

The Italia-Corse 2010 is a 'Touring Assembly' and a motorsport competition insurance is not required. Car insurance and vehicle breakdown/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.

19. 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.

20. Guild of Motor Endurance Membership:

The highest standard that can be achieved on the Italia-Corse 2010 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 each 'main control' whilst they are open. Main Controls are: morning start, mid-day and evening finish.

21. Presentations:

To the winners: the 'Italia-Corse 2010' Trophy.
To the runners-up: a 'Italia-Corse 2010' Trophy.
Also Italia-Corse 2010 pewter plates to:
The runners-up and the best in each class.
Goblets to the six members of the winning team.
In each case there will be two awards per crew.
Italia-Corse 2010 souvenirs to each competitor.

22. Officials:

Clerk of the Course: Peter Davis.
Secretary of the event: Carol Bury.
Scrutineer: Ben Hall.
Marshalls: Dick Tyler, Louisa Bayliss
Ben Hall, Ian Hyne