



6 Hour Regularity On again in 2011

One of the Best Team events hits NSW for 2011

One of the Top Team based events has been confirmed for Wakefield Park in July on 16th & 17th. The Event had a success in 2010 and Wakefield Park has confirmed it as a permanent fixture in their motor racing calendar.

The Event pits people with club and super sprint licenses against each other in teams of between 4 and 6 cars. The clever scoring system means it doesn't matter how fast you are you still have a chance at winning the event.

2011 has already attracted interest from a number of Victorian Teams who have two events in their home state that a similar and they just can't get enough of it.

The event is a step up from

drive days and super sprints but does not have the full requirements of a race event. In fact if you have ever competed at a sprint or a drive day you qualify to make the grid for this event.

One of the main reasons for the success of these events is the level of track time drivers receive. Some cars were doing hour long stints which is not

normally available for people to do.

The event is also a great chance for people to run together as a team and have a great camaraderie. It also allows for people who don't usually get on the track to compete.

Mark this event in your calendar as a must do for 2011.



How it Works

The 6 Hour Regularity is a Team relay event. It can have between 4 and 6 cars entered. All cars must lap Wakefield park between 1 min 07.0 seconds and 1 min 24 seconds.

Drivers can double up on Cars so two or more drivers can drive the same car in the event.

Saturday has practice scheduled so teams can work on

what time they will nominate as their goal lap.

Each Driver nominates a Goal Lap and then a formula is used to work out the teams Total Goal Laps.

During the races there are bonus laps awarded for being as close to your nominated goal lap as possible and penalty laps if you go faster by a significant

margin on your goal time.

The Team with the most laps wins a Trophy but the outright winner is the Team with the Best Regularity Factor.

It makes sure no matter how fast you are there is always a chance you can win the event. Consistency is the key in this event and of course having fun.

Special points of interest:

- > High level of Interest for 2011
- > How to put a Team together
- > How it all works
- > The Scoring System
- > What Licenses do I need?

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Licenses Requirements

If You have done a Super sprint you Qualify for the Six hour Relay



The requirements for the Six Hour Regularity could not be more simple. If you hold either a AASA Club Licenses (Wakefield park License) or higher such as a National AASA Licenses.

Or If you have a CAMS L2S it qualifies as the equivalent of the AASA Club Licenses for this particular event . If you have one of these licenses then you already qualify to compete. If you have held

one of these licenses before you can simply apply for a AASA club licenses and it only costs \$50.

If you have never held one before you will need to obtain either a CAMS L2S or AASA Club licenses. Then complete a track day satisfactorily. There numerous club track days available at both Wakefield par and Eastern Creek to allow you to qualify.

**“One of the Best Events I have driven in. It’s a Fun weekend with mates and high recommend it”
Shane Baker
Team Daewoo**

Changes for 2011 Event

The lowest nominated time had been dropped to 1:07.0 for 2011. The decision was made a reviewing last years event the addition of the Tracksa safety lights system and the increased Track densities for the highly successful Wakefield 300 event.

Entrants numbers will be allocated in order of receipt of entry at the Wakefield Office. The #1 will be reserved for last years champions the Bad Earth Team.

Cars must stop at Pit Exit for 1 second so that officials can verify the team has transferred over their

sash to the active car.

The Clerk of Course has the ability to apply a penalty lap for Blocking or un-sportsman like driving during the event. If nominations are not made by the required time the Team will start from the rear.

Interest is High for 2011 Event



Interest is a high for 2011 with enquiries from Victoria and Queensland about competing. A number of car clubs are interested in competing as it is a great way to socialize with other club members.

The majority of teams from last year

are set to return and a number of individuals are trying to put together teams.

Team FIAT will complete the hat trick of Wakefield, Winton and Phillip Island 6 hours events in 2011 making a great little series for the club for the year.

How to organise a Team

The easy part of the event is just competition. Putting together a Team is not difficult but knowing where to start can be a challenge. If you are a part of a club it would be best to check with the competition secretary to see if he is organising a team. If he is not you should let him know that you would like to compete and ask if he could put a call out to club members.

If your not a member of a club then you should canvas your track days friend or

post your interest on an Internet forum. Once you have the numbers (Between 4 & 6) you should contact Wakefield Park and gives us you contact details so we can keep you up to date with when entries open and close.

If you don't have enough and you don't think you will be able to get enough cars together you can contact Wakefield Park office and we can match you up with a team. Usually we try to match you with like cars so you have more in com-



mon with you team mates.

So putting a team together is easier than it sounds and if you have any difficulties along the way simply call the Wakefield Park office and we will help you through it.

Top 3 Team from 2010

Bad Earth Racing

| | | | | | | | | | |
|-----|--------------------|-------------------|------|----|--------|----|---------------------|----------------|---------|
| 1 | 3F Phil Lawrence | Toyota Corolla | 1600 | 3 | 76 | 39 | 1:12.3630* | 1:16.3188 | 3.9558 |
| 2 | 3D Shane Paton | Toyota KE25 | 1600 | 3 | 52 | 42 | 1:12.6480 0:00.2850 | 1:20.4242 | 7.7762 |
| 3 | 3A Joel Fitzgerald | Toyota RA28 | 3000 | 3 | 44 | 19 | 1:14.9620 0:02.5990 | 1:31.4640 | 16.5020 |
| 4 | 3B Daniel Witcheld | Toyota MR2 | 2000 | 3 | 67 | 42 | 1:15.6100 0:03.2470 | 1:26.6342 | 11.0242 |
| 5 | 3E Anthony Grant | Toyota GT4 Celica | 2000 | 3 | 26 | 25 | 1:21.4790 0:09.1160 | 1:31.1070 | 9.6280 |
| 6 | 3C Garth Thomas | Toyota AE92 | 2000 | 3 | 38 | 40 | 1:27.2190 0:14.8560 | 1:37.1046 | 9.8856 |
| TOT | 6 Goal Laps 576 | | 303+ | 10 | Yellow | | | 18.0259 | |

Team Daewoo / Rent & Race

| | | | | | | | | | |
|-----|---------------------|--------------|------|----|--------|----|---------------------|----------------|---------|
| 1 | 4B Glen Baker | Daewoo Lanos | 1600 | 4 | 57 | 48 | 1:18.6830* | 1:31.9490 | 13.2660 |
| 2 | 4E Richard Renato | Daewoo Lanos | 1500 | 4 | 95 | 49 | 1:19.8690 0:01.1860 | 1:31.9748 | 12.1058 |
| 3 | 4C Ian Kegg | Daewoo Lanos | 1500 | 4 | 62 | 22 | 1:20.2300 0:01.5470 | 1:22.3140 | 2.0840 |
| 4 | 4A Shane Baker | Daewoo Lanos | 1500 | 4 | 50 | 17 | 1:21.1670 0:02.4840 | 1:32.5750 | 11.4080 |
| 5 | 4D Richard Mitchell | Daewoo Lanos | 1500 | 4 | 43 | 43 | 1:23.8890 0:05.2060 | 1:39.6558 | 15.7668 |
| TOT | 5 Goal Laps 537 | | 307+ | 10 | Yellow | | | 18.5089 | |

Fiat Club

| | | | | | | | | | |
|-----|-----------------------|-------------------|------|----|--------|---------------------|---------------------|----------------|---------|
| 1 | 5A Nicholas Filipetto | Alfa Romeo | 1900 | 5 | 60 | 23 | 1:16.6670* | 1:19.9050 | 3.2380 |
| 2 | 5B Glenn Smith | Alfa Romeo | 1900 | 5 | 45 | 42 | 1:17.3880 0:00.7210 | 1:28.9294 | 11.5414 |
| 3 | 5E Andrew Matthews | Mitsubishi Lancer | 2400 | 5 | 49 | 25 | 1:18.2980 0:01.6310 | 1:36.5690 | 18.2710 |
| 4 | 5D Richard Caller | FIAT X19 | 1500 | 5 | 30 | 28 | 1:18.5260 0:01.8590 | 1:30.5518 | 12.0258 |
| 5 | 5F Greg Dalton | VW Beetle | 5 | 59 | 19 | 1:19.1650 0:02.4980 | 1:26.0488 | 6.8838 | |
| 6 | 5C Michael McGoerge | FIAT 127 | 1012 | 5 | 40 | 27 | 1:24.6410 0:07.9740 | 1:39.7544 | 15.1134 |
| TOT | 6 Goal Laps 544 | | 283+ | 8 | Yellow | | | 20.8980 | |



"Club racing for Club Members"

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How the Event is Scored

The Scoring system is designed so that the team with the lowest **Final Factor** wins the event.

The following is an explanation on how this Final Factor is arrived at and a description of the variables that make up the calculation.

*Goal Laps

For this example, each team comprises a minimum of 4 competitors and each competitor nominates a lap time in whole seconds that they believe they can maintain while on the circuit.

Those nominated lap times (in seconds) are averaged and divided into 6 hours to give a theoretical maximum number of laps that could be achieved by the team. This number is then doubled and rounded to the nearest whole number to take into account "**Bonus Laps**" to arrive at "**Goal Laps**" for the team.

Example:

4 drivers Driver #1 nominates 1:15.00 = 75 seconds

Driver #2 nominates 1:20.00 = 80 seconds

Driver #3 nominates 1:19.00 = 79 seconds

Driver #4 nominates 1:12.00 = 72 seconds

Total = $306 / 4 = 76.5$

21600 (6 hours) / 76.5

$= 282.35 \times 2 = 564$ **Goal Laps**

Team Managers to complete Competitors Lap Time Nomination Form (included in Team Manager's Kit) and submit it to the Event Secretary by 5.00pm on Saturday.

Team Managers may change their competitors' nominated times by submitting a Competitors Lap Time Revision Form no later than 9.00am on to the Event Secretary or their representative.

*Bonus Laps

A Bonus Lap is reward for maintaining regularity and is awarded when the driver completes a lap within + 0.99 seconds of their nominated lap time.

*Penalty Laps

A Penalty Lap occurs when the driver completes a lap under their nominated lap time.

*Changeover Laps

A Changeover Lap occurs when a driver leaves the circuit i.e. at a changeover. The in-lap of the incoming car and the out-lap of the outgoing car (a total of 2 laps, combined time exceeding 2:30 minutes) are not counted. The software automatically recognises a period in excess of 2:30 minutes and generates a Changeover Lap. It is shown on the print out as *****.

Achieved Laps

Achieved Laps is the number of laps actually completed by the team, varied by the addition of Bonus Laps or subtraction of Penalty Laps.

*Regularity Factor

Regularity Factor is the difference between a driver's fastest lap time and the average of their slowest 5 lap times.

*Factor 1

Factor 1 is Goal Laps / Achieved Laps

Example: $564 / 352 = 1.602$

*Factor 2

Factor 2 is obtained by averaging all the drivers' Regularity Factors

e.g. Driver # 1 = fastest lap (1:15.10) and average of slowest 5 laps (1:18.28), factor = 3.18

Driver # 2 = 3.12

Driver # 3 = 4.87

Driver # 4 = 4.42

These factors are added and averaged to determine the team's Factor 2, in this case = 3.897

*Final Factor

The winning team has the lowest Final Factor.

The Final Factor is determined by multiplying **Factor 1 and Factor 2**.

In the case of the example, this is $1.602 \times 3.897 = 6.242$

KEY NOTE: The fastest lap time acceptable for this event will be 1 min 10 sec and the slowest.