

Peter Hall Memorial 6 Hour Regularity Relay

This year's 6 hour regularity relay, run on the 3rd of May, was named after Peter Hall, who was a great supporter of grass roots motorsport for many years, until he lost his life in a motor racing accident at Phillip Island. The relay is a team event, with between 4 & 6 cars per team nominating lap times for each driver, and then trying to maintain those times for 6 hours. Only 1 car from each team is on the track at any one time, and each driver is required to complete between 10% and 30% of their team's completed laps. Bonus points are awarded for every lap completed at the nominated lap time, but points deducted if the lap is quicker than the nominated time. No communication or timing device is permitted in the cars, so consistent lap times, in amongst 21 other cars proves to be very challenging.

With 22 teams entered, getting over 100 drivers and cars through documentation, and scrutineering is a huge task that was efficiently handled by our wonderful volunteers. Once scrutineered, it was time for a short practise run for each entry, to give the teams a better idea as to the times to be nominated. All times were to be submitted by 10am, and then it was time for the drivers briefing.

At just before 11am on a warm sunny day, the first drivers formed up and proceeded to the start line ready for the start at 11 o'clock. As the event started there was a flurry of activity along the pit wall as each team started their own way of informing each driver of their progress. With a wide variety of cars, there was plenty of overtaking right from the start and competitors needed to be very aware of surrounding cars, as nominated lap times could be anywhere between 1 minute 16 seconds and 1 minute 40 seconds. This variety also meant that driver rotation strategies varied from some cars coming in after less than 10 laps, up to teams like the MX5 Club's team, having the minimum 4 drivers each running for an hour and a half, resulting in only 3 driver changes all day.

It didn't take long for most drivers to get into a rhythm and bonus laps were coming thick and fast. As the day progressed a few cars started experiencing problems, but overall the reliability was exceptional, with only 3 pace cars called for all day, to recover cars that had broken down. 2 of these had run out of petrol! The MG club team (which did have 1 MG out of their 5 entries) suffered worse than most, with having only 1 car left running at one stage, before some quick calliper repairs, saw Murray Stephenson able to return late in the day to limp the Honda Civic home. I was out for just over 40 minutes of my 90 minute stint, in my MX5 when the clutch started slipping on 2-3 shifts, but after a few more laps without it deteriorating, I decided to keep going and completed my run. This then saw Ian Duncan go out in the car he shared with his son, only to be black flagged after about 10 laps due to a timing glitch. It turns out that, due to needing to do a brake pad change after Andrew's run, they had put Ian's timer on the car but failed to remove Andrew's. Really I think he was just trying to get extra laps awarded, but Sue Stephenson, the time keeper saw through his dastardly plan.

By 5 o'clock there were some very tired cars, drivers, pit crew and officials as the chequered flag came out and the event drew to an end. A well earned drink and exchanging of tall stories filled in the time till a pleasant meal and the presentations began. Unlike last year all Dorian timers worked well and results were able to be tabulated quickly and accurately. After we had all had our fill of soup and roast dinner, awards were handed out, and for the first time in 3 years a South Australian team was able to beat those pesky Victorians.

Congratulations to John Tiller, Anthony Verner, Jason Smyth & Jackson Lomas, from the Austin 7 Club for a win after several years of falling just short. Tracktime Motorsport (Andrew Baohm, Stephen Drury, Philip Scadding & Steve Conroy) finished second in front of those damn Vics (ALL BRANds – Paul Rowe, Iain Johnson, Matthew Shepherdson & Richard Farlam)

The 2 MX5 teams both ended in the top 10, with Mind over Miata coming in 8th and Mad Mex 5 finishing 10th. A huge thanks need to go to David Garrard for putting this event together and making the day comfortable and

enjoyable for us all. He was ably helped by a huge group of volunteer pit crew, time keepers, team managers, cooks, runners and photographers. Thank you all who played some part in the day.

It was another well run event, with all competitors vowing to return next year to do it all again.

RESULTS

1st Austin 7 Club

2nd Tracktime Motorsport

3rd ALL BRANds

4th MG Car Club

5th Frogstomp Racing

6th Deni Muster

7th Scuderia Alfa Black

8th Mind over Miata

9th Triumph over Triumph

10th Mad Mex 5

11th Scuderia Alfa Red

12th Team Porsche

13th Mini-ons Racing

14th Mixed Marquesters

15th Sunday Racers

16th Nissan Datsun Car Club

17th Dark Side

18th Lotus team

19th Team Excel

20th Nineteen

21st We're only here for the beer

22nd Bolwell Car Club