



## Series Standing Regulations

### Introduction

This document has been prepared in the light of the combined experience of club organisers, officials and competitors from the 2008 CAMS Speed Event Series and from input and comments of interested parties with a view to better tailoring the 2009 Series to meet the needs of all concerned. These regulations must be read in conjunction with the Standing Regulations for Speed Events as listed in the CAMS Manual available at [www.cams.com.au](http://www.cams.com.au)

Events will be conducted under and in accordance with the CAMS Risk Management and OH&S Policies. Both Policies and the CAMS 2008 Manual of Motor Sport can be found at [www.cams.com.au](http://www.cams.com.au)

### Organising Clubs

**WA Sporting Car Club**

**WA Car Club**

**Vintage Sports Car Club**

**Motoring South West Inc / Collie Motorsport Group**

The Chairman of the State Motor Racing Panel will oversee the running of the Series with the support and advice of the Series Co-Coordinator, who will represent the series at the State Motor Racing Panel.

### Series Co-Coordinator

In addition, the Series Co-ordinator will attend meetings and represent the series at events in a co-ordination and consultative role for competitors and organising clubs in the interests of series continuity.

The Series Co-coordinator for 2009 is Michael Grogan and all supplementary regulations will refer to him as such, and he will be assisted by Garry Edwards, Peter Morley, Garry Mewett, Carly Eames and Jill Banks.

### s.a.e teams

As a part of the ongoing policy of encouraging younger participation into western Australian motor sport, all participating clubs will provide free entry to the 3 **S.A.E.** teams, these teams being the current world champions The university of WA, Edith Cowan University and Curtin University, when and if they decide to participate depending on their competition and academic schedules.

### Inter Club Promotion

All four participating Promoters agree to publicise Series entry details to their respective club members.

### Series sponsor

The series sponsor for 2009 is **L F PERFORMANCE PRODUCTS** and all supplementary regulations and correspondence will refer to them as such, along with that company's logo and the CAMS logo.

As a part of the sponsorship agreement the series sponsor (Mr. Kim ledger) or his representative will be given free entry to all events by the participating CAMS clubs.

### **\$45 registration fee for 2009 (inclusive of GST, fees held by CAMS)**

Registration allows

- entrants to score series points
- Entrants to be eligible for series awards
- Access to available entries at listed events 1 week prior to entry list being opened to all entrants.



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Registration fees are to be used to fund the purchase of Class awards that will be presented to the winners at the end of the year function and for postage of point score updates and general administration of the series.

## Note

1. There will be a limit of 110 registrants (***This pre-supposes that all metropolitan based entrants will attend pre-event scrutiny for all events, including sprints at Barbagallo Raceway Wanneroo***)
2. Competitors can register at any time during the year for the year's competition but can only accrue points subsequent to registration. That is, points will not be allocated retrospectively.
3. Each organising club will receive and maintain a database of registered competitors.

## 4. SCRUTINEERING

5. For events conducted outside the Perth metropolitan area, all pre-event scrutiny of road registered Perth (metropolitan) based vehicles is to be carried out at one of the approved metropolitan locations (as specified in the supplementary regulations for each event) during the week prior to the event. All non-metropolitan vehicles plus non-registered vehicles (trialered) have the option of being scrutinized at one of these locations, or on the day of the event at the venue, or elsewhere, as described in the supplementary regulations. Vehicles will be scrutinized once only prior to the event, unless the Chief Scrutineer for the event has a particular concern regarding a specific vehicle.
6. The Overall Series winner will be declared the CAMS Western Australian Speed Event Driver of the Year and recognised as such. All Series Class award winners will receive their trophies at the SES awards ceremony at the end of the season.

## Event Timing

### General

The minimum standard of timing acceptable for a Speed Series event is electronic timing, accurate to 1/100<sup>th</sup> second. Clubs running SES events must acquire and develop the necessary equipment and expertise to meet this requirement, or make use of an approved timing contractor such as EMAT.

Results of the event should be available to competitors at the end of the event, tabulated and arranged in both outright and class order. Where this is not possible, owing to circumstances on the day, they are to be emailed or mailed to competitors within 120 hours in accordance with National Competition Rules.

Results must also be made available in an electronic file format suitable for importation into commercial spreadsheet applications, within the same time period as stipulated for the provision of results to CAMS under National Competition Rules.

Organizers should have in place a back-up timing system to cover failure of the electronic system during an event. This system may be manual or electronic.

### Hill Climbs

Timing for Hill climbs shall be a beam-to-beam, or Dorian System timing, various methods may be used by the Starter to advise the competitor that the beam is ready for that competitor to break, and thereby start the timed run. This method must be stated in the supplementary regulations, and may include lights, flags, hand signals or other practical method.

The competitor must start the timed run within a reasonable time of the signal being given (generally between 10 and 20 seconds), such time being nominated in the individual event supplementary regulations.

Organizing clubs are encouraged to have more than one car on a course at a time where approved by CAMS, and in such events the timing system must be capable of individually recording the distinct times of each competitor automatically (staged timing). The Supplementary Regulations will advise competitors that staged timing will be employed. Where a back-up system is not able to handle



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staged timing, competitors will be advised that the event will revert to one-at-a-time timing during such period as the back-up timing system is being used.

Competitors' times are to be displayed in a manner that makes them available to competitors during the course of the event. This may be by separate video consoles or appropriate manual systems. The objective is to ensure that competitors are provided with appropriate and timely information.

## **Sprints**

Sprint timing must be capable of handling multiple cars. The number of cars that the equipment must be capable of timing simultaneously shall be not less than the number approved by CAMS. The determination of lap times will be by the breaking of an electronic beam at the start/finish line, or by a suitable transponder system.

Competitors' times are to be displayed in a timely manner over the course of the event. This will be by separate video consoles or appropriate manual systems. The objective is to ensure that competitors are provided with appropriate and timely information.

## **Event Format**

The format of each event shall be solely at the discretion of the organising club on the understanding that each Hill Climb event will allow for 1 practice run and 4 timed runs, and for each sprint and super sprint event 5 timed runs for all competitors and an appropriate length of time allowed for practice considering venue and numbers of participants in relation to circuit and number of entrants.

If an event is declared wet, a sighting lap before practice may be required. Vehicles must run treaded tyres under those conditions.

If, due to unforeseen circumstances less than 3 runs are completed at an event, the Series Committee shall allocate points according to the method in the next section.

## **Size of Field at Events**

It is planned that all classes will compete together at all events. Competitors should note that this may restrict the number of runs at some events, and also that entries may be limited at some hill climb venues.

Due to the nature of the course, entry at Meelup will be limited to competitors with previous competition experience. Participants including SES registered entries in their first year of competition may be precluded from this event also.

## **Accumulation of Points**

### **For Overall**

All entrants, irrespective of Class, will be eligible to accrue Series Overall points at each event. Points awarded will be

**1st - 10pts, 2nd - 8pts, 3rd - 6pts, 4th - 4pts, 5th - 3pts, 6th - 2pts, 7<sup>th</sup> - 1pts** based on overall position at each event.

### **For Classes**

Series Class points will be allocated at each event based on Class finishing positions. **1st - 10pts, 2nd - 8pts, 3rd - 6pts, 4th - 4pts, 5th - 3pts, 6th - 2pts, 7<sup>th</sup> - 1pts.**

### ***Points Accumulation at Events***

Registered competitors will score Series points ***based solely on their actual finishing position*** in relation to other Series registered competitors in their class. Should a non-registered competitor finish ahead of a registered competitor, the registered competitor will receive Series Class and Outright points as though the non-registered competitor had not competed.

At Sprint Events where less than 3 timed runs have been made by the entire field, full points will be awarded on the basis of the number of runs made by the entire field. For instance, if only one timed run has been made by part of the field at an event, and two or more by the remainder due to force



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majeure the points will be allocated on the basis of the first or only timed run. This does not include the practice run where a practice run is declared in the supp. Regs. for the event.

## **Points Formula For 2009 Hill climbs**

In light of previous experience the CAMS Motor Racing Panel has established at a formula for awarding points on the number of runs if circumstances dictate a Hill Climb in the series is prematurely finished. The Formula is as follows;

### **No. Of Runs**

### **Points**

1. 1<sup>st</sup> – 4 pts, 2<sup>nd</sup> – 3 pts, 3<sup>rd</sup> – 2 pts, 4<sup>th</sup> 1.5 pts, 5<sup>th</sup> – 1 pt, 6<sup>th</sup> - 0.5 pts, 7<sup>th</sup> – 0.25 pts
2. 1<sup>st</sup>- 8 pts, 2<sup>nd</sup> – 6 pts , 3<sup>rd</sup> – 4 pts , 4<sup>th</sup> 3- pts , 5<sup>th</sup> – 2 pts , 6<sup>th</sup> – 1 pt, 7<sup>th</sup> – 0.5 pts
- 3 OR More – Full SES Competition Points apply

### **Note**

- 1) Entrants will score points, provided there is at least one registered entrant in their Class.
- 2) In the event of there being a dead heat by two or more competitors for a position (i.e. two entrant's record the same time) then both competitors will score the same points for their finishing position. For instance, if both competitors tie for second, both get 6 points, and the next fastest competitor(s) will score points for fourth.

## **Awards at Events**

Event organisers shall clearly list in the event Supplementary Regulations a schedule of any Awards/Trophies that will be awarded and distributed on the day of the event. If there is only one entrant in a Class at an event, no Class trophy may be awarded at that event.

## **CAMS Categories**

Wherever possible, Classes will be aligned with the CAMS Manual and vehicles entered in that category must comply with the provisions of that category in the current CAMS Manual.

Where vehicles do not have a CAMS Historic logbook the event organising committee shall consult with the Series coordinator where necessary to place vehicles in appropriate classes. Its decision will be final.

Registrants nominating for Historic Categories should ensure that their vehicles comply by checking in the CAMS Manual of Motor Sport before nominating. If their vehicle does not have a CAMS logbook, they should consult the Series Coordinator for advice before registration. The Series Coordinator will consult with Series scrutineers on the matter, and any decision reached is final. It is intended that, ultimately, a Series or a CAMS logbook will be required for participation in future Series.

Series registrants must nominate a particular vehicle when they nominate a Series Class in which they intend to compete. That will be the vehicle in which they will accumulate Series points in that Class. If a replacement vehicle is necessary, the Committee will judge whether or not it complies with the requirements for that Class before the vehicle is used in competition and, if it does, the competitor can continue to accrue points in that class. If an entrant wishes to compete in a different Class, and presents a different vehicle, they will accrue Series points for that Class only from the date of commencement of competition in that Class. If an entrant modifies a vehicle which had been approved for a Series Class, and such modification makes it unsuitable for that Class (e.g., stripping the interior of a Road Registered vehicle), the vehicle will cease to accumulate Series points for that Class and must compete in a more appropriate category.

***All vehicles in all Classes must be fitted with an effective muffler. Competitors must be mindful that many of the Series events take part on closed public roads and a minimum of disturbance to the public must be achieved to allow ongoing access to these venues. As a guide, noise levels should be below those generally accepted for motor racing at Barbagallo Raceway. Eg. 95 dba Refer CAMS Manual schedule B, Section 17***



## Point Scores

### Maintenance

Carly Eames and Jill Banks will maintain the point score tables as well as the series website [www.speedeventseries.com](http://www.speedeventseries.com) with assistance from Peter Morley throughout the season, and post or e-mail each registered competitor, the current point score on a regular basis. If e-mail advice of supplementary regulations, pointscore updates and other series information is preferred, an e-mail address should be included on the Series registration form.

### Suggested Classes

#### Note.

i) This structure will be finalised once interest levels have been established and series registration complete. Registrants should note that, with series places limited to 110, not all the classes listed in these regulations will form part of the final class structure for 2009, and hence some classes may be combined. Should this not be fully endorsed by the **WA State Council**, or if time does not permit, then the **WA State Council Executive** until the class structure is defined. Alternately the class structure could be the subject of a later endorsement.

ii) A minimum of 4 registrations will be required for a class to be eligible for Series points with the exception of Outright and Historic Classes. A minimum of three shall be required for Historic Classes.

#### 1 **Outright (0 – 2000; 2001 – 4000; 4001 +) this class will now be divided into two classes, Open & Closed Vehicles**

**Any vehicle, which does not fit into any other class.** Typically, these will be purpose built competition vehicles, or not registered for road use, and may be of open wheel configuration, running slick tyres, etc. Vehicles, which are modified during the year, which causes them to make them ineligible to remain in the class in which they commenced, will be transferred to Outright. They will cease being eligible to accumulate points in their class of origin, and will commence being eligible to accumulate points in Outright.

**Note:** The Organising Clubs reserve the right to nominate any registered vehicle to run in Outright Class if the performance of that vehicle is so advanced that it is inappropriate for other Class competition, alternatively a competitor with a road registered vehicle can have the option of registering their vehicle in an appropriate outright class.

#### 2 **Road Registered 2WD Closed Sedans and non-complying Sports Cars (0 – 2000; 2001 – 4000; 4001 +)**

Defined as genuine road, cars of 2-wheel drive configuration, properly registered for road use in W.A (not dealer plates). Such cars will not be stripped out internally except where roll cages (which are recommended) have been fitted and the rear seats and trim cannot be retained, these cars will use treaded tyres, these tyres must not be derived from competition slicks or wet weather racing tyres. They will also be properly muffled and must to the complete satisfaction of the chief scrutineer and organisers - be a practical road car. Such cars will generally be of a "Sedan" or "Touring Car" configuration and may be modified.

#### 3 **Production Sports 2WD Cars (0 – 2000; 2001 – 3200; 3201 +)**

Such cars must **substantially** comply with the requirements of the Marque Sports Car Class 1 category in the current CAMS Manual, although not necessarily holding the relevant logbook, and must be of 2-wheel drive configuration.

***That is, they must be clearly identifiable as production sports cars of non-Clubman configuration may be modified for competition.***

They will be fitted with a muffler and use treaded tyres. These tyres must not be derived from competition slicks or wet weather racing tyres.

Some latitude in terms of mechanical specification will be permitted – e.g., Nissan/Toyota gearboxes in MGBs or 1275cc motors in MK 1 & 2 SPRITES/MIDGETS. However, radical engine swaps (V8 or rotary for in line 4 or 6 cylinder) will not be permitted.



## 4 Clubman Production Sports 2WD Cars (Under 2000cc)

Such cars must **substantially** comply with the requirements of the Marque Sports Car Class 2 category in the current CAMS Manual although not necessarily holding the relevant logbook and must be of 2-wheel drive configuration.

***That is, they must be clearly identifiable as Production Sports Cars of Clubman type listed in the Marque Sports Cars list from the CAMS Manual which have been modified for competition.***

They will be fitted with a muffler and use treaded tyres. These tyres must not be derived from competition slicks or wet weather racing tyres.

Some latitude in terms of mechanical specification will be permitted: however, forced induction will not be permitted, nor will engines of greater than 2 litres capacity or Rotary configuration.

## 5 Four Wheel Drive Cars

Four wheel drive cars of both sedan and sports car configuration. Cars may **be modified**. Such cars will not be stripped out internally (**except in the case where a full roll cage has been fitted, then the rear seats are permitted to be removed, but door trims and a passenger seat must be installed**) they must run mufflers and use treaded tyres. These tyres must not be derived from competition slicks or wet weather racing tyres.

## 6 Historic Group N, aka Historic Touring Cars + Historic Gp S Production Sports Cars

**(0 – 1500; 1501 – 2000; 2001 – 3500; 3501 – 5000; 5001 +)**

Group N & S cars as per the current CAMS Manual. Competing vehicles must have either a current CAMS Competition Logbook or substantially comply with the requirements of the current CAMS Manual for the category for which the vehicle is registered.

### **Note**

Three or more nominations per subclass are required for subclass status.

## 7 Historic Cars 2

**Group K (1931 – 1940)**

**Group L (1941 – 1960) Sports Racing Cars / Racing Cars**

**Group M (1961 – 1965) Sports Racing Cars /Racing Cars**

**Group O (1966 – 1969) Sports Racing Cars /Racing Cars**

Eligibility will be as per the current CAMS Manual.

Note: Three or more nominations per subclass are required for subclass status.

## **Nb: Re Fuel Supplies at Barbagello Raceway**

At most events AV Gas (100 octane leaded fuel) is available from the WASCC. However it is illegal for the club to sell the fuel to anyone but to the holder of a bona fide CAMS Fuel Passbook.

This is a Commonwealth Govt. Law and hefty penalties apply if the club or its servants break it. Competitors wishing to source **AVGAS** at the Raceway MUST obtain their own Fuel Passbook – applications can be found on the CAMS website.

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Visit the LF Performance Speed Event Series website for series documents

<http://www.speedeventseries.com/>