



2012 LF Performance Speed Event Series Series Standing Regulations

Introduction

This document has been prepared in the light of the combined experience of club organisers, officials and competitors from the 2011 CAMS Speed Event Series and from input and comments of interested parties with a view to better tailoring the 2012 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

Events will be conducted under and in accordance with the CAMS Risk Management and OH&S Policies. Both Policies and the CAMS 2012 Manual of Motor Sport can be found at www.cams.com.au

Organising Clubs

WA Sporting Car Club Inc.

WA Car Club Inc.

Motoring South West Inc / Collie Motorsport Group

Great Southern Street Machines

The CAMS Speed Events Advisory 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 Speed Events Advisory 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 2012 is Michael Grogan and all supplementary regulations will refer to him as such. He will be assisted by registered members of the Series.

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 and to email to Speed Event Series website and other host clubs any supplementary regulations to the upcoming event once the regulation have been signed off by CAMS.

It is desirable that the host club's maintain a data base that will contain the contact numbers, mailing addresses and email numbers that will be supplied by Series organisers, to email or mail out to all registered entrants in the series.

Organisers Duty to Competitors

It is incumbent on all SES Event Organisers to recognise that they owe the competitors a substantial measure of customer care, as it is largely the competitors entry fees that finance the events. Accordingly, Event Organisers must ensure that competitor waiting times at events are kept to a minimum and that competitors are kept informed of event schedule variations in a timely manner. For example, if all competitors are required to attend a briefing early on the morning of the event, then all competitors should be given the opportunity for some competition mileage before the scheduled lunch break. Should the Event Organiser choose to run only half the field in the morning (not a recommended procedure), then a second driver's briefing should be scheduled later for those competitors running in the afternoon.

Series and Event Naming Rights Sponsor

The series and events naming rights sponsor for 2012 is **LF PERFORMANCE PRODUCTS** and all supplementary regulations and correspondence will refer to them as such, along with that company's logo and the CAMS logo.

All host clubs please take notice that **LF PERFORMANCE** has exclusive naming rights to each event of the **CAMS WA SPEED EVENT SERIES** in **2012**.

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 host clubs.

\$50 registration fee for 2012 (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.

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 general administration of the series.

It is desirable that all entrants that enter events are registered entrants. Should entries be over subscribed in an event then the registered series competitor will be given priority for entry to that event, ahead of a non registered entrant. Registered series competitors will also be given priority to complete their allocated runs, in the event of delay or limited time.

Trophy Contribution

All participating clubs in the 2012 Series will make a contribution of \$200 plus GST towards the cost of the trophies presented on the day. This contribution will be invoiced by CAMS WA prior to their event.

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 an up to date spreadsheet of registered competitors.

4. Numbers that are allocated to series entrants upon registration are to be strictly adhered to by the host clubs and **no other numbering order will be accepted** as it is integral to the computation of the series points system.
5. No entrant shall be allocated number one as this number is reserved for the previous year's series champion should he/she wish to take that number.
6. The Overall Series winner will be declared the CAMS Western Australian Speed Event champion 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.

Scrutineering

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 (trailer) 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. Scrutineering venues will be listed on the website www.speedeventseries.com/faq.

Event Officials

The series committee is maintaining a data base of experienced senior officials and it is the desire of the series committee that host clubs in the interests of continuity, and the officials being familiar with the running protocols of these events, will draw on these officials for their events.

Event Timing

General

The minimum standard of timing acceptable for a Speed Series event is electronic timing, accurate to 1/100th 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.

Results of the event are to be made available to competitors at the end of the event, and progressively during 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 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.

Championship Points for 2012

Important notice!!

Points for the series can only be gained in ten of the proposed thirteen rounds that are entered. That is at the end of the series the ten highest results will be calculated as championship points.

Should the series be shortened or events cancelled then it be calculated on those events less three as championship points events.

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, 7th – 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, 7th – 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 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 2012 Hill climbs

In light of previous experience there has been established 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.	1st – 4 pts, 2nd – 3 pts, 3rd – 2 pts, 4th 1.5 pts, 5th – 1 pt, 6th - 0.5 pts, 7th – 0.25 pts
2.	1st- 8 pts, 2nd – 6 pts , 3rd – 4 pts , 4th 3- pts , 5th – 2 pts , 6th – 1 pt, 7th – 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 entrants 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

Series organisers reserve the right to only award trophies to Classes which have more than two entries at that event. **Trophies and points will only be awarded to Series Registered Entrants and/or invited groups, at the discretion of the Series organisers. A Certificate will be presented to unregistered place getting competitors.**

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. **His/her 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

Michael Joss and Jill Banks will maintain the point score tables as well as the series website www.speedeventseries.com with assistance from Peter Morley and Bevan Cook 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.

Class Classification

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 2012, and hence some classes may be combined. Final class structure is subject to approval by the CAMS WA Speed Events Advisory Panel.
- 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.

- **Outright (0 – 2000 cc open vehicles class 1A, 0 – 2000 cc closed vehicles class 1B, 2000 cc + open vehicles class 1C, 2000 cc + closed vehicles class 1D)**

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.

- **Road Registered 2WD Closed Sedans and non-complying Sports Cars (0 – 2000cc class 5A, 2001 – 4000cc class 5B, 4001cc + class 5C)**

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.

- **Production Sports 2WD Cars (0 – 2000 class 4A, 2001 – 3200cc class 4B, 3201cc+ class 4C)**

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.

- **Clubman Production Sports 2WD Cars PC (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.

- **Four Wheel Drive Cars Class 4WD**

Four wheel drive cars of both sedan and sports car configuration that **must** be road registered. 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.

- **Pre 1976 Historic Touring + Production Sports (0 – 2000 class 3C, 2001 – 3500 class 3D Over 3500 class 3E)**

Note: Follow on models are allowed with series organisers approval, Class Classification notes i) and ii) will apply as stated in these Standing Regulations

Such cars must *substantially* comply with the requirements of the relevant Historic Competition category in the current CAMS Manual, although not necessarily holding the relevant logbook. Whilst some latitude is allowed in terms of mechanical specification, radical modifications such as engine/gearbox substitution/replacement of bodypanels with items of non-original material/use of modern fuel injection & ECUs/radical brake upgrades/use of spherical bearings (rose joints)/aerodynamic “add ons” etc is not permitted. Non slick tyres must be used.

- **Historic Group N Historic Touring Cars + Historic Gp S Production Sports Cars (0 – 1500 cc class 3A, 1500 cc + class 3B)**

Group N & S cars as per the current CAMS Manual. **Competing vehicles must have a current CAMS Competition Logbook**

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

- **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.

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