

# MOTORSPORT GUIDELINES

Revision	Date	Notes
0.1	14/02/2016	First Draft
1.0	29/02/2016	First Issued Version

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## INTRODUCTION TO THE CLUB

The HSV Owners Club of WA was established in 1990 forming a strong membership base of enthusiasts with a common interest...the passion for HSV's ranging from VB Commodore's to the exciting new and powerful GEN-F vehicles.

The Club enjoys a variety of motorsport events including: Motorkhanas, Drag Racing, Sprint and Super Sprint events and Hill Climbs. All our motorsport events culminate towards a Club Championship each year in which all our active members are competitively involved. We also cater for those members who enjoy the social aspect with events such as Cruises, Family Outings and Car Show 'n' Shines being very popular.

Members also benefit by being able to access the wealth of knowledge that the combined Club Membership base provides, as well as receiving a monthly Club e-Magazine packed with useful information on upcoming events, results and technical knowhow, hard copies can also be purchased at the Club Meetings.

## INTRODUCTION TO MOTORSPORT WITH THE CLUB

Some Club members are pretty serious about their motorsport but most are just out for fun, so it's important to maintain an awareness and appreciation for both types of competitor.

You can learn a lot about your car and how to maintain it for competition by meeting and talking to other competitors, especially the more experienced campaigners. For those of you that are old hands, if you see someone that needs some help, please offer whatever assistance you can. The day's people remember best are the ones where they learnt the most.

Motorsport is safe on a properly built track, where cars are spaced to avoid incidents and drivers stay within their personal limitations. Our primary concerns are safety first, then fun and competitive spirit. Going fast is fine, once you gain more confidence and experience. Do not take silly risks and do not put someone else into a position where something unexpected may happen.

Remember your training advice – learn by practicing at a slower speed and gradually increase speed as your confidence and ability grows.

So get into it, either by competing on the track or joining the many officials who make the events run smoothly, flagging on a corner, or generally assisting on the day.

## MOTORSPORT – GETTING STARTED

### Event Types

#### *Hillclimb*

A single-car speed event on a sealed or unsealed surface usually comprising a variety of gradients and corners

#### *Lap Dash/Sprint*

A single car speed event on a sealed or unsealed surface, usually conducted on a permanent circuit, track or drag strip.

#### *Super Sprint*

A multiple-car speed event, similar to a lap dash, conducted on a permanent sealed circuit in which two vehicles start simultaneously. They may be followed, after a suitable gap, by two other vehicles starting simultaneously. Elapsed times and not relative positions at the finish line determine event placings.

#### *Other Events*

Other events may be determined to be speed events regardless of whether they are so described above; and may be described in other sections of the CAMS Manual of Motorsport (eg, Rally / Road).

### How to Enter

Event entry packages are available from the Club website, via group email, or by contacting the Membership Officer or Motorsport Manager directly.

### Preparing Your Car

The Driver and Car MUST comply to the Supplementary Regulations for each event along with Safety Requirements listed in the “Vehicle Safety Categories and Requirements” section within this document.

Use these safety items as a first pass checklist for your vehicle:

- Make sure you remove all loose or loosely fitted items from the car prior to presenting for scrutineering. As a guide, anything that can snap off or come loose in an impact should be removed
- Bleed or flush your brake fluid with new Dot 4 or competition fluid
- Check your fluid levels to make sure they are all correct and there are no leaks present
- Check your tyre tread and depth of tread.

- Check your tyre inflation pressures and make sure they are at the manufacturers recommendation for severe duty application

If in doubt, ask one of the more experienced Club members to go over your car with you to save time in scrutineering

## **On the Day**

All competitors **MUST** sign on and receive their event paperwork and all cars **MUST** be subject to Scrutiny before an event.

### ***Drivers Briefing***

The most important thing to happen on the day is a compulsory drivers briefing where we will advise you which group you are in and what will be happening on the day. This is compulsory and if you miss it you will not be eligible to run.

### ***Grouping in Pit Lane***

Groups of up to six cars are usually used for sprint events, these are called running groups. Event officials will group you according to your relative car speed to ensure that overtaking is minimised.

Note: these running groups may **NOT** be the same as your groups for points, they are made up on the day and are dependent upon the number of cars running and the speed of the cars running on the day.

### ***Flags and Flag Marshals***

Flag marshal(s) are stationed at various point(s) around the track and provide information to the drivers and the officials as required during the day. Below is a list of the possible flags that are used on the day and their meaning:

- Yellow Flag – Caution – This should be held still to warn of any hazard ahead and waved to warn of extreme danger ahead. No overtaking is allowed.
- Green Flag - End of hazard - Safe racing conditions you may continue to race as normal.
- Blue Flag – Give Way Faster Car Behind You – A waved blue flag indicates to a driver that another (faster) vehicle is behind and may wish to overtake.
- Red Flag – Event Stopped – A red flag indicates to all drivers that the event has been stopped and all cars are to slow down immediately and return to the pits.
- Black Flag – Shown to an Individual – A black flag indicates to a driver to return to the pits and see the officials before the next session. The flag is shown to indicate there may be something wrong with the vehicle or its operation.
- Black & White Chequered Flag – Finish – Indicates the session has finished and that you should return promptly to the pits, cooling down the car brakes and if necessary circulating in the car park after leaving the track to further cool the brakes.

### ***Practice/Warm up Laps***

These laps should be used for just that, practice and warm up. Speed should be limited to 75% of full pace as it is likely that the other track users will be new or varied speeds due to warming of brakes etc.

### ***Timed Laps***

Following the practice laps timed laps commence. Depending on the event type and in the case of a Sprint, each group of cars will be called up to the starting grid and waved off at about 10 second intervals. You do one warm up lap, 2, 3 or 4 timed laps (depending on the venue), and then one cool down lap before returning to the pits. The timing of your full pace laps will commence when you first pass the timing equipment.

### ***Cool Down Lap***

Some members have experienced the problem of cracked brake rotors (more often the older vehicles) after competing in motorsport. This seems to be more prevalent with drilled rotors for some reason. Your calipers, pads and rotors get extremely hot and if you then park the car before they have cooled sufficiently, the callipers and pads will retain heat in the part of the rotor they are covering whilst the rest of the rotor starts to cool down. Because metal expands with heat and contracts again as it cools the contraction of the rotor will be uneven resulting in cracking. Some suggestions therefore are to:

**Stay off your brakes during the cool down lap.** Use engine compression and gears to slow the car down. Of course if you must use the brakes to avoid another car or to negotiate a corner, do so.

If you have an older car or have experienced issues, then upon returning to the pits, keep your engine running for a few minutes and move the car a half wheel turn every 30 seconds or so.

**Avoid using the parking brake. Place the car in gear or Park for automatics when the engine is off.**

## VEHICLE SAFETY CATEGORIES AND REQUIREMENTS

Cars have been split into the following categories, these categories along with the times that you run at Barbagallo Raceway will determine the vehicle and Driver Safety Requirements:

Vehicle Safety Category	Description
<b>A</b>	Older vehicles which do not have the standard steering wheel airbag. All interior trim exists in the car; however, rear seat can be removed
<b>B</b>	All vehicles that have been modified with stripped out interiors, deactivated air bags
<b>C</b>	Vehicles with a steering wheel airbag. All interior trim exists in the car; however, rear seat can be removed. For example, VR-VS cars
<b>D</b>	Vehicles with a steering wheel airbag and side intrusion air bag. All interior trim exists in the car; however, rear seat can be removed. For example, VT & VZ cars. "New Vehicles" that would normally be in Category E, but have been heavily modified would move to D.
<b>E</b>	"New vehicles" which remain unmodified other than small enhancements such as tune/Exhaust. The car must include a full set of airbags and safety features. All interior trim exists in the car; however, rear seat can be removed. For example, VE and newer

	ABOVE 1:08					Below 1:08					Below 1:07					Below 1:06				
	Safety Category					Safety Category					Safety Category					Safety Category				
	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E	A	B	C	D	E
<b>Fire Extinguisher</b>	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M
<b>Helmet</b>	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M	M
<b>Flame-retardant Footwear</b>	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
<b>Flame-retardant Gloves</b>	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
<b>Flame-retardant Suit</b>	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
<b>Half Roll Cage</b>						H	H	R	R				H	H				H	H	R
<b>Full Roll Cage</b>						R	R				M	M	R	R		M	M	R	R	
<b>4 Point Harness</b>	R	R	R	R	R	M	M	M	R	R			M	M	M			M	M	M
<b>Race Seat</b>						R	R	R	R	R	M	M	R	R	R	M	M	R	R	R
<b>5/6 Point Harness</b>						R	R	R	R	R	M	M	R	R	R	M	M	R	R	R



Mandatory



Recommended



Highly Recommended

## COMPETITION GROUPS

The groups have been defined based upon lap times at Barbagallo Raceway, all drivers will be placed into these groups based on past performance at Barbagallo Raceway Long Circuit. New drivers will be assessed on the day and awarded points in the Group most appropriate to them at the end of the event.

### HSV Groups

Group	Lap Time
1	Under 1:07
2	1:07 – 1:08.999
3	1.09 – 1:10.999
4	1.11 and above

### Associate Groups

Group	Lap Time
1	Under 1:10
2	Over 1:10

### Changing of Groups

- Club Members may elect to run in a Group faster than their allocated Group if requested.
- Club Members may elect to run in a Group slower than their allocated Group if they intend to change/modify their vehicle or driving style to fit within the classified Group time.
- Club Members who record 4 lap times faster than their allocated group at one event on the Barbagallo Raceway Long Track, will be transferred into the classified Group for that lap time.
- Club Members who record 1-3 lap times faster than their allocated group at one event on the Barbagallo Raceway Long Track, will be advised that a similar occurrence at the next Barbagallo Long Track Sprint will result in being transferred into the classified Group for that lap time.
- If a Club Member transfers into another Group then the points accrued from their original Group will transfer with them, the total points transferred **may not be greater than the 4th position total points** within the new Group.

## CHAMPIONSHIP POINTS

Club Championship Points will be awarded for Groups in the following manner:

Position	Points	Position	Points
1 <sup>st</sup>	30	11 <sup>th</sup>	11
2 <sup>nd</sup>	25	12 <sup>th</sup>	10
3 <sup>rd</sup>	21	13 <sup>th</sup>	9
4 <sup>th</sup>	18	14 <sup>th</sup>	8
5 <sup>th</sup>	17	15 <sup>th</sup>	7
6 <sup>th</sup>	16	16 <sup>th</sup>	6
7 <sup>th</sup>	15	17 <sup>th</sup>	5
8 <sup>th</sup>	14	18 <sup>th</sup>	4
9 <sup>th</sup>	13	19 <sup>th</sup>	3
10 <sup>th</sup>	12	20 <sup>th</sup>	2

Depending upon the event, bonus consistency points are also available for the 3 most consistent drivers on the day across all the groups.

Position	Points
1 <sup>st</sup>	5
2 <sup>nd</sup>	3
3 <sup>rd</sup>	1

Associate member entrants shall receive points in the same format as above however they shall count only towards the Associates Championship and not the HSV Club Championship.

NOTE: Day members do not receive any points.

## TROPHIES

Trophies are presented to the driver in each group for each round who achieves the following:

- Fastest lap time for a sprint event
- Fastest lap time for a super sprint event
- Fastest elapsed time for a hill climb event
- Lowest elapsed time for a motorkhana event
- Lowest variance from your dial in time in a "dial your own handicap" drag event

NOTE: At the end of the year all round wins will be consolidated onto 1 or 2 trophies.

On top of the round trophies at the end of the season, trophies for overall group winners and the top 3 HSV overall winners plus the top associate are also awarded trophies.

Event organisers reserve the right to not award trophies depending on the number of entrants in the event. Generally, however trophies shall only be awarded when three or more competitors contest a particular group.