



**MOTOR SPORT  
MANUAL & RULES  
FOR 2006**

**HSV OWNERS CLUB OF VICTORIA (INCORPORATING HDT) INC.  
MOTOR SPORT MANUAL & RULES FOR 2006**

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**1. MOTORSPORT CO-ORDINATOR AND COMMITTEE**

**Motor Sport Co-ordinator**

Christian Kelly      0419 003 529 or 0417 284 177 at work

**Motor Sport Committee**

Ivan Bunney

Neville Keegan

Paul Levestam

Russell McDougall

Colin Pocock

Andrew Tanti

Correspondence:

HSV Owners Club of Victoria (Incorporating HDT) Inc.

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Carrum Downs

VICTORIA 3201

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**2. CALENDAR OF CLUB MOTOR SPORT EVENTS**

<b>Date</b>	<b>Round</b>	<b>Organising Club</b>
Sat 4 <sup>th</sup> Feb 2006	DYNO Day at GD Performance	HSV/HDT Owners Club Victoria
Sun 12 <sup>th</sup> Feb 2006	1. Sandown	HSV/HDT Owners Club Victoria
May 2006 *	2. Phillip Island	HSV/HDT Owners Club Victoria
Sat 10 <sup>th</sup> June 2006 *	3. Winton	HSV/HDT Owners Club Victoria
Aug 2006 *	4. Racebrakes - Sandown	HSV/HDT Owners Club Victoria
Oct 2006 *	5. Sandown	HSV/HDT Owners Club Victoria

\* Calendar yet to be finalised

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**3. MOTORSPORT SPONSORS**

The club is very grateful for the support offered by the following companies and encourages its members to use their services wherever and whenever possible.



**Race Brakes**

44 – 68 Racecourse Rd Nth. Melbourne Vic

Phone (03) 9326 6088 Fax (03) 9326 3822

[www.racebrakes.com.au](http://www.racebrakes.com.au)

[info@racebrakes.com.au](mailto:info@racebrakes.com.au)



**GD Performance**

**Sponsor of the 2006 Dyno Day**

Cnr Garden and Station St

1/14 Gordon St. Cranbourne 3977

Phone (03) 5996 1813 Fax (03) 5996 8463

[www.gdperformance.com.au](http://www.gdperformance.com.au)

[info@gdperformance.com.au](mailto:info@gdperformance.com.au)



**John Bowe Institute Of Driving**

Level 1, 16 High St, Glen Iris Vic 3146

Phone (03) 9886 0522 Fax (03) 9886 0533

[www.johnbowedriving.com](http://www.johnbowedriving.com)

[driving@johnbowedriving.com](mailto:driving@johnbowedriving.com)



**Inline Suspension**

Ph. Doug Kearney 0408 327 671

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#### **4. COMPETITION CLASSES**

Cars are grouped into various “classes” and trophies are awarded for the winner in each class for each round and for the Overall winner and runner up for the year in each class. The classes for HDT or HSV build plated cars are based on power to weight ratios and are:

1. 185 Class (Over 8.33kg per KW)
2. 200 Class (7.9 – 8.33 kg per kW)
3. 220 Class (7.2 – 7.9 kg per kW)
4. 260 Class (5.62 – 7.2 kg per kW)
5. 310 Class (5.14 – 5.62 kg per kW)
6. Open Class (0.0 – 5.14 kg per kW)
7. Ladies (any street registered car)
8. 6 Cyl. Sprint (for members with purpose built racing cars)
9. 8 Cyl. Sprint (for members with purpose built racing cars)
10. Associate (for club members who enter street registered\* non HDT / HSV built cars)

\*Includes vehicles on permit under the Vicroads CH Permit Scheme

The Motor Sport Committee reviews the eligibility rules for each class each year and members contemplating modifications to their vehicles may wish to speak to the committee about its eligibility before hand.

Entrants are reminded that the class structure is for build plated cars.

All entrants for the year will be required at the start of each year to have a compulsory dyno reading performed on their vehicle in order to be eligible for championship points. This allows the Motor Sport Committee to determine class eligibility. The dyno time and place will be advertised to all members and will be organised as a group event for all those wishing to compete in the upcoming year’s motorsport events.

Failure to produce a satisfactory dyno sheet will either exclude you from championship points or place you in a Class to be decided by the Motor Sport committee for the competition year.

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### 5. CLASS RULES

The intention of these rules is to group vehicles of similar ability into classes. Prior to each event the entrant shall apply to the Motorsport Committee for class allocation and ultimately the Motorsport Committee (or other persons appointed by that committee) shall decide in which class a vehicle shall be entered. Their decision shall be based primarily on the spirit of fair competition between vehicles regardless of the ability of the driver.

Where a vehicle is unchanged from original it should automatically be entered in the class shown on the attached class list but where any modification has been made, no matter how small or insignificant it may seem, the entrant must provide full and complete details including, in the case of engine modifications, a dyno reading so the committee can decide the appropriate class in which to enter the vehicle. In the absence of being provided with adequate information the committee may elect to enter the vehicle into any class they decide or in Non Championship Class.

It is the responsibility of the entrant to provide the Motorsport Committee and the scrutineers with full and complete details about their vehicle and to assist them in ensuring the vehicle is entered in the appropriate class. Classes entered and event results shall be provisional until confirmed by the committee following the event and the committee reserves the right to request additional information from the entrant following each event.

In cases, where the committee believes the entrant is purposely attempting to withhold information for his or her own benefit the committee may, retrospectively if necessary, enter the vehicle in non championship class and/or may not accept any further entries for future events. Cheating will not be tolerated.

No 4\*4 off road vehicles are permitted in any class.

AWD (All Wheel Drive) road cars are permitted subject to the class restrictions.

**Classes 185 - OPEN** were created for the 2000 season and entry is limited to HDT or HSV build plated cars (excluding "sprint" cars) which are owned and driven by a member of the club.

The class names (185, 200 etc) are intended as a general guide for unmodified cars and do not imply that a car fitted with a 200kw engine belongs in 200 class.

**185 and 200 Classes** are generally intended for vehicles up to 5 litres with minimal or no modifications and therefore minimal cost to be competitive. Street use modifications as distinct from Race use modifications are generally permitted in these classes.

**220 Class** is primarily aimed at 5.7 litre Aussie V8's and modified 4.9 litre cars.

**The 185, 200 and 220 classes have been combined into a single 200 Class from the 2003 season onwards.**

**260 Class** is primarily aimed at cars fitted with the standard LS1 motor and other modified cars

**310 Class** is primarily aimed at cars fitted with the 300kW motors and other modified cars

**OPEN Class** is for highly modified vehicles.

**Sprint Class.** Not all cars are road registered. It is the intention of this class to promote the use of tin top racers, fitted with roll cages and able to use slick tyres. There are two groups in Sprint Class, 8 Cylinder and 6 Cylinder. It is also intended that the 8 cylinder class be restricted to Holden engines. 6 cylinder class will cater to all other engines.

This class contains some cars of historic significance, including ex Group A, Perkins, Bob Jane and HRT cars.

**Ladies Class** was created in 1998 to encourage our female members to participate in motorsport and is therefore limited to female club members driving road registered HDT or HSV build plated cars and other cars subject to the approval of the Motorsport Committee.

**Associate Class** is for club members who enter non-build plated cars, Holden vehicles or other makes.

**Non Championship Class** is for all other cars i.e. those that are not eligible to be entered in any other class on the day. This also includes entrants from other invited clubs.

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### 5.1. DRIVER TRAINING REQUIREMENTS

The club views safety very highly (for both the drivers and the other entrants). Therefore, all drivers must have successfully completed an advanced driver training course in which racing instruction is provided. These courses are run by organisations such as John Bowe Institute Of Driving, Jim Murcott Driver Training, CAMS observations, etc.

A driver may apply, in writing, to the Motorsport Committee seeking exemption from this requirement provided they

- Already have considerable racing experience,
- They detail that experience in the application and,
- The application is made at least 2 weeks prior to an event.

In some circumstances drivers may be permitted to enter an event without having met the above requirements in which case

- They will be entered in non championship class,
- Will not be eligible to enter any "multi start" event and,
- Will not be entitled to use this experience as a reason for being exempted from the requirement of passing a suitable course.

Generally, this exemption will apply where a member has not previously entered a Motorsport event and wants to try it before incurring the expense of doing the course. Drivers will only be granted one exemption. If they wish to enter another Motorsport event they must complete a course first.

### 5.2. DISPUTES

Where an entrant is not satisfied with a decision of the Motorsport Committee he/she is entitled to have the matter referred to a separate and impartial committee (as appointed from time to time by the Motorsport Committee) which, unless otherwise advised, shall consist of the Clerk of Course and at least two of the Stewards appointed for the event.

The disputes committee shall endeavour to resolve the matter on the day or, if necessary, may adjourn it to a later time and place suitable to all parties.

Subject to the CAMS NCR's and the Supplementary Regulations issued for the event the decision of the disputes committee shall be final.

### 5.3. ENGINE

Power to weight ratio rather than just engine output shall be the main (but not the only) determinant used in assessing a vehicles class.

Any alteration from original, which might affect power output, shall be considered a modification and may affect the class in which the vehicle will be entered. Such modifications may include fitting different air filters, reprogramming of chips, removal or alteration of mufflers or cooling fans etc. Equally any modification, which might reduce the vehicles weight, may also affect the class in which it will be entered.

Entrants of modified vehicles should provide a complete spec sheet to the Motorsport Committee who will then allocate the vehicle to a class. Generally a dyno reading will also be required so the committee can determine in which class to enter the vehicle. All subsequent modifications will generally require a new dyno reading to be provided. A list of an approved dyno is available upon request from the Motorsport Committee.

Engine power (at the flywheel) shall be determined by either

- a) The output claimed by the manufacturer at the time of release of the vehicle or
- b) By a dyno reading (at the wheels) plus 1/3rd.

The Motorsport Committee shall not be bound by the power to weight guidelines and may use their discretion in assessing a vehicle's suitability for a class.

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<b>Class</b>	<b>185</b>	<b>200</b>	<b>220</b>	<b>260</b>	<b>310</b>	<b>OPEN</b>
Power to weight ratio (guideline only)	Over 8.33 kg/kW	7.9 - 8.33 kg/kW	7.2 – 7.9 kg/kW	7.2 – 5.62 kg/kW	5.62 – 5.14 kg/kW	0.0 – 5.14 kg/kW
Typical unmodified models in this class	VC, VK SS & Group 3, HDT VL Group A, VP - VS Clubsport or Senator	VH Group 3, VK Group A, Walkinshaw, VN Group A, VP GTS, VT 195	VR VS & VT1 strokers	VT, VX LS1	VX GTS, VY GTS, Coupe GTS	Street registered vehicles not eligible for lower classes
Capacity	under 5 litres	Per previous class	Under 5.7 litres	Per previous class	Per previous class	Free
Block	Original type	Per previous class	Per previous class	Per previous class	Per previous class	Free
Heads	GM Cast Iron	Per previous class	Per previous class	Free	Free	Free
Fuel	As per CAMS regulations. Nitrous Oxide and methanol are not permitted.	Per previous class	Per previous class	Per previous class	Per previous class	Per previous class
Exhaust	Must exit from the rear of the vehicle and not exceed 75 decibels from 30 meters under full acceleration	Per previous class	Per previous class	Per previous class	Per previous class	Per previous class

#### 5.4. GEARBOX

It was decided by the committee that fitting 5 speed gearboxes to vehicles originally fitted with 4spd boxes (eg HDT cars) would not give them any advantage over those originally fitted with 5 speed boxes (eg HSV cars). As some owners may want to fit these to improve fuel economy on touring trips it was decided to allow the modification.

Gear ratios may not be altered from original in any of the gearboxes.

The use of sequential type gearboxes is prohibited in all classes except Open, Sprint and Non Championship.

#### 5.5. DIFFERENTIAL

	<b>185</b>	<b>200</b>	<b>220</b>	<b>260</b>	<b>310</b>	<b>OPEN</b>
Type	As original	As original	As original	As original	As original	As original
Mounting points	As original	As original	As original	As original	As original	As original
Lockers or Spools	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted	Not permitted

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**5.6. WHEELS AND TYRES**

The rules limit the wheel size but not the tyre size. Any tyre, which can be safely fitted to the permitted wheel size, is allowed. All tyres must be in roadworthy condition and must have some tread depth on all contact surfaces.

Slicks (including those that have subsequently been grooved) are only permitted in Sprint Class where a roll cage **must** be fitted to the vehicle.

Class	185	200	220	260	310	OPEN
Max wheel size	17 x 8	Per previous class	18 x 8	19*8	Per previous class	Free
Tyre type	Limited to tyres that are primarily intended for street use and still have some tread showing on all contact surfaces.	Per previous class	Per previous class	Per previous class	Per previous class.	Per previous class.

**Race slicks including grooved slicks are NOT PERMITTED in any class except Sprint Class**

**5.7. SUSPENSION**

CLASS	185	200	220	260	310	OPEN
Springs	Spring rate and length are free within road legal limits. Mounting points may not be altered.	Per previous class	Per previous class	Per previous class	Per previous class	Free
Dampers (shock absorbers)	Any non adjustable type permitted and must remain in original seatings	Per previous class but adjustable type is permitted.	Per previous class	Per previous class	Per previous class	Free
Front sway bar/s	Non adjustable bars to 30mm diameter are permitted	Per previous class	Free	Free	Free	Free
Strut tower braces	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Adjustable pan hard rods	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rose jointing	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted

**5.8. BRAKES**

Class	185	200	220	260	310	OPEN
Front brakes	Free provided callipers are a Holden or HSV single piston type and rotors do not exceed 296 mm. Drilled or slotted rotors are permitted.	Free provided callipers are a Holden or HSV single or twin piston type and rotors do not exceed 330 mm.	Per previous class	Free provided callipers are a Holden or HSV type and rotors do not exceed 330 mm.	Free provided callipers are a Holden or HSV type.	Free

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Rear brakes	Free provided callipers are a Holden single piston type and rotors do not exceed 279 mm. Vented rotors permitted.	Per class	previous class	Free	Free	Free
Adjustable front / rear proportioning valves	Not permitted but the internal master cylinder proportioning may be altered.	Per class	previous class	Permitted	Permitted	Free
Pad material	Free. High temp race type pads highly recommended	Per class	previous class	Per class	previous class	Free
Cooling ducts	Permitted and recommended	Per class	previous class	Per class	previous class	Free
Brake Fluid	Racing type fluid highly recommended	Free	Free	Free	Free	Free
Hose type	Free. Braided hoses highly recommended for VN onwards.	Free	Free	Free	Free	Free

### 5.9. BODY, INTERIOR & OTHER

The fitting of non-standard spoilers, wings, or trays etc that may provide additional down force will only be permitted in Open class.

	185	200	220	260	310	OPEN
Body modifications	Not permitted other than lipping (not flaring) of guards to accommodate tyres	Per previous class	Per previous class	Per previous class	Per previous class	Free within legal limits
Aluminium radiators	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Additional bonnet restraint	Required.	Required.	Required.	Required.	Required.	Required.
Fire extinguisher	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory
Roll cages	Permitted.	Permitted.	Permitted.	Permitted.	Permitted.	Permitted.
Racing seats	Permitted.	Permitted.	Permitted.	Permitted.	Permitted.	Permitted.
Drivers side racing harness	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory
Advanced driver training course	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory	Mandatory

### 5.10. SPRINT CLASS 6 & 8 CYLINDER

Who can enter? Financial Club members with purpose built sprint cars.

What cars are allowed? Vehicles must be "tin tops" conforming to CAMS regulations as per touring cars and sports sedans and be eligible to obtain a CAMS logbook, purpose built sprint cars not log booked

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but meeting class criteria, and any other vehicles which do not necessarily fit into another of the stated classes. Entries are subject to the discretion of the motor sport committee.

### 5.11. LADIES CLASS

Who can enter? Financial Female Club members or spouses of male members provided they have paid the CAMS affiliation fee.

What cars are allowed? Any street registered cars are permitted to enter subject to the discretion of the motor sport committee.

### 5.12. ASSOCIATE CLASS

Who can enter? Financial Club members who wish to run cars other than HDT / HSV build plated cars or purpose built racing cars

What cars are allowed? Any street registered car (including those eligible under Vicroads CH Permit Scheme) are permitted to enter subject to the discretion of the motor sport committee.

### 5.13. NON-CHAMPIONSHIP CLASS

Who can enter? Financial Members of other CAMS affiliated clubs that have been invited to attend.

What cars are allowed? Any cars are permitted to enter subject to the discretion of the motor sport committee.

## 6. ENTERING AN EVENT

The Confederation of Australian Motor Sport (CAMS) regulates most motor sport. Our club is a member of CAMS and we apply for a permit to run an event and, provided we stick to those rules, the Club and the drivers are covered by CAMS' Insurance. That's why we have forms etc that need to be filled in.

### 6.1. The Entry Form

We run five or six events each year (at different tracks) and to enter you need to fill in the entry form, which is published in the club magazine before each event. Send it to the Club with the appropriate fee and.... you're in! Numbers are limited and usually filled so don't delay in getting your entry in.

### 6.2. Supplementary Regulations

The rules governing an event are contained in the CAMS Manual of Motor Sport and the "Supplementary Regulations" which we are required to publish with the Entry Form (in the club magazine). You should take the time to read the Supplementary Regulations, as they will vary slightly for each event.

### 6.3. CAMS affiliation

CAMS also require all drivers are CAMS members hence the need to be what they term "CAMS affiliated" Not all club members are automatically CAMS affiliated because it costs us a \$fee per member. Check with Membership before the event to ensure you are affiliated. You will not be charged the \$fee

### 6.4. Driver training

For safety reasons you must do an advanced driver training course where you will learn about flags that are used, toe/heel gear changing, taking the fast line through a corner, car control under braking, what to do when you've lost it etc. Contact either The John Bove Institute of Driving or Jim Murcott's Advanced Driver Training Centre.

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### 6.5. CAMS license

All drivers are covered by CAMS' Insurance provided you have paid the insurance premium, which is by way of purchasing a CAMS License. They are compulsory and available from CAMS.

## 7. PREPARING YOUR CAR

CAMS have very detailed requirements for all cars (Supplementary Regulations) and these are published in the club magazine with the Entry Form. Please read and follow them as your car will be subject to Scrutiny at each event and will not be allowed to compete if it does not comply. Some of those requirements are discussed below. If you are not sure about anything please ring us before the event.

### 7.1. Brakes

Motor sport is hard on brakes so you will need to fit new front and rear brake pads which are designed for high speed use such as Bendix Ultimate, Hawke Blue or any competition pad and make sure they are bedded in before the event. One set of race type pads should last you the year in motor sport. This is of course subject to your particular driving style and choice of pad.

### 7.2. Tyres

Standard road tyres are normally used provided they are inflated to at least 40psi pressure. Some members run at 50psi. This will generally save you a lot of wear on the outer edge of the tyre. Again, this is according to your personal preference. Some members fit older worn but still roadworthy tyres for the day. A lot of tyre stores keep older tyres and will change over, fit balance etc at a reasonable cost. For safety reasons the club also encourages the use of 'R' rated tyres.

### 7.3. Bonnet

CAMS require a secondary bonnet restraint system such as bonnet pin/s, a strap, a belt or simply a length of rope. Talk to other club members with a similar car about what they use.

### 7.4. Fire extinguisher

You need a fire extinguisher, which complies with AS 1841 (save that extinguishers, which meet AS 1841.2, are not permitted), AS 1846 or AS 1848 of at least 900gms capacity. Halon/BCF extinguishers are not permitted. The extinguisher must be within two years old of its manufacture date or have tested OK outside of this date (proof required). The extinguisher must be securely mounted inside the car ie, on a bar in front of the driver or front passenger seat. Owners of later models which are supplied with an extinguisher in the boot please note that your extinguisher must be in the cabin of the car and reachable from the drivers seat.

Extinguishers must have a metal mounting bracket and not a plastic one as sometimes provided by HSV or commonly available at hardware stores.

The contents of the extinguisher settle with time. It is advisable to remove the unit from its bracket and shake it from time to time. Practice doing this while in strapped in and determine what you need to do to be able to reach the extinguisher.

### 7.5. Helmet

You need a helmet, which complies with Australian Standard 1698 (AS 1698) or other CAMs approved standard.

### 7.6. Harness

Your vehicle must be fitted with a driver's side harness. A four point harness is preferable but a three point harness will suffice subject to driver's preference. The motor sport committee can advise on suitable mounting points for your road car.

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### **Urgent Notice** - Safety Harness failure - FIA D-203/T98

CAMS have been notified of a safety harness failure. This failure occurred during a collision. The harness is a 6-point type and was manufactured by "Taiwan Racing Products Company Ltd". It has the FIA homologation number D-203/T98. The FIA have been notified

At issue is the adjuster buckle of the lap belt which on the information received to date appears to have been assembled incorrectly on some harnesses with this homologation. This harness is apparently supplied under a number of brand names, and it is understood that there are several suppliers in Australia that sell this harness with their own brand name.

It has been confirmed that a number of similar unsold harnesses in stock have also been incorrectly assembled, although not all. It is possible that these same harnesses have been supplied to other retailers in other countries.

CAMS is issuing this notice asking all competition vehicle owners in Australia to inspect their harnesses. The homologation number appears on a label attached to each strap of the harness. If harnesses with the above homologation number are fitted, CAMS advises that they not be used until they have been returned to the point of sale for inspection.

It is possible that further action may be taken in regard to these harnesses so please check the CAMS website regularly for this and any other information.

## **8. ON THE DAY**

### **8.1. 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.

### **8.2. Scrutineering**

All cars must be subject to Scrutiny before an event for safety reasons. It's pretty straight forward but make sure you are properly prepared as we do not supply rope, fire extinguishers, helmets etc. Scrutiny as soon as the gates open. You will need to get your paperwork from the organisers and have it ready for the Scrutiny officials to check along with your CAMS License and Club Membership card.

You will need to empty everything from your car, console, glove box, boot etc and comply with all the requirements of the Supplementary Regulations for the event. (These will have been published in the Club magazine with the entry form and you will have read them before submitting your entry.) If you are not sure what to do it is best to ask well before the event.

### **8.3. Groups**

Cars are organised into groups of 10 or 12 (depending on the track). We try to group you with other cars of similar speed potential. Each group is then called up to the starting grid in readiness for their turn on the track. Pay attention to which group is on the track and which group has been called up and be ready. If you miss your group, you will not be able to join another.

### **8.4. Flags and Flag Marshals**

Flag marshals are stationed at various points around the track and are equipped with

- a yellow flag to indicate danger
- a blue flag to indicate that there is a faster car approaching
- a red flag to indicate the session is over
- a fire extinguisher and
- a two way radio

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We need about 12 - 15 flag marshals to run an event so club members are asked to help out please. Drivers should bring friends along to help out. Flag marshals get a much better view of the action due to the location of the flag points and their closeness to the track!

### Yellow Flag - Danger

This should be held still to warn of any hazard ahead and waived to warn of extreme danger ahead.

### Blue Flag - Faster car behind you

A waived 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 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.

## **8.5. Practice laps**

Safety is our main priority. All cars have a practice session to start with and you can take one passenger if you wish. Your passenger must be wearing a helmet and seat belt and cannot be one of your own children under 16 years of age. Children cannot be under the age of twelve.

You may wish an experienced driver to come with you first time out so please ask.

## **8.6. Timed laps**

Following the practice session timed laps commence. 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, 3 or 4 timed laps and then one cool down lap before returning to the pits. Your timing will commence when you pass the timing box for the first time.

## **8.7. Cool down lap**

Some members have experienced the problem of cracked brake rotors after competing in motor sport. This seems to be more prevalent with drilled rotors for some reason.

Your callipers, 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:

- a) Stay off your brakes during the cool down lap. Use motor 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.
- b) 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.
- c) Alternatively you could drive around the car park for a minute or two before returning to your pit but, stay off the brakes.
- d) Avoid using the parking brake. Place the car in gear when the engine is off.

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### 8.8. Super Sprint event

Time permitting we run what's termed a "super sprint event" at the end of the day. The format is more like a race in that cars do a standing start on the racetrack grid and are much more bunched up than in our timed lap sessions. Not all entrants go in the multi start, it's up to you.

The faster cars start from the front of the grid and the slower cars at the back. Laps are timed. The winner of the sprint is the one with the fastest time and not the first across the line.

As far as overtaking is concerned the basic rules are that you should indicate by hand signal to the faster car on which side you want him/her to overtake you bearing in mind that you are not obligated to let anyone past. Generally, you are best to stay on the usual racing line and let the faster car find his/her own way past on the straight. Cars should not attempt to pass up the inside under brakes, this is dangerous.

Reckless / dangerous drivers may not be eligible to enter future multistart events and all entries are at the discretion of the Clerk of Course who must be satisfied that your driving is of a suitable standard.

This event does not count towards championship points and trophies.

### 8.9. Trophies

Trophies are awarded to the winners in each class except Untimed and Non Championship. Provided you have completed all the timed laps for the session, points will be awarded based on the average of your times for the session as in the table.

Generally, there are three timed sessions each day so if you came first in every session you would win 60 points. Your points are accumulated with the highest point scorer in each class being the winner for the day.

It is not always possible to calculate who the winner is on the day so results are published in the Club magazine following the event. Trophies are presented at the next club night (if available in time)

Points are also accumulated throughout the year and class winners and runners up decided by the highest number of points. Points stay with the car and in the class in which it competed, so it is not possible to accumulate points from two different classes.

Points are only allocated where you are driving your own vehicle, so you cannot change cars if yours is out of action and you cannot borrow another (faster?) vehicle to try and win the class.

Place	Points
1	20
2	17
3	15
4	13
5	12
6	11
7	10
8	9
9	8
10	7
11	6
12	5
13	4
14	3
15	2
16	1

## 9. THE TRACKS

### 9.1. Sandown

Location	Gate 15, Sandown Rd, Springvale (Melway 80 B10)
The circuit	Anti - clockwise. 3.1 kms. Fast front and back straights with lots of left and right-handers make this one of the most popular tracks. Good run off areas and sand traps also make it reasonably safe.
Noise limit	75 dBa at 30 mtrs under full acceleration. They do check and will black-flag you if too noisy. It is your responsibility and no refunds are made if you are black-flagged.
Pits	Excellent pit garages line the front straight but you will need to book in advance if you want access to a garage. (Sandown charge extra)

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Canteen Not usually open but the club puts on a BBQ for most of the day.

Practice days Nil

### **9.2. Calder**

Location Calder Highway 24 kms west of Melbourne

The circuit Clockwise. 2.32 kms. Very long front straight. Tough on brakes. Dry weather circuit only.

Noise limit 75 dBa at 30 mtrs under full acceleration.

Pits Poor facilities here unfortunately especially if cold, windy or wet but you can book a garage in advance if you want.

Canteen Always open for our days with hot and cold food.

Practice days The track is available most Wednesdays for public practice for a fee of \$165. You do not need a CAMS license but you must wear a fireproof racing suit, boots, gloves and helmet.

### **9.3. Winton**

Location Just north of Benalla and takes about 2.5 hours from Melbourne. Well posted off the Hume Hwy.

The circuit Clockwise. 3 Kms. Lots of hairpin bends around the back of the circuit.

Noise limit 95 dBa at 30 mtrs under full acceleration. The only circuit where you are allowed to run at 95 dBa.

Pits Poor facilities here unfortunately but at least there are plenty of free carports for competitors.

Canteen Open during the middle of the day for lunch etc

Practice days Winton is available on most Fridays for general practice sessions for a fee of around \$90. You need to sign a waiver and must wear a helmet. Some days there are just cars. other days there are bikes, open wheelers, super cars even carts. It is open from 10am – 4:30 p.m.

### **9.4. Phillip Island**

Location 128 kms SE of Melbourne. Head down the South Eastern freeway and then follow the signs to the Island.

The circuit Anti - clockwise. 4.45 Kms. This is a fast circuit with high speed sweeping corners, a long fast front straight and some very tight right-handers.

Noise limit 75 dBa at 30 mtrs under full acceleration. They do check and will black-flag you if too noisy. It is your responsibility and **no refunds are made if you are black-flagged.**

Pits Excellent facilities here and you can book a garage if you want.

Canteen Open most of the day for lunch etc.

Practice days Nil

## **10. CONCLUSION**

Some club members are pretty serious about their motor sport but most are just out for fun. So have a regard 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. And also, if you see someone that needs some help, please offer whatever you can. The most enjoyable days we have experienced at the track are when a new acquaintance helps with a problem.

It's fairly safe on a properly built track, where cars are spaced to avoid incidents and it is up to you how fast you go.

Our primary concerns are safety and fun. Going fast is fine, once you gain more confidence. 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, in the timing tower, or as a member of the Motorsport Subcommittee.