

INTRODUCTION TO HEALEY MOTORSPORT COMPETITION

LICENSES FOR BEGINNERS

As a current financial member of our club which is affiliated with the Confederation of Motor Sport you can start competing in speed events by applying for a Level 2 Speed CAMS License. Fill out simple forms (available from Rod Vogt – see Committee contacts in magazine) answering seven questions re your health and for \$100 you have a 12 month license. No driving test or doctor's medical is involved. A Level 2 S license enables you to compete at Club level (MSCA) Sprint & Regularity events, at various open Historic race meetings in their Regularity events and at Hill Climbs.

WHICH EVENT AND HOW TO ENTER

It has become very difficult for individual car clubs to organize a driver training day or sprint meeting for their members due to the increasing cost of track hire and the need for a large number of experienced officials in place before CAMS will grant a permit. Entering a Marque Sports Car Association (MSCA) event is the perfect way to start and you can become part of our Austin Healey Owners Club Competition Championship.

WHAT IS MSCA?

Marque Sports Car Association is an alliance between the Austin Healey Owners' Club, the Alfa Romeo Owners' Club of Australia, Austin Healey Sprite Drivers' Club, Bolwell Car Club of Australia, Club Lotus Australia, Fiat Car Club, Nissan Datsun Sports Owners' Club, Triumph Sports' Owners' Association, MG Car Club and the Sports Owners' Club of Victoria.

MSCA is organized by a voluntary Executive Committee plus a delegate from each club. As well as cars from the above clubs, there is a large number of classic and modern marque sports cars which compete at MSCA events. Only members of the organizing clubs are eligible to compete for trophies, although we do have visitors enter from other clubs. You can experience Phillip Island, Sandown, Calder, and Winton race circuits, and Morwell Hill Climb. Events are professionally organized and run to meet CAMS and AAASA standards of safety. Nine one day events are offered each year, usually on a Sunday.

SPEED EVENTS. HOW DO THEY WORK?

These events are NOT RACES. They are timed laps at a race circuit. The field is spread out to provide space between the cars, and is flagged off at intervals from pit lane. The first lap is a ROLLING START (no standing start) warm up lap and timing starts on crossing the start/finish line for the first time. We use Dorian electronic timing system which allows larger run groups (up to 20 per group at Calder, Winton and Sandown, 26 at Phillip Island). With a run time of 10 to 15 minutes per session, and up to 4 sessions for the day, you can achieve more than 25 timed laps for the day.

(A) Regularity

The Regularity component is designed for those competitors who choose not to run at race speed but to drive their vehicles at a pace of their own choosing for their own enjoyment. It is particularly aimed at drivers of valuable cars or older, fragile cars, who do not want to risk damage or stress to their cars by driving at race speeds in the Sprints. Regularity is a competition of achieving consistent lap times. Dicing by competitors is prohibited. Whilst overtaking of a slower car is permitted, it can only be done when safe for both cars, and once a competitor has been passed they may not re-pass the car that passed them for the remainder of that lap. If a faster car should want to pass, indicate by clearly pointing which side they

should overtake and maintain a steady line while they do so. The driver of the passing car will then know that you have seen him.

In the morning, a timed practice session is conducted (during which drivers can do whatever speed they are comfortable with), after which each competitor will nominate a designated lap time for the event – YOU choose your time. Then you do your next timed sessions with the aim of achieving your target time on EVERY lap. For each lap on which the competitor records a lap time **faster** than his nominated time, a penalty of two points per tenth of a second of the error shall apply. For each lap **slower** than his nominated lap time a penalty of one point per tenth of a second of the error shall apply. The winner is the competitor who has completed the required number of laps and has accrued the least penalty points.

(B) Sprint

Sprint Class Marque Classic DC (2500 to 3500cc) for the quicker Big Healeys, and Class Marque Classic AC (up to 1499cc) for the Sprites. MSCA says “not to be seen to be racing”. Aggression is frowned upon but you can drive as fast as you can and pass anywhere, but SAFELY. The fastest 2 laps are taken into account. You should get up to 4 timed sessions with a chance for more if the day has run smoothly. Fastest Class DC cars do Winton long track in 1:39, Sandown 1:26, P.I. 1:52 and Calder 1:07. Fastest Class AC Sprites do Winton long track in 1.46, Sandown 1.35, PI at 2.02 and Calder around 1.15

SAFETY All cars are scrutineered for safety and must meet the Supplementary Regulations of the meeting. Meetings are run to CAMS or AASA standards. Senior officials monitor driver behaviour – inappropriate behaviour will not be tolerated. This is a **TIMED EVENT NOT A RACE**. You compete on a race circuit with a smooth surface, good vision, all cars are going in the same direction and with a limited number of cars on the track at one time there is ample room to run off the track without car damage. Repeated laps lead to building of confidence, predictability and improved performance.

TO ENTER Download a form from the MSCA website www.msca.net.au or join the Team Healey email list and have one sent to you for each event. Entries become available about 3 weeks before the event and close on the Monday before unless already fully subscribed. Entry fees for 2012 are \$180 for Winton, Sandown, Phillip Island and Calder, including hire of the Dorian timer. Entry fees are subject to change if costs increase. Note that it is your responsibility to return the Dorian timer at the end of the day. If you take it home it is your responsibility to return it to BENDIGO ! It's loss will cost you \$500!!!

PREPARATION

Need 2 separate fastening systems for a front opening bonnet – bonnet strap or leather belt through grill will do.

Tyres to be fitted with metal valve caps.

Fit a fire extinguisher **not more than 3 years old**, complying with Australian Standards 1841 of at least 900g capacity and secured via a STEEL BRACKET, within easy reach of the driver. The arrow on the gauge must be in the GREEN zone. Don't buy a cheapie!

All loose objects must be removed from the vehicle

A blue TRIANGLE indicating position of the battery or isolating switch.

Roll bar is recommended for open cars but is NOT compulsory.

A supplementary return spring on each throttle - standard on Healeys

Battery secure and positive terminal covered (electrical insulation tape will do)

Cover forward facing glass (headlights) with a clear covering – office supplies “contact covering sheets”, cut to size, works well. You may be required to run with headlights ON in poor weather conditions.

Operating brake lights are compulsory (bring spare globes).

Safety equipment -

For open cars, a full face helmet complying with AS1698 standard.

In case of fire, all competitors must be dressed in long legged trousers and long sleeved shirts or other outer clothing made of non-synthetic material. You do not have to buy a “race suit”.

Fully enclosed LEATHER shoes, no synthetic sports type sneakers.

Lap sash belts are adequate (you do not need a race harness in Regularity but advised for Sprints) and they will check their condition and look for an Australian Standards tag.

A maximum NOISE level of 75 Decibels must be observed at Sandown and Phillip Island.

You will be black flagged if you exceed the limit and given one chance to rectify the problem. A 2nd offence will result in exclusion.

Not compulsory, but a good modification is a TOW HOOK front and rear. If you break down the recovery vehicle will expect you to attach a tow rope to get you back to the pits.

An oil breather catch tank is not necessary for cars registered for unrestricted road use.

Fit a radiator overflow catch bottle of at least 600ml capacity.

Fit correct race numbers in the correct position – on both doors. (Available at meeting)

You will be *scrutineered* to ensure all above supplementary regulations have been met. In addition they will check seat condition and mountings, condition of cooling system and hoses, fuel lines and fittings, steering freeplay, no oil leaks etc., play in hubs, rear vision mirrors, no structural rust/body cracks and body clean with no excess damage.

Have your car clean and in good condition and you will be fine. A service and tune before an event (keep brake fluid fresh) will minimize the chance of a wasted day.

ON THE DAY Arrive early. Gates usually open around 7am. We park as a group.

Immediately prepare the car – remove all loose items and spare tyre and put your tool kit, chair etc behind your car. If you have your race numbers put them on, and your blue triangle marking battery position. You can secure a race number for the season if you are a regular.

Otherwise your allocated number for each event will be notified as part of your entry confirmation. Numbers can be purchased at the event. Cover headlights with clear material.

When the RACE OFFICE opens, take your CAMS LICENCE and CLUB MEMBERSHIP CARD and complete your paperwork. You will be given a windscreen sticker showing your run group. The scrutineer will initial this when you pass scrutineering. This is your pass on to the track. You will be given a scrutineering form – place under windscreen wiper. Buy race numbers at the office if needed and put on doors.

You will be given your DORIAN timer – put in ***COLES cloth shopping bag or similar (please bring your own)*** and attach by closing passenger door on the bag, next to sill. We will show you the system.

Go to scrutineering bay. The sooner you go the shorter the queue. You do not want to miss your first run, and Regularity is usually first. They want to see your helmet, fire extinguisher, battery, under the bonnet and boot. Have them open and ready, with your scrutineering form at hand which they will keep. Race numbers must be in position. Make sure your sticker is signed by the scrutineer.

A compulsory drivers briefing will be held after scrutineering finishes (sometimes before!) at around 8.45 to 9am. First run group will be called to dummy grid for a 9.30 start. (Regularity is usually first). Keep track of which run group is running – you may miss your call for subsequent runs. There is enough pressure without a last minute panic.

LEAVE YOUR EGO AT HOME. Your team Healey mates will help you through your first event or two and suddenly it will all seem so simple.

One note of caution – check your INSURANCE POLICY. You are unlikely to have cover on the race track.

AHOC COMPETITION CHAMPIONSHIP RULES

We have enough people to have a very good Championship BUT they have varied interests re track competition and there is an enormous difference in car / driver abilities. The proposal is to have a Competition Championship that

- Is based on ALL events on *race circuits* covering the current interests of our competing members.

Group S racing, marque sports (too modified for Gr S) racing, Historic Regularity, and MSCA Sprint or Regularity, where official lap times are available - eg MSCA website or at www.natsoft.com.au for all other events

- All we need is official LAP TIMES from any circuit event, available on www.natsoft.net.au website or from the event organiser

- Based on the premise that :

- all are trying to drive quickly and smoothly to the best of their ability
- all are making equal commitment – it is just as hard/stressful for a beginner in Regularity at MSCA as for, say, the experienced Peter Jackson racing Gr S at PI
- we want as many involved as possible.
- we want to give EVERYONE a chance to win, NOT just the FASTEST cars.

POINT Scoring System -

- Take 4 FASTEST laps achieved for the day.
- Calculate the difference between fastest lap & 4th fastest lap in 1/100ths of a second
- Eg 1.15.25 to 1.16.40 is 115 points time penalty.
- Subtract from a starting score of 1000 points : $1000 - 115 = 885$
- This is your score for this event. The more consistently you drive, the less the gap and higher your score.
- The Championship is decided on the TOTAL of your BEST 4 events, (that is a possible maximum of 4000 points.)

“BEST OF 4” format rewards those who enter more events by allowing worst performances to be dropped, but does not guarantee victory by having the ability (time and/or money) to enter a lot of events.

“Four rounds” is achievable for most who enter their preferred events for the year – the racing guys can always do an event or two at MSCA to add to their race events.

FOUR FASTEST LAPS

Aim is to show ability to put together a string of consistent fast laps rather than just one fast lap. This system excludes laps where you are held up by a slower driver, have a spin etc. and not have your score ruined for the day. A mechanical breakdown can still see enough laps achieved to score reasonable points.

This is really quite a SIMPLE system – just a matter of keeping records - and does not rely on complicated Class handicapping or Index of Performance adjustments which rarely work satisfactorily, especially when you have a small number of competitors as we have. You cannot work out a formula to achieve parity between 4 & 6 cylinder cars, much less allow for different levels of development within each of those groups.