

MSCASA Introduction:

The Marque Sports Car Association of South Australia Inc (MSCASA) is a CAMS affiliated “umbrella” car club that allows members of its member clubs to participate in motorsport events without these member clubs having to have their own CAMS affiliation. To join the MSCASA as an individual, competitors must first be a financial member of one of the MSCASA clubs. They can then apply for individual MSCASA membership. The annual fee for individual members is \$25. Being an MSCASA member entitles the competitor to a \$20 discount per event. The application form for MSCASA membership is available on the MSCASA website – www.mscasa.com. The MSCASA is managed by a committee, made up of delegates from each of the member clubs. The MSCASA has a President, Secretary, Treasurer, Competition Secretary and delegates. The delegates committee meets monthly to discuss and make decisions on events and other matters, and conducts their own financial affairs.

The current MSCASA member clubs are:

- Alfa Romeo Owners Club of SA
- Austin Healy Owners Club of SA
- Bolwell Car Club of Australia
- Classic Celica Club of SA
- Fiat-Lancia Car Club of SA
- Honda Car Club of SA
- Jaguar Drivers Club
- Mazda MX-5 Club of SA
- Mercedes Benz Motorsport and Restorers Club
- MG Car Club of SA
- Mini Club of SA
- Modified Mini Car Club of SA
- Nissan Datsun Car Club
- Sprite Car Club of SA
- Sunbeam Car Owners Club
- Triumph Sports Owners Association
- Volvo Car Club of SA

The MSCASA also organises and runs 5 Super Sprint events and 1 Regularity Relay event each calendar year, usually between February and November each year. Usually one or more of the Super Sprint events will include a “Come and Try” component, where drivers with little or no track experience can learn from experienced drivers. Entrants in this component don’t require a CAMS licence, as the entry fee includes a one day licence.

Super Sprint Event Information:

A Super Sprint is a speed event held on a racetrack (in our case Mallala Motorsport Park, with the possibility of some events at The Bend in the future). The event is run over a full day, always on a Sunday. Drivers arrive at the track from around 7:30 am, and the last session finishes around 4pm.

The track closes at 4:30pm. Costs are very reasonable - \$115 for MSCASA members and \$135 for non- members. This is arguably the cheapest full day speed event in the country today.

It is not a “race” in the true sense; rather it is best described as a level of motorsport between a track day and a race meeting. A brief definition is *“Cars are sent onto the circuit in pairs to set their fastest lap. There are up to 18 cars on track at the same time. The pairings are sent out at 2 second intervals, with the fastest pair at the front to minimise overtaking”*. MSCASA run 5 Super Sprint events each calendar year – dates are published in advance on the MSCASA website and on the Meecamsau website once the SuppRegs have been approved.

The events are run in a safe environment, with various officials in attendance. These include Stewards, Clerk of Course, Assistant(s) Clerk of Course, Scrutineers, Timekeepers, Grid Marshalls, Flag Marshalls, and Fire and Ambulance personnel. Most of these officials are fully trained and licenced, and all of these officials are volunteers, and give up their time so we can compete. These officials share your passion for motorsport. Both officials and fellow competitors will welcome new drivers, and are always willing to provide assistance if required. If you are unsure of anything, you only have to ask. Anyone wanting to get involved in motorsport, but not as a driver, is welcome to become an official.

The event is organised and run in accordance with CAMS (Confederation of Australian Motor Sport) rules and regulations. Each event has a set of Supplementary Regulations (more commonly called SuppRegs), which are additional to the CAMS standing regulations. The SuppRegs define the what, where, when, who, how etc, and include details of the event officials, classes, times and how to enter the event. These SuppRegs are available on the MSCASA website (www.mscasa.com) and also on the CAMS online event entry site (www.meecamsau.com), usually 2 – 3 weeks before the event date. Competitors (particularly first timers) should read these SuppRegs prior to attending the event. Any questions can be addressed to the Secretary of the Meeting, whose phone contact details are listed in the SuppRegs.

Entries:

Event entries are open to competitors who hold a CAMS Level 2 Speed licence (membership of a CAMS affiliated car club is a pre-requisite to obtaining a CAMS licence, so competitors must also be a financial member of an appropriate club).

Entries to events are made by using the CAMS online event entry website (www.meecamsau.com), or by downloading, completing and posting an entry form from the MSCASA website (www.mscasa.com). The preferred method is via Meecamsau. Payment should be made when entering. If paying by bank transfer (which is the preferred payment method), you need to include your surname, event date and what you are purchasing. E.g. entry fee plus MSCA membership.

Competitors and Cars:

Competitors supply their own car for the events. This can range from a standard road-registered car to a dedicated track or race car. Regardless of your car or your track experience and ability, you will be on the track with other competitors who are doing similar lap times to you. Cars must meet

minimum standards, and will be checked by a scrutineer before being allowed on the track. The car must be safe, with seat, seat belt, brake lights, wheels and tyres, brake pedal operation etc being checked.

Each car must be fitted with a 1kg fire extinguisher. This must be securely attached to the car, within reach of the driver, and must be within 3 years of the manufacture or test date stamped on the device. It must also comply with AS1481 – this will be marked on the device. Further information on fire extinguisher requirements can be found on the CAMS website – www.cams.com.au – search for Schedule H - Fire Extinguishers under “General Requirements for cars and drivers”.

All cars require a blue triangle attached to the bodywork to indicate the battery location, and any front facing glass (except the windscreen) must have “an adhesive cover of a colour other than red, to prevent the spillage of broken glass”. This generally applies to cars with glass headlight lenses, and covering them with clear contact or similar is a suitable cover.

For road-registered cars in good condition, these are the main items to be addressed. Dedicated track or race cars have extra requirements, full details of which can be found on the CAMS website – look for Schedule A & B – General Requirements of Automobiles. Further information is also listed in the SuppRegs for each event.

All competitors will require a helmet. It can be open face or full-face, with or without a visor (drivers of open top vehicles must have a visor or goggles), but must be in good condition and must meet one of the following standards – AS/NZS1698, ECE22, Snell SA2000. Your helmet will be checked when your car is scrutineered. Competitors must also wear neck to wrist to ankle non-flammable clothing (ie cotton shirt or windcheater, and cotton pants/jeans), and enclosed leather-topped shoes. Driving suits, boots and gloves are optional. Further details on apparel required can be found on the CAMS website – Schedule D – Apparel under “General Requirements for cars and drivers”.

First time competitors should pay attention to the condition of their brakes and tyres, as these will get a workout on the track. Cooling systems should be in good working order, and the car should have no major fluid leaks.

Groups and Grids:

Prior to the event, once all entries have been received and processed, competitors are allocated to a group and given a grid position based on their previous or nominated lap times, with the faster cars in a particular group at the front of that group. This ensures that competitors are on the track with other cars of a similar speed, and the cars in front of them are usually slightly faster, thus reducing overtaking and accidents. Usually there are 4 – 6 groups of cars, with around 18 cars in each group – group 1 is the fastest 18 cars, group 6 is the slowest. Only one group is on the track at any one time. The list of “groups and grids” is available for download on the MSCASA website 2 – 3 days before the event.

On the day:

The schedule of events for the day, including times, is listed in the SuppRegs for the event.

On the day of the event, competitors are firstly required to “sign-in”. This involves taking your CAMS licence, club membership card, car logbook (only if applicable) and completed track waiver form to the sign-in office, and following the process to be officially registered for the event.

After sign-in, competitors take their car, along with their helmet and clothing they intend to wear on the track, to the scrutineering area. When their turn arrives, their car and equipment will be checked by a qualified scrutineer for safety and compliance with the regulations. The scrutineer will complete your scrutineering form, and put a sticker on your car (usually on the windscreen or side window) to confirm that your car is track ready.

First time competitors to Super Sprint are required to attend a “First time competitor’s safety briefing” before the event gets underway. This briefing is held near the scrutineering bay, at a time advised in the SuppRegs (usually 9am). At this briefing they will learn more about the event, and what is expected of them. Following the briefing, first time competitors will be allowed onto the track to set a base lap time. This time will be used to allocate group and grid positions. This track session is usually for 15 minutes, from 9:15 to 9:30am. First time competitors need to have their car in form-up, scrutineered and their helmet in the car and be ready to go straight after first timers briefing. Form-up is the fenced off area opposite scrutineering.

After the first time competitors briefing there is a drivers briefing for all drivers (including first timers). This is usually held at 9:45am, again by the scrutineering bay. At this briefing, the Clerk of Course will re-iterate the rules and expectations, and pass on any updates or news relating to the event. Attendance at this briefing is compulsory for all drivers, and there are sign-in sheets that must be signed by attendees.

After the drivers briefing, cars in group 1 assemble in the form-up area in their allocated grid order, and are then released onto the track. They proceed at approximately half pace to the start / finish line – this is almost a full lap of the circuit and gives an opportunity to warm tyres and brakes before the sprint starts.

Once the marshalling area is clear, cars from group 2 start to assemble in the marshalling area their grid order, ready to enter the track when their turn arrives. Groups will be called to the marshalling area over the PA system.

Cars on the track are stopped by an official at the start / finish line, in rows of 2, in their grid order. Once all cars are assembled, they are released by the starter in groups of 2 (ie one row at a time). There is a 2 – 3 second gap between each pair of cars being released – this spreads the field and reduces the chance of accidents and congestion at the first couple of corners.

Each pair of cars can then have a “drag” race to turn 1, but the car in front when approaching the turn gets “right of way” – the other car must yield and allow the front car to have the racing line around the corner. From this point competitors complete 5 full laps at speed. Overtaking is allowed, but only when driving in a straight line (ie not in corners) or under hard brakes. This rule is in place to reduce accidents and damage, and increase safety. At the end of the fifth lap competitors will be shown a chequered flag as they cross the start / finish line, and they then reduce speed and take the pit exit back to their garage / parking area. Once the track is clear, the next group is released onto the track and the process repeats – group 1,2 ,3 ,4 ,5 ,6 1 again and so on. As each group leaves the

marshalling area to enter the track, the next group starts to assemble in the marshalling area. There is usually around 1.5 hours between an individual competitor's runs. Each group does 4 track sessions, and the day will usually finish around 4 – 4:30 pm. As competitors complete their last session of the day they are free to leave the park. You can leave at any time, for example if you have car trouble, but please let the form-up marshal know so he isn't calling you for your next track session.

Timing:

Lap timing for the event is done electronically, using a Dorian transponder attached to each car. Each competitor has to have a Dorian transponder after their first event. These can be purchased through MSCASA, and are also available second-hand. This transponder flags as it crosses the timing loops at the start / finish line, and the time is recorded on the timing computer system, to 4 decimal places (ie 1 Minute, 15.0321 seconds). This is the same timing system used by V8 Supercars and many other race series in Australia. During each session live times are streamed to the Natsoft website, and at the end of each session times for all competitors laps are also uploaded. These times can be viewed using a mobile phone or computer at the track. Results for each event are also posted on the MSCASA website after the event.

The Peter Hall Memorial 6 Hour Modern Regularity Relay Information:

A Regularity event is similar to a Super Sprint, and is defined as *“a competition where the driver nominates a lap time and endeavours to maintain that time over a number of flying laps of the race circuit”*. The focus is placed more on regularity – keeping as close to a nominated lap time for the entire event.

The Peter Hall Memorial 6 Hour Modern Regularity Relay event run each year by the MSCASA is named in memory of the late Peter Hall – a former president of the MSCASA, and the driving force behind the founding of the 6 Hour Relay event.

The event is a team-based event – teams of 4 to 6 drivers compete against other teams. The event (as the name suggests) runs for 6 hours, and only one driver from each team is on the track at any time. Drivers carry an armband while on the track, and driver changes involve the on-track driver entering the pits, another team member or manager taking their armband and giving it to the next driver, then the next driver entering the track for their driving stint. Teams can choose how long each driver's stint is, but there are rules on minimum & maximum laps for each driver.

Each driver in a team has a separate nominated lap time – these can be vastly different from other drivers – and tries to match that time whenever they are on the track. There are penalties for going faster or slower than the nominated times, and at the end of the event the points for all drivers in a team are tallied. Place-getters are decided from these points.

This event is very popular, with interstate teams making the trip to Mallala to compete each year. As with all CAMS sanctioned events, a set of SuppRegs are published for the event in advance, usually 4 weeks or more before the event. Prior to the SuppRegs being published, previous year's SuppRegs

are available on the MSCASA website. There aren't usually many changes from year to year, so reading last year's SuppRegs will give you a better understanding of the finer points of this event.

Entry to the event involves forming a team of drivers, and completing both the part A (for individual drivers) and part B (for the team) entry forms, which are available from the MSCASA website around 4 weeks before the event. These entry forms are then submitted, with payment from each driver, to the Secretary of the event as defined in the SuppRegs.