

HEALEY MOTORSPORT FOR BEGINNERS

You own a Healey that has an enormous competition history - consider using it.

AHOC COMPETITION CHAMPIONSHIP RULES at January 1st 2021

The aim of the COMPETITION CHAMPIONSHIP is to recognize and reward Healey motorsport participation at all levels of car preparation and driver experience, to include as many members as possible, in theory all having an equal chance of taking out the trophy.

We have a mix of newcomers in the Marque Sports Car Association (MSCA) regularity class, more experienced Level 2 Licence holders at MSCA and other organized Sprints, Six Hour Relays and Open Regularity events and our fastest Healeys and drivers at Racing events with full race licences, all competing for an AHOC Competition Championship or Associate Championship using a common points scoring system at different events of choice and at different times. The AHOC Competition Championship is based on ALL events on race circuits covering the current interests of our competing members. All we need is official LAP TIMES from any circuit event, usually available on <http://racing.natsoft.com.au/results/> the Natsoft Race Results website or from the event organizer

Our Championship is based on the premise that all members are trying to drive quickly and smoothly to the best of their ability, and all are making equal commitment (it is just as hard/stressful for a beginner in Regularity at MSCA as for an experienced member racing in Historic Group S Production Sports Cars). We want as many members involved as possible and we want to give EVERYONE a chance to win, NOT just the FASTEST cars.

A member is in the Competition automatically if competing in a circuit event where official lap times are available. To ensure you do not miss out on hard earned points please let the Competition secretary know when you have competed in an event outside of the main MSCA, Historic or Six Hour Relay events featured in our Competition Calendar.

POINT SCORING SYSTEM for AHOC Competition Championship

- 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.) for the Competition Championship and for your BEST 3 events for the Associate and MSCA Championships.
- “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. FOUR FASTEST LAPS shows ability to put together a string of consistent fast laps rather than just one fast lap. If you are held up by a slower driver, have a spin etc. you do not have your score ruined for the day. Even a mechanical breakdown can still see enough laps achieved to score reasonable points.

This is really quite a SIMPLE system and does not rely on complicated Class handicapping or Index of Performance adjustments which rarely work satisfactorily, especially when you have a relatively small number of competitors as we have.

We have found in the past that you cannot work out a handicap formula to achieve parity between 4 & 6 cylinder cars, much less allow for different levels of development within each of those groups.

The AUSTIN HEALEY OWNERS CLUB COMPETITION CHAMPION is the club member who scores the highest number of points under the above system driving a car designed by Donald Healey.

The ASSOCIATE CHAMPIONSHIP covers members who compete in any other marque of car under the same rules and scoring system, except that the total score is taken for "best three" rounds. Once again, the scoring system is ideal for the disparate nature of associate cars, to give us a "level playing field."

PART ONE - HOW TO GET STARTED IN HEALEY MOTORSPORT

LICENSES FOR BEGINNERS

As a current financial member of our club which is affiliated with Motorsport Australia (was called CAMS) you can start competing in speed events by applying for an M.A. SPEED License on-line at the Motorsport Australia (M.A.) website www.cams.com.au For 2021 the cost is \$130 for a 12 month license. No driving test or doctor's medical is involved. (You do have to make a declaration to some specific health questions.) A SPEED license enables you to compete at Club level Sprint & Regularity events, at various open Historic Regularity events and at Hill Climbs and Tarmac Sprints.

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, small numbers of interested member drivers 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 then become part of our Austin Healey Owners Club Competition Championship.

WHAT IS the MARQUE SPORTS CAR ASSOCIATION?

The Marque Sports Car Association is an alliance between the Austin Healey Owners' Club, Austin Healey Sprite Drivers' Club, Bolwell Car Club of Australia, Lotus Car Club Victoria, Fiat Car Club, Nissan Datsun Sports Owners' Club, NissanClub Australia, Triumph Sports' Owners' Association, MG Car Club, the Sports Owners' Club of Victoria (Corvettes mainly), Jaguar Club, the BMW Car Club and the Victorian Clubman Builders Group.

MSCA is organized by a voluntary Executive Committee plus a delegate from each club.

As well as cars from the above clubs, there are a large number of classic and modern cars which compete at MSCA events. Go to the MSCA website www.msca.net.au for more information. You can experience Phillip Island, Sandown and Winton race circuits, and Rob Roy hill climb. Other venues such as the new Tailem Bend (Sth. Australia) track, Broadford Motorcycle Complex and DECA at Shepparton are being considered for future events. Events are professionally organized and run to meet M.A. and AAASA standards of safety. Nine one day events are offered each year.

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 three second intervals from pit lane. The first lap is a ROLLING START (no standing start) warm up lap behind a pace car and timing

starts on crossing the start/finish line for the first time. We use Dorian electronic timing system (units are provided on the day by MSCA) which allows larger run groups - up to 20 per group at Winton and Sandown, 26 at Phillip Island. With a run time of 12 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. It is the responsibility of the passing driver to do so safely. It is the responsibility of the driver being passed to watch his mirrors and "hold his or her line" while being passed.

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 and you do your remaining timed sessions with the aim of achieving your target time on EVERY lap. The points system rewards the driver who best achieves this.

(B) Sprint

Sprint Class 4C Classic 2000 to 3499cc for the Big Healeys, and Class 2C Classic up to 1999cc 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. You are allowed to pass in corners. As in regularity it is the responsibility of the passing car to do so safely. The driver of the car being passed must be checking the mirrors and hold the line, indicating on which side you wish to be passed. Dive bombing under brakes is NOT permitted. Sprints ARE a level up on regularity. Results are based on your fastest lap for the day. Every effort is made to have run groups of similar sized cars of similar performance.

TO ENTER Entries open about 3 weeks before an event via the CAMS online entry system. Entry fees for 2021 are \$245 for Winton, Sandown and Phillip Island including hire of the Dorian timer. Contact the AHOC Competition Secretary for more information on how to enter.

SAFETY All cars are scrutineered for safety and must meet the Supplementary Regulations of the meeting. Meetings are run to M.A. 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.

PREPARATION IS NOT ONEROUS for Registered, Standard or slightly modified Healeys. If your Healey or other Marque is highly modified or Log Booked, carefully read the full MSCA Vehicle and Safety Requirements at the end of this section.

Two separate fastening systems for a front opening bonnet – bonnet strap or leather belt through grill will do. Tyres must be fitted with metal valve caps. Fit a fire extinguisher not more than 3 years old from the date of manufacture, complying with Australian Standards 1841 of at least 900g capacity, secured via a BOLTED STEEL BRACKET, within easy reach of the driver. All

loose objects must be removed from the vehicle. Fit a blue TRIANGLE indicating position of the battery or isolating switch.

A roll bar is recommended for open cars but is **NOT compulsory**. If a roll bar is fitted then CAMS SF 45.1 high density foam covering **must** be applied to any area where the helmet or body may come in to contact with the roll bar. This foam is readily available from race supply outlets like Revolution Race gear in Mitcham. A supplementary return spring on each throttle is required and is standard on Healeys. The battery must be 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.

Operating brake lights are compulsory (bring spare globes).

Safety equipment -

For open cars, a full face helmet complying with **AS1698 standard** can be purchased from a motorcycle shop for around \$300. Specialized outlets like Revolution Race gear in Mitcham can supply more expensive helmets with Hans neck protection if you wish - at a cost of a bit over \$1,000.

Frontal Head Restraints (commonly known as a HANS device). Motorsport Australia deems FHR compulsory for MA logbook cars unless they are in the 5th Category Historic J,K and L class. The use of FHR is NOT mandatory for road registered or non-logged book cars at Speed events. However, MSCA strongly recommends it's use if your seat/harness/roll bar/helmet combination will accommodate it's use

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”. Cotton jeans and cotton/wool top garment are acceptable. You need 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. If you do have race belts fitted they must be labelled with an FIA standard and be no older than the “expiry date plus 5 years”.

A maximum NOISE level of 75 Decibels is enforced. You will be black flagged if you exceed the limit and given one chance to rectify the problem. A second offence will result in exclusion from that meeting.

The scrutineers are now making 40 mm TOW HOOKS front and rear mandatory with location clearly marked. If you break down the recovery vehicle will expect you to attach a tow rope to get you back to the pits.

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

Fit correct race numbers in the correct position – on both doors. (These are available to buy at the meeting). Your number is listed by the Race Secretary by email in the week before an event.

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 free play, 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 officially open at 7am, but Sandown and Phillip Island have been opening as early as 6.30 lately. Team Healey parks as a group. AHOC Vic pays for Sandown pit garages for us - I book these in advance and let you know via email what the garage numbers are. 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 and a scrutineering sheet which you take to scrutineering. Buy race numbers at the office if needed and put on doors, BEFORE going to scrutineering. 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 the scrutineering bay. 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. No signature, no run.

A compulsory drivers briefing will be held after scrutineering finishes at around 8.30am. Sign the attendance sheet for your run group after drivers briefing finishes. No signature and you will be stopped at track entry. First run group will be called to dummy grid for a 9am 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.

PLEASE NOTE AT THIS TIME, February 2021, DURING THE COVID - 19 PANDEMIC the process described above is superseded by health and safety requirements. Minimal contact and maximum online paperwork - particularly self scrutineering and online drivers' briefing are mandatory. Social distancing etc is required BUT the new system is working very well and many aspects may carry over to the post pandemic time. If you are getting involved at this time you will be guided through the entry system.

LEAVE YOUR EGO AT HOME. Your team Healey mates will help you through you 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.

PART TWO

Following is the MSCA VEHICLE AND DRIVER SAFETY REQUIREMENTS, in full, as shown in the Supplementary Regulations you read and AGREE to on entering an event.

(A) VEHICLES AND SCRUTINEERING

All vehicles competing, including road registered vehicles, shall conform with the requirements of the following and any other MSCA items specified in the Supplementary Regulations:

1. All vehicles except a road registered series production car fitted with an original equipment two-stage fastening system must be fitted with 2 separate fastening systems on any front opening panel (e.g. Bonnet) ie where the hinge is at the rear of the panel. The second fastening system shall either ensure the panel remains closed or one fastening system shall hold the bonnet or panel closed and its release shall allow the bonnet or panel to be raised to provide access to a second fastening system fitted within the vehicle. The second fastening system must not allow the bonnet or panel from being raised more than 150mm from the fully closed position.
2. Each automobile must be equipped with a fire extinguisher which complies with the following conditions and is properly fitted at a suitable location:
 1. It must comply with Australian Standard 1841

2. It must be of at least 900g capacity
 3. It must remain restrained under an acceleration of 25G. A metal mounting bracket and metal clamp will meet this requirement.
 4. it must be capable of removal by the driver without the aid of tools.
 5. The fitment of an on-board extinguishing system homologated by the FIA shall be acceptable as an alternative to the fitment of a separate extinguisher
 6. Fire extinguishers must be inspected by scrutineers at least once every six months, or otherwise prior to competition. This involves visually checking the unit and its mountings for damage, checking the pressure of the contents, and shaking the container to check for settling of the extinguishing material. Where practical the extinguisher should be weighed.
 7. Fire Extinguishers must be no more than 3 years old based on the date of manufacture – not the sale date.
2. All loose objects must be removed from the vehicle.
 3. Tyres to be fitted with metal valve caps.
 4. Slick Racing Tyres are not permitted at any SANDOWN Event.
 5. A supplementary return spring shall be attached on each throttle, and return all throttle bodies to the closed position. This does not apply to fuel injected vehicles.
 6. A blue triangle of sides 150mm indicating the position of the battery or isolating switch shall be adhered to the vehicle.
 7. Roll Over Protection is recommended for open cars and cars fitted with Slick tyres. Roll-over Protection must be properly and safely constructed and mounted.
 8. Helmet and Head Protection: Where a helmet of an occupant could come into contact with the safety cage structure, protective padding must be applied to that area which complies with SFI Specification 45.1. For each 1st Category vehicle (essentially open wheel race cars) the use of SFI specification 45.2 for the head rest is permitted.
 9. Body Protection: Where the body of an occupant could come into contact with the safety cage it is recommended (but not mandatory) that flame retardant padding be fitted. SFI Specification 45.1 padding is suitable.
 10. Road Registered Cars with Safety Cages: Please note that Clauses 8, 9 and 10 above apply.
 11. Open wheel Racing Cars (MSCA Class R2), if not fitted with brake lights must compete with a compulsory Rain Warning Lamp illuminated.
 12. There must be fire wall protection between engine and driver's compartment to prevent the passage of flame;
 13. Vehicles must be constructed to minimise the entry of foreign matter into the driving compartment from the road or wheels;
 14. Any driving chain must be effectively guarded.
 15. Each fuel tank must vent externally to the bodywork.
 16. If manufactured prior to 1 January 1978 (or otherwise not complying with ADR25A) and not registered for use on public roads, a car must have any steering column locking device removed or disabled.
 17. Only petrol, automotive diesel or liquefied petroleum gas, or alcohol in an historic car, can be used. Where a car utilises LPG, a sign in the form of the white letters LPG on a red reflective background, must be placed immediately to the left and centralised vertically to all competition numbers.
 18. Any window or windscreen fitted is to be made from a material which is clear or, if tinted, compliant with AS 2080.

19. Any container within the cockpit which can hold more than 500mL of hot liquid (other than a series heater core) must be enclosed in a sealed compartment.
20. Where fitted with rigid brake pipes, such pipes are to be made of steel tubing or equivalent, unless it is an historic vehicle which is fitted with original components. The installation must be such to protect the pipes against vibration and damage.
21. Save for open wheelers, all cars be fitted with a bulkhead constructed from a flame and liquid-proof material. If the material is clear it shall be a minimum of 6mm thick. This bulkhead shall effectively seal the cockpit from the fuel tank or re-fuelling system.
22. The Noise Level from cars when measured 30m from the track edge must not exceed 95dB(A) except at Sandown and Phillip Island. A Maximum Noise Level of 75 Decibels must be observed at Sandown and Philip Island Events. Vehicles found to exceed these limits will be black flagged and given one chance to rectify the problem. A Second Offence will result in exclusion from the meeting. Any times recorded will not be counted.
23. All cars must be fitted with a steering wheel not incorporating any wood, unless such is the original component of the vehicle.
24. For Super Sprints and Regularity, have an adhesive cover of a colour other than red to prevent the spillage of broken glass on all external forward-facing glass components, save for the windscreen.
25. All cars are to be fitted with a driver-operable reverse gear save for historic vehicles and vehicles in MSCA Class R2.
26. Sideways or rearward-facing exhaust pipes. If rearwards, the outlet/s shall be between 100mm and 50mm above the ground and shall not protrude more than 150mm beyond the rearmost portion of the automobile. If directed sideways, the outlet/s must be located rearward of the midpoint of the wheelbase. In any case, they shall not project beyond the maximum width of coachwork or terminate more than 50mm within the plan view of the adjacent coachwork.
27. Spoilers etc Any specific part of the vehicle which has an aerodynamic influence on its stability must be mounted on the entirely sprung part of the car and shall be firmly fixed whilst the vehicle is in motion. Neither the roll bar nor any of the units associated with the functioning of the engine or transmission shall have an aerodynamic effect by creating vertical thrust. All external projections swinging in a horizontal plane shall have a minimum radius of 15mm. The leading edge of any aerofoil fixed to the front of the car shall not be sharp.
28. Wheels and tyres. When a steel wheel centre supplied by a vehicle manufacturer as original vehicle equipment is used, any rim attached to such centre shall not be more than 2 inches wider than the rim originally fitted to such centre. When a steel centre other than that supplied by a vehicle manufacturer as original vehicle equipment is used, no widening is permitted. Tyre fitment shall be in accordance with the Tyre and Rim Association Manual; otherwise the tyre manufacturer's specifications shall apply. Tread wear indicators as provided by the tyre manufacturer shall be the definitive indicator of tread depth. Prior to practice or competing, each tyre must have tread in excess of the wear indicator save on the shoulder where localised wear may occur. In wet conditions, the Clerk of the Course (with the approval of the Stewards where applicable) may declare untreaded tyres are not to be used at the commencement of the competition. A maximum of one, metallic wheel spacer may be used behind each wheel. Any tyre fitted to a rim without safety profiles must be fitted with an inner tube.
29. Seats. Cars shall not be required to have a front passenger seat fitted.

30. Where a camera or lens unit fitted to an automobile exceeds a weight of 1 kg, it is strongly recommended that the mounting of the video camera or lens unit be carried out in the following manner: (a) A cradle should be attached to the safety cage where present by means of a clamp style bracket secured by at least two 6mm class 8.8 bolts, (b) Where no safety cage is present, the cradle should be securely mounted to a substantial section of interior bodywork, (c) Where a remote style lens is used, the main unit should be mounted in a metal box, securely fixed in place (e.g. 5mm thick alloy held in place by minimum 3 X 6mm class 8.8 bolts), (d) The use of the Whitworth screw mount present on most cameras should not be used on its own.
31. All cars must display competition numbers on both sides of the car, and present the car at scrutiny with the numbers displayed. The numbers must be a minimum height of 250mm and be a contrasting colour with the cars bodywork.
32. All Cars other than Cars registered for unrestricted road use (which shall not have to comply with the following requirements) must:
 - (a) If fitted with any crankcase breather discharging to the atmosphere, each breather be vented into a catch tank of minimum capacity of two litres for engines up to 2000cc or three litres for over 2000cc,
 - (b) Be fitted with a dual circuit braking system save for automobiles manufactured prior to 31 December 1973 or historic vehicles,
 - (c) Have any propeller shaft and universal joints, if passing through the cockpit, fitted in a fixed casing.

(B) CLOTHING AND PERSONAL SAFETY EQUIPMENT

1. In the interest of driver's safety in case of fire, all competitors will be required to be dressed in long-legged trousers and long sleeved shirts, or other outer clothing made of non-synthetic material. No competitor will be permitted to practice or compete with exposed limbs.
2. No driver will take part in the event unless wearing a helmet, properly fastened and complying with AS 1698 specifications or other acceptable standards required by Marque Sports Car Association Inc.
3. No driver will take part in the event unless wearing footwear with leather uppers that cover the foot.
4. No driver will compete in an open car unless wearing a visor complying with AS 1609-1981. Goggles with glass lenses, whether laminated or not, shall not be acceptable.

(C) GENERAL REQUIREMENTS

1. Alcohol and Drugs. The intake of alcohol or prohibited substances (Drugs) in the pit or paddock area is forbidden while the meeting is in progress. Any driver or crew member, adjudged by the Clerk of Course, to be affected by Alcohol or Drugs (through use on the day or affect from intake prior to competing on the day of the meeting) shall be excluded forthwith, from the meeting, and incur such additional penalty as may be deemed appropriate. Decision is at the discretion of the Clerk of Course if testing facilities are not available. The Clerk of Course will accept advice from an authorised testing unit as final.
2. Passengers. No passengers are permitted in Competition events. However, the Supplementary Regulations may provide for non-competitive passenger sessions.
3. Black Flag. The Clerk of Course may authorise the use of the black flag in circumstances of a competitor exercising insufficient car control or driving dangerously or inappropriately, or where a mechanical defect is suspected. A driver to whom the black flag is dis-

played must proceed to the pit lane immediately. A failure to comply can lead to exclusion of the driver.

4. Visibility of Vehicles. The Clerk of Course in his/her sole discretion may require vehicles to turn on forward facing lights for the duration of a session or sessions in conditions of poor visibility such as rain or poor light. If a vehicle does not comply with such a requirement i.e. if it does not have such lights that work and are visible it will not be permitted to participate in that session or sessions.
5. Personal trackside timing receivers are only to be used under the permission of the Clerk of Course or Delegated Grid Marshall. No device will be adjusted by any person while a competition is in progress. Equipment can only be located adjacent to the finish line flag point. An infringement can lead to exclusion of the car linked to the unit. An Owner onus system is applied.
6. Damage to the circuit or grounds. Any cost incurred by the organisers from the venue for repair or clean up of the circuit or grounds, due to action or incident caused by a competitor, or competitors, will be the responsibility of the competitor, or competitors, to reimburse.
7. Stopping or suspending competition. The organisers reserve the right to stop or suspend the event at any time they consider necessary in the interest of safety, or for any other reason.
8. Re-fuelling. Smoking or naked flames shall not be permitted in the pits or within 6 metres of any re-fuelling areas. The engine shall not be running during the re-fuelling of any vehicle. Observe the Restrictions applied in the RISK ASSESSMENT FORMS. Re-fuelling should be done away from all other vehicles, NO Fuel shall be dispensed or stored on the Grid Apron. No re-fuelling inside enclosed Pit Garages.
9. Safety Precautions. (a) The race track is like a workplace and crew and competitors should be aware of workplace hazards (e.g. tools that can cause tripping) and a safe working environment should be maintained (e.g. don't work under a car without supports in place), (b) There is a need for caution and low speed on entering and traversing pit lane or dummy grid, and the pit/paddock area. Drivers breaching this may be excluded, (c) Be very careful unloading/loading competition cars on trailers, and working on cars. The MSCA is not responsible for careless crew or competitors.