

COMPETITION REPORT AUGUST 2021 and MSCA NEWS

2021 COMPETITION CALENDAR

Events listed below count toward the Competition Championships unless marked # LICENCES - MSCA and other Sprints, Relay and Regularity events require a basic CAMS level 2S licence only. The L2S licence can be done online at www.cams.co.au with no driving test and only requiring a declaration of good health (in some specific areas.) Racing requires a minimum Provisional Clubman Circuit (PCC) licence. Go to the CAMS website for details. If you wish to enter an MSCA event for the first time (or discuss "Come and Try" days) ring Rod Vogt on 0408 395 240 or email competition-MSCA@healeyvic.com.au and you will be assisted. Entry is via the CAMS online entry website at www.cams.com.au

MARQUE SPORTS CAR ASSOCIATION CALENDAR

Limited spectators with QR code check in and masks carried and worn if necessary

AUGUST 15th Rd 8 MSCA Winton - inc TSOA Challenge

SEPTEMBER 12th Rd 9 MSCA Phillip Island

DECEMBER 5th Rd 10 MSCA SANDOWN NEW DATE - we agreed to a date change from October 2nd as the Caravan and Camping Show requested their normal date as Covid restrictions eased

NOVEMBER 20th MSCA COME and TRY DAY

To honour our commitment to supporting **youth and women** to enter grassroots motorsport, the Marque Sports Car association is offering a discounted entry fee for \$195 for this group. Our plan is to run a specific junior and women's group. For MSCA affiliated entrants, the entry fee is also discounted to \$245. For all other entrants, the cost is \$295. MSCA was fortunate to secure a government grant for this event and this has enabled this arrangement. In keeping with the spirit of this program, those entrants who have entered multiple times and those with previous track experience will not be accepted. **Entries are now open.** We are also asking our instructors to register for the event.

FULL COMPETITION CALENDAR - main events for points unless marked

Remember that ANY officially timed circuit event will give you points toward the Competition and Associate Championships. If you attend a meeting that is not on this list, and lap times are available, please let me know. Our priority for Sprint events is MSCA events.

AUGUST

July 31/Aug 1st PIARC 6 Hour Relay at Phillip Island

7/8th VHRR Winton Historics

Sunday 15th Rd 8 MSCA Winton - inc TSOA Challenge

Sunday 15th ##VSSC Historic Hillclimb, Rob Roy

28/29th HSRCA Spring Festival Historics, Wakefield Park

SEPTEMBER

3-5th ##Targa Great Barrier Reef tarmac rally

Saturday 4th Alfa Club Sprints, Sandown

Sunday 5th Round 3 Vic Supersprint Championship, Sandown (Maserati Club)

Sunday 12th Rd 9 MSCA Phillip Island

18/19th PIARC Sprints, Phillip Island

25/26th Rd 5 Vic State Circuit Racing Series, Phillip Island

OCTOBER

Sunday 3rd ##Rd 3 MGCC Interclub Rob Roy Hillclimb

Sat/Sun 16/17th Alfa Club 12 Hour Winton relay

COMPETITION REPORTS

MARQUE SPORTS CAR ASSOCIATION SPRINTS July 11th 2021

Unfortunately a recurring pattern happened with just Tony Rogers in his Porsche Cayman and myself in the Sprite making up Team Healey again. Numbers are down at present. Russell Baker and Richard Stephens must be back soon, I hope, from major car rebuilds. Adrian Newman will bring some new enthusiasm in the ex Bill Vaughan Bug-eye Sprite, after a few changes with Simon Gardiner. Regulars assure me they will return!

WOULD YOU LIKE TO HELP AT MSCA EVENTS ON THE DAY?

What a great day, weather wise and well organised AGAIN by the MSCA crew. AHOC Vic punches above it's weight in helping on the day with Paul McPherson as Chief Scrutineer (Bill Metcalf was missing as he recovers from a knee operation), David Kelly was assistant clerk of course (OK, he is half Triumph) and Terry Wade was rostered as Club Steward but was unable to come at the last minute. I have stepped back in to helping in the mornings and I have to say it gives me great satisfaction to feel part of the MSCA Team. I have been AHOC delegate since 2007 and was Vice President and then President for a few years until 2012. I did step back from event day duties to concentrate on our new Team Healey members, to make sure their first events were enjoyable. But there more help is needed to run a successful event now and it is time to do more, particularly in the time of the Covid pandemic. I am now a "floating expert" filling in when required on race mornings.

We have an incredibly hard working MSCA team headed by Bruce and Petrina Story and Mark Rae, but the relatively mundane "on the day" stuff like handing out Dorian electronic timers, run group stickers, setting up tables and barriers and signs etc that make check-in efficient and our drivers happy at 7.30 am is very important. Unfortunately we have little DEPTH in these ranks of volunteers. WOULD/ COULD you consider helping? You could derive a sense of satisfaction from volunteering and feel part of club motorsport without actually driving.

It is not difficult and if we can train up extra people we would have someone to call upon if the regular volunteer is unavailable on occasion. At present, most of our early morning administration people are drivers and it is an added pressure to do the job and then rush off to get the car off the trailer and get ready for your first run. While his Sebring is being prepared Russell Baker has been coming to support us when Covid rules allow and has taken to coming to Admin and relieving me after the initial rush of check-ins and it makes an enormous difference. Thank you Russell. ANYONE INTERESTED, PLEASE CONTACT ME.

Well, Tony and I had a great day. Mid-July and fine weather! The way winter has started it was an unexpected surprise. It **was** cold but after the first run, when tyres struggled to heat up, confidence built and quick times were posted. We had a capacity field of 120 cars and plenty of laps achieved as there were only a few recoveries by our efficient tilt tray truck, or tow ins behind the fire and safety vehicle. We were notified at the last minute that some spectators were now able to attend and our membership was notified. It was so nice to see supporters again. Thanks to Bill Vaughan, Peter Parsons, Ross Hudson and Chris Watt for coming. Also our Club Secretary David Sparks came for the first time to see what all this competition stuff is about. Not quite up to watching the Formula One replays but he was up close and personal to the club action. I THINK he was impressed if that is not too strong a word. And finally, our day was made when John Raisbeck arrived unannounced in our pit garage. Faye thought they were just going to watch from trackside at Dandenong Road corner and didn't bring a coat so stayed warm in the car. John has been such a big part of Team Healey in his rapid Ford Escort and, when not competing, bringing the Big Healey along as a supporter. John's recent stoke has left him with some difficulty in communicating which is clearly frustrating for him but it was a joy for us all to sit with him and see him enjoy all the action which he unfortunately cannot do now. His misfortune could have been happened to anyone of us. A real reminder to seize opportunities. His desire to stay involved is an inspiration and,

hopefully, will help his recovery. A positive attitude is everything and John, you truly made our day by coming.

My final general comment is that the standard and speed of cars competing at MSCA events is quite amazing these days. With ageing members and older cars the Clubs that make up the Marque Sports Car Association now rely on an increasing number of 'modern' cars and younger drivers to fill our field and make us financially viable. Fifteen years ago our MSCA Committee was concerned about the increasing number of non-marque cars, many of which did not fit the accepted description of a Marque Sports Car adopted since the MSCA was founded 50 years ago. We now realise that our Austin Healey, Sprites, Triumphs, Bolwells, MG's, Datsun/Nissans and Jaguars are in the minority AND these numbers continue to fall. Lotus is strong because Clubmans and current models like Elise and Exige appeal to the younger demographic. Similarly our new MSCA Club, BMW, is providing us with many new competitors in exciting M models. We have embraced, rather than shunned, these very fast modern cars as members of MSCA with their keen delegates on our committee. Word of our efficient and friendly meetings has spread and we now see other cars like Porsche, hot hatches from Mercedes, Renault, Peugeot, Toyota etc joining us. On Sunday we commented on how much fun it was to see these cars on track with us still flying the flag for the older generation of sports cars. Strangely, or perhaps NOT, the younger generation really seem to admire the old warriors and their cars and what we represent.

The fastest cars on the day were an FPV prepared Ford Falcon F6 at 1.15.5, a Porsche 997 Twin Turbo 1.17.3, a BMW M2 Competition 1.17.7 and a Ford Falcon Ba typhoon 1.19.8. The quick cars were spread over many marques with a Lotus Exige at 1.20.8, a Mercedes GTR with 1.21.9, the quickest clubman did 1.21.5 with a 1600cc engine, Subaru WRX 1.21.59 and a Nissan 370Z with 1.33.3. The Dodge Viper with 1.26.3 and the big yellow Corvette with 1.24.8 certainly looked and sounded very fast. As a point of comparison, Peter Jackson is our fastest Healey at Sandown with 1.27.4 and I am the quickest Sprite with a best of 1.30.7. Scott McLaughlin in the V-power Mustang supercar struggled to a 1.07.5!

But back to team Healey. **Tony Rogers** set a new PB, breaking 1.30 for the first time with a 1.29.22 in regularity. Of course being fastest is not the game here - managing consistent laps at his nominated time of 1.32 was the goal and Tony did very well with two thirds and a fourth to his credit. There was a big speed differential in the run group with 8 MGB's added due to the very large 33 car MG entry as this was a round go the MGCC Competition Championship. Tony had to deal with many cars doing 1.50's with the slowest at 2.17 - but that is OK because Regularity is all about consistency and this is the group where standard or near standard cars can run safely without risking your pride and joy in the more rapid sprint groups. I think Tony will run his lovely yellow Cayman S in sprints from now on.

The Sprite was put in the very fast run group of Clubmans and Lotus Elise and Exile models. The Sprite is the same size but obviously not as quick as the fastest doing low to mid 1.20's. I am not competing against these cars in my Class but it did add an adrenaline lifting dimension to my concentration to maintain high speed while watching mirrors for the quickest cars. Happily I was NOT the slowest in the group and in fact my consistent 1.33's was the best I have done at Sandown for a couple of years. I lifted my game under pressure and enjoyed every minute. My four fastest laps were consecutive laps in the second run. The fourth run was 'headlights on' from the Clerk of Course as the light faded very quickly at 4.30pm so I decided to take it a bit easier and surprised by managing another 1.33 on my last lap for the day! Nearly ready for the night time stint at the Le Mans 24 Hour?

Another very well run event and my 33 timed laps was great value for money and, the way my body feels 24 hour later, more than enough. With all the MG's in my Class up to 2000cc I was pleased with my third placing of 34 cars, beaten by a 2 litre Datsun Stanza and a 2 litre MGB that races in State series in the MG and Invited British Class. A real plus running at MSCA is the variety of cars from event to event and the change of cars in your run group on the day. That MGB was having it's first run at an MSCA sprint event. Hopefully he will not come back again! On the other hand, 19 year old Evan Farrell in the Stanza has become a regular and now has my measure by about 1 second. Lift my game or concede? Yeah, better lift my game.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps
Rod Vogt (Sprite) 953 pts 1.33.39, 1.33.45, 1.33.80, 1.33.86
POINTS TOWARD ASSOCIATE CHAMPIONSHIP for other Marques and 4 fastest laps
Tony Rogers (Porsche) 847 pts #1.29.22, 1.29.76, 1.30.21, 1.30.75
new PB for Tony - was 1.30.37 set April 2021

**ENTRIES HAVE OPENED FOR THE WINTON 12 HOUR RELAY IN OCTOBER.
Saturday 16th and Sunday 17th October.**

Team Managers Brian Froelich and Graham Palich have emailed our intention to enter two AHOC Teams as usual and have received acceptance of our entries from the organising Alfa Romeo Club. Ten Healey members with five drivers per team and preparation is under way.
More details to follow next month - Please consider attending as a volunteer on one or both days to assist with pit wall timing and general assistance, particularly if you have SOME mechanical knowledge to help our tired old drivers keep their cars going for many, many laps.

A CLOSING THOUGHT If you have to wear both masks and gloves you may be entitled to condensation.

CHEERS
ROD VOGT