

## COMPETITION REPORT FEBRUARY 2021 and MSCA NEWS

### 2021 COMPETITION CALENDAR updated at 15th DECEMBER 2020

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](http://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](mailto:competition-MSCA@healeyvic.com.au) and you will be assisted. Entry is via the CAMS online entry website at [www.cams.com.au](http://www.cams.com.au)

#### Note change of date for October MSCA at Sandown

#### JANUARY

Sunday 17th ## Rd 1 MSCA Rob Roy hillclimb run by MG Car Club

#### FEBRUARY

Sunday 14th Rd 2 MSCA Sandown

#### MARCH

6/7/8th VHRR Historic Phillip Island Classic-race and regularity

Sunday 21st Rd 3 MSCA Phillip Island, F1 GP day

#### APRIL

Saturday 10th Rd 4 MSCA Sandown

Sunday 11th April Porsche Club 6 Hour Relay at Sandown

#### MAY

Sunday 16th Rd 5 MSCA Winton

#### JUNE

Sunday 13th Rd 6 MSCA "THE BEND" at Tailem Bend. Queens Birthday Weekend

#### JULY

Sunday 11th Rd 7 MSCA Sandown

#### AUGUST

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

Sunday 15th Rd 8 MSCA Winton - inc TSOA Challenge

#### SEPTEMBER

Sunday 12th Rd 9 MSCA Phillip Island to be confirmed

#### OCTOBER

**Saturday 2nd Rd 10 MSCA Sandown - NOTE NEW DATE. Was 9th October**  
*Sat/Sun 16/17th Alfa Club 12 Hour Winton relay*

#### DECEMBER

Saturday 4th MSCA Come and Try Day at Phillip Island

**## not for points**

### COMPETITION REPORTS

Once Covid restrictions were eased we were able to finish 2020 with a mad rush of activity. Well, the option was there, BUT only a handful of Team Healey members took advantage. Perhaps many had written 2020 off already and are setting themselves for 2021. Perhaps with no Competition points at stake they were not interested. Certainly there is still a lot of concern about the virus in our older age group of drivers. I do have to report that it was just fantastic to get back on the track again and the lack of AHOC and MSCA competition points was irrelevant. After a long break since March it was **THE SAME FUN, BUT DIFFERENT.**

**On the 15th NOVEMBER the Alfa Club ran a sprint meeting at Winton.**

**Shane O'Brien** took his developing and already very fast 100/4, falling just short of his fastest lap at Winton in doing a 1.41.58 on the Long Track. In the afternoon they switched to the Short Track for some variety but Shane took off early for home with important work preparation non-negotiable.

**Peter Kaiser** ran his Mini Cooper S JCW which seem to gets most of it's workout's at Winton - practice for the Winton 12 Hour Relay? Peter has now established his own business tuning and otherwise fettling the Modern Mini and his expertise was on show with a new best lap on the long track of 1.41.58, substantially quicker than his previous best of 1.43.20 set at the Relay in October 2018. Of course our Relay times are never our fastest times because of the goal of gaining bonus laps with consistent driving with a target lap time in mind. To prove the improvement was no fluke he set a new PB on the Short course in the afternoon with a 1.10.73 compared with his 1.11.50 done in 2017.

**Then we had THREE MSCA events on offer.** Tragically (!) I did all three and what fun it was. Thank you Sue. I must have built up many brownie points during lockdown. David Kelly did TWO and officiated at the third. And that was it for Team Healey!

By the 22nd November our original MSCA Calendar was finished with cancellation after cancellation. We met regularly for ZOOM committee meetings and our enthusiastic Executive and Club delegates formed a very strong bond through lockdown. Petrina Astbury made sure that with little formal organising to do, we each spoke at length about how our Clubs were coping and how each of us as individuals were coping personally. Our strange world brought us closer together and this will make the MSCA even stronger going forward.

Bruce and Petrina Astbury, Mark Rae and the rest of the MSCA executive worked tirelessly to develop a Covid safe structure to get us back on the track as soon as we were allowed. The committee backed the plan all the way. Bruce kept in touch with the race track managers and we secured 2 additional dates and converted our December Come and Try booking at Phillip Island to a regular sprint day. Phillip Island on the 19th of December was a gamble that paid off, with a nearly full field of 140 cars, by inviting the Porsche Club to join us. Always positive thinking and support from the ENTIRE committee. It was uplifting in difficult times.

**It was certainly different at Sandown on November 22nd** for our first event back. Minimum contact and social distancing. Online everything - forms for Self Scrutineering, Vehicle description, and Disclaimers were brought on the morning and deposited in boxes. An online survey gave a register of attendees, restricted to driver and ONE pit crew if absolutely necessary. NO SPECTATORS, gates closed at 8.30 am and then no admittance. Drivers' Briefing was done via ZOOM in the week of the event. This was easy because MSCA had long ago established an exceptional power point drivers' briefing which is normally shown at the track. It worked BETTER on ZOOM because we could ALL hear and see it clearly in the comfort of our homes. Perhaps this, and self scrutineering, will be here to stay when we finally get back to normal? Masks were worn at all times when not in the car. We were asked not to chat in groups and everyone obeyed our COVID rules which made for a great day after much worrying in the planning stages. When our last run was done we went straight home

Terry Wade offered to fill the important role of Covid Checker, an official position with a lot of potential responsibility. He must have wondered why everyone was giving him a wide berth. Unfortunately his official's shirt had the word "COVID" on the back - we had a laugh and suggested they add the word "Checker" for the next event!

TEAM HEALEY was short of numbers but high in quality with David Kelly and myself sharing a 6 car garage. Normally we would have eight to ten cars with every space filled and supporters crowded in as well. Despite knowing each other for a long time, we had plenty of time to discuss common interests, talk about The Meaning Of Life and remind ourselves how lucky we were to be enjoying our day on the track. We also ran in the same run group, which I think is a first for us. Let me tell you that the "Old Man" of Team Healey can really push that 100/4 Healey. Yes my Sprite is quicker BUT twice I had the privilege of trying to catch and pass the Big Healey and David was driving it to its max! Both times I watched it

hurtle through the esses, through Dandenong Road corner and under Dunlop Bridge and I was amazed. David's best lap of 1.47.8 was just one second off his best ever. He has done 1.38.7 in his Triumph TR8 too. I won't embarrass David by telling you his age BUT... he was born in 1937 - I know you won't be able to do the Maths.

With nothing at stake and a little apprehension after a long break I went to Sandown to just enjoy the day at about 90% effort. The conditions were very good and by the last run I had stepped it up a bit. At home I checked the Natsoft times and got a bit grumpy with my best 1.35.4 - gee I was disappointed, so there is some fire in the belly still. It took no time to feel comfortable in the Sprite and I sort of wasted the conditions and 4 seconds off my best was

#% @\*^. Despite no competition scoring, our times were posted on Natsoft in our normal class groupings and my slowish time still gave me a Covid class win. No trophy but perhaps an early vaccination?

**TWO WEEKS LATER it was PHILLIP ISLAND MSCA on December 5th.**

Just David Kelly and myself AGAIN - me in the Sprite and David in the Tower doing two Stewards jobs after President Terry ingested a bad prawn at dinner the night before and couldn't leave his bathroom at home. No more details suitable for this publication. Lucky we know Terry is a non-drinker or we may not have believed the "prawn" excuse.

I managed three dry runs with a best of 2.02.39 which was more on the limit than at Sandown but still well short of my 1.57.4 best back in 2015. Of course I will never do that again because I am getting older, more sensible, more aware of our vulnerability in 60 year old open cars with little protection in the event of an accident. Oh, and my drug supplier at the time is in jail now! Joking! Run 4 was in drizzle that became more insistent on the second lap. I was getting wet, I had had a good day and when I saw Turn 4 exit in front of me I took it. It was getting slippery with no race rubber laid down over lockdown. Once again the MSCA organisation ran smoothly and safely but only because of the input of our volunteers and the integrity not our competitors.

**TWO WEEKS LATER AGAIN and back to Phillip Island again on the 19th of December**

Now we were under considerably eased restrictions in everyday life but the only difference at the track was the need to carry masks rather than wear them all the time, and not have groups of more than 10 standing around. Masks were worn in enclosed garages etc but social distancing was observed by all. You felt very safe and proud of the group. There was definitely a lighter feel of positivity on the day.

The weather was perfect for Team Healey - but once again only **David Kelly** (but in his Triumph TR8 this time) and myself having a change by giving the Group Sb MGB a run for the first time since March. **I hope the absence of AHOC regulars is a temporary thing.** The B is like a big Sprite, but easier to adapt to after a break. The Sprite does not like harsh inputs but the B is more forgiving while you dial back in. Normally I am racing the MG at PI in crowded company but it was nice to have a bit of space to just get in a rhythm and a zone. By the fourth session there was no thought of taking it easy and the ego was satisfied by pushing limits and getting the adrenaline rush that comes with that. There was only a be-winged race Honda Civic quicker in my run group so I felt like I had "won my race!" Twenty six flowing, quick laps and a pleasant feeling of tiredness and knowing that I had tested myself. And another Covid class win that counts for nothing except for satisfaction and achievement that has been missing for most of 2020. The best lap of 2.01.2 on old tyres was OK and only 2 seconds off my best. Bring on 2021. Meanwhile David was in another run group and after 3 sessions and 17 laps had a 2.07.43 to his credit, again just one second off his best time at Phillip Island.

David ended up sharing a garage with fellow Triumph Sports Owners Association member Robert Splatt, bumping me to park with another burgundy tone car like his TR8. Rob took the centre stage away from the 60 or so Porsches running by bringing his Ferrari 488 Pista to see if this limited racing version Ferrari was any good. In the retro darker Ferrari red with yellow accents it could not be missed. Rob stayed up the back of his group, was VERY careful and you could excuse his best 1.59 lap as very sensible given that the only other Pista in Australia is currently available for sale in Melbourne for \$798K. Only in a boring grey too.

The Porsches were quick of course. They had three groups, MSCA cars had three run groups. FTD was 1.37 in an ex Porsche Cup car. So many were doing 1.40's. But at the end of the day I think my sensations of speed and control in the MGB, with no driver assists at all, might have been more exciting. I definitely could have been having more fun? But if someone out there has a GT3 or similar I would be happy to try it.

I have already thanked the MSCA crew for managing 3 events in quick succession to finish the year. MSCA have actually put on 5 sprints and one hillclimb in 2020. An amazing effort. **Finally, a big thank you to Bill Metcalf and Paul McPherson** who have now risen to be the senior scrutineers at all our MSCA meetings. Despite drivers self scrutineerring, they were extremely busy ALL day at the three events doing audit and spot checks and being always in reserve to help on dummy grid. Again **Terry Wade** gave his day as Motorsport Australia Steward, having avoided a seafood dinner this time.

A CLOSING THOUGHT        I started out with nothing, and I still have most of it.

Cheers  
Rod Vogt