

## COMPETITION REPORT JUNE 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](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)

### MARQUE SPORTS CAR ASSOCIATION CALENDAR

#### NO SPECTATORS UNDER COVID RULES UNTIL FURTHER NOTICE

JUNE 13th Rd 6 MSCA "THE BEND" at Tailem Bend.

JULY 11th Rd 7 MSCA Sandown

AUGUST 15th Rd 8 MSCA Winton - inc TSOA Challenge

SEPTEMBER 12th Rd 9 MSCA Phillip Island

OCTOBER 2nd Rd 10 MSCA Sandown

**NEW DATE FOR MSCA COME and TRY DAY - NOW 20th NOVEMBER, at PHILLIP ISLAND**

### 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 (Marque Sports Car Association)

#### JUNE

12/13th HSRCA Sydney Classic Historic races, Sydney

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

Sunday 20th Alfa Club Sprint, Winton

26/27th PIARC Sprint, Phillip Island

#### JULY

Saturday 3rd Alfa Club Sprints, Phillip Island

3/4th HRCC Historic Qld. Morgan Park. Qld.

Sunday 11th Rd 7 MSCA Sandown

Sunday 18th Alfa Club Sprints, Broadford

23/24th Rd 4 Vic State Circuit Racing Series, Sandown

#### 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

**MSCA at THE BEND, South Australia in June** is getting us excited. A bucket list weekend. Unfortunately Russell Baker has withdrawn the Sebring which will not be finished and Russ says he has retired the Big Healey for good. Richard Stephens had cancelled also with his engine rebuild going slowly - follow his articles in the magazine. Tony Rogers was first to enter but has had to pull out also with other commitments now taking priority. Team Healey members still standing will be myself and Merv George in our Sprites, Simon Gardiner and Editor Mandy sharing the "Super Sprite" (FTD anyone?), the sole Big Healey 100/6 of Laura Rogers and Peter Kaiser in his Mini Cooper S JCW.

Now I just have to work out the permits to enter South Australia and to return to Victoria!

**I will be an apology for our next General Meeting** - I am attending a special MSCA organised night to help tackle the daunting 4.8 kilometre International Circuit layout at The Bend. We will have tips and track familiarisation from Supercar driver Tony D'Alberto to help us "nail the perfect lap". Included is a 15 minute session on a SX02 Motorsport Simulator - does this have a Sprite in it's configuration I wonder? At least the inevitable accident(s) will not cost anything. The bit I should get right is "Drinks and Refreshments at the end of the Night".

## COMPETITION REPORTS

### MARQUE SPORTS CAR ASSOCIATION (MSCA) at SANDOWN, 10th APRIL 2021

I will either ENCOURAGE or DISCOURAGE you to join Team Healey with a light hearted look at this MSCA event. Hopefully the former..... yes, it's all about ME again!

AHOC Vic was represented by Russell Baker (Healey 3000) and myself ( Group Sb MGB) in the same sprint group, plus Tony Rogers in regularity in his yellow Porsche Cayman S. A day of scudding light showers from mid morning with a drying track between. Care was needed with damp patches even when the surface was drying. We had a couple of deluges too, short and sharp for those unlucky enough to have their run affected.

MSCA sold off the last hour of the event to the Porsche Club so competitors in the Four Hour Relay the next day could have some practice to help them set target lap times for that event. That practice was cut short when the heavens opened up properly. Our race committee decided to give us three longer sessions runs rather than the usual four to minimise time lost on run group changeovers. It worked very well with about 30 laps achieved for the day, MORE than we usually get with four sessions.

Tony (or "Antony" as we seen the official entry list) Rogers had a dry first run and was fastest of the Regularity field in practice and nominated 1.30 as his target lap time. Tony's four fastest laps for our AHOC Associate Championship were put down in this run too. The second run was for MSCA points and Tony handled the wet track well, with all his driver aids working and Classic ABC FM soothing his nerves in the background. (Joking ion course - all credit to Tony for DRIVING his Cayman S as it should be driven) He did 1.50 second laps and finished in fourth place of the twelve Reg drivers. Session Three was on a variable dampish surface but not showery and Tony reduced his times from 1.39 to a final lap 1.31 and a third place finish.

His quickest lap of 1.30.37 was a new PB for the Cayman S, beating the time he set on his first event in this car February 2020, just before Covid 19 shut us down for many months. Tony now has THREE Porsche lap times at Sandown in my records - 1.30.33 in his 993 Carrera 2, 1.30.37 in his Cayman S and 1.35.35 in his 1974 911E. His best Healey 3000 time is not that far behind at 1.38.61.

Sprint Run Group 4 had the bitter rivals Vogt and Baker together again, with the entry list giving away "Roderick" as my Christian name. Now I expect be be addressed correctly as "Sir Wodderwick". Russell Baker sure can sledge. And he loves to start just behind me each time, obviously thinking I will spend too much time looking in the mirrors for the thundering Big Healey. He may well be right because after years of warning new Team Healey members to be VERY careful of the tight, armco- surrounded Turns Two, Three and Four at Sandown, guess who came undone and gave that armco a solid kiss between three and four in the rain? Yes, team leader Vogt! The car behind me? The Baker Healey of course. I must have done about 90 MSCA events since 2007 and NEVER hit anything OR even come in on the end of the tow rope. Hit the fence ONCE and the joking and ribbing starts! The MGB had the Healey's measure by a full second after the first run too. ( I must concede that Russ has detuned the red Healey slightly with the Sebring being weapon of choice now). Run Two started dry but unnerving light rain started falling and despite Baker's claim he was catching me I reckon it was evens UNTIL the heavens opened up at the end of the main straight for lap 6. Heeding my own warnings I slowed consider-

ably, but not enough it turned out and around the MGB went in the worst possible place and as I looked in to the whites of the eyes of the flaggie standing above me inside Turn 4. I was pretty pleased that I had only slightly damaged the left front guard and not the whole side of the car which can happen in this spot. Engine still running, select reverse, back off coolly and drive away as if nothing had happened. Except the red flag was out and session stopped! Surely not because of me? By now it was pouring rain and I reckon they would have stopped the session anyway.

To add insult to injury, the head scrutineer for the day, one Paul McPherson, came down to inspect the damage and declared the car (and me?) fit to continue. Then assistant Clerk of Course David Kelly had his little bit of humour on the radio too. Oh well, dish it out and you have to take it too.

I took some encouraging from Russell and Tony to do Run Three. No bruising to me except to my ego. We pulled the guard out a bit and hit it with a hammer (see, I am a mechanic) and it came up well enough to hide any embarrassment. Run Three was just great with Russell and I doing an extended 12 lap session, but then I began to wonder if I had enough fuel and worried I might stop somewhere out on track and suffer the ignominy of disrupting another session. My four fastest laps for the day were my last four laps. My fastest lap was the last lap. I swear the Baker Healey was ever so slightly getting smaller in my mirrors. Checking the Natsoft times for Run Three that night I did three 1.35's to Russell's one. I did seven 1.36's to Russell's four. I did three 1.37's to Russell's six. BUT that bloody Baker/Healey did a best of 1.35.32 to the MGB's best 1.35.49 I can't believe it, beaten by 0.17 of a second. Why is life so unfair he cries. I was dropping off to a disturbed sleep at 10.30pm when a message came through on my phone from "you know who"! Does 0.17 second count as a win" he innocently asked.

All jokes aside, we had the best day despite a little battle scar to the B and Russell has now found some top end mechanical engine damage to the big Six. Serves him right I say. Serves ME right for not taking the Bug-eye Sprite.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP FOR HEALEYS and 4 fastest laps

Russell Baker (3000) 852 pts 1.35.32, 1.36.10, 1.36.11, 1.36.80

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for other marques and 4 fastest laps

Rod Vogt (MGB) 914 pts 1.35.49, 1.35.68, 1.35.75, 1.36.35

Tony Rogers (Porsche) 887 1.30.37, 1.31.23, 1.31.45, 1.31.50

### **PORSCHE 360 REGULARITY RELAY, 11th APRIL 2021.**

**David Kelly** competed in the Triumph Sports Owners Club in his Triumph TR7V8 in shockingly wet conditions and was rewarded with a trophy for FIRST PLACE TEAM. A fantastic effort in scary conditions for our octogenarian. "A braver man than me Gunga Din" I think the saying goes.

It rained most of the day, at some times so heavy that the safety car was deployed. MSCA Secretary competed in her Lotus Elise. She reported that a river flowed across the track between turns one and two, cars were spinning at almost every corner. The big fast Porsches were powering down both straights, obliterating visibility for everyone. A very challenging day. David's first session must have been very wet with times between 2.10 and 2.18 over 10 laps. He went out again for another 6 very consistent laps around the 2.00 mark but consider that David's best lap time at Sandown in the V8 poured TR is 1.35.15!

And at the end, by the smallest margin, it was the MSCA drivers in Team Triumph who came out on top. David Kelly's team mates were Phil Nicholson, Rob Splatt, Alister Ondarchie, Michael Kip and Mark Campbell - all well known and admired by Team Healey.

The next weekend a photo was posted on Facebook (not by David I should add) of the Burgundy Triumph parked outside a Ballarat motel, with race numbers still on, while David attended the 60th Anniversary celebrations for TSOA.

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for other marques and 4 fastest laps

David Kelly (Triumph TR8) 657 pts 1.57.43, 2.00.06, 2.00.42, 2.00.86

### **ALL HISTORIC MALLALA, SOUTH AUSTRALIA. 17/18th APRIL 2021**

**Peter Williams** competed in his Brabham BT21A at Mallala Historics for the third time. His best lap times have dropped from 1.23's in 2016, 1.21's in 2019 to a new PB of 1.19.63 this year. The thirteen car field for Group M, O and P Sports and Racing included five additional Brabhams, six Elfins and one Renmax (driven by Wayne Seabrook who races the fastest Porsche in Group S Production Sports as well). POINTS TOWARD ASSOCIATE CHAMPIONSHIP for other marques and 4 fastest laps

**Peter Williams (Brabham BT21A)** 835 pts #1.19.63, 1.19.66, 1.20.86, 1.21.28

# new fastest lap

While scanning through the Natsoft times I was surprised too see times listed for Tony Rogers, #36, Austin Healey BT7, for Regularity practice. What the ...!? Then the listing changed for the following Regularity runs to show the #36 Healey with driver Ty Jarman from Victoria. I rang Tony and apparently he competed at this event back in 2017 with #36 allocated. So the computer had picked this up, I guess, and it was later corrected. BUT Tony's Healey was sold to a couple from Queensland, via The Healey Factory, and Tony has heard that they removed the roll bar and a lot of the go fast stuff. Is it now back in Victoria? Who is Ty Jarman? He is NOT a member of our Club. Does anyone know Ty because we need him to join Team Healey if he is interested in track activity.

### **TAMPHERED MOTORSPORT, SANDOWN. 9th MAY 2021**

My spies tell me that development work continues on **Laura Roger's** Big Healey BN4 100/6 with Gavin recently upgrading the brakes and using this event to trial the changes. Laura and Gavin are keen on Targa events BUT the track is the place to get some practice and test the improvements. Laura improved her times over her 26 laps on the day, starting in the high 1.40's and finishing with three 1.41's for her last three laps with a best time of 1.41.24. Laura has entered the MSCA event at The Bend in June and this will be the first chance for our regular Team Healey "circuit" members to see the Rogers' Healey live. Laura and Gavin were invaluable helpers at our last Winton Relay in October 2019 and having seen it first hand I hope Laura might be persuaded to do this event with us at some point.

If you go to the Natsoft Race Times website you can find a driver's race history by entering their name in a search option. I was surprised to find that Laura HAD run the Healey on track before - at a Tampered Motorsport event at Sandown in December 2020 after lockdowns had finished. Laura did an amazing 40 laps that day. She must have been exhausted! Her best time then was 1.40.84

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

**Laura Rogers (100/6)** 924 pts 1.41.24, 1.41.49, 1.41.91, 1.42.00

(The fourth time was actually 1.41.9974 but we round out to two decimal places!)

A CLOSING THOUGHT      It was a whole lot easier to get older than to get wiser.

Cheers

ROD VOGT