

COMPETITION REPORT FEBRUARY 2012

TEAM HEALEY and MSCA NEWS

COMING EVENTS **Events marked with * count towards the Competition Championship. Sprint and Regularity events require a basic CAMS level 2S licence only. (contact Rod Vogt)**

1 MARQUE SPORTS CAR ASSOCIATION (MSCA)

CALENDAR FOR 2012

Rd 1	Sunday 29 th January	*Winton	Rd 2	Sunday 4 th March	*Sandown
Rd 3	Sunday 29 th April	*Winton	Rd 4	Sunday 1st July	*Sandown
Rd 5	Sunday 22 nd July	*Phillip Is	Rd 6	Sunday 19 th Aug	Haunted Hills
Rd 7	Sunday 16 th Sept	*Phillip Is	Rd 8	Sunday 18 th Nov	*Phillip Island
Rd 9	Sunday 2 nd Dec	*Sandown to be confirmed			

ENTRY FORMS for these events will be sent to all on the Team Healey email list and are available on the MSCA website www.msca.net.au . Ring Rod Vogt on 5962 1915 or 0408 395 240 or email competition-MSCA@healeyvic.com.au . Spectators are encouraged. Entry is free and you are welcome in our pit garage. Competition starts at approximately 9.15am

2 OTHER EVENTS 2012 Some important events for your diary:

9-11 th March	*VHRR Phillip Island Historics
Easter 6-8 th April	* Historic Mallala, Sth. Australia
15 th April	Myrniong Historic Car Sprint
21/22 April	* MG and Invited British races Phillip Island
26/27 th May	*HSRCA Historic Eastern Creek, Sydney
26/27 th May	* Historic Winton (short course)
14 th October	*Winton Six Hour Relay Race – 1 or 2 Teams from AHOC

COMPETITION REPORTS

HSRCA HISTORIC EASTERN CREEK, SYDNEY November 26/27th 2011.

Here I am on the 10th of January trying to write a report on an event run back in November. I can't even remember what I did last weekend! I have just taken the Group Sb MGB to the engine rebuilder who will then push it over the road to the panel beater, so my memory has been painfully prompted. My therapist thinks I am probably ready to talk about it, although it still feels like I have broken one of the key Rules of the Universe – “Never, under any circumstances, take a sleeping pill and a laxative on the same night.”

Being my fourth event in twelve weeks, I travelled to Sydney in convoy with Peter and Pearce Jackson (3000) with a rare feeling of “ I think I have had enough for a while.” Also competing were Sydney based trio Brian Duffy (AHOC Vic member), Colin Goldsmith and Laurie Sellers in their Healey 3000's. The weekend can best be described as a culinary affair. Peter Jackson dined on caviar, champagne and gorged at the Patisserie; Brian Duffy and Laurie Sellers had sweet and sour chicken at the local Chinese restaurant and Colin Goldsmith and I suffered indigestion after sucking lemons all weekend!

We battled pouring rain in heavy traffic on the Hume freeway from Goulburn to the Eastern Creek track on the Friday morning with a forecast of more heavy rain for Saturday, throwing my plans for a Friday afternoon practice in doubt. I had never driven the MG there before and there was a 45 car capacity Group S field to contend with. The feature event was a 25 lap endurance race on the Sunday morning, with a compulsory pit stop and optional driver change. Brian Duffy entered a co driver from left field – Cameron Tilley, who drives a very quick Mustang quite aggressively in the Bianta Touring Car Masters against John Bowe, Jim Richards, Andrew Mediecke and Glen Seton etc. Whoo whoo! Laurie Sellers employed Chad

Parish as his co driver, Chad being of the younger generation and occasional driver of a Shelby GT 350 – he won the Group S races at Phillip Island Historics in 2011. This is getting serious! Then I admit to be completely floored when Peter Jackson announced that HE was prepared to let someone else share his fantastic white 3000. Being prepared to leave the MG in the shed to help Peter out, I was a little disappointed to find he had actually asked Richard Carter. Richard is probably the best open wheeler competitor in Historic racing at present (1966 Elfin Monocoque) after a career in open wheelers as a younger man. He has the same slight build as Peter (so was very comfortable in the Healey), is very smooth, fast and mechanically sympathetic, has raced the odd Healey in the distant past when Ross Bond was our Healey hero, and is a lovely bloke. I still can't understand why I didn't get the gig, but let's move on. Peter was not worried about the prospect of Richard setting a faster lap time than him – he was interested to see if a driver of Richard's talent and experience could provide feedback to improve the Healey even more. Fresh from two forty minute stints in the Sprite at the Winton 6 Hour Relay I was not worried about doing nearly an hour solo in the B but I did want to start the event on Saturday knowing which gear to be in at different points around a pretty difficult track. So I forked out \$120 for the two remaining Friday practice sessions and of course it started to rain again just as the first session was called. For my \$120 I got four corners only on the first lap. Raining, obviously slippery with three cars in front of me already off and then – under gentle throttle in a downhill right hander – snap right and on to the grass. No control, just a passenger, the MG seemed to take off. I had enough time to ring Sue on the mobile and tell her “I *think* I am going to hit the wall.” Talk about the second coming of Nostradamus. Left rear tail light and guard first, then a change of angle and in we go again to wipe out the left headlight and guard for good measure. I have had much faster, more impressive spins but gee it makes a difference when something hard is in the way. Was it slippery when wet/oil/aquaplaning/bad luck/poor skills? No, it couldn't have been the latter, choose from the first four please. I have seen Jackson, Duffy, Goldsmith, Moloney and Kaiser in similar or worse shape so I should just put it down to another of the Rules of the Universe – “EXPERIENCE is a wonderful thing. It enables you to recognize a mistake when you make it again.” Pulling the guard off the front tyre, I was able to drive back to the pits, to the great disappointment of the tow truck and, yes, the ambulance that had been dispatched. Ruined their fifteen minutes of fame. My only injury was to pride and a stiff neck from looking over my shoulder while watching the concrete wall getting closer and closer. Have a good suck of that LEMON, Rod.

My first, and I thought natural, instinct was to put the MG on the trailer immediately and hide it somewhere in the car park for the weekend. Well the racing boys have all been there before and don't let you off that easily. Peter Jackson and a whole lot of new found friends insisted that temporary repairs would see me mobile again and so it proved. While I rushed to downtown Parramatta in the rain and peak hour traffic for tail and headlight assemblies located by a complete stranger, Peter with some help from others unknown to me, panel beat the MG in to useable shape to accept the lenses using hammers, a bottle jack and a lot of effort I suspect. When I got back to Eastern Creek with the bits at 6.30 pm there were only the security guard and two men and probably a dog left. Those two men (Peter and Pearce Jackson) and I had the headlight and stop/tail lights in and working and metres of race tape on in time for a well earned drink and dinner at our adjacent motel in about half an hour! Peter and Pearce had even washed the MG while awaiting my return. All jokes aside now, it was an amazing show of support from many of the Group S guys. The camaraderie is a very important part of why we compete. It was a reality check with a definite positive side.

THE RACING It rained heavily all night and the track was awash at 8.30 am when the officials at drivers' briefing declared the track unsafe and cast doubts on starting before midday. We were surprised to be called to dummy grid at 9.20 as first group to practice/qualify immediately after the rain had stopped! With two drivers per car for the Enduro, Group S had two qualifying sessions scheduled for the Saturday morning. Solo drivers could do either or both we were told. Being very wet and with a forecast of clearing weather in the early afternoon I sensibly decided to wait for the late morning session. Think again Rod. Jackson, Duffy and my new garage mates said “Get back on the horse, now, while it is still wet and slippery” WHAT?! I would have preferred a horse if I could have found one, but out I went in the MG with dry mouth and clenched buttocks. One lap down and the heavens opened up again. I sat on the tail of an experience MG driver and decided that I would use him as a reference point and that worked a treat. The tyres got some grip, slips and slides were controllable but puddles and streaming water on the main straight made aquaplaning a real threat there. Times were slowish but I qualified 28th of 38 and the horse was ridden. Richard Carter qualified PJ's Healey fastest (wow!)-yes Peter was dry and warm in the pits- Brian Duffy a

fantastic third, Laurie Sellers 13th and Colin Goldsmith sucked lemons in 30th with a worrying brake/vibration problem. Those big, heavy old Healeys should not be that good in those wet conditions. Laurie Sellers' sweet and sour chicken tuned to indigestion on return to the pits when a blown head gasket was diagnosed and the Healey was trailered off to the workshop to return just in time for Sunday morning's Enduro.

Qualifying Two ran in bright sunshine with 95% of the track dry but washed clean of grip but with several crucial areas still draining water across the bitumen. Arriving at racing speed and sliding on the wet patches was not fun. Forty three cars this time with second drivers and solo drivers having their first or second practice, P.J. qualified in 7th (several V8's found the conditions much more to their liking), Cameron Tilley surprised by putting the Duffy Healey in 4th and Colin Goldsmith was very unhappy with his brakes and slipped to 42nd. Sellers was still in the garage and I qualified the MG in 30th of 43.

With time to refuel only, our first race of 7 laps started almost immediately. What a fiasco in dummy grid. The lunch break was cancelled and most Group S competitors were rushing to make the start. When we got there, the officials did not have the grid sheets. When the grid sheet arrived it was based on the wet morning session, not session one and two combined. Those who waited for the drier session two were not even on the sheet! With only 10 or so cars placed in dummy grid, they sent us out on to the track to line up for the start in a random order! Peter and Brian were somewhere up the front near where they belonged, I started 32nd instead of 28th. After 7 laps, Peter Jackson crossed the line in 3rd place behind a TVR Tuscan and a Corvette, both V8 powered. Another champagne and truffle for Mr. Jackson. I improved from 32nd to finish 23rd (perhaps a scotch please waiter) with Brian Duffy just in front in 22nd. On asking Brian it transpired that he had spun on the third last lap which dropped him from 8th place so unfortunately I did not catch with my superior driving. Would you like my lemon Brian? Colin Goldsmith did only 2 laps and took the Healey for work overnight. Colin, you forgot your lemon!

Racing was cancelled for the day soon after following an horrific accident in Group N Touring Cars when an out of control EH Holden slammed in to two abandoned Minis parked well off the track at Turn Two. Brake failure or jammed throttle were rumoured to be the cause. Police and outside SES emergency crews took an hour to cut the driver free and rumours spread that the driver had died. It was a sombre end to the day.

THE 25 LAP ENDURO At drivers briefing at 8.15 am spontaneous applause greeted the news that the driver was in a serious condition but already out of intensive care. The mood lifted but I am sure I was not the only driver to be a little conservative in the very fast Turns One and Two in the Enduro race. The EH Holden has roof and full roll cage, old British Sports Cars are probably the least protected bar the early pre and post war specials. A sobering thought. Our Group S cars put on a fantastic show in the Enduro, with no accidents and a good finishing percentage. Colin Goldsmith was a DNF, his overnight work not having solved his brake woes, and lasting only 4 laps. Sour. My weekend finished as it started when the MG started smoking through the crank case ventilation in to the oil catch tank mounted on the fire wall under the air vent which exited right in front of my face- hard to ignore. I started 30th and worked my way up to 22nd in the 41 car field before my compulsory sixty second pit stop (simulating driver change). But on resuming racing the smoking was considerably worse although oil pressure and water temperature were fine but decided to retire before I caused more (financial) damage. Hopefully a top end rebuild will set me up for 2012. So I came in to watch the Jackson/Carter Healey finish in a comfortable third place behind the TVR and Corvette, with so little fuel left that it may have struggled to do another lap. It was a strange experience standing next to PJ in the stands watching his Healey on the track! Break out the Grange Hermitage and a Waygu steak, medium rare for Peter. PJ is the only person I know who can follow you in to a revolving door and come out first. After all his preparation and hopes with Cameron Tilley as co-driver, Brian Duffy joined Colin and myself at the lemon stall when a simple loose wire sidelined his Healey after one lap with Tilley at the wheel after a great start. Cameron got it going after 5 or 6 laps and handed the Healey over to Brian who ran quickly but retired a few laps from the end. What might have been with our two top Healeys will have to wait for 2012 when the Enduro is to be repeated. Laurie Sellers finished 14th making up many places as second driver after Chad Parish discovered that the Big Healey is not that easy to drive. Laurie was about 6 seconds a lap quicker than the younger Shelby driver and I even caught and passed Chad in the MG just before the driver change stop. Go the old blokes!

RACE THREE A 6 lap scratch race finished off the weekend for Group S. Watching from the pit garage roof, I saw Peter Jackson finish just three seconds behind the second placed Corvette with the TVR a further one second ahead-very close! Latte and chocolate mud cake to finish. Brian Duffy finished a fine tenth just one second ahead of Laurie Sellers. Last spotted they were off to the Chinese restaurant for more

sweet and sour, extra pineapple please. Could or should I have risked the MG in the shorter last race? Who knows, but at the time I had consumed more than enough lemons. Colin Goldsmith could not get the Healey to start for the last race. At least it was a new problem! We pushed the Healey on the trailer and said good bye after no-one took up the offer of a free racing Healey. See you at Phillip Island Colin. I'm bringing the chocolate.

Congratulations to **Peter Jackson** for being awarded the **ROYAL AUTOMOBILE CLUB OF AUSTRALIA TROPHY FOR GROUP Sa SPORTS CARS** (also won in 2010)

THIS IS THE FIRST ROUND OF THE 2012 COMPETITION CHAMPIONSHIP

Points earned, with four fastest laps

Brian Duffy (3000)	932 pts	1.57.28, 1.57.64, 1.57.91, 1.57.96
Peter Jackson (3000)	924 pts	1.54.11, 1.54.68, 1.54.83, 1.54.87

ASSOCIATE CLASS

Rod Vogt (MGB)	817 pts	2.02.22, 2.02.22, 2.02.94, 2.04.05
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IN ILLUSTRIOUS COMPANY – it is not all beer and skittles!



MG well taped up at Eastern Creek



Duffy after coming together at Phillip Island



Leake with damaged left "eye"



Kaiser at Sandown Historics

FINAL WORD ON 2011 COMPETITION

1 Apologies to Larry Varley and the Williams Special – I failed to score Larry's efforts at MSCA Phillip Island last August. My excuse is that I was away in the Kimberley and did not attend the meeting and failed to pick up Larry's participation via the Natsoft website! Larry won MSCA Class H that day and scored the following points toward our Associate Championship, with his 4 fastest laps –

Larry Varley	889 pts	2.05.03, 2.05.63, 2.06.00, 2.06.14
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And this score moved Larry to 3rd in the final Associates point score.

COMPETITORS, contrary to popular belief, I AM only human. Please read my reports and let me know immediately if I have missed you.

2 Final MSCA results for 2011 are now at hand. Equal 5th in Class A in their Sprites with just one event were Bill Vaughan and Rod Vogt. Rod Vogt 12th of 23 in Class B in the MGB with 2 events entered. Mark Bird finished 6th of 25 in Class D competing just 3 times. Some admin confusion had Russell Baker

scoring in both Class D and Class E in the 3 point 7 litre Healey so the final points were a bit meaningless. Larry Varley came 4th of 6 in Class H in the Williams Special and Peter Kaiser only ran the modern Mini once in Class J. There was a great battle in Regularity with Rob Raverty finishing 5th of 23 despite entering only 4 events. He scored 69 points, with Brian Aitken next in 6th on 47 points, Tim Westover 7th (46), Leon O'Brien 8th (45), Hugh Purse 9th (42), Bill Vaughan 11th (32), Cary Helenius 13th (23) and Russ Baker 15th (19) in his one run with the road Healey.

DO YOU WANT TO HAVE A GO WITH TEAM HEALEY?

Ignore the photos above. Come and have some fun with Team Healey at Marque Sports Car Association Regularity or Sprints and knock Peter Jackson off his pedestal in the Competition Championship. Just contact Rod Vogt at competition-MSCA@healeyvic.com.au and I will forward an email detailing how to get a basic CAMS licence and how to get started at MSCA track events with Healey friends. It really is very simple and quite safe at that level.

MSCA NEWS

NEW MSCA VEHICLE CLASSES adopted at Committee meeting on December 18th 2011

It has been evident to the MSCA Committee that our long established competition classes were no longer representing the type of vehicles competing in our events, and were in fact penalising the owners of Classic Sports cars. The older traditional Marque Sports cars such as MGB's were being asked to compete head to head with modern Marque Sports cars such as the Lotus Elise. Further examples are TR8's competing against modern Corvettes and GT3's, and Austin Healeys and Datsun 240/260/280Z's competing with the Porsche 911 and Nissan 200SX's. To fix this, the Committee in December 2011 decided on a major change to our Class structure by dividing all existing Classes into Classic and Modern Classes. The cutoff date is January 1st 1986, Classic being up till 31st December 1985 and everything after that being in the Modern classes. Which class the car is placed into is determined by its date of manufacture, or the date of manufacture of the engine, the younger of the two determining whether it is modern or classic. As an example, a Datsun 260Z was manufactured in the late seventies with an "L" series engine, so therefore is in the Marque/Classic class for its engine capacity. If however it is fitted with an RB30 engine out of a post 1986 Nissan Skyline, or VL Commodore, it becomes a Marque/Modern Vehicle. Putting that same post 1986 Nissan motor in a Healey (the "Nealey") would make the Healey a Non Marque /Modern car. The existing classification of vehicles into "Marque" and "Non Marque" does not change. Performance enhancements; e.g. engine, engine management, forced induction, may place a "Classic" car into "Modern", depending on the date of the enhancements. The MSCA **does not** adopt or follow the CAMS or AASA definitions of Marque Sports Car.

Cars entering the Regularity event are not affected by these changes – they all run together regardless of age or capacity.

NOTE – All Big Healeys in Sprints are now Class DC – Marque Classic 2500-3499cc

Sprites are in Class AC – Marque Classic up to 1499cc

The other big news is that the *MG Car Club has joined the MSCA* as our tenth club. The MG Car Club are facing the same problems as all classic car clubs – dwindling numbers of competition oriented members leading to problems in running their own circuit competition events. The MSCA regularity competition is seen as an ideal way to introduce MG members to track activities in a safe and low key way and will boost our entry numbers to help cover the ever increasing cost of running our events. Some MSCA sprint events will be included in the MGCC competition championship. The MSCA is the only group catering for the older British sports car at club level motorsport and MG now joins Healey, Sprite, Triumph and Lotus – all we need now is Jaguar! This makes great viewing for our non competing members as spectators. The MGCC will also bring to us a pool of experienced CAMS accredited race officials to help run our events.

A CLOSING THOUGHT “Life isn't fair but it's still good.”

ROD VOGT