

COMPETITION REPORT MARCH 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

Round 2	Sunday 4 th March	*Sandown
Round 3	Sunday 29 th April	*Winton
Round 4	Sunday 1st July	*Sandown
Round 5	Sunday 22 nd July	*Phillip Is
Round 6	Sunday 19 th Aug	Haunted Hills
Round 7	Sunday 16 th Sept	*Phillip Is
Round 8	Sunday 18 th Nov	*Phillip Island
Round 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

SANDOWN MSCA SPRINT and REGULARITY Sunday March 4th

We have two newcomers (no names/no pressure!) entering for their first MSCA event in their Healeys at Sandown so come along and give them some support. I expect total entries for Team Healey to be about 8 cars. We will hire garage space to park together and this will give our supporters some protection from the weather- hot, cold or wet.

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

PHILLIP ISLAND HISTORIC RACES Friday/Saturday/Sunday March 9-11th

Go to the VHRR website www.vhrr.com for full details of this fantastic event which was awarded runner up to the Goodwood Revival as best historic race event worldwide in 2011. More than 500 cars will compete over all classes with many entries from the U.K., USA and New Zealand. Our members' Healeys, Sprites and other marques will compete mainly in Group S Production Sports Car Races and in the Regularity event. The classic car displays put on by many Clubs in the Shannons Walk area, and the individual cars in the general car park belonging to spectators are worth the trip down! Our Club will rope off an area on the fence inside Turn One (end of main straight) as usual so come along and join in the fun. The Club tents will provide protection from the weather if needed. Bring a picnic or take advantage of onsite catering. There may be a group run to the track organized – look for information in the social section of the magazine. Cost for Sunday is \$35/head, pit entry free.

COMPETITION REPORT

MSCA Round 1 at WINTON 29th January 2012

Sunday 29th January saw the first round of the 2012 MSCA Series. Despite a very hot 36 degrees and being held on what many regard as a “long weekend” to celebrate Australia Day, the event saw 70 competitors experience a very successful day. AHOC Vic was represented by **Bill Vaughan** and **Rod Vogt** in Bug-eye Sprites in Sprint Class A/Classic, **Tim Westover** in the big Healey in regularity (Hugh Purse was a last minute withdrawal) and **Peter Kaiser** in his modern Mini. By the end of the second regularity session Tim had virtually no brakes and wisely decided to call it a day. The brake pedal recovered somewhat when the Healey cooled down so boiling brake fluid was suspected. But zero brakes on persisting was a real possibility and no-one wanted to see that beautiful car damaged. As they say Tim, “someone who thinks logically provides a nice contrast to the real world”. Bill and I ran four sessions for about 26 laps each and the only drama was that we are old buggers and it was very hot sitting around in the Sprites with helmet, race suit and gloves on, in the sun, for about 15 minutes waiting for our session to start. Red faces and sweat stained hair (well, what we have left) at the end of each session attested to our herculean efforts. Peter Kaiser at least had the shade of a roof and set what my records suggest is a new Personal Best fastest lap despite the heat, and no, the Mini Cooper S does not have air conditioning. Bill had the rebuilt 1310 cc motor back in the car for it’s first run and was very happy with Regularity at Phillip Island Historics not too far away. Bill is out of Regularity at MSCA and now running in the Sprint Class, and about time too – I am looking over my shoulder for sure. I was pleased and a little surprised to find that my fastest lap in the Sprite was only 0.3 secs off my best time at Winton. I had parked her after the Winton 6 Hour Relay in October and she had not turned a wheel since, although I do start her regularly to warm the oil and just listen to the sounds. A lower rev limit (6-6500rpm instead of 7,000) due to the rising engine temperature in the very hot conditions suggested slower lap times, but sometimes less frantic/smoothen is actually faster and so it proved. Then again, Mario Andretti once famously said - “If everything seems under control, you’re just not going fast enough”.

A big thank you to **Selwyn Hall** who turned up to support us on that very hot day in his immaculate Healey, as usual. No air conditioned tin top for Selwyn! He is our Number One supporter, not to mention the time he gives up for us as CAMS Clerk of Course or Steward at our MSCA meetings when asked. He deserves a trophy.

POINTS TOWARD THE 2012 COMPETITION CHAMPIONSHIP and 4 fastest laps

Bill Vaughan	952 pts	1.56.05, 1.56.11, 1.56.40, 1.56.53
Rod Vogt	945 pts	1.47.71, 1.47.95, 1.48.07, 1.48.26
Tim Westover	744 pts	1.59.32, 1.59.99, 2.00.60, 2.01.88
ASSOCIATE CLASS		
Peter Kaiser (Mini)	959 pts	1.43.44, 1.43.63, 1.43.66, 1.43.85

OTHER NEWS

Brian Duffy has been competing in a series of Historic meetings in New Zealand in January but will have the 3000 shipped back in time for the Phillip Island Historic races. Perhaps Brian might write an article for the magazine?

THE GOOD OLD DAYS *First of an irregular series?*

I am a car tragic, a Healey tragic and a motorsport tragic. As I get older I find my passion for motor sport growing in that “Golden Era” of the fifties and sixties when men were warriors and Healeys were to the forefront. So I will occasionally regail you with stories from the past, not necessarily about Healeys. Most will be quoting articles and books so hopefully you will find it interesting **After all, YOU have chosen to buy a car from the Golden Era of Motorsport.**

No sooner had the first car been invented than men strapped on leather helmets to race them. In the early 1900’s they raced them across the winding open roads of France, through crowds of “mad people, insane and reckless, holding themselves in front of the bullet to be ploughed and cut and maimed to extinction” according to Charles Jarrot in 1903, who raced at the time. This was the generation of the horse and wagon. Jay Leno said in his Octane magazine column – “From the year 0 to 1900 people moved at about 5 mph. Now cars were soon doing over 100 mph. When they used to do city-to-city races, which they soon outlawed, people would stand on the side of the road and a car would be coming at them at 70 mph and they

thought – “well, I’ve got plenty of time to move out of th...” BANG!. They’d get hit because the only thing they had seen going fast was a horse, and that’s maybe 30 mph at a sprint.” A closed section of road seemed a sensible way forward to conduct competition and a town called Le Mans soon became a household name. Perhaps one of the greatest challenges these early drivers had to overcome was the psychological one. At the turn of the century, when the automobile began seriously advancing in speed and technology, no human being had ever moved across the face of the earth at such speeds and lived to tell about it. The racing automobile was the fastest device on the planet and was beginning to hurl human guinea pigs into unknown territory. Doctors of the time theorized that the human body would be unable to travel any faster than 60 mph, because that was the speed with which one’s breath was exhaled! The theory proposed that any faster and a man would be unable to overcome the inward push of air and would suffocate to death. Despite these warnings, men continued to push these new fangled contraptions to the very brink of scientific understanding and speed. I think about these brave and foolhardy men when I put on my Nomex fire proof suit and gloves, put on my modern crash helmet (most wore NO head protection in those days) and secure my six-point harness in my body hugging racing seat under the roll bar. Battling with an Historic sports car with restricted modifications allowed under Historic racing rules make it easy to still relate to these warriors of yesteryear, particularly in an Austin Healey or similar marque whose technology belongs to the 1950’s. At least we now have strict safety measures in place at the tracks on which we race. Froilan Gonzales won his, and Ferraris, first World Championship Grand Prix at Silverstone in July 1951 and said when interviewed recently _

“I was always fast there. I remember they used to mark the course with big black and yellow 200 litre oil drums filled with sand. Believe me, you didn’t want to hit one! Behind the drums were the straw bales, and behind the straw bales were the people. There were no guard rails or anything. Attitudes to safety were different then. We never talked about it. Today if a driver dies it is a big tragedy, but in those days you had about a fifty per cent chance of surviving. “

A CLOSING THOUGHT Opportunities always look bigger after they have passed.

ROD VOGT