

COMPETITION REPORT APRIL 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 3	Sunday 29 th April	*Winton
Round 4	Sunday 1 st July	*Sandown
Round 5	Sunday 22 nd July	*Phillip Island
Round 6	Sunday 19 th Aug	Haunted Hills
Round 7	Sunday 16 th Sept	*Phillip Island
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 am.

2 OTHER EVENTS 2012

April 6-8 th	* Historic Mallala, Sth. Australia
April 15 th	Myrniong Historic Car Sprint
April 21 st /22 nd	*Vic State Series races inc MG and Invited British at Phillip Island
May 26/27 th *	*Historic Winton short course meeting

COMPETITION REPORTS

1 MSCA SANDOWN MARCH 4th

We enjoyed a VERY successful **MSCA race meeting at Sandown** last Sunday, March 4th. The wet weather cleared at dawn and by our second runs the track was dry and surrounding showers stayed away. A capacity field of 117, nine of whom were AHOC members, could have enjoyed 5 timed runs (30 plus laps). Hiring of garage space enabled the beautifully presented cars to be displayed advantageously, assured camaraderie among the drivers and was a focal point for great support from 15 club members.

REGULARITY The track was still damp for practice so nominated times set for the rest of the day proved conservative. Old hands **Rob Raverty** and **Cary Helenius** lapped well below their previous fastest times as the track dried in an attempt to score well in the MSCA competition. First and second for Rob and Cary respectively in Run 2 was the highlight. Official MSCA results over ALL the runs are not yet available. Well done to our three newcomers for taking their first steps. Good mates **Shayne Mackintosh** (3000) and **Darren Beavis** (Associate class Corvette) finally made it to MSCA after much banter involving the wearing of a pink dress and both were pleased to break 1.50 lap times. Shayne's Healey is nicely modified for club motorsport but he is going to have to find a little bit more to overcome the big V8 in Darren's Corvette. Their enthusiasm meant they will NOT feature well in the regularity results! **Ken Sadler** drove up from Warrnambool in the rain on Saturday and drove home again straight after the event on Sunday with a stop for "pizza and a bottle of red at Inverleigh" to quote Ken. What a mighty effort! With typical Club spirit supporters **Russ Baker** and **Dennis Varley** worked for an hour with Ken to solve a mechanical problem that threatened to ruin Ken's race day and ability to get home. Ken broke the 2 minute barrier in his last two sessions and went home happy.

SPRINTS **Bill Vaughan** ran faultlessly in the green Bug-eye Sprite to finish third in Class A Classic 0-1499cc. His fastest Lap was only 0.20 second slower than his best ever lap in his previous White Bugeye which had bigger brakes. After an off season of repairs and improvements **Mark Bird** finally had a trouble free run in the ex-racing white 100/4 and was really flying to break one minute forty, some four seconds better than his previous best. This gave Mark second in Class D Classic 2500-3499cc just ahead of **John Mooney**, out of retirement for the second time in a cameo performance in his wonderful black 100/6. John turned off the alarm clock with rain on the roof pre-dawn only to have a late change of heart and arrive late. John was just warming up to the task in his first run when mechanical failure ended his day hence his low

points score in the Championship – he only did 5 laps. I was very concerned when told he had broken his dick and the ball fell off! I am now relieved to find the dick is the bonnet catch thingo according to Rob Rowland. I print this information in good faith. Final competitor in Sprints was yours truly, running-in the new engine and new tyres in/on the MGB in preparation for the Phillip Island Historics. A necessarily frustrating day with lap times all over the place and nearly 10 seconds off my best.

POINTS TOWARD COMPETITION CHAMPIONSHIP with 4 fastest laps

Mark Bird (100/4)	937 pts	* 1.39.71, 1.40.26, 1.40.31, 1.40.34
Ken Sadler (100/6)	866 pts	* 1.58.67, 1.59.53, 1.59.56, 2.00.01
Rob Raverty (3000)	850 pts	2.04.26, 2.04.62, 2.05.05, 2.05.76
Bill Vaughan (Sprite)	839 pts	1.47.05, 1.48.03, 1.48.32, 1.48.66
Cary Helenius (100/6)	836 pts	2.05.82, 2.06.34, 2.07.36, 2.07.46
Shayne Mackintosh (3000)	482 pts	* 1.48.17, 1.51.14, 1.51.63, 1.53.35
John Mooney (100/6)	449 pts	1.40.03, 1.41.50, 1.42.24, 1.45.54

ASSOCIATE CLASS

Darren Beavis (Corvette)	815 pts	* 1.47.42, 1.49.07, 1.49.10, 1.49.27
Rod Vogt (MGB)	764 pts	1.43.13, 1.43.97, 1.44.24, 1.45.49

* denotes new fastest lap for member at Sandown in this car

2 PHILLIP ISLAND HISTORIC MEETING March 9-11th 2012

A perfect weekend of Historic Racing and Regularity with over 540 entries over all classes, from all states of Australia plus the U.K., USA, Canada, New Zealand and Denmark. Great weather, many interesting car and static displays and a large crowd of spectators made for a special atmosphere. Thank you to our 13 Team Healey competitors who gave our large group of supporters at Turn One something to cheer about – hopefully we put on a bit of entertainment. Over the three days of competition I personally saw 24 supporters in the pit area and I didn't even make it to the Turn One enclosure. Being aware of your interest adds a great deal to OUR fun – the big group giving us a wave after the chequered flag was much appreciated. I can say with certainty that our Healey Club competitor numbers exceeded the combined numbers of the Sprite, Triumph and Jaguar clubs! My weekend was much enhanced by Sue's attendance for Saturday and Sunday and she felt the need to write a piece from the perspective of the long suffering partners of the Team Healey drivers. Heaven help me!

The Female Perspective (Sue Vogt)

After listening to the post – race meeting 'wrap up' on many occasions, doing my best to absorb all the detail regarding lap times, passing manoeuvres, mechanical failures, race incidents and the like, I decided to spend a whole weekend in the thick of Historic racing with "He who must be obeyed" at his favourite meeting – Phillip Island Historics.

As my "other half" generally shares a garage with the same group of guys, give or take one or two, it was a given that I would have the company of their better halves for the best part of the two days, and we spent our time engaged in conversation (about cars of course!) and when not watching our boys race, wandering through the pits, and enjoying the luxury of the ladies lounge (one of the perks – a lovely room above the main straight with comfy chairs, free tea, coffee, bikkies, newspapers etc off limits to men!) We particularly enjoyed browsing the Group S main garage where we set about choosing our favourite car, mine being a particularly cute, and very fast (I didn't know that at the time) little dark green number called a TVR, which also happened to have a gorgeous sunroof, although that had nothing to do with my choice!

Saturday's racing was exciting with Mr Jackson setting a new record for Group Sa at Phillip Island, Mr Duffy experiencing mechanical problems and my "treasured one" leaving the track sideways in both races, the second time entering the kitty litter at reasonable speed. He returned to the pit garage with polka dot tyres and gravel in his lap. Apparently the "Toyos" didn't quite have the grip so we decided that the new "Bridgestones", purchased as wets, might be required for Sunday's races and "Him Outdoors" did the switch, using Mr Jackson's trolley jack, as His new one was still in the box and might get dirty. Mrs Duffy spent Saturday night dining without her other half who was on an emergency mission to the Healey Factory to sort out a transmission issue.

Come bed time on Saturday night I felt sure that I was coming to terms with lingo - tyres going "off", "tank slapping", "red mist" and "lock ups" etc etc, hence on Sunday morning I was sure I could hold my own when I watched my "nearest and dearest" in his first race from turn one with all the Healey supporters who'd turned out for the event. There was lots of cheering when my "groom" crossed the finish line without

incident, and closer to the front of the field than where he had started. Hooray for the Bridgestones! Now how could I have possibly questioned the value of that purchase!?

Early in the afternoon on Sunday my "love" takes me by the hand and we walk toward the end of the pit garages to watch the next race. On the way we detour so he can show me an alternative option to my dream of an MX5 with an electric roof. It was a white MGB GT all tricked up for racing. Yeah right Darling! Dream on! On top of the garages we watched the start of the Group Sc race and the first lap, with a congestion of beautiful cars jostling for position coming onto the main straight for the first time. In the midst, a Corvette started getting a bit sideways and mayhem erupted behind, the main casualty being a red Porsche which clipped the Corvette, rolled 2 or 3 times then flew into the air corkscrewing and landing on its bonnet and coming to rest on its side. It was a terrible accident but despite this the driver had only minor injuries. It was a harsh reminder that even the best drivers can be the casualty of someone else's error. I was very happy to see my "Beloved" cross the finish line in the final race without incident, making up a number of places in the field and recording lap times in the 2:03's which were equal to his best, set on Saturday before his "offs".

During our time in the Garage Mrs Jackson, Mrs Duffy and myself discussed the poor representation of women in the list of entrants and pondered why it was the case. We all felt that we'd be more than keen to give it a go, as would many other women club members who enjoy cars so, why aren't there more? But I did have to ask myself the questions – in addition to the actual racing, do I want to check hot and cold tyre pressures, change wheels, peer under the bonnet looking for mechanical problems (and know what I'm looking for!) get helmet head, (do they make pink race suits?) load cars/tools/wheels on and off trailers, BACK TRAILERS!? And do routine maintenance between meetings, not to mention WRITING THE CHEQUES for the mandatory engine rebuilds. Perhaps not.

So why then would my "One and Only" have encouraged me to give MSCA regularity a go in the little Blue Sprite on more than one occasion? A cynical wife might say that it gives him an excuse to keep a second race car in the stable, but I prefer to think that he wants me to experience the same buzz – the same thrill that he gets every time he races.

REGULARITY Division One Regularity featured the older (supposedly slower) cars and all of our Healeys (**John Goodall**, **David Kelly** and **Hugh Purse**), **Bill Vaughan** in the Sprite and **Larry Varley** in the Williams Special. Also running (not AHOC members) were Frank Hook and Chris Komor (NSW) in 100/4's. It was great to see Ross McKinnon back in his Triumph TR3A after shoulder surgery. Division Two for newer cars (newest was 1978!) had club members **Tony Rogers** in the 1974 911E Porsche and **Hamish MacLennan** in the MGB. Practice and then qualifying on Friday enabled drivers to set a target time – this can be changed before each subsequent timed event. Each of the 2 events on Saturday and another two events on Sunday are stand alone events. IF the points score had been cumulative, this would have been the order for our boys :

John Goodall (131 pts with a 2nd out of 45 in event 2), Tony Rogers (111 pts despite zero pts in event 1 after nominating 2.06 lap time and doing only 2.11 plus!), David Kelly (104 pts), Larry Varley (102 pts despite a zero in event 1 for NOT nominating a target time, but finishing 2nd and 4th in two of the other runs), Bill Vaughan (99 pts with 12th, 11th, 16th and 22nd out of 45 cars) and Hamish MacLennan (37 pts from 4 events)

Bill Vaughan kindly gave his thoughts on HIS weekend –

What could be better than running around one of the very best racetracks in the world (second only to Spa according to an Aussie I had dinner with who regularly competes in the Historic races in Europe) in company with:

The Ascari Ferrari 500 - ~ 11 Grand Prix victory's in a row - and then, the 1957 and 1958 AGP's with Lex Davison. A 1953 Cooper Bristol - previously driven here by Ray Gibbs, Tony Osbourne and Bob Punch (all of whom I do remember). The 1948 Lago Talbot GP car of 4.5 Litres previously driven at Albert Park by Doug Whiteford. The 1953 Maybach Mk.2 made famous by Stan Jones;

and a number of pre-war Alfa's, Bugattis, Frazer Nash and Singer's.

It was a special thrill to drive around the Lago on the way into 'Honda' (on the warm-up lap) and then to have both it and the Maybach blast pass side-by-side less than a lap later.

Of course, we also had a number of AHOC members out on the track and it was great too, to see the Healey sign down by Turn 1 - and to know that we had such great support out there.

Some other observations

1 Hamish MacLennan! What is this 37 points from 4 events? I had a look at the figures and it is clear that Hamish does NOT have an office job at Dept. of Natural Resources and Environment up there at Benalla. He nominated 2.21 for run 1 and scored OK with 24 points but then.... Nominates slower at 2.24 for run 2 and does 2.16's, adjusts down to 2.19 for run 3 and drives between 2.21 and 2.27 and in run 4

adjusts his target back up to 2.21 and then flies around in the MGB at 2.14's! You need a P.A. to help you with the figures Hamish.

2 **David Kelly and Ross McKinnon** are great mates. The boys nominated the SAME time AND went out on the track together. Is this cheating? More like a case of "blind leading the blind" perhaps. Whatever, how did Ross score 6 more points than you David? David did come off at one corner with Ross right on his tail. David improved his previous fastest lap at Phillip Island in the 100/4 by an amazing TEN SECONDS, from 2.26.35 in 2011 to 2.16.92 this year. Now with drugs in sport, I know what you are all thinking – in fact David has a new set of wider wheels and 205 tyres (he needed spacers sent down on Saturday morning for more clearance.) I also spotted David racing the Lago Talbot GP car and **John Goodall** pulling away from a Shelby Mustang through turns 3, 4 and 5 in the last regularity run on Sunday in front of the loyal Healey members still left at Turn One at 5 pm.

3 **Tony Rogers and Hamish MacLennan** must have wondered what hit them in Division Two Regularity. The fastest cars were incredibly quick, not being eligible for historic classes with it's restrictive rules and obviously running some serious modifications. At a 2.06 lap time, Tony would have been amongst the top four in the Porsche just 3 years ago. This year there were many cars lapping at under and around the 2 minute mark and the fastest was an MGB V8 with a 1.52 – the fastest Group Sb car Peter Jackson had to deal with ran 1.52's also! PJ had the Healey flying with a best lap of 1.56.6 so officials may have to reconsider the speeds attained in regularity now.

4 You may have wondered why **Hugh Purse** has not been mentioned in this report? Here is a copy of Hugh's email received after he returned home to Romsey –

The weekend started badly which must have been an omen. I borrowed a friends house at Cowes for the weekend and misread the address so on arrival I could not get into the house . I had the right street but not the right number. The house came with a buzzer for a lift up garage door so I drove up and down the street with my finger on the remote control and lo and behold at the end of the street a garage door started to go up so I had cracked the jackpot and found my accommodation for the weekend so things started to look up!!

Everything went O.K. at practice on Friday. Saturday, first event, into the third lap when the engine died accompanied with a strong smell of fuel, so was towed back to the pits. The copper fuel line had broken off at the connection to the Banjo on the Carby's. I was surrounded by a very helpful group of expert Healey chaps, Steve Pike, Jim McConville, Frank Hook and Danny from the Calgary Healey

Club of Canada. They bronze welded it, then soldered it, and it still continued to leak so I missed the second event on Saturday. After much thoughtful discussion and as a last resort it was decided to cover the leaking fuel line in a two pack hardener. Come Sunday morning with still a small leak coming through it was just too dangerous to drive the Healey so it is now over at Steve Pikes workshop being prepared for the Myrning Hill Climb next month. After all that went on over the weekend it was still a great event at Phillip Island and it is a reminder to me that my car is 57 years old and things will and can go wrong.

GROUP Sa/Sb RACING A very large entry of 56 cars had fallen to "just" 49 SA/Sb Production Sports Cars by start of practice on Friday morning. Fantastic racing all weekend in what has become one of the most exciting classes at Historic meetings. Group Sc ran separately with another huge entry.

1 **Peter Jackson** in the white 3000 was once again the leading Healey, comfortably winning Sa for 1940 – pre 1960 cars. Peter qualified 7th and finished 7th, 4th, 5th and 6th in his four races. If only PJ would put fingers to key pad to tell us some stories. Healey supporters at Turn One must have been proud and excited to watch his battles with the V8 powered , post 1960 cars around him. In moving from 7th to 4th in Race Two Peter lowered the Gr Sa lap record from his own 1.57.33 to a new low of 1.56.66 battling a badly flat-spotted tyre from a late braking effort at MG corner. By Sunday his tyres had gone "off" – plenty of tread but not enough "grip" to challenge further. In fact he told of sliding across Turn One at full speed and forcing another car off the track (without touching). Scary stuff right on the limit..

2 **Steve Pike** was delighted to improve his best lap in the blue 3000 from a 2.02 last year to finally break the magic 2 minute barrier with a 1.59.68 and another at 1.59.87 to prove it wasn't a fluke, only the second Sa Healey after PJ to have gone under 2 minutes. All of us have a decent age up, but all are still improving! But motorsport can be cruel. After setting that time in Race 2 on Saturday and moving up to 12th, Steve's hopes were dashed in Race 3 on Sunday morning when the Healey refused to fire on dummy grid. Eventually starting from the back of the grid (45th) Steve worked his way up to finish 30th. I enjoyed following the Pike Healey for the last lap of that race after Steve caught the MG at turn one with one lap to go (couldn't hide that one from the fans.) Steve finally finished 19th in Race 4.

3 **Peter Kaiser** MUST have been pleased with his weekend. He is coming to grips with the Sprite quickly and finished 32nd, 27th, 26th and 22nd in his four races without seeming to put a foot wrong while dealing with plenty of close company.

4 My weekend was certainly interesting. I qualified 32nd place of 48 cars, 2 seconds slower than my best 2011 time. The two Saturday races saw the MG move up through the field in close company with many mid field cars including 3 Corvettes only to throw it away with a spin each race going in to the last lap and back to 35th for Sunday morning. New tyres saw more grip on Sunday and by the end of Race four I was in 25th and finally back in among the cars I should have been challenging all weekend. Plenty of passing practice and a new fastest lap time for the MG but still a little disappointed.

5 **Brian Duffy** had a weekend from hell – broken overdrive in Race 1, a trip back to the Healey factory on Saturday afternoon for a replacement transmission only to be thwarted in both Sunday races by electrical problems. We hope Brian enjoys better times at the FI GP at Albert Park demonstrating the Sebring Healey.

6 **Graeme Marks** made a welcome return to Group Lb racing with a new engine in the Mac Healey. Fixed the day before the meeting, a tentative and careful start soon had the Mac Healey running around 10th position and about one second of previous best lap times.

POINTS TOWARD COMPETITION CHAMPIONSHIP with 4 fastest laps

Peter Kaiser (Sprite)	966 pts	* 2.04.19, 2.04.32, 2.04.42, 2.04.53
Peter Jackson (3000)	963 pts	* 1.56.66, 1.56.92, 1.56.99, 1.57.03
Bill Vaughan (Sprite)	919 pts	* 2.19.83, 2.20.04, 2.20.44, 2.20.64
Brian Duffy (3000)	910 pts	2.03.88, 2.04.33, 2.04.76, 2.04.78
David Kelly (100/4)	848 pts	* 2.16.92, 2.17.43, 2.18.21, 2.18.44
Steve Pike (3000)	848 pts	* 1.59.68, 1.59.87, 2.00.07, 2.01.20
Hugh Purse (100/4)	730 pts	* 2.20.60, 2.21.13, 2.22.83, 2.23.20
John Goodall (100/6)	597 pts	* 2.10.60, 2.13.91, 2.14.48, 2.14.63

ASSOCIATE CLASS

Graeme Marks (Mac Healey)	975 pts	2.04.87, 2.04.99, 2.05.01, 2.05.12
Rod Vogt (MGB)	970 pts	* 2.03.15, 2.03.33, 2.03.42, 2.03.45
Tony Rogers (Porsche)	921 pts	* 2.04.73, 2.05.05, 2.05.21, 2.05.52
Hamish MacLennan (MGB)	791 pts	* 2.14.96, 2.16.05, 2.16.99, 2.17.05
Larry Varley (Williams Spl)	763 pts	2.08.01, 2.08.28, 2.08.51, 2.10.38

* denotes new fastest lap for member in this car



Steve Pike breaking 2 minutes at PI



Ken Sadler meets President Paul, Franz Bird and, look closely, ROGER is back at Sandown.

I have a bit more information on this event but it will have to wait for the May magazine.

A CLOSING THOUGHT There is a very fine line between “hobby” and “mental illness.”
ROD VOGT