

COMPETITION REPORT JULY 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 – Remaining Rounds

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

July 21/22 nd	*Vic State Race series inc MG and Invited British Sports Cars
July 28/29 th	*HRCC Historic Morgan Park, Warwick, Qld.
Aug 4/5 th	*Vic 6 Hour Relay Race at Phillip Island
Aug 11/12 th	*VHRR Historic Winton (long track)

COMPETITION REPORTS

1 ARDC Sports Car Carnival, Eastern Creek, Sydney. May 19/20th

Brian Duffy was our sole entrant and the only Healey at Eastern Creek where Group S Historic Sports Cars were joined on the bill by a mixed group of more modern sports cars. The Sydney track has been undergoing redevelopment with a new “extension” nearly ready for use – it was advertised to be ready for the June 30/July 1 HSRCA Historic Meeting (with the Enduro for Group S), but this has been delayed at the last minute – and this involved a change to one corner where the new track leaves the old layout so lap times were marginally quicker this weekend. Brian had done considerable work on the Healey after his Phillip Island weekend was spoiled by electrical and gearbox problems and it paid off with a very competitive drive in the 33 car Group S races. The top 10 cars dived closely – several Porsches, a Shelby GT350, a Corvette, two Alfas, a Triumph TR6, an MG Midget and Brian in the Healey 3000. Brian finished 10th, 8th, 8th and a DNF (did not finish) in the fourth race on Sunday afternoon. I believe he had simply had enough!

POINTS TOWARD COMPETITION CHAMPIONSHIP with 4 fastest laps –
BRIAN DUFFY (3000) 944 pts 1.54.58, 1.54.86, 1.54.90, 1.55.14

2 Historic Winton (Short Course) May 26/27th

Mixed emotions for me when writing this report. A bitter/sweet weekend for the Group S competitors with good results for AHOC members **Peter Jackson** (3000), **Peter Kaiser** (Sprite) and **Rod Vogt** (MGB) slightly overshadowed by several negative situations for the Group S group leading to a fair amount of grumbling and questioning by some of our ongoing support of this 36th running of the Austin 7 Club event.

Let's look at the positives first. You may remember Friday and Saturday as a VERY wet weekend experienced in Victoria. Driving to Winton and unpacking the cars and gear on the Friday did not fill us with optimism for an enjoyable weekend. Waking on Saturday morning in Wangaratta my weather app on the I-Phone suggested the rain had gone. Ha! Qualifying at 11.30 am was wet, cold and miserable for the 31 entrants of the combined Sa/Sb/Sc production sports cars entry. The Jackson Healey 3000 had to battle at the front of the field with two Porsches, two DeTomaso Panteras, the V8 powered TVR Tuscan, and three “Davids” more suited to the tight short course than those “Goliaths” above – a genuine Lotus Super Seven and two Spridgets (the very experienced Brian Weston from Canberra and the fearless/talented/crazy ? Troy Ryan from South Australia) The Kaiser Sprite and the Vogt MGB battled in a midfield group including three other MGB's, Triumph TR4 and TR6, two MGB V8's and a Datsun 260Z. With no long straights at Winton short course, this brought out many entries of the smaller capacity cars – three Bug-Eye Sprites, a Lotus Elan, an MGA, and 3 Triumph Spitfires and a Triumph GT6. Fighting in this group was John Davies from Western Australia in his 100/4 Healey which he runs each year at Phillip Island. This car is currently for sale as John wants to try an open wheeler next – he is in his seventies! I am not too proud to admit that I decided

survival to fight later was my choice which was a common sentiment among the drivers and I qualified 20th of 31 cars but just behind 6 cars that I probably should have out-qualified. They were braver/sillier than me and proved difficult to pass for the rest of the weekend. One of those was Peter Kaiser in the Sprite who qualified 15th. (Peter Jackson qualified 6th) The large field on the short course resulted in a blur of frantic, close racing. Too close sometimes. And some drivers really did suffer from a bit of the “red mist” at times in a manic effort to make a passing move when the opportunity was not really there! The starts in particular were a little crazy with Turn One only a couple of hundred metres down the track from the starting flag and we would ALL arrive there together with locking brakes and frantic wheel wrenching to avoid contact. The large entry of “oil dropping” old cars and motorcycles at Winton meant constant vigilance was required to avoid the numerous and growing number of slippery patches just to make things more testing. Some highlights

Race One – Saturday 4.20 pm. The rain stopped early afternoon but the bitumen was cold and had little grip. PJ maintained his 6th starting position to the flag, Peter Kaiser started and finished 15th and I improved from 20th to 17th over the 5 laps which was over in a flash given that lap times were 1.13 for PJ and 1.15 and 1.16 for myself and Peter Kaiser – a total race time of less than 7 minutes! That sounds fairly simple, even boring, but it was a real battle to maintain those positions with plenty of passing and being re-passed. Exit one Alfa on lap one after hitting the concrete wall on the main straight and damaging every panel on the left hand side. A real reminder of my Eastern Creek weekend last November!

Sunday: Great to see the Healey support in the display area, with the guys arriving in time for the late morning **Race Two**. I bet most thought they would be non attendees on the wet Saturday at home. Most made the long walk down to see us later in our pit garages at the far end of the complex – a long way from all the action on the long track extension (we could not even see the race action from there). Race Two was scheduled for 5 laps again. Another frantic start and bedlam for Jackson and co. at the front with PJ actually touching the Alex Webster Porsche using all his skill to avoid a big shunt. (See the accompanying photos where they laughed off what could have been a nasty accident with PJ autographing the “love tap”). Peter Kaiser probably doesn’t know how close I came to using the MGB to shorten his Sprite also in the ensuing mayhem. Having survived that start we had to do it all over again when the slowest car in the race, a Triumph Spitfire, spun off on the first lap and we were red flagged for a re-start. The organizers shortened the race to just 4 laps. Peter Jackson finished 6th again, I pulled off a couple of butt clenching passes and improved two places to 15th and Peter Kaiser finished 17th. I passed Peter on the inside of the sweeper much to the surprise of both of us. I trusted his skills completely. I hope he felt the same way. The difficulty in passing cars which are just a second or so slower is really highlighted on the short course. I was more than a little disappointed to see that my fastest lap time was actually faster than the 5 cars which finished just one to three seconds in front of me. Peter Kaiser was two spots but just one second behind. Extremely close racing. I obviously need more experience to take EVERY passing opportunity like PJ and PK and qualify better to start nearer the front.

Race Three at 4.30 pm was run in front of a surprisingly large crowd still in attendance. Our Healey friends had long left on their long drive home and missed seeing PJ improve to 5th and Peter Kaiser got a great start and made a couple of good passes to finish 14th. One of those passes at the start was ME! We were both initially held up by a rather erratically driven MGB, but having got past and with 8 laps scheduled I hoped I had time to catch the Sprite again only to have the officials put out the chequered flag after just 5 laps when the same #\$\$@& Spitfire spun again coming on to the main straight and stalled across the corner. So it was a 16th finish for me but at least the MG was in one piece and still running well. Once again there were cars in front of me whose fastest lap time was slower than my best. As they say, “opportunities always look bigger once they have passed.”



Webster and PJ all smiles after love tap

Signature collectible?

The negatives? This Historic Meeting has always been about the older pre-war specials and the old motor bikes BUT we did seem to get a raw deal. We had three races for only 14 laps and track time of 18 minutes. By contrast, the pre – war Regularity had four 15 minute sessions! At Eastern Creek the previous weekend the entrants had 15 minutes of qualifying and 4 races totalling 32 laps with sixty minutes of race time and 75 minutes of track time!

We were forced to queue for scrutineering on both days despite the fact that we were exempt under the CAMS Targeted System – this was an AASA run event. With most of the Sports Car and Group N Sedans well away from everything in the bottom garages we felt like second class citizens. I fear many of our competitors will not support this event going forward, especially given that the ARDC Sports Car Carnival at Eastern Creek is an alternative at the same time of year. The smaller group S cars will still be keen I expect, but the serious racers at the front could be missing.

Geoff McInnes raced his Green/Alloy 1948 Riley Special in the Group Lb Racing events for 9th, 26th (problems?) and a DNF in his three events in a crowded 37 car field. Group Lb covers 1940 to 1960 racing and sports car specials – the Graeme Marks Mac Healey competes in this class – and includes “specials” showing Aussie ingenuity based on MG TC’s, Elfin, Ausca, Buckle, Jewitt, Cooper, Lola MK 1, Zephyr, Elva, Ford 10 and Prefect and Nota Major to name just some. The fastest cars lapped in the 1.12’s (the Jackson Healey did 1.11’s) despite most having engines under 1500cc and the largest cars being up to 3 litres.

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps
 AHOC Competition Champion

Peter Jackson (3000)	990 pts	1.11.52, 1.11.56, 1.11.57, 1.11.62
Peter Kaiser (Sprite)	948 pts	1.14.83, 1.15.17, 1.15.19, 1.15.35
ASSOCIATE Championship		
Geoff McInnes (Riley spcl)	876 pts	1.15.61, 1.15.75, 1.16.53, 1.16.85
Rod Vogt (MGB)	808 pts	1.13.61, 1.14.02, 1.15.11, 1.15.53

I must highlight the amazing 990 points out of a total available 1000 points scored by Peter Jackson – just look at how close together his fastest 4 laps are, given the small number of laps we did for the weekend.

I AM WAVING THE WHITE FLAG Alright you OLD AND RETIRED Healey racers, check your records/trophies and memories and tell me if YOU have broken the magic 2 minute lap time at Phillip Island. John Mooney rang me with much mirth to tell me that he is the OTHER member who reads the competition report and would like his name added to the list with Peter Jackson, Steve Pike and Rob Rowland – John achieved a fastest lap time of 1.59.79 in a Marque Sports Car Race at P.I. on 25th November 2000 in his 100/6. Until a flood of emails arrive to protest otherwise, this makes John the first to break 2 minutes and the fourth fastest so far. (I don’t think he can remember his wedding anniversary date though.)

In my defence, I WAS talking about Healeys built to the Group S Rules and John’s 100/6 was built to the different rules governing Marque Sports Cars and in particular the rules established for the Austin Healey Racing Association which kicked off with it’s first official meeting as a support category at the 1998 Bathurst 1000. Called the Donald Healey International Tribute we witnessed an amazing entry of 41 Healeys, Sprites and a lone Healey Silverstone. I will attempt to write a piece (or ask members who did compete at that time) to remind us of that wonderful time in Healey racing. I can tell you that the only drivers from that 1998 race who are still active in their Healeys are Geoff Leake (100/4), Rob Jamieson

(100/4) and Colin Dodds from NSW in his Sprite. As part of this I will highlight just what different modifications are made for Historic Racing Group S and the AHRA cars and how they differ from your road Healey.

Lets hear from you guys please.

A CLOSING THOUGHT “Middle age is when broadness of the mind and narrowness of the waist change places.”

Cheers

Rod Vogt