

## COMPETITION REPORT SEPTEMBER 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 7            Sunday 16<sup>th</sup> Sept            \*Phillip Island

Round 8            Sunday 18<sup>th</sup> Nov            \*Phillip Island

**Round 9            Sunday 2<sup>nd</sup> Dec            \*CALDER - Please note change of venue**

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](http://www.msca.net.au) . Ring Rod Vogt on 5962 1915 or 0408 395 240 or email [competition-MSCA@healeyvic.com.au](mailto: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.

The next MSCA event at **Phillip Island on September 16<sup>th</sup>** will see up to 50 MG's joining us as part of the MG Car Club Competition Championship, with a capacity entry of 160 cars possible! An event well worth attending.

#### **2**      **OTHER EVENTS 2012**

Sept 9<sup>th</sup>            \*Victorian Supersprint Championships Rd 4 at Winton

Sept 29/30<sup>th</sup>       \*HSRCA Historics, Wakefield Park, Goulburn NSW

**Oct 13/14<sup>th</sup>       \*Winton 6 Hour relay Race – 2 Healey Teams entered**

Nov 9-11<sup>th</sup>       \*VHRR Historic Sandown "Return of the Thunder"

#### **WINTON 6 HOUR RELAY RACE on Sunday October 14<sup>th</sup>.**

We need helpers and supporters for our two-team entry. The event is a team regularity relay – we practice on Saturday and set a target lap time for each driver for the Sunday race. The aim is for each driver to complete each lap at that nominated time. For example, assume a target lap time of 1 minute 50 seconds – a lap achieved in 1.50.01 or slower is scored as one lap. A lap faster than 1.50.00 does NOT count! A lap achieved between 1.50.00 and 1.50.99 scores one lap PLUS a bonus lap. The scoring system gets a bit complicated but the principle remains that outright speed is not the determining factor for success. Bonus laps are the key. The race runs for 6 hours with one member on the track at a time, 42 teams entered so 42 cars on the track at all times – plenty of action.

Team Healey One is John Goodall (100/6), Bill Vaughan (Sprite), Rod Vogt (Sprite), Tony Rogers (Porsche 911) and ex Healey owner from NSW Peter "Ozzie" Osbourne (Alfa Romeo). Team manager is Graham Palich assisted by Trevor Smith.

Team Healey Two is a new All-Big Healey Team – Peter Jackson, Geoff Leake, Russell Baker, Mark Bird and Colin Goldsmith down from NSW. Brian Froelich is manager, assisted by Mike Snelgrove.

**YOUR HELP would be appreciated on SUNDAY** to spend time on the pit wall timing our drivers and displaying their times as the driver passes to give him a guide to achieving his target times. Eight helpers would be ideal, giving two pairs per team to do alternating one hour shifts on pit wall. The race starts at 10 am so you would need to arrive in time to learn the system. Race finish is 4pm. You must wear clothing to cover arms and legs in non-flammable cotton/wool, but no red clothing and no umbrellas if it is wet – bring waterproof gear. We have some volunteers already but more are required. Come just as a supporter and you will be most welcome in our garage. **Please contact ROD VOGT if you can help.**

#### **COMPETITION REPORTS**

#### **OLYMPIC GAMES? BIG DEAL!**

Your supreme Healey athletes have been toiling tirelessly on your behalf, undaunted by the appalling winter weather, to bring home **GOLD, SILVER AND BRONZE** and set **PERSONAL BESTS** in three events covering a multitude of skills at Phillip Island and Winton over the last month.

## MSCA PHILLIP ISLAND 22<sup>nd</sup> July 2012

I sent this off to the Team Healey email list on the Monday so why rewrite my initial thoughts?

Hi Team

*I don't normally send you many emails, but I must tell you about our great day yesterday - wish you had been there!*

*Bill Vaughan and I did 6 sessions of 12 to 15 minute duration. I did 36 laps, a fast warm up lap for each session with 5 competition laps in each. All for \$180 and just a day trip, no garage hire. PI Historics cost more than \$800 with one garage space, plus 3 days ( accom and meals!) and about 26 competition laps plus 15 minutes qualifying. MSCA is great value. Russ Baker, Rob Raverty and Cary Helenius did nearly as many laps.*

*Russell Baker improved his best time from 2.04.85 to 1.58.99! That is 5.86 sec faster, in one day. That makes him the third fastest AHOC Healey at PI behind the Jackson Sa and Marque cars at 1.56.66 and 1.58.12. Not bad for MSCA? Russell did the rebuild on his engine and sub contracted out what he couldn't do himself. We were privileged to watch. Bill Vaughan improved his best time by a whopping 5.66 seconds in his green Bug-eye to 2.14.17. This is the Sprite Bill owned many years ago, bought back recently and fitted with a 1275 for club activities. With drum brakes only, Bill could not believe he would ever lap faster than his previous white Bug-eye with disc brakes etc but yesterday he beat that car's best by 3 seconds.*

*Rob Raverty completely stuffed his Regularity chances by driving up to 9 seconds under his nominated time - but he couldn't care less because he improved his best lap time from 2.33.96 to 2.28.04 - a massive 5.92 seconds improvement in a virtually stock 3000.*

*Cary Helenius at least tried to achieve his nominated times.*

*I took the Sprite and had one of the most enjoyable days I have EVER had on the track, including the racing I have been doing recently. The chance to run fast without too much traffic gave me a chance to build a rhythm over the day as opposed to the cut and thrust of racing where someone has put his car where you want to be!. It is enjoying speed, control and being as one with your car in the purest sense. I was going to stop after 5 sessions but Bill V grabbed his helmet when we got the chance to go out on the 6<sup>th</sup> and last run for the day so how could I not? My fastest lap for the day was my LAST lap of the day - my 36<sup>th</sup> - and I improved my previous best by just .07 seconds to 2.02.39 with 15 laps in the 2.02/2.04 range. I don't think I have ever felt more in the groove.*

*You missed a fantastic day with great team mates with beautiful weather on one of the best tracks in the world. How could you ever tire of running on a race track at speed with your mates? Racing is great but sprints are great also. MSCA lost a lot of money yesterday because only 70 odd people entered with just 6 in Regularity (perfect for our valuable Healeys) You worry about where club sport is heading. I wish some of you ex competitors still wanted to share these thrills with us, and some of our current competitors would grab EVERY chance while we are still able and healthy.*

*And a big thankyou to Selwyn Hall for a fantastic job in giving his time as Clerk of Course.*

*Contrary to what you may be thinking, I AM completely sober, just still on a high. I guess I will regret sending this later but .....*

**Cary Helenius** and **Rob Raverty** competed in **Regularity**. Not even the Olympic Games has an event where you have to nominate your performance. All the Olympic athletes do is go as fast/strong/accurate as they can – like Russell Baker, Bill Vaughan and myself in the Sprints. Cary's self control and sense of responsibility toward the Team Healey effort resulted in a Gold Medal when initial results were declared. Much to our dismay, political interference and protest led to a later revision of the scores which dropped Cary to the Silver Medal position. Our lawyers are considering the next step. Unfortunately Cary had already sent off a self-congratulatory email to Rob Raverty re putting the Gold Medal in his expanding trophy cabinet. Rob Raverty has been disciplined by Team management for his selfish and glory seeking brain fade, and we have warned him that we will have him put in the fastest Sprint run group if he drives too fast again- that should wipe the smile off his face! In his defence he reminded us that the first run was on a damp track, making the estimate of a suitable target time difficult for the perfect conditions that prevailed later. More relevant was the pressure put on Rob by his personal trainer, Roger the goat, who actually sat in the passenger seat and exhorted greater efforts (see photo below) while his manager, Sue, was powerless to intervene. Olympic athletes usually have a heat then a semi final and then a final over two days of competition. In **Sprints**, **Russell, Bill and I** were expected to compete 6 times in one day with barely a rest in between! Bill and I in the Sprites paced ourselves well, completing our 6 sessions and posting fastest times in that 6<sup>th</sup> session – a bit like Formula One qualifying really. Or perhaps not. Russell meanwhile suffered from a bit of "red mist" and "mine is bigger than yours syndrome" after the first sprint session had him slightly slower than my little Bug-eye. Chief mechanic (Martin) was overheard to instruct him to move the rev limiter up another 500 rpm when the pressure was on. Russell became confused as to which event he was doing exactly and speared off coming to Lukey Heights (javelin?) and did a lovely gymnastics manoeuvre that would have scored a perfect 10 in London. The drugs lasted long enough to record his sub 2 minute lap time in session 4 but then he did a hamstring in session 5 and limped back to the pits (tore the centre out of his left rear wheel – no laughing matter)



You can go faster Rob Raverty. Shut up Roger.



Too much power Russell?



"Three Fronts" – taken by Sue Raverty



What a great day!

And so to the Medal Tally for the MSCA Competition:

Regularity Silver to Cary Helenius,  
5<sup>th</sup> place to Rob Raverty but with new Personal Best  
Sprint Class A Marque Sports and Supersprint Classes - Gold : Rod Vogt and new PB  
4<sup>th</sup> place : Bill Vaughan, new P.B.  
Class D Marque Sports and Supersprint Classes - Bronze : Russ Baker, new PB

**POINTS FOR AHOC COMPETITION CHAMPIONSHIP** and 4 fastest laps

Rod Vogt (Sprite)	974 pts	2.02.39, 2.02.60, 2.02.60, 2.02.65
Bill Vaughan (Sprite)	956 pts	2.14.59, 2.14.24, 2.14.59, 2.14.61
Cary Helenius (100/6)	922 pts	2.40.82, 2.41.12, 2.41.39, 2.41.60
Rob Raverty (3000)	845 pts	2.28.04, 2.28.88, 2.29.45, 2.29.59
Russell Baker (3000)	812 pts	1.58.99, 2.00.14, 2.00.82, 2.00.87

A good example of the scoring system based on driving consistently fast, based on your 4 fastest laps – the fastest car/driver is not necessarily the winner. All have a chance of scoring well.

And finally a thankyou to our supporters – Elaine Baker and friends (Phil and Pam, Al and Lorraine), Baker pit chief Martin, Sue Raverty, Leon O'Brien, Lyn Hope, Mark Bird (helping daughter with learner permit hours) and Cary's young teen son (sorry, name escapes me) who kept Cary focused. Once again a big thankyou to **Selwyn Hall** who always does a fantastic job as Clerk of Course (as does David Kelly when it is his turn).

**The DYNOTECH VICTORIAN 6 HOUR RELAY at Phillip Island** on 4/5<sup>th</sup> August involved 3 AHOC members in a hit-out for the Winton 6 Hour in October in their "Cars Other Than Healeys," thus earning points toward our Associate Championship. The fifty teams included Peter Kaiser in his (BMW) Mini in the 17<sup>th</sup> placed Club Mini Motorsport team, running in the top 3 early but brought undone by one over-enthusiastic driver who continually drove faster than his nominated time despite being shown his lap times on the display board. Team Healey drivers are too afraid of our managers – Palich and Froelich – to fall for that trap. They have a gun in the pit garage and wouldn't hesitate to use it. Tony Rogers blew the cobwebs out of the Porsche in 19<sup>th</sup> placed Team 901 ( the true Porsche model number for the first "911") and has now gone overseas for 6 weeks as his training tapers for the Winton ^ Hour Relay. I wish I had HIS coach! David Kelly drove his Triumph TR8 in the Triumph Racing Team, which included our good friend Ross McKinnon in his TR3A, for a 43<sup>rd</sup> placing. Not sure what happened there but they did win "Best Presented Team".

I will restrain myself from some of the jokes that immediately spring to mind. They didn't award medals at the opening ceremony in London!

I did intend to go down and watch but my coach wanted me to rest up for the Historic Races at Winton the next weekend after medalling at PI two weeks prior. As it turned out, the weather was bleak and showery and the only thing that came to mind was that it might be as exciting as that riveting Olympic team event – synchronised swimming. In fact our three boys got lucky with David doing 27 laps in 2 sessions ( and a new fastest lap at PI in the TR8 of 2.06.95 by my records), Peter doing 31 laps and Tony 33 laps, all in the dry! Tony will be in a Healey Team at Winton. Peter and David will be in their Mini and Triumph teams respectively so we wish them well, but not too well.

POINTS for AHOC ASSOCIATE COMPETITION CHAMPIONSHIP and 4 fastest laps

Tony Rogers (1974 Porsche)	959 pts	2.06.10, 2.06.26, 2.06.38, 2.06.51
Peter Kaiser (Mini)	934	1.59.44, 1.59.51, 1.59.71, 2.00.10
David Kelly (Triumph TR8)	798	2.06.95, 2.07.51, 2.08.22, 2.08.97

**WINTON FESTIVAL OF SPEED HISTORIC RACES** on 11-12<sup>th</sup> of August brought a busy month of TRACK and FIELD (for those who couldn't stay on the black stuff ) action to a close. After a 3 week freshen up, **Bill Vaughan** ran the Sprite in Regularity in a group of widely disparate types of car – pre-war Aussie Specials, clubmans, a rare 1934 MG K3 and 1936 MG TA, a 1948 Lago Talbot Formula One racing car, a 1977 Porsche, MGB's and Healey Sprites and even two Formula Vees. There is a photo at the end of this report with the tiny Sprite about to enter the track beside an enormous Ford Special. In the group, much to Bill's delight, was a Healey Silverstone driven by Lewis Raper. The Silverstone has been in the one family for over 40 years and Bill last saw it at the National Rally in Bendigo when it was displayed by Bob Healey, a friend of Lewis' grandfather, soon after it's restoration. It was fantastic to see it back in action.

After my three week break, I competed in the Group S Production Sports Car Races but not in the Sprite – changing "mounts" to the MGB just to show my allround athletic versatility like the decathletes (is that a word?) **Peter Kaiser** did the same, joining me in Group S in the Sprite after running the modern Mini the week before at Phillip Island and clearly running the risk of burnout due to fatigue – not to mention the wrath of "she who must be obeyed". The big guns for us in Group S were raring to go after a longish break – **Peter "Usain Bolt" Jackson** and his shadow, **Brian "The Monster Blake" Duffy** in their Big Healeys. Let's get the one negative out of the way now. Despite always entering events as "Rod Vogt", I was dismayed to find my name listed as "Rodger" in the programme, on time sheets, on the Natsoft website – everywhere. As one of the last of a proud line of "Roderick's" (no need to call me Sir) I was not happy. Finding a soft spot in my armour, all and sundry took delight in shouting "Rodger" at every opportunity. I suspect Roger the goat may have had a hand in this. Rob Raverty called it karma. I fear I might not live this one down. Appalling mid week winter weather had me looking for an excuse not to go to Winton – like pole vaulter Steve Hooker should have done. Peter, Bill and I only had potentially cold and wet car port space allocated after all garages were taken before we had entered. As it turned out the weather was superb on both days and our carports were right in the prime spot in the centre of car marshalling, race viewing and spectator wandering (OK, so we like a bit of attention), the toilet was close and so was the coffee vendor. Perfect. The only disconcerting thing was the recovery and dumping of two very badly damaged race cars right next to us in Parc Ferme (that's French –look it up) after Saturday morning qualifying, where they stayed for the day as a stark reminder of what CAN go wrong. (A bit like those London athletes who struggled to the finish line with torn hammies, achilles etc being left prone beside the finish line to be stretchered away at the end of the day!) The Formula Vee was a total write-off after a roll over and the bodywork cut away to free the driver who was taken to hospital for treatment.

**REGULARITY** Unusually, the pressure started to tell on the Bill Vaughan Bug-Eye. Saturday morning practice went well and Bill nominated his target time. He was actually 8<sup>th</sup> fastest of 28, although that is irrelevant in Regularity. But when Bill was called to Pre-Grid (they used to call it dummy grid which is far more apt) the Sprite would not start – the battery was flat. We pushed and pushed Bill all around the pits but it would NOT run. (This was after an identical situation with the Jackson Healey which suffered a flat battery when we were called to qualify earlier. I was starting to feel like a bloody weight lifter doing all this pushing!) Like a show jumper refusing to jump, it sat down on the job. A jump start from the road car got Bill out there just in time but the later diagnosis of alternator failure meant the Sprite ran on two/three cylinders for two laps and then stopped. A bit like dancing with your sister – you are up and moving but not too proud of yourself. Not one to give up easily, Bill found a decent battery charger which stayed connected for the remainder of the weekend and the two Sunday runs were completed successfully, but no medals for Bill this time. But like Libby Trickett, Bill's wonderful attitude and enthusiasm and friendship is an inspiration to the rest of us ( and now I am being serious for a change).

**GROUP S RACING** **Peter Jackson** (Healey 3000), **Peter Kaiser** (Sprite), **Brian Duffy** (Healey 3000) and **Rod Vogt** (MGB) qualified and then raced in two 6 lap sprints on Saturday afternoon and Sunday morning in combined Group Sa (1940-1960) and Sb (1961-1969) categories. "Usain" Jackson finished second outright in both races some 5 seconds behind the V8 powered TVR Tuscan which is simply out of reach of the Healey, but PJ picked up Gold Medals for first Sa home. "Johain" Duffy had a much bigger battle on his hands, just losing out each time to the very quick Sprite of Don Bartley from NSW for 4<sup>th</sup> place but 2<sup>nd</sup> Gr Sa and two Silver Medals. I only know this because I had to ask what was happening up the front. Peter Kaiser and I were locked in monumental battles midfield in both races, with each other and with about six or eight other cars. Plenty of elbows and legs flying. The Kaiser Sprite continues to get the better of the Vogt MGB off the line and in to Turn One and then it is frantic. Throw in two Corvettes which are quick in a straight line but hold us up under brakes and in corners, plus a couple of aggressively driven MGB's, a Triumph TR4 and a Datsun 2000 and there is no time to take notes on what Jackson and Duffy are

up to. Race One - Peter Kaiser started 13<sup>th</sup> and finished 7<sup>th</sup>, Vogt started 11<sup>th</sup> and finished 10<sup>th</sup>. Mmmm!!! Well, I WAS held up by the fastest MGB whose tyres went “off” and proved to be a mobile chicane – so much so that I now have to go to the panel beater to repair the bonnet where I gave him an (accidental) love tap to the bum. Race Two on Sunday morning was a repeat except PK finished 10<sup>th</sup> and the MGB was 12<sup>th</sup>, with the 2 Corvettes very much in the mix. Rather than the 100/200 metre sprint it felt more like Greco Roman wrestling – I had my face up someone’s backside for ten minutes while several people groped me from behind. Positions seven through twelve, with PK and I jammed in the middle, was covered by just 3 seconds at the chequered flag. Peter Jackson actually complained of being bored up the front!

Sunday afternoon was a 15 lap trophy race which brought the newer and faster Group Sc cars in with us – Porsches, De Tomaso’s, Datsun 260 Z etc. So now we had to excel at the 10,000 metres just to show how versatile we are. Peter Kaiser was a non starter after water pump failure (he hopes!) at the end of the morning 6 lapper. Peter Jackson finished 11<sup>th</sup>/1<sup>st</sup> Sa for another BIG Gold Medal. Brian Duffy put on a great show to finish 12<sup>th</sup>/2<sup>nd</sup> Sa for Silver again AND crossed the line barely one second ahead of the Bartley Sprite to show him who was boss. I hoped the extra distance would suit the MGB and would spread us out a little – it turned out “yes” to the first and a resounding “no” to the second! I battled non stop with eight cars for 15 laps at full race pace, setting my fastest lap for the weekend towards the end of the race and moving from 27<sup>th</sup> to finish 22<sup>nd</sup> and fastest of the MGB’s. No medal but immense satisfaction. As at Phillip Island MSCA three weeks earlier, the feeling of connection with the car, the track, the opposition at very close quarters, is hard to describe. I guess Rob Rowland, Bill Ingham, Brian Dermott, Hardy Kuhn, John Moore, Paul Freestone, John Mooney and other Healey warriors know exactly what I am talking about. It is more than just the on track action. Thank you to Bill, PJ, PK, Brian and Eric Rudd for their company at our “recovery” sessions on Friday and Saturday nights. Thank you to members who dropped by our carports to share the fun – Russ Baker, Chris Lamrock, Rob and Maressa Rowland, John Southwell, Peter and Anne Stanley, Hamish MacLennan, Jim McConville, Ray Lodder, new member Ken Leigh and Howard James( now living in Mansfield.) Best of all, my grandchildren, 3 year old Audrey and 1 year old Hugo, arrived unexpectedly to see “Pod” do his thing for the first time. You wouldn’t be dead for quids.

**POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps**

Peter Jackson (3000)	946 pts	1.42.82, 1.42.90, 1.43.15, 1.43.36
Brian Duffy (3000)	937	1.43.15**, 1.43.45, 1.43.74, 1.43.78
Peter Kaiser (Sprite)	903	1.46.31**, 1.47.15, 1.47.28, 1.47.28
Bill Vaughan (Sprite)	754	1.59.14, 1.59.73, 2.01.43, 2.01.60

**ASSOCIATE CHAMPIONSHIP**

Rodger(!) Vogt (MGB)	930 pts	1.45.92**, 1.46.20, 1.46.38, 1.46.62
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\*\* Personal Best times



Photo on left – Bill Vaughan about to start in front of monster 1936 Ford Special. I hope it has brakes!  
 Photo on right – the next generation of club members?

**MSCA NEWS**

The Marque Sports Car Association desperately needs a **NEW TREASURER** from October onwards. If you have some book keeping and basic computer skills and an interest in supporting club level motorsport, we could really use your help. Entry fees are paid online by credit card, a MYOB package and spreadsheet is used and the committee meets monthly on a Monday night in Clayton. You will have input as a member of the executive to the general running of our events. I am already on the committee as AHOC delegate and I will be acting Treasurer until a permanent replacement comes forward. I am on 3 committees and just don’t have the time for more responsibilities. **ANY VOLUNTEERS OUT THERE?**

**A CLOSING THOUGHT**

**Dream as if you will live forever, live as if you will die today.**

**Rod Vogt**