

COMPETITION REPORT OCTOBER 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 8 Sunday 18th Nov *Phillip Island

Round 9 Sunday 2nd 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 . 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**

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

Nov 9-11th *VHRR Historic Sandown “Return of the Thunder”

Nov 22-25th *HSRCA Eastern Creek “Tasman Revival” Historic Meeting

WINTON 6 HOUR RELAY RACE on Sunday October 14th. FINAL REMINDER

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 his nominated time. 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, achieved when a lap is run at the nominated time – not easy! The race runs for 6 hours with one team member on the track at a time running two sessions each of about 40 minutes IF all cars are running well. 42 teams are entered so there are 42 cars on the track at all times.

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 SUPPORT would be appreciated on the SUNDY. We already have some volunteers 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. If YOU also want to get involved you will be most welcome. 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. Come just as a supporter and you will be most welcome in our garage. **Contact Rod Vogt for more information.**

COMPETITION REPORTS

1 **CLUB MEMBERS IN TARGA WIN**

John Goodall and Graham Palich, competing in John’s Porsche Cayman, have won the Regularity section of the recent *Targa Adelaide* event.

In this event, competitors are required to achieve a nominated average speed of say, 80 or 90 kph over 29 special closed stages, and are not permitted to drive slower than 30 kph or faster than 130 kph. All 18 cars in the Regularity section were fitted with monitors that relay speeds and other information back to the event command centre, and penalties are imposed to those going outside the specified rules.

A special night stage through the narrow streets of the Adelaide showgrounds opened proceedings.

Organisers expected a 5000 crowd but were overwhelmed when 24000 motorsport fans turned up.

Constant rain over the next four days made conditions difficult. John and Graham got off to a good start on day one and although their lead was challenged through days two and three, they were able to finish in good style coming out comfortable winners.

After nearly a decade of competing in Tarmac rallies, good preparation and planning has finally paid dividends for driver John and navigator Graham. (See photo at end of report.)



Goodall and Pailich celebrate Regularity win

2 JAGUAR CLUB SPRINTS at WINTON 28th August

Points toward the COMPETITION CHAMPIONSHIP, with 4 fastest laps shown

Geoff Leake (100/4)	941 pts	1.45.13, 1.45.31, 1.45.47, 1.45.72
Damian Moloney (100/4)	861 pts	1.50.25, 1.51.42, 1.51.44, 1.51.64

3 MSCA PHILLIP ISLAND Sunday September 16th

Monday 7.30 pm. I am tired and I don't really feel like writing this report but Editor Harvey has given me a small extension on my deadline for the magazine so here goes. Cannot think of anything witty to say either! It was a big day at Phillip Island yesterday with a 4 am start, towing the Sprite to PI to arrive at 6.30 am for 7 am gate opening. After 4 fast sprint sessions and arriving home in the dark at 7.30 pm I was, and am still, *knackered*. Like "understeer", "oversteer", "negative camber" etc, *knackered* is a technical term often used by silly old racing guys after a big day at the track. In fact it had been a big week all round. On Monday I was explaining to my wife that apparently when you die you get reincarnated but must come back as something different. She said she would like to come back as a COW. I said, "You obviously haven't been listening". By Saturday the swelling in my right eye had gone down enough to allow me to go to Phillip Island. On Tuesday I joined the Healey North-East Chapter on a very brisk run from Buxton through Marysville, Cambarville (the Woods Point Road), Reefton and Warburton. Inspired by "Side Exhaust," I must thank Geoff Sharrock, Chris Lamrock and Malcolm Farr and their delightful and brave wives for a serious Healey run nearly up to a Targa Tassie stage standard. Lunch at the Reefton Hotel, joined by the Metcalf's, wasn't bad either. On Wednesday I was helping a friend whose wife had been missing for over a week. The police came and told him to prepare for the worst. We spent the afternoon at the Opp shop getting her clothes back! On Thursday I went to the gym and they had a new machine in. I could only use it for half an hour before I started to feel quite sick which knocked me around a bit for Sunday. It provides me with everything I need though – Kit Kats, Mars Bars, Snickers, Potato Chips, the lot.... Finally, on Friday I picked the MGB up from the panel beater after he had repaired the bonnet damage from the Winton Historic races last month. More \$ spent – the cost of my motorsport has got so bad that my wife is having sex with me again because she can't afford batteries! Perhaps I am not as tired as I thought. *Some* of the above may not be true – a free entry to the next MSCA event if you can correctly separate fact from fiction..

The MG Car Club joined us for the first time and their 50 or so entries pushed the total entry to nearly 130, our biggest field this year. The early start gave me a chance to secure pit area parking, together, for our Team Healey entry of seven – **Bill Vaughan** (Sprite), **Russ Baker** (3000), **Mark Bird** (100/4), **Peter Kaiser** (Sprite) and **Rod Vogt** (Sprite) in the Sprint competition and **Rob Raverty** (3000) and **Cary Helenius** (100/6) in Regularity . An area successfully secured, alongside Sprite Club members Colin Wallace, Mike Summers, Gerry Van Oosterom with Tony Hannan nearby, we enjoyed our usual socially enjoyable day with a great line up of beautifully presented Healeys and Sprites. Thank you to our supporters in attendance – Paul MacPherson, Dennis Varley, Peter Jackson, Sue Raverty, Carole Vaughan, Baker pit boss Martin Brown and a special mention for Geoff and Ann Sharrock for coming all the way from Taggerty to see what Team Healey gets up to despite their big day last Tuesday. And finally a big thankyou AGAIN to David Kelly as Clerk of Course and his assistant C of C, Selwyn Hall, for another fantastic day.

As at the last MSCA Phillip Island we were blessed with fine weather – cloudy but mild, the bitumen was clean and offered grip. The large number of MG's entered made the pit area look more like an Historic Event which enhanced the atmosphere considerably. Each of the 6 run groups were given 4 sessions which amounted to one hour or 20 plus laps. We got our monies' worth. Back in July I reported on the achievement of new fastest laps for Bill Vaughan, Russ Baker, Rob Raverty and myself. Well the record breaking continued. **Class A up to 1500 cc** numbered 12 entrants with many previously unseen MG Midgets. **Peter Kaiser** brought his Group Sb Sprite to MSCA for the first time to give it a run after some mechanical repairs post Winton Historics, in preparation for Sandown Historics in November. It was fixed alright! Peter and I battled for top honours in Class A in the two Sprites all day. Peter left after 3 runs with a handy fastest lap in Class A at that point of 2.02.31 which was a PB , bettering his best of 2.04.19 at the Historic Meeting in March. Lying second to Peter with one session to go, I amazed myself with a new PB of 2.01.97 late in the day to just pip him at the post. Is the magic 2 minute barrier in reach for the 2 Sprites? Great fun and we showed those MG's that Healeys rule. Not to be out done, **Bill Vaughan** took 6th in Class with a new PB in the 2.12's. Amazing for a Sprite on drum brakes all round – Bill is very skilful and very brave I think. **Russell Baker** couldn't quite match his sub 2 minute time set in July but reeled off several 2.00 laps and came second in **Class D**. His strengthened alloy wheel bolts survived so he heads to Winton for the 6 Hour relay with confidence. Luckily they do not have the "Hay Shed" corner at Winton because Russell had a big "off" there on Sunday to duplicate his effort there last time. "Hay Shed" is where the back straight climbs and starts to veer left before you crest over the top of the hill called "Lukey Heights". Now Lukey Heights is fast, blind and attention grabbing as the car becomes very light and starts to drift – but you must not back off unless you want to guarantee a spin. Hay Shed is very fast and most of us would admit to a quick dab of the brakes at least. Just to settle the car of course. It is called "Hay Shed" because there is a hay shed on the left side of the track – strange that! I was several hundred metres behind Russell but not within sight and I new something was up when I got back to the pits before Russell at the end of the session.. I am sure I would have noticed if I had pulled a passing move on him on the track! David Kelly, Clerk of Course – I DID see the yellow flags waving but I didn't see Russell way off the track to the right. Any further and he would have been in the spectator area. **Mark Bird** completed our sprint team in Class D giving the 100/4 a run on the circuits after concentrating on the Victorian Hillclimb Championship this year where he has been doing well in the Classic Class. The long fast PI straights showed up a problem (fuel starvation?) although Mark's lap times were only a couple of seconds off his best. Winton Team Healey Two member Peter Jackson was seen talking earnestly to his team mates Baker and Bird at length in the pits – let the 6 Hour begin!



Calm before the storm on Lukey Heights



The pits at 8 am – planning session

Menacing (?) Vaughan “Kermit”



Scrutineering – yes that is a fire extinguisher

Regularity. Results are not yet available but if you think **Rob Raverty** has lifted his game you will be very disappointed. Once again he thinks he is Stirling Moss or Jack Brabham and is flogging his concours standard, road going red 3000 to achieve new fastest lap times. He drove responsibly in the practice run doing 2 minute 33 second laps as *he used to do*. Setting this time as his goal for the rest of the day, he goes out in session two and runs 2.29’s, just shy of his super fast 2.28 set in July. Scratching his head in puzzlement and realizing he has blown his Regularity Class chances he decides to do some more 2.29’s to get a good score in the AHOC Competition Championship but achieves 2.33’s and 2.34’s in session 3. Clearly rattled he promptly sets a new Personal Best in session 4 of 2.26.94 alongside three 2.28’s! Day salvaged for our Championship but MSCA Regularity points score in tatters. A threat to tie him up and give him a good spanking only brought a smile to his face – let’s not go there. Seriously though, it has been amazing to see Rob have a breakthrough improvement in his lap times over the last two meetings at P.I. When you drive smoothly and with confidence your lap times can fall quite quickly which is fine for Sprint but tricky for Regularity. Meanwhile **Cary Helenius** continues to achieve results near the top of the Regularity competition at each round – we await his results for this round with interest.

Another great MSCA event. We at TEAM HEALEY do **NOT** subscribe to *Gore Vidal’s definition of Sweet Success – “It’s not enough to succeed. Others must fail”*

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps

Mark Bird (100/4)	911 pts	2.11.95, 2.12.74, 2.12.74, 2.12.84
Russell Baker (3000)	904 pts	*2.00.07, 2.00.55, 2.00.83, 2.01.03
Rod Vogt (Sprite)	876 pts	*2.01.97, 2.02.05, 2.02.91, 2.03.21
Peter Kaiser (Sprite)	856 pts	*2.02.57, 2.02.57, 2.03.67, 2.03.75
Rob Raverty (3000)	843 pts	*2.26.94, 2.28.25, 2.28.27, 2.28.51
Bill Vaughan (Sprite)	778 pts	*2.12.79, 2.14.72, 2.14.78, 2.15.01
Cary Helenius (100/6)	756 pts	2.38.59, 2.40.01, 2.40.05, 2.41.03

* denotes new fastest lap at Phillip Island

A CLOSING THOUGHT *It is never too late to have a second childhood. But the second one is up to you and no one else.*

Cheers
Rod Vogt