

COMPETITION REPORT NOVEMBER 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

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

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

COMPETITION REPORTS

1 HSRCA HISTORIC Meeting at WAKEFIELD PARK, GOULBURN. 22/23rd September, 2012

Brian Duffy attended this meeting as the sole AHOC member. Colin Goldsmith attended from the NSW Healey Club also. I have no direct info on the weekend, but from the Natsoft website I can report the following for the Group S Production Sports Car races –

Twenty four Group S cars competed, with our two Big Healeys racing against 7 Porsches, TVR Tuscan V8, Triumph TR6s, Alfas, MGs and Sprites. Brian ran strongly for two ninth positions and an eighth in the first three races and a 3rd in the final race on Sunday afternoon when 11 stayers saw out the meeting. Brian improved his best lap time at Wakefield from 1.12.68 set in the February 2012 meeting to an impressive 1.11.91, sneaking up on Peter Jackson's best time of 1.11.43 set back in 2009.

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps

Brian Duffy (3000) 299 pts 1.11.91, 1.12.55, 1.12.55, 1.12.62

2 Thankyou to **WANDY LEAKE** for the following reports on the FOSC event at Eastern Creek, now called Sydney Motorsport Park, and at the Six Hour Relay event at Winton.

South Sydney Motor Sport Park 29th September

The V8s have used it as an extension of the Eastern Creek Circuit and the MGs have used it for a sprint meeting but FOSC conducted the first race meeting on the new South Track. It was getting late in the year and we had only done one race, so it was decided that we would do this one. Never mind that yet again the event fell on my birthday. In my 20 years with Geoff no less than eleven birthdays have been spent at car events. Yes, I enjoy motor racing and am not a masochist, but I also like dressing up in something special and going somewhere special on the actual day, but not to be.

Friday September 28th and the gates open at 3. Good idea to get scrutineering over and done with. Seven hour drive means leave by 8 a.m. We had house guests who very kindly saw us off, washed up and swept the floor before they too left the house. We watched the odometer as 350,000 km clicked up on the Pajero, then just beyond Holbrook suddenly she threatened to boil. Having never missed a beat & had nothing more than brake pads and fan belts in her life, it was a blow. Seven hours became eight and a half with much 80 kph & several additions of water.

Arrived at the new track at 4.30pm.....just time to unload the Healey and get the paperwork done before the track walk at 5. By the end of the track walk Geoff had a grin from ear to ear and was saying quietly "I'm going to like this." The track is short, tight and technical....1.96km long with about 13 corners but well banked with only one off camber corner. The advice from guide Mal Brewster was "late apex, late apex, late apex."

It was 34° and blowing a gale. Cheapskates always, we were camping at the track. By the time we began to put up the tent huge thunder heads were gathering and the thunder was rolling. A downpour was imminent. Got the tent up despite the gale but as I was assembling the beds

in the dark, the heavens opened with very close thunder and lightning. Too hard to cook tea, so as a concession to my birthday, we went out to the nearby Working Men's Club for an \$18 buffet. It was great! Rain and thunderstorms all night but the tent stayed up and dry. 5a.m the rain stopped and the wind got up again. By 7a.m there was weak sunshine and the track was all but dry. Couldn't keep the griller alight in the wind, even on the lee side of the tent, so no toast but did manage eggs and bacon in bread.

Colin Goldsmith was the only other member of the racing Healey mob. Geoff was running as an Invited Sports Car with Group S as he usually does with FOSC. Qualifying grid was compiled on previous times at other tracks (basically who finished in front of whom at other meetings) and Geoff was placed 8th. He qualified 6th with 1.10 which was a good start. He absolutely loved the track.

Colin was finding the tightness of track really rough on his shoulders and was aching after every run. He showed us an amazing app he had downloaded to his Smart Phone which analysed every corner by G forces and showed him where he could have gone harder. Mount the phone on the windscreen and it will film the run as well!

As always with FOSC the event was quick and smooth with maximum runs and minimum delays. Great fun. Geoff moved up to 5th in his second race and finished the racing day in 4th having improved his time to 1.7.99. The final Butcher's Picnic with all comers and no recorded times was a great finish to proceedings.

Got away from the track right on 6pm and trundled home at 80 to 100kph, depending on the hills, arriving somewhat square eyed at 3a.m. Healey unmarked, running brilliantly, heaps of tyre wear. Pajero big hearted & tough, but with a leaking head gasket. Geoff totally chuffed. Wandy dreaming of romantic birthday events.....

(POINTS FOR COMPETITION CHAMPIONSHIP and 4 fastest laps –

Geoff Leake (100/4) 949 pts 1.07.99, 1.08.04, 1.08.23, 1.08.50.

Six Hour Relay at Winton 14th October *With sporting secretary and able scribe Rod as a principal driver for Healey Team One I feel it is necessary to present a perhaps less jaundiced view of the sheer brilliance of Healey Team Two. (Team Two is the team that actually had Big Healeys in it).*

Seriously though folks, team events are quite different from our normal racing. We might travel together, share garages, tools and hard luck stories, but the track results are all our own individually. There is a completely different dynamic when each car and driver's performance affects the outcome for every team member. There's a huge collective buzz when things are going well, but a disproportionate agony of stress for individuals when something goes wrong. Team Two had more than its share of stressful moments.

Second practice Colin Goldsmith and team manager Brian were called to the tower. They were away for ages, over an hour and whilst we were curious as to what might have gone wrong, none of us expected it to be serious. Of all the team members Colin is probably the least likely to have done something dangerous or unsporting. Then the bomb shell dropped. It was that blessed Smart Phone with the lap analysis app. The phone was deemed to be a timing device. The Six Hour Relay is a regularity event and in car timing devices are a total No No. After considerable discussion, we were offered two choices – run without Colin (which the Team unanimously rejected) or suffer a 20 position penalty.

Colin was devastated. Everyone said it didn't matter, but to Colin it did. He felt he had let the team down in a way that just doesn't happen when you are competing for yourself. Whilst trying to comfort him and build him up again I was feeling my own acute guilt. We have competed in almost every Six Hour since 1994 and the issue of timing devices has become greater and greater as modern vehicles have more fancy electronics. I had re-read the supp regs the night before & knew that in car timing devices were a hanging offence. I knew Colin had the Smart Phone as I'd marvelled at the app. at Eastern Creek two weeks earlier. My tiny mind just didn't make the connection between Smart Phone & timing device.

Then poor Mark came in with a death rattle in the bowels of the famous Peter Kent/ Duff Healey. What a blow so early in the car's new life. Not only was Mark facing a major engine rebuild but had the added nasty taste of that team let down thing . Just when we thought the day couldn't get a lot worse Russell came in with no clutch... and it wasn't anything simple!

There was one delightful moment when Russell put his arm around the still smarting Colin and told him he could move up off the bottom rung of the ladder as he, Russell, was the latest one to let the team down.

Team Two was facing Sunday with three cars and a huge placings penalty.

By the time we got to drinks around the pool the mood had lightened somewhat and the rubbishing began. Extravagant bets were laid and challenges thrown down. Tony and Rod volunteered to bring either the Porsche or the Sprite across to join Team Two (Stewards permitting) to give us four cars each, and lets face it, by that time even a ride on lawn mower was looking good! Team One Manager quashed the voluntary loss of any members of a team with such a good record to uphold, and I guess he had a point.

A very expensive bottle of wine was acquired and put on the table as the prize for the winning Healey team. The challenge was set.

Sunday morning saw a glimmer of cautious optimism. With Peter Jackson, Geoff Leake and Colin Goldsmith, Team Two had three experienced drivers with three historically reliable cars. 'We can do this,' began to be muttered over egg and bacon rolls. The best thing was that neither Mark nor Russell packed up their broken cars and went home, but along with Russell's pit crew Martin worked their backsides off all day for the Team. Robust of body and booming of voice, Russell had a great deal more success than I would have had forcing our dehydrated in coming drivers to drink their water before they even got out of the car!

Three 40 minute sessions for each car is a big ask of both car and driver. With over 30% of the field first time drivers at Winton understanding of the rules and racing etiquette was a bit lacking which meant several drivers from both teams had rather miserable drives and it was harder than usual to maintain accurate times, but the day rolled on and the laps accumulated and there were no mechanical problems. With fifteen minutes to go Peter had finished for the day, Geoff was circulating and Colin, unlikely to be called out again but belted up with helmet on, was literally snoozing in his car. Then, suddenly Geoff had stopped and the steward was handing us the replacement sash and we were pounding on the roof of Colin's car to wake him up!

Turns out Geoff's big, bright, top centre of the dash oil light had come on and the gauge was showing zero. He managed to roll right up to the flag marshal's point and was right off the track, so a quick hand over of the sash was made and there was no need for a safety car. We probably didn't lose more than a lap.

Then it was over, ironically with Colin, so nearly excluded at the beginning, taking the chequered flag.

Our three drivers didn't go up to the podium for the results. The results didn't matter. I did want to know because I felt we had probably done quite well, excluding our penalty. Results were read out up to position 20 and we had not been called. My heart sank a bit as I thought maybe we had been disqualified after all. Then Healey Team One was called at place 18. Not as good as last year, which seemed a bit surprising because everything had gone smoothly all day with no mishaps, but a pretty good result. I was about to walk away feeling a bit sad for the Team Two boys when, called from the podium, '...in position 11 Team Healey Two..' We'd done it!! Team Two had knocked off Team One and the bottle of wine was ours, ours, all ours! (For a total non drinker that's quite a lot of excitement over a bottle of wine.) Colin had completed 51 race laps, Peter 57 and Geoff 59. It was a big day, but despite the difficult traffic Geoff really felt he had had his money's worth and he'd had a lot of fun.

I leave it to Rod to tell about the fabulous kitchen and wonderful mob of volunteers and extend thanks to all those who helped. We'd certainly like to be back next year.

WANDY

SOME FURTHER POINTS from your Competition Secretary, driving for Team One.

1 ON THE TRACK For the drivers, this is an intense and quite tiring event. Wandy has written beautifully about the added pressure of competing in a Team. Success at the Six Hour comes from achieving bonus laps – doing a lap at your nominated time. I nominated 1.49 and would score my lap plus a bonus lap for clocking 1.49 “something”. A 1.50.00 or slower still scores a lap but not an extra lap. A 1.48.99 or faster ? Not only no bonus lap but THAT lap is NOT counted either! Our hard working volunteers time us with a stop watch at a point opposite our pit garage and have 20 seconds or so to throw numbers on to the pit board and hang it over the fence where the driver is dealing with traffic and the mad dash down the main straight. A wave to acknowledge and a subtle lift off if a 1.48 is shown and a prayer that it becomes a 1.49 before the timing tape at the start/finish line 150 metres away (exclusion from the event can be applied if you are caught slowing drastically or braking). With 45 cars on the track there is much passing and sometimes being passed to deal with so it is very hard to nail that target time. There was a common consensus that there were a lot of inexperienced drivers this year (you only need a basic Level 2S CAMS licence and three Sprint events done) and some poor driving did occur – mainly not looking in mirrors, not wanting to let a quicker car through and being unpredictable. In our older cars we were frustrated when dealing with modern cars driven by less experienced drivers holding us up in the corners and rushing away down the straights. We dealt with it, but had to pull some pretty fancy passing moves to move forward and keep up our momentum.

I had a frustrating first session with two safety cars (which bunched up the field) and was aware of some poor driving around me. Two bonus laps and no broken laps but little consistency bruised the ego a bit. Second session with the Sprite, running to the chequered flag, was the opposite experience – no safety car and a real rhythm found and driving standards around me felt much better. Geoff Leake was right when he said that driving standards is just one more thing to deal with – like the weather etc – and you just deal with it. My satisfaction with seeing many 1.49's on the pit board with a few broken laps at 1.48 turned to real disappointment later when I found that some of those 1.49's were officially high 1.48's and NOT bonus laps. That feeling of **letting the Team** down still persists now as that last session yielded 5 bonus laps BUT 6 broken laps! Eleven of fifteen laps covered by a little over one second and five of those six broken laps were between 1.48.76 and 1.49.00. A blink of an eye and they were bonus laps, Team Healey One would have moved from 18th to a higher position, and my ego would have been impossible to deal with! All Team One drivers – John Goodall, Bill Vaughan, Tony Rogers, Peter Osbourne and myself – finished with positive net bonus laps, just not enough of them.

But let's make on thing quite clear. Peter Jackson, Geoff Leake and Colin Goldsmith did a fantastic job to drive for six hours between them in the very physical Big Healeys for their 11th placing. I probably shouldn't single out one person from our ten drivers but Peter Jackson sets the benchmark. Of his 56 laps , 7 were not timed behind the safety car, 10 laps were bonus laps at the goal of 1.44, no broken laps done, and a staggering 39 laps were done between 1.44.00 and 1.46.99!

2 THANKYOUS The drivers have all the fun, experience the highs and the lows and get the pat on the back or the commiserations. But we are nothing without our helpers.

Thankyou to our **Team Managers** – **Graham Palich** and **Trevor Smith** for Team One and first timers (virgins?) **Brian Froelich** and **Mike Snelgrove** for Team Two. **Barry Palich** helped us last year in Trevor's absence and provided a floating helper for all of us this year. There is an enormous amount of pre planning for this event, and on the weekend there are decisions to be made and tactics to be planned and prima donna drivers to control. I think it was an eye opener for Brian and Mike and I know they went home quite exhausted .

We were overwhelmed by the support of our 15 or so Sunday supporters. I will not try to name names, because I will probably miss someone, with these exceptions. Seeing President **Paul McPherson** and Vice President **Bill Metcalf** sharing timing duties on the wall makes our competition group feel the support of our hard working committee. We enjoyed the most comfortably fitted out pit garage thanks to **Shayne Mackintosh** who drove to Winton on Friday and installed a commercial refrigerator unit, a microwave and an urn for our use and drove straight back home to work. He then came back on Sunday to support and pack up his items. Shayne also brought up our bulky tents for cover at the back of the garage. **Wandy Leake** is famous for her egg and bacon sandwiches for brunch - from Phillip Island to Bathurst to Eastern Creek – and she cooked up a storm for drivers and supporters. **Martin Brown** came with Russ Baker for the whole weekend and, as he has done at MSCA events, pitched in and helped fix mechanical problems with his great expertise. Our own Team mechanic!

3 SOCIAL We may have come 11th and 18th on the track but we were champions OFF the track. What a great weekend. The North Eastern Hotel in Benalla hosted 17 of us on Friday night and 19 on Saturday night. We eat there whenever at Winton and they tolerate a group of old Healey men loudly telling stories of imagined glories. We had a wonderful finale on Sunday night at the local Italian restaurant with 16 still in town. As the red wine flowed, several were driven to make speeches, starting with Tony Rogers handing over the trophy bottle of wine to Jackson, Leake, Goldsmith and Baker (Mark Bird had returned home – still a working man). The final message was a heartfelt good bye to **Peter Osbourne** and **Colin Goldsmith** who left for Sydney before dawn the next morning.

4 **David Kelly** competed in a Triumph Team in his Triumph TR7 V8 and joined us for dinner on the Sunday night. He knows where to go for a party! **Peter Kaiser** ran his Mini Cooper S (BMW) in his usual Team and they finished 4th I think. The **Sprite Club** ran three Teams and Jeff Smith, Geoff Lawrence, Colin Wallace, and Gerry van O finished a fine 3rd.

Jeff, Geoff and Colin have been part of our Team Healey entries in the past when Ann and Peter Stanley were team managers (last time was in 2010)

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

John Goodall (100/6)	976 pts	1.54.54, 1.54.59, 1.54.75, 1.54.78
Russ Baker (3000)	968	1.50.21, 1.50.24, 1.50.48, 1.50.53
Peter Jackson (3000)	941	1.43.55, 1.43.98, 1.44.10, 1.44.14
Mark Bird (100/4)	929	1.50.59, 1.51.06, 1.51.27, 1.51.30
Geoff Leake (100/4)	925	1.45.20, 1.45.51, 1.45.76, 1.45.95
Rod Vogt (Sprite)	923	1.48.12, 1.48.76, 1.48.79, 1.48.89
Bill Vaughan (Sprite)	805	1.53.68, 1.55.55, 1.55.58, 1.55.63
ASSOCIATE CLASS		
Peter Kaiser (Mini Cooper)	936	1.43.44, 1.43.82, 1.43.87, 1.44.08
David Kelly (TR7 V8)	929	1.50.14, 1.50.34, 1.50.44, 1.50.85
Tony Rogers (Porsche)	923	1.47.89, 1.48.28, 1.48.52, 1.48.66

A CLOSING THOUGHT

The secret of life is honesty and fair dealing. If you can fake that you have got it made.

ROD VOGT

