

## 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 2013 MSCA SEASON

Round 1	Sunday 2 <sup>nd</sup> Dec 2012	*CALDER
Round 2	Sunday 3rd February	*WINTON

The remaining rounds are still to be confirmed with the Track operators - watch this space.

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.

#### 2 OTHER EVENTS 2013

Feb 10th	* Vic Supersprint series Rd 1 at Phillip Island
March 7-10th	*Phillip Island Classic - Historic Races <a href="http://www.vhrr.com">www.vhrr.com</a>

### COMPETITION REPORTS

#### 1 HISTORIC SANDOWN November 10/11th 2012

A wonderful entry of 11 AHOC members at the "21st Big Bad Historic Sandown - Return of the Thunder" meeting held in perfect weather conditions with "position A" garages 5 and 6 for Jackson/Vogt/Duffy/Kaiser/Jamieson/Hook - on pit lane at the start of the main straight for a prime view of the action.

Having stumped up a considerable fee for garage hire it was nice to see many Club members take advantage of our spot over the weekend - we should have charged a few dollars to recoup our outlay, particularly from the many strangers who also enjoyed our hospitality. Actually, this accessibility is one of the things that sets the Historic scene apart from other prima donna events where the cars and drivers are completely hidden away.

"Big Bad Return of the Thunder" - were they referring to us do you think? In Group S Production Sports Car Races were Peter Jackson and Brian Duffy in their Big Healeys, Peter Kaiser (Sprite) and Rod Vogt (MGB). John Davies (100/4) from Western Australia was having his first run at Sandown after several visits to Historic Phillip Island and chose to run with the Group J, K and L sports and racing cars pre 1930 to 1960 where members Geoff McInnes (1948 Riley Special) and Graeme Marks (1955 Mac Healey monoposto) competed.

The other event of interest was Regularity with David Kelly (100/4), Bill Vaughan (Sprite) and Rob Jamieson (100/4) in Division 1 for the older cars, and Tony Rogers (Porsche) and Hamish MacLennan (MGB) running in Division 2. Frank Hook did Regularity One in his famous Red/Black 100/4 - someone needs to talk Frank in to becoming a financial member of the Club!

**GROUP S** Groups Sa, Sb and Sc ran together with a capacity field of 42 cars, and what a quick field it was. There is a noticeable trend away from pre 1960 Sa cars towards new entries for Group Sc - 1970 to 1977 vintage. Twenty three Sc cars dominated the 42 car grid, with no less than 11 Porsches and 6 V8 powered machines - 2 De Tomaso Pantera's, 1 Corvette and 3 MGBGT's. Throw in 2 more Group Sb V8's - TVR Tuscan and Corvette - and our poor old British cars had "Big, Bad AND Thunder" to deal with for sure!

Peter Jackson (3000) qualified 13th and finished 12th in the first two races and completed only one lap in the last race after a rare mechanical failure. Brian Duffy qualified 21st and finished 19th and then 16th in races one and two. He did not start race three due to a mechanical failure which had hampered him in the first two races. Peter Kaiser and I ran side by side all weekend as has become a habit this year. Peter qualified 31st and I had the MGB beside the Sprite in 32nd for Race 1 in a field of 42. Doesn't sound all that good does it - in fact Peter was 4.5 seconds faster than Sandown 2011 and I was on my best time! It was a very fast field and many mid-fielders had not entered. Peter bested me at the start and I paid the price for being too careful and lost about 4 places in the first 4 corners as I was rather badly "bullied" from behind. Peter finished 26th and I finished 30th but not far behind. Race 2 on Sunday morning saw me get the bit between the teeth and buttocks clenched to pass quite a few cars on lap one to improve to 25th with Peter Kaiser now just behind in 28th. Rob Raverty kindly emailed me a "Closing Thought" to use in my report sometime and I am going to use it now - "Why Motor Sport?" Because football, baseball, bowling and golf only require ONE BALL". Race 3 was 5.15 pm on Sunday afternoon, the last event for the weekend, with a still surprisingly large crowd watching 28 starters that unfortunately did not include the two Big Healeys. The Sprite and the MGB were still in fine fettle and after much pre race sledging Peter Kaiser put his money where his mouth was and finished just one place ahead of the MG - 18th versus 19th after a close tussle. Bring on Historic Phillip Island in March.

There were two viruses in the Healey camp that weekend. I had the first one - sore throat, headache, wracking cough and no voice left after talking over the sound of race engines all weekend. Hold your sympathy, I certainly didn't get any from "she who must be obeyed" or my Doctor/daughter who BOTH said I shouldn't go to Sandown! What would they know. I am not a complete idiot. Some parts are missing. Ten days later I nearly have my voice back! Apologies to our supporters who may have wondered why I was not as chatty as usual.

The real viral concern struck Peter Jackson, Brian Duffy and David Kelly (100/4 in regularity) all coming down with terminal overdrive disease. Brian was suffering before the end of Saturday morning qualifying and was quite hampered in Race 1 despite the attentions of Nurse Shayne Mackintosh during the day. Shayne consulted Doctor Bruce Dixon who was already attending another competitor in his open wheeler further up pit row. Dr Dixon arrived bright and early on Sunday morning with medicine and new parts were surgically installed.

Unfortunately the Duffy Healey fell ill again during the Sunday morning race and although finishing a credible 16th Brian decided it was pointless running the risk of over revving the Healey Six without overdrive down the two long straights and did not start race three. The virus then spread to the Jackson Healey which lost overdrive on the last lap of Race two on Sunday morning. Doctor Dixon again attended and had a big thingamee something that checked some sort of pressure etc and pronounced it very ill indeed. PJ decided to start the last race anyway and PK and I had the rare experience of seeing the Big White Healey limping off the start line as we stormed past. Both Peter and Brian have less than two weeks to fix things before the Tasman revival historic meeting in Sydney!

Which bring us to Regularity Division One and the virus which unbelievably struck down the Kelly 100/4 after the Sunday morning Run Two. Doctor Dixon also attended the Kelly patient but David was left immobile and missed the third and last run. David had started extremely well with a second placing in Run 1 on Saturday afternoon in a field of 30 odd. Bill Vaughan (Sprite was 7th, Rob Jamieson 2nd, Frank Hook 8th and our good friend Ross McKinnon in his immaculate Triumph TR3A was 9th. I mention Ross when I can because he has been a Healey member in the past - Comp Secretary in fact - and a great friend to all in historic events.

Run Two on Sunday morning saw Bill come in on the end of a tow rope - not clutch or axle as first suspected, just a half-shaft but irreparable at Sandown. David came 19th, bested by Ross McKinnon at 11th. David lost points on the lap when Bill broke down, being distracted by the yellow flag alerting him to Bill's problem and not seeing the green flag to resume normal speed - Ross passed David at this point, minimising his lost time. Rob Jamieson and Frank Hook ran the two red/black Healeys together which was a great sight and in fact finished 2nd/3rd respectively in Run Two and 2nd/1st respectively in Run Three! Ross finished with a fine 6th. Each Run is an individual event, but if you added up the cumulative totals - Frank Hook (133), Ross McKinnon (108), followed by OUR members Rob Jamieson (100), and the non finishers David Kelly (67) and Bill Vaughan (40). Of course, David and Bill had done sufficient laps to score OK in the AHOC Championship - see below.

In Division Two in a field of 28 Tony Rogers (Porsche) did well to finish 16th, 2nd and 6th for a total score of 107 points and Hamish MacLennan scored 4th, 23rd and 20th (going too fast!) and a theoretical total of 46 points, both having a trouble free weekend.

In Group J, K and L Sports and Racing our AHOC members and Associate Championship contenders had a forgettable time. Geoff McInnes (1948 Riley Special) qualified well at 10th in a field 31 (compare his time of 1.34.5 with our newer Group S cars!) and did only 6 of 7 laps in Race One before putting the car away for good. Graeme Marks faired even worse, qualifying 13th and taking the Mac Healey home before the first race - he tells us now that the problem is solved and was not too bad. Once again our AHOC Championship scoring system enabled them to score some valuable points there, despite their limited number of Sandown laps.

#### POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Peter Jackson (3000)	983 pts	1.29.67, 1.29.70, 1.29.74, 1.29.84
Peter Kaiser (Sprite)	931	#1.35.38, 1.35.49, 1.35.61, 1.36.07
Rob Jamieson (100/4)	920	1.49.02, 1.49.59, 1.49.59, 1.49.82
David Kelley (100/4)	884	#1.46.31, 1.47.14, 1.47.46, 1.47.47
Brian Duffy (3000)	852	1.30.40, 1.31.39, 1.31.88, 1.31.88
Bill Vaughan (Sprite)	808	#1.46.53, 1.48.13, 1.48.39, 1.48.45

#### POINTS TOWARD ASSOCIATE CHAMPIONSHIP and 4 fastest laps

Tony Rogers (Porsche) 964 pts	1.37.30, 1.37.37, 1.37.42, 1.37.66
Rod Vogt (MGB) 928	1.35.23, 1.35.57, 1.35.94, 1.35.95
Geoff McInnes (Riley Spcl) 907	1.34.49, 1.35.00, 1.35.22, 1.35.42
Hamish MacLennan (MGB) 835	1.46.34, 1.46.62, 1.46.63, 1.47.99
Graeme Marks (Mac Healey) 737	1.38.71, 1.40.15, 1.40.48, 1.41.34

# denotes new fastest lap for driver at Sandown

## 2 MSCA PHILLIP ISLAND November 18th 2012

This is the last event for our 2012 COMPETITION Season. Time is required to compile results and organise trophies before our Lunch and Trophy Presentations at the Clubrooms on the 9th of December. Coming just one week after the three day Sandown Historic meeting, and still feeling pretty poorly with the flu, I was very tempted to give this one a miss. BUT! You should never pass up the chance to run P.I. And I wanted to run the MGB there. With three solid days under the belt the previous weekend I hoped I would be dialed in and do some good times. And Ken Sadler was making the effort to come up from Warrnambool. And John Raisbeck was having his very first go at Regularity in his beautifully prepared Escort and I really needed to make sure he had a good day. And Bill Vaughan had gone to great effort to repair his Sprite in less than a week just so he could compete. And Russell Baker was entered and we always get put in the same run group and we always have a lot of fun chasing each other in mock (?) races. And Tim Westover was coming and we have not seen Tim for a while and I think his Healey is just about the best sounding Healey going around, after the Jackson Healey. And Rob Raverty was entered - oh well, you can't win them all! I don't need any more reasons, I am going. So tell a little fib - I feel just fine dear - and pay my \$180 entry.

The fine forecast deteriorated as the week progressed and at 7.15 am, just after gate opening, the heavens opened up. John R must have been thinking! By 9 am it was fine and we competed all day in perfect conditions. Selwyn Hall was our Clerk of Course and he must have breathed a sigh of relief. Mistake, Selwyn! Mark Rae, our MSCA Competition secretary, nearly fainted when he discovered our Dorian timers were not at the office. They had been taken home by the WRX Club on Saturday afternoon instead of being left for us. We ran untimed for the first session rather than waste track time and in our run group (Russell, Bill and myself) we were red flagged after just 3 laps because our Sprite Club mate Gerry van Oosterom hit the wall coming on to the main straight at very high speed.

There was a 45 minute delay while a Civil Ambulance was called to take Gerry to Dandenong Hospital for MRI scans etc after a lengthy and careful extraction from the wrecked Sprite by our MSCA ambulance and WAP recovery crew. We have been told since that he is going to be fine, no head trauma, just a fractured shoulder. Get well soon Gerry. A very sobering experience.

Selwyn and the team did a great job to make up lost time, giving the large 125 car field a minimum of three runs and four if you stayed to the very end. A passenger session also was retained at lunch time.

Bill, Russell and I ran together in Sprint Group 5 and came home with no mechanical issues. Russell WAS black flagged for exceeding the 75 decibel limit which he found hard to believe but a suggestion that it might be induction noise saw Bill Metcalf fashioning a cardboard cover over the left side front guard "rally vent" and taping it on - no issues on Russell's third run. The MGB ran very strongly and Russell and I finished with a fantastic battle at VERY close quarters on our third run. So much fun that we decided that we would finish the day on that high and passed on our last run. This was my concession to the flu! The battle with Russ lifted me to first place in Class but still a little slower than the Big Healey. I thought my 2.03.16 MUST be a new PB for me in the B but fell short by just one one hundredths of a second! Russell came second in his Class and Bill was 6th in Class A

The Regularity field of ten included four AHOC members. Ken Sadler drove up from Warrnambool in the red/black 100/6, slept in his two-man tent on Saturday night and ONLY drove back to Melbourne on Sunday night. He had jury duty in Warrnambool at 2pm Monday. He deserves a trophy. Ken ran very well, and the Healey was more reliable than at his first event at Sandown earlier this year. At the end Ken discovered that the throttle was not fully opening so expect improved times. Of course fast times is not the point of regularity and Ken came second in both the timed runs. After a long break from competition Tim Westover built up momentum and achieved a new best time at Phillip Island, unfortunately quicker than his nominated time, for 8th and 7th places. Rob Raverty ran consistently around the 2.30 mark for two fourth placings. We await the official MSCA combined regularity results.

Have I missed someone? Oh yes, John Raisbeck. Having his first go with us at MSCA. First time at Phillip Island. First serious track day. First run in his magnificent two litre Mark One Ford Escort on which he did most of the work himself. We have all seen John and Fay's four and six cylinder Healeys. The Escort is right up there. Fay came down to support John and as for all new Team Healey members, the crew gave John plenty of advice and support. Comfortably through paperwork and scrutineering, John had a couple of laps behind a pace car, with other first timers, to see which way the track goes. To ease John in to the adventure, he followed Rob Raverty for the first session to find the correct lines around the track. Pity we couldn't have found someone who actually knew the correct lines! He impressed us all by matching Rob and his 2.30 lap times, so both nominated 2.30 as there target time. I did say to John that he MIGHT get a LITTLE quicker as the day goes on. By the end of Run Three John had achieved a fastest lap of 2 minutes 11 seconds! That is not a typo. 2.11.66! He looked cool, calm and completely in control. Well done John. I could compare John's time with other PI lap times of experienced members that I have on record but I don't want to embarrass anyone. Welcome to Team Healey. Oh, he finished stone motherless last in the MSCA Regularity competition, in true team Healey tradition. Two eleven is some way off two thirty. We are taking up a collection for a new helmet for John. We fear his current helmet will be much too small now. Fay was equally enthusiastic when I pointed out that in the future John could run in Sprints and SHE could double enter the Escort in Regularity. Thankyou to our supporters on the day - Paul MacPherson, Jim Reddy, Graeme Marks, Dennis Varley, Bill Metcalf, Leon O'Brien, Martin Brown, Fay Raisbeck and Sue Raverty.

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

Rob Raverty (3000)	941 pts	2.29.48, 2.29.57, 2.30.02, 2.30.07
Bill Vaughan (Sprite)	928	2.22.21, 2.22.63, 2.22.66, 2.22.93
Ken Sadler (100/6)	852	2.38.91, 2.39.36, 2.40.03, 2.40.39
Russ Baker (3000)	845	2.02.52, 2.02.79, 2.03.41, 2.04.07
Tim Westover (3000)	741	#2.18.27, 2.20.19, 2.20.47, 2.20.86

#### **POINTS TOWARD ASSOCIATE CHAMPIONSHIP and 4 fastest laps**

Rod Vogt (MGB)	945 pts	2.03.16, 2.03.61, 2.03.70, 2.03.71
John Raisbeck (Ford Escort)	763	2.11.66, 2.11.74, 2.13.98, 2.14.03

# denoted new fastest lap for driver at Phillip Island

**A CLOSING THOUGHT** He who dies with the most toys is nonetheless DEAD.

ROD VOGT