

COMPETITION REPORT MARCH 2013 and MSCA NEWS

COMING EVENTS FOR 2013

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)	VICTORIA
Round 3	Sunday 10th March	*SANDOWN
Round 4	Sunday April 21st	*PHILLIP ISLAND to be confirmed
Round 5	Sunday 20th May	Haunted Hills Hillclimb (not for points)
Round 6	Sunday 16th June	*SANDOWN to be confirmed
Round 7	Sunday 21st July	*PHILLIP ISLAND to be confirmed
Round 8	Sunday 18th August	*WINTON
Round 9	Sunday 3rd November	*WINTON
2014 MSCA SEASON		
Round 1	Sun 1st or 8th November	*SANDOWN requested, 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](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	HISTORIC RACES and SIX HOUR RELAYS (Victorian events highlighted)
March 7-10th	*Phillip Island Classic - Historic Races (www.vhrr.com)
March 29-31	*Mallala All Historic Race meeting
March 29-31	*FOSC Wakefield Park, Goulburn. NSW. www.fosc.com
April 27/28th	*Morgan Park Historic Races, Warwick, QLD
May 25/26th	*Historic Winton short circuit www.historicwinton.org

The VHRR Phillip Island Classic historic race meeting will be held on the Labour Day weekend and is the highlight of the competition year. This is a three day event with practice and qualifying on Friday 8th March, and two races for each category on Saturday 9th March and two more on Sunday 10th March. Expect to see Peter Jackson (3000), Steve Pike (3000), Brian Duffy (3000), Colin Goldsmith (NSW 3000), Peter Kaiser (Sprite) and Rod Vogt (MGB) in Group S Production Sports Car races. Graeme Marks (Mac Healey) and Geoff McInnes (Riley Special) compete in Group J,K and L 1940 -1960 Sports and Racing Cars. At this stage I don't have an entry list but in Regularity we could have Bill Vaughan (Sprite), David Kelly (100/4), John Goodall (100/6), Frank Hook (100/4), Hugh Purse (100/4), Rob Jamieson (100/4), Larry Varley (Williams Special) and Hamish MacLennan (MGB). Sam Cassells is flying in from Singapore to drive his 100M and Steve Pike has a "Mod Sports" big Healey to demonstrate in Regularity - expect wild body work, big wheels etc?

Go to the VHRR website (www.vhrr.com) for full details on features of this world class event. It was shortlisted for the second time for the International Historic Motoring Awards of 2012 along with Goodwood, Spa and Monterey events. I can tell you that 500 cars are expected to compete with 45 from overseas. This year they feature "Big Banger" sports cars from the 1960's, 1970's and 1980's with a mini enduro race of 30 minutes duration on the Sunday. Also featured are some rare Aston Martin sports cars, particularly the DB2, and Alfie Costanzo is coming out of retirement to drive a Formula 5000 restored recently by Alan Hamilton (ex Porsche distributor and racer in his own right).

Gates open at 7 am on Saturday and Sunday. Prices are \$25/Friday, \$30/Saturday, \$40/Sunday and a 2 day pass is \$60. Children under 16 are free - is that grandchildren for us!?

THE USUAL AREA WILL BE SECURED INSIDE TURN ONE FOR OUR SUPPORTERS ON THE SUNDAY. Arrive at your favoured time and show off your Healey in our roped off area. There will not be an organised run to the track - in recent years members have chosen to arrive at different times and get separated

on a run by the large spectator crowd anyhow. Many stay on the Island for the weekend. Check the VHRR website for the programme of race times and make sure you arrive in time for the Group S and Group J,K,L races and the Regularity events - a shame to miss our members for want of planning. Gazebos will be erected for shelter if needed and catering is nearby. A short walk to the pits (free entry) and you will be very welcome in the main Healey competitor garages over the bridge and to the right with Steve Pike's tent nearby. If you are reading the Competition Calendar you will see that we have an unfortunate clash of dates - the next MSCA event is on at Sandown on Sunday March 10th, the third day of the Phillip Island Classic. Obviously this will split the team quite drastically and I urge you to go to Sandown to support our "club level" competitors if you are not going to PI on Sunday.

COMPETITION REPORTS

A very slow start to the AHOC 2013 competition year. THE HSRCA TASMAN REVIVAL meeting at Eastern Creek, Sydney (I can't get used to it's new name - Sydney Motor Sport Park or SMSP as every one is now calling it!) on November 23rd/24th/25th saw Brian Duffy our lone AHOC competitor when Peter Jackson was unable fix the mechanical malaise in time after the Sandown Historics just two weeks earlier. Colin Goldsmith ran his Healey 3000 being a local, but Rod Vogt and Steve Pike gave it a miss after being semi regulars in recent years. Brian had a change of scenery when the organisers combined the Group Sa cars with the same aged 1940 - 1960 J, K and L sports and racing cars. So Brian finished top Sa car for the weekend with a second, third, fourth and a tenth (in race 2 - not sure what happened here but perhaps a little over-excited at some point Brian?) in his four races. Colin Goldsmith came in around 10th or so in the 28 car field.

POINTS SCORED TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

BRIAN DUFFY (3000) 939 pts 1.55.80, 1.55.93, 1.56.37, 1.56.41

The next event where points were on offer was MSCA Round 1 for 2013 at Calder on December 2nd. Unfortunately no members were enticed to run - pre Christmas parties or perhaps we had just had enough for the year?

Things weren't much better at WINTON MSCA on February 3rd with only Ken Sadler (100/6) and Rod Vogt (Sprite) getting some points on the board. Bill Vaughan, Russ Baker and John Raisbeck were on holidays and Winton is perceived as being too far away for some of our Regularity guys.

Russell in fact returned early when the floods in Qld/NSW upset his plans but pleading for a late entry with the MSCA race secretary fell on deaf ears 5 days before the event and only 2 days after entries closed. With a disappointing total entry of just 53, and a hefty financial loss for the MSCA, perhaps some flexibility might have been good - but rules ARE rules and making exceptions can open up a can of worms. Thank you to Russell for coming all the way to Winton anyhow support Ken and I and bringing our good friend Martin Brown too. Russell caused quite a stir when they arrived in the Mercedes SLS convertible and even more so when the Clerk of Course grabbed Russ and the SLS as course car to attend a track incident!

So the two country boys were unfazed by the trip to Winton. Ken Sadler drove the Healey up from Warnambool - not trailered, DROVE, and camped in his little tent at the caravan park on Saturday night. He only drove back to Melbourne on Sunday night after doing 24 laps over 4 sessions in regularity and then another 9 laps when offered a fifth run - but having to compete in my Sprint group which included some very quick modern Lotus Elise and Exige cars. This earned him 3rd place in his Sprint class! Results are not out yet for Regularity but I fear he may have blown it in his later runs as he got used to his first visit to Winton and found some extra pace. I set the alarm for 4 am in Healesville to arrive before the 7 am gate opening just to save 2 spots together in the carport area. Old habits die hard! With only 53 starters we had only 4 run groups instead of the usual 6 groups so no sooner had you completed a session, got out and told a few lies and had a cool drink (it was 30 degrees or more) than it was time to go out again. For the Sprite it was 5 sessions and 41 timed laps! The \$200 entry fee compares quite well with the coming Phillip Island Historic races which cost \$875 plus accomodation over 4 nights plus meals etc with 6 sessions of about 6 to 8 laps - much the same total. Quite a premium for the "race" experience although to be part of that wonderful international experience is certainly worth the premium - are you reading this Sue! It was also much the same track time as done at the Winton 6

Hour Relay event last October. To blow my own trumpet (well it is my report - you write it and YOU can show off) I was amazed at the end of the day to see that my fastest lap was more than a second quicker than my previous best and a Sprint Class win. I didn't think there was any more left in the Sprite or me. The secret is plenty of laps and an intention all day to just take it fairly easy. With not one moment of panic the lesson is well known - smooth is fastest. It didn't hurt to be in the mix with a number of modern Lotuses (Loti?) with the incentive to p.... them off in a much older car, even if the Sprite is race prepared. The long day was well worth the effort.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

ROD VOGT (Sprite)	951 pts	1.46.37, 1.46.46, 1.46.75, 1.46.86
KEN SADLER (100/6)	910 pts	2.09.54, 2.09.98, 2.10.41, 2.10.44

A CLOSING THOUGHT “Don't take life too seriously. No one gets out alive.”
ROD VOGT