

## COMPETITION REPORT MAY 2013 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)            VICTORIA

PLEASE NOTE CHANGES TO CALENDAR

Unchanged Round 5 Sunday 19th May    Haunted Hills Hillclimb (not for points)  
Unchanged Round 6 Sunday 16th June    \*SANDOWN  
Unchanged Round 7 Sunday 21st July    \*PHILLIP ISLAND now confirmed  
Unchanged Round 8 Sunday 18th August \*WINTON  
NEW        Round 9 Sunday 6th October \*SANDOWN - now last MSCA round for 2013

#### 2014 MSCA SEASON

Unchanged Round 1 Sunday November 3rd \*WINTON - now first MSCA round for 2014  
(DELETE Round 1 Sun 1st or 8th November \*SANDOWN )

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 (major Victorian events highlighted)

May 18/19th            \*Vic State Race Series inc MG and Invited British Sports Cars

May 25/26th            \*Historic Winton short circuit            [www.historicwinton.org](http://www.historicwinton.org)

Peter Jackson and Peter Kaiser are entered. We may see Steve Pike? There is no post war regularity. Make your own way to Winton or as a self organised group and enjoy the older cars and motor bikes. Follow the website for all details.

Monday June 10th    \*Rd 3 Vic Supersprint Championship, Sandown [www.ffcc.com.au](http://www.ffcc.com.au)

June 29/30th            \*Historic Races, Eastern Creek, Sydney [www.hsrca.com.au](http://www.hsrca.com.au)

## COMPETITION REPORTS

### VHRR PHILLIP ISLAND CLASSIC HISTORIC RACES March 8/9/10th March

I am a procrastinator. Instead of writing this report immediately I am now right up against the editor's deadline and five weeks after the event. Like a Sunday morning after a really good party, I know I had a good time but the details are fuzzy. Luckily I alluded to a theme last month which should jog the memory - "Oh so close. Millimetres, milliseconds and millilitres"

This is a three day meeting with two practice /qualifying sessions on Friday and two races on each of Saturday and Sunday for each class. It is a big ask for three consecutive fine days of weather in Southern Victoria but we got it in spades. Man it was hot for March! Well over 30 degrees each day, peaking at 37.5 degrees on Saturday. Some cars struggled with overheating and all drivers suffered during the 20 minute wait in dummy grid, fully suited and helmets on. You can pay nearly \$300 for a garage/marquee spot or park on the grass. Bill Vaughan, David Kelly and Hamish MacLennan opted to camp and enjoyed a lovely sea breeze while the rest of us sweltered in breathless structures with sun reflecting in off concrete and bitumen. The great weather was ideal for our Healey supporters under the gazebo tents inside Turn One on Sunday - thank you all for your support. I hope we all gave you a wave AFTER each run.

GROUP Sa/Sb PRODUCTION SPORTS CARS    Plenty for Healey fans to watch here. Four AHOC Vic. members in the field, being Peter Jackson in #1 white 3000, Brian Duffy in #34 green 3000, Peter Kaiser in #37 green/yellow Sprite and Rod Vogt in #81 blue MGB. Also in Donald Healey cars were Colin Goldsmith (NSW) in the dark blue 3000 and nine indecently quick Sprites/Midgets including Peter Kaiser. Did you feel any

pressure PK? I certainly did with nine MGB's entered. I did not expect to be the fastest MGB but I definitely did not want to be the slowest.

**Practice/qualifying on Friday** There was some confusion among the drivers caused by conflicting descriptions in the program and our official documents as to whether the morning session was just practice or was a qualifying session like the afternoon session. A rolling start from dummy grid in random order had PK and I side by side AGAIN in an evenly matched group which remained frantically close for the entire fifteen minutes. If this was practice I wondered what the race would be like. It was no surprise that PK and I had achieved near identical fastest laps with Peter pipping me 2.02.17 to my 2.02.26. Bugger! But then we realised with some disbelief that we had practiced (or was that qualified?) 6th and 7th in a forty car field! And BEHIND us were Peter Jackson, Brian Duffy and Colin Goldsmith in the big Healeys. WE made the most of it, even planning to have the time sheet laminated, signed and available for sale at the next club meeting. Then the spoilsports started, claiming it was only practice not qualifying, they were just getting familiar with the newly resurfaced track etc. It transpired that it WAS a qualifying session with the best time from the two sessions used to determine grid positions. PJ also had a mechanical problem and a new condenser fitted just before Q 2 got him going properly. Our moment of glory passed and PK and I did not improve our times in the afternoon, others did, and our grid positions were 17th for Peter and 18th for me which was still very pleasing. We had both improved our best lap time by about 2 seconds also. Meanwhile PJ and Brian had got serious and qualified 7th (PJ) and 8th (Brian) with 1.59.75 and 2.00.30 respectively. Brian's time was a new best time for him. **Racing on Saturday** was a combined field of Group Sa and Sb up to 3000cc. The over 3 litre cars ran with the newer Group Sc cars to provide two even numbered fields.

**Race One Saturday** The start procedure caught many by surprise with no arm or board raised to indicate 10 seconds to start time and when the red lights went on they were extinguished VERY quickly and some drivers were caught napping. Peter Jackson made a great start as usual but coming through from 7th on the grid had to negotiate some bedlam to turn one. He was 4th at end of lap one, 2nd at end of lap 3 and finished 2nd at the end, just failing to catch the very quick Porsche 911 of Alex Webster. Milliseconds! Race time for Alex and PJ after 6 laps was 11.50.7303 to 11.50.7372! I drive like Mark Webber, at the start that is. I get away cleanly but seem to lose a couple of places in the jumble at turn one, usually to Peter Kaiser. This time I saw the lights and reacted, swerved around a stationary MGB on the grid and had moved from 18th to 14th after one lap. I gradually improved positions and finished 11th with many cars behind me which are usually ahead. A bonus was a fastest lap of 2.00.64, milliseconds away from breaking the magic 2 minute mark and four seconds better than my best time here in 2012. Brian Duffy also started well to be 5th at end of lap one, but struggled with getting the best out of the Healey with new final drive ratios fitted and fell back several places before stopping on the track on the last lap and getting towed back to the pit garage. What disaster had befallen the Healey? A sigh of relief to find that it had run out of fuel - or at least failed to pick up the fuel in the bottom of the tank. Foiled by millilitres! Peter Kaiser held position on lap one and moved through to 16th with one lap to go only to be re-passed by two cars (a little enthusiastic I believe PK) on the last lap to finish 18th. Before race two, PK had the Sprite up on jacks making adjustments to the clutch, I think. All I saw were PK's legs under the Sprite for half an hour.

**Race Two Saturday** A progressive grid saw us starting from the finishing positions in race one. With PJ on the front line this time he had a fantastic battle with the very fast red Sprite of South Australian Troy Ryan, PJ in front after one lap, Troy after two laps and then PJ getting the upper hand right to the finish line when the Healey spluttered and momentarily died and Troy flashed passed. Peter lost by just one tenth of a second. Problem- out of fuel. Milliseconds AND milliliters! PJ did get his fastest lap down to 1.57.00 I had another Mark Webber moment off the start in the MGB. Starting a heady 11th on the grid the MG bogged down at the start and I was swamped. Peter K came through from 18th and after one lap I was way down in 17th and 2 spots behind PK. I was watching my mirrors for Brian Duffy who had started at the back - he was already up 10 places to 24th. My excuse? Before the first race on Saturday the starter motor failed on first try for the day so it was a push start from the garage, arrive at dummy grid as late as possible and keep the MG running while watching the temperature gauge climb. The MG was pretty hot at the start of both races and I think a plug was

fouled. Good story anyway. So I concentrated on improving, made up two more places and plenty of ground on those I did not catch and finished 15th. On the 6th and last lap I improved my fastest lap to 2.00.21. Oh so close now to sub two minutes, just milliseconds. I caught Peter K and passed him on lap two but the cheeky bugger passed me again next lap. Back to our usual battle for a while I got him on lap three and PK finished 17th at the end. While dicing, PK set a new best lap of 2.01.48 well under his best set in 2012 of 2.04.19! Brian Duffy did not quite catch us, finishing 20th, clearly struggling with the new car set up with a fastest lap of 2.03.01

**Race Three Sunday morning** To confuse everyone, Sunday saw Group S split in to two new groups. We were now in "Division One" which was effectively all Group S cars under 2 Litre but with all the Sa cars (even though Healeys are 3 litre) and the 4 Gr Sa Bug-eye Sprites were running with the 1940-1960 Group J,K and L Sports and Racing Cars. Follow that? Basically, the Triumph TR6's and older Porsche 911's went up to Division Two and a horde of 2 litre Alfas came down with us. It made for variety BUT to get a starting grid they reverted to Friday qualifying times and Peter Kaiser and I were pushed back to 21st and 22nd respectively for the start. Brian Duffy benefitted by moving forward and I can't find Peter Jackson's start position in my notes. At this point I would like to thank Peter Kaiser and his friend Geoff for removing the MG starter motor, finding the broken wire and fixing it on Saturday afternoon. My contribution? Passing tools and staying out of the way.

Despite improving his fastest lap to 1.56.38 (his previous best was milliseconds slower at 1.56.66 set in 2012), Peter Jackson came in 3rd, behind the Sc Lotus Super Seven of Michael Byrne and his now arch rival Troy Ryan in the red Sprite. They were down in to the 1.54's and 1.55's respectively. There was daylight to fourth. Brian Duffy ran solidly to finish 9th with his best lap down to a new best 2.00.09 - milliseconds off going sub two minutes which he had yet to achieve. Oh so close. I maintained my unpredictable starts and nailed it this time, making up a lot of places by turn two with Peter Kaiser right behind in our familiar close battle. From 21st I was up to 12th after 3 laps and I didn't notice that PK had disappeared from my mirrors. The Sprite had done a water pump and PK's weekend was over. So past another car in Turn one at the start of lap 4, look up and the Duffy Healey is just two cars but some one hundred metres ahead. A bloody good pass in the difficult Turn 4 where I am in full view of the Healey supporters at Turn one and get on the gas on exit to chase Duffy and.....what a turkey I am! A BIG spin in front of the field, who all have the skill to miss the MGB by millimetres, get off on the grass to let a couple more past, plenty of time before the next group of cars arrive, gun it in first to get back on the track and catch up but SPIN again on the grass in my haste and end up facing backwards again and a lot more go past. In full view of our supporters I am chastened. Eleventh and possibly moving forward I end up 20th.

**Race Four Sunday** Peter Kaiser and Colin Goldsmith have their cars on the trailer. My confidence is dented a little and I now start way back in 20th. Brian is still struggling a little with his Healey with it's new ratios and PJ could be excused for settling with a cruise in the last race.

Well we know them better than that. Brian didn't medal in the Commonwealth games in weightlifting the by giving up and PJ just hates to be beaten even if his old Healey should have no chance. I wish I could have seen that last race but I have seen the in car video from PJ's Healey and it was very exciting. PJ and Troy Ryan in the Sprite battled side by side and nose to tail to the line. Troy can sometimes charge a little too hard but in the little Sprite he has to keep his speed up at all times to keep up with the more torque cars like the Healey. He backs off for nothing and PJ wore the scars - a dent in the back and a big black circle and dent in the passenger side door of the immaculate Healey when a desperate and impossible lunge by Troy came undone in the tight MG corner. PJ would have preferred a few more millimetres separation. Peter held on to finish just two seconds behind the Lotus and .06 seconds in front of the red Sprite. Milliseconds right to the end. He was delighted to set a new Sa lap record of 1.54.9977. I saw Rob Rowland in earnest conversation with Brian before the race and I want to hear what he had to say because Brian was flying to post his first sub two minute lap at 1.59.07, a big leap forward. Meanwhile I am battling away from near the rear of the grid. A tough couple of laps trying to pass a wildly driven Alfa after a very good start held me up a little, but the weekend finished well with a 15th place from 20th but no sub 2 minute lap. I caught my benchmark MGB competitor, Robert Hayward, after giving him seven places start and failed by milliseconds (.03 sec) as we crossed the line side by side millimetres apart. I needed another 50 metres.

In summary, great close racing (the best of ALL the classes at this international race meeting?) and new levels achieved by our Team Healey competitors.

I have concentrated on Group S racing because I knew most about what happened there. No less important was Team Healey participation in other events.

#### HISTORIC REGULARITY DIVISION ONE AND TWO

You know the rules - practice twice on Friday and set a target lap time for event one on Saturday. Starting with 50 points, penalty points are deducted for not achieving that target time - 1 point for every 0.50 seconds over time and 5 points for every 0.50 seconds under time (that is, too fast!) Each of the four events is run as a separate event - a winner for each event. We had the great pleasure of meeting Sam Cassells and his 100M. Sam has been a member for a while but based in Singapore with work and when back in Melbourne had not found the chance to attend any Club meetings. He will be spending more time in Australia now and we look forward to seeing him often. Sam's Healey has been in Steve Pike's care and Sam was unable to drive after a sailing accident left him with nasty rib injuries. Steve Pike was then to drive the Healey so Sam could at least watch it run. Steve had to pull out with work commitments and Peter Jackson kindly stepped in at the last minute. PJ was pretty busy driving both Healeys and I don't think he has seen how the other half live in Regularity. PJ enjoyed the experience after some initial reservations and enjoyed meeting Sam, but did not do the final event at 4.45 pm on Sunday afternoon - I think he was exhausted.

Shane O'Brien drove Hugh Purse's 100/4 because Hugh currently has a dispute with CAMS over his licence renewal due to a (resolved) health issue. A Jag Club member and good friend of Hugh, Shane had never driven the Healey before OR driven at PI but settled right in and by the end of the weekend had bettered Hugh's best lap times. Stretching the friendship Shane? For some reason the organisers put Shane in the much faster Division Two just to add to his stress. A highlight was Shane WINNING the 4th Run on Sunday, a great result. 18th, 11th and 10th in a 40 car field in the first three events was impressive. While Hugh is unable to compete for a while, Shane has joined the Club and will run the Healey regularly for Hugh. Welcome Shane. You are in the Competition Championship.

David Kelly competed in the red/black 100/4 with the car going beautifully and the driver on song too with a WIN in Run 2 on Saturday afternoon after placing 13th of 38 in the morning. It all came unstuck with drive-train failure on Sunday morning and a tow back to the pits. Perhaps another consultation with gearbox specialist Doctor Bruce Dixon?

Bill Vaughan (Sprite), John Goodall (100/6) and Hamish MacLennan (MGB) ran well all weekend, finishing the last event after 5pm on Sunday afternoon to the applause of many Healey supporters who stayed to the end. Bill achieved 7th, 8th, 20th and 5th places. John placed 11th, 2nd to David Kelly, 19th and 4th. Hamish came in 33rd, 31st, 26th and 9th. Big penalties for driving quicker than the nominated time! Unfortunately I cannot "dig up the dirt" on these three, so they must have behaved themselves. Of interest on the track were Tim Hook in Frank Hook's 100/4 (can someone please get Frank to join the Club!), Chris Komor down from NSW in his 100/4, Raymond Peter "Ossie" Osbourne in his Alfa (NSW ex Healey owner, Winton 6 Hour Team Healey member and generally a friend of us all), Ross McKinnon (TR3A), Louis Raper (Healey Silverstone) and MSCA regulars Barry Pritchett, Ed Ferguson and teenager Grant Kelly in his Formula Vee.

#### GROUP J,K & L RACING AND SPORTS 1940 -1960

Geoff McInnes (a smiling face behind the spare parts counter at the Healey Factory) was flying in his Riley Special and Graeme Marks was in the Mac Healey in the same Class Group Lb 1501-3000cc. A mixed field that featured many Aussie Specials, Geoff qualified 5th and Graeme 11th, near the front of the 40 car field which also included 4 Bug-eye Sprites from Group Sa who regularly run with J,K &L. Geoff ran well with four second Class placings which was 4th or 5th outright in each race. For a 1948 Riley 2500cc Special Geoff's lap times were very impressive - a best of 1.58.96 and consistently on or below 2 minutes. Geoff would give Peter Jackson some concern and Brian Duffy someone to chase. Graeme Marks started the weekend well, coming 3rd in class behind Geoff McInnes in Race One but had a DNF in Race Two and his weekend was over. When I asked what was wrong he said the Mac Healey had turned into a "Cappuccino machine" - lot's of steam!

## GROUP M & O SPORTS AND RACING 1961-1969

Larry Varley finally got the chance to RACE the Williams Special at Phillip Island Historics as it was not included as a group in 2012 - every year the VHRR has to roster out a Group due to too many categories looking for a run. Larry seized his chance and the 2500cc Grey Holden motor powered special ran well all weekend. I have to admire Larry's pluck because this Class had an enormous speed differential between slowest and fastest cars. Larry won his class - M Sports - should I mention he was the only one in the class ? He must have scared off the competition. In a racing field of 32 Larry had to contend with Brabham , Cooper, Lotus and Elfin open wheelers, Elfin, Renmax, Chevron and Clubman sports cars. Fastest car was a Brabham at 1.37. The Williams Special did a 2.06. Larry said he had to watch his mirrors as the leaders started lapping the field and when passed on the straight was amazed at the speed differential. A fantastic experience I reckon.

### POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps (\* new PB)

Peter Jackson (3000)	938 pts	*1.54.99, 1.55.09, 1.55.39, 1.55.62
Peter Kaiser (Sprite)	937	*2.01.49, 2.01.53, 2.01.68, 2.02.12
Shane O'Brien (100/4)	924	*2.13.25, 2.13.77, 2.13.92, 2.14.01
Brian Duffy (3000)	899	*1.59.07, 1.59.17, 1.59.37, 2.00.08
P Jackson (Cassell 100M)	884	2.19.15, 2.19.68, 2.19.89, 2.20.31
David Kelly (100/4)	863	2.17.28, 2.18.01, 2.18.26, 2.18.65
John Goodall (100/6)	852	2.10.61, 2.11.71, 2.11.84, 2.12.09
Bill Vaughan (Sprite)	811	2.18.63, 2.19.14, 2.19.83, 2.20.52

### ASSOCIATE CLASS

Rod Vogt (MGB)	951 pts	*2.00.21, 2.00.55, 2.00.65, 2.00.70
Geoff McInnes (Riley Spcl)	875	*1.58.96, 1.59.84, 1.59.99, 2.00.21
Larry Varley (Williams Sp)	850	2.06.70, 2.07.48, 2.07.69, 2.08.20
Graeme Marks (Mac Healey)	790	2.03.82, 2.04.06, 2.04.84, 2.05.92
Hamish MacLennan (MGB)	609	2.21.07, 2.24.76, 2.24.81, 2.24.98

I am off for a holiday until early June so no report for the June magazine unless someone else reports on activities.

A CLOSING THOUGHT Being "over the hill" is better than being under it.

ROD VOGT