

COMPETITION REPORT JULY 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
Unchanged Round 7 Sunday 21st July *PHILLIP ISLAND now confirmed
Unchanged Round 8 Sunday 18th August *WINTON
NEW Round 9 Sunday 13th October *SANDOWN - now last MSCA round for 2013

2014 MSCA SEASON

Unchanged Round 1 Sunday November 3rd *WINTON - now first MSCA round for 2014

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 (major Victorian events highlighted)

Wed 31st July *Round 4 Vic Supersprint Championship at Phillip Island (WRX Club)
3rd/4th August *Phillip Island 6 Hour Relay
10th/11th August *VHRR Historic Winton (long track)
31st Aug/1st Sept *Muscle Car Masters at Eastern Creek - Group S invited

COMPETITION REPORTS

1 More On MSCA PHILLIP ISLAND April 21st, 2013

Thanks to Bill Vaughan for his report on this event in my absence. Bill correctly reported that Ken Sadler did a new fastest lap but I must point out that Ken "smashed" it - from 2.38.9 in November 2012 down to 2.30.98, a massive improvement. Bill was too modest to mention that HE also improved his PB at Phillip Island from 2.17.10 to leave it at 2.16.58. Shane O'Brien is now a financial member of our Club rather than a guest driver and is in our Competition Championship and will drive Hugh Purse's 100/4 while Hugh argues with CAMS to get his CAMS licence back following a resolved health issue (if Shane hands it back!) Shane bettered his time set at PI Historics in March when in the regularity event in his first drive. Russell Baker was second fastest time of day for the event, just pipped by a Ford GT40 replica.

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps

Bill Vaughan (Sprite)	921 pts	#2.16.58, 2.16.65, 2.16.66, 2.17.37
Shane O'Brien (100/4)	893	#2.10.92, 2.11.34, 2.11.49, 2.11.99
Ken Sadler (3000)	725	#2.30.98, 2.33.08, 2.33.71, 2.33.73

ASSOCIATE CHAMPIONSHIP

Russ Baker (Mercedes SLS)	881 pts	1.51.71, 1.52.59, 1.52.64, 1.52.90
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denotes new fastest lap time

2 HISTORIC WINTON (short course) 25/26th May, 2013

This event run by the Austin 7 Club focusses on pre 1960, and particularly pre-war, vehicles and shares the bill with classic motorcycles. There is no post-war regularity and not a lot of Group S Sports Car support because we do not get a lot of track time. However, the Healeys and Bug-eye Sprites in Group Sa DO compete for the much desired Trophy struck in honour of Healey stalwart Alan Jones who was tragically killed some years ago now in a road accident returning from this very meeting. Peter Jackson entered as current holder of the ALAN JONES TROPHY and successfully retained that title. Peter Kaiser entered his Sb Sprite and Graeme Marks ran the Mac Healey in Group Lb Sports and Racing. I was not at the meeting and our boys are not keen report writers so the following is taken off the Natsoft website and comments gleaned from PJ over coffee.

Graeme Marks had a very good weekend. He qualified the Mac Healey 6th of 32 cars, finished 4th in Race 1, and therefore started from near the back of the grid in the Race 2 handicap to finish 15th of 26 finishers in what looked like a very congested and close finish looking at total race times. Sunday afternoon Race 3 was the feature race for the class and Graeme finished a great second in the Mark Diamond Trophy. He was flying by this stage and set his 4 fastest laps for the day in the 8 lap event.



Start Line at Winton May 2013

Peter Jackson and Peter Kaiser raced in the combined Sa/Sb/Sc sports car events. PJ qualified the big 3000 in third behind the blue and red Sprites of New South Welshman Damian Meyer and South Australian Troy Ryan respectively. They had severely challenged PJ at Phillip Island in March and certainly could not be matched on the tight short circuit which suits them far more than the heavy Healey. Peter Kaiser qualified a fantastic 6th with just a De Tomaso Pantera and an MGBGT V8 between him and PJ. Peter Kaiser was in to the 1.13's compared to 1.16/1.17's he was running 2 years ago.

Race 1 start was a typical bun fight with all cars arriving 3 or 4 abreast after the very short run from the start line. It is always fraught with danger and PJ was touched up once again by the red Sprite of Troy Ryan and in the ensuing mayhem the Pantera got through. Try as he might PJ could not get past the V8 on the tight track and finished just 1 second back in 4th. Meanwhile PK held station to finish 6th in what I am sure would have been tight racing and the Sprite was just 6 seconds behind the Jackson Healey. Race 2 (sponsored by the Austin Healey Sprite Drivers Club) was similar for PJ - two Sprites off and gone and a 4th place just behind the Pantera. Peter Kaiser started 6th but was last after lap one - what happened there PK? He worked his way back to finish 12th after the 6 laps were completed but being a progressive grid he had to start in that position for the last race, the ALAN JONES TROPHY. PJ started and finished 4th - the first three were in the same order also with the Meyer blue Sprite first, the Troy Ryan red Sprite second and the Pantera third, once again one second ahead of PJ whose tyres had now gone "off" so he settled for his 4th and first Sa car and the Alan Jones Trophy retained. Peter Kaiser improved to 7th and in so doing set his fastest lap for the day and a new PB for him at 1.12.78, not far of the best time of PJ at 1.12.37! (PJ's time was a new Personal Best by just 0.09 seconds.) How I wish I could have been there to continue my battles with PK in my MGB. He now has full bragging rights as my best lap at Winton in the B is 0.2 seconds slower than the Sprite at 1.12.57. Perhaps it was good that I was away!

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps

Peter Jackson (3000)	907 pts	#1.12.37, 1.12.70, 1.13.25, 1.13.30
Peter Kaiser (Sprite)	890 pts	#1.12.78, 1.13.74, 1.12.78, 1.12.88

ASSOCIATE CHAMPIONSHIP

Graeme Marks (Mac Healey)	943 pts	1.13.61, 1.13.68, 1.13.75, 1.14.18
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denotes new fastest lap

Preamble I returned from a 6 week trip to beautiful South West Western Australia just in time to get my entry in, with some trepidation. Dark clouds have started looming over our level of motorsport. Entries are down significantly this year for MSCA events, in fact for Historic Group S and other historic classes, State Series events and sprint events similar to MSCA. MSCA is losing money on each event at present. A long MSCA committee meeting on my second night home brought me back to earth with a thud. MSCA events are run very well and our entry fees are very competitive. Competitors are to be sent a questionnaire but I think the problem is directly related to community concerns re the ongoing uncertainty about our financial state of affairs. MSCA puts on 9 events a year and I feel that this is too many in the current climate. Is it better to put on 6 events and break even on each if competitors are planning to do say 4 events instead of 7? The other change which may be a factor is the enormous pressure now exerted by the race tracks, Phillip Island and Sandown in particular, with regard to noise. The 75dba noise limit is now being rigorously enforced due to increasing pressure from local Councils/the EPA in response to pressure from nearby residents. Don't get me started! Sandown and Phillip Island have operated as race tracks since 1960. New homes and new residents move in and then complain. What did they expect, living near an existing motorsport complex? Not helping is a declining interest in our sport, a general intolerance in society of other peoples interests and therefore little sympathy for our situation. Some would regard us as anti social. One day the same pressures may well affect old cars on the road - in Paris they are banning cars more than 20 years old from within a certain radius of Paris!

With an event overhead of nearly \$20,000 for Phillip Island (break even of 98 entries needed) and \$14,000 for Sandown (break even 70 entries) it was disappointing to see the final list of only 60 cars. AHOC provided 10% or 6 of those entries - great effort. But I became quite nervous about noise infractions affecting first timer Ray Newell in the ex Tony Smeaton 100 which has a racing history, Steve Pike doing his first MSCA (in my time) in the Sam Cassells' 100 and Shane O'Brien driving Hugh Purse's 100 for the first time at Sandown. Hugh has done historic regularity in his Healey at PI and Sandown but they are 95 dba days. So I nervously arrived, praying that they would not be black flagged for noise and sent home, \$200 entry fee wasted, not to mention time. Ray Newell is in the mould of Ken Sadler - drove the Healey to the track, in freezing and foggy conditions all the way from Kangaroo Ground after getting up at 5 am. Bill Vaughan, Steve Pike, Hugh/Shane and I trailered our cars. Russell Baker made number six in his much anticipated "new toy" - no not the SLS but a CAMS logged book PRB Clubman, (but never been on the track), having retired the big Healey from competition after a frustrating battle with excess noise.

THE EVENT By 7.15 we were all in our triple garage, the weather looked promising after several wet days although the track was damp and slippery - should dry quickly once cars started to run. Helping Ray through the paperwork process I was dismayed to have an MSCA committee man of Triumph persuasion unsettle Ray with a fairly thoughtless attack on the noise of Ray's car from hearing it idle in to the track at 7 am. "we are having a \$5 bet that it will be black flagged on it's first lap" was the comment. Not a good start. Well Ray DID NOT get black flagged nor did the other two Healeys or the 2 Sprites. The first of only several noise infractions was in fact a TRIUMPH! HA! BUT you wouldn't believe it - Russ Baker was blackflagged for noise in his new clubman. It is a PRB with inboard brakes, independent suspension, turbo charged etc and it did NOT sound loud to the ear. It recorded 80 dba and Russ will have to fix it. In his first real drive, Russ failed to finish the first session with turbo and plumbing problems anyway, but was his usual philosophical and positive self, fully expecting some teething problems.

After that the rest of us had a great day. Bill Vaughan and I are in Class A up to 1500cc for pre 1986 cars, but ran in different run groups. I got the rare chance to watch Bill as we usually run together. Bill and the Sprite ran well all day as usual and Bill was very surprised to download his Natsoft time at home to find that his fastest lap of 1.43.31 was three and a half seconds faster than his previous best for a third in Class AC. I was surprised to set a fastest lap of 1.36.44 for second in Class AC and after receiving Bill's excited (by his very modest standards) I discovered that I too had set a new PB but by just 0.3 seconds. Why were we surprised? It was very cold all day and we could not get tyre temperature up to optimum and both felt uncertain about grip levels etc - it was definitely NOT a day conducive to faster times, in theory. Go the old buggers in Sprites. I want to congratulate Peter Clarke from the Sprite Club who won our class. (Peter is our hard working MSCA Vice President and organises the results and trophies for each meeting.) Peter has just built an immaculate new Bug-eye with a very competitive specification and so it has turned out in reality. His 1.34's left me in his wake - superior acceleration and his handling starting to

come together where I had a slight advantage perhaps. He is the new benchmark for our Class and I am really pleased for him. I need a 1440 cc engine too.

Regularity was a treat with the three four cylinder Healeys running together. A great sight. Ray Newell soon found that his radial tyres of unknown age had probably become too hard and he is waiting for more suitable rubber before his next event. Ray did very well for a first time on the track and headed home intact despite being the victim of one aggressive pass in turn four - not supposed to happen in regularity. Steve Pike and Shane O'Brien ran VERY close together on the track in cars of similar performance - both fettled by Steve, who may just adjust your tune slightly, Hugh, before he runs with Shane again. Target times went out the window and the "R" stood for racing, not regularity as Hugh generously observed during the 4th and last session. I hope Steve in particular enjoyed what MSCA offered after his racing experience in his blue 3000 and wants to repeat the experience. Sam Cassells' does know you weren't off to the Myrmiong Pub for lunch, Steve? During the lunch break, at Steve's suggestion, we pushed the five "Healeys" out to the front of the garage for our photos - only to have many strangers join in, including a couple of official looking photographers with lenses a foot long. It was an impressive line up.

Thank you to Selwyn Hall who gave us a great day as Clerk of Course and Terry Wade who was Cams steward and used his Healey for official duties. His and Selwyn's Healeys were parked in front of the control tower in prime position! Thanks to our large group of supporters. The Baker support group as usual (Elaine, Phil and Pam, Martin and another couple whose names escape me) with Elaine handing out sandwiches to all and sundry at one point. I hope I have not missed anyone - Paul McPherson, Brian and Annette Aitken, Tony Barrett, Mark Bird, Leon O'Brien (see the photo of three generations of O'Briens), Rob and Sue Raverty (Rob not allowed to do any straining after a minor op - read in to that what you will) and Peter Jackson who as the elder statesman of Team Healey took Ray Newell under his wing with advice and encouragement.

At the end of such a fun day with fun people I remembered why we do this and hope that our temporary problems soon pass.

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps

Shane O'Brien (100/4)	945 pts	#1.39.97, 1.40.13, 1.40.16, 1.40.52
Steve Pike (100/4)	927 pts	#1.40.56, 1.40.56, 1.40.89, 1.41.29
Bill Vaughan (Sprite)	923 pts	#1.43.31, 1.43.55, 1.43.64, 1.44.08
Rod Vogt (Sprite)	896 pts	#1.36.44, 1.36.86, 1.37.19, 1.37.48
Ray Newell (100/4)	849 pts	#1.55.82, 1.56.67, 1.56.89, 1.57.33

denotes new fastest lap

COMPETITION CHAMPIONSHIP STANDINGS as at 17th June 2013

Best four events, number of events in brackets

1 Shane O'Brien (100/4)	2762 (3)	2 Peter Kaiser (Sprite)	2732 (3)
3 Brian Duffy (3000)	2729 (3)	3 Peter Jackson (3000)	2729 (3)
5 Bill Vaughan (Sprite)	2655 (3)	6 Ken Sadler (3000)	2536 (3)
7 Rod Vogt (Sprite)	1847 (2)	8 Russ Baker (3000)	942 (1)
9 Steve Pike (100/4)	927 (1)	10 Leon O'Brien (100/4)	907 (1)
11 David Kelly (100/4)	863 (1)	12 John Goodall (100/6)	852 (1)
13 Ray Newell (100/4)	849 (1)	14 Rob Raverty (3000)	795 (1)
15 Damian Moloney (100/4)	706 (1)		

ASSOCIATE CHAMPIONSHIP, best three events

1 Graeme Marks (Mac Hly)	1733 (2)	2 Rod Vogt (MGB)	951 (1)
3 Russ Baker (SLS)	881 (1)	4 John Raisbeck (Escort)	879 (1)
5 Geoff McInnes (Riley)	875 (1)	6 Larry Varley (Williams)	850 (1)
7 Hamish MacLennan (MG)	609 (1)		

MSCA CHAMPIONSHIP best 3 events, CAMS 2 S licences only

1 Ken Sadler (3000)	2536 (3)	2 Bill Vaughan (Sprite)	1844 (2)
3 Shane O'Brien (100/4)	1838 (2)	4 Russ Baker (Hly & SLS)	1823 (2)
5 Leon O'Brien (100/4)	907 (1)	6 John Raisbeck (Escort)	879 (1)
7 Ray Newell (100/4)	849 (1)	8 Rob Raverty (3000)	795 (1)

Great to see some new names at the top, at this stage - can they hang on ?



Three generations of O'Brien? From left : Roger, Shane and Leon

A CLOSING THOUGHT "I used to be indecisive, now I'm not so sure."
ROD VOGT