

COMPETITION REPORT AUGUST 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)

2013 MSCA Championship

Round 8 Sunday 18th August *WINTON
Round 9 Sunday 13th October *SANDOWN - last MSCA round for 2013
MSCA championship

2014 MSCA Championship

Round 1 Sunday 3rd November 2013 *WINTON

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)

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
28/29th September *HSRCA Historic Races at Wakefield Park, Goulburn. NSW
19/20th October *Winton 6 Hour Relay

VHRR HISTORIC "WINTON FESTIVAL OF SPEED" August 10th and 11th

This meeting is run on the "long track" as distinct from the "short track" Winton event each May. The long track gives the larger cars such as the big Healey a chance to stretch the legs down the two straights and hopefully give some sort of a buffer over those pesky little cars like Sprites, MG's etc before the track tightens again out the back. You can expect close racing with a fantastic view of the whole track from the grass mound in front of the cafe. Group S Production Sports Cars are once again a feature class with the Rose City Tourist Trophy over 15 laps on Sunday - Peter Jackson (Healey 3000), Peter Kaiser (Sprite) and Rod Vogt (MGB) will fly the flag for AHOC. After 15 laps I think we may need the Club defibrillator to be on hand from the clubrooms!

Shane O'Brien is driving the Hugh Purse 100/4 again in Regularity and Steve Pike is making a late entry in Regularity also in the Sam Cassells 100M instead of running Group S in his blue Healey 3000, perhaps to continue their epic battle at the last MSCA meet at Sandown in June. Hamish MacLennan usually brings his MGB the short distance from Benalla for Regularity also.

Hopefully we will see Graeme Marks in his MacHealey and Geoff McInnes in his Riley Special in Group J,K and L Sports and Racing 1940-1960.

If that is not enough to get you to Winton, the other feature races are the 20 lap Rose City Touring Car Trophy for Group N Mustangs, Camaros, Falcon GT's, Torana XU1's etc plus a demonstration race for Group C and A and later Group A V8 Touring Cars - that's ex Bathurst cars from the 1980's and 1990's! You know you are getting old when these cars are now being regarded as "Historic". There are open wheelers and sports cars (Elfins, Renmax etc) from the 60's and 70's plus a Porsche only Regularity event. MG's will have their own event so plenty for us keen on the old British sports cars. As usual there will be plenty of lovely cars in the car park. Hopefully members will bring some Healeys along and support our competitors. Go to the website vhrr.com for more details of entrants lists and program of race times nearer the event.

COMPETITION REPORTS

1 More AGAIN On MSCA PHILLIP ISLAND April 21st, 2013

Last month I reported

"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."

I did Bill an injustice that needs correcting - Bill's best time at Phillip Island prior to this event was in fact a super quick 2.12.79 set at an MSCA meeting in September 2012. I incorrectly looked at Bill's best time he had in his White Bug-eye which now resides with his daughter in QLD. I have our "Best Times" for our Team Healey members on record since 2006, and for Bill I have times set in his 100/4, White Sprite, Green Sprite with 998cc motor and Green Sprite with 1275cc motor as it is currently running. No wonder I was confused!

2 HSRCA ALL HISTORIC WINTER RACE MEETING 29/30th June, 2013 SYDNEY MOTORSPORT PARK (SMSP) Eastern Creek, Sydney

Peter Jackson trailered the white 3000 north as our sole entrant in Group S Production Sports Cars looking forward to running the new "Brabham Circuit" in the feature event - the annual One Hour Enduro. The Brabham Circuit adds an 850 metre extension to the original (Grand Prix) circuit, incorporating a number of fairly tight corners and giving a total track length of 4.5km. The Enduro can be run solo or with two drivers. If run solo, the driver must still pit for a set time to simulate the driver change. PJ was solo this year, as was more than half the field, including Colin Goldsmith in his Big Healey. Peter had shared the Healey with experienced open wheeler Richard Carter the last two years for podium finishes in the combined Group Sa/Sb race with later model Sc cars having their own event. Brian Duffy was absent attending the International Rally and I had prior commitments.

The weekend was an example of how our "hobby" is not always fun in the sun. The 1800 km round trip to Sydney resulted in only 17 laps for PJ in VERY wet conditions that affected the entire weekend. The 3.93 km long Grand Prix circuit is negotiated in about 1 minute 52 seconds by Peter on a fine day. Saturday morning practice in rainy conditions on top of one of Sydney's wettest weeks saw PJ 9th fastest at 2.56 only on the longer circuit. The Enduro on Saturday afternoon, in similar conditions, yielded a 5th place for PJ after only 6 laps of the scheduled 22 laps. It was red-flagged because it was so dark and wet soon after the 4pm start that it was deemed to dangerous to continue! PJ's fastest lap was a 1.51 in shocking conditions, but what was very obvious from looking at lap times and positions for the whole field was that many cars that would be close to PJ in the dry were trailing behind significantly in conditions that clearly did not suit the Healey. PJ's only comment was "Well, I WAS trying". An anti climax, but the organisers decided on Sunday to reschedule the Enduro for the Sunday afternoon race but to run combined with the Porsche dominated Gr Sc cars. Sunday am was showery and still very slippery and PJ improved to a 4th place finish out of 29 cars over 6 laps and a fastest lap coming down to 2.29 from 2.50's on Saturday. There was some grumbling about the rescheduling of the Enduro for late on Sunday with some drivers deciding it may not happen. Brian Duffy arrived virtually straight from the plane from Europe to watch the fun just in time to say good bye to PJ who had decided to head for Melbourne early - he drove straight through to sleep in his own bed soon after midnight! A lot of effort and cost for just 17 wet, slow and very difficult laps! At least the Healey was in one piece. The Enduro DID run with a fairly small field of stayers that did not see Colin Goldsmith finish either. Peter did earn some points toward the Competition Championship, below, but his 4 fastest laps came from just the 6 laps done in the faster Sunday morning race, hence the lower score than we would expect. I am sure that this score will not make PJ's "best 4 events" by the end of 2013.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps
 PETER JACKSON (3000) 566 pts 2.29.551, 2.30.39, 2.31.57, 2.33.85

Peter Jacksons' trip to Sydney for such a disappointing weekend has happened to many of us involved in motorsport. It can happen at MSCA days but one day lost at a track close to home is much easier to bear. I last raced at Eastern Creek in November 2011 and I foolishly did a calculation of what an interstate event can cost.

Fuel for tow vehicle, Sydney and return	
1800km @18L/100km@\$1.50 per litre	\$325
Entry fee/garage for 2 day event approx (PI was \$895 this year)	\$600
Four nights accommodation Thurs - Sun	\$500
Race fuel for MGB (Avgas @ \$3/litre x 70 litres)	\$210
Four evening meals	\$200
Breakfast/lunches	\$100
SUB TOTAL	\$1945
Tyre wear say 20% of set costing \$1500	\$300
Amortisation of oils, brake pads, rotors and other consumables	\$250
Engine/gearbox rebuild every 20 meetings with normal wear	
5% x say \$10,000 for MG, more for Healey	\$500
TOTAL	\$2995

Oh dear, I hope Sue doesn't read this! The last time I raced at Eastern Creek I hit the wall at Turn 4 in the wet and had a panel beating bill of \$8,000 as well. I am now at the stage in life where I find myself saying "you can't take it with you" and I am making sure that this will happen. It reminds me of a closing thought that seems appropriate here - "Where there's a will I want to be in it". How about - "Your never too old to learn something stupid"? Or, "Going to Church doesn't make you a Christian any more than standing in a garage makes you a car". I think I have got off the point here a bit but at least I have had a chuckle and feel a lot better now. Now my job is to encourage you to have some fun on the track with Team Healey so I must point out that it is only the few foolish few who take their hobby to those extremes and we don't care.



Russell Baker at Sandown



Ray Newell at Sandown MSCA

At club level with a fairly standard Healey it is nothing like that expensive and you could be throwing your money away on wine, women and song. What? Yes, I guess we all do that already. OK, give up the gee gees and sell the cruiser at St.Kilda Marina, cancel the divorce and you have all the money you need.

A CLOSING THOUGHT "By the time you can make ends meet, they move the ends"

CHEERS Rod Vogt