

## COMPETITION REPORT SEPTEMBER 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 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](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)

28/29th September    \*HSRCA Historic Races at Wakefield Park, Goulburn. NSW

19/20th October        \*Winton 6 Hour Relay

## COMPETITION REPORTS

### 1        MSCA PHILLIP ISLAND    Sunday July 21st 2013

Sunday 21st July.....that seems to ring a bell somewhere in my memory? Oh yes, Sue's Birthday!

Now my dear wife is very supportive of my track activities but I gave this MSCA meeting a miss and earned some much needed brownie points instead. Thank you to Russell Baker and Paul McPherson for providing information for this report.

Two AHOC entries only - Russ Baker sprinting in the PRB Clubman and David Kelly trying to be regular in his Triumph TR7 V8 - with many of our competitors away in warmer climates for a mid winter break. Bleak weather leading in to Sunday resulted in a damp track early, and freezing temperature later when the track was dry resulting in two very nasty accidents as drivers struggled to get tyre temperatures up to provide some grip. The Spridget of AHSDC member Geoff Lawrence was written off after hitting the tyre wall on the back straight ("Hayshed"), putting Geoff in hospital overnight for observation. A late model Renault clouted the wall coming on to the main straight but despite a lot of damage the driver was unscathed and the drivers door still opened - says a lot for the safety of the modern car compared to our 50 year old British open cars. Are we warriors or just silly? Selwyn Hall was clerk of course on a very demanding day. Despite delays for these two accidents plus other recoveries from a wet infield, Russell and David managed three runs. Paul McPherson and Dennis Varley were our only supporters, "frozen stiff after watching from the top of the pit garages" according to Paul. Dennis at least had his "warm bike gear on". Is that lycra or leathers Paul? Paul also noted that David Kelly "was warm and snuggly in the Triumph, while Russell hopped out of the Clubman the same colour as his blue race suit". Martin Brown loyally came down with Russell and got some exercise push starting the Clubman (only a loose wire it turned out). Russell is starting to sort out teething problems in the PRB, setting a fastest lap at 2.01.46 in cold conditions, on low turbo boost only - there are still some engine bay heat issues to fix. The magic two minute barrier is under threat. David Kelly placed first in the first regularity session and fifth in the second session - six competing. Overall MSCA results have not been published yet.

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

Russ Baker (Clubman)        917 pts            2.01.46, 2.01.52, 2.02.03, 2.02.29

David Kelly (TR7)            605                2.12.28, 2.14.60, 2.15.20, 2.16.23

### 2        PHILLIP ISLAND 6 HOUR RELAY        August 3/4th 2013

At the invitation of Geoff Lawrence, I joined a Sprite Club Team for my first attempt at the 6 Hour Relay at Phillip Island. AHOC has yet to enter this fairly new event, having concentrated on the Winton 6 Hour which has a long history. The events are basically the same, with a target lap for each driver and bonus laps on offer for achieving

your target lap time and penalty laps for going faster than your target time. Our team was under pressure from the moment we entered - initial 4 cars reduced to 3 when we lost team leader Geoff Lawrence in his Spridget after that horrible accident at Phillip Island MSCA 2 weeks earlier. Simon Gardiner came in to the Team in his radical Sprite to join Peter and Sue Brice who shared the Brice Sprite. Three cars/ four drivers for 6 Hours! Well, we completed the 6 hours, JUST! The Brice Sprite suffered gearbox failure with less than 2 hours to go and my normally reliable Sprite staggered to the finish in my last 2 sessions with water pump and alternator problems while Simon carried us to the chequered flag. Simon's Sprite was one of the quickest cars on track, particularly in the wet sessions, and I know he really enjoyed the day. We endured wet, then dry, then wet conditions coupled with the strongest winds I have experienced at PI. Three Sprites without roof or even windscreens up against many modern cars with traction aids, a roof and heaters etc meant that we were never truly in the hunt in those conditions. Despite a fastest allowable lap time imposed of 1.55 it was a very fast field with quite some speed differences and only a handful of older marque cars. We were proud to display the Sprites and certainly were not disgraced. Thank you to the Sprite supporters who endured the same cold conditions to do lap timing and generally encourage. And a big thank you to Russell Baker who came to support me and rolled up his sleeves and picked up the tools, with Rob Couper from AHSDC, and kept my car going for it's last session.

Points Toward the AHOC Competition Championship with 4 fastest laps

Rod Vogt (Sprite)	925 pts	2.07.11, 2.07.29, 2.07.50, 2.07.86
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Simon Gardiner (Sprite)	923	1.56.96, 1.57.37, 1.57.62, 1.57.73
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### 3 WINTON FESTIVAL OF SPEED HISTORIC RACES August 10/11th 2013

Sunday morning, August 18th. I should be at Winton, again, supporting MSCA and Russ Baker and Brian Dermott who are sprinting in the PRB Clubman and Targa Torana XU1 today. But after Historic Winton last weekend and Phillip Island 6 Hour Relay the weekend before, even I have had enough, for the moment. A herculean effort by Peter Jackson, even by his lofty standards, in Group S sports car races, and Brian Duffy, Peter Kaiser and I tried very hard with mixed success. Right up there with PJ's results were Steve Pike in Sam Cassells' 100M and Shane O'Brien in Hugh Purse's near identical 100/4 in Regularity, both prepared by Steve. Geoff McInnes competed in his 1948 Riley Special in Group J,K & L. My inspiration for this report has just come after an early morning run in my white 3000 over the Black Spur near my home in Healesville - sitting there, hidden in the bushes at the base of the Spur was a Highway Patrol car ready to nab speeding cars, the majority of whom will be outrageous enough to be travelling at 65 in the conservatively set 60 zone. Lacking the wordsmith ability of "Side Exhaust" I quote from an article in the last edition of my favourite read, Octane magazine. I stress that this article reflects my opinion only, not those of the Austin Healey Owners Club.

Headlined "A MATTER OF LIFE AND DEATH. In the 1930's, the world stopped to watch racers and record breakers risk everything in the pursuit of speed.

In the early 1930's after the crushing, spirit-sapping austerity of the Great depression, "one of the most attractive, most exciting and most promoted concepts was sheer, outright SPEED.....Today it's almost a dirty word. It's drummed into us that SPEED kills. SPEED pollutes. SPEED is irrelevant compared with smooth running risk-free circulation of public traffic. We all know that there is an element of sense in what the bloodless politicians impose, but speed sports in a private environment provide our counter-balance. SPEED thrills. SPEED excites. SPEED sells...Since the introduction of the mass production affordable motor car....SPEED has become irresistably attractive for any red-blooded human. The anaemic need not apply. During the 1930's such anaemia of spirit was less common than today. SPEED per se was a concept the media celebrated. Back in 1928, Sunbeam's 1923 Grand Prix winning driver Henry Segrave wrote what was, at the time, a classic of motoring literature : The Lure of Speed. In his view "The attainment of speed is an instinct inherent in the normal human being.....and one which has played a most important part in the process of evolution.....The rapid evolution of speed is one of the greatest wonders of the modern world." He continued that "One of the most potent agencies for the escalation in speed has been COMPETITION." (My emphasis)

To finish quoting from the Octane article : "SPEED. When it boils down to it, if you're a car enthusiast, that's what it's all about. There's no such thing as the Goodwood Festival of torpor is there? And there was never a Ferrari Superslow. Heroic tales of motoring derring-do seem rather less heroic, rather more derring-don't, if you also find out that great velocity wasn't involved."

My other favourite passage comes from the introduction to the book SPEED ADDICTS. GRAND PRIX RACING by Mark Hughes. To quote - "Man was intelligent enough to invent the car and instinctive enough to be racing it soon

after. Why should the car be immune from the competitive spirit that has driven men on throughout evolution? Irish freethinker George Bernard Shaw said, 'All progress is the result of the efforts of unreasonable men.' It should be no surprise that the new sport was quickly filled with such individuals. Some of them drove, where the core skill was in balancing grip in the corners against the engine's power; others concentrated on providing those daring men with ever-more grip, even more power. That was the essence of the very first auto race in 1895 and of every race thereafter."

In the 1930s Ernest Hemingway said there were only two sports - bullfighting and car racing. Jean Behra, Grand Prix driver for Maserati in the 1950's said 'Racing is life. Everything else is just waiting.' If that sounds like a drug addict desperate for his fix, the parallel is not without merit." No wonder I feel so crappy today. Any car racing on TV tonight?

### Group Sa/Sb Sports Car Races

By all accounts, the Group S races were the most exciting for the entire meeting with close racing from front to rear of the quality field. Being IN the race means I saw very little of the race! Peter Jackson performed little short of miracles in the white Healey 3000. Those of us who compete with PJ and those who follow Historic racing thought that there could be no more SPEED left to extract from the car or driver. PJ also I suspect. Peter's best lap time at Winton stood at 1min 41.81 sec set at this event in 2011. He left it standing at an incredible 1.39.53! A 1959 Healey based on 1940/50's technology breaking the magical 1.40 barrier at Winton. Who would have thought it possible? Not PJ, although the way the Healey achieved this mark made him wonder out loud on Sunday afternoon that there MAY be more SPEED to come. SPEED is one thing, but PJ can RACE too. For the Gr Sa/Sb events he qualified 4th on Saturday morning with a 1.43.94 on a drying track, with the odd wet patch as the Friday rain passed to reveal an unexpectedly fine weekend. What a bonus. In front were three newer Gr Sb cars - the V8 Shelby GT350 of Ian Ross and the two Porsches of Wayne Seabrook from NSW and Victorian Alex Webster. Behind, a Corvette. After two races - Saturday afternoon and Sunday morning - PJ had a second place to the Shelby and a second place to the Seabrook Porsche, with fastest lap of that race being a new Sa record at 1.40.54, almost one second quicker better than the winner could manage. Tongue in cheek, Seabrook said he would let PJ through in the Sunday afternoon race if he was holding him up! Extremely close racing at the front had resulted in "off's" for the Porsche in race one and the Shelby in race two while the Healey stood firm.

Brian Duffy struggled with a fuel supply problem which restricted his SPEED, qualifying in 13th position for race one. Shayne Mackintosh arrived to watch the fun and found himself head down and bum up helping Brian with the tools, to no avail, as Brian was a DNF Saturday afternoon with continuing fuel problems. More help from Shayne and Patrick Townsend (NSW Healey Club Competition secretary, down from NSW with Chris Komor doing Regularity in his 100/4) had the Duffy Healey running better on Sunday morning. But being a progressive grid, Brian had to work his way through from the back to finish 10th,

Peter Kaiser was disappointed after qualifying only 19th on his new Yokohama AO50 tyres - a new compound PK had not used before. He expected more SPEED. I was quite pleased to qualify the MGB ahead of PK for a change in 15th and a second and a half faster too! Having fitted the same tyres to my Sprite the previous week I was able to tell PK that I thought he should drop his pressure a couple of psi as I had been advised by the Yokohama supplier. What a fool I am - the Sprite flew from then on with PK finishing 10th on Saturday afternoon and 9th on Sunday morning, setting a new personal best lap time of 1.45.99 on Saturday.

Where was the MGB in all of this you may, or may not, ask. Well, not enough Speed, down about one second per lap on my best, but more importantly, not enough aggression from the driver in Race One. A start, a red flag and a restart and I was knocked from pillar to post in the mayhem (on cold tyres) that existed in turns one, two and three on lap one. Two, three and even four wide is common for the second half of the field. More often than not I get off the line well but sometimes lose a couple of spots early. Peter Kaiser starts well, showing great SPEED on cold tyres and finds gaps that I do not see or feel I can take advantage of. The problem for me then is to regain places from cars of very similar performance. I find this OK at Phillip Island where the track is wide and corners are fast and flowing. At Winton there is a certain amount of "dive bombing" involved at the end of the straights because the corners are quite slow. On Saturday afternoon I struggled to re-pass one car which was driven very aggressively in an attempt to keep me out. On Sunday morning, after some thought, I dealt with him and opened up a big gap but ended up behind a line of 6 or 7 cars of similar performance with no way through without pulling a "desperate". Not worth it when fighting for 14th place I decided. Peter Kaiser was in this group but he managed to improve a couple of places. The feature sports car race was the Tourist Trophy over 15 laps on Sunday afternoon. This added the mainly newer Porsches and Alfas from Group Sc to our Sa/Sb cars for a large field. Peter Jackson started 13th and finished 6th outright, and trophy for first in Sa, in a wonderful drive that included his 1.39 lap. He was beaten only by Group Sc

cars -three Porsches, a De Tomaso Pantera and a Lotus Super Seven and with fourth fastest lap in the whole field. Brian Duffy improved his SPEED with fuel problems solved (?) to come through to 11th and earn a trophy for second Sa Car. Peter Kaiser and I continued our battles with a blocking MGB holding up our group of six cars, Peter getting past him with two laps to go to finish 17th and I finished 23rd in the 33 car field some 5 seconds behind PK. I felt happier with my race-craft on Sunday, but PJ was correct in pointing out that I am quicker when I have some space. Something to work on!

**REGULARITY** Another feature for AHOC with Steve Pike winning the Regularity competition and Shane O'Brien coming third. Steve was canny enough to grab Shane and get to dummy grid early, the two immaculate Blue/White 100/4's leading the pack on to the track. Then they circulated together providing a magnificent display of Healey performance. They ran with ex-Holden dealer Team Commodores and Torana's, V8 Falcons with race history and many newer and supposedly faster cars. Only a couple caught the 100M of Sam Cassells and the 100/4 of Hugh Purse with their professional(!) drivers Steve and Shane respectively. I hope Sam and Hugh at least get a look at those trophies. While Hugh's track future is on hold, he is to be congratulated for putting his Healey on the track in the capable hands of Shane O'Brien. This was only the 4th time Shane had driven Hugh's car, and it was his first sighting of Winton. A great effort. Of course Steve Pike is greatly experienced and Sam Cassells will one day be back in the country to reclaim his 100M - better hurry home Sam. For a "racer", Steve adapted to the concept of driving to a target lap time immediately and admitted that he actually enjoyed the experience. Despite regularity not being based on SPEED, the two Healeys lapped very quickly in low 1.51's and 1.52's. Both cars and their drivers were a real credit to our Club.

#### Group J, K & L Sports and Racing 1940-1960

Apologies to our entrant Geoff McInnes in his GroupLb 1948 Riley Special - his races immediately followed our Group S races and by the time we returned to our garages, checked tyre pressures and the rest of the car etc, Geoff's races had been run. I did not see them first hand. I can see that the Riley ran very well, finishing 6th twice and 7th in his third race in a 20 car field. Geoff races against many of Australia's iconic "specials", Lotus, Elfin, Cooper and Lola cars. If you compare Geoff's fastest lap of 1.47 with the Group S times you have to be impressed with the performance of a 2.5 litre engine/car from 1948.

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

Steve Pike (100M)	973 pts	1.51.33, 1.51.43, 1.51.53, 1.51.60
Brian Duffy (3000)	959	1.44.13, 1.44.47, 1.44.49, 1.44.54
Shane O'Brien (100/4)	945	1.52.40, 1.52.74, 1.52.85, 1.52.95
Peter Jackson (3000)	916	1.39.53, 1.40.13, 1.40.31, 1.40.37
Peter Kaiser (Sprite)	911	1.45.99, 1.46.17, 1.46.49, 1.46.88

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

Rod Vogt (MGB)	935 pts	1.47.15, 1.47.19, 1.47.39, 1.47.80
Geoff McInnes (Riley Spcl)	932	1.47.24, 1.47.46, 1.47.54, 1.47.92

Thankyou to our supporters over the weekend - Shayne Mackintosh, Russell Baker (again!) and Peter and Daniel Heading who came to see what attraction SPEED had for those "unreasonable men" of Team Healey. Bring on the bullfighting!



Steve Pike in Sam Cassells' 100M and Shane O'Brien in Hugh Purse's 100/4.

A CLOSING THOUGHT "We never really grow up, we only learn how to act in public."

Cheers ROD VOGT