

COMPETITION REPORT NOVEMBER 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)

2014 MSCA Championship

Round 1 Sunday 3rd November 2013 *WINTON

(This counts for AHOC Competition Championships for 2013)

ENTRY FORMS 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)

9/10th November *Historic Meeting at Sandown (last scoring event for 2013 AHOC Competition Championships)

23/24th November *Historic Meeting at Sydney Motorsport Park (first scoring event for 2014 AHOC Competition Championships)

The Sandown Historic Race Meeting on November 9/10th is always very exciting and very accessible due to it's location. There is optional practice on the Friday and racing on both Saturday and Sunday - go to the Victorian Historic Racing Register website www.vhrr.com for full details of event times for Group S Races (Peter Jackson and Brian Duffy in Healey 3000's, Peter Kaiser in his Sprite and Rod Vogt in the MGB), Group J,K & L (Geoff McInnes in his Riley Special and Graeme Marks in the Mac Healey) and Regularity (Bill Vaughan in the Sprite, Shane O'Brien in Hugh Purse's 100/4, Steve Pike in Sam Cassel's 100M, Tony Rogers in his Porsche 911E and Hamish MacLennan in his MGB). Cost for spectators is \$30 for Saturday, \$40 for Sunday, \$60 for both days and Friday practice is free. The programme is \$5 and children under 15 are free (grandchildren for most of us?)

COMPETITION REPORTS

1 Mallala Historic Meeting - Easter 2013, March 30/31

I missed reporting that Hamish MacLennan travelled to South Australia with his MGB for his first run at Mallala where he WON the Regularity competition event on a cumulative points score over the 2 days. I have done Group S races once at Mallala and Hamish confirmed my experience of a very friendly, well run event on an interesting track. Easter is an awkward time but if done as a holiday and combined with the Historic Collingrove Hillclimb on Easter Monday makes for a very good experience. Hamish earned points toward the AHOC Associate Championship (cars other than Donald Healey cars), with his 4 fastest laps:

Hamish MacLennan (MGB) 934 pts 1.38.37, 1.38.52, 1.38.79, 1.39.03

2 HSRCA Spring Historic Meeting, Wakefield Park, Goulburn. 28/29th September

Once again Peter Jackson and Brian Duffy in their Big Healeys were our sole AHOC Vic members travelling north and south respectively to continue their battles in a full Group Sa/Sb/Sc field. Donald Healey fans also enjoyed watching Colin Goldsmith in his 3000, and 5 Sprites/Midgets - not bad with 8 Healey designed cars out of 26 cars entered. The Group Sa entry was 8 cars, with a Turner being the only non-Healey/Sprite, and PJ finished first, Brian Duffy second and unofficially I have Colin coming 3rd. I can only report briefly from Natsoft results and a bit gleaned from conversations with PJ and Brian. The pair had some very close racing over the weekend, with Brian's Healey running well after a few issues recently and I think Brian knows Wakefield better than other tracks - PJ qualified 0.7 seconds ahead of Brian and they started Race One together on the grid and battled to the finish with PJ 9th and Brian 10th and separated by less than one second. Would have been great to see! Race Two had them in the same positions with PJ just 3 seconds to the good of Brian. They must have been trying very hard because Peter's fastest lap was a new Group Sa record at 1.11.0256 and Brian set a new best lap time for himself of 1.11.6704 . Nothing much in it. Race Three saw PJ 8th and Brian 10th when Peter put a Porsche between himself and Brian. The last race on Sunday was quite late in the afternoon but PJ wasn't about to go home early and finished 3rd in the 10 car field, beating Damian Meyer's blue Midget by less than a second

(you would have seen how quick the Midget is at the Phillip Island Historics earlier this year) for the first time for the weekend. Brian was on his way home but Colin Goldsmith stayed for the last race in his 3000.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Peter Jackson (3000) 907 pts *1.11.03, 1.11.48, 1.11.70, 1.11.96

Brian Duffy (3000) 905 pts *1.11.67, 1.12.26, 1.12.46, 1.12.62

* denotes new fastest lap at Wakefield

3 MSCA Sandown, October 13th Bathurst Day and Austin Healey Sprite Feature

The Marque Sports Car Association committee took a gamble by booking Sandown on the same day as the Bathurst 1000 V8 Supercar event. A large screen TV was set up in the administration garage and the Sprite Club worked hard to attract their competitors and social members to attend with the incentive of a 3 lap parade session for all Sprites at lunchtime. AHOC Vic offered formal support with a promise of Team Healey participation on track and for supporters to attend in numbers on the day, in their Healeys. Team Healey responded with 7 entries - Rob Raverty, Leon O'Brien, Shane O'Brien in Hugh Purse's 100/4, Ken Sadler driving his big Healey up from Warrnambool again and John Raisbeck in his immaculate MK 1 Escort all entered in Regularity plus Bill Vaughan, Simon Gardiner and myself in our Sprites giving a total of 14 Sprites running together in Group 2! Total entry was 101 which was a big improvement on recent MSCA events.

The improved entry may have been because Spring is here, but on the day we suffered a wintry blast. Thank goodness for our triple garage adjacent to the administration garage where we could watch the progress of the Bathurst race. Team Healey got one dry run at the start, regularity being Group 1 and all the Sprites were in Group 2. Then the showers and rain started and persisted in bursts for the rest of the day.

Although our first run was before the rain, it was a bit cold and threatening and caution was wise. We should have thrown caution to the wind because our times were much slower later on wet track and our scores toward the Championship were lower than normal as ALL of our 4 fastest laps were chosen out of that first run of 5 or so laps! Simon Gardiner suffered the most as he did a couple of slower exploratory laps on narrower treaded tyres than he would run in the dry and then cranked it up for just two laps before the first session ended. Most of us were between 1 and 3 seconds a lap slower than our best but it was the first run at Sandown for most of us since early in the year. I had a new motor in the Sprite and although run in on the dyno I was careful in that first session too. Amazingly, Ken Sadler got stuck straight in and recorded his best ever lap at Sandown AND put together 4 very consistent laps to earn 907 points out of a possible 1000 points with 4 of his 5 laps.

The regularity boys got drenched while waiting for their second run in dummy grid. Bill, Simon and I ran on a wet track but at least the rain had stopped. The third run was difficult with dry areas and wet patches as well which needed a lot of concentration. Only Ken Sadler went out for a fourth session - after all, he had come up all the way from Warrnambool! Despite the weather, we had a great day. Plenty of fun in our garage with support from President Paul, John Mason, Mark Bird, Sue Raverty, Fay Raisbeck and Bruce Dixon. John Raisbeck was caught doing a jig for his grandchildren, daughter and Fay - I know how much fun it is to have the grandchildren at the races. Shane O'Brien and I spent time going over the Winton 6 Hour procedures for Shane's first foray the following weekend - we both drove carefully and did not do the later run to preserve the cars for the team event. At the end of the day many competitors gathered in front of the big TV and cheered on the V8's in that final exciting 30 minutes at Bathurst. I think this will become an annual event for MSCA. The Sprite Club is to be congratulated for their effort in making it a Sprite feature day. MSCA hope that ALL our Marque Clubs will do this in the future - Austin Healey Owners Club WILL do it and do it well will we not! I reckon Phillip Island would be a good event for us. The incentive is that all our Healeys in attendance - competitors and supporters in their road cars - will be able to do a few parade laps at lunchtime, with a passenger and without helmets etc. This is done at a controlled speed behind a pace car and gives you a terrific look at the track from the drivers perspective. We will follow this up in 2014. Unfortunately the Sprite parade took place during a heavy down pour - Bill Vaughan and I bailed out after one lap as we had no windscreen protection and we certainly did not need another look at Sandown in the rain. There was also a normal passenger session at the lunch break - helmets, passenger indemnities signed and much quicker (80% of race speed) - and Rob Raverty took Sue for a spin (not literally) and they got pretty wet too. All part of motorsport I'm afraid.

I DID cook the Sprite motor at the Phillip Island 6 Hour Relay at the start of August and this was my first run on the new motor which is a cracker thanks to Simon Gardiner and Mike Conway at Powerplay. With more power and torque from the engine which has grown from 1275 cc to 1450 cc it was pleasing to come to grips with it in wet and slippery conditions as the Sprite does feel much more lively under acceleration. It really pulls up Sandown's uphill back straight and I am looking forward to seeing what it can do in finer conditions - hopefully at the Winton 6 Hour next weekend.

Simon Gardiner and I had a great run together in the drying third session and finished pretty close at the end, thanks to Simon having two off's and a bit of trouble in traffic which gave me a chance to look better than I am. And some of my team mates made the cruel observation that Simon was probably going slow so that I would think that my new "Simon Gardiner motor" was fast!

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps:

Ken Sadler (100/6)	907 pts	*1.56.91, 1.57.53, 1.57.66, 1.57.84
Bill Vaughan (Sprite)	836 pts	1.48.08, 1.48.28, 1.49.39, 1.49.72
Shane O'Brien (100/4)	808 pts	1.41.18, 1.42.51, 1.43.03, 1.43.10
Rod Vogt (Sprite)	804 pts	1.40.85, 1.40.85, 1.42.21, 1.42.40
Rob Raverty (3000)	725 pts	1.58.70, 1.59.61, 2.00.92, 2.01.45
Leon O'Brien (100/4)	446 pts	2.05.84, 2.06.50, 2.06.84, 2.11.36
Simon Gardiner (Sprite) 294 pts	1.33.25, 1.35.15, 1.36.28, 1.40.31	

POINTS TOWARD AHOC ASSOCIATE CHAMPIONSHIP and 4 fastest laps

John Raisbeck (Escort)	511 pts	1.42.45, 1.44.78, 1.46.63, 1.47.34
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John Raisbeck's Escort (it now has Mini Lite style wheels)

A Closing Thought "You were born an original, so don't die a copy."

Cheers Rod Vogt