

COMPETITION REPORT DECEMBER 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 completed
Round 2	Sunday 9th February 2014.	*SANDOWN confirmed
Round 3	Sunday 16th March	*WINTON confirmed
Round 4	Sunday April 6th	*PHILLIP ISLAND confirmed
MAY Haunted Hills Hillclimb if required?		
Round 5	Sunday 22nd June	*SANDOWN confirmed
Round 6	Sunday 13th July	*PHILLIP ISLAND confirmed
Round 7	Saturday 13th September	*PHILLIP ISLAND confirmed
Round 8	October Bathurst Sunday?	*SANDOWN to be confirmed
Round 9	November - track and date to be confirmed	

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)

No calendar yet available

COMPETITION REPORTS

1. MORE ON WINTON 6 HOUR RELAY

As reported by Brian Froelich and Mike Snelgrove last month, it was a great result for Team Healey "Side Exhaust" at the Winton 6 Hour Relay with a third placing from forty one teams plus trophy for Best Presented Team. Our **drivers - Geoff Leake, Steve Pike, Peter Jackson, Shane O'Brien and Rod Vogt** achieved this result despite many mechanical issues which plagued us all weekend. Perseverance certainly paid off as our chances of even finishing the event looked decidedly slim at the four hour mark. I think the drivers felt that seeing the chequered flag was a victory in itself and only manager Froelich had an inkling that our laps achieved, with many bonus laps accumulated, gave us a good chance of a top ten finish. Our third placing, after a trying weekend, was beyond belief. We were the oldest cars on the track but amongst the quickest cars too. They looked and sounded fantastic amongst the much newer cars and this was acknowledged by the race organisers twice at the trophy presentations.

I would like to thank our **support crew** without whom we would not have been able to compete at all - Manager **Brian Froelich** did all the pre event paperwork, and then handled all the weekend responsibilities in his usual efficient and apparently calm way. This was particularly important in the last hour when he made sure that Geoff and Shane did not exceed the maximum allowable track time for individual drivers. Brian has always had the great skill of sifting information from his drivers and others with previous experience and coming up with sensible plans that keep the team on task and involved. The only time he panicked was when he realised he had missed a scheduled manager's meeting late on Saturday afternoon with possible Team disqualification the consequence! He must

have suffered as he made his way to Race Control with implausible excuses rushing through his head only to find that just 6 of the 41 teams had attended and no action was to be taken. It took a few wines for the colour to return to his face.

Mike Snelgrove was assistant manager, doing the bidding of the race organisers and erecting tents, shopping and cooking for the drivers and crew etc. Not as much glory but just as important. **Graham Palich, John Goodall and Peter Osbourne** (down from Sydney) arrived on the Friday and did the crucial pit wall timing on Saturday and Sunday in quite hot and tiring conditions. Graham Palich quietly offered his managerial expertise to Brian which was appreciated. On Sunday we were helped by **Russell Baker** who worked on the spanners to help keep us on the track, did some timing and gave his usual enthusiastic support. **Bill and Carole Vaughan** made a great effort to arrive for the start and Bill manned the timing computer until they left to attend the Lamrock garden day at Alexandra. President **Paul McPherson** chose to come to Winton and manned the timing computer for many hours and stayed in Benalla with the Team on Sunday night to celebrate our success. The Team was delighted to have our President share our success, hear the accolades at the trophy presentations and see first hand the effort involved? And finally a thank you to **Shayne and Sherree Mackintosh** who once again provided the fridge, microwave, timing TV etc which made our pit garage so comfortable. The only disappointment was that more members did not come up to Winton to offer support.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Rod Vogt (Sprite).	955 pts.	1.48.18, 1.48.22, 1.48.44, 1.48.63
Shane O'Brien (100/4).	944 pts.	1.53.49, 1.53.70, 1.53.90, 1.54.05
Geoff Leake (100/4).	941 pts.	1.44.70, 1.45.21, 1.45.29, 1.45.29
Peter Jackson (3000).	879 pts.	1.46.25, 1.46.55, 1.47.27, 1.47.46
Steve Pike (3000).	875 pts.	1.50.55, 1.51.32, 1.51.71, 1.51.80

POINTS TOWARD ASSOCIATE CHAMPIONSHIP and 4 fastest laps

Peter Kaiser (Mini).	984 pts.	1.46.46, 1.46.49, 1.46.55, 1.46.62
David Kelly (TR7 V8).	932 pts.	1.50.97, 1.51.09, 1.51.54, 1.51.65

2. MSCA NEWS

Further to the MSCA Sandown report for October 13th, **John Raisbeck** will have to make room in his trophy cabinet for winning the Regularity event AND the Bathurst Ford v Holden challenge in his Escort.

3. MSCA WINTON November 3rd 2013

Shane O'Brien drove the **Hugh Purse** 100/4, on a new set of tyres after destroying a set at the Winton 6 Hour, and **Ken Sadler** drove up to Winton from Warnambool in his 100/6 as our only AHOC entrants. Corvettes were the feature Marque and Shane told me that they provided plenty of excitement with heaps of straight line power and speed but many inexperienced drivers were caught out in the corners with poor braking and some dubious handling. Bill Vaughan and I were having a rest after the 6 Hour Relay with Historic Sandown coming up the next weekend (Shane chose to run all three events - he must be very persuasive, Hugh!) and Russell Baker's Clubman is still in the workshop, accounting for the other Winton regulars.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Shane O'Brien (100/4).	982 pts.	1.56.21, 1.56.28, 1.56.32, 1.56.39
Ken Sadler (100/6).	895 pts.	2.11.30, 2.11.53, 2.11.96, 2.12.35

VHRR HISTORIC SANDOWN RACES November 9/10th 2013

“big bad historic sandown - return of the thunder” screamed the front cover of the programme! Inside was a tribute to Squadron Leader F.A.O. (Tony) Gaze DFC (3 times) OAM (1920-2013) - RAF Spitfire hero in WW2, Australia's first F1 GP driver, competitor in iconic sports and racing cars in Europe, South Africa and Australia, the originator of the idea to create the Goodwood racing circuit and after retiring from motorsport represented Australia in the 1960 World Gliding Championships in Germany. Good looking bloke too. No wonder **The Healey Club Boys** ventured to Sandown for their **Boys Own Adventure** in numbers - twelve of us in fact, perfectly at home with the derring-do challenges, danger, mayhem, wine, women and song that goes hand in hand with classic car racing. (Actually, strike out the women bit. Probably the singing too. Not the wine though, we are good at that).

Sandown is a track that needs to be treated with respect. Dangerous when wet, and the forecast was for rain periods. The main straight is bumpy and tram-tracked and holds standing water which can cause aquaplaning at high speed. Turn One is off camber and a bit “blind” and then Turns Two, Three and Four are particularly dangerous being very close to hard walls and armco - one mistake and much damage is possible. Water sometimes streams across the track between One and Two for extra excitement. The long back straight finishes with an attention grabbing crest in to the downhill esses - get on the grass and you could end up anywhere. “Dandenong Road Corner” is very tight at more than ninety degrees left with a sand trap that is **supposed** to catch those who come in too hot but some still find the armco here. The last left hander on to the main straight has many “spinners” which surprises spectators but it is always slippery even when dry. Armco left and tyre barrier right has caused much panel damage. Very few drivers would list Sandown as a favourite.

The rain arrived on Friday afternoon to curtail optional practice for Brian Duffy and myself. I needed to scrub in a new set of tyres and the MGB feels different enough from the Sprite that a reminder of brakes, steering etc was preferable on Friday than in qualifying. Saturday morning started with showers, then VERY heavy rain for an hour (which caught the Regularity groups) and then we had a fine and dry weekend against all the odds - most of the greater Melbourne area had rain periods both days.

REGULARITY. A practice event followed by three competition events where drivers try to lap at their nominated lap times has individual glory for each event PLUS drivers can enter a three man TEAM where points earned over all 3 competition runs are tallied for all 3 drivers. **Bill Vaughan** (Sprite), **Steve Pike** (Sam Cassel's 100M) and **Shane O'Brien (Hugh Purse's 100/4)** formed a Team that I thought would be a good chance. Tried to find a bookie under the Sandown Stand but couldn't get a bet on. My judgement proved spot on as they won the Team Prize in a canter with 4333 points accumulated out of a possible 4500. Individually, Steve Pike won medals for a first and a third (13th in run 3) and Bill Vaughan finished first and then second in his first two runs for more medals. Shane was disappointed with a 19th out of 26 in his first run, feeling he had let the Team down. He adjusted his target time and then scored two second places for 2 medals. Absolutely dominant display and the cars looked and sounded fantastic. Steve Pike also finished second in the Regularity Driver of the Event competition with 1462 points from a possible 1500, just 11 points behind the winner. Bill (1437) and Shane (1434) were close behind. Steve's fastest lap was a sizzling 1.38 which is very quick in a road registered 100! How are we going to get him back in his Group Sa Healey 3000?

Tony Rogers (1974 Porsche 911) and **Hamish MacLennan** (MGB) battled on individually. Tony was having his first run for the year after a slow recovery from shoulder surgery and showed he had lost none of his skills with a 5th and 6th placings and best time not far off his quickest at Sandown. Hamish set a slow target time for his first event based on the wet practice, blitzing that target and scoring no points. Setting a more realistic 1.54 for event two, Hamish scored some points but once again broke his target time which is heavily penalised. He did not start the third event - I assume he made an early start for home in Benalla.

GROUP S PRODUCTION SPORTS CAR RACING

Combining Sa, Sb and Sc cars gave a very fast field dominated by the newer Porsches, Corvettes, DeTomaso Panteras and V8 MG's. There is a definite trend for new cars entering our Class to be big horsepower modern technology cars which is forcing Peter Jackson and Brian Duffy further down the outright placings despite setting new fastest laps. Of course they are winning the pre 1960 Sa Class which is now suffering small numbers. Also noticeable was a lack of entries from smaller capacity cars like Sprites, Midgets, MG's, Triumphs and Alfa's. Sandown is a horse power track with long straights, a big pull up the back straight and slow corners favouring acceleration of the bigger capacity cars.

Forget the first ten cars, the absolute highlight of the Group S races was a titanic battle between the Big Healey's of **Peter Jackson** and **Brian Duffy**. Being further down the field in the MGB with **Peter Kaiser** (Sprite) I missed some incredible racing from PJ and Brian. Brian has found some horse

power that had him in front of PJ for a few laps in Races Two and Three with Alex Webster (Porsche 911) in the mix for good measure. Back in the pits after the races Peter Kaiser and I became the invisible men as other Team Healey racers and supporters rushed back to relive the action with PJ and Brian. We had to be content with slapping each other on the back! Race One saw PJ 12th to Brian's 14th. Race Two heated up with PJ fighting back with a great outside pass in Turn One on the last lap to pip Brian by just 0.34 second at the flag, having to also deal with the Webster Porsche on the second last lap. In the third race PJ was 15th after lap one to Brian's 19th but Brian steadily made up ground and passed PJ on lap 4. Of course Peter is not going to give up his mantle without a fight and pulled off a



Brian Duffy learning about Penrite Oil

great pass on Brian in Turn One again on the last lap - this time on the inside - to beat Brian by just 0.3 second this time. Brian acknowledged both passes, but the gap has closed - bring on Phillip Island next March. Maybe I should NOT enter so that I can be a spectator and watch the action! Despite their competitive natures, PJ and Brian were all smiles, on the outside at least! Peter set a new fastest lap at Sandown of 1.28.34 and Brian improved his best time by nearly a second to 1.28.60.

Peter Kaiser (Sprite) and myself (MGB) were once again racing side by side, nose to tail for much of the weekend. In

the end the greater torque of the MG told out on the long straights, getting out of the slow corners a little better. My starts were better and in Races One and Three I kept PK at bay in the first few corners and pulled away gradually to finish 7 or 8 seconds ahead after 6 laps. In Race Two I chased the Sprite from the start and only got past at the end of the straight on the last lap. We finished together in all three races!

GROUPS J,K and Lb Sports and Racing 1940-1960

Graeme Marks in the Mac Healey and **Geoff McInnes** in his 1948 Riley Special are regulars in this Class. Late on Sunday afternoon I was surprised when **Phil Aitken** dropped by the Jackson/Duffy/Kaiser/Vogt pit garage dressed in a race suit. I had no idea he was competing and was very impressed to find that he was driving the famous Coad Vauxhall Special for the first time at the request of the car's owners. Phil has a long history of racing HQ Holdens which is very close, competitive racing to say the least. I had forgotten this and will now go back and find a couple of events Phil has done in the HQ this year and give him points toward the Associate Championship. Phil was very aware of the responsibility in driving this unique car but by the end of the weekend had improved his race positions from 15th to 4th and lap times from 1.42 to a best of 1.37.67. Now that is quick from just 2.3 litres of Vauxhall! Geoff had the Riley flying for 4th, 5th and 6th in his three races. Graeme was puzzled by a lack of sparkle in the Mac Healey which had been running perfectly at it's last event at Winton in August - off to the dyno now he said. His results were 15th, 10th and 9th.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Shane O'Brien (100/4).	977 pts.	1.42.90, 1.43.05, 1.43.13, 1.43.13
Peter Kaiser (Sprite).	965 pts.	*1.35.32, 1.35.60, 1.35.62, 1.35.67
Peter Jackson (3000).	915 pts.	*1.28.34, 1.28.96, 1.29.10, 1.29.19
Steve Pike (100/4).	882 pts.	*1.38.11, 1.38.63, 1.39.04, 1.39.29
Brian Duffy (3000).	874 pts.	*1.28.60, 1.28.84, 1.29.59, 1.29.86
Bill Vaughan (Sprite).	812 pts.	1.45.59, 1.45.77, 1.46.65, 1.47.47

* denotes new fastest lap for member at Sandown

POINTS TOWARD AHOC ASSOCIATE CHAMPIONSHIP and 4 fastest laps

Geoff McInnes (Riley Special).	938 pts.	1.35.10, 1.35.42, 1.35.64, 1.35.72
Phil Aitken (Coad Vauxhall).	932 pts.	*1.37.67, 1.38.20, 1.38.30, 1.38.35
Tony Rogers (Porsche 911).	909 pts.	1.36.40, 1.36.59, 1.36.86, 1.37.31
Rod Vogt (MGB).	883 pts.	*1.33.96, 1.34.74, 1.35.07, 1.35.13
Graeme Marks (MacHealey).	863 pts.	1.39.09, 1.39.53, 1.40.04, 1.40.46
Hamish MacLennan (MGB).	733 pts.	1.49.10, 1.49.24, 1.49.32, 1.51.77

* denotes new fastest lap for member at Sandown

A CLOSING THOUGHT *Since light travels faster than sound, some people appear bright until you hear them speak.*

Cheers
Rod Vogt