

COMPETITION REPORT & MSCA NEWS

MARQUE SPORTS CAR ASSOCIATION (MSCA)

2014 MSCA Championship

Round 2	Sunday 16 March	*WINTON inc CAMS "Come and Try"
Round 3	Sunday 6 April	*PHILLIP ISLAND inc CAMS "Come and Try"
Round 4	Sunday 18 May	Haunted Hills Hillclimb - not for points
Round 5	Sunday 22 June	*SANDOWN
Round 6	Sunday 13 July	*PHILLIP ISLAND
Round 7	Saturday 13 Sept	*PHILLIP ISLAND
Round 8	Sunday 12 October	*SANDOWN Bathurst 1000 Day
Round 9	Sunday 23 Nov	*WINTON

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.

Events marked with * count towards the Competition Championship. Sprint and Regularity events require a basic CAMS level 2S licence only. (contact Rod Vogt)

OTHER EVENTS (*Major Victorian events highlighted*)

March 7/8/9 **VHRR Historic Races/Regularity, "Phillip Island Classic"**

The highlight of our competition year. See AHOC members competing in Group S Production Sports Car Races in Healeys, Sprites and other marques, also in Group J, K and L Sports and Racing 1940-1960 and Regularity. Go to the Victorian Historic Racing Register website www.vhrr.com for full details, entry cost, competitor lists and race times etc. As usual, we will save space inside Turn One on the main straight for members to meet with their Healeys with some tent protection from the elements if needed.

April 5/6	FOSC Wakefield Park, Goulburn NSW. Races and regularity
April 5/6	HRCC Historic Morgan Park. Warwick. Qld
April 6	Rd 2 Vic Supersprint Championship, Sandown
April 12/13	Rd 1 Vic State Circuit Racing Championship at Phillip Island including MG & Invited British racing.
April 19/20	Mallala All Historic Meeting. South Australia. Races and regularity.



February Sandown – HOT HOT HOT

Dateline Melbourne. Sunday 9 February.

Potentially the worst bushfire day since Black Saturday.

And so it turned out! A predicted top of 40 degrees.

Strong northerlies with a gusty cooler change in the afternoon.

Continued strong winds.

Nine members entered for the MSCA event at Sandown.

Not looking good!



Roger giving Club Champ Shane O'Brien more help.

Sandown Park. Gates open at 7am with 34 degrees already showing on the in-dash read-out. Blowing a gale.

Ninety two regular entrants for sprint or regularity PLUS 35 "Come and Try" entrants for the FIRST time.

Too much work for our hard working organisers, too many inexperienced drivers for the day to run smoothly, too many entrants full stop.

Booked triple garage available and open at 7am – tick.

Nine AHOC drivers present and accounted for, paperwork done, scrutineering completed with no complications – tick.

"Come and Try" competitors under control for on time start – tick, thanks to some fine work by MSCA volunteers.

All looking good and heat is surely better than wet and cold!

Thank you to David Kelly, again, for being Clerk of Course and to Terry Wade for acting as CAMS steward.

A first for a drivers' briefing was a request not to get off the bitumen if you break down. A fear of grass catching fire from hot exhausts, oil leaks etc so it is more important than clearing the track. In winter we are usually warned of getting stuck in the mud if we spin or pull off the bitumen.

So let's get started.

"Come and Try" go off for a theory lesson. Regularity is first group on the track, with a wonderful entry of five Big Healeys in a field of 15.

Rob Raverty back after missing the second half of 2013. John Goodall having a go at MSCA after driving the 100/6 in Historic Regularity, 6 Hour Relays and Classic Adelaide Targa in recent times. Cary Helenius back after not competing at all in 2013. Shane O'Brien defending his 2013

Competition Championship driving Hugh Purse's 100/4 with Hugh watching on protectively in the garage.

And Ken Sadler once again driving up from Warnambool with his usual enthusiasm.

Fifteen minutes later it is all smiles although plenty of red faces – some from the heat plus tales of a spin in turn one lap one for Shane and a near duplicate effort from Rob.

Is the strong tail wind down the main straight an excuse for arriving at the corner too fast?

Run Group 2/Sprint Group 1 goes out including Russ Baker in his PRB Clubman back from Sydney after some substantial modifications and high expectations.

Two timed laps only and then a red flag and the session is stopped. Russ did a wonderful PB 1.27 lap without being able to get fifth gear!

How quick is 1.27? Comparing apples with oranges, Peter Jackson's fastest lap in his magnificent Sa Healey is 1.28 – yes, I know age/technology/historic rules etc differ greatly, but 1.27 is very quick.

And then it all fell apart.

The red flag was for a very nasty accident which destroyed, totally, a Subaru WRX in Russell's run group. By now we had a very large group of Healey club members in our garage giving us support - so many that we left half the cars outside to give the members and drivers some much needed shelter.

Forty degrees was not far off by now, multiplied by radiated heat off concrete and bitumen and for the drivers – helmets, race suits and hot engines. Very uncomfortable and no track action for *one hour and forty minutes*.

That's motor racing, sometimes, but thankfully not often.

The driver was extricated from the car, treated trackside and a civil ambulance was called to take him to hospital (he was released on Monday afternoon suffering severe bruising).

A massive 800 metre oil spill on the racing line took 12 people to clean with oil soaker and brooms in the blistering heat. The driver of the WRX had lost control on the oil at the end of the back straight and hit the armco several times through the downhill esses – air bags, crumple zones and modern construction saved what could have been much worse.

Let's not think how a Healey or Sprite would have fared!

The hit to the armco barrier was so severe it snapped off the large securing bolts and could not be repaired.

Tyre bundles had to be transported and secured before we could restart. So a big thankyou for those who got us going again in those appalling conditions while we sat and waited in the garages.

Amazingly, the organisers led by David Kelly and Mark Rae (MSCA) and many other assistant officials managed to make up time and gave all who stayed until 5pm four sessions, albeit a bit shorter later in the afternoon.

By the end of the day, four runs was more than enough on

such a hot day but unfortunately many of our AHOC supporters had gone home by then.



Five Healeys in Regularity line ready for the start.

THE RESTART

This had some further problems for Team Healey. Bill Vaughan finally got on the track after midday and achieved only three laps (no score for the Championship unfortunately) before putting the Sprite on the trailer with overheating and an engine miss. Nothing obvious and with Phillip Island Historics not far away, Bill decided to play it safe. Russell Baker succumbed to a blown turbo gasket in his second run which melted his electricals but not before posting a new fastest lap at 1.26.41, still without 5th gear.

Seven laps only but a score for the Championship and the potential of the clubman obvious.

John Raisbeck (Escort) broke the 1.40 barrier for the first time despite the brake pedal feeling soft under hard braking.

Probably overheated brake fluid? John kept going. He was unofficially fourth in Class as I write this. He was pinged for noise but was allowed to continue – a problem to be solved.

The Vogt Sprite was just fantastic – fast, reliable and a joy to drive. With clutch problems sorted after the Winton 6 Hour this was the first serious go on the new motor and it did the job giving a class win and improving my best lap time at Sandown by more than three seconds.

A great battle with Peter Clarke in his Sprite with honours going to AHOC over AHSDC this time.

The Regularity Healeys continued to run without problems, with Shane and Rob setting new PBs.

The “Come and Try” day was a total success for the novices



Roger seeking relief from the sun with John Goodall.

with two runs with instructors and then two solo runs completed, as promised.

Initial feedback was very positive. No accidents or silliness although a couple of instructors found it a bit stressful. I am pleased that three AHOC members have already entered for “Come and Try” at Phillip Island MSCA round on 6 April and I am hoping that several North East members will enter Winton on 16 March.

MSCA ran it very well and for \$135 it is a simple and cheap way to put a toe in the water.

POINTS TOWARD AHOC COMPETITION

CHAMPIONSHIP & four fastest laps

Cary Helenius (100/6)

935 pts 2.05.74, 2.06.06, 2.06.12, 2.06.39

Shane O’Brien (100/4)

929 pts *1.39.44, 1.39.84, 1.39.87, 1.40.15

Ken Sadler (100/6)

921 pts 1.59.27, 1.59.60, 1.59.77, 2.00.06

Rod Vogt (Sprite)

908 pts *1.33.25, 1.33.54, 1.33.86, 1.34.17

Rob Raverty (3000)

878 pts *1.55.42, 1.55.66, 1.55.67, 1.56.64

John Goodall (100/6)

870 pts 1.44.85, 1.45.26, 1.45.86, 1.46.15

POINTS TOWARD AHOC ASSOCIATE

CHAMPIONSHIP & four fastest laps

John Raisbeck (Escort)

766 pts *1.38.36, 1.450.06, 1.40.37, 1.40.70

Russell Baker (PRB Clubman)

757 pts *1.26.41, 1.27.41, 1.27.85, 1.28.84

*denotes new fastest lap at Sandown for member

A closing thought – if you want the rainbow you have to put up with the rain.

Cheers – Rod Vogt
Photos courtesy Sue Raverty

MSCA Scrutineering Note

1. Helmet and Head Protection: Where a helmet of an occupant could come into contact with the safety cage structure protective padding must be applied to that contact area which complies with SFI Specification 45.1.

For each 1st Category vehicle (essentially open wheel race cars) the use of SFI specification 45.2 for the head rest is permitted. However, Open Wheelers are not permitted to compete at Sandown.

2. Body Protection: Where the body of an occupant could come into contact with the safety cage it is recommended (but not mandatory) that flame retardant padding be fitted. SFI Specification 45.1 padding is suitable.

Road Registered Cars with Safety Cages: Please note that the clauses above apply to these type of vehicles.

The padding is available from Revolution Racegear and GMP Racing Products.