

COMPETITION REPORT & MSCA NEWS

MARQUE SPORTS CAR ASSOCIATION (MSCA)

2014 MSCA Championship

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 (includes <i>Come and Try</i>)
Round 9	Sunday 23 Nov	*WINTON (includes <i>Come and Try</i>)

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*)

July 5/6th	*Porsche Club Sandown 6 Hour Relay
July 12/13th	*Historic QLD Race Meeting, Morgan Park, Warwick. Qld.
July 19/20th	*Vic State Circuit Race Series, inc MG & Invited British Sports, Sandown.
Aug 2/3rd	*Phillip Island 6 Hour Relay
Aug 9/10th	*VHRR Historic Winton (long track)

BILL VAUGHAN'S EXCELLENT ADVENTURE

Warwick, Queensland
28 April

THE SECOND event of Bill Vaughan's Queensland adventure was the Austin Healey Sprite National Challenge. This is a bi-annual gathering of Sprites from all over Australia – the equivalent of our Austin Healey National Rally. The Sprites have an interesting format where points are awarded for the full range of activities from regularity and sprints at the racetrack, a concourse and a motorkhana in the Warwick City Park, to social drives in the surrounding countryside.

The Victorians were dominant on the track and at the motorkhana but came second to the Queenslanders overall due to the larger number of local participants at the social activities.

Bill Vaughan was part of the Victorian team and performed well on the Morgan Park race track although was a little confused (or was that bemused) by the regularity rules. Bill earned the following points toward the AHOC Competition Championship with four fastest laps shown – this was for the regularity event, no times were provided for the sprint competition.

Bill Vaughan (Sprite) 941 pts 57.67, 57.84, 58.13, 58.26



Bill Vaughan at the Austin Healey Sprite National Challenge in Warwick, Queensland. Pic courtesy Doug Fielder (AHSDC).

JAGUAR CAR CLUB VICTORIA SPRINTS

Sandown, Victoria
20 April

DAMIAN MOLONEY is also a member of the Jaguar Club and often gives the Healey 100/4 an outing when they hold a Sprint meeting.

Geoff Leake often brings his 100/4 along too, although usually at the Jag Winton sprints day.

Damian Maloney (100/4) 761 pts 1.34.22, 1.35.57, 1.36.28, 1.36.61

WINTON RACEWAY SPRINT SERIES

Round 2 , Benalla, Victoria

Sunday 11 May

I WAS surprised when Jeff Gillard told me over coffee on the Aireys Inlet weekend that John Southwell had run his Sprite at this meeting – welcome to the AHOC competition championship, John.

I must admit I didn't even know you were a racer!

As for Bill and Damian above, John has earned his points by attending a meeting in his Healey where official lap times are available, even though he was the only AHOC member attending – this is the advantage of our unusual scoring system.

I picked up John's times from www.natsoft.com.au which is the source of 98% of our information and the official timing system used almost universally at race meetings, from the Albert Park GP, the V8 Supercars all the way down to club level sprints like MSCA events.

When I did download John's lap times I was even more surprised to discover that John and his Sprite are very, very quick. His 1.45.19 is right behind my best in my Bugeye where I have only recently broken through for a 1.44.85.

I feel threatened and will obviously have to find a way to go quicker OR ban John from the championship! Joking of course.

Intrigued, I rang John and he kindly gave me some info.

John built his Bugeye up from a total "rust bucket".

He did all the work himself except for engine and gearbox which were done by Simon Gardiner at Powerplay – 1275cc out to 1330cc.

My Sprite is also Simon Gardiner prepared so no wonder they are similar, except that mine is now 1440cc.

Most impressively he installed the engine/gearbox back in to the chassis etc he had built himself.

It must be well engineered and a good handling car to do those times.

I am looking forward to seeing John's Sprite because other AHOC members who HAVE seen it tell me it is immaculate, just like his beautiful big Healey.

But a well prepared car with potential still has to be driven well. How come so fast I asked?

Well it turns out John was an experienced steerer in years gone by in a Mitsubishi Lancer – a well sorted and front running rally car, ex Sydney.

John said it was great experience driving the Lancer in dirt rally competition for three years or so until it was effectively outclassed and then he decided to put it on the race track.

With a full comp license and only suspension modifications, John raced at state level events for nearly two years in the mid '80s, in mixed company that included V8s etc.

The Sprite was meant to be a quick road car but is now more of a performance toy with John's more comfortable 3000 available for the road.

Hopefully John will be free to enter the MSCA sprint meeting at Winton in November so we can see it in the flesh.

(John lives in Wangaratta and Winton is convenient).

This is a "Come and Try" day and Chris Lamrock and Geoff Sharroack have pre registered in the hope of attending.

Russ Baker's Clubman should be well sorted by then, I will definitely be there in my Sprite (not too proud to be knocked off by John, but not without a fight!), so it should be an interesting day. I will keep members informed.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

John Southwell (Sprite) 870 pts 1.45.19, 1.45.84, 1.46.12, 1.46.49

HISTORIC WINTON (short course)

Benalla, Victoria

24/25 May

The Alan Jones Trophy for the top Group Sa Production Sports Car in the feature Group S race has always been an attraction for our Big Healey racers and held by Steve Pike and Peter Jackson between them for some time.

In 2014 we only had one AHOC member competing in Group S – Peter Kaiser in his Sprite which was ineligible for the Alan Jones trophy, being a later Group Sb car.

PJ has a full calendar this year and Steve has yet to rebuild the race engine damaged at Phillip Island, and both were non-attendees.

Yours truly did not enter the MGB because of a scheduled hip replacement that ended up not happening!



John Gillett with his MG at the Winton Historics.



A 1932 Ford Special.

So I attended as a spectator which was nice for a change but not to be repeated too often.

The focus of this meeting is on veteran and vintage cars – pre 1960 really.

“Aussie Specials” are there in force and show the innovative engineering of our racing guys in the forties, fifties and sixties to be competitive against the European exotics that were imported by the few who could afford them.

The short track brings out many old race and demonstration cars we do not see at PI and Sandown where the long straights are too stressful.

What is quite amazing is the large spectator gathering with the older type of collectible car.

The car park is worth the admission price alone.

We must try to start an official club run to Winton again as this was always on our calendar and offers something quite different to the other Historic events.

The Racing?

Peter Kaiser’s weekend was over within three laps of qualifying when the Sprite lost most of its drive.

Peter was also a spectator for the rest of the weekend, not wishing to cause further damage with the problem uncertain.

At least a Healey (Sprite) from NSW took out top Sa place in the Alan Jones Trophy race.

The racing was excellent on the tight track for a good spread of car types in the nearly 30 car field.

We were left to barrack for club members Graham Marks in the Mac Healey and Phillip Aitken again driving the Coad Vauxhall Special in Group Lb Sports and Racing.



Those damn Sprites are everywhere! George Forbes’ immaculate and fast Sa Bugeye.

The Healey-engined open wheeler of Graham Marks performed very well for a second and a third and a best lap time of 1.12.53 which is a new best time since I have been keeping records since 2007.

Of course, the Mac Healey has been around for a long time – so Graham what is the best you have done on the short course?



The Mac Healey.

Phil’s weekend was a struggle with a mechanical woe, but he had his best run in the George Coad Memorial Trophy on the Sunday morning with a fine fifth place.

Nice result given that the trophy was named in honour of the builder of the car Phil was driving!

And finally I would like to mention the fine drives by Andy Lamrock, son of AHOC member Chris Lamrock.

In only his second event in his historic Formula Ford (and obviously his first time at Winton in the FF) Andy had a great weekend with 4th place twice and 6th place in the final race going over the line three wide and just missing out on 4th again.

I watched that last race with Chris on the Hill as dad proudly watched his son and the car he helped restore.

Chris looked the part in dummy grid standing beside the FF with tyre gauge in hand and a surprisingly calm demeanor.

Of course, Chris has done his fair share of racing as younger man which is a story for him to tell sometime?

POINTS TOWARD AHOC ASSOCIATE CHAMPIONSHIP and 4 fastest laps

Graham Marks (Mac Healey) 983 pts 1.12.53, 1.12.57, 1.12.67, 1.12.70

Phil Aitken (Coad Vauxhall) 873 pts 1.18.04, 1.19.15, 1.19.25, 1.19.31

A CLOSING THOUGHT

A woman has the last word in any argument.

Anything a man says after that is the beginning of a new argument.

**Cheers Rod
Pics Rod Vogt**