

COMPETITION REPORT & MSCA NEWS

MARQUE SPORTS CAR ASSOCIATION (MSCA)

2014 MSCA Championship

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|---------|-------------------|--|
| 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*)

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|--------------|---|
| Sept 6/7th | *ARDC Muscle Car Masters inc Group S Historic at Sydney Motorsport Park |
| Sept 27/28th | *HSRCA Historic meeting, Wakefield Park. Goulburn. NSW. |
| Oct 18/19 | *Winton Six Hour Relay Regularity |

MSCA

Phillip Island 13 July 2014

Only two AHOC members were keen enough to brave the depths of winter at a racetrack fronting Bass Straight where I reckon I could see a couple of icebergs floating on the horizon. Peter Kaiser ran his modern Mini Cooper S to get in some practice for the coming Phillip Island 6 Hour Relay, sensibly leaving his Sprite at home and instead sitting under a hard roof, heater on etc.

Not being as smart as Peter I ran the Sprite “sans” roof – my french is very rusty but that is supposed to mean “without” roof!

Of course I had no choice, both the Sprite and MGB are topless, neither having a soft top to erect.

Two heavy downpours pre dawn on the way to Phillip Island made washing the Sprite on Saturday afternoon a complete waste of time.

The “Come and Try” group must have been feeling apprehensive too. AHOC member Mark Keane was a late withdrawal from C & T due to a family illness but he is definitely going to enter again at a later date.

Selwyn Hall was Clerk of Course and did great job as always. The infield was totally wet and boggy leading to some tow strap recoveries, but by the end of the day all drivers were able to complete four sessions.

I ran in a pretty quick group with Porsches, Nissan 370 Zs, Lotus Elises, AHSDC president Peter Clarke in his new Sprite and Peter Kaiser and his mate Geoff Vernon in their modern Minis.

I shared a hired garage on pit straight with Peter Clarke and Peter’s two Sprites. AHSDC member Glen Coombs is



driving Peter’s original supercharged Bugeye while he builds a Honda S2000 for MSCA events.

The three blue Bugeyes looked impressive together but it was all downhill once the action started.

Our first two sessions were on a wet track following rain which fell only occasionally but always just before our runs.

Our garage position on pit lane meant that we entered dummy grid at the front of our group so Peter C and I got a reasonable run in the slippery conditions but my thought was to stay on the bitumen, be sensible and keep the powder dry for the afternoon in the hope of a dry track.

Unfortunately Peter Clarke spun exiting Turn 5 in the second session and put his immaculate Sprite backwards into the fence. Quite a bit of damage to car but not driver thankfully. After lunch the track WAS dry so my “race strategy” was working.

First in line for run three I did a nice quick warm up lap and then as I accelerated out of that fateful Turn 5, battling with a Porsche GT3 the accelerator cable broke!

Day done and dusted. One fast lap only and AHOC Championship Points gone too with an enormous points spread between that fast lap and the slower times for my next best three laps done in the wet.

I coasted to a stop out of harm's way and watched Peter Kaiser and Geoff Vernon having a nose to tail battle in their Minis.

The most exciting part of my day was the rapid tow back to the pits behind the rescue vehicle – flat out on about two meters only of tow strap. All I could see was the differential of the big Nissan!

Now I think about it, my highlight had to be having my PIT CREW of Russell Baker, Bill Metcalf and Barry Barnes fussing over me in the rain while I awaited the start of session two in the steady rain.

Russell was my umbrella girl and when the rain stopped, Bill found a chamois and kindly wiped off the excess water on the bonnet so that it would not end up on my lap as I started out at speed. Thanks boys.

Bill and Barry enjoyed a chance to see how the Come and Try day worked and I reckon Bill might be keen to have a go. So the day was not totally wasted.

Another highlight was a chance to chat to AHSDC member Glen Coombs and discover that he raced Formula Three open wheelers in the distant past at National and International level, including against an up and coming Mark Webber!

Glen still catches up with Mark when he can. He also reached the upper echelon of speedboat racing in hydroplanes. I was delighted to hear him say that he really enjoyed the chance to get back on the track in Peter Clarke's supercharged Bugeye and that he thoroughly enjoyed the camaraderie of the MSCA group. ANY chance to have FUN!

POINTS TOWARD AHOC COMPETITION
CHAMPIONSHIP and 4 fastest laps

Rod Vogt (Sprite) 0 pts 2.07.67, 2.31.56, 2.34.80, 2.36.21

All that effort for nothing !!!!!

ASSOCIATE CHAMPIONSHIP

Peter Kaiser (Mini Cooper S) 937 pts 1.58.70, 1.59.09,
1.59.27, 1.59.33

Winton Sprint Series

19 July 2014

John Southwell ran his Bugeye Sprite in the third round of the Winton Sprint Series. The Sprite was flying again, apart from a broken throttle cable at one point. Unlike me at Phillip Island, John must have had a spare cable and continued his day.

Not only was John very quick, he nailed a compact four fastest laps to score 982 points from a possible one thousand.

His best time of 1.45.71 fell just short of his best set last time at 1.45.19.

POINTS SCORED TOWARD AHOC COMPETITION
CHAMPIONSHIP and 4 fastest laps

John Southwell (Sprite) 982 pts 1.45.71, 1.45.79, 1.45.84,
1.45.89

Jaguar Club Sprints

Winton 26 July 2014

Fantastic to see Hugh Purse back on the track in his 100/4 after an enforced break during which he generously allowed Shane O'Brien to exercise the car. Don't feel too sorry for Shane folks – he got to run Hugh's Lister Jaguar instead! Hugh had a great dice with an MG in his run group and his times reflected that with a new fastest lap for Hugh at Winton of 2.00.07, more than a second quicker than before. Oh so close to 1.59's Hugh. Either Hugh has come back better with age or Shane has taught the Healey to go faster. Shane and Steve Pike both drove Hugh's Lister Jaguar, with Shane doing 3 sessions and 14 laps and a best time of 1.45.64 and Steve doing 2 sessions with a best time of 1.47.20. This is seriously quick for it's first serious event.

Shane reported that "it is a bit of a beast, you get a real workout driving it. A lightweight car, lots of horsepower and vintage race tyres all add up to a pretty interesting ride. But a hell of a lot of fun."

Damian Moloney appeared on the results driving his 100/4 and I was impressed to see a best time of 1.42.70 which was FIVE seconds quicker than his previous best. What the...!? Turns out Damian ran the company car - his late model Porsche Carrera. Geoff Leake was a spectator and dobbed you in Damian, also mentioning that you drove in your usual exciting fashion, experimenting with traction control and ABS etc on/off with plenty of sideways as well as forward momentum.

POINTS TOWARD AHOC COMPETITION
CHAMPIONSHIP and 4 fastest laps

Hugh Purse (100/4) 737 pts *2.00.07, 2.01.28, 2.01.71,
2.02.43

POINTS TOWARD ASSOCIATE CHAMPIONSHIP
and 4 fastest laps

Shane O'Brien (Lister Jag) 845 pts 1.45.64, 1.45.69, 1.45.99,
1.47.19

Damian Moloney (Porsche) 823 pts 1.42.70, 1.43.09, 1.44.32,
1.44.47

Steve Pike (Lister Jag) 547 pts 1.47.20, 1.50.16, 1.51.07,
1.51.73

* new best lap time

Phillip Island Six Hour Relay Regularity

2-3 August 2014

Great to see David Kelly back on the track even if it was just in a Triumph (his TR7V8) in a triumph team! Joking David – I don't want to be in trouble next time you are Clerk of Course at an MSCA meeting. Peter Kaiser competed in his usual team on modern Mini Coopers securing a new PB lap time and Tony Rogers was in his usual Porsche team running a new and more powerful engine which I have been told did not last the distance. Ouch!

POINTS TOWARD ASSOCIATE CHAMPIONSHIP
and 4 fastest laps

Peter Kaiser (Mini Cooper S) 924 pts *1.58.17, 1.58.71,
1.58.89, 1.58.93

David Kelly (Triumph TR7V8) 893 pts 2.07.35, 2.07.68, 2.08.10, 2.08.42

Tony Rogers (1974 Porsche 911) 856 pts 2.04.35, 2.04.98, 2.05.37, 2.05.79

* new best lap time

VHRR Historic Winton (long track)

9-10 August 2014

Group S production Sports Car Racing. Peter Jackson and Brian Duffy in their Big Healeys and Rod Vogt in the MGB certainly had some fun.

Groups Sa and Sb ran together with later model Sc cars having their own events until we were all thrown together for the 12 lap Tourist Trophy feature race on Sunday afternoon.

Brian and I paid for optional practice on the Friday – Brian to familiarize himself with the track on his once a year trip down to Winton from Sydney and I needed to redial the MGB in to the brain, not having driven it since February at Phillip Island Historics. I am certainly NOT Stirling Moss, Jim Clark, Graham Hill etc who could step from one type of racing car to another over a single weekend.

I really needed to get the Sprite out of my head and adapt back to the quite different nature and controls of the B.

Two sessions and I could look forward to Saturday morning qualifying with a bit more confidence. Brian was going “top-less” in the Green Healey 3000 – the hardtop was removed and Brian said the car did feel different. Peter Jackson arrived late on Friday afternoon with Simon Gardiner for company.

Qualifying was uneventful. PJ 3rd, Brian 7th and the MG 13th out of 21 Sa/Sb cars. The weather was fine but pretty cold for the afternoon.

Race One and as usual the start was frantic. I put my hand up and admit I find the first half a lap scary with everyone fighting for a slight advantage on cold tyres, often three wide in the first few corners with cold brakes working at less than optimum. I have asked around and PJ, Brian, Peter Kaiser etc just love the start! Anyhow, I dealt with it and settled down to race. Except that when I arrive in turn one I am confronted with a spinning Triumph TR6 that is scattering the field. Instinct kicks in and somehow I missed him, only to find Brian Duffy re-entering the track on the right from inside a cloud of dust and dirt. A self-inflicted off, with just too much pace to get around the corner Brian admits later.

So for the best part of the first lap I had the unusual pleasure of tailing Brian quite closely as the traffic sorted it self out. And then I pass Peter Jackson on lap two!!!



I guess I have to mention the Healey was tucked up inside the rear of a stationary Corvette. The Corvette had got off the gas to avoid a crossed up car and the concertina effect meant locked brakes and a touch from the white Healey. Now I spent time closely checking mirrors for the Healey storming back through the field and sure enough PJ catches me at the end of the main straight at the end of lap 4 and we go through the esses side by side. I should feel pleased that he trusts me enough to do that. It was a fantastic sight and sound to be alongside the Healey in race conditions.

At race finish, Brian Duffy is 5th, Peter Jackson recovers to 6th and I am delighted to finish 11th, just holding off the Corvette that PJ kissed. Any body contact means an automatic visit to the Driving Standards Officer where Peter is given his first ever penalty – starting from the rear of the grid for Race 2.

Race Two is 9.40 am Sunday morning. It rained heavily in Benalla just before dawn and even though the weather has cleared, the track is wet. The first two races of the morning give a slightly drying race line with damp patches, but slippery off line where you must pass if you are game. I settle on a strategy of driving on the drying race line and if someone is game to pass on the slippery side, well good luck to them. The only trouble with that plan is that despite starting 11th, I have behind me on the grid four very fast cars – the Jackson Healey with its penalty, a Corvette and TVR Tuscan with big V8s and the quickest MGB in the field.

I can picture mayhem at the start but in fact Peter and the TVR don't catch me until near the end of the first lap, although PJ again shows off by passing me hard under brakes again at the end of the first track extension straight. On the damp line! Show off! So PJ sets off in pursuit of the leaders which include Brian's Healey.

With only 21 starters Brian does not have such a great advantage and what I miss from my vantage point staring at the rear end of two Triumph TR6s and another MG is a monumental battle between the two Healeys that is only resolved when Brian attempts to re-pass Peter with just two corners to go on the last lap and runs wide. PJ 6th and Brian 9th. There is a disadvantage in sharing garages with the Healeys – when a race is over our supporters flock to the Healeys with much animation and back slapping while the MGB and I have suddenly become invisible. At least I am on the spot to hear about the great Healey racing. I finished 13th and harried the faster Triumphs until the track did have a fully dry line for the last two laps and my competitiveness early, through the corners, was lost to the power and top speed of the larger capacity Triumphs.

The 12 lap Tourist Trophy Race combined us with newer and generally faster Porsches and Alfas from Group Sc, grid positions determined by Saturday morning qualifying. So Peter started 6th, Brian 14th and I fell back to 25th. By all accounts this was one of the races of the entire weekend with close racing all the way down the field. Twelve laps is tiring and demanding on car and driver and I was pleased with the MG and myself finishing strongly, improving from 28th after a messy start to finish 21st of 35 cars. Not one moment of respite from pressure and certainly the best race I have experienced in my brief three years in Group S. An Alfa spun

right in front of me at the end of the main straight, succumbing to my pressure I would like to think, and others were getting very loose and slowing by the end.

The MG performed strongly to the end as I passed a few and held off others. A new best lap time for me in the MG capped off a great weekend.

Much closer to the front and well out of my sight, Peter finished a fine 7th and Brian 14th, also with a new fastest lap for him. They were presented with first and second Class Sa trophies by Patron of the Meeting, Bryan Thomson. Do you remember Bryan in the '60s and '70s in Touring Cars in a Mini Cooper S, an ex Beechey Mustang, a Camaro and finally in Sports Sedans in the outrageous Chev V8 powered VW Fastback with mechanicals from a F5000 open wheeler? Bryan's very first competition car was a Healey 100/4, he tried to buy a Le Mans Healey next but the deal fell through.

Regularity Shane O'Brien ran Hugh Purse's Lister Jaguar in a ridiculously large field of nearly 60 cars with enormous speed differential between the fastest and slowest cars.

We watched with heart in mouth as Shane pushed the quick Lister through the traffic with little hope of driving consistently at his target lap time. Despite this he did in fact finish 5th and 6th in events two and three which is a testament to his skills. I don't know how he managed a fastest lap in the 1.44s while negotiating so many slower cars, many of whom were obviously engrossed in their own battles with other slower cars and not watching their mirrors. Poor Hugh must have been stressing and we thank you Hugh for showing off that

magnificent car. Shane really does need to find a way to go racing, joining us in Group S preferably, because he is a wasted talent now in Level 2S Sprints and Regularity.

Thank you to our supporters – Simon Gardiner helping Peter, and Eric Rudd down from Sydney with Brian, plus Russell Baker, Jeff Gillard, John Goodall, Graham Palich, Rob Rowland, John Southwell and I saw Ken Styles in the distance. Chris Lamrock was working hard as pit crew chief for son Andrew competing in Formula Fords.

Apologies to any I have not mentioned.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Brian Duffy (3000) 956 pts 1.42.63, 1.42.75, 1.42.86, 1.43.07
Peter Jackson (3000) 922 pts 1.40.53, 1.40.66, 1.41.25, 1.41.31

POINTS TOWARD ASSOCIATE CHAMPIONSHIP and 4 fastest laps

Rod Vogt (MGB) 918 pts *1.45.21, 1.45.64, 1.45.76, 1.46.03
Shane O'Brien (Lister Jag) 815 pts *1.44.24, 1.44.61, 1.45.39, 1.46.09

A CLOSING THOUGHT from Bryan Thomson when racing the V8 Volkswagon :

***"We are only doing this for fun,
and the more we win, the funnier it gets."***

***Cheers
Rod Vogt***



SPORTS & SPECIALIST TRIMMING

Tim Ward

61 Lt Hoddle St. Richmond Vic 3121

Ph: 0414 535 072

sasttw@hotmail.com