

COMPETITION REPORT & MSCA NEWS

MARQUE SPORTS CAR ASSOCIATION (MSCA)

2014 MSCA Championship

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| 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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| Oct 18/19 | *Winton Six Hour Relay Regularity |
| Nov 4 | *Rnd 6 Vic Supersprint Championship at Sandown |
| Nov8/9 | *VHRR Historic Sandown Races |
| Nov 29/30 | *HSRCA Historic Races at Sydney Motor Sport Park |

Winton Six Hour Relay Regularity

Oct 18/19 2014

Team Healey "Side Exhaust" is participating once again in this long running event.

Trying to improve upon our third place finish in 2013 (there are 42 teams again this year) are Peter Jackson, Geoff Leake, Colin Goldsmith and Tony Rogers in big Healeys and Rod Vogt in the Bug-eye Sprite.

Simon Gardiner is registered as a reserve driver.

Team manager is Brian Froelich, again, being assisted by Paul McPherson.

Confirmed helpers for the weekend are Graham Palich, John Goodall, Trevor Smith and Russ Baker.

More helpers would be appreciated, particularly on the Sunday competition day.

Practice and lap time setting is done on Saturday and race start is 10 am Sunday with continuous action until chequered flag is waved at 4pm. Support in the garage and extra help with stopwatch/pit board timing is sought.

Contact Brian Froelich on 0407 008 628 if you can help.

I am writing the October report in mid August – I am away until mid September and would miss the magazine deadline. Rather than have no report I am going to subject you to something I have been asked to write and have been trying to write for some time and it appears next.

I include it with much trepidation because I do not want it to be interpreted as "all about Rod".

I will now press "send" and run away and hide!

Goodwood Revival here I come.

HOW DID YOUR COMPETITION SECRETARY GET INVOLVED IN MOTORSPORT?

During 2013 our previous editor, Harvey Pearce, asked me to contribute an article to the magazine – a member profile, on myself, explaining how I had reached my current position of competition secretary and racing the MGB in Historic Race events.

I tried to write something a couple of times but felt uncomfortable with the task and pressed "delete" and tried to avoid Harvey.

As I drove home from the Phillip Island MSCA event on 6 April this year I decided that I should have another try. I was filled with an enormous feeling of satisfaction and pride to have watched members Ralph Fletcher, Paul McPherson and Merv George run their Healeys in the "Come and Try" part of the day for their very first time on a race track.

Their adrenaline filled reactions were a treat to behold. I had reached my own "scaling of Everest" that afternoon by finally cracking the magical two minute lap time goal in the Sprite and I could not help but think back to my first track day and think about my own progression and the reasons why that had happened.

I decided that I should now write something – hopefully to encourage more club members to give it a try.

The following quote from Ayrton Senna sums up my experience and may encourage you to take that first step on to the track in the Healey.

"On a given day, given circumstance, you think you have a limit. And then you go for this limit and you touch this limit, and you think - OK, this is the limit. As soon as you touch this limit, something happens and you suddenly can go a little bit further."

And you now have a new, higher limit. With your mind power, your determination, your instinct, and the experience as well, you can fly very high."

A lesson for life I reckon!

I was born with the "car nut" genes. My grandfather and my father loved their cars. Pop was a blacksmith from country South Australia. He was known as a fine judge of horses and a champion horse breaker. His "hobby" was competing on the rodeo circuit on buck-jumpers! (I often think that we Healey club members would have met discussing our fine stallion or racehorse if we had been born 100 years earlier.)

I was lucky to grow up on 26 acres on the edge of Glen Waverley with my fun loving mates on neighbouring orchards. Our adventures were limitless. Fishing in the Dandenong Creek before it became a drain, tree climbing with the occasional fall, rabbit shooting, horses, cattle and tractors – Tom Sawyer and Huck Finn had nothing on us! But our passion was for the paddock cars and motor bikes.

I started driving at the age of nine in a \$10 Austin Ten – a start to my passion for British cars? You develop a lot of skills in old cars with little or no brakes, no syncro in the gearbox, vague steering and handling and learning on muddy paddocks and orchard headlands.

A few apple trees were bruised as we found and sometimes exceeded our limits. Where were our fathers when we were having so much fun?

Finally licensed I admit now that I was spoiled a little as Dad helped me finance a few quick road cars through my Uni years when I had little to live on.

My debts to him grew and when I finally started to earn – he waived most of that Third World debt! The 1970s was a wonderful time to be on the road in a performance car but a bit excessive looking back now. Even then I began to realize that the race track was the place to explore limits, not on the road.

One of my earliest memories is Dad taking me to the Albert Park GPs in the 50s. Then came Sandown Tasman races in the 60s, speedway at Brooklyn and of course I was glued to the TV for Phillip Island Armstrong 500 and subsequent Bathurst weekends (which I have never attended!).

I dreamed of emulating Beechey, Moffat and Geoghan in Touring Cars, Brock, Moffat and Johnson at Bathurst. I went to the Calder drags, hillclimbs at Templestowe and Lakeland. But family and work intervened and even when I bought my factory standard Healey 3000 in 1988 and joined the club I had the same thoughts as Merv George who wrote after the "Come and Try" day that "Jill and I bought the Healey so that we may enjoy the social activities of the club and meeting new friends and casual outings.

At no stage did I think of running my pride and joy on the race track." I let my membership lapse in 1992 because of work and family pressure, and was very close to selling the Healey in the late 1990s.

But then I started talking to Rob Rowland about "sensible" modifications to my factory standard Healey as repairs started to pop up, having watched Healeys at Historic meetings and wondering if I could do a bit of low-key track stuff in the Healey.

My path became irreversible after seeing the Healeys of Trevor Smith and John Goodall competing in Regularity at Phillip Island Historics in March 2002.

They were wonderfully patient as I returned to their cars several times to drool and ask some probably inane questions. I truly felt that I could one day do what they were doing. So I rejoined the Club in April 2002 and started making typical "Healey Factory" modifications and improvements to suspension, brakes, engine and clutch but no more than many other Healeys within the club. I did look for ultimate performance by fitting an Aston Martin style alloy fuel cap. Oh dear! Yeah, that'll work!

But all the enthusiasm and desire to compete still needs a push from which you cannot retreat.

Rob Rowland must have thought I would never start but was happy to take my money! I keenly watched Trevor Smith, David Kelly, John Goodall and others in Regularity events. I barracked for Rob Rowland, Paul Freestone, John Moore, John Mooney, Bill and Mark Ingham, Geoff Leake, Peter Williams, Steve Pike, Peter Kaiser and Brian Dermott racing against that nasty man from Sydney – Peter Jackson! Peter Kent and Rob Jamieson were our sole Historic racers in those days. Rob Rowland and Geoff and Wandy Leake were very polite and on for a brief chat between races.

Unfortunately I missed the peak of All Healey racing.

The fatal moment for me came in April 2003 when comp sec Barry Giddings told a general meeting that the AHOC had been invited to join the Jaguar Club at their driver training day at PI and that many members would be entering.

So I entered. I drove to the track. Waiting for the gates to open I thought I must have made a mistake – all the cars in the queue seemed to be on trailers. It turned out that the Sunday was an MSCA Sprint meeting and nearly everyone was double entered! Where were all the Healeys?

I could easily have turned around and fled I was feeling so nervous, but then David Kelly and Ross McKinnon, who were competing in their TR7, got out of their tow car and introduced themselves.

They suggested I park with them in the pits and kindly mentored me through the day. With no knowledge of how things ran I was in the wrong spot at the wrong time right from the start and that was just paperwork and scrutineering! Despite being an armchair expert on the PI track I reckon I failed to hit one apex in my first session.

I felt a bit numb and on my limits in every corner.

David followed me and must have been bemused by my "lines". I am proud that I stuck with it and did improve as the day progressed.

I was exhausted and exhilarated but somewhat bemused by my lack of knowledge of how things worked off the track in particular. (When I eventually became AHOC competition secretary I vowed never to forget that first experience and any member who decides to have a first track experience now is guided through that day by myself or another experienced Team Healey member to ensure that their day is maximum fun and minimum stress.)

I had to follow up, and Marque Sports Car Association events were the obvious place to start with only a basic CAMS license

required. I did an Advanced Driver Training course at Sandown in 2006 which gave some added confidence and at the same time I had become comp sec Brian Froelich's unofficial assistant and AHOC rep on the MSCA committee. At that point, AHOC participation at MSCA events had fallen to zero after a rich history of involvement.

I asked around potential competitors at the club and drew a positive response from Bill Vaughan, Ken Tame and Tim Westover and off we went to Calder for the first event for 2007.

I may not have entered on my own but now we were all committed with no backing out. Three spins in the first two sessions and I was almost mortally embarrassed in front of Rob Rowland who had come to Calder to support us. Had I found my limits already? "Slow in and fast out is best, Rod" he finally said. I am Rob, I am!

By the end of the day I was vindicated with oil leaks indicating damaged axle seals leaking oil on the rear brakes. No rear brakes – I knew it couldn't be me!

The point is – we ALL start at the BEGINNING and we need to get past that "Will I or Won't I, Will I or Won't I..." barrier that Paul McPherson alluded to in his comments on the Phillip Island "Come and Try" day.

By the end of 2007 Team Healey was back in existence with a wonderful show of support with Bill Petschack, Bill Aitken, Larry Varley, Bill Ingham, Mark Ingham and John Goodall with previous experience, plus Rob Raverty as a novice, joining us during the year at different times. You might be surprised to know that 35 different club members have competed at MSCA events at some time since 2007.



By now I was pushing and finding new limits in my road 3000 which was by no means a race car. I retired the Healey when in late 2007 I bought a race prepared Bug-eye Sprite for half the cost of the next stage of modifications required for the 3000. I had reached a point where I felt comfortable on the track – at least not out of my depth and feeling that I might be able to improve and discover new limits.

Up to this point you should be able to relate to what I have written, even picture yourselves in the same scenario.

In the Sprite, lap times fell and adrenaline rushes and satisfaction rose with every outing.

By late 2008 I was the competition secretary and perfectly happy with my level of competition which was already beyond what I had hoped for – until Peter Jackson got hold of me!

Now the limits that I thought existed pushed out continually with Peter's encouragement and support.

Brian Duffy and I started at the same time and his help is much appreciated too.

In 2009 I did six MSCA events and PJ enticed me to go interstate with him – "get serious" I think he said.

He used a combination of pressure and ego massaging that left me with little choice. So I competed in Regularity at Oran Park in Sydney for its last meeting before it became covered in houses and the next weekend we competed at Wakefield Park in Goulburn after spending a week in Sydney with Brian Duffy – feeling like I was living the life of a professional racing driver!

At Wakefield Park I entered for the Saturday sprint meeting and regularity at the All British Race meeting on the Sunday. Russell Baker and Colin Wallace came too, but when we arrived PJ announced that we could all get a one-day Wakefield race license for the Sunday after being observed at the Saturday sprints.

This was getting serious! My first standing race start had my heart bursting out of my chest but I got to turn one cleanly and raced for the first time without disgracing myself. Limits met and exceeded and the bar set higher.

In November 2009 I finally did my first Historic Sandown regularity, and three weeks later travelled to Sydney with Peter again to do regularity at the Tasman Cup Revival Historic races at Eastern Creek.

A massive boost in confidence although not much rest for the nervous system.

Regularity at the Phillip Island Historics in March 2010 brought it's own challenges – not the track which by now I new well, but the pressure from the sheer size of this international event, the large run group sizes, speed differentials and the expensive machinery entered. Probably my biggest thrill was attending the Easter 2010 Festival of Sporting Cars races at Bathurst. Surely it was beyond my limits.

I had my first look at that famous track from the passenger seat of PJ's Range Rover as we did two laps on arrival on the Thursday. The road was still open to the residents with speed restrictions and the need to stay left, so we cruised around with PJ giving me a few pointers.

I was numb and feeling a bit sick. "Skyline"? They must be joking! Two days later I was so pleased and proud that I had conquered The Mountain in my own insignificant way – well not insignificant to me.

Never one to let up, PJ asked me before my last run if I was braking for Caltex Chase at the end of the long, long main straight and was I using that extra meter of bitumen that had been laid on the left extremity of the fast right hander? The answer was YES and NO!

He said I could go quicker. So I did go through there at 7800 rpm flat and used that extra bit of width. Every part of that track pushed my limits to the extreme. Here I must thank Simon Gardiner and Mike Conway for preparing the Sprite so well and diligently and for their encouragement.

Another self imposed limit I needed to push was by joining our Winton Six Hour Relay Team.

Peter and Anne Stanley had asked me to join in 2009 but I felt

I might let the experienced team members down. I had settled for helping the team from 2003 onwards, but when John Goodall suggested a team of novices under the Healey banner I jumped at the chance.

With Graham Palich and Trevor Smith as our managers, John in his 100/6, Bill Vaughan and myself in Sprites and Peter Osbourne in his Alfa and Tony Rogers in his Porsche, I got to experience a true team event and I have run every year since. The MGB? By now I had run the Sprite, on my basic Level 2S CAMS license at all the Victorian tracks, at Oran Park, Eastern Creek, Wakefield Park and at Bathurst. Hook, line and sinker committed to this fantastic sport, I needed little encouragement now to get a full race license and join the Healeys in Group S Historic Racing. The MGB? Well it was available, it was well sorted and competitive in mid field and I could not afford a racing Big Healey!

Now I had to calm the nerves all over again with Group S racing being so hard fought, close and frantic. But by now I had more confidence that I could push my limits and progress further.

Now I run the Sprite in MSCA sprints and Six Hour Relays and race the MGB. I have continued to push and achieve goals beyond what I thought possible.

I am 63 years old and having the time of my life. I am getting quicker in both cars. I am learning to race in very competitive situations and at least hold my own. Best of all is a feeling of belonging in my new sport, earning respect from those around me. Making new friends who understand what I feel.

Winning is certainly not driving me, although I do want to feel

that I have driven as well as I can. What drives me I think is the need to challenge oneself, to feel the satisfaction, the pleasant feeling of exhilaration followed by a particular tiredness that follows adrenaline flow, to share these feelings with fellow competitors and our ex-racers who know how I feel.

How can this be? It certainly helps to be in the right place at the right time with the encouragement and support of others. I have mentioned many as helping me along the way, but must single out Bill Vaughan, Russell Baker, Rob Raverty, Leon O'Brien, Ken Sadler and Shane O'Brien for their constant support and enthusiasm at MSCA/Club level events. My thanks to Peter Jackson are obvious. Our large band of supporters also make us proud to be competing and keeping the Healey flag flying.

I know it is not just luck to have had this support because being in the right place with the right people comes to those who WANT to do something.

For me, the challenge of simply driving fast and well inspires me which is why I will always compete at MSCA level long after the racing has finished.

I try to live by my favourite saying and I encourage you to consider doing the same -

"When was the last time you did something for the first time."

***Cheers
Rod Vogt***

MSCA

Phillip Island 13 September 2014

As soon as the entry list arrived, it was very clear that we miss Rod Vogt. Despite this event being the first of Spring, we had only three AHOC entrants. We could not blame the weather, it was just perfect for motorsport - fine, clear and sunny with just enough of a chill to suit our well-tuned classic engines. Shane O'Brien in Hugh Purse's BN1, John Raisbeck in the twin-cam Ford Escort and yours truly in the green Bugeye Sprite made the trip to the Island to a well-attended meeting with a strong contingent of MGs due to its inclusion in the MGCC competition calendar.

Shane ran the BN1 in the Regularity Group with 12 others ranging from three open-wheelers to an SS Commodore and an XR Falcon utility. Although the 100/4 ran well most of the day, it lost a little water through the radiator cap and then lost a lot through a loose hose clamp. Nevertheless, Shane was his usual consistent self, finishing with a first and a second place in the two Regularity runs that he completed. Shane's best time was a PB of 2.05.75 and he showed great consistency with 7 other laps below 2 min 7 seconds!

John and I competed in a mixed Sprint Group of 25 vehicles including a super quick Nissan 370Z, two V8 Falcons, a Volvo 242GT, 12 MG's and modern Toyota, Renault and VW hot hatches. Although we did have some wide speed differentials, the cars mostly behaved properly and we all enjoyed some clear laps through the day. John's best lap of 2.07.34 was a

PB and was good enough for him to finish the day in a well-deserved third place in the 2C class (Classics 1500 -1999cc). Unfortunately, John suffered a low brake pedal late in the day and called it quits a little early. A little disappointing but not enough to spoil a great day. My own best time (2.11.49) was also a PB - but only by 0.3 seconds and on the very last lap of the day. Class 1C (Classics 0-1499cc) was very thin in the absence of some regular competitors - including Rod Vogt. This allowed me to gain my first class win in MSCA Sprints. Although we did miss you Rod, it wasn't all bad!

In spite of the cool weather, we did have some loyal and very welcome supporters. Fay Raisbeck came along to encourage John and was joined by their daughter Amber and two grandchildren. David Kisby and Paul McPherson also attended and soon had their heads and hands under the BN1 bonnet to offer help or advice.

Next event, Sandown on 12 October - Bathurst Day! Come and support us and watch the MSCA action live and Bathurst (on a big screen TV).

POINTS TOWARDS AHOC COMPETITION

Shane O'Brien (100/4) 935 pts 2.05.75, 2.06.24, 2.06.40, 2.06.40

Bill Vaughan (Sprite) 878 pts 2.11.49, 2.12.24, 2.12.61, 2.12.71

ASSOCIATE CHAMPIONSHIP

John Raisbeck (Escort) 679 pts 2.07.34, 2.08.59, 2.09.39, 2.10.55

Bill Vaughan