

COMPETITION REPORT DECEMBER 2014 and MSCA NEWS

1 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)

2015 MARQUE SPORTS CAR ASSOCIATION (MSCA) CALENDAR

This is yet to be finalized, the tentative calendar is shown below.

Round 1	Sunday Feb 1st	*Sandown (CAMS)	Confirmed
Round 2	Sat March 29th	*Phillip Island (CAMS)	to be confirmed
Round 3	Late April	*Calder (AASA)	t.b.c.
Round 4	Late May	Haunted Hills hill climb (CAMS)	t.b.c.
Round 5	Sun June 21st	*Sandown (CAMS)	booked, t.b.c.
Round 6	Mid July	DECA, Shepparton (bitumen motorkhana)	t.b.c.
Round 7	September ???	*Calder (AASA)	t.b.c.
Round 8	Sun Oct 11th	*Sandown (CAMS) - Bathurst Day	t.b.c.
Round 9	November ???	*Winton (AASA)	t.b.c.

ENTRY FORMS are available on the MSCA website www.msca.net.au . Ring Rod Vogt on 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.

OTHER EVENTS

6-8th March 2015 VHRR Historic Phillip Island Races and Regularity
At this stage the 2015 calendar is yet to be confirmed for most organizing bodies.

2 COMPETITION REPORTS

1 MSCA SANDOWN OCTOBER 12th 2014.

I entered the Sprite for this event with some misgivings because the very next weekend the Sprite and I formed part of Team Healey "Side Exhaust" at Winton 6 Hour Relay and I feared something might go wrong at Sandown and there would be little time to remedy a small problem much less a disaster. But I had not run the Sprite since early July and then it was in the wet at Phillip Island and I was done and dusted early when the throttle cable broke and my spare was sitting in the shed at home.

So with new accelerator cable fitted and fingers crossed I joined Bill Vaughan (Sprite) in the Sprint competition and the big Healeys of John Goodall, Leon O'Brien, Ken Sadler and Shane O'Brien (in Hugh Purse's 100) in the Regularity event. Beautiful weather, great company and supporters, Bathurst 1000 on the TV screen in the adjacent pit garage, what could go wrong? Alternator failure, that's what could go wrong! The achilles heel of high revving four cylinder race engines struck for the third time in three years. The first sprint run saw my blue Bug-eye sitting on top of the time sheets for my Class with a new fastest lap for me at Sandown under the belt already. Not far behind were AHSDC's Peter Clarke's Sprite, being driven for the first time by the experienced racer Glen Coombs while Peter hobbled around in a moon boot post surgery on an ankle, and the highly experienced and very quick Peter Brice/Sprite combo. Three laps in

to the second session and I was out, just 10 laps for the day but quite quick and compact times so my points toward the AHOC Championship were OK. Meanwhile Peter Brice and Glen Coombs completed four sessions and dropped me to third in class. Glen did a great job to get below 1.30 so well done Glen and Peter Clarke. Bill Vaughan ran in another group in his Bug-eye and had an amazing day by improving his best time from 1.40.91 to 1.39.47. One and a half seconds faster, first time to break the 1.40 mark, and he did five 1.39 laps just to prove it wasn't a fluke. I reckon this was the top effort of the day Bill AND you got 966 points out of the possible 1000 under our AHOC Competition scoring system. Was Bill happy - you bet he was and he nearly even showed off by actually talking about it. Meanwhile the four big Healeys were putting on quite a show in regularity. Running without problems, the battle for MSCA honors in the thirteen car field went down to the wire with Shane O'Brien first with 2987 points, Ken Sadler second with 2979, John Goodall fourth with 2975 and Leon O'Brien seventh with 2949 points, less than 40 points behind the winning score of Shane. Incredibly close and a big result for Team Healey. Not only did the Healey drivers drive well in their goal to achieve their target lap times under the MSCA rules, Shane, Leon and Ken also set new personal fastest lap times at Sandown and John's 1.43.33 fell just 0.17 seconds short of his best set way back in 2008. They were really motoring and the Healeys looked and sounded fantastic.

A summary - Prime garage on the main straight with Bathurst TV next door, a magnificent line up of Healeys/Sprites (including our AHDC friends), great weather, supporters, PB lap times smashed and everyone going home happy including me - at least the alternator failed BEFORE the 6 Hour at Winton. It would have failed at Winton and THAT would have been stressful. I have recently realized that I have unintentionally left Peter Brice (Sprite) out of the AHOC Competition Championship. Peter Who some of you may ask? Peter is primarily involved with the Sprite Club BUT he has been a financial member of AHOC Vic since 1980 and owns a BRG BN1. Peter started sprinting in his Sprite with MSCA in the mid to late 1980's and started racing in the MG series at State Rounds in the 1990's. Phillip Island lap times of 1.57's on race radials and 1.55's on slicks at the Sprites peak are impressive times for car and driver. The BN1 restoration has languished over that time while funding the racing, but Peter hopes to get the Healey finished soon as he is scaling back the racing and enjoying coming back to MSCA events again.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Shane O'Brien (100/4)	970 pts	#1.37.88, 1.38.08, 1.38.17, 1.38.18
Bill Vaughan (Sprite)	966	#1.39.47, 1.39.60, 1.39.60, 1.39.81
Rod Vogt (Sprite)	937	#1.32.18, 1.32.51, 1.32.55, 1.32.81
Ken Sadler (100/6)	913	#1.55.08, 1.55.23, 1.55.62, 1.55.95
Leon O'Brien (100/4)	886	#1.56.61, 1.57.03, 1.57.66, 1.57.75
Peter Brice (Sprite)	844	1.31.72, 1.32.34, 1.32.73, 1.33.28
John Goodall (100/6)	758	1.43.33, 1.45.08, 1.45.53, 1.45.75

new fastest lap for member

PETER BRICE scored the following points at the MSCA event at Phillip Island on 6th April

Peter Brice (Sprite)	810 pts	1.58.67, 1.59.36, 2.00..44, 2.00.57
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2 WINTON SIX HOUR RELAY OCTOBER 18/19th

Team Healey "side Exhaust" had a wonderful weekend at Winton in every way except for one small, tiny detail - we finished 24th out of the 42 teams. What, can't read that? All right then - we finished 24th out of the 42 teams. Certainly a disappointment and a bit puzzling really. Saturday is spent qualifying each team member and deciding on each driver's target lap time. After much deliberation and care the times nominated were - Simon Gardiner (Sprite) 1.44, Rod Vogt (Sprite) 1.47, Geoff Leake (100/4) 1.48, Colin Goldsmith (3000) 1.50 and Tony Rogers (100/6) 1.52. Without boring you with the scoring rules, and using Simon as the example, Simon nominated 1.44 - if Simon does a lap in 1.45.00 or slower he scores that lap; if Simon does a lap in 1.444.0000 to 1.44.9999 he gets the completed lap PLUS a bonus lap. Bonus laps are the key to winning. However, if Simon breaks his target time by going 1.43.9999 or faster he does NOT score the lap actually competed. He loses that lap, it is done for nothing, zilch, a waste of 1 minute forty three seconds, to be avoided at all costs. Get the picture. Now try to picture yourself at high speed with 41 other cars with up to 30 second lap time differential, most of these drivers on basic CAMS licences so aggressive driving is (theoretically) frowned upon and Winton is variously fast and tight/slow at different points around the track and "it aint easy."

Despite some previous history to call on, this crucial setting of target times was quite difficult this year and vexed the drivers and our sub committee of John Goodall, Trevor Smith and Graham Palich. Manager Froelich was wise to delegate because he can now claim that IF that was an area where we MAY have failed, HE had nothing to do with it! Why difficult I hear you ask as you grill us on the stand. Simon had not run his Super Sprite for over twelve months and because the fastest lap time allowable in the rules is 1.40 (exceed it once and you are black flagged and warned; exceed it again and you are disqualified) and Simon has done a 1.30 dead on slicks at Winton he had a big problem which he solved by finding a skinny set of wheels with a crappy set of worn out radials to make sure he went SLOWER. On Saturday he said it felt like a car he had never driven before!

Tony Rogers had an even bigger problem because he was driving his newly acquired Healey (for now we call it the ex Dave Dawson White Healey - just when does it become the Rogers Healey?) for the first time on a race track. Plans to have a couple of runs under the belt did not happen because a total engine build did not finish until the Friday morning of the event despite long, long hours by Simon and Mike at Powerplay. Clearly the Healey was a totally different car to Tony's yellow Porsche, a different technique required and little time to learn. What target time to set for Sunday? Tony and the big Healey ran well and without problem, a credit to driver and Simon and Mike at Powerplay. A tentative question about how the Healey felt in comparison to the Porsche brought a big smile to Tony's face - he loved the Healey and said he had so much respect for the Healey racers for muscling that big car around the tracks.

Geoff Leake was puzzled by late Saturday afternoon because the red and black 100/4 would not, could not, do better than 1.49's where he had set a target of 1.45 in 2013. His 2014 target was set at 1.48 and we all hoped that Geoff would NOT find that extra pace on Sunday and lose laps by breaking. The pace was still missing on Sunday but Geoff achieved one bonus lap and did not break. His alternator failed and brought a slightly early finish to his first session and his second session finished a bit early too with a rather nasty "banging" noise coming from the bell housing area!

Colin Goldsmith joined us again from NSW and it is always great to catch up with Colin. On Saturday he spent the 3 practice sessions getting used to Winton which he had not driven for 2 years. Long deliberation of a target time was concerned with potential improvement on the Sunday but the 1.50 was achieved just twice with no breaks.

I am trying to think of an excuse for myself and can't really. Last year I set 1.48 on the brand new motor which made the Sprite feel quite different. A broken clutch midway through the second stint so only 22 laps or so and I still managed 6 net bonus laps in 2013. This year I had done plenty of laps at Winton in MSCA and felt very comfortable with a 1.47 target. I think the sub committee was a bit nervous given that I can do 1.44's and 1.45's if I really try BUT I hoped that I could rev to 6500 instead of 7000 and brake a little earlier and easier and most importantly, consistently. Well I did break 3 times BUT two were by just .17 sec and .02 sec! A blink of an eye but, yes, a lap lost. Three bonus laps and the bottom line was zero net bonus laps. I kept looking up and kept seeing 1.48's on the pit wall timing board when I wanted 1.47's. When I checked the Natsoft official times a few days later when I my psychiatrist said I could probably cope with it I was both pleased AND dismayed to find that I had missed 7 bonus laps by less than half a second plus those two breaks by less than 0.2 second! Simon also could have had 6 more bonus laps missed by less than half a second, although his net 8 bonus laps was our best already. We just could not nail bonus laps but we were all very close. But "ifs" and "maybes" don't count. As Brian Froelich said, we didn't have bad luck but we didn't have good luck either. What is particularly puzzling is that in 2013 we staggered to the finish line with only one car running without problems, two cars out totally by the 3 hour point and we finished THIRD! Go figure!

Team Healey did the Club and the Marque proud. Despite a disappointing result I can say that the Healeys and Sprites of "Side Exhaust" stood out from the mob both on and off the track. But it was wonderful weekend in all other aspects. Constant visitors to our pit commented on how beautiful and fast our cars were. And it is clear that we are the oldest cars at the Six Hour and probably the oldest drivers too!

Thank you to Simon for working his way through a nasty dose of the flu while trying to finish Tony's engine and driving while still under the weather. Thank you to Colin Goldsmith for coming down to be part of our team with his quiet enthusiasm - a real gentleman. Thank you to Tony Rogers for having the passion to run his new big Healey and despite having been part of Team Healey in his Porsche before I sensed a real pleasure for Tony in being able to do that in the Healey. Thank you to Geoff Leake for fronting again, having missed just one year since 1994 after an accident in 2006 from which it took some time for Geoff and the Healey to recover. Brian Froelich worked as Team Manager behind the scenes for weeks dealing with paperwork and then over the 3 days making sure everything was in order. Without Brian there would be no team. Graham Palich quietly assisted Brian, using his past experience to give a back up without intruding upon Brian's space. Paul MacPherson stood up to take the assistant manager's role which is a pretty thankless task really because he is given jobs by the Event management. Paul arrived at the team motel late of Friday night after we had eaten and gone to bed, having had business in Shepparton, and beat the drivers out to the track by 7am Saturday morning to be co-opted to help with scrutineering. We don't take that for granted Paul. Mike Snelgrove stepped aside as assistant manager this year due to a bit of ill health but came up for the three days, made sure the shopping was done etc and kept up his end of the eating and drinking as best he could. Peter Jackson was too unwell to attend but he was in our thoughts all weekend and I reckon we were ALL sending him SMS progress reports and photos. His responses invariably ended with "have a drink for me" so we did our best. Graham Palich, John Goodall and Trevor Smith were the main men on pit wall timing which needs to be accurate for the drivers to have a good idea of their pace. The boys spent the 3 nights at the Team motel, at their expense of course, and insist that we entertained them adequately. Russell Baker was his usual self, hiding from the limelight

and doing ANYTHING that needed doing. This started with transporting our tents, banners, tables etc to and from the track in his race trailer. First person to greet the drivers on finishing a session was Russell with a bottle of water, helping with re-feeding checking tyre pressures, checking/fixing the cars etc. And he was happy to split the bill each night at the pub despite being that rarest of Healey animal- a non drinker. President Selwyn Hall arrived in his road Healey on Sunday with Mandy Parry-Jones as passenger so Mandy could remain on Sunday night for our post-event meal - I was going to say celebrations. Mandy and Simon stayed Sunday to remain part of the Team but had to leave at 5.30am to get to work. Little things mean a lot. Selwyn did his share on the wall, probably would have liked to do more. We appreciated the support from many other Club members and I hope that between Brian and myself we have not forgotten anyone - Garry Fittridge from Myrtleford, there all day and helped pack up at the end; Boyd Thompson over from Shepparton; John Southwell and his mate Terry from Wangaratta; Keith and Enid Nankervis, Bruce Dixon, Bob Symons and Jeff Gillard. When Geoff Leake's alternator failed, Bob drove Jeff back to Wangaratta where a friend of Jeff's quickly found and rectified the broken wire - they had gone to him because Jeff reckoned he had a shed full of alternators. Sue and Adam made it back from visiting the grandchildren just in time to see my two runs which was nice.

And by now she must be thinking I have forgotten her! Thank you Wandy Leake our Chief of Catering. Wandy fed drivers, helpers and supporters with breakfast, lunch and anything in between. Some of us did try to help with the washing up. A fridge from Shayne and Sheree Mackintosh was transported up by Russell. We ate like kings. But the surprise was the coffee machine supplied and operated by Geoff Leake who made lattes, flat whites and cappuccinos endlessly when he wasn't on the track or working on the car. The looks on the faces of other teams in adjoining garages was priceless. And they were great coffees because Geoff has done a barista course!

And congratulations to the Sprite Club Team "All Brands" for their fine third place following a win at the Phillip Island 6 Hour earlier in the year. No Sprites in their team at the moment, just keen Sprite members driving others marques - these things go in cycles. Peter Kaiser ran the modern mini as usual in Team Clubminisport for a fine third place - they ALWAYS seem to be in the placings. David Kelly has bragging rights also, his Triumph team finishing 6th with David contributing with a fine drive in the TR7 V8. At David's suggestion the remaining Healey and Triumph drivers and supporters had a pleasant meal together on the Sunday night. The British Marque members need to band together more often while we still can.

So bring on 2015 - perhaps we can field two teams if we can find enough behind-the-scenes helpers who generously give up their time so that the drivers can have their fun and sometimes, but not in 2014, glory.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Simon Gardiner (Sprite)	982 pts	1.43.72, 1.43.77, 1.43.80, 1.43.90
Rod Vogt (Sprite)	965	1.45.61, 1.45.93, 1.45.95, 1.45.96
Geoff Leake (100/4)	913	1.48.08, 1.48.67, 1.48.85, 1.48.95
Tony Rogers (100/6)	791	1.51.41, 1.52.37, 1.52.49, 1.53.50

POINTS TOWARD ASSOCIATE CHAMPIONSHIP and 4 fastest laps

David Kelly (Triumph TR8)	966 pts	1.49.64, 1.49.86, 1.49.90, 1.49.98
Peter Kaiser (Mini Cooper S)	869	1.43.78, 1.44.34, 1.45.07, 1.45.09

Apologies to our competing members for a brief report but not only did I not compete, I was not even able to attend as a spectator. Peter Kaiser in the Sprite ran very quickly and consistently in Group S races after Brian Duffy failed to make the Saturday start with engine dramas in Friday practice. Great to catch up with Eric Rudd though at our monthly meeting, Eric having come down with Brian from Sydney. Graeme Marks (Mac Healey) and Geoff McInnes in the Riley Special were flying in Group Lb Sports and Racing with Graeme just besting Geoff in each race which is a reversal of recent form. The Mac Healey was going very well with Graeme's quickest lap of 1.33.90 just shy of his best Sandown time of 1.33.60 set way back in 2002. By my records, Geoff also set his best lap time at Sandown at 1.33.70, nearly a second of improvement. In Regularity, Shane O'Brien (Hugh Purse's 100/40) ran very quickly and near his target time in each of his three events, securing a win in the third race and a trophy I hope. His best time of 1.37.88 was identical to his own record lap time set at Sandown at the MSCA event on October 12th this year - talk about consistent. Tony Rogers put the 1974 Porsche 911 back on the track for consistent results just out of the placings and Hamish MacLennan came down from Benalla with the MGB to join them.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Shane O'Brien (100/4)	977 pts	1.37.88, 1.38.06, 1.38.09, 1.38.11
Peter Kaiser (Sprite)	944	1.35.99, 1.36.29, 1.36.50, 1.36.55

POINTS TOWARD ASSOCIATE CHAMPIONSHIP and 4 fastest laps

Tony Rogers (Porsche 911)	932 pts	1.36.69, 1.37.12, 1.37.37, 1.37.37
Graeme Marks (Mac Healey)	879	1.33.99, 1.34.99, 1.35.17, 1.35.20
Hamish MacLennan (MGB)	867	1.50.40, 1.50.57, 1.51.51, 1.51.73,
Geoff McInnes (Riley Special)	771	#1.33.70, 1.34.92, 1.35.54, 1.35.99

new fastest lap for member

A CLOSING THOUGHT Life is too short to live the same day twice.

Cheers Rod Vogt