

COMPETITION REPORT & MSCA NEWS

MARQUE SPORTS CAR ASSOCIATION (MSCA)

2015 MSCA Championship

PLEASE NOTE NEW CALENDAR - different to December magazine

Round 1	Sunday Feb 1st	*Sandown inc. "Come and Try" for novices
Round 2	Saturday March 14th	*Calder Park
Round 3	Saturday April 11th	Hillclimb at Haunted Hills
Round 4	Sunday May 3rd	*Calder Park
Round 5	Sunday June 21st	*Sandown
Round 6	Sunday July 19th	Motorkhana at Laverton
Round 7	Sunday August 16th	*Winton inc "Come and Try" for novices
Round 8	Saturday Sept. 12th	*Phillip Island inc. "Come and Try"
Round 9	Saturday October 10th	*Sandown
Round 10	Sunday November 1st	*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.

2015 COMPETITION CALENDAR – MAIN EVENTS

for points scoring for championships

MARCH

Sat/Sun 6-8 Phillip Island Classic Historic races/reg www.vhrr.com

Sat 14th MSCA Calder sprints & regularity www.msca.net.au

Sun 29th Alfa Club Winton Sprints www.alfaclubvic.org.au

APRIL

Sat/Sun 11/12th Vic. Supersprint Championship Rd 2 Phillip Island www.piarc.com.au

Sat/Sun 18/19th Vic. State Circuit Race Series Phillip Island inc MG & Invited British

Sat/Sun 25/26th Mallala All Historic races and regularity www.sportingcarclubssa.org.au

MAY

Sun 3rd MSCA Calder sprints & regularity www.msca.net.au

Sat/Sun 2/3rd Festival of Sporting Cars Wakefield Park, Goulburn www.fosc.com.au

Sat/Sun 2/3rd Morgan Park Autumn Historics races and reg Warwick. manuel@qldprojects.com

Sun 9th Alfa Club Sprints, Sandown. www.alfaclubvic.org.au

Sun 10th Winton Sprints Rd 2 www.wintonraceway.com.au

Sat/Sun 16-17th Vic. State Race Series, Sandown inc MG & Invited British.

Sat/Sun 30/31st Austin 7 Club Historic Winton short course, with motorcycles www.historicwinton.org (pre-war reg only)

JUNE

Sat/Sun 6/7th Sydney Retro Speedfest, Sydney Motorsport Park. www.hsrca.org.au

Sat/Sun 6/7th Vic. Supersprint Championship Rd 3, Sandown www.ffcc.com.au

Sun 14th Alfa Club Sprints, Broadford www.alfaclubvic.org.au

Sat/Sun 13/14th Vic. Supersprint Championship Rd 4, Phillip Island www.piarc.com.au

Sun 21st MSCA Sandown sprints and reg www.msca.net.au

JULY

Sat/Sun 4/5th Historic Queensland, Morgan Park, Warwick. Qld. www.hrcc.org.au

Sat 4th Alfa Club Sprints, Phillip Is www.alfaclubvic.org.au

Sun 12th Winton Sprints Rd3 www.wintonraceway.com.au

Sun 12th Vic. Supersprint Championship Rd 5. Phillip Island. www.piarc.com.au

Sat/Sun 18/19th Vic. State Race Series, Sandown. inc MG & Invited British.

Sun 26th Jaguar Club Sprint, Winton www.jagclubvic.org.au

AUGUST

Sat/Sun 1/2nd Phillip Island 6 Hour Relay www.6hourrelay.com.au

Sun 2nd Alfa Club Sprints, Winton www.alfaclubvic.org.au

Sat/Sun 8/9th Historic Winton Festival of Speed long track races/reg www.vhrr.com.au

Sun 16th MSCA Winton sprints & reg www.msca.net.au

Sat/Sun 29/30th Historic Races, Queensland Raceway, Ipswich manuel@qldprojects.com

SEPTEMBER

Sat/Sun 5/6th ARDC Muscle Car Masters (inc Group S cars) Sydney Motorsport Park. contact to be announced

Sat 5th Winton Sprints Round 4, www.wintonraceway.com.au

Sat 5th Alfa Club Sprints, Sandown www.alfaclubvic.org.au

Sat 12th MSCA Phillip Island sprints and regularity includes "Come and Try" www.msca.net.au

Sat/Sun 19/20th Wakefield Park Historic races and regularity
www.hsrca.org.au

OCTOBER

Sat 10th MSCA Sandown sprints & reg www.msca.net.au

Sat/Sun 17/18th AROCA Winton Six Hour Relay www.
alfacubvic.org.au

Sat/Sun 24/25th Vic. State Race Series, Phillip Island inc MG
& Invited

NOVEMBER

Sun 1st MSCA Winton sprints & reg www.msca.net.au
(final MSCA event for 2015)

Tues 3rd Vic. Supersprint Championship Rd 6 Sandown

www.ffcc.com.au

Sat/Sun 7/8th Historic Sandown "Return of the Thunder"

www.vhrr.com

Sat/Sun 14/15th PIARC Sprints Phillip Island

www.piarc.com.au

END OF 2015 AHOC COMPETITION YEAR

START 2016 YEAR

Sat 28th Winton Sprints Rd 5 www.wintonraceway.com.au

Sat/Sun 28/29th "Tasman Revival" Historic Races, Sydney
Motorsport Park. www.hsrca.org.au

DECEMBER

Sat/Sun 5/6th Ken Leigh 4 Hour Enduro for HQ Holdens at
Winton (go Phil Aitken!)

Phillip Island Historic Races

March 6-8 2015

Entries have just closed and the CAMS on-line Entry website shows a total of 517 entries over all classes for what should be another great event.

Group S racing is a capacity field for Sa/Sb and the separate race for later Group Sc cars. Sa/Sb has 5 big Healeys (Peter Jackson and Steve Pike from our club, and NSW entrants Colin Goldsmith, Chris Komor moving up from regularity in his 100/4 and new Healey driver Zac Macafee in his 100/6) plus Rod Vogt in the MGB.

Two AHOC regulars are unfortunately missing – Peter Kaiser entered the Sb Sprite too late and missed out, while Brian Duffy is still rebuilding the engine in the 3000 after the Sandown Historics last November.

Many new Porsches, Shelby GTs, Corvettes and other V8s in Morgans and a TVR Tuscan which will be great for spectators. Our Healeys should be garaged together in the first shed on the right over the pedestrian bridge.

Graham Marks (Mac Healey) and Geoff McInnes (Riley Special) compete in Group Lb.

In Regularity, AHOC members are David Kelly in his 100, Bill Vaughan in his Bugeye, Steve Pike in Sam Cassells' BN2, Hamish MacLennan in the MGB, Tony Rogers in his 1974 Porsche 911 and Shane O'Brien in Hugh Purse's Lister Jaguar Knobbly.

You can also see the Healey of Frank and Tim Hook and the Healey Silverstone of Louis Raper.

In a new format, there is no Friday morning practice, just straight in to qualifying with race one in the afternoon.

A gathering of Healey members will be on show in prime position inside Turn One on the fence on **Saturday, NOT SUNDAY** as normal – to avoid the Sunday afternoon traffic leaving the circuit.

Saturday has two races for each class and is the better day because by Sunday many cars have either broken down or the interstate entrants have packed up early for the trip home.

On Sunday our members in Groups S and Lb and in regularity have only one event each in the morning – five other classes have an afternoon race and there are various rolling displays and a tribute to Jack Brabham.

So make your own way on Saturday morning (gates open at

7am) and join the Healeys inside turn one. Club tents will give some protection from the elements if they are not perfect.

So there are no surprises when you arrive the cost per head for entry is Friday \$30, Saturday \$35, Sunday \$45, three day entry is \$95, Fri/Sat \$55, Sat/Sun \$70 and entry includes free program me and free entry to the pits.

Keep checking the Victorian Historic Racing Register website www.vhrr.com for more details on drivers, classes and cars, and the race program, particular event start times for the races in which our members are involved.

It is a great weekend with a wonderful variety of cars that are fully accessible in the pit garages, with some international visitors in some magnificent cars.

EVENT REPORTS

MSCA Sandown

February 1st 2015



Andis Salins, son Axel and the Autin Healey 3000.

The MSCA season for 2015 started at Sandown on Sunday 1 February with a nearly full capacity entry of 107 cars with five sprint groups and regularity plus a "Come and Try" group (which included a current model McLaren super car!).

A record entry of nine AHOC members despite missing regulars Russ Baker (Clubman not yet repaired), Rob Raverty (engine not yet together) and Ken Sadler (getting ready to go O/S).

Russ and Rob and Sue R. came to support, a bit far for Ken from Warrnambool just to watch. Regularity had its first capacity field of 20 cars including the big Healeys of Tony

Rogers, John Goodall, Steve Pike, Leon O'Brien and first timer Andis Salins plus Club Registrar Iain McPherson in, of all things, an Alfa Sud based sports sedan and Shane O'Brien in Hugh Purse's magnificent Lister Jaguar Knobbly.



Iain McPherson's mighty looking Alfa Sud sports sedan.

Bill Vaughan and Rod Vogt ran their Sprites in the Sprint group (where real racers compete!). A magnificent display in our prime position pit garages which drew a great deal of attention from other competitors and spectators.

We invited Peter Clarke (AHSDC president) and Glen Coombs in the pale blue Bugeyes to join us.

Competing were ex AHOC President Bill Vaughan, current Sprite Club president Peter Clarke and immediate past AHSDC president Greg Corbin.

Officiating were immediate past AHOC president Selwyn Hall and current president Terry Wade as CAMS stewards and Clerk of Course was David Kelly who wears both Healey and Triumph hats.

Supporting us was president twice removed Paul MacPherson – that doesn't read write does it! You know what I mean – two presidents ago. While our top club officials support club motorsport like that it will continue to thrive under their watch. It warms the cockles of your comp secretary's heart.

A big thank you to David, Selwyn and Terry for a very well run meeting on the track and to Mark Rae and his behind the scenes helpers who give up their time to organise each event. The MSCA committee is trying hard to come up with some ideas to get new helpers on board as the same old faces cannot carry on forever.

I will mention some supporters – not game to attempt a full naming in case I miss some. But it was terrific to see Peter Jackson in the pits after a difficult six months health wise and it was a real boost for us all.

Some things old, some things new!

"Some things old" was obvious.

Bill Vaughan is old, his Sprite is old but Bill has been doing this plus Historic Regularity and 6-Hour Relays for a long, long time and like a fine bottle of red just seems to be getting better with age.

The same can be said of John Goodall and Steve Pike who have been around forever – and I want to thank them both for coming back to MSCA occasionally despite still competing at open events.

Oldest of the lot (perhaps you are older, David Kelly?) and an inspiration to us all is Leon O'Brien in his 100/4 who is a

Sandown specialist. That is, he is a Phillip Island and Winton virgin which we must correct soon.

And me? More like a bottle of vinegar that has been on the shelf too long! However my only claim to fame might be that I have done more laps in the last eight years than those afore-mentioned gentlemen.

The old brigade went well. The Sprite and I were just .03 sec off our best and I was OK with that because I knew that this would be the last run before new brakes all round and it did cross my mind at the end of the front and back Sandown straights that, even though I checked the brakes before the event, I am not much of a mechanic and did not like to think of the consequences if I had miscalculated.

You can't be a champion driver AND a great mechanic. I am NOT Jack Brabham!

A vibration in the fourth and last session turned out to be a collapsing right front wheel bearing but my second and third fastest laps for the day were my two last laps. It's OK, Sue doesn't read my report.

So a Class win to my blue Bugeye and second place to Bill Vaughan in the green Bugeye for an AHOC clean sweep. And if Bill had any issues he is keeping them to himself.

Bill just seems to run and run with no fuss. I will find something embarrassing to write about him one day, even if I have to make it up.

As an aside I was very impressed with the enthusiasm of David Kisby as one of our many supporters – he was there very early and was still there at 5pm as we loaded to go home. I thanked him for his enthusiasm but he pointed out that he had come up with Bill, in Bill's car! He couldn't go home until Bill was finished. Strangely Bill, David did fiddle under the Sprite's bonnet at about 3 o'clock. Just tuning for you I suppose?

John Goodall ran seamlessly in his 100/6 with Graham Palich and Trevor Smith as his pit crew as usual, running in company with the Roger's Healey and scored a second to Tony in the last regularity session.

Leon missed the last session after the 100/4 went off song at the end of the third run, and with no trailer he sensibly and sedately drove home early. A new head gasket and the Healey will be fine he reports.

Steve Pike gave Sam Cassells' 100/4 a good shakedown in preparation for Regularity at Phillip Island Historics in March, breaking 1min 40 seconds which is getting pretty quick for a modified road Healey. Steve scored 3rd in his third run but left early to get the Lister back to the workshop via a nice pub in South Melbourne, as you do.

"Something new?"

Tony Rogers, you are in this group. You are certainly old enough and have been around for an eternity in your yellow 1974 Porsche BUT this was only your second drive in your Big Healey.

We all watched with interest as you headed off for the first regularity run on that very wet surface – it was dry and warm at the Winton 6 Hour!

Well, Tony just took off as if he had been driving that Healey for a long time and then really nailed it in the dry second, third and fourth sessions.

Like Steve, Tony ended up in the 1.39s and drove so

consistently that he came first in ALL THREE regularity runs and will have a trophy to show for it.

A bit slower than the Porsche but Tony clearly has fallen in love with the Healey. And the sound!

We all commented that the only other Healey that made that distinctive exhaust sound belongs to one Peter Jackson.

Magnificent, intoxicating, distinctive. Now all you need is to find another 12 seconds a lap and you'll be right behind PJ!

"Something new"

Definitely was our Club Registrar and joint AHOC Club founder and first secretary Iain McPherson, not in a Healey but the wildest Team Healey car to grace our group in my time at least – his newly purchased Alfa Sud based Sports Sedan. Engine behind, driver midships (and I mean in the middle like a McLaren three seater supercar), and panels that lifted off from everywhere.

Couldn't be further removed from a Healey if he tried. Put's Phillip Aitken and his HQ Holden firmly back to second as a non-Healey associate class car.

Also "new" was Andis Salins, like Iain bypassing the "Come and Try" option and coming straight in to MSCA regularity in his basically un-modified road going six cylinder 3000.

Iain and Anders did their preparations, checked in with me on a couple of queries and came well prepared and breezed through paperwork and scrutineering easily with plenty of support and advice in the Team Healey garage.

Andis brought along his 14 year-old son Axel, Iain brought along HIS 40-something year-old son too!

Team Healey support came to the fore when a misfire was apparent early in the day for Andis and experienced heads led by Russell Baker dived under the bonnet and cured the problem. Both "new boys" were very brave to head out in the first session on a streaming wet track from heavy rain in the hour before their start.

Smiles all round and plans for more events when time permits from Iain and Andis and a sigh of relief from yours truly.

Also "new", with a stretch of the imagination, was current AHOC competition champion Shane O'Brien in Hugh Purse's magnificent Lister Jaguar Knobbly.



I hope you saw it at one of our general meetings last year. I watched it run in anger at Historic Winton long track meeting last August, and Hugh wanted to give it a shakedown at Sandown prior to regularity at Historic Phillip Island in March where it will attract a LOT of attention, and also to give Shane some much needed practice in a relatively "new" car for him. It attracted plenty in the garage at Sandown but unfortunately the chance for Shane to get to know the Lister better before PI did not happen – out after just two laps when the gear shift

broke off in Shane's hands.

I promised Shane no jokes alluding to how tense he must have been to snap that metal shaft in two!

Steve Pike built the Lister for Hugh and immediately saw that the lever, which was original, had a crack which would have failed at Phillip Island anyhow. A good thing it failed now and will be ready to go on the big stage in March.

Impressively, first time at Sandown, two timed laps only and Shane clocked a 1.35.5! @#\$%#@# - that should say, goodness, gracious me.

POINTS TOWARD AHOC

COMPETITION CHAMPIONSHIP and 4 fastest laps

Bill Vaughan (Sprite) 973pts 1.40.74, 1.40.86, 1.40.87, 1.41.01

Tony Rogers (3000) 935pts 1.39.03, 1.39.12, 1.39.60, 1.39.68

Rod Vogt (Sprite) 929pts 1.32.56, 1.32.98, 1.33.15, 1.33.27

Leon O'Brien (100/4) 918pts 2.02.93, 2.03.30, 2.03.74, 2.03.75

John Goodall (100/6) 865pts 1.44.28, 1.44.63, 1.45.50, 1.45.59

Steve Pike (100/4) 695pts 1.39.22, 1.39.86, 1.40.48, 1.42.27

Andis Salins (3000) 558pts 2.04.55, 2.06.63, 2.08.93, 2.08.97

POINTS TOWARD AHOC ASSOCIATE

CHAMPIONSHIP and 4 fastest laps

Iain McPherson (Alfa S/S) 897pts 1.55.66, 1.55.88, 1.56.66, 1.56.69

Shane O'Brien (Lister Jag) No points - two timed laps only

Follow up on MSCA Winton. November 2014.

I reported on the battle of the Vogt and Southwell Sprites at this event and graciously mentioned that despite giving John a flogging I had to admit that he had a few issues.

Wel, John has upped the sledging by sending me an outwardly pleasant email which clearly is aimed at unsettling me, AND DOING A GOOD JOB TOO!

He has now "removed rear springs, re-rolled, added extra leaf (left set had straightened out!), replaced bushes to radius arms with blue nylon (all four were shot) ... replaced electric fan (car ran hot due to no pressure in radiator-fixed water pump leak) ... added heat shields around manifolds ... replaced broken clamp to distributor (this is why engine ran flat and was breaking down at high revs). All this will probably not improve my times but will be more enjoyable to drive, hopefully less chaos at the rear end."

OF COURSE it will improve your times John. I am immediately going to check out my Sprite to see if I can come up with something, if only I knew what you were talking about and I couldn't fix it myself anyhow, unlike you! (ALL IN GOOD FUN). Looking forward to a battle at PI and Sandown some time, away from your home track at Winton where I might stand a chance.

A CLOSING THOUGHT

"I finally found an honest mechanic - he honestly doesn't know how to fix anything."

(your treading on dangerous ground - ed)

***Cheers
Rod Vogt***