

COMPETITION REPORT APRIL 2015 and MSCA NEWS

- 1 COMING EVENTS** Events marked with * count towards the Competition Championships. Sprint and Regularity events require a basic CAMS level 2S licence only. (contact Rod Vogt)

2015 MARQUE SPORTS CAR ASSOCIATION (MSCA) CALENDAR

Please note more changes to calendar

Round 3 Saturday April 11th Hillclimb at Haunted Hills (not for points)

CANCELLED Calder May 17th

Round 4 Sunday June 21st *Sandown

Round 5 NEW - Sunday July 19th Phillip Island replacing Motorkhana at Laverton

Round 6 Sunday August 16th *Winton inc "Come and Try" for novices

Round 7 Saturday Sept. 12th *Phillip Island inc. "Come and Try"

Round 8 Saturday October 3rd (new date - was 10th) *Sandown

Round 9 Sunday November 1st *Winton

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

Sat 11th April MSCA Hillclimb at Bryant Park, Morwell (not for points)

April 11/12th *Vic. Supersprint Championships Rd. 2 Phillip Island

April 25/26th *Mallala All Historic meeting, Mallala, South Australia.

May 10th *Winton Sprint series Rd 2, Winton Motor Raceway

May 30/31st * Winton Short Course Historics (run by Austin 7 Club)

2 COMPETITION REPORTS

PHILLIP ISLAND HISTORIC RACES 6/7/8th March

With three days of competition between more than 500 competitors over 10 classes of car this is the premier historic meeting in Australia, and has been shortlisted several times for International Historic Event of the Year in a prestigious overseas awards competition. Eleven AHOC members competed in two Regularity divisions, Group Sa/Sb Production Sports cars 1940-1969, Group J,K & L Sports and Racing plus Group M & O Sports and Racing 1961-1969.

I will start my report with an APOLOGY. I try to inject some humour in to my reports and give you some feeling for the experience of motorsport activity and the unique bonding that we call "Team Healey". My attempt at humour in reporting the MSCA meeting at Sandown last month has backfired on me as I rather flippantly referred to "stepping up from Regularity" and reference to "sprints where the real racers are". Well I have been quite correctly taken to task by a long time regularity driver who suggested that this can be interpreted as doing a disservice to Regularity competitors and reinforces the concept of it being "only Regularity", giving an impression that it sub standard or of a lower grade. I agree completely with my colleague that it is a different type of event that requires skill, commitment and fast driving. Having started in Regularity at MSCA and done Regularity at historic meetings I am chastened to think that I have given the wrong impressions. It is a timely reminder to me that when you put words to print you should be careful to think carefully of how those words can be interpreted.

Now, let me paint a picture of what is involved for your AHOC friends at this meeting.

ENTRIES are advertised way back in mid November. Can I commit to something then for something happening in March? If you don't want to miss out you enter AND pay up front, although a refund of most of the fee is available for good reasons and up to a certain cut off date. Peter Kaiser tried to enter the Sb Sprite in early January and missed out. The cost is climbing at greater than the inflation rate, \$650 for the three days plus \$290 for a garage/marquee spot if you do not want to play Russian roulette with the weather. Yep, up to \$940 for ALL competitors (racing entries AND Regularity) or \$650 if you camp in the open. PREPARATION is the same also whether you run a Brabham or a Healey in race events or Regularity. Get it ready early, leave nothing to chance and double check everything. There is nothing more disappointing at any event than to finish early with problems. And despite every effort, that does happen. Sometimes the car can be perfect after it's last run and in the shed and somehow develop an issue while coming down to Phillip Island on the trailer!

ARRIVAL at the track, paperwork and scrutineering etc is exactly the same as for an MSCA event, only much busier. Gates open at 12.30pm Thursday and by then there is a long queue and some frustration waiting for the green light to enter the one-way tunnel under the track and in to the pits. There is quite a crush with all trying to unload cars and tool kits from trailers in tight spaces adjacent to the garages. For those who opted not to hire a garage space there is the added stress of arriving early enough to find somewhere to set up in the free-for-all areas. You then line up with your licence and current AHOC club membership badge, get a scrutineering sheet and drivers wrist band (not for MSCA) and rush off to scrutineering. Most race vehicles are on the "Targeted Scrutineering" system which means a comprehensive going over every 12 months or 4 meetings, so you may not have the car inspected. However there is a long queue for everyone to have helmets, suits gloves etc inspected. Our Regularity competitors have the extra burden of presenting their cars for scrutineering and they really must do this on the Thursday afternoon as the first Regularity event is 9.05am on Friday morning and engines are not allowed to be started before 9am. If you want to be scrutineered early Friday morning then you need someone to TOW you up for inspection.

Finally there is a compulsory drivers briefing on Thursday afternoon where we are reminded of our responsibilities as drivers and specific administration details are spelled out. Regularity drivers have a separate briefing and safety issues and conduct are stressed as we are seeing a trend towards people running faster cars with race preparation in regularity that are not eligible to compete in the races. Our regularity competitors contend with the normal on-track stress of driving fast and smoothly but with a specific lap time target in a field of cars of often vastly different types and speed potential. In the race classes once qualifying is over we start the races with almost identical performing cars adjacent on the start line which brings it's own challenges. There are some extremely rare and valuable cars running in Regularity and it is quite daunting running beside an irreplaceable Blower Bentley, pre-war Alfa Romeo sports/racing car or a 1950's Formula One GP open wheeler. At least in Group S all the cars are really only modified production cars that can be replaced, albeit at a huge cost.

THE WEEKEND - Friday started wet and windy. Confronting conditions, made worse by the new format whereby we had no morning practice session - straight in to qualifying! This did not please the **Group S** Healey garage where Group Sa/Sb was third event. Peter Jackson had set this event as a major goal in his recovery from illness and it was fantastic to see him get there, but he is certainly not back to full health and strength and had not raced the Healey since last August at Winton. I also had not driven the MGB since that meeting and with plenty of runs in the Sprite I would have loved a chance to dial myself in to the MG and get the Sprite out of my head. Luckily they are not too dissimilar in characteristics but the thought of qualifying straight off in the fastest GroupSa/Sb field ever assembled at PI was daunting. Steve Pike also had a new race engine with a wilder cam and different engine characteristics and this was his first chance to get used to that. Colin Goldsmith had the blue 3000 down from Sydney for the first time in 2 years and Sydney new comer Zac McAfee was seeing PI for the very first time in only his

second event in his new 100/6. Nerves were jangling a bit. At least I didn't have to worry about whether to run wet weather tyres as I don't have any! The others made a last minute decision to fit "wets" and Peter Jackson qualified a fantastic 3rd, Steve Pike 8th and myself in the MGB 19th of 47 cars. Many of the V8 powered Corvettes, Shelby's and Morgans and some of the TR6's were further back in those conditions.

Come time for the 1.45pm Race One and the weather was short and sharp showery fronts rushing through at regular intervals and the entire Group S field had made the call of a dry race and tyres were changed again to suit. This did not improve my stress levels as I worried about all those V8's behind me that would start storming past the MGB to regain their rightful positions. We sat in dummy grid for 45 minutes while they cleared up carnage on the start line in the preceding race and we watched black clouds build and then dump torrential, horizontal rain on us just before we started! Peter Jackson was not daunted and managed a fine 4th place. Steve Pike got a great start but unfortunately spun off after Turn 4 on the first lap and sustained quite serious panel damage to the rear of the blue Healey when contacting the tyre barrier. Weekend over! I have never driven in worse conditions and, unlike many of my fellow racers, I do not really like the frantic first lap after the start - now it was happening in blinding spray on a very wet track. The first two or three runs down the main straight were at full speed in a total wall of white. Adjacent cars were barely visible and braking for Turn One happened when the vague shape in front showed a red brake light! I was amazed to improve to 16th, unscathed. Saturday dawned fine, dry and cool and Race 2 in the morning saw Peter Jackson battling for second place with a Shelby on the penultimate lap only to spin on a massive oil dump in Turn 5 trying to avoid the Shelby which was losing control on the oil. Stuck for a while on the wet grass, Peter recovered to finish 16th. I dropped to a PB (in the dry) of 21st as a number of Corvettes and TR6's worked their way past the MGB, usually in very close quarters at the end of the main straight. Having passed me there, it was interesting to see how competitive the MG was through the corners and difficult sections like Lukey Heights, hanging on close behind until the big horsepower cars pulled away effortlessly on the straights.

The afternoon race was more of the same for the MG although by now most of the bigger cars were starting in front. This was my best race in terms of lap times and close racing. Much frantic passing, dicing and re-passing and all that effort had me still 21st and just in the front half of the field. Meanwhile, Peter Jackson started 16th, carved his way forward and was about 7th mid way through lap one only to have a minor braking incident in the very tight MG Corner and suffer bent steering. Weekend over for Peter and probably a blessing because he really was tired and the 10 lapper on Sunday was a big ask. An amazing effort from Peter and it was fantastic to see the steady stream of Club members, fellow competitors and many other people come by the garage to speak to PJ on his courageous return

Last AHOC member standing, and ONLY in an MG, my high hopes for some fun in the morning 10 lap longer race were dashed on lap 2 when the motor went off song down the main straight after a very good start and then started to make some rather horrible noises. Shut down and pushed back to the garage I can only describe the problem as a couple of guys inside the engine loudly playing drums! An expensive weekend just became a LOT more expensive.

Colin Goldsmith circulated steadily in the second half of the field showing the blue Healey off nicely and going home in one piece which is a bonus. Zac McAfee also shared our garage and it was a pleasure to spend time with Zac and his father Geoff. First time at PI and Zac tackled the difficult circuit sensibly and posted a very good 2 min 4 sec lap time in the Sunday race. Zac met a number of our members, is a friendly and outgoing bloke and I hope we adopt him as an honorary Victorian when he ventures South in the future. But if he gets any quicker we will have to stop giving him pointers on how to tackle the Victorian race tracks!

Regularity Division 2 had Tony Roger (Porsche 911), Shane O'Brien (Hugh Purse's Lister Jaguar Knobbly) and ex NSW Healey owner Peter Osbourne (Alfa Romeo) starting in their first event on Friday morning in the same difficult conditions. The wet track times were of little use in

setting the target times for the afternoon event. Luckily they got a dry run for the rest of the weekend and were able to adjust their target lap times for each run. Shane O'Brien did not get off to a good start when a tactical decision to tow the Lister to dummy grid early (no engines before 9am) backfired when the Lister would not start and Shane missed the first run. The Lister was checked over Thursday evening and ready to go but heavy rain overnight had entered the engine bay via the louvered bonnet and filled the spark plug wells with water! A clutch adjustment issue later, first time at P.I. in the Lister and difficulty setting target times meant that Shane was not featuring in the event top ten as usual. However he did post a very fast lap time of on Sunday - oh so close to breaking the magic 2 minute mark at 2.00.80. Tony Rogers in the 1974 Porsche and Peter Osbourne in the Alfa are very experienced Regularity competitors and placed consistently in the top half of the near 50 car field. Shane's 2.00.80, Tony's fastest lap at 2.05.14 and Ozzies' best at 2.03.86 are seriously quick. Tony and Oz had great "races" all weekend and had fun with the very quick 356 Porsche of Stewart Webster. Although fastest laps is not part of the scoring system, they were right up there with the quickest. John Bowe competed in a Corvette and nominated 1.45. Another Porsche nominated 1.57. Serious stuff indeed.

Regularity Division 1 included AHOC members David Kelly (100/4), Bill Vaughan (Sprite), Steve Pike (Sam Cassels' 100) and Hamish MacLennan (MGB) in another capacity field of nearly 50 cars. They started at midday on Friday between showers on a damp rather than wet track and then got in to stride for the rest of the weekend in good conditions with lap times gradually falling and appropriate target times adjusted. Bill Vaughan was the standout here, earning a first and a second in events one and three with a 19th in run 2 when he couldn't resist passing a couple of slower cars and breaking his nominated time by 4 seconds! A 5th place in the last run (Tim Hook finished 1st in his 100/4) was a fine result for the weekend with 2 trophies to take home. Steve Pike ran steadily with mid field results, keeping Sam's Healey pristine and finishing with a good 4th place in the last event. In the 3rd run Steve let it rip with 2 pretty quick laps at 2.09/2.10 to be penalized for breaking his target time of 2.14. I have not caught up with Hamish MacLennan since the weekend but Hamish ran well in the MGB except for a DNF in the 3rd run. Our final AHOC competitor was David Kelly who was very unlucky, becoming unwell on Saturday and after struggling later in the day spent Sunday in bed and drove home not feeling well at all. So it is not just mechanical woes that can spoil a weekend. When you look at the points score toward the AHOC Competition Championship below, realise that David had very few laps in which to post a score.

Group J,K & L Sports and Racing 1941-1960 Graeme Marks in the MacHealey and Geoff McInnes in the 2500cc Riley Special always enjoy a great battle in Group Lb. I asked our competitors for a brief report for the magazine and Geoff kindly responded - "The Riley went very well, no problems encountered with the car. Ran all weekend in the top half dozen (*first or second in class!* - Rod) and had some great dices with Graeme Raper in the Ford V8 Monoskate. In the last race Paddins Dowling in ERA 10B (*overseas visitor* - Rod) dropped back behind us for a short time and it is very impressive to see both the handling and speed as he re-passed us and went back toward the front, with Paddins sitting in his leather lounge chair without seat belt or roll bar. For me the thrill of being on the track with historic race cars of that nature is an absolute privilege and is what racing Historics is all about."

After finishing the first two races in 10th position outright, Graeme Marks enlivened his weekend by having high speed "off's" at Turn One in Race Three on the first lap and over the top of Lukey Heights in Race Four. Can't choose more frightening places than those! He must have been trying very hard on the dry track! Of course these put him down the field and he was always playing catch up after that.

Group M & O Sports and Racing Peter Williams has now started racing his Green/Gold 1966 Brabham BT21A. I understand that Peter purchased this 1591cc Brabham in the United States in about 1990 but regulations prohibited it leaving the country and it was displayed in a

museum until a couple of years ago when the rules changed and Peter was able to import the car. He rebuilt the Brabham in preparation for competition in Australia and ran at Sandown last November and Eastern Creek in late November. I was unaware of this, but Peter is now in our Associate Competition Championship. Newer members do not know Peter but he joined the Club soon after it was established and admits he has never been a very visible member. Peter rallied (dirt!) a 100/4 early on and later restored and ran a beautiful green/white hard top six cylinder Healey, very much like John Chatham's Healey and registered DD301 here in Victoria. I first met Peter when he was in Team Healey in Winton 6 Hour Relay events, running for the last time in 2008. Peter also took DD301 to Bathurst and other circuit events but now it leads a relative life of leisure after a freshen up. He did mention a desire to organize a quickish rally type social run in the High Country sometime - I am first in line, no pushing please. Peter did not arrive until Saturday morning after a last minute decision to change gear box ratios on Thursday led to dramas. Arriving in bits, a Brabham guru used a certain amount of brute force on the 'box and Peter was up and running. Starting from the back after missing qualifying and Race One, Peter moved gradually up through the field, getting used to the Brabham on the PI track and enjoying every minute of the experience. So there it is. A great variety of cars run by your Healey mates, but not all in Healeys. A sign of the times I guess. Mixed fortunes but plenty of effort in races and regularity. Thank you to our supporters who graced Turn One and dropped by to say hello in the pits. Your support is much appreciated.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Bill Vaughan (Sprite)	930 pts		2.13.02, 2.13.10, 2.13.36, 2.13.72
Steve Pike (100/4)	814		2.09.48, 2.09.88, 2.10.99, 2.11.34
David Kelly (100/4)	513		2.19.05, 2.22.38, 2.23.91, 2.24.12
Peter Jackson (3000)	zero	##	1.59.51, 1.59.82, 2.03.07, 2.09.69
Steve Pike (3000)	zero	##	2.19.05, 2.22.89, 2.27.95, 2.37.66

POINTS TOWARD ASSOCIATE CHAMPIONSHIP (non Healeys) and 4 fastest laps

Tony Rogers (Porsche)	918 pts		2.05.14, 2.05.20, 2.05.87, 2.05.96
Peter Williams (Brabham)	901		1.59.49, 2.00.08, 2.00.11, 2.00.48
Geoff McInnes (Riley Spcl)	891		2.01.40, 2.01.86, 2.02.30, 2.02.42
Hamish MacLennan (MGB)	843		2.31.04, 2.31.95, 2.32.35, 2.32.61
Graeme Marks (MacHealey)	798		2.03.95, 2.05.08, 2.05.54, 2.05.97
Rod Vogt (MGB)	767		2.02.28, 2.03.22, 2.04.48, 2.04.61

Peter Jackson did 10 laps in the wet on Friday and only 3 fast laps in race 2 in the dry (plus standing start lap and lap with a spin) plus one standing start lap only in the dry in race 3 before retiring - the wet laps did not feature in his 4 fastest laps of course and the gap between his 4 fastest laps was 1018 seconds which would be a minus 18 if I was really cruel (joking, joking!) Steve Pike did only 5 laps in total, in the wet qualifying and had the same problem. One of the rare occasions that the scoring system does not adequately reward effort.

CATCHING UP WITH PAST EVENTS

As mentioned, **Peter Williams** competed at Eastern Creek (Sydney Motorsport Park) in the Tasman Trophy Historic event which was the first eligible round of our 2015 competition year and scored the following points in the ASSOCIATE CHAMPIONSHIP with 4 fastest laps shown-
 Peter Williams (Brabham) 840 pts 1.52.31, 1.53.02, 1.53.71, 1.53.91

Then **Phillip Aitken** got the HQ Holden out of the shed to compete in the Ken Leigh Memorial 4 Hour HQ Enduro at Winton on December 6/7th. I know little more than that he and his co-driver finished 17th in a very wet race. His POINTS TOWARD the ASSOCIATE CHAMPIONSHIP are-
Phillip Aitken (HQ Holden) 957pts 1.49.34, 1.49.51, 1.49.52, 1.49.77

Finally I discovered when scanning the Natsoft race results website that **Hamish MacLennan** took the MGB to Wakefield Park and ran Regularity at the HSRCA Historic meeting on 21st/22nd of February. No details but POINTS TOWARD the ASSOCIATE CHAMPIONSHIP were
Hamish MacLennan (MGB) 854 pts 1.33.71, 1.33.73, 1.35.00, 1.35.17

So plenty of track activities from our members lately. There is an understandable growing trend away from using the big Healeys unfortunately but let's celebrate our member's enthusiasm in whatever they are driving.

OTHER NEWS

1 Group S Racing Association trophy presentations were made at Phillip Island for the 2014 season, with success for our AHOC members in big Healeys :

Goldfields Cup (Vic) Group Sa 1st - Brian Duffy 2nd - Peter Jackson
Catalina Cup (NSW) Group Sa 1st - Brian Duffy 3rd - Peter Jackson

2 No Healeys at the Formula One GP at Albert Park but we were represented by Hugh Purse and his Lister Jaguar Knobbly doing fast historic demonstration laps (racing?) with Steve Pike driving Thursday and Friday and Shane O'Brien having a great dice with a Bizzarini on Saturday. Hugh went out with Shane on Sunday, race day, and "Shane frightened the living daylights out of me" Hugh reported.

A CLOSING THOUGHT

**I believe that everything happens for a reason.
Usually the reason is that somebody screwed up.**

Cheers
Rod Vogt