

## COMPETITION REPORT AUGUST 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

Round 6 Sunday August 16th \*Winton inc "Come and Try"  
Round 7 Saturday Sept. 12th \*Phillip Island inc. "Come and Try"  
Round 8 Saturday October 3rd \*Sandown  
Round 9 Sunday November 1st \*Winton inc optional motorkhana  
ENTRY FORMS are available on the MSCA website [www.msca.net.au](http://www.msca.net.au) . Ring Rod Vogt on 0408 395 240 or email [competition-MSCA@healeyvic.com.au](mailto: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 MAIN EVENTS with points counting toward Championships

#### AUGUST

1/2nd Phillip Island 6 Hour Relay. [www.6hourrelay.com.au](http://www.6hourrelay.com.au)  
Sun 2nd Alfa Club Sprints, Winton [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)  
**8/9th** *Historic Winton Festival of Speed long track races/reg* [www.vhrr.com.au](http://www.vhrr.com.au)

29/30th Historic Races, Queensland Raceway, Ipswich. [manuel@qldprojects.com](mailto:manuel@qldprojects.com)

#### SEPTEMBER

5/6th ARDC Muscle Car Masters (inc Gr. S historic sports cars)  
Sydney Motorsport Park. contact to be announced  
Sat 5th Winton Sprint Series Round 4, [www.wintonraceway.com.au](http://www.wintonraceway.com.au)  
Sat 5th Alfa Club Sprints, Sandown [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)  
19/20th Wakefield Park Historic races and regularity [www.hsrca.org.au](http://www.hsrca.org.au)

#### OCTOBER

Sat 3rd MSCA Sandown sprints and regularity [www.msca.net.au](http://www.msca.net.au)  
**17/18th** *AROCA Winton Six Hour Relay* [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au)  
24/25th Vic. State Race Series, Phillip Island inc MG & Invited

#### NOVEMBER

Sun 1st MSCA Winton sprints and regularity [www.msca.net.au](http://www.msca.net.au)  
(final MSCA event for 2015)  
Tues 3rd Vic. Supersprint Championship Rd 6 Sandown. [www.ffcc.com.au](http://www.ffcc.com.au)  
**7/8th** *Historic Sandown "Return of the Thunder"* [www.vhrr.com](http://www.vhrr.com)  
14/15th PIARC Sprints Phillip Island [www.piarc.com.au](http://www.piarc.com.au)

### END OF 2015 AHOC COMPETITION YEAR/START 2016 YEAR

Sat 28th Winton Sprint Series Rd 5 [www.wintonraceway.com.au](http://www.wintonraceway.com.au)  
28/29th "Tasman Revival" Historic Races, Sydney Motorsport Park. [www.hsrca.org.au](http://www.hsrca.org.au)

#### DECEMBER

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

**Winton Historic Race Meeting (long Track) run by the Victorian Historic Racing Register, August 8/9th** - entries are still open as this report is written, so I am uncertain of AHOC members' participation. Go to [www.vhrr.com](http://www.vhrr.com) closer to the date for details of entries, schedules

etc. Expect to see our members in Group S Production Sports Cars (Brian Duffy and Peter Kaiser likely entries - the Vogt MGB is still not running. I am trying to borrow money for the engine rebuild from a pessimist because they don't expect it back!), Group Lb Sports and Racing (Phillip Aitken, Geoff McInnes and Graham Marks potentially running), Group M&O Sports and Racing (Peter Jackson having his first event in his Brabham BT29 and Peter Williams in his Brabham possibly running) and the Regularity event. No organised run to Winton planned. Make your own way and look for fellow Healeys in the car park.

## 2 EVENT REPORTS

***The Alfa Club Sprint event at the State Motorcycle Complex at Broadford on July 14th saw Iain McPherson*** having just his second run in his recently acquired Alfa Romeo based sports car. Typically understated, Iain said he ran quite well, enjoyed the track and improved his times as the day progressed. I think Iain is the first AHOC member to compete at Broadford. The Alfa Club runs there at least once annually. The MSCA have plans to run an event there at some time in the future as an alternative to Calder which in its present run down state is not high on our priorities.

Purchased in 1975, the land and tracks are dedicated to Motor cycle racing, on dirt and on bitumen tracks. The bitumen track is fairly new and car use is limited with restrictions re track numbers in the run groups due to the narrow width of the bitumen which is designed for motorcycles. On Iain's sprint day the Alfa Club ran groups of 10 to 14 cars. With entries of 100 or more cars for typical MSCA events this poses some logistical problems for our organizers.

POINTS TOWARD AHOC ASSOCIATE CHAMPIONSHIP and 4 fastest laps

Iain McPherson (Alfa Special)            831 pts            1.20.57, 1.22.06, 1.22.21, 1.22.26

### ***MSCA SANDOWN 21st June 2015.***

Eight AHOC members enjoyed a great day at Sandown with perfect sunny, still but cold conditions and a very well run meeting with a record total entry of 140 sprint/regularity cars plus a "Come and Try" group. We were very lucky with the weather but the cold track left us all just a little short of our best times. The MG Car Club used this MSCA round as a round of their Club Championships so numbers were up by about 25 MG's with about 20 of these not being regulars. We are seeing growing support for the efficiently run MSCA events albeit in more modern cars. Not so long ago the numbers were falling and fears were held for the long term viability of the Association. Regular entries are now flowing through from the "Come and Try" concept and Facebook and other communication efforts are paying dividends. With the older marque clubs - Healey, Sprite, Triumph, Jaguar, MG, Fiat etc - suffering from ageing membership and increasing values of their cars and reduced interest in track activities we need to realistically accept that if our remaining competitors want to compete on the track with our older cars the MSCA needs the financial support of entries from younger drivers with their more modern cars. Besides, it can be quite satisfying to beat a "modern" in our "oldies" and generate respect from the younger drivers.

That interest and respect was certainly provided by a great display of 5 of our best Healeys running together in the ***Regularity*** group. Rob Raverty and Tony Rogers in their Sixes battled hard against the Fours of David Kelly, Leon O'Brien and Shane O'Brien in Hugh Purse's Healey. They managed to get on to the track pretty much together in each Regularity session and looked and sounded so much better than the modern cars - or am I just biased? Aiming to achieve nominated lap times is the goal in regularity, but that didn't stop the boys trying fairly hard for bragging rights. Shane and Tony ran hard and close with the O'Brien/Purse 100 just 0.2 seconds quicker than the Roger's Six. As Tony comes to grips with his new Healey and gets the

Porsche handling out of his head I suspect this might change? Leon O'Brien came very close to his best ever lap time at Sandown and he and Rob Raverty ran close together in each session as Rob struggled with a slight top end misfire in the newly modified six cylinder, allowing Leon's Four to just pip Rob's Six for bragging rights (and I bet Leon will let Rob know too!). Meanwhile David Kelly had a rare opportunity to enjoy the Team Healey garage at an MSCA event because he is so often acting as our Clerk of Course. You could see his enjoyment as he split the times of the other Healeys but had to put up with the unexpected arrival of Roger the goat who insisted on sitting in David's passenger seat and giving his usual unwanted advice, never having had a previous opportunity to annoy David. Well that would have fallen on deaf ears as David has been competing in his red and black Four for many years and there is nothing Roger could have taught him about driving the Healey. The MSCA regularity competition was won by Shane O'Brien with a trophy to pick up next event. There were 14 competitors and Leon came 6th, Rob 7th, David 8th (great battle boys) and Tony Rogers 12th after setting a rather optimistic lap time target and coming up a bit short. He did drive very consistently in his 3rd session with all 5 laps within half a second in the 1.42's but slower than his nominated time.

Representing AHOC in the **Sprints** were Peter Kaiser in his modern Mini, Russell Baker finally back on the track in his turbo PRB Clubman and Rod Vogt in the blue Bug-eye. Peter gave the Mini some exercise with his good friend Geoff Vernon in his similar car, being team mates in 6 Hour relays and probably preparing for upcoming relays.

Russell and I ran in the same sprint group and after nearly two years of mechanical woes, noise bans and a couple of panel damage setbacks Elaine and I convinced Russell to take it easy and make sure he had a trouble free day. I imagine he was gritting his teeth in frustration in Run One as he stayed behind the Sprite for the full session, but came in all smiles. After that I didn't see him for dust, blowing me off down the straight and off chasing other clubmans and Loti (is that the plural of Lotuses?) Elise and Exige models. A very fast group and a lot of fun. For our fourth run they combined dwindling run group numbers and Russ and I found ourselves running with the MG group, many of whom were quite slow. A lot of fun passing them at quite a big speed differential, always conscious that we were not seen to be "racing". At least I could still see Russell not too far up in front in the heavy traffic. With run group density up from 20 to 26 with special permission from CAMS for this one meeting there were few chances for a clear run and no chance of improving on previous best lap times. However we both finished second in our respective classes, the Bugeye being pipped by just a few tenths by the Peter Clarke light - weight Sprite driven again that day by ex Formula 3 driver and Sprite Club member Glen Coombs (I will keep mentioning that every time he wins). Peter returned from an overseas holiday that morning. I wish he had run in his jet lagged state to give me a chance of a win. So well done to Russell for going home in one piece, improving his times as the day progressed to finish at an impressive 1.27.47 with a lot more to come. But gradually please Russ!

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys, with 4 fastest laps

Shane O'Brien (100/4)	934 pts	1.38.45, 1.38.62, 1.39.11, 1.39.11
Rod Vogt (Sprite)	878	1.32.49, 1.32.71, 1.33.64, 1.33.71
Rob Raverty (3000)	834	1.58.26, 1.59.56, 1.59.59, 1.59.92
Tony Rogers (3000)	826	1.38.61, 1.40.06, 1.40.22, 1.40.35
David Kelly (100/4)	744	1.48.94, 1.49.91, 1.51.27, 1.51.50
Leon O'Brien (100/4)	706	1.57.19, 1.58.51, 1.59.16, 2.00.13

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for non Healey cars with 4 fastest laps

Peter Kaiser (Mini)	954 pts	1.31.29, 1.31.57, 1.31.75, 1.31.75
Russell Baker (PRB)	884	1.27.47, 1.27.95, 1.28.29, 1.28.63

***Geoff Leake and Damian Moloney competed at Wakefield Park, Goulburn in their 100/4's in two events over the weekend of June 27/28th.***

On the Saturday the New South Wales Austin Healey Club ran their allocated round of the NSW CSCA Supersprint Championship - the equivalent of the Victorian Marque Sports Car Association competition. Many Victorian AHOC members have attended this meeting in the past, given the chance to run at Wakefield plus an opportunity to socialize with our NSW Healey friends. Geoff is no stranger to Wakefield Park and soon settled in to his stride posting 49th fastest time of the day at 1.14.85 in a field of 107 which was dominated by modern sports cars as usual. I don't believe Damian has run the Healey at Goulburn before - certainly not in my records since becoming Comp. Sec. in 2008 - and finished 57th just one second behind Geoff. They have quite a complicated class system in CSCA Competition and Geoff came second and Damian third in Marque C 2001-3000cc class, ahead of the NSW Healeys of Colin Goldsmith and Zac McAfee in their Group S racers, another second behind Damian in the 1.16's. Further back were John Dowsett, Chris Komor and Patrick Townsend in less modified Healeys. Cameron Sell did just one session in the Sell family Healey Silverstone- mechanical problems possibly?

POINTS TOWARD COMPETITION CHAMPIONSHIP for HEALEYS and 4 fastest laps:

Geoff Leake (100/4)	914 pts	1.14.86, 1.15.45, 1.15.63, 1.15.72
Damian Moloney (100/4)	722	1.15.87, 1.16.83, 1.18.22, 1.18.65

Then on the Sunday the Wakefield Park management run the annual All British/MRA race meeting. My very first taste of racing was at this weekend back in 2008, in the Sprite, when I was given a one day Wakefield race license after being observed to be competent in the Saturday sprints. I had so much fun I was hooked from that point onwards. Only the Victorian Healeys of Geoff and Damian raced on the Sunday in a mixed field of 17 cars in the All British/Mini races. They were up against modern and classic Minis, Spridgets, four Triumph TR8's, an MGB and a Triumph Dolomite Sprint. Geoff managed 11th, 7th and 10th in his three races and improved his fastest lap time from Saturday to a 1.13.69 which is just 0.4 second off his best Wakefield time sec way back in 2008. That is good form ahead of Geoff being part of our Winton 6 Hour team in mid October. Damian was bit off the pace of his Saturday sprint times - he is a known hard racer so I can only assume there might have been mechanical issues as he was consistently 4 seconds slower.

POINTS TOWARD COMPETITION CHAMPIONSHIP for HEALEYS and 4 fastest laps

Damian Moloney (100/4)	917 pts	1.19.15, 1.19.91, 1.19.94, 1.19.98
Geoff Leake (100/4)	889	1.13.69, 1.14.03, 1.14.74, 1.14.80

A CLOSING THOUGHT      If every thing seems to be going well you have obviously overlooked something.

Cheers  
Rod Vogt