

COMPETITION REPORT OCTOBER 2015 and MSCA NEWS

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 8 **Sunday October 4th** *Sandown - note new date (*I incorrectly had Sat 3rd!*)

Round 9 Sunday November 1st *Winton inc. optional motorkhana

If you wish to enter for the first time ring Rod Vogt on 0408 395 240 or email competition-msca@healeyvic.com.au and you will be assisted. Spectators are encouraged. Entry is free and you are welcome in our pit garage. Competition starts at approximately 9 am.

MSCA NEWS

A joint MSCA/CAMS "COME AND TRY" day is planned for Saturday 12th December at Phillip Island Race Track. Just a day for potential newcomers - no sprints or regularity. Information sessions, track time with experienced instructors and track time solo. Trade stands, Car Club displays and guest appearance by Cameron McConville, ex V8 Supercar driver amongst other skills. A great chance to have a go to see if you might like to do more club level activities with Team Healey.

Social members please note - the organizers have asked the AHOC, as a member club of the Marque Sports Car Association, to put on a Club display of our Healeys on the day.

OTHER MAIN EVENTS with points counting toward Championships

OCTOBER

Sun 4th *MSCA Sandown sprints and regularity www.msca.net.au

17/18th ***AROCA Winton TEN Hour Relay** 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
(final MSCA event for 2015)

Tues 3rd Vic. Supersprint Championship Rd 6 Sandown. www.ffcc.com.au

7/8th **Historic Sandown "Return of the Thunder"** www.vhrr.com

END OF 2015 AHOC COMPETITION YEAR/START 2016 YEAR

Sat 28th Winton Sprint Series Rd 5 www.wintonraceway.com.au

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

DECEMBER

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

AROCA Winton TEN Hour Relay event on October 17th/18th

The Winton 6 Hour Relay in October is the Winton 10 Hour Relay in 2015 to recognize the 10th running of the event by the Alfa Romeo Club. Instead of practising all day Saturday and having plenty of time to set our individual target lap times, this year we have about 3 hours in the morning for scrutineering and practice and submitting our times and then at 2pm the flag falls and off we go until 6pm when the first chequered flag comes down. On Sunday we continue, starting at 10am and running for 6 more hours until the 4pm finish with 45 teams on the track at all times, so plenty of action to watch. The 2015 Team Healey "Side Exhaust" is the Big Healeys of Peter Jackson, Geoff Leake and Tony Rogers plus the little Healeys of Rod Vogt, Mandy Parry-Jones and John Southwell. Of course it is all about lapping at your target times and achieving bonus laps etc under a fairly complicated scoring system. Our champion drivers are

quite confident that Team Manager Brian Froelich, Assistant Manager Paul McPherson and senior helpers Graham Palich, John Goodall and Trevor Smith will be all over that problem! We just do what we are told.

ALL MEMBERS ARE INVITED TO ATTEND and all help is appreciated - on the Sunday in particular. We always want to break in new helpers to the jobs required as the same old crew will not be available forever. You will NOT be overworked or overtaxed. Contact Rod Vogt (contact details at start of this report) if you think you might attend on either day.

EVENT REPORTS

WINTON FESTIVAL of SPEED HISTORIC RACES 8/9th August 2015

Our AHOC competitors at this historic Winton long track meeting enjoyed fine weather and some very good racing. Friday practice seemed like a good idea for Brian Duffy, having come all the way down from Sydney with the Healey 3000, and Peter Jackson having his first competitive run in his new Brabham BT29 and with only one practice day under the belt some weeks earlier.

The Brabham has yet to be fully sorted after a full restoration by a previous owner and despite having no open wheeler experience, it was clear to PJ that it was not handling or braking particularly well. He and the Brabham certainly looked the part in the untimed Friday sessions although Peter came in a bit early complaining of feeling a bit "unwell" after 5 laps in his second session. Saturday morning qualifying was more of the same - Peter going well and looking and sounding good but he came in after just 4 quick laps feeling quite sick and exhausted again. He rested for a couple of hours and wisely decided he was not yet ready to race competitively that weekend. After just 4 laps of qualifying and he would have started 6th on the grid, well clear of 7th position, and would probably have qualified higher without his problems and more time behind the wheel. After his severe illness it is a credit to PJ that he is back trying at all. A visit to his GP confirmed that his severe radiation treatments had affected his balance and the extreme G-forces in the Brabham on the track had in fact caused motion sickness. The good news - it will pass in time. So Peter must be patient and will try again after some practice sessions away from the pressure of racing. As an aside, it was an eye-opener for PJ and his "pit crew" (a generous description!) of Russell Baker and myself to find how much more complicated the Brabham is to run than the Healey. Starting procedure - 30 minutes to warm up the engine oil via electric heater and oil circulating pump. Then remove the spark plugs and crank the engine over for thirty seconds until oil pressure is up and vital parts are lubricated. On starting it is crucial to hold a steady 2,000 rpm until all is properly warmed up. The driver needs someone to assist with helmet/Hans device and particularly the race belts. Lucky Peter and I are good friends because the crotch buckles are well hidden down in the dark tight confines of the car. The Brabham has a small lightweight battery and NO alternator - so minimum starts and a lot of pushing around the pits, especially for scrutineering. This now explains why a starting battery is wheeled up to dummy grid and plugged in just for the engine starts. Then the battery is put on charge between races. All this makes the Healey seem pretty simple!

Group Sa/Sb Production Sports Cars provided probably the best racing of the weekend.

Brian Duffy (3000) and Peter Kaiser (Sprite) were really flying - both set new PB lap times at Winton - and it was a strange feeling to watch from the fence and try to imagine where I might be in the field with the MGB still not race ready. It was interesting to hear the course commentator constantly mention the Duffy Healey and the missing Jackson Healey. On Saturday, Brian qualified 9th of 30, Peter qualified 16th in the Sprite. Race One in the afternoon was fantastic - Brian finishing 6th and Peter 12th with less than 6 seconds between them and amongst 8 cars nose to tail. Sunday morning saw more of the same with Brian just holding 6th for 8 of the 10 laps until he came off, dropping him back to 12th. Peter Kaiser took advantage

to finish one place ahead in 11th BUT coasted over the finish line with a destroyed clutch. The 15 lap Trophy Race was a bit of an anti-climax with PK a non starter and Brian had an "off" on lap one - suspension changes and new engine torque/power/gearing characteristics were making the Healey quite difficult to drive out of some corners so Brian backed off a bit and finished 21st in the large field which now included the newer group Sc cars.

Group J,K & L Sports and Racing included Geoff McInnes in his 1948 Riley Special and Phillip Aitken driving the Coad Vauxhall Special. After qualifying 6th Geoff was a DNF in race one but sorted out his problems to storm through from the back of the grid in Race 2, 18th after lap 1 and through to 8th after the 10 laps. In Race 3 he improved further to 6th place. Phillip continues to battle with a couple of mechanical issues (brakes I think) with the Coad Special and did not run on the Sunday after qualifying 15th and improving to 8th in the 28 car Saturday Race One.

Regularity had Bill Vaughan in his Sprite. He was pretty pleased with his trophy for winning Event 2 where he lapped consistently near his 1.57 nominated lap time. A 6th in the final Event was very good too in the large field. He would have done better then if he hadn't done a new fastest lap for him at Winton in the 1.55's which penalized his points score somewhat.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

Brian Duffy (3000)	956 pts	*1.42.27, 1.42.42, 1.42.53, 1.42.71
Peter Kaiser (Sprite)	934	*1.43.34, 1.43.63, 1.43.85, 1.44.00
Bill Vaughan (Sprite)	820	*1.55.03, 1.56.15, 1.56.81, 1.56.83

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

Phillip Aitken (Coad Vauxhall)	886 pts	1.54.08, 1.54.60, 1.55.13, 1.55.22
Peter Jackson (Brabham BT29)	876	1.41.29, 1.41.60, 1.42.50, 1.42.53
Geoff McInnes (1948 Riley Spcl)	822	1.48.42, 1.49.49, 1.49.70, 1.50.20

* denotes new fastest lap time for member. Peter Jackson did 4 laps only.

MSCA WINTON 16th August, 2015

I am starting to repeat myself when I report on MSCA events in 2015. A bit like the movie "Ground Hog Day" - a bonus of fine winter weather, well run meetings by our hard working MSCA officials, large entries and plenty of laps. Oh, and new fastest laps by most of our competing members! All of the above at Winton in mid August.

Thank you to Selwyn Hall for running such a good meeting as our Clerk of Course. Thank you to Russell Baker (PRB Clubman) and Shane O'Brien (Hugh Purse's 100) for joining me and the Sprite where we ALL set new PB's. I improved by just 0.1 of a second to 1.43.23, but quicker IS quicker. But true bragging rights go to the others. Russell managed an amazing 1.38.47 in the Clubman, more than 3 seconds faster than his previous best at the same August MSCA meeting in 2013. And Shane has done plenty of laps in Hugh's 100/4 at Winton but somehow found THREE seconds more to leave his PB at 1.46.80. Now this is getting seriously quick in Hugh's "coffee run" Healey with Shane still on his basic CAMS Level 2 S license. I believe a new head gasket and dyne session found something extra but Shane must have found something too!

Shane found his four fastest laps on his last 4 laps of the day. Not surprising I guess. But in one of the great mysteries of life, Russell and I did OUR fastest lap in the FIRST session and then did not improve later in the day. The first session was deliberately a safe/sighter on the cold track, and we were encouraged by our quick times. Russell even discovered that he accidentally had the turbo boost accidentally set on the lower setting for the first 2 runs. We both agreed we felt we were getting quicker as the day wore on BUT when the times were put up we had not improved. Back to the sports psychologist to sort that one out.

Glen Coombs just pipped me for the Classic 0-1499cc class win in Peter Clarke's very quick Sprite. Peter finished third in his double entered car. Mechanical problems finished their day a little early. Shane was out of the Placings in the Regularity competition - driving too fast! Being turbo charged, Russell's clubman runs in a class called "Clubman Cars over 2000cc, cars on slicks and nominated cars" - where they put all the really quickies! Russ came third behind two highly modified Datsun 240Z's. The fastest car on the day was a Ford Zetec powered Clubman who did 1.30.5 - very fast indeed. It was parked in the next carport to Team Healey and Russell spent a lot of time looking at it. Oh, oh!

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

Shane O'Brien (100/4) 954 pts *1.46.80, 1.46.99, 1.47.23, 1.47.26

Rod Vogt (Sprite) 938 *1.43.23, 1.43.58, 1.43.69, 1.43.85

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

Russell Baker (PRB Clubman) 859 pts *1.38.47, 1.39.12, 1.39.15, 1.39.88

* denotes new fastest lap time for member

MUSCLE CAR MASTERS, Sydney Motor Sport Park, 5/6th September 2015

Group S was an invited class at this exciting event featuring everything "Muscle". Group N Historic Touring Cars, Touring Car Masters and Trans Am races were the attraction to a big crowd of petrol heads. Brian Duffy and Colin Goldsmith flew the flag for proper British sports cars for the V8 fans to appreciate. Brian is coming to grips with the new engine and handling of the Healey and ran strongly and consistently all weekend to end up with a new fastest lap for him at the Sydney Motorsport Park (Eastern Creek to most of us) layout. He mentioned rather proudly that he passed one of the Porsches on the INSIDE of Turn 2 which I can assure you is a fine effort in a Healey. He also recounted getting a great entry on to the main straight on one lap in front of said Porsche and held him off all the way to Turn One, which is a very daunting high speed corner. Brian was so busy watching his mirrors expecting the Porsche to come past that he found himself still at full speed at the 100 meter braking mark, when he would normally be well and truly on the brakes. Having got through the unexpected late braking with little drama, Brian now knows where he has to apply the brakes for every lap in future!

In a very strong field of Porsches and V8's, Brian ran consistently in the front half of the 34 car field in the oldest car entered (along with Colin's Healey). Brian improved his fastest lap time at SMSP by over half a second to leave it at 1.52.43.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps.

Brian Duffy (3000) 939 pts *1.52.43, 1.52.83, 1.52.88, 1.53.04

* denotes new fastest lap time for member

A CLOSING THOUGHT Of course I talk to myself. Sometimes I need expert advice.

Cheers

ROD VOGT