

## COMPETITION REPORT NOVEMBER 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 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](mailto: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. You can enter NOW at [www.meecamsau.com](http://www.meecamsau.com) and event details are on that website in full detail or contact Rod Vogt for help. You don't have to bring the Healey - your daily driver is fine, although it would be good if it had a sporty character!

### OTHER MAIN EVENTS with points counting toward Championships

#### 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)

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!)

#### ***Historic Sandown November 7/8th***

Plenty of action from AHOC members at this easily accessible event.

Group S Sports Car Racing - Brian Duffy (Healey 3000), Peter Kaiser (Sprite), Damian Moloney (Healey 100). Group O Racing - Peter Williams (Brabham BT 21A). Group Lb Sports and Racing - Geoff McInnes (1948 Riley Special) and Phillip Aitken (Coad Vauxhall Special). Group Nb Touring Cars - Paul Freestone (1964 Ford Falcon Rally Sprint) Regularity - Bill Vaughan (Sprite), Shane O'Brien (Healey 100), Hamish MacLennan (MGB), Frank Hook (Healey 100),

Go to the Victorian Historic Racing Register [www.vhrr.com](http://www.vhrr.com) closer to the event for race schedules and entry costs.

## COMPETITION REPORTS

**1 HSRCA Historic Spring Race Meeting, Wakefield Park., Goulburn. 19/20th September 2015**

Brian Duffy had the Big Healey really flying at Wakefield Park in a twenty six car field of Group S Production Sports Cars. A great qualifying session had Brian in 4th place for the start of Race One, behind two Porsches and a genuine Lotus Seven S4 and ahead of a number of Triumph TR6's, two more Porsches, MGB's, Alfas, a Datsun Fairlady, Midgets/Sprites plus others. Brian would have been well pleased after finishing 4th in race one, third in race two and 8th in race three (fourth until the last lap - what happened there Brian?) after battling hard all weekend with one of the Porsches and a couple of the Triumphs.

Come and support Brian at Sandown Historics on November 7/8th.

POINTS TOWARD COMPETITION CHAMPIONSHIP for Healey Cars and 4 fastest laps

Brian Duffy (3000)                      939 pts                      1.10.90, 1.11.25, 1.11.32, 1.11.48

**2 MSCA PHILLIP ISLAND September 12th 2015.**

**3 MSCA SANDOWN October 4th 2015**

**Both these events** continued the very successful run of MSCA events we have enjoyed in the second half of 2015. I can only repeat what I have written for the previous MSCA rounds at Sandown in June, Phillip Island in July and Winton in August - perfect weather and well run events with many sessions/laps available for our \$220 entry fee. An enormous effort goes in to running these events with an efficient team led by MSCA Race Secretary Mark Rae behind the scenes resulting in prompt paperwork and scrutineering prior to drivers' briefing at 8.45am so that track activities start right on our earliest 9am start time (due to noise restrictions).

Professional flag marshals, a tilt tray recovery truck and the WAP crew (utility based emergency vehicle for tow recoveries, fire and jaws-of-life ability) plus our Porsche safety car give us maximum track time.

A big thank you to our AHOC key officials who were in total charge once we start competing - SELWYN HALL was Clerk of Course at Phillip Island and at Sandown it was DAVID KELLY as Clerk of Course, SELWYN again as Club Steward and TERRY WADE as CAMS steward. When these guys are in charge we always have the best run MSCA meetings.

Our AHOC competitors also deserve our thanks for supporting both events in large numbers, continuing to show that Healeys and Sprites are still active and competitive, and they certainly attract a lot of attention. They are the oldest cars to compete at MSCA events and are always the best presented.

**AT PHILLIP ISLAND on September 12th** our 6 competitors were Rod Vogt (Sprite) and Russell Baker (PRB Turbo Clubman) entered in Sprints plus Regularity group Tony Rogers (3000), Rob Raverty (3000), Andis Salins (3000) and Mark Keane (Bug-eye). Andis had done his very first track day at MSCA Sandown back in February - PI was his second only event. Mark Keane was even more adventurous I think, having his first competition day in his recently purchased, race prepared Bug-eye he found (not for free people) in Sydney. Mark did a "Come and Try" day with MSCA last year at Winton and is our first graduate to full competition (Andis jumped straight in at Sandown, not bothering with the "Come and Try" option). Mark decided to go straight in to the Sprint group! Your poor Competition Secretary was probably more concerned about Mark than Mark was. He was put in the same run group as Russell and I, with very fast Clubmans and Lotuses etc but he drove very well, watching his mirrors and building speed as the day progressed. On a track he had never seen he dropped his time from 3min4sec first lap (which must have seemed numbing if my first PI lap back in 2004 is any indication!) to a 2.24 in his 3rd session. Well done Mark. Mark brings down the average age of the Healey competitors a lot, and his cool demeanor is probably because the day on the track is no big deal

compared to his day job - piloting ships through the Rip at Point Lonsdale and up and down the Port Phillip Bay channels. Further improvement was missed as he finished early with an eye on a high water temperature reading. Mark's Sprite is CAMS log booked with race history - two big Weber carbies and an impressive alloy head, all fitted when it once ran a supercharger. Mark is going to have a lot of fun sorting and improving and learning while his road Healey stays safely in the garage at home.

Andis also had to master the fast and flowing and fairly daunting Internationally recognized Phillip Island circuit. In a slightly more sedate regularity group Andis circulated steadily in the mid 2.30's and achieved 3rd, 7th, 7th and 8th in his four competition runs, plus his first practice run for 5 sessions for the day. Also lowering the average age of the AHOC group, Andis even had his wife and three teenage kids giving him plenty of enthusiastic support right to the end of a long day.

Sue Raverty always supports (checks on?) Rob and does a great job taking all the track day photos that appear in our magazine. Elaine accompanies Russell in the Motor Home with race trailer on the back - and is very generous out of her mobile kitchen with lattes and snacks. Russell is starting to get the support of grandchildren for goodness sake. I have to wait for Winton when my three Beechworth domiciled grandchildren are able to watch me having fun. May be there is another generation of enthusiasts coming on?

I always stress that Team Healey is about having fun and staying safe etc - the Competition Championship points system is not based on the fastest car getting the maximum points - and for the Regularity boys it is about achieving a nominated lap time, not the fastest time. (For Sprints it IS about fastest time of course) BUT we always seem to get a thrill out of achieving a new fastest lap time don't we lads! At Phillip Island ALL SIX competitors came away with a PB lap time. OK, Mark and Andis were having their first run there, but it goes in my records as the time to beat. Tony Rogers was also having his first drive in his big Healey at PI but has done many laps there in his 1974 Porsche 911. New PB for you too Tony. Rob Raverty improved his best time by over 5 seconds after some recent work on the Healey all started to fall in to place. Sue was hand timing Rob and I think Rob initially thought Sue had made a mistake until he kept posting those times and they were officially put up at the control tower. Russell Baker lowered his time again from 1.53.96 to 1.52.08 after battling with the two fastest clubmans in our sprint group and refusing to fall too far behind. And finally I improved my best time in the Sprite by a massive six/one hundredths of a second or 0.06 sec put another way. A blink of an eye to improve to 1.57.41 and hard work it was too. There can't be much left in the car or me! But 17 laps under the magic 2 minute mark was very satisfying. Can I carry that form to the Winton 10 Hour Relay my team mates are probably wondering. No pressure Rod. At least I got a Class win to compensate for no tread left on the tyres with a new set needed for next event. If you think I am bragging you are dead right - there is not a lot you can do at our age to give you such a thrill and sense of achievement. Come and have a go and I will write up your efforts too.

#### POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Rod Vogt (Sprite)	942 pts	#1.57.41, 1.57.75, 1.57.78, 1.57.99
Tony Rogers (3000)	930	#2.13.74, 2.14.18, 2.14.31, 2.14.44
Rob Raverty (3000)	738	#2.21.83, 2.24.23, 2.24.33, 2.24.45
Mark Keane (Sprite)	673	#2.24.87, 2.25.05, 2.28.14, 2.28.14
Andis Salins (3000)	503	#2.33.46, 2.37.24, 2.37.55, 2.38.43

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

Russell Baker (PRB Clubman)	937 pts	#1.52.08, 1.52.22, 1.52.68, 1.52.7
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At **SANDOWN on October 4th** AHOC had a record 11 members (in my time) competing with 6 Big Healeys, 3 Sprites, a Clubman and a Ford Escort. In the next garage the Sprite Club had another 5 or 6 (little Healeys) and Bill Vaughan and I joined the Sprite Club lunch time parade laps for an impressive display of Donald Healey's smaller design. I grabbed Paul McPherson for the passenger seat of my Bug-eye and Bill Vaughan showed David Kisby the sights in his Bug-

eye. Paul and I were first in line behind the Porsche pace car and we enjoyed a fairly brisk first lap and a half until someone must have radioed the Porsche to slow down - at that point I couldn't see anyone in my mirrors. With no windscreen and no helmet Paul and I lost a bit more hair in the breeze than we could really afford at our age.

Our garages were a great focal point for our supporters. A triple garage housed the Regularity group of Shane O'Brien, Leon O'Brien, Tony Rogers, Rob Raverty and John Mooney in Big Healeys plus Mark Keane now having his first go at Sandown in the Sprite, but now in regularity. Next door the double garage had Sprinters John Raisbeck in his immaculate Escort, Russ Baker in the Clubman and Bill Vaughan and Rod Vogt in Sprites. Mark Bird (100) kept his father, Franz, company out the back with his MGTC but visited regularly.

The day became quite hot after lunch and we had a few retirements for Team Healey. Mark Keane was still plagued with some overheating and despite showing his skills as a mechanic he wisely did not push too hard and went home after cutting short his third session - a blown head gasket has now been diagnosed.

John Mooney made another comeback (hopefully he will now be a regular after realizing that despite a racing background, he can enjoy the MSCA competition which still presents plenty of challenges) but it was not without it's moments. Session 1 practice - Healey did not want to rev past 5 grand but all other vital signs were OK. John's old Dorian timer may have gone to the Gods because it was not working that morning. Session 2 - new Dorian attached via Coles fabric shopping bag and off he goes. Terry Wade arrives with news that John is still not registering a time. Oops, Dorian is recovered from the track where it had fallen out of the bag which had caught fire from being too close to the "Healey Side Exhaust". Then it was all over as the left front tyre deflated with a puncture. Still, I think John enjoyed it apart from the early wake up alarm.

Tony Rogers had a bigger drama when an alternator bolt broke, lost a fan belt and lost a lot of water - in on the end of a rope and enough damage done to be a non runner for the Winton 10 Hour Relay in a fortnight. Luckily the Porsche is ready to go. To add insult to injury, Tony DROVE the Healey to Sandown! So it was a lift back home for the trailer for recovery.

John Raisbeck was flying in the Escort in Sprints, setting a new PB lap time at 1.34.10 which is very quick, only to come in on the end of the tow rope as well just 2 laps in to his second session with a broken accelerator cable. We did suggest he try again with the broken end in his right hand but it was just a bit short!

Mark Bird had the Healey 100 back after a long break for mechanical improvements and set a new PB on return at 1.38.11. Mark decided not to do the available fourth session because he was not totally happy with the Healey and did not want to risk a problem.

Rob Raverty was still in great form after the last round at Phillip Island, improving his best Sandown time by a massive 5 seconds to post 1.50.17. With 1.40's so close we told Rob he needed another set of wheels with Yokohama R Spec race radials just for MSC A days - how about it Rob, 1.40's sounds good.

Leon O'Brien is also on song and set a new PB at 1.56.10, an improvement of half a second. That other O'Brien, Shane, was obviously inspired by his visit to this year's Goodwood Revival to improve his PB by over a second to 1.36.41 in Hugh Purse's 100/4. Now this is seriously quick for what is not supposed to be a full race Healey. Perhaps Hugh and Shane will let us in on the specs of the road registered Healey sometime? Shane also finished first, fourth and second in the three MSCA regularity sessions to be a good chance of being overall winner and collecting a trophy.

Back in the Sprint competition it was great to have Bill Vaughan back after he also was part of the Healey contingent that visited Goodwood in September. He ran 1.40.21 as a best lap (just 0.7 off his best) for fourth in Class and earned himself a healthy 919 points in our AHOC Competition Championship. I don't wish Bill any ill will but please Bill, please do something

outrageous so I can write something, anything, in the magazine except the usual "Bill ran fast, well and without problems". Again.

I am delighted to report that Russell Baker has now achieved his first Class winning trophy for his Sandown efforts. Falling just 0.2 sec short of his best time at Sandown he nevertheless got his Class win AND took the Clubman home safe and sound with a very rapid 1.26.65. Couldn't happen to a nicer bloke.

And that just leaves me and the little blue Bug-eye. We ran in the Clubman group with Russell and the two Peter Clarke Sprites for company and it was fast. New tyres must have helped because despite deciding not to risk any problems with the Winton Relay 2 weeks away I somehow snagged a new PB in the first session getting in to the 31's for the first time - 1.31.42. Where did that come from? Sessions 2 and 3 saw no improvement but I had a reasonably comfortable one second gap on Peter Clarke in his Sprite for Class honours. Then Peter slotted in behind me in dummy grid for the fourth session and it was on. The last 3 laps of the 8 lap session were all in the 1.31's for both of us - I did not improve but Peter did. I held on to the Class win by just 0.04 of a second. So much fun! Once again it was a magic, adrenaline filled day.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Shane O'Brien (100/4)	952 pts	#1.36.41, 1.36.58, 1.36.68, 1.36.89
Rod Vogt (Sprite)	950	#1.31.42, 1.31.75, 1.31.79, 1.31.92
Tony Rogers (3000)	945	#1.39.00, 1.39.47, 1.39.50, 1.39.55
Rob Raverty (3000)	936	#1.50.17, 1.50.17, 1.50.29, 1.50.81
Bill Vaughan (Sprite)	919	1.40.21, 1.40.76, 1.40.96, 1.41.02
John Mooney (100/6)	899	1.44.90, 1.45.61, 1.45.83, 1.45.91
Mark Bird (100/4)	840	#1.38.11, 1.38.25, 1.39.41, 1.39.71
Leon O'Brien (100/4)	807	#1.56.10, 1.56.92, 1.57.36, 1.58.03
Mark Keane (Sprite)	700	#1.57.64, 1.57.85, 1.59.76, 2.00.64

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

Russell Baker (PRB Clubman)	958 pts	#1.26.65, 1.26.73, 1.26.89, 1.27.07
John Raisbeck (Ford Escort)	815	#1.34.10, 1.34.50, 1.35.52, 1.35.95

# denotes new fastest lap

A CLOSING THOUGHT : **I intend to live forever - so far, so good.**

Cheers

ROD VOGT