

COMPETITION REPORT & MSCA NEWS

MARQUE SPORTS CAR ASSOCIATION (MSCA) 2015 MSCA Championship

REMAINING 2015 EVENTS TO START OUR 2016 CHAMPIONSHIP YEAR

Nov Sat 28th	Winton Sprint Series Rd 5 www.wintonraceway.com.au
Nov 28/29th	“Tasman Revival” Historic Races, Sydney Motorsport Park. www.hsrca.org.au
Dec 5/6th	Ken Leigh 4 Hour Enduro for HQ Holdens at Winton (go Phil Aitken!)

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.

MSCA NEWS

A joint MSCA/CAMS “COME AND TRY” day is planned for Saturday 12 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.

2016 MARQUE SPORTS CAR ASSOCIATION (MSCA) CALENDAR

*SPRINTS AND REGULARITY NOTE - This is a preliminary calendar and may be subject to change

Round 1 Sunday	Feb 7	Sandown
Round 2 Sunday	March 20	Phillip Island
Round 3	April	Winton (part of Aust. Supersprint Championship tbc)
Round 4	May	Hillclimb to be confirmed
Round 5 Sunday	June 19	Sandown (inc round of MG club championship)
Round 6 Sunday	July 10	Winton
Round 7 Saturday	Sept 17	Phillip Island (inc round of MGCC championship)
Round 8 Sunday	Oct 2	Sandown
Round 9 Sunday	Nov 6	Winton

In addition Saturday Dec 10 a day to devoted to just “Come and Try” at Phillip Island

The MSCA committee will confirm 2 additional “Come and Try” days to be run in conjunction with normal sprint and regularity events from the calendar above. 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.

OTHER MAIN EVENTS with points counting toward championships

The Group S Racing association calendar for 2016 has been released.

Feb 27/28	All Historic Meeting at Wakefield Park Goulburn www.hsrca.org.au
March 11-13	Phillip Island Classic Historic Meeting www.vhrr.com
April 16/17	FoSC Wakefield Park, Goulburn www.fosc.com.au
April 23/24	Mallala All Historic Meeting, South Aust. troy@solardepot.com.au
April/May 30/1	HRCC Autumn Historics, Morgan Park, Warwick. Qld. manuel@projectsqld.com
May 28/29	Austin 7 Historic Winton short course www.historicwinton.org
June 11/12	Sydney Retro Speedfest, Sydney (SMSP) www.hsrca.org.au
July 2/3	Historic QLD, Morgan Park, Warwick www.hrcc.org.au
August 6/7	Winton Festival of Speed long track www.vhrr.com
September 17/18	Lakeside Qld. Historic meeting (new) manuel@projectsqld.com
October 1/2	Baskerville Historics, Tasmania contact details tbc
October 29/30	Muscle Car Masters, Sydney (SMSP) contact details tbc
November 5/6	Sandown Historics Return of Thunder www.vhrr.com
November 19/20	HSRCA Historics, Sydney Motorsport Park www.hsrca.org.au

A FULL CALENDAR will be provided in early 2016 as events are published.

Event Reports

AROCA 10 Hour Relay

Winton Raceway

17/18 October

I HAVE DELEGATED this report to others and hopefully it will appear elsewhere in the magazine – or perhaps inserted here by our editor.

Below are the scores toward our competition and associate championships. You will note that David Kelly drove his Triumph TR8 in a Triumph Club Team but joined us for Sunday night celebrations at dinner at the North Eastern Hotel in Benalla, as he has done for many years now.

Peter Kaiser drove his modern Mini Cooper S as usual but endured a horror weekend by his usual standards.

His team is ALWAYS in the top few but this year they could muster up only three cars which was always going to be difficult for the extension from 6 to 10 hours, and then Peter and one of the other cars battled mechanical woes right from the Saturday afternoon start and did very well just to complete the event.

Our six car Team was five before we started and was effectively four with John Southwell's mechanical problems. At this point I must thank Simon Gardiner for his assistance all weekend in helping John in particular and the rest of us in general as our unpaid but much appreciated mechanic.

It was hot, many laps were completed and the old Healeys/Sprites are pretty tiring to drive for extended sessions.

The 10 Hours was quite a bit harder than I expected and it was one very tired but satisfied team at the end.

Eleventh place was a fine effort. Why isn't 11 pronounced onety one? Some days you're the top dog, some days you're the lamp post.

Anyway, our cars looked and sounded fantastic and represented our club magnificently. And it was great to share a garage with the "All Sprite Team" of six AHSDC cars.

The drivers really appreciated the efforts of managers Froelich, McPherson and Jackson (should have been driving and really kept us on or toes), senior time keeper Graham Palich and his assistants (especially Terry Goode who had the misfortune to be a mate of John Southwell), and Lorraine and Adrian Newman who kept us fed and hydrated.

This allowed the drivers to relax a bit between runs and give us a chance to achieve a good result.

We also had support from Brian O'Meara on Saturday from Kyabram, Gary Fitridge on both days from Myrtleford, and on Sunday from Jeff Gillard despite a quick trip to Melbourne because his father had taken ill.

We missed the company of our regular crew of Trevor Smith and John Goodall but despite health issues in the Goodall household they drove up to Winton for just a couple of hours on Sunday to show support!

Rob and Andrew Rowland gave the Cobra a run to Winton and Rob was telling Andrew all about the good old days when he competed in Healey teams in the 6 Hour in the late 1960s (and 1970s?) while I tried to get Andrew thinking about joining us in the future.

And it was wonderful to receive a surprise visit from Anne and Peter Stanley who were managers of our Healey teams for many years until quite recently and without whom our participation would have withered away.

I hope I have not missed any one out – it seems like a long time ago now.

POINTS TOWARD COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

Mandy Parry-Jones (Sprite) 959 pts 1.43.28, 1.43.52, 1.43.52, 1.43.69

Rod Vogt (Sprite) 952 1.45.62, 1.45.71, 1.46.06, 1.46.10

Geoff Leake (100/4) 915 1.47.07, 1.47.72, 1.47.87, 1.47.92

John Southwell (Sprite) 792 1.47.05, 1.48.63, 1.48.95, 1.49.13

POINTS TOWARD ASSOCIATE CHAMPIONSHIP in non Healeys and 4 fastest laps

Peter Kaiser (Mini) 962pts 1.45.32, 1.45.65, 1.45.67, 1.45.70

Tony Rogers (Porsche 911) 913 1.48.84, 1.49.19, 1.49.60, 1.49.71

David Kelly (TR8) 878 1.50.97, 1.51.04, 1.52.14, 1.52.19

Obviously there were no Personal Best laps achieved here as we ran deliberately a couple of seconds under our best times for consistency in the heavy traffic of 42 cars always on the track, also needing to conserve car and driver given the length of the event.

Victoria Park Sprint

Adelaide Motorsport Festival

17/18 October

PHILIP AITKEN TOOK the historic Coad Vauxhall Group Lb racer to this event in the centre of Adelaide, running sprints on a section of the original Australian Formula 1 Grand Prix Circuit in the East Parklands.

There were FI cars that had been driven by Ayrton Senna, Gerhard Berger and Alan Jones, plus others, historic and modern sports cars, historic touring cars and classic motorcycles competing on both days.

As a bonus for spectators, the Classic Adelaide Rally cars used the same venue as a base on the Friday and Saturday.

Phil ran in a sprint group that included Tony Jarvis in a Healey 100S, a Porsche RS60 Spyder, a Shelby Cobra, Nigel Tait in the famous Matich SR4, an Elfin Streamliner, MG PA Special from 1934 and other famous Australian specials based on Singer, MG TC and Plymouth.

A Lotus 12a Toyota powered Formula 3 and a Formula Libre open wheeler rounded out a very impressive group.

Phil recorded times in the top third of this group (yes, comfortably ahead of the Healey 100S!) but broke the diff at the end of the weekend which meant that Phil and the Coad Vauxhall were non starters at the Sandown Historics two weeks later. Phil's efforts earned him points for our

ASSOCIATE COMPETITION CHAMPIONSHIP, with four fastest laps shown below -

Phillip Aitken (Coad Vauxhall Special) 950 pts 1.01.06, 1.01.23, 1.01.30, 1.01.56 (The 100S was obviously in demonstration mode, lapping at 1.16 or slower).

MSCA Winton

1 November

I MISSED THE last MSCA meeting for 2015 having headed off for a family holiday immediately after the 10 Hour Relay. This cost me dearly as arch rival AHSDC president attended in his rapid Bugeye and won our class for maximum points, leapfrogging me to win the Class 0-166cc Marque Sports Cars in the process. Congratulations Peter. We really enjoyed a great battle all year. Luckily my tears on the computer screen don't show up!

Also missing was Bill Vaughan who decided it was too risky and too much action with Sandown Historics to attend the next weekend. Bill finished 5th in Class after doing only four of nine events on offer.

I did not expect any AHOC members to travel to Winton but Shane O'Brien did in Hugh Purse's 100 even though he too was to compete at Sandown the next week, and I was sorry to miss Ken Sadler up from Warrnambool for his only event in 2015 after a busy year traveling.

The weather turned against the boys after lunch so they packed up after three runs even though there was plenty more on offer.

In the MSCA Regularity competition, Shane finished 12th and Ken 14th - out of 14. OOPS!

Selwyn Hall was Clerk of Course and reported that by 3pm everyone had stopped - most unusual. Selwyn was happy with his new initiative of "hot recovery" where the field is allowed to continue to circulate while a recovery of a stranded car is made, rather than putting out the red flag and bringing the field back in to pit lane. Selwyn and the MSCA race day organizers are always trying to come up with new ideas to give the competitors maximum laps for the day.

POINTS TOWARD COMPETITION CHAMPIONSHIP
for Healeys and 4 fastest laps

Shane O'Brien (100/4) 970 1.47.79, 1.47.95, 1.48.07, 1.48.09
Ken Sadler (100/6) 897 2.07.31, 2.08.06, 2.08.33, 2.08.34

Historic Sandown "Return of Thunder"

7/8 November

NOT HAVING ENTERED and returning home from holidays to a few things to deal with I did not even make it to Sandown as a spectator. I can report briefly from Natsoft results and a couple of telephone calls.

Group S Production Sports Car races. Thirty nine cars rolled out for qualifying on Saturday morning, Brian Duffy (3000) in 12th at 1.29.9, just short of his best Sandown time, Peter Kaiser (sprite0 in 31st at 1.35.6 and a welcome return to Group S for Damian Moloney in his blue 100/4 right behind (or is that beside?) PK in 32nd place at 1.36.2.

As is becoming the norm, the Group S field is becoming dominated by new entries from Porsches, V8 Corvettes and Shelbys - either newer or bigger capacity or both than big and small Healeys (and MGBs). The boys soldiered on regardless. Brian Duffy fought hard for 13th and 11th in the first two races and was holding 12th/13th in race 3 when what turned

out, thankfully, to be a fairly minor mechanical problem stopped him with a couple of laps to go in the third and last race. Peter Kaiser improved to 25th by the third race and set a new fastest lap for him in the last race. But Damian Moloney really got the big four cylinder Healey mobile to score 27th and 22nd in races 2 and 3 (a 36th of 37th but his fastest lap of the weekend - and new PB - in Race 1 suggested an "oops" somewhere).

Groups J, K and L 1940-1960 Sports and Racing had member Geoff McInnes in his 1948 Riley Special plus Western Australian Healey member Charlie Mitchell in his "TS Special Mono Posto". I have to admit that I do not know Charlie or his car, as I was embarrassed to discover at our monthly meeting on the Thursday prior to the event where Charlie was a welcome visitor. I have been told that Charlie's car has an impressive history (Australian GPs?) and it is powered by a GMC motor of 4788cc, apparently the same engine that powers one of David Kelly's army trucks.

Now I have opened myself up to emails I suspect! Charlie was very competitive on his first visit to Sandown with 4th in race 1 and then 2nd in both races 2 and 3 with moments in the lead and only a couple of seconds behind the winning Elva Courier... Meanwhile Geoff McInnes has earned points toward the Associate Championship in the Riley, finishing around 10th to 13th over the weekend, but his times were a bit off his best. Nursing a problem perhaps?

Peter Williams had an enjoyable trouble free weekend in his Brabham in Group O Racing, happy to be able to drive his iconic open wheeler again after a leg injury curtailed his activities lately. His car was just one of five Brabhams in the field. Regularity had just one very large field instead of the usual two groups and the heavy traffic and speed differences made nailing target lap times quite difficult for Bill Vaughan (Sprite) and Shane O'Brien in Hugh Purse's 100/4 plus Frank Hook in his 100 (Frank is not a financial member unfortunately).

A mechanical issue stopped Shane on lap one in the Saturday afternoon first timed session. As they say Shane, when everything is coming your way, you're probably in the wrong lane. Bill Vaughan reported that the VHRR organizers did well to grid up the cars from fastest to slowest and the event was well run BUT the traffic was difficult. Despite this, Bill managed 5th in session 3 on Sunday afternoon and Frank Hook won the first timed session in the 100.

POINTS TOWARD COMPETITION CHAMPIONSHIP
for Healeys and 4 fastest laps.

Peter Kaiser (Sprite) 949 pts *1.34.34, 1.34.59, 1.34.72, 1.34.85
Damian Moloney (100/4) 921 *1.33.72, 1.33.96, 1.34.48, 1.34.51
Brian Duffy (3000) 897 1.28.96, 1.29.09, 1.29.60, 1.29.99
Bill Vaughan (Sprite) 812 1.41.19, 1.42.46, 1.42.97, 1.43.07
Shane O'Brien (100/4) 230 1.40.18, 1.41.47, 1.41.73, 1.47.88

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for
non Healeys and 4 fastest laps

Peter Williams (Brabham) 956 pts *1.28.95, 1.29.04, 1.29.05, 1.29.39

Geoff McInnes (1948 Riley Special) 888 1.37.61, 1.37.66, 1.37.90, 1.38.73
Hamish MacLennan (MGB) 858 1.49.31, 1.49.83, 1.50.60, 1.50.73

Our 2015 competition finished after the Sandown Historics on November 7/8th, and to give some element of suspense I am not publishing the championship results until after the trophy presentations at our Christmas luncheon and awards presentation at the clubrooms on Sunday 6 December – probably will have to wait for the February magazine.

Targa High Country 7/8 November

BRIAN AND LINDA Dermott achieved another excellent result in their Torana XU1 in this challenging tarmac rally in North East Victoria.

Brian sent me the following email which I copy in to my report with our congratulations.

Unfortunately, our competition championship scoring system is unable to reward the Dermotts!

“I thought you might like to include a brief mention in your competition report of the podium result Lin and I achieved in THC15.

We came 3rd in Early Classic behind a Datsun 240Z and Alfa GTV2000 – this is the handicap competition.

Also 12th in Classic Outright, 2nd Limited Modified spec car and 1st of 10 historic (pre 73) touring cars.

This is the first podium since Tasmania and Adelaide in 2003

in the Healey and the first event trophy with the Torana. The difference was Ron Harrop and fantastic preparation by our Mansfield Motorsport team.

Sick of the gutless wonder, we had become friendly with Ron and he offered to bring the expertise of 40 years ago to our inlet manifold and head using modern tech with amazing results. Happily, we were then able to get the extra performance out of the car and beat a number who have always beaten us.

Also, 40% of the classic field did not finish all the stages so reliability was a key factor. And at last, we are sometimes as quick as we were in the Healey.

Targa Tas coming up in April will be our last.”

CLOSING THOUGHT

***“If at first you don’t succeed,
destroy all the evidence that you’ve tried.”***

***Cheers
Rod Vogt***



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THE AHOC 10 HOUR TEAM

