

COMPETITION REPORT DECEMBER 2016 and MSCA NEWS

COMING EVENTS

Events listed below count towards the Competition Championships (unless marked **). Sprint and Regularity events require a basic CAMS level 2S licence only. (contact Rod Vogt)

2017 MARQUE SPORTS CAR ASSOCIATION (MSCA) CALENDAR SPRINTS AND REGULARITY

The 2017 calendar has just been released. Some events are confirmed, some could be subject to change. Please put these dates in your diary but watch for any changes if they occur.

Sunday 5th February	SANDOWN
Saturday 25th February	WINTON
Sunday 26th March	PHILLIP ISLAND (F1 Melbourne GP - watch at track after event)
Saturday 29th April	SANDOWN (Sandown 4 Hour Relay next day)
Sunday 21st May	ROB ROY HILL CLIMB with MG Car Club
Sunday 18th June	SANDOWN
Sunday 9th July	WINTON
Saturday 23rd Sept	PHILLIP ISLAND
Saturday 21st Oct.	SANDOWN
Sunday 5th November	WINTON

MSCA COME AND TRY DAYS for 2017

Saturday 10th June	Sandown
Saturday 9th December	Phillip Island

If you wish to enter an MSCA event for the first time (or discuss "Come and Try" days) ring Rod Vogt on 0408 395 240 or email competition-MSCA@healeyvic.com.au and you will be assisted. Entry is via the CAMS online entry website www.meecamsau.com Spectators are encouraged, entry is free and you are welcome in our pit garage. Competition starts at approximately 9 am.

OTHER EVENTS with points counting toward 2017 Championships

Only a few 2017 events are scheduled at this early stage - a more complete calendar later

Dec 10th 2016	Winton Sprint Series Rd 5 www.wintonraceway.com.au
Dec 11th 2016	Alfa Club sprints, Phillip Island www.alfaclub.org.au
2017	
March 17-19th	VHRR Phillip Island Historic race meeting www.vhrr.net
May 27/28th	Austin 7 Club Winton (short course) Historic races
Oct 14/15th	Alfa Club Winton 12 Hour relay

COMPETITION REPORTS

My report is a bit long this month but two important and interesting events have been run and deserve space.

- 1 WINTON 10 HOUR RELAY October 15/16th**
Report courtesy of Team Manager BRIAN FROELICH

Arguably our club involvement at the Phillip Island Historics is our most social motor sport event with many members sitting there at turn one to cheer fellow members on the track, but the Winton 10 hour relay is clearly the most engaging.

The rules of the event make it pretty difficult to mount a challenge at this event without significant support. For instance, the only communications with cars on the track is via a pit board, so unless drivers double team from the steering wheel to then pit wall, we need members prepared to be on the wall timing and managing information in what has generally been "the hot sun". Two are needed on the wall all the while the race is running, plus for official practice, and that makes a total of 13 hours over two days. So we need pit wall teams and for many years now Graham Palich and John Goodall have led this work for us. Additionally, when a driver arrives back at the pits after about 40 minutes behind the wheel we have members who attend to the "little" jobs that need attention"How'd I do", check tyres, refuel the car and respond to the minor adjustments required to keep the car at its best. Tyre man Terry Goode comes along with John Southwell and aside from knowing John's Sprite inside out, monitors the tyres for all our drivers. Simon Gardiner and Geoff Leake do double time because they not only drive but repair cars on the gravel out the back of the pits. And what team works well without snacks, coffee and a quiet place to sit down from time to time. This year The Newman's, The Nankervis' and Wandy Leake made sure we had everything necessary to make us "survivors". And finally, the organisers. AROCA, require us to provide a volunteer to work with them in whatever capacity they deem fit. Paul McPherson has done this role for us in recent years, such that now it seems Paul is one of the first they turn to with his Scrutineering experience and his capacity to see and understand what needs to be done.....and simply get on with doing it as he had to last year when nobody except him turned up to manage handing out the Dorian timing devices.

Our named volunteers committed to being there for the weekend do need some down time every now and then and through the weekend we had many visitors, such as Garry Fitridge, the Taggerty Duo of Chris Lamrock and Geoff Sharrock and others whose names will spring to mind the moment I hit send on this story!

Would this be a story without the drivers; Rod Vogt, Geoff Leake, Simon Gardiner, Russell Baker and John Southwell.

I'm not sure where to go with this, but sadly Geoff and Russell both had trouble with their cars, Biggies, leaving the bulk of the work to be done by our brigade of Littlies. Yet despite the troubles our result was the aggregate of five individual contributions by the drivers and in three out of five key measures we made significant improvements over the results of last year. One of those 5 was the arithmetic conclusion of the other 4 measures....we finished a couple of places further down the list this year! Still somehow we all seemed to enjoy our engagement and participation in the event.

What would motor racing be without hard luck stories? Regular driver Tony Rogers initially pulled out prior to the event due to illness in the family but ended up on crutches himself just days prior to the actual event.... silly old bugger, apparently hit with that falling down thing that seems to hit many like this writing septuagenarian. Equally, young Peter Jackson had to pull out of his driving commitment prior to the event, yet he managed to present trackside for the weekend, doing whatever it took to support the team effort. Then Geoff Leake was side lined when he broke an axle in the race.....who has

ever heard of a Healey axle breaking! Sadly the way it broke meant a complete diff dismantling to get at the issue....which was for another day at his workshop. Russell Baker was put out by the simplest of issues when his ignition switch failed. Now that has happened before but such an insignificant thing.....darn! Fixed and running again, the final straw for Russell was a broken front sway bar bracket which could not be fixed at that stage on the Sunday. Of course there were three teams there from the AHSDC and Mandy was driving in one of their teams, so Simon was dragged a bit from one team to another as well as having to make an emergency dash into Benalla for a fuel filter for his car..... yet he was always ready to line up for another session on the track.

Then the cars that just plain ran and ran. Simon in the giant killing Sprite, Rod who just drove and drove. Both of them achieving more than one bonus lap in addition to each of their 69 laps that both drove in the race. Then John Southwell. Now last year John was beset by gremlins that had everyone stumped. But through the intervening year he had his car to Simon's workshop, the issues identified and solved and drove 72 untroubled laps in a great turnaround.

Three hours of official practice for drivers to meet some minimum track time regulations and establish target times, followed by 10 hours at racing speed over two days. Little wonder everyone involved is a little worn out when the race is done late on Sunday.

About an hour after racing finishes, results are announced. And apparently taking their clues from our favourite TV shows, we are left in suspense for some time as we hear who were the teams at the bottom of the results list, we get through the 30 somethings and 20 somethings hoping to not hear our team name but listening intently for those fellow competitors who we see as our peer group. We unexpectedly hear our team at 17th. Unexpectedly because our results were improved from the year before and very little separates one from another as we head up the list.

Oh well, that's life!

The event was won by All Brands, an AHSDC team and apparently regularity relay event specialists. They won the Phillip Island event this year and in winning at Winton beat out much fancied teams in the E30 BMW Team and the Fly'n Miatas team of MX5's. Whilst not actually using any Sprites in the team they were possible the most under resourced team with drivers and managers double teaming for all sorts of jobs and generally going about their business in a no fuss manner as they have done in previous years at this event. They were a top team at Winton last year as well. The question of "how the heck do they do it" is one we'd love to have the answer to. Bugger all practice laps, very few of them anywhere near their nominated lap times, old cars (and probably team members) and one gun driver, Paul Rowe, who managed to achieve 1.6 bonus laps in addition to every lap he did on the circuit! That is way better than any individual driver in any of the top three teams. Of course Paul's mates also had significant contributions to the team result.

All that said, this is more about being involved in a team effort with your mates. Friday, Saturday and Sunday we worked together trackside and then in the evenings we gravitated to the courtyard at the motel for some small libations, snacks, car and car club stories and general relaxation before heading out for a group dinner fit for our Peninsula lunches or even the heady days of the ROF runs. You know, all the same things mentioned a moment ago.....libations, snacks, car and car club stories and relaxation.

Next year the event goes to a new level. It will become a 12 Hour race.

Next year, our club passes a milestone with our 50th anniversary of the founding of the club.

What better reason to start considering the possibility of a two team assault and going for a Mercedes like finish!

We've won this event before, under different management (Peter and Anne Stanley) and we have had other strong finishes. We have the most experienced driver in Geoff Leake (the subject of special recognition after the event this year) who completed his twenty first Relay this year since his first in 1994 - he has missed only two events in that time. For 2017 this might well be THE event for you to engage with and lend your support.

Our thanks to Terry Wade for his active engagement trackside with the team this year, and for his support of greater involvement in 2017 as we plan our club celebrations.

IN ADDITION (Rod Vogt)

Brian Froelich forgot to thank one person - on behalf of the drivers, thank you Brian for your tireless organizing before and during the event and your post -race analysis which hopefully will give us an edge for next year. Our five old Healeys/Sprites are really up against the odds against the growing number of "moderns" but I can assure you all that they were amongst the fastest and best prepared and best looking cars competing and they do our Marque and Club proud.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP and 4 fastest laps

Simon Gardiner (Sprite) 983 pts		1.42.10, 1.42.20, 1.42.22, 1.42.37
John Southwell (Sprite) 982		1.45.14, 1.45.27, 1.45.30, 1.45.32
Rod Vogt (Sprite) 971		1.44.63, 1.44.78, 1.44.87, 1.44.92
Geoff Leake (100/4) 937		1.45.98, 1.46.30, 1.46.30, 1.46.35
Russell Baker (3000) 921		#1.47.40, 1.47.84, 1.48.13, 1.48.19

denotes new fastest lap time

2 VHRR SANDOWN HISTORIC RACES November 5/6th 2016

Sandown. Not my favorite track. In fact, my least favourite track despite having probably done more laps there than any of the other circuits. Why? Well it is a power circuit and is a bit boring (two long straights favoring powerful cars accelerating away from slow entry corners) and a little bit scary too (with several hard walls and barriers quite close to the edge of the bitumen). Six AHOC members competed and although "fast" for their age, "powerful" might be a bit of a stretch given the age of our cars - Graeme Marks (Mac Healey monoposto) and Phillip Aitken in the Coad family Vauxhall Special in Group Lb Sports 1940-1960, Mark Bird in Regularity in his 100/4, and Peter Kaiser (Sprite), Damian Moloney (100/4) and myself in the MGB in Group S Production Sports Cars. The Weather Bureau caused unwanted stress by predicting various levels of showers which did not eventuate. Saturday was cold and windy with a small paying crowd evident but Sunday was beautiful although I felt the crowd was still down on expectations. Damian, Peter and I were garaged in prime position near the excellent coffee truck and front

and centre to the control tower and officials. If Assistant Clerk of Course SELWYN HALL needed to see us for a misdemeanor (did not happen) then the walk of shame would be short. BILL METCALF was a CAMS scrutiny for the weekend also. Many Club members dropped by our shared marquee on Sunday - too many to remember in case I forget some . And the VHRR is to be congratulated on a very well run meeting which ran to schedule with no events being cut short.

Our supporters had the bonus of seeing the ex Eric Rudd/Peter Hopwood 1998 Bathurst Race 100/6 which pushed Dennis Welch to the limit in spectacular fashion which AHOC/VHRR member Geoff McInnes had put in our marquee also. Thanks for the prime spot Geoff. This Healey was purchased a mere 4 weeks or so earlier by Barry Batagol and he enjoyed every minute of his Regularity runs. The Healey looked and sounded fantastic and Barry got down to 1.44 lap times in his first real drive of his new car. Barry belongs to the Vintage Sporting Car Club via long time ownership of his Bentley Speed Six, has done regularity in a Ferrari and belongs to a couple of other Clubs so despite our encouragement is unlikely to join the Healey Club. But he was impressed by car and our members who were very friendly toward Barry. He has owned a Healey when younger. Hopefully he will do the odd MSCA sprint with us too - I did "encourage" him to consider that! Perhaps we can do a feature on this Healey in the magazine. I did manage to see all the regularity runs as they were on first as soon as the 9am noise embargo was lifted.

Mark Bird had the 100/4 flying at 12th fastest in practice for **Regularity** amongst some modern machinery but it was a very crowded 44 car field and consistent lap times were hard to achieve. Organizers demanded a fastest lap time allowed of 1.35 and Mark nominated 1.38 and finished mid field in the points score, running a little slower initially and then doing a couple of 1.36's and 1.38's in the last run, getting a bit close to the fastest lap allowed. Some drivers were black flagged and pulled off the circuit for going too fast - one managed this in all three runs in his Ford GT40 Replica! Mark's best lap at 1.36.15 beat his previous best Sandown lap of 1.38.11 set in October 2015.

In **Group J,K and L**, **Graeme Marks and Phil Aitken** would have been pleased with their weekend. Graeme qualified the Mac Healey 4th of 20 cars and then finished 4th, 2nd and 3rd in his three races. He battled hard with the Ian McDonald Elva Courier, the Carter Corvette and a Lotus 11 replica (Photon). Race three was particularly exciting with Graeme leading for the first two laps. I could not see what happened early in the first lap but it took some time before the Elva and Carter Corvette passed Graeme. The Mac Healey is going very quickly at present, Graeme's fastest lap being 1.32.24 which is his best ever by my records.

Phil Aitken drives the Coad Vauxhall Special for the Coad family which is quite a responsibility I would imagine. Phil qualified 10th and drove week well all weekend to maintain his position and then improve to 8th in the final race with plenty of battles along the way. The Coad Vauxhall has inherent braking problems but at least proved more reliable than some recent outings. Along the way, Phillip's best lap time of 1.35.53 is, in my records, his best lap time at Sandown.

Finally to **Group S Production Sports Cars** for **Peter Kaiser, Damian Moloney** and myself. We raced absolutely together all weekend which is quite funny really! Team mates, garaged side by side, we started the qualifying session together and finished the session together. It was obvious that our qualifying positions would be close but the result was a bit ridiculous - the Kaiser Sprite 25th in 1.34.09, the Moloney 100/4 less than four/tenths of a second behind in 26th and the Vogt MGB a mere three/one hundredths further back in 27th. And so it continued in the races.

Race One - Kaiser 22nd, Moloney 23rd and Vogt 25th (I was badly baulked in Turn One on Lap One by a faltering Shelby GT350 on my side of the track and by the time I cleared the mayhem Peter and Damian were a few hundred meters clear. My first lap was 5 seconds slower than Peter and it is impossible to make up given our similar performance.)

Race Two - better start for me, Kaiser 22nd, Vogt 23rd and Moloney 24th at the finish. Damian and I had the best race I have ever had the pleasure of experiencing. Every lap side by side down the straights and in many of the corners, separated by a mere or so. I got past the Healey only because Damian scraped the wall at turn 4 on lap 3 (I like to think because of my pressure!) losing his mirror just like the V8 Supercars on TV but then re-passed me a lap later. The MG got better drive out of the corners, only to lose out again eventually on the straights and being half a car length behind I would yield every time. After the full 7 laps I was just in front at the flag after a good pass on to the main straight but I am sure would have been behind again metres later as had happened every other lap. We could have gone on all day like that but I suspect the lighter MG might have prevailed if more laps were required. How close at the finish? Total elapsed time at the flag - Vogt 11 min 54.03 sec / Moloney 11 min 54.42 seconds.

Fantastic. Peter Kaiser? Who cares! No, joking. Peter was about 4 seconds ahead of us up the road and relatively out of reach, having battled hard all race with a TR3 and a 2 liter Porsche.

Race Three - Damian did have a bit of paint scraped off down the drivers side of the Healey and decided to miss the final race. I don't know whether I was relieved or disappointed. A good start for me but, as usual, a better start for Peter Kaiser. As usual, I get going well but am probably a bit careful in the inevitable mayhem that is Lap One Turn One whereas Peter seems to drive in deeper, brake later and find a way through gaps I don't see or find. More skill or more courage perhaps? The same Shelby that baulked me in Race One did the same again with many near misses in the field as we tried to avoid each other and the Shelby and when the dust settled I had dropped four spots behind the Sprite, again - is there a pattern here? It took two laps to get past a V8 Porsche 928 which had taken advantage in turn one and had plenty of straight line mumbo but questionable handling. A deep breath and butt clenching at the end of the back straight got me through him, past another couple of cars and there was the Kaiser Sprite not too far ahead. With 10 laps available this time I did catch and pass Peter with a couple to go but I just knew that it was not all on my merits - sure enough the Sprite was a bit off song by one to two seconds a lap running a bit rich and this gave me a rare finish in front of Peter. But hey, I take what I can! Peter established a new fastest lap time for the Sprite at 1.33.67 against a previous best of 1.34.34 at this event twelve months ago. Once again doing whatever Peter does, I squeaked out a mighty improvement of just one/one hundredths of a second from 1.33.83 last June to a new PB of 1.33.82. Like I said, I'll take whatever comes my way.

So enough self indulgence, but it was one of those weekends which really made you feel alive and I am trying to convey that to you through this report. I just wish more members would have these experiences when in fact we are seeing our best Healeys/drivers gradually leaving the tracks for various reasons. Things do go in cycles BUT I fear our ageing membership and the increasing values of our cars does not bode well. However, two new 100/4's are being built for racing and another for Club level activity - no names, no pressure, but I am confident they will appear.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps

Damian Moloney (100/4)	982 pts	1.34.13, 1.34.21, 1.34.29, 1.34.31
Peter Kaiser (Sprite)	953	#1.33.67, 1.33.97, 1.34.05, 1.34.09
Mark Bird (100/4)	892	#1.36.15, 1.36.51, 1.36.62, 1.37.23
Graeme Marks (Mac Healey)	887	#1.32.24, 1.32.24, 1.32.82, 1.33.37

POINTS TOWARD ASSOCIATE CHAMPIONSHIP for non Healeys and 4 fastest laps

Rod Vogt (MGB)	956 pts	#1.33.82, 1.34.10, 1.34.20, 1.34.26
Phillip Aitken (Coad Vauxhall)	899	#1.35.53, 1.35.82, 1.36.53, 1.36.54

denotes new fastest lap time

3 MSCA WINTON Sunday November 6th

The final MSCA event for 2016 and the final point scoring event for the AHOC Competition Championship attracted 72 competitors with Simon Gardiner in the Super Sprite our sole entrant. Some travelled from NSW, not for the first time as our reputation for organizer a well run event spreads. One of these was Cameron Sell from AHOC NSW in his highly modified Austin Healey and he was right up there with a fastest lap time of 1.34.60 - I have not seen his Healey but it is modified well beyond our Victorian Marque Sports Car and Historic Healeys. Once again the weather Gods smiled, Ken Price and his MG Car Club officials ran an efficient meeting along the now well established MSCA format and competitors could have 5 sessions and plenty of laps for the day. Simon is hobbled at the Winton Relay because 1.40 is the fastest lap time allowed - go faster and you are excluded! Running with his slick tyres, rear wing and under body diffuser re-fitted and right foot fully to the floor, Simon achieved third fastest lap time for the entire field at 1.30.06, beaten only by a modern engined clubby and a Lotus Exige S. Oh so close to getting in to the 1.29's. In fact Simon did 5 laps in the 1.30's and his best was a new fastest lap for him at Winton.

POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP for Healeys and 4 fastest laps
Simon Gardiner (Sprite) 955 pts 1.30.06, 1.30.29, 1.30.30, 1.30.51

A CLOSING THOUGHT

“Be who you are and say what you feel, because those who mind don't matter and those who matter don't mind.” (Dr. Seuss)

Cheers
Rod Vogt