

COMPETITION REPORT DECEMBER 2011

TEAM HEALEY and MSCA NEWS

COMING EVENTS **Events marked with * count towards the Competition Championship. Sprint and Regularity events require a basic CAMS level 2S licence only. (contact Rod Vogt)**

1 MARQUE SPORTS CAR ASSOCIATION (MSCA)

CALENDAR FOR 2012

Please note that these dates are constantly changing at this early stage.

Round 1	Sunday 29 th January	*Winton	to be confirmed
Round 2	Sunday 4 th March	*Sandown	to be confirmed
Round 3	Sunday 29 th April	*Winton	to be confirmed
Round 4	Sunday 1st July	*Sandown	to be confirmed
Round 5	Sunday 22 nd July	*Phillip Island	to be confirmed
Round 6	Sunday 19 th August	Haunted Hills hillclimb	t.b.c.
Round 7	Sunday 16 th September	*Phillip Island	to be confirmed
Round 8	Sunday 18 th November	*Phillip Island	to be confirmed
Round 9	December ?	*Sandown?	

We have applied for the Phillip Island dates but have yet to receive confirmation. PI say we are unlikely to get three dates due to track re-surfacing in Dec/Jan. Calder may figure in the mix as a fall-back. Sandown now says we *may* get three dates after earlier indicating only two would be available! It gets more difficult each year to obtain track bookings.

ENTRY FORMS for these events will be sent to all on the Team Healey email list and 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 9.15am

2 OTHER EVENTS 2012 Some important Historic events for your diary:

25/26 th February	* HSRCA Historic Wakefield Park, Goulburn, NSW
9-11 th March	*VHRR Phillip Island Historics
Easter 6-8 th April	* Historic Mallala, Sth. Australia
15 th April	Myrniong Historic Car Sprint
26/27 th May	*HSRCA Historic Eastern Creek, Sydney
26/27 th May	* Historic Winton (short course)
18/19 th August ?	* VHRR Historic Winton (long track) to be confirmed
29/30 th September	* HSRCA Historic meeting, Wakefield Park, Goulburn
23-25 th November	*HSRCA Eastern Creek Tasman Revival Historic meeting
3/4 th or 10/11 th Nov	* VHRR Historic Sandown to be confirmed

Did you know that the 2010 Phillip Island Classic has made it to the final six for Historic Motorsport Event of the Year at the International Historic Motoring Awards? We are very lucky to be able to compete and spectate at such a world class meeting. Put it in your diaries for 2012.

COMPETITION REPORTS

1 WINTON SIX HOUR RELAY RACE Sunday October 16th

Thank you to **GRAHAM PALICH** for managing Team Healey so well at this event and for providing the following report.

“With the retirement of management stalwarts, Peter and Anne Stanley, it was left to the 2010 newcomers to represent the Healey Club in the annual Alfa Club organized, Winton 6 Hour Relay event held over the weekend of 15/16 October.

This event attracts over 40, four or five vehicle teams to compete over a 6 hour period with the objective being to lap the three kilometer circuit as close as possible to a nominated time, which is established during practice on the Saturday. Laps faster than this nominated time will incur penalties. Slower, but within one second of the nominated time will attract lap bonuses and slower again will just credit the driver with a single lap. A formula, taking into account the performance of the whole team is used to come up with a winner, but in essence, teams with consistent performances do well.

The team was unchanged from last year with the representatives being John Goodall (Healey), Peter Osborn and Louise (Alfa), Tony Rogers (Porsche), Bill Vaughan and Rod Vogt (Sprites). The team was again managed by Graham Palich with the compulsory helper being Graham's brother Barry who filled in ably for Trevor Smith who had to withdraw at the last minute due to some minor surgery.

With the long range weather forecast looking decidedly ordinary for the weekend, the team arrived on Friday and set up the garage while Rod decided that some extra practice in the Sprite would be beneficial given that much of his motor sport in recent times has been in historic racing in the MG.

Back at the Motel on Friday night, the supermarket opposite seemed to be the place for the team to search for breakfast requisites, but not John. His shopping list was headed by Singer sewing machine oil! Strange, but his explanation that he forgot to bring SU damper oil seemed perfectly reasonable.

Out to the track early on Saturday morning for scrutineering and that all important practice to establish times for Sunday saw none of the rain that had been predicted. With the adrenaline flowing and so many teams involved, some of which are not regular competitors, it was not surprising to have proceedings temporarily halted during practice to allow the Clerk of Course to issue a team exclusion ultimatum to some drivers for violations of the regulations, particularly in regard to passing under the yellow flag. Funnily enough, driver behaviour improved markedly after this lecture.

Our team shared a garage with a bunch of Ford Escort enthusiasts with beautifully prepared cars. Things went pretty well for them on Saturday but by mid afternoon on Sunday, we had the garage to ourselves. The two Sprite Club teams were in the garage next door.

No real mechanical issues for us on Saturday with the dampers working beautifully.

Off-the-track activities were also going well and to date, we had managed to keep President Bill in our sights. (Last year we unfortunately lost him on the way to dinner).

Race day on Sunday saw the Healey garage a hive of activity with many helpers arriving to assist in timing and general team duties. These included Selwyn Hall, Peter Jackson, Brian Froelich, Geoff and Wandy Leake, Peter and Daniel Heading, Russell Baker, Brian O'Meara and Jeff Gillard – all spending time with stop watch and timing board on pit wall. These folk are really important to the running and management of the team and their presence in truly appreciated. Mark Ingham dropped in briefly and Bruce Dixon, Peter Kaiser and David Kelly also said hello when their commitments with other teams allowed.

This year Rod was first car out and on returning after his stint, he happened to mention some inconsistencies with the car's performance. Before he had an opportunity to take off his helmet, nine heads were wedged under the bonnet, each providing a visual diagnostic analysis of the problem. When Rod suggested that it might be electrical, multimeters appeared from nowhere and the problem, which happened to be a loose wire, was rectified. By the way, next time you see Rod at the track, take a casual look at his racing boots. You will notice that each has different coloured laces. We have however, been reliably informed that this is to allow him differentiate between the pedals; i.e. yellow for the clutch, black for the rest!!

All went to plan on Sunday apart from Rod's mishap mentioned above and Peter who managed to lose his oil filler cap during his stint and Tony who left it till his last lap to blow the gearbox sealagain!!! Bill's car never missed a beat and after frequent injections of sewing machine oil, John finished the day in good shape.

So after six hours and 169 laps, Team Healey crossed the finishing line with over 500 kilometers of competitive racing behind them. When the results were announced, our team finished a very credible 13th. This event is particularly difficult to win and many of the highest placed teams have just achieved success after competing in the event for over a decade.

We must acknowledge the commitment of all the Team Healey drivers who presented their cars in wonderful condition and then proceeded to drive exceptionally well during the whole weekend. Also many thanks to Barry Palich, (an inaugural Morris 850 Club member circa 1960) who stepped into the breach, donned the reflective jacket, earphones and whistle and performed a compulsory 3 hour stint in pit lane.

The 6 hour relay is called a “team” event but the Healey Team really epitomizes the team aspect with great camaraderie between managers, drivers and helpers.

All that is left now is for the results to be analysed over a long lunch to find a way to improve even further for next years’ event.”

Could our success have been due to Graham’s inspiring words prior to race start? **“Some of you may die, but it’s a sacrifice I am prepared to make.”-Rod**

AHOC COMPETITION CHAMPIONSHIP POINTS and 4 fastest laps

Rod Vogt (Sprite)	932 pts	1.49.25, 1.49.63, 1.49.63, 1.49.93
Bill Vaughan (Sprite)	906 pts	2.04.14, 2.04.82, 2.04.99, 2.05.08
John Goodall (100/6)	830 pts	1.54.05, 1.55.49, 1.55.68, 1.55.75
ASSOCIATE CLASS		
Peter Kaiser (Mini Cooper)	964 pts	1.45.75, 1.45.94, 1.46.06, 1.46.11
Tony Rogers (Porsche)	877 pts	1.48.61, 1.49.28, 1.49.66, 1.49.84
David Kelly (TR7/V8)	876 pts	1.48.52, 1.48.74, 1.49.13, 1.49.76

2 CALDER MSCA SPRINTS and REGULARITY Saturday November 5th

ROB RAVERTY kindly compiled the following report and **SUE RAVERTY** provided the photos (Hugh Purse - all legal correspondence direct to the Raverty’s please!)

“A clash with Sandown historics and the warm weather may have affected the entry numbers for the November MSCA meeting with a small field of 58 cars running on the day. Regularity was a reasonable nine entries with Leon O’Brien, Hugh Purse and Rob Raverty making up the Team Healey contingent. With a warm day forecast and garages being provided on a first come, first serve basis Leon arrived at some unheard of hour to secure prime real estate. Despite the financial downside of the small field, it made for a relaxed meeting, more runs and very short turnaround times between runs. Unusually, the regularity qualifying was on a dry track and with Hugh and Rob being Calder virgins there was the usual deep thought on the nominated times. Rob spent more time than usual trying to work out a time after discovering on the last qualifying lap that the reason for the lethargic performance out of corners was due to the overdrive switch being in the on position. As the day warmed up the track provided as much stick as anyone could have wanted and there were very few interruptions due to lack of friction between tyre and track.

The Team Healey trio settled in with several runs on or around their nominated times but with the usual drift faster and slower eroding good points scoring. Leon finished the day with a fastest lap of 1:35.23, Hugh 1:22.34 and Rob 1:30.91. The heat in the afternoon sessions began to take its toll with several cars withdrawing due to overheating problems. Oddly enough, none of the Team Healey cars suffered from this affliction with the overheating being restricted to the drivers. Roger the team mascot called in and was found providing wise counsel to Hugh just before his session producing his fastest lap. Hugh must have heeded the advice but unfortunately forgot that his nominated time was 1:25.



Hugh Purse and Roger – wise counsel?

Team Healey in Calder garage

AHOC COMPETITION CHAMPIONSHIP POINTS and 4 fastest laps

Rob Raverty (3000)	946 pts	1.30.91, 1.30.92, 1.31.38, 1.31.45
Leon O'Brien (100/4)	885 pts	1.34.44, 1.35.22, 1.35.46, 1.35.46
Hugh Purse (100/4)	872 pts	1.22.34, 1.23.32, 1.23.46, 1.23.62

3. **SANDOWN HISTORIC MEETING** 5/6th November

The weather was hot and humid but stayed fine for a great weekend of racing, particularly for our AHOC competitors. All of our members presented their cars in magnificent condition, ran quickly and well and ALL finished ALL of their events with no mechanical or incident dramas.

Group S Sports Car Races All eyes were on the Healeys of Peter Jackson, Brian Duffy and Colin Goldsmith (NSW), Peter Kaiser in ex the Bill Ingham Sprite and Rod Vogt in MGB. Well some eyes anyway! We were lucky to be allocated a pit lane garage on the main straight in a great position for viewing all the races. Adjacent were the three Healey 100S cars entered in Regularity. Our many supporters over the weekend were able to enjoy first class facilities and views at the drivers' expense - \$250 EACH for one car space!

The combined Group S races saw probably the strongest field ever assembled with **Peter Jackson** qualifying 15th and managing **only** 9th, 12th and 13th outright in the 3 races, despite setting a new lap record for himself and Group Sa at 1.28.41 – unbelievable for an old Healey. The problem? A plague of eleven big capacity V8's, four 1970's Porsches and a super quick Lotus Super Seven clubman – the V8's covered De Tomaso Panteras, Chev Corvettes (one was 7 litre capacity!), Shelby GT 350's, a TVR Tuscan and some new and surprisingly quick MGB GT's. "**Only**" was a fantastic effort from Peter as usual. **Brian Duffy** was not far behind Peter, finishing 16th, 17th and 16th in his three races, also greatly improving his fastest lap time at Sandown with a best of 1.29.37. Peter and Brian were first and second Group Sa cars, of course, in each race. **Peter Kaiser** had the wrong diff in the Sprite for his first run at Sandown, hitting 7,000rpm on the tacho early on the two long straights and waiting impatiently for the twisty bits. Peter still had some good battles towards the rear and was seen picking up clues for the future from interstate drivers Dennis Best in the Lenham Le-Mans GT (Sprite) and Brian Weston in the very quick Spridget. I raced the **MGB** at Sandown for the first time so my fastest lap of 1.34.79 can be claimed as a personal best too can't it? It was two seconds better than my best in the Sprite! (P.B.'s for us all then.) I finished in mid- twenties positions of the 40 car field in each race with the Goldsmith Healey further back. I have to say that it was the most intense, and enjoyable, racing of my spectacular (?) career – 5 events now and still alive. Amazing. One more well behaved meeting and I can remove those embarrassing P-plates. Seriously, I cannot believe the closeness of the racing in Group S from the front to all the way to the back of the field. No one has it easy. The first half lap is crazy – race two on Sunday morning found me four wide on the outside of turn one with a similar line in front and behind, funneling down to three and two wide in turns two, three and four where HARD concrete walls line the track. I can only imagine what Peter and Brian are going through up the front with all those faster cars. Which reminds me of another quote, from **Stirling Moss** – "*There is a very fine line between bravery and stupidity. They are almost the same thing. Sometimes they ARE the same thing.*" Thank goodness the Group S drivers are, in the main, very good drivers. The Group S races provided the best and most exciting battles of the Sandown meeting (no, I am not biased) with NO safety cars or red flag incidents which spoiled many of the other categories.

Regularity Competing in Division One were David Kelly and Rob Jamieson in their 100/4's, THREE Healey 100S – Tony Parkinson and Tony Jarvis from South Australia, and Bill Alexander (in Clive Smith's car), plus club members Hamish MacLennan in his MGB and Tony Rogers in his 1974 Porsche in with some very fast (sub 1.30) cars in Division Two. All scored in the top half consistently in their 3 individual events. Fantastic sight to see three 100 S Healeys running together with the two Red/Black 100/4's. We appreciated good **support from members** on both days – Mark Bird, Ken Tame, Jeff Gillard, Brian Froelich, Shayne MacIntosh, John Mason, Paul McPherson, Dennis Varley, Rob and Andrew Rowland, John Goodall, Graham Palich, Leon O'Brien, Ron Boyle and I believe Terry Grigg. Sorry if any one else dropped by our garage when I was not there.

AHOC COMPETITION CHAMPIONSHIP POINTS and 4 fastest laps

Brian Duffy (3000)	936 pts	1.29.37, 1.29.74, 1.29.97, 1.30.01
Bill Alexander (100S)	920 pts	1.45.61, 1.45.92, 1.46.02, 1.46.41
Rob Jamieson (100/4)	897 pts	1.46.34, 1.46.45, 1.47.32, 1.47.37
Peter Jackson (3000)	891 pts	1.28.48, 1.28.48, 1.29.49, 1.29.50
Peter Kaiser (Sprite)	856 pts	1.40.02, 1.41.19, 1.41.22, 1.41.46
David Kelly (100/4)	648 pts	1.48.40, 1.49.94, 1.50.26, 1.51.92

ASSOCIATE CLASS

Tony Rogers (Porsche)	941 pts	1.36.44, 1.36.63, 1.37.02, 1.37.03
Hamish MacLennan (MGB)	677 pts	1.44.73, 1.47.66, 1.47.68, 1.47.68

FINAL RESULTS 2011 AHOC COMPETITION CHAMPIONSHIP after 23 events

	(best 4)	Points done	events	average
1	PETER JACKSON (3000)	3870	7	968
2	ROB RAVERTY (3000)	3772	5	943
3	BRIAN DUFFY (3000)	3682	5	920
4	Russ Baker (3000)	3568	7	892
5	Hugh Purse (100/4)	3297	4	824
6	Brian Aitken (Sprite)	3251	4	813
7	Leon O'Brien (100/4)	3074	4	769
8	Bill Vaughan (Sprite)	2629	3	876
9	Tim Westover (3000)	2423	3	808
10	Mark Bird (100/4)	2208	3	736
11	Steve Pike (3000)	1857	2	928
12	Rod Vogt (Sprite)	1827	2	914
13	Peter Kaiser (Sprite)	1812	2	906
14	Damian Moloney (100/4)	1811	2	906
15	Rob Jamieson (100/4)	1656	2	828
16	John Goodall (100/6)	1633	2	817
17	Cary Helenius (100/6)	1610	2	805
18	David Kelly (100/4)	1549	2	775
19	Geoff Leake (100/4)	938	1	938
20	Bill Alexander (100S)	920	1	920

2011 ASSOCIATE CLASS

1	TONY ROGERS (Porsche 911)	3403	4	851
2	Peter Kaiser (BMW Mini)	2710	3	903
3	Hamish MacLennan (MGB)	2041	3	680
4	Graeme Marks (Mac Healey)	1871	2	936
5	Larry Varley (Williams Spcl)	1499	2	750
6	Hugh Purse (Jaguar Mk 2)	916	1	916
7	David Kelly (Triumph TR7/V8)	876	1	876

Congratulations to **Peter Jackson** on his third Championship in four years, to **Rob Raverty** for competing enthusiastically to earn second place in his immaculate and virtually standard road going 3000 (a true club level effort) and to **Brian Duffy** on his first Championship placing. The mixture of cars and disciplines reflected in the table is gratifying. Thank you to all for flying the Healey flag at Phillip Island, Sandown, Winton, Calder, Eastern Creek, Wakefield Park and Mallala in Group S Historic and Marque Sports Car races, Historic Regularity and Marque Sports Car Association Sprints and Regularity. Your cars are always immaculately presented and are a credit to our club. And let's not forget our members who share the same

enthusiasm but for various reasons run a car that is “not a Healey”- our inaugural **Associate Champion is Tony Rogers** in his 1974 Porsche. (Can anyone please come up with a better name than “Associate”?)

A CLOSING THOUGHT “When the eagle soars, the parrots begin to jabber.”

Rod Vogt