

## COMPETITION REPORT JULY 2010

### 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) 2010 CALENDAR

Round 6	Sunday 29 <sup>th</sup> August	*PHILLIP ISLAND	Sprint and Regularity
Round 7	Sunday 21 <sup>st</sup> November	*PHILLIP ISLAND	Sprint and Regularity
Round 8	Sunday 5 <sup>th</sup> December	*SANDOWN	Sprint and Regularity (With MSCA presentation and BBQ)

The MSCA Committee decided not to add a Morwell Hillclimb in July or early August – mid-winter in Gippsland with cold tyres and a Big Healey? I don't think so!  
Members looking for action can enter the 3<sup>rd</sup> round of the Victorian Supersprint Championship at Winton on September 25<sup>th</sup>, replacing the MSCA round given up on that day.  
ENTRY FORMS for these events will be sent to all on the Team Healey email list. If you want to get involved ring Rod Vogt on 5962 1915 or 0408 395 240 or email [competition-MSCA@healeyvic.com.au](mailto: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

Sun July 18	*Rd 2 Vic Supersprint Championship at Phillip Island (run by PIARC)
July 24/25	*Rd 3 State Racing Series (inc MG & invited British ) at Sandown
July 24/25 <sup>th</sup>	*Historic Qld at Morgan Park, Warwick ( <a href="http://www.hrcc.org.au">www.hrcc.org.au</a> )
Aug 6-8 <sup>th</sup>	*#Festival of Sporting Cars at Wakefield Park, Goulburn <a href="http://www.fosc.com.au">www.fosc.com.au</a>
Aug 7/8 <sup>th</sup>	*Phillip Island 6 Hour Relay regularity (NO Team Healey entry)
Aug 14/15 <sup>th</sup>	*#Historic Winton (long track) ( <a href="http://www.vhrr.com">www.vhrr.com</a> ) Gr S races & Regularity
Sept 18/19 <sup>th</sup>	*#Historic Wakefield ( <a href="http://www.hsrca.org.au">www.hsrca.org.au</a> ) Gr S races & regularity
Sept 25 <sup>th</sup>	*Rd 3 Vic Supersprint Championship at Winton (run by Triumph Club)
Sept 25/26 <sup>th</sup>	*Rd 4 State Racing Series (inc MG & Invited British) at Winton
Oct 16/17 <sup>th</sup>	*#Historic "No Frills" meeting, Lakeside Park Qld ( <a href="http://www.hrcc.org.au">www.hrcc.org.au</a> )
Oct 23/24 <sup>th</sup>	*Winton 6 Hour Relay ( 2 teams entered)
Nov 6/7 <sup>th</sup>	*#Historic Sandown ( <a href="http://www.vhrr.com">www.vhrr.com</a> ) Gr S & regularity
Nov 26-28 <sup>th</sup>	*#Historic Eastern Creek ( <a href="http://www.hsrca.org.au">www.hsrca.org.au</a> ) Tasman Cup Revival Meeting # round of Group S Racing Association 2010 Championship

We can confirm that we have two teams entered for the Winton 6 Hour Relay event on October 23/24<sup>th</sup>. Peter and Anne Stanley will manage the number one team of regulars while Graham Palich will TRY to keep the second Team of newcomers in line! More details will follow, but put the date in your diary – helpers/supporters are needed.

## COMPETITION REPORTS

## **1. MSCA PHILLIP ISLAND MAY 30<sup>th</sup> 2010**

A well attended day with a field of over 100 cars. Team Healey members earning points towards the Competition Championship were Tim Westover (3000), Rob Raverty (3000), Cary Helenius (100/6), Colin Wallace (turbo Sprite) and Rod Vogt (Bug-eye Sprite). Larry Varley ran his Williams Special, an extended Bolwell Mark 4 with Holden grey motor and Historic log book. Larry and Peter Kaiser were the Healey stalwarts of MSCA until the recent resurgent interest, although Larry last competed in his Volvo P 1800 (?) John Goodall tried out his new Porsche Cayman which he had hoped to use for the 2010 Classic Adelaide tarmac rally which will not happen due to the event becoming insolvent. Russell Baker did not have enough time to solve his sticking throttle problems from the last Winton event so sprinted in the "shopping car" – the four door turbo Nissan Bluebird. Peter Kaiser ran his very quick Mini (BMW). Peter parked with his Mini mates and the Healey group was swelled by Triumph Club regular Mark Campbell in his TR6 and Michael Ban in the Sunbeam Alpine.

Allen Saunders had entered for his FIRST track adventure only to discover radiator problems on the Saturday so must wait a bit longer to have his fun. Allen and Jo did come down to support. Ken Tame had also entered but simply ran out of time to get ready. Ken came down with Tim to cheer us on. Thank you to Brian Froelich, Dennis Varley and Graeme Palich for their support. John Goodall has conned Graeme in to being team manager for the second Winton 6 Hour team so I hope he let him drive the Cayman to or from the track!

A special thank you to Bill Metcalf and Gordon Lindner for representing our Club and helping with officials duties. They were running every where at the beck and call of the Clerk of Course, David Kelly, (thank you again, David, for a well run meeting) and intend to help out again in the future. Would any other members like to help also?

Showers cleared around dawn leaving a damp track as we arrived at 7 am. It was a bit difficult trying to save space for 10 cars to park together but the boys turned up early which made it easier. All except Tim that is who rocked in as drivers briefing was about to start, but with Ken's help the paperwork and scrutineering were done and he had plenty of time as Regularity was run group 6. A gale force wind blew all day and this dried the track out quickly, but track temperature remained very cold and we were glad we had hired two garages for shelter. It gives us somewhere to store our kits and is a great focal point for socializing between runs. We envied John in the Cayman with the heater on and classic FM playing. Tim had the hard top on and Russell was in the saloon but the hardy open car drivers were still in the majority. I know I found it very difficult through Southern Loop (turn 2) and on the run to turn 4 with gale force wind striking from the right hand side and buffeting the helmet so severely that it was impossible to have clear vision. My neck muscles were sore for the next few days – not quite ready for the G forces of Formula 1. The two Sprites were certainly affected by the wind, particularly down the main straight.

Four runs were available for those who chose to stay all day – this equated to more than 20 laps. Rob Raverty AGAIN had gremlins strike at Phillip Island with coil failure on his second run and a tow in after watching the rest of his run group from a flag marshall's point. A Triumph competitor kindly lent Rob a coil which got Rob and Sue home, an improvement on last time when they went home on the back of a tow truck, having broken down between the motel and the track at 7 am without getting a run at all. When last seen Rob had his coil (which was new for the event) and a jar of Vaseline and was looking for somewhere to put it. Ouch! At least take

the bracket off, Rob. Otherwise the day went smoothly and proved enjoyable despite the weather which could have been so much worse.

Colin Wallace sprinted with the Clubmans in the turbo Sprite and gave the newer cars a very hard time, particularly our chief scrutineer Nick Ng in his PRB. Do you think that was wise ? I ran the Bug-eye in a sprint group with a large number of newish Lotus Elise's and upheld the honour of the old British cars by being surprisingly competitive and even improved my fastest lap at PI by nearly half a second! Nothing like a challenge. I wish I could have seen behind the full face helmet for the reaction when a little old Sprite passed a new Lotus!

## MSCA COMPETITION RESULTS

REGULARITY (14 starters) Cary Helenius (4<sup>th</sup>), John Goodall (9<sup>th</sup>), Tim Westover (10<sup>th</sup>) and Rob Raverty (11<sup>th</sup>)

SPRINT Rod Vogt 1<sup>st</sup> Class A up to 1500cc  
Colin Wallace 4<sup>th</sup> Clubman over 2000cc and nominated cars  
Larry Varley 3<sup>rd</sup> Non – marquee sports cars 2000-2500cc  
Peter Kaiser 5<sup>th</sup> non – marquee 2500-3500cc (fastest Mini)  
Russell Baker 15<sup>th</sup> same class. Get the Healey back Russ!

## AHOC COMPETITION CHAMPIONSHIP POINTS (with 4 fastest laps)

Colin Wallace	921 pts	2.02.33, 2.02.41, 2.02.52, 2.03.12
Tim Westover	886 pts	2.27.70, 2.28.20, 2.28.53, 2.28.84
Rod Vogt	878 pts	2.04.51, 2.05.33, 2.05.56, 2.05.73
Cary Helenius	802 pts	2.42.37, 2.43.31, 2.44.14, 2.44.35
Rob Raverty	42 pts	2.38.11, 2.39.81, 2.45.40, 2.47.69

We may have to give Rob an award for the lowest score achieved to this point. His two fastest laps were achieved just before the coil failure and I am sure that with a full day under his belt he would have scored close to the maximum 1000 points! Does that make you feel better Rob?

Our other Team Healey members, who do NOT score points, achieved the following results:

John Goodall (Cayman)	2.04.64, 2.05.16, 2.05.48, 2.05.74
Peter Kaiser (Mini)	1.59.22, 2.00.36, 2.00.58, 2.00.94
Russell Baker (Turbo Datsun)	2.13.06, 2.13.58, 2.15.35, 2.15.48
Larry Varley (Williams Special)	2.01.55, 2.02.12, 2.03.92, 2.04.02

Maybe we should have a competition for members in non Healeys?

Thank you for the following contribution from a member who THINKS he has remained anonymous. A free coffee at the next MSCA for a correct guess.

*Volunteering for MSCA ..... "Phillip Island May 30<sup>th</sup>"*

*Rod Vogt had asked for volunteers , so in good spirit myself and another good person were added to his list "you will have to be down at Phillip Island early" we were told , so a pick up for the Co Pilot was at 0700 hrs ( 0630 hrs start for me ) . Reporting to Rod at 0815hrs at the track , who looked startled to see us & of course very happy as well , I guess he's used of people Saying but never Doing.*

*So the two volunteers were set to work with the.. oh so very knowledgeable & efficient Clerk of Course for the day .. David Kelly .. after being fitted with the necessary POWER & CONTROL*

*machines for speedy Control Tower contact .. we were at it in full swing .. you really don't need to be a driver to have fun ... take the following ( don't let the truth ever stand in the way of a good story ) ... Control Tower to ..go for .. check out car 1 & 5 we can't read the Dorian's ... go for.. to Control Tower they haven't got them fitted they forgot so I have banned them from the track ... is that OK ( these machines are fantastic POWER & CONTROL device's ) ..Control Tower to go for .. your sacked ... get them back on the track with Dorian's working . Reinstated we continued with a great day out with very enthusiastic car owners & drivers .. whom I may add with very appreciative of the little assistance were able to give , in the strains of the Immortal Terminator ... " I'll be Back" .. or in this case ... "We'll be Back"*  
Annon & Co Pilot

## **2. ARDC SPORTS CAR CARNIVAL EASTERN CREEK MAY 29/30<sup>th</sup>**

Peter Jackson and Brian Duffy returned to the Sydney track for the second time in 4 weeks to contest a round of the Group S Association Championship. Apologies to Peter for a typo in last month's mag incorrectly showing his new Group Sa lap record time as 2.02.45 when it should have read 1.54.25! It doesn't matter now because Peter has lowered it again at this meeting to **1.53.36!** Where will it end? Brian Duffy also improved his best time at Eastern Creek in just his second visit – 2.02.45 now down to 1.59.78. Well done boys.

Not being present, this is a brief report. Qualifying was on a wet track and Peter chose to go out on dry tyres while Brian chose wets. Peter qualified just one second faster than Brian and had an "off" towards the end which saw him stuck and needing a tow. With hindsight he would probably have opted for the wet tyres also. The first race on Saturday pm saw Peter and Brian finish first and second for Group Sa cars, and 9<sup>th</sup> and 14<sup>th</sup> places outright respectively, still on a damp track. Sunday dawned fine and in the morning race Peter set his new lap record and finished first Sa car and improved to 5<sup>th</sup> outright ahead of many newer Group Sb and Sc cars, with only 4 Porsches in front – a familiar tale. Brian finished 3<sup>rd</sup> Sa car with a fastest lap of only 2.05 at this stage. The 3<sup>rd</sup> and final race resulted in first and third Sa for Peter and Brian and 7<sup>th</sup> outright for Peter. In this feature race Brian's drugs must have finally worked as he posted his fastest lap of 1.59!

By all accounts it was a very well run meeting.

### **POINTS TOWARD AHOC COMPETITION CHAMPIONSHIP (with 4 fastest laps)**

Peter Jackson	895 pts	1.53.36, 1.53.92, 1.54.91, 1.55.41
Brian Duffy	672 pts	1.59.78, 2.02.33, 2.02.56, 2.03.06

## **3. WINTON HISTORIC MEETING (Short Track) 29/30<sup>th</sup> MAY**

This was the third meeting on this weekend and we were represented by Steve Pike in his Group Sa racing 3000. With the Eastern Creek meeting attracting Group S cars also, the field was a bit down on usual numbers with 25 cars in total, 3 of these being pre 1960 Group Sa cars. Steve qualified a lofty 6<sup>th</sup> on a wet Saturday morning and finished the afternoon race in that position and first Sa, keeping many newer and faster cars at bay. Sunday dawned fine unfortunately and Steve was unable to hold off Porsche 911, MGB V8, Datsun 240Z, a Shelby GT350 and Alfas. To add insult to injury he copped a 10 second penalty for creeping at the start and finished in 21<sup>st</sup> place. Starting the feature race, The Alan Jones Trophy Race from well back in the grid was a challenge, but Steve worked back through the field for a fine 13<sup>th</sup> place and he SHOULD be awarded the Alan Jones Trophy for first Sa car home although there was some confusion at the time of writing. Steve has been after this trophy for a long time!

To cap off a fine weekend., Steve was awarded the trophy for best presented sports car. He also demonstrated the Streamliner and was awarded a trophy for this vehicle too! Not a bad weekend.

Hamish Maclennan also competed in Group S races in his 1968 MGB. Graeme Marks had the Mac Healey flying in Group Lb Sports and Racing with a 4<sup>th</sup> and a 2<sup>nd</sup> in the two scratch races and 15<sup>th</sup> in the handicap.

## **MSCA NEWS**

The committee is very busy trying to set up a new website with the view to allow on line entry with payment on line also.

The first feelers are about to go out for our 2011 program with the aim to have 3 events at each of Sandown, Winton and Phillip Island tracks.

At Phillip Island on May 30<sup>th</sup> a Lotus Elise was written off on a WARM UP LAP (!) late in the day. The driver was trying to warm up his tyres by weaving etc as seen on TV in Formula 1 races but lost control and hit the tyre barrier only 400 metres down the main straight, having just left dummy grid. We are trying to decide if we ban weaving and vigorous braking to warm up the brakes because of one driver's mistake.

There will not be a competition report in August. Yours truly is off to the wilds of the Northern Territory on a different kind of adventure, to return just in time for the Winton Historic meeting on August 14/15<sup>th</sup>. There is quite a long winter break with little on offer and nothing to report so hope to see you at Winton.

**A CLOSING THOUGHT**    One should keep his words soft and tender, because one day you may have to eat them.

Cheers  
Rod Vogt