

COMPETITION REPORT JUNE 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 2011 *Note change to Round 8*

Round 5	Sunday 3 rd July	*Sandown
Round 6	Sunday 21st August	*Phillip Island
Round 7	Sunday 25 th September	*Winton
Round 8	Sunday 21 st November	*Phillip Island CANCELLED
REPLACED BY		
<i>Round 8</i>	<i>Saturday 5th November</i>	<i>*Calder to be confirmed</i>

Sunday December 4th 2011 (to be confirmed) will be Round One for the 2012 MSCA Championship and also for our 2012 AHOC Competition Championship (and the MSCA BBQ/Presentation for 2011.) 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 Spectators are encouraged. Entry is free and you are welcome in our pit garage. Competition starts at approximately 9.15am

2 OTHER EVENTS

25/26 th June	*HSRCA Historic Eastern Creek, Sydney.
9 th July	*Victorian Supersprint Championship, Round Two at Winton
23/24 th July	*Vic State Race Series inc. MG & Invited British Sports Cars
30/31 st July	*Historic Morgan Park, Warwick, QLD

COMPETITION REPORTS

1 HISTORIC MALLALA (South Australia) EASTER 2011

Easter. A time for contemplation, family or burning up the bitumen at the race track! For **Peter Jackson, Russell Baker and Rod Vogt** it was the latter, well hidden at the sleepy hamlet of Mallala an hour or more north of Adelaide where our fellow Victorian Healey members were engaged in debauchery and excesses at the National Rally. I assume this because several South Australian registered Healeys came to watch us at the 30th Easter All Historic Races to escape the invading interstate hordes. We waited and waited for our supporter(s) but I guess Mallala is a bit hard to find.

Why Mallala? Well 30 years is an admirable achievement and Group S Sports cars have not supported this event for several years after the opportunity arose to run at Bathurst at Easter. Troy Ryan is a VERY enthusiastic South Australian punter of an indecently quick Sprite in Group S and he started canvassing support last August at the Winton Historics and touched a chord with Peter Jackson in particular. When the Bathurst FOSSC event was cancelled due to an unexplained dispute between FOSSC and the Bathurst Council etc the last doubts were removed – LET’S GO! Peter and I became two of the biggest Group S field for many years and we were initially disappointed to find that that number was only fourteen, but Troy was delighted . (The FOSSC group ran a competing meeting at Eastern Creek which was much easier for NSW drivers.) By the end of the weekend we knew we had made the right choice.

Peter had raced there many years ago, but not in the Gr Sa Healey. Russell and I had never even seen the track as spectators. For Russell it was his first Historic meeting in the Regularity competition and he

managed to run as third fastest car in a field of 24 and TRIED to achieve his target times at the same time as trying to set a faster lap than yours truly in the MGB in the Group S races. Bragging rights are all-important and I can humbly report that I BEAT HIM 1.26.72 to 1.27.70. Oh how sweet it is! Unfortunately the big red Healey sounds and looks magnificent and drew much attention from the South Australians which the MGB did not. I advised Russell to take it easy as Regularity is not a race so what was that monstrous spin at the end of the main straight in front of the grandstand all about Russ?

The Group S races were the most closely fought of all the historic classes with the small field well matched over the 12 cars which survived the practice and qualifying on Saturday morning. Peter Jackson punched above his division again, the Group Sa Healey securing 3rd place in all five races, finishing just behind the Gr Sc Porsche and the Group Sb Morgan V8. For his efforts Peter was awarded a beautiful trophy for **DRIVER OF THE MEETING** over all the classes – open wheelers, touring cars etc. AND his fastest lap of 1.22.44 smashed the previous Group Sa lap record. How many lap records does Peter now hold around the country in this Healey? Peter is running Bridgestone tyres on the Healey and when cold, at the start, they have no grip. His third grid position became fourth or even fifth at turn one in each race and by the time he caught the Morgan and the Porsche the race was finished. A new brand of tyre is planned. He also battled a deteriorating gearbox which sometimes made it hard to change down to second or third gears. On returning home Peter has had to completely rebuild the Healey gearbox and brakes – pads, rotors and calipers! I finished 10th of 12 in every race but the MG was a treat to drive on the very demanding track and by the fifth race on Sunday afternoon I was right on the tail of the conga line and had improved my lap times by some four seconds a lap and was well satisfied. More importantly I felt I had driven to the best of my ability and belonged in the group. However I did have SOME brake pad material left so I must try harder next year. It was fantastic fun and leaves you with an enormous feeling of elation- not bad when you have just had your sixtieth birthday.

Mallala is a very difficult track being very, very hard on brakes in three corners at least. The banana bend back straight is full throttle around a sweeper and then a ridiculous braking effort for 250 to 300 metres to take a 180 degree right hander. Local expert Troy Ryan is well known for his “exuberance” which he displayed with several spins scattering the close knit field. His technique for the left hand Turn two was to put both left hand wheels OVER the ripple strip to gain an advantage. Troy worked hard all weekend in his capacity as the “Chair of the Historic Racing register of the Sporting Car Club of South Australia.” He was described as a whirlwind of activity, his organizing style like his driving style, usually out of control but effective. Unfortunately he was distracted and removed only three of the four warm up spark plugs before going out to qualify, that warm up plug destroying itself and damaging a valve and the head. Undeterred and ever cheerful he had it repaired and back in the Sprite by 7am Sunday morning. His business is “alternative energy” and HIS energy was a breathe of fresh air. I think Group S numbers will increase going forward. It is nice to race at different tracks for variety and Mallala has it’s own special character.

The weekend was more than just the racing. Our effort to get there was really appreciated by the locals. Although small by Phillip Island and Sandown Historic Meeting standards there was a nice country, friendly feel and we were glad we stayed for the Saturday night BBQ cooked by the Group N Touring Car people who did unspeakable things to the indescribable meat (was it road kill? To the vegetarians out there I pose the question – if we aren’t supposed to eat animals, why are they made of meat?) Many trophies were presented and nearly all the recipients were there which is unusual and added to the fun atmosphere. We attended an unveiling of a plaque paying tribute to a local identity, Kevin Shearer, who had recently passed away. It was a touching and emotional tribute to a man and his family who still provide the backbone to the volunteers needed to run a race meeting for our enjoyment. The free breakfast on Sunday was served by his grandchildren. With the smaller entry we had time to chat with our fellow Group S competitors and I was made to feel very welcome. Russell travelled over in his motor home/trailer and camped in the grassy area in the pits and many people were interested in looking at the big rig and red fuel injected Healey.

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps-

Peter Jackson	926pts	1.22.44, 1.22.64, 1.22.66, 1.23.18
Russell Baker	881	1.27.70, 1.28.55, 1.28.71, 1.28.89



The Baker "home away from home"



The Troy Ryan pit. Note the mural on his truck.

2 *FOSC EASTERN CREEK (Sydney) EASTER 2011*

Thank you to WANDY LEAKE for this entertaining report on Geoff Leake in the 100/4:

Easter(n) Creek 2011

After three consecutive Easter race meetings a change of council brought a change of attitude and a parting of the ways between Charles Jardine/FOSC and Bathurst. Refusing to be backed into an event so expensive that no-one would come, FOSC moved to Eastern Creek.

No doubt over the past few years a lot of competitors have been in strife with families for disappearing for Easter.... but Bathurst is Bathurst and allowances have to be made. Maybe too Eastern Creek is a bit Ho Hum, particularly for a lot of NSW drivers, but for us it was a welcome return to a track that Geoff had not driven on for 13 years. We learned at Philip Island that none of the other Healeys, Vic or NSW, was going to pile up opprobrium with families and so for the first time in some years, we were on our own.

Our Healey hadn't turned a wheel in months as Damian's Little Blue Car had been wearing her manifold after one of those manufacturing stuff ups that saw blue car's long awaited lovely new one not fitting any car known to man.

As part of his meticulous race preparation Geoff took to the quiet mid week back roads along the irrigation ditches to "give her a squirt," just to be sure everything was still working. (In the golden still autumn afternoon air I could hear her for a 6 kilometre radius) He came back muttering about a bit of a high speed miss. I reminded him that I'd noticed blue smoke and a general fuminess last year at Bathurst. Motor hasn't been touched since 2006, so maybe that was not unreasonable. Checked compression & all was fine but she did have one dirty plug. He bought a hot set, put one in the dirty hole, collected another container of oil and loaded her up, completely confident that she would do her duty.

We'd decided to take up the offer of \$50 for three night's camping at the track, partly for economy and partly to make sure we knew how to put up the tent we are taking to Cape York this winter. The economy drive was negated somewhat by having to stay in a motel on the Wednesday night @\$168. Still, it was better than \$168 per night.... actually more than that because there's a price hike for Easter Friday & Saturday.

As we unloaded the car on Wednesday night (we were the first arrivals) we were somewhat dismayed by the all pervasive smell of the tip opposite the front gates of the circuit. We had indulged in the luxury of a pit garage (Damian has taught us some extravagant habits). Those of you who have visited us at the various tracks will know I can set up a pretty comprehensive kitchen in a garage & the showers & loos were in the stairwell outside our door and the tent was less than 100 metres away on the figure 8 track...so we weren't exactly roughing it....but the smell was a worry.

We shared the garage with Andre Breit & his lovely dark green Datsun Fairlady and John Pooley with his impressive GT 40 replica. There was supposed to be an MX 5, but it didn't show up.

Having not run at the track for so many years Geoff had opted for Thursday Private Practice. The day was chilly but sunny and warming up and the wind must have veered a bit because the smell was tolerable. He needed every one of the four track sessions and didn't feel he had the hang of it at all. There are two off camber

corners where the old girl just cannot keep all four paws on the ground and really wants to go back the way she came. My hand held stop watch did not show him breaking the 2 minutes of 12 years ago.

Thursday night with no social commitments we took ourselves into Parramatta. Poor country bumpkins had to by pass the only car park entry we found because of its height limit and took a whole hour to get what should have been around the block but went via a lot of one way deviations. Once there, took in a great movie and had a lovely meal. Snuggled into our sleeping bags on our very comfy queen sized camp bed only to be awakened in the wee small hours by the sound of rain on the canvas. It wasn't much and there was virtually no evidence of it in the morning.

Charles had invited Geoff to run with Group S which is a much happier place to be than with the MX5s. The motor is a tad over bored and the disc brakes don't comply, but she was still the oldest girl in the chorus even in Group S! Starting from 23rd on the qualifying grid he cautiously made his way up to 17th for the starting grid. Finished 11th with a 1.59.08, so had at last broken the 2 minutes but he was a bit disgusted. From work done in the meantime the car is a great deal quicker than it was 12 years ago. I reminded him that back then we were completing 8 races in 5 months to qualify for the first Healey Bathurst event, so he was in the car every couple of weeks, and now he hasn't raced since last October. (It was not diplomatic to remind him also that he is 12 years older & there's a nasty lot of difference between 57 and 69..... though perhaps it did add weight to my argument that he might consider retiring from racing at 70!) After his last race for the day on Friday he had moved up to 7th.



Friday night we had a delightful social commitment which only saw us a bit lost trying to follow some very dodgy instructions to the Castle Hill RSL. Slept nice and snuggly again & heard no unwelcome rain. We were somewhat dismayed to open the tent Saturday morning & find everything very soggy. There was a silent scotch mist that had evidently been falling all night, quietly saturating the whole place. Group S was 6th race, so everything had dried out quite well but even so at turn 3 he had the big spin and stalled. Finished 15th but must have got his worstest wild up because he got his best time of the weekend, 1.57.96, 3 seconds better than 12 years ago. As often happens there was a hold up with oil on the track before the afternoon race & while Group S sat on the dummy grid the clouds rolled over and the heavens opened. Best time for that race was something like 2.11 but he did finish 9th. Had a small lose at turn 9 and the Alfa who'd been pushing him got through, but the Healey ran him down 10 metres from the finish line. After the race the Alfa driver came to the garage & Geoff was afraid he was going to complain but he was falling about laughing. He said he'd rarely seen anything as entertaining as Geoff in front of him battling heroically corner after corner to stay on the back stuff until the inevitable happened. Early that race Geoffrey *deliberately* left the black stuff. After a really good start where he went to the outside and gobbled up a few places, just after turn one a silver Porsche went pear shaped and there was considerable mayhem. Geoff took to the weeds outside the track, but the Porsche shot backwards off the track across his bows. Somehow Geoff missed him without backing off and regained the track having picked up another 4 places. Bruce Miles was following & sent us a brilliant 6 second video clip from his camera. It's scary... and I was watching the real thing!

Had a great Saturday evening with Bruce and his partner Sarah at their home. Sarah was within two weeks of producing their son but cheerfully put on a really excellent meal. (BTW the baby arrived safely 12th of May) Geoff had some good dices with our garage mate Andre and the Fairlady which mightn't have quite the grunt of the Healey but out handles her everywhere. After each race Andre would try to psyche Geoff out by saying "ah, Geoffrey she is blowing more smoke." And she was...you can even see it in some of the photos, but he just kept topping her up and she never missed a beat.

Sunday was fine and a bit warmer and smelly again. Major pre race maintenance involved putting a fresh hot plug in the oil burning hole. Over the next 3 races Geoff continued to move up the grid (dare one say partly through attrition) and put in many consistent laps in the 1.58s and was pretty happy. For one glorious moment in the last race he was running 3rd. Great weekend, lovely bunch of Group S guys, 10 track sessions, 90 litres of fuel, 6 litres of oil and a healthy margin knocked off the 12 year old times. **Don't think retirement is an option yet, especially as that motor really will have to come to bits this time.**

Wandy

I have highlighted Wandy's last sentence – don't give it away Geoff, you are just a pup!

POINTS TOWARD COMPETITION CHAMPIONSHIP, with 4 fastest laps
 Geoff Leake (100/4) 938 pts 1.57.96, 1.58.32, 1.58.37, 1.58.58

SCANDAL IN HEALEY COMPETITION?

Another disturbing photo has emerged with *The Goat* now caught in Peter Jackson's big Healey. Is this the secret of Peter's success or is the Goat just a shameless groupie? Peter Jackson declined to comment. Another controversial photo has come from Eastern Creek. Look closely – does Geoff Leake have a co-driver helping him? At 69 is Geoff's eyesight failing? Geoff denies any knowledge of his friend helping him in the 100/4. Make him move over further to the left side of the car Geoff, there is clearly too much weight on the driver's side, or are you just trying hard?



COMPETITION CHAMPIONSHIP LADDER nearing halfway point
 (number of events in brackets)

1st	Russ Baker(4)	3411	2nd	Rob Raverty(2)	1921
3rd	Peter Jackson(2)	1874	4 th	Brian Duffy(2)	1850
5 th	Brian Aitken(2)	1720	6 th	Leon O'Brien(2)	1615
7 th	Mark Bird(2)	1595	8 th	Hugh Purse(2)	1546
9 th	Bill Vaughan(1)	948	10 th	Damian Moloney(1)	942
11 th	Geoff Leake(1)	936	12 th	David Kelly(1)	901
13 th	Steve Pike(1)	898	14 th	Cary Helenius(1)	827
15 th	John Goodall(10)	803	16 th	Tim Westover(1)	800
ASSOCIATE CLASS					
1 st	Graeme Marks(1)	924	2 nd	Tony Rogers(1)	847
3 rd	Larry Varley(1)	678	4 th	Hamish MacLennan	393 (1 event)

A CLOSING THOUGHT

If at first you do succeed, try not to look astonished.

Rod Vogt