

COMPETITION REPORT NOVEMBER 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 7	Sunday 21 st November	*PHILLIP ISLAND	Sprint and Regularity
Round 8	Sunday 5 th December	*SANDOWN	Sprint and Regularity

(With MSCA presentation and BBQ)

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**

Nov 6/7th *#Historic Sandown (www.vhrr.com) Gr S & regularity
Nov 26-28th *#Historic Eastern Creek (www.hsrca.org.au) Tasman Cup Revival Meeting
round of Group S Racing Association 2010 Championship.

The **SANDOWN HISTORIC RACES on November 6/7th** AHOC Vic members Peter Jackson (3000), Damian Moloney (100/4) and Brian Duffy (3000) will compete in the Group S Production Sports Car races. Colin Goldsmith will be down from NSW to give his rebuilt 3000 it's first outing since his big accident at Phillip Island in March. John Goodall (100/6), David Kelly (100/4) and Rod Vogt (Sprite) will run in the Regularity event plus the Sebring 1963 reserve factory car. There is a large entry for Group S with two races for Sa/Sb combined, two races for the newer Sc cars and then a one for Sa/Sb/Sc over two litre and one for Sa/Sb/Sc under two litre. So we will see the big Healeys battling with the newer Porsches, Datsun 240Z's etc in this format. Healey Sa races are Saturday 10.40 am and 3.00pm and Sunday 10.45 am and 2.00pm. To watch Regularity Healeys be there Saturday 9.00am and 1.20pm and Sunday 9.20 am and at 4.20 pm.

More than 350 entries have been received with Formula 5000's featuring plus a celebration of 100 years of Alfa Romeo and 50 years of Touring Cars. Go to www.vhrr.com for more details.

The **TASMAN CUP REVIVAL at EASTERN CREEK, Sydney on November 26/27/28th** will be the last historic meeting for 2010. Peter Jackson and Brian Duffy and possibly Steve Pike will be racing in Group S and Rod Vogt in Regularity. This meeting features the Tasman Cup cars of the 1960's when the Formula One cars would be shipped out from Europe at the end of the season to do battle in New Zealand and Australia during the Southern summer. All the top F1 drivers came out which gave our local open wheeler drivers a chance to show their skills. It is run at Eastern Creek every second year and has a big entry in the other historic classes as the competitors make it a "must do" on their calendar.

3. COMPETITION REPORTS

HSRCA HISTORIC WAKEFIELD, Goulburn, NSW, September 18/19th

The Historic Sports and Racing Car Association of NSW ran another excellent Historic meeting at Wakefield Park, away from their usual home at Eastern Creek, Sydney. Phillip Island, Sandown and Eastern Creek (Tasman Cup every second year) are the major events each year but Winton and Wakefield Park provide a slightly lower key but enjoyable alternative. The Southern Tablelands are notorious for very cold winter conditions but Peter Jackson, Brian Duffy and Rod Vogt enjoyed clear and mainly sunny weather but that strong cold wind had us looking for shelter. It was blowing off the South Pole, or the North Pole, or perhaps BOTH! At least it was dry.

Group Sa/Sb Production Sports Car Races

Peter and Brian in the Big Healey 3000's in pre 1960 Group Sa ran together with the 1961 – 1969 Sb cars as is becoming the norm lately. There were sufficient entries to warrant two sports car fields and Group Sc (1970 -1977) ran separately. **Race One** on Saturday afternoon saw Peter finish first Sa and third outright behind a V8 TVR Tuscan and a very quick MGB driven by the experienced Brett McManus both of whom recorded fastest laps in the 1min 10 seconds while Peter had a fastest lap of 1.13 which was two seconds slower than his best time at Wakefield. It was cold and Peter was running there on Yokohama tyres for the first time but you could tell he was a little disappointed. Brian finished eighth (second Gr Sa) moving up from his 11th on the grid. He was able to use the power of the Healey off the line to pass several cars in the first corners and then drove very well to hold the Datsun 2000, MG Midget, TR6 and Lancia off in a race long battle.

Race Two late on Saturday afternoon was run in even colder conditions and Peter finished second behind the McManus MGB and Brian improved to sixth after battling the same group of cars with the same result. The TVR Tuscan did not start when metal was found in the oil on the dipstick! By now Brian had done a “personal best” for Wakefield of 1.16.03 but Peter was still stuck in the 1.13's. Much discussion ensued over dinner on Saturday night with Eric Rudd and myself putting in our little bit – which was probably ignored – to find Peter's lost two seconds and to find a bit more for Brian.

Clearly our advice worked because Peter finished a close and brave second to the MGB in **Race Three** on Sunday morning with a fastest lap of 1.11.78! Peter won the drag race to Turn One and held the B until the second last lap. A great race for the spectators. And Brian ??? Transmission failure off the start line and weekend over. At least he beat the worst of the Sunday traffic back to Sydney. I hope he took notes on the advice Eric and I gave him to use next time at Wakefield!

Race Four saw Peter really geared up for the start and determined to be first to Turn One and not to let the more nimble MGB past for the whole race this time. But the MG pulled off on the warm up lap with oil pressure problems and did not start – what an anti climax. So Peter sort of cruised to a comfortable win with another MGB and a TR6 from Group Sb getting a chance to fill the minor placings. On final points score Peter Jackson with a first, two seconds and a third was the winner of the Group Sa/Sb event for the weekend. And his fastest lap of 1.11.78 will now go down as the new HSRCA record for Group Sa Production Sports Cars 2001 to 3000cc.

Regularity at the Historic meetings is not as simple or straightforward as you may think. It is certainly not a case of setting a slowish target time and cruising around the track. The regularity event offered by our Marque Sports Car Association is unique at Club level,

offering beginners in their fairly standard classic cars a chance to experience track activity with a basic CAMS licence and low track density (a maximum of twenty cars but typically only 10 to 12). Highly modified or race cars are excluded, although exceptions are made for some classics but not modern cars. At Historic meetings you still only require a basic CAMS level 2S licence which does not require any written or driving tests, but some experience of multi car events is usually required. It is stressed in the supplementary regulations and at drivers briefings that “this is a trial of regularity and NOT a race. Drivers not contesting the event in an appropriate manner will be black-flagged forthwith.” To quote the HSRCA regulations at Wakefield. The language is stronger at drivers briefing with a clear threat that you could be sent HOME.

At Historic meetings, you will find entries from fairly experienced drivers with fast full-race prepared cars wanting to be involved – my Sprite falls in to this group, where it does not meet the rules for an historic race class but I want to be part of the scene with the other racing Healeys and experience the colour of a Phillip Island Historic meeting, for example, or get the chance to run interstate at Bathurst, Eastern Creek or Wakefield Park. But also entered are drivers who may display their very rare or expensive toy which they put on the track once a year – and this was probably the main aim of regularity when it was first introduced. Big speed differentials are inevitable and many of the less experienced drivers can be taken by surprise or fail to regularly check their mirrors for an overtaking car. This SHOULD be covered by the very strict directions of “no racing, no overtaking under brakes or in corners unless the slower driver indicates to pass etc” But there are many grey areas of interpretation so the faster drivers must balance the desire to drive to THEIR potential with the spirit of the regularity competition. So don’t let anyone suggest Regularity is EASY, but it certainly is FUN and the next logical step up for our MSCA competitors.

At Wakefield Park the Sprite ran with the usual variety of classic cars (no moderns) but lacking the very expensive cars seen at the bigger Phillip Island, Sandown and Eastern Creek meets. Respect is shown for all, particularly the Lister Jaguar replica, the C-Type Jag replica, the Elfin Streamliner prototype and the star of the show- a recently imported LHD Porsche 356 with an impressive race history in the USA, driven by Vic Elford in 2002 in a Sports Car Series. The Volkswagen 1300, Valiant Pacer and HQ Holden were at the other end of the spectrum. In between were Healey 100/4, various clubmans and MG’s etc. After practice we set our target times and the HSRCA organized a grid to start us fastest to slowest. Starting third, the Sprite got less than two clear laps before running in to the tail enders where the need to keep up a consistent fast target was balanced with the spirit of “no racing” Of course the front runners – the Porsche, a Group N Mini Cooper S, Torana XU1, a Ford Escort and an Elfin Clubman and the Sprite – did manage some pseudo racing without breaking the rules! Each of the three fifteen minute events was a separate event and unfortunately I drove just a little too quickly and failed to place! I waited around for the final run at 4pm on the Sunday and had high hopes when the 30 car field had dwindled to only twelve starters but had a rare “did not finish” when the throttle cable broke on the fifth of the eight laps, coming in on the end of a tow rope. Better here than early in my next event, the Winton Six Hour Relay. Unusually, the HSRCA gave Regularity a feature event for the weekend, a thirty minute Team Endurance. Our three man team of the Sprite, the Porsche and the Elfin Streamliner finished a creditable second by nominating a team-total of 63 laps in thirty minutes and achieving 64 – the older owner of the Streamliner doing one lap too many when he was conservative in his estimate, citing the age of the Elfin and the driver. We were each presented with a large engraved trophy each – Peter Jackson received nothing for his event win ! A rare chance for regularity to feature. The chance to run for 30 minutes (23 laps) was fantastic. It took concentration and stamina and was a great practice for the coming Winton 6 Hour.

POINTS TOWARD the AHOC COMPETITION CHAMPIONSHIP with 4 fastest laps

1	Rod Vogt (Sprite)	957 pts	1.16.54, 1.16.81, 1.16.82, 1.16.97
2	Brian Duffy (3000)	936 pts	1.16.04, 1.16.52, 1.16.66, 1.16.68
3	Peter Jackson (3000)	895 pts	1.11.78, 1.12.74, 1.12.76, 1.12.83

All three improved their "best of 4" total.



New Tyres for Healey?



Who's that following me?



Hectic start.



Will they catch me?

LATE NEWS The Festival Of Sporting Cars group has just announced that the 2011 and 2012 Easter Bathurst events will NOT take place due to a contractual dispute with the Bathurst City Council. They will run a meeting at Eastern Creek, Sydney, instead. Will we ever get a chance to run Healeys at Bathurst again?

A CLOSING THOUGHT Experience is what you get when you don't get what you want.

Rod Vogt