

COMPETITION REPORT OCTOBER 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 21st November *PHILLIP ISLAND Sprint and Regularity
Round 8 Sunday 5th 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

Oct 16/17th *#Historic “No Frills” meeting, Lakeside Park Qld (www.hrcc.org.au)
Oct 23/24th *Winton 6 Hour Relay (2 teams entered)
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

We have two teams entered for the *Winton 6 Hour Relay event on October 23/24th*. Peter and Anne Stanley will manage the number one team of regulars – AHOC members Geoff Leake (100/4) and Colin Wallace (Sprite, and also a member of the Sprite Club) with Peter Jackson running for our team for the first time, (in his Marque Sports Healey 3000 which has not seen track time since the Group Sa Healey was finished) and AHSDC members Jeff Smith and Geoff Lawrence in their Sprites. John Goodall has convinced Graham Palich to manage the second Team of newcomers, being AHOC members John Goodall (100/6), Bill Vaughan (Sprite) and Rod Vogt (Sprite) plus ex-Healey owner Tony Rogers in his Porsche 911 and Peter Osborne from Sydney who ran his 100/4 for many years at Historic regularity events with John, Tony, Trevor Smith and David Kelly. He will drive his Alfa 105.

We would love some helpers in the pits on the SUNDAY– mainly stopwatch timing on the “wall”. With the event running for 6 hours at least two pairs for each team would be ideal, that is eight volunteers. Contact Rod Vogt if you can help. Supporters are very welcome of course. It is a very interesting day with 45 cars on the track at all times for the unbroken six hours, and there is a great variety in the type of cars running.

The **SANDOWN HISTORIC RACES on November 6/7th** are always a highlight of the competition year. Big Healeys and Sprites will be racing in Group S Production Sports Cars and running in the Regularity event. Sandown is close by and the grandstand gives cover from the weather if needed. You will see a “new” Healey that has just been purchased by a Club member – the reserve factory 1963 Sebring Healey FAC 57! It is being prepared for the Regularity event after many years unseen in storage in Qld. Who bought it? Come along and find out.

COMPETITION REPORT

Marque Sports Car Association Phillip Island August 29th

A great day and well supported by the following members with their points earned toward the Competition Championship and four fastest laps for the day (the basis for the score) shown below :

Russell Baker (3000) 921 points 2.00.97, 2.01.48, 2.01.75, 2.01.76

Cary Helenius (100/6)	920 pts	2.35.34, 2.35.38, 2.35.38, 2.36.14
Colin Wallace (Sprite)	892 pts	1.56.78, 1.57.15, 1.57.32, 1.57.86
Tim Westover (3000)	872 pts	2.20.70, 2.21.65, 2.21.65, 2.21.98
Bill Vaughan (Sprite)	834 pts	2.19.97, 2.20.06, 2.21.05, 2.21.63
Rod Vogt (Sprite)	821 pts	2.02.46, 2.02.57, 2.03.27, 2.04.25
Rob Raverty (3000)	804 pts	2.34.34, 2.34.62, 2.35.44, 2.36.30
Brian Aitken (Sprite)	695 pts	2.27.58, 2.28.29, 2.30.22, 2.30.63

Colin, Bill and Rod had already done at least four events and were only able to improve their “best 4 events” aggregate score if the points earned above were higher than the lowest score in their total at that stage. Colin dropped 820 and added his 892 points earned. Bill and Rod were unable to improve their total, their low scores being 885 and 838 respectively. The other five improved their totals, not having yet done four events. Remember, the highest possible score is 1000 points for an event and 4000 in total. Phew!

Colin and I were waiting for the 7 am gate opening and scrambled to save space for Team Healey to park together in the pits. Luckily our boys are very good about arriving early and we soon had a very impressive line up of our cars PLUS Graeme Spooner in his Clubman and three members of the Sprite Club – Peter Clarke, Jeff Smith and Mike Summers. Graeme is restoring a 3000 and will use that car on the track when it is finished. Peter Kaiser was parked a little further down with his Mini, as was our good friend Michael Ban in the Sunbeam Alpine. Selwyn Hall drove down in his 3000 to work as CAMS steward for the day, and Brian Froelich and Mike Snelgrove joined Annette Aitken and Sue Raverty as our cheer squad. Thank you all! It is certainly an important part of our day to park together, give each other support and socialize between runs. The Healey group always attracts attention.

The day dawned cold and showers threatened, as you would expect in August. Rain overnight had left the bitumen wet and the grass infield boggy. The first run for the Sprint groups was only 2 flying laps and was untimed and served as a warm up to assess the conditions. Russell, Colin and I joined the other 3 Sprites and a host of modern Lotus Elise/Exige sporties in Group 3 and it certainly was slippery at that time of day. So slippery that I spun the Sprite on the first lap and was embarrassed to sit facing the wrong way while my “friends” went past. At least I stayed off the grass. We came in and compared notes about how tricky the conditions were only to realize Tim, Cary, Brian and Rob were listening intently and not enjoying what they were hearing. Bill Vaughan, with his greater experience, was unfazed. Brian Aitken showed nerves of steel to drive away for his very first look at the Phillip Island circuit. These challenges are what it is all about.

The weather became fine, a light breeze quickly dried the track surface and by the end of the day I think we enjoyed one of the best Team Healey MSCA days I can remember. We were a club level group of enthusiastic Healey owners of mixed experience and with a variety of cars, beautifully presented and well driven. And we all had a trouble free day, EVEN Rob Raverty!

SPRINT : Russell Baker, Colin Wallace, Rod Vogt

Russell has many years of racing experience (was that pre or post war Russ?) and he always brings a higher level of competition to the day. He modestly lifted the bonnet of the 3000 to show the *fuel injected* full race engine that he has developed over the last eighteen months. It is good to have him back, and Colin and I had to lift our game. Russell finished the day smiling broadly with a fastest lap of 2.00.97, improving his best by nearly nine seconds. With a limited slip diff still to be fitted, the magic two minute mark will fall next time. I surprised myself by improving my best time in the Sprite by over two seconds to 2.02.46 (even with a dose of the flu) while chasing Russell hard in our second run, trying to keep in touch and enjoying the sight of the Big Healey being driven hard. The Sprite really does punch above it’s weight sometimes, but I did need 7600 rpm down the main straight to keep within striking distance! But the BIG improver was Colin Wallace who was determined to break two minutes after achieving oh-so-close fastest laps of 2.00.59, 2.00.28 and 2.00.19 at three previous visits to Phillip Island. Success at last as Colin did a 1.58 in session one, a 1.57 in session two and in session three he managed an incredible 1.56.78! By way of comparison, Peter Jackson has a best of 1.58.12 in his only visit in his “old number one” Marque Sports 3000 and a fastest of 1.58.15 in the new group Sa historic 3000. Colin’s Sprite is built with no restrictions, with fuel injection and turbo charger. Peter has built both Healeys to meet the restrictive rules of the Healey Racing series of 10 to 15 years ago for the first car and the even more restrictive Historic Rules for the new

Sa car, plus his time for the Sa car was set in full racing conditions, battling traffic and Shelby GT350's etc. It is like comparing apples with oranges, but give Colin credit for a mighty achievement in a car he built himself. It goes without saying that the rivalry is great fun and we gave the Lotus (is that Loti?) plenty of grief in the process. So Russell and I now aim for a sub two minute lap time - it reminds me of the old joke : "How do you eat an elephant? Answer: One bite at a time!"

REGULARITY : Tim Westover, Bill Vaughan, Rob Raverty , Cary Helenius, Brian Aitken

Personal best times were set by most of these guys too. In theory that is not the aim of Regularity but they have become so comfortable in the motor sport environment that they flock to the time sheets as they are published like bees to nectar. Tim Westover arrived sporting new racing "mini-lite" style wheels and a set of sticky tyres and by the end of the day had improved by 7 seconds over his previous best! He was clearly braking later and cornering harder as the day progressed and the car sounded fantastic down the straight. Rob Raverty's 3000 is unmodified and won the "Best Show Car" at the Victorian Healey Day in 2009. Talk about multi use. Rob claims to take Regularity seriously but in improving his previous best lap time by a full 4 seconds he was much faster than his nominated lap time but did not seem concerned. Rob and Cary run together on the track and Rob is determined to keep Cary Helenius behind him at all costs. Cary was two seconds off his best but only one second behind Rob. Cary does a great job in a standard car (the 100/6 does have a later 3 litre) and running *drum brakes* all round. You do not have to have a highly modified car to join in and have some fun. Bill Vaughan was also two seconds off his best in the Sprite but was still faster than all the Big Healeys. We watched as Tim used the power of the 3000 and Bill used the cornering prowess of the Sprite to run together all day. And last of all I save a special mention for Brian Aitken in the Bug-eye Sprite. Brian has overcome a few mechanical problems and now has the Sprite firing. This was his FIRST time at the daunting Phillip Island circuit and he showed that he is a natural – no outward sign of doubt or nerves and a strong desire to improve. He had a day long tussle with a Cortina and improved so much that he passed the Cortina in one of the most difficult corners in the last session and just drove away. Brian's first lap was 2 min 45 secs and his last lap for the day was his quickest – eighteen seconds faster at 2min 27 seconds! We may have created a monster.

Along with Ken Tame, Hugh Purse, Leon O'Brien, Mark Bird and Bill Petschack, these guys embody the spirit of using your Healey for fun on the track. It is easy to wax lyrical when Peter Jackson, Brian Duffy, Steve Pike, Geoff Leake or Damian Moloney race their highly modified Healeys. I reflected late in the day at how far the rest of us have come in a short time. Bill Vaughan of course has competed for much longer and at open Historic meetings in Regularity as well. Russell has experience from earlier years and enjoys the fun at Club level now and has no urge to race again – but still drives as fast as he can. Colin and I have chosen to compete more seriously but only started in 2008 and 2007 respectively. I remember the others starting as newcomers between 2008 and 2010 in response to our call to put Healeys back on the track at whatever level you felt comfortable with, and I congratulate and thank them for their response. Team Healey is a supportive group we have learned how to enter, prepare, arrive on time, do the paper work and get scrutineered – all the necessary processes to get to the first run of the day just like Jackson and co. It is the SAME process and EFFORT whether it be MSCA or racing at an Historic meeting, as is the anticipation tinged with a little anxiety and the resulting adrenaline rush and exhilaration.

SO DO YOU WANT TO HAVE A GO ? If you have followed motor sport you CAN have fun in the Healey, on the track, under controlled conditions – probably safer than on the road. Speak to the members mentioned above. Contact me and I can send you comprehensive details on what you must do and how a typical MSCA day runs. None of us are getting any younger. ***"When was the last time you did something for the first time?"***

Inspiration to keep our Healey Racing Heritage alive may come from Carroll Shelby who penned the following tribute to Donald Healey as the Forward to the 1988 book "Donald Healey. My World of Cars" by Peter Garnier :

"The world is blessed by those few who leave their mark emblazoned upon our memories. They are people who live life fully, have a dream that becomes uppermost in their thinking – a goal for life which most of us would call a mission.

Donald Healey blessed this world. He left his mark indelibly inscribed. He truly loved life and savoured every moment. His love for cars was a passion so strong that few will ever encounter it. He had that innate feeling for what the public wants and needs. He had visions of sporting vehicles, but unlike most mortals he was able to bring his visions to reality.

Not only did he conceptualize, he produced. Then he created desire in the rest of us for his product. He excited our imagination with world records on the salt flats, driving hour after hour across the shimmering salt at speeds higher than most could dream of attaining for an instant. He competed successfully in every major endurance event in the world. His cars were always leaders in every world-class rally through the deserts, rain forests, mountains and dust bowls. There was no challenge he would not accept, and win. He created some of the finest sports cars ever built, and at a price all of us could afford. His influence on the automotive sporting world was heavier than many realize today, but history will prove him to be a giant in his field.

I'm proud to say that Donald Healey was one of my dearest friends. We raced the salt flats together, I tore up one of his cars during the Mexican Road Race and busted myself up pretty good at the same time. I guess we were kindred spirits, loved cars, going fast, having a good time and living life fully. After all, what more can we ask out of life."

An inspiring tribute from the outspoken Texan, racing driver and creator of the iconic "Cobra". It makes you proud to be part of our Team Healey group.

2010 COMPETITION CHAMPIONSHIP AT 1st SEPTEMBER after 18 events

		<i>No of Events</i>	<i>Points best 4</i>	<i>Av pts</i>	<i>next pts to drop</i>
1	Peter Jackson	5	3721	930	890
2	Colin Wallace	7	3647	912	892
3	Rod Vogt	7	3618	905	838
4	Bill Vaughan	6	3602	901	885
5	Brian Duffy	6	3280	820	753
6	Geoff Leake	3	2783	928	
7	Tim Westover	3	2732	911	
8	Russell Baker	3	2667	889	
9	Damian Moloney	3	2567	856	
10	Cary Helenius	3	2519	840	
11	Brian Aitken	3	2478	826	
12	Steve Pike	2	1781	891	
13	Rob Raverty	3	1768	589 ***	
14	Mark Bird	2	1624	812	
15	Ken Tame	1	894	894	
16	Leon O'Brien	1	841	841	
17	John Goodall	1	789	789	
18	Hugh Purse	1	706	706	

*** Rob scored only 40 points after breaking down after 4 laps at P.I. MSCA

Note : The 2010 Championship will conclude on November 30th to enable presentations to be made at the AGM at the Clubrooms on Thursday, December 2nd. The final MSCA event at Sandown on December 5th will become the first event for the 2011 Championship.

Have some fun with the maths. With two MSCA events, two Historic meetings and the Winton Six Hour still to run, the result is still in doubt. IF Peter Jackson does not improve his score then dropping his low score of 892 and scoring 967 at one more event would put Colin Wallace in front. Geoff Leake needs 939 points from a fourth event. Rod Vogt is 103 behind – score 942 and drop the low score of 838 which is in the “best 4 total” and move to position one. Bill Vaughan is 119 behind and by dropping his low score of 885 Bill needs 1004points – so with a maximum of 1000 for any round he will need to improve over at least two more events. The task gets harder for the rest, but we have not given up Peter!

A CLOSING THOUGHT

I read this article that said the typical symptoms of stress are eating and drinking too much, impulse buying and driving too fast. Are they kidding? That's my idea of a perfect day!

CHEERS

ROD VOGT