

COMPETITION REPORT OCTOBER 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

Round 8 (final for 2011) Saturday 5th November *Calder confirmed

Sandown 4th December has been CANCELLED. Sandown management were unable to give us this date which was to feature a BBQ/presentation. Alternatives for the presentation will be discussed by the MSCA committee.

Due to high demand for track hire, we have been told we will now be allocated only 2 Sandown events in 2012 and beyond (probably in February and July) – we normally try to run three events at Sandown each year. Winton and Phillip Island were unable to give us a day to replace Sandown so the season finishes after Calder on November 5th. The difficulty in hiring the various tracks is of concern to the MSCA committee and we can only see the problem getting worse in the future. CAMS claim to support grass roots motorsport but there is little evidence of this. Pressure from residents near Sandown and Phillip Island tracks (even Calder and Winton have housing encroaching now) means a reduction in weekend activity and strict noise controls. Increased testing and corporate days bring good income to the tracks and reduce available time for our Club level activities.

If you have wanted to try the Healey at our MSCA events I suggest you do not put it off too long. The long term future of club motorsport is becoming increasingly difficult to foresee.

The 2012 MSCA CALENDAR is a work in progress with no confirmed dates at this stage.

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 . 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**

15/16th Oct *Winton Six Hour Relay Race – *supporters/helpers wanted for Sunday 16th*
22/23rd Oct *Vic State Race Series inc MG and Invited British, Phillip Island
5/6th Nov *Historic Sandown
11-13th Nov * FOSC Wakefield Park, Goulburn. NSW
26/27th Nov * HSRCA Historic s at Eastern Creek, Sydney

WINTON SIX HOUR RELAY SUNDAY 16th OCTOBER

TEAM HEALEY for 2011 comprises John Goodall (100/6), Bill Vaughan and Rod Vogt in Bug-eye Sprites, Tony Roberts (ex Healey owner in his Porsche 911) and Peter Osbourn (ex Healey owner from Sydney in his Alfa 105). Graham Palich is Team Manager with assistance from Trevor Smith. Trevor has a vaguely unspecified role at the whim of the organizers – don't forget to bring the toilet brush Trevor! The observant among you will notice that this is the identical group that competed in their first 6 Hour at Winton last year under the Team Healey Number 2 banner. In a bloodless coup we have taken over the sole responsibility of bringing home the silverware. Surely a one year apprenticeship is more than enough? All jokes aside, we have become Team One after *Peter and Anne Stanley* have retired from their long held managers' positions and they are big shoes to fill. We were lucky to share a garage with the Stanleys' and their experienced Team of Peter Jackson (3000), Geoff Leake (100), and Jeff Smith, Geoff Lawrence and

Colin Wallace in their Sprites. The Sprite Cub boys will continue to compete in a Sprite Club team. Our group decided immediately after the fall of the chequered flag in 2010 that this much fun had to be repeated in 2011, little realizing that we would carry the flag alone.

A fitting tribute to *Peter and Anne Stanley* will follow in a later article.

THE EVENT “The RDA EBC Brakes Alfa Romeo Club 6 Hour Relay” is open to all marque sports cars, street sedans and sports cars, but not open wheelers. The event is a team event – we ALL have to contribute for the team to be successful. It is a regularity event where consistency is rewarded rather than speed, racing is not necessary and drivers who demonstrate race-like or unsportsman-like behaviour may be excluded, to quote the supplementary regulations. With 45 Teams (45 cars on the track at all times for 6 continuous hours) and requiring only a basic CAMS Level 2S licence, action can be frantic and safety is paramount. Peter Stanley has tried to explain the mathematics of the scoring system many times in the past but we simpleton drivers just drive like the champions we are and will let Graham Palich worry about such things. What we do understand is that we will all practice on Saturday and then nominate a target time for each driver for Sunday. If a time of, say, 1.50 is the target, a lap completed in 1.51.00 or slower counts as one lap. A lap time faster than 1.50.00 is NOT scored! A time between 1.50.00 and 1.50.99 counts as a lap scored PLUS a BONUS lap. THAT one second target zone is very hard to achieve in heavy traffic with a variety of cars aiming for their own target times. Drive too conservatively or suffer from the “red mist” and you let the team down.

DRIVERS must meet the goals set above. Cars need to be well prepared. With a five car team we will be expected to do at least two sessions of 40 minutes, more if a team car breaks down. Fifty plus laps for the day is common. While one car is on the track the next driver sits in his car with suit and helmet and seat belts on ready for an unexpected early call to start if your circulating team member has a problem. Do the maths – up to 90 minutes without going to the toilet!!! On finishing your session it is time to check the car over for the next stint, refuel, rehydrate and of course go to the toilet (do you detect a worry weighing on the mind of yours truly?) Which brings me to

SPECTATORS and HELPERS are needed and encouraged. We do have a couple of helpers I believe, but we probably need more. Come along and watch the fun and support the team. There is plenty of continuous and varied track activity for the 6 hours. Admission is free, park up the top and walk down to the bottom garages on the front straight of the track extension. You will be welcome in our garage, just be aware that we are pretty busy and at times preoccupied (with going to the toilet?.) I am sure Graham Palich would be happy to assign you a timing/pit board job on pit wall to REALLY feel part of the action (don't come with any RED clothing). But beware – John Goodall came to watch/help in 2009 and now look where he is. Let me know if you can help (0408 395 240) and I will tell Graham Palich.

SUNDAY RACE START IS 10.30 and the event finishes at 4.30pm.

SANDOWN HISTORIC RACES NOVEMBER 5/6th

A fantastic race meeting at the accessible Sandown circuit. This is the weekend after Melbourne Cup Day and no social events are scheduled - no excuses for not supporting our Healeys in Group S Production Sports Car Races and in Post War Regularity. For full details of what to expect go to the Victorian Historic Racing Register website www.vhrr.com

COMPETITION REPORTS

1 SANDOWN MSCA JULY 3rd RESULTS

A big thank you to **Rob Raverty** for his report last month. Pity about the weather boys – I didn't see a single drop of rain for the 8 weeks I was away in the outback! Sorry about the gratuitous comment, but I had to get it in somewhere. Here are the POINTS EARNED FOR THE AHOC COMPETITION CHAMPIONSHIP with 4 fastest laps.

1	Russell Baker 3000	904 pts	1.37.00, 1.37.38, 1.37.91, 1.37.96
2	Hugh Purse 100/4	879 pts	1.48.85, 1.49.97, 1.50.03, 1.50.03
3	Rob Raverty 3000	851 pts	2.05.34, 2.05.68, 2.06.75, 2.06.83

4	Tim Westover 3000	788 pts	1.44.67, 1.44.82, 1.46.27, 1.46.79
5	Leon O'Brien 100/4	574 pts	2.09.92, 2.11.40, 2.11.58, 2.14.18

Damp and variable conditions made good scoring difficult. Hugh Purse put out some very good times in the four cylinder Healey and I am sure any advice received from Steve Pike helped a lot. Now Steve, MY next run is atSeriously, we all appreciate the advice and encouragement we have had over the last few years from Steve Pike, Peter Jackson, Brian Dermott, Geoff Leake, Rob Rowland and Bill Ingham at our MSCA entry level activities. We are very lucky at the AHOC to have regular access to such experienced Healey racers.

MSCA Regularity had 9 competitors and Leon O'Brien did well with a fine third placing. Tim Westover 7th, Rob Raverty 8th and Hugh Purse 9th formed a tight Healey cluster at the BOTTOM of the result sheet! Actually it was the usual problem for a damp day – conservative target times set in the variable morning conditions ruined by fast laps in the drier afternoon. No one wants to drive slowly in the better conditions just because a trophy is at stake. Bloody revheads!!!

2 VHRR HISTORIC WINTON AUGUST 13/14th

Group S Racing *Peter Jackson (3000)* was the only Healey at Winton. He was the sole Group Sa pre 1960 Production Sports Car and the Saturday combined Sa/Sb field numbered only nine. Unfortunately they included the two Shelby GT350's with whom PJ has had many titanic battles in the past, giving Peter a third place behind the newer, powerful V8's. On Sunday they put the Sa/Sb field in with a strong Group Sc field for single Group S competitions. Rather than being disappointed, Peter relishes a challenge and continued his battle with the Shelby's plus Porsches, a De Tomaso, Corvette etc.

Obviously Peter was declared winner of all three Group Sa races, strengthening his position as defending Group S Champion (hence carrying Number 1 on the Healey this year). In valiantly racing the newer and more powerful Sb and Sc cars Peter slashed the lap record for Sa Production Sports Cars by over two seconds to 1.41.81 from a previous 1.43.92. Peter mentioned his appreciation of the support from several club members, mainly from the country areas, who dropped by his pit to say hello.

Regularity saw *Rob Jamieson* as our sole entrant in his 100/4. Rob came 7th in Event 1 on Saturday afternoon and 8th in Event 2 on Sunday morning but did not start in the afternoon. I am assuming Rob's 100 is the same car he raced in Historic. Rob flies under the radar at our Club. Recently joined members (yours truly included) probably do not know Rob, despite him having flown the Healey flag in historic racing for many years. I fear I have missed some of his activities in making my reports since becoming competition secretary. If I do miss any activities by any competing member, PLEASE let me know.

POINTS EARNED for AHOC COMPETITION CHAMPIONSHIP and 4 fastest times

Peter Jackson 3000	964 pts	1.41.81, 1.41.91, 1.41.92, 1.42.17
Rob Jamieson 100/4	759 pts	1.59.95, 2.01.02, 2.01.99, 2.02.36

A mighty effort by Peter Jackson to score a high 964 points out of a possible 1000 points. His ability to string together fast and consistent lap times under racing conditions is amazing. Completing 28 rolling laps for the weekend, his fastest 10 laps covered less than 1 second and his fastest 19 laps covered just 2 seconds. Three seconds covered ALL his racing laps – 1.41.81 to 1.44.98. This sets the standard for our Competition Championship.

3 MSCA PHILLIP ISLAND AUGUST 21st

A day of mixed fortunes for Russell Baker (3000) in Sprints and Bill Vaughan and Brian Aitken in their Sprites in Regularity.

Russell Baker completed 6 laps in the first session and posted a personal best lap time at PI of 2.04.85 with high hopes of significant improvement. I can imagine Russell with "the eyes wide open" as he built up speed on the warm up lap for the second session and then disaster – right hand front alloy wheel collapses in the hard right hander we call MG Corner at the bottom of the Lukey Heights hill. The knock-on was all that kept the Healey from collapsing to the ground completely! The scary bit is that the next right hand corner is Turn One at the end of the main straight. It doesn't bear thinking about if the failure had occurred there. It is a reminder that motor sport has it's dangers at all levels. Of course the public roads can be dangerous, as can King Street at midnight.

Bill Vaughan posted only two timed laps before the Sprite had major engine failure – more oil inside the engine bay than inside the motor I believe. At least the block was intact and it will be fixed in time before the Winton 6 Hour Relay. Motor sport can be expensive as well as dangerous.

The good news was that **Brian Aitken** had fitted his first set of new R-spec racing radials and this transformed the Sprite. Brian was flying with the new found grip and confidence to post a personal best at Phillip Island of 2.19.43 which bettered his previous best lap time by about TEN seconds. And he was complaining of being held up by a slower car! Is the 2 minute barrier the goal now Brian? Brian finished 3rd in the MSCA points score for Regularity.

MSCA combined this event with the 3rd and final round of the Victorian Super Sprint Championship. With a large entry expected there were doubts that a dedicated run group would be possible for Regularity and only 5 entries were received, including Bill and Brian. In fact the total field numbered only 109 and the Regularity guys got their own sessions. MSCA committee is unlikely to continue running a round of the Vic Super sprint Championships in the future if it impacts upon our core members in a negative way. If it's not broken, why tamper with it ?

Peter Kaiser competed in his Mini Cooper S (BMW not BMC), obviously getting ready for the Mini Team at Winton 6 Hour in October, and earns points toward the Associate Championship. I was surprised to find that this was Peter's first MSCA for 2011 in the Mini.

POINTS TOWARD COMPETITION CHAMPIONSHIP and 4 fastest laps

Russell Baker (3000) 786 pts 2.04.85, 2.05.10, 2.06.36, 2.06.99 (from 6 laps)

Brian Aitken (Sprite) 760 pts 2.19.43, 2.19.75, 2.20.77, 2.21.83

ASSOCIATES

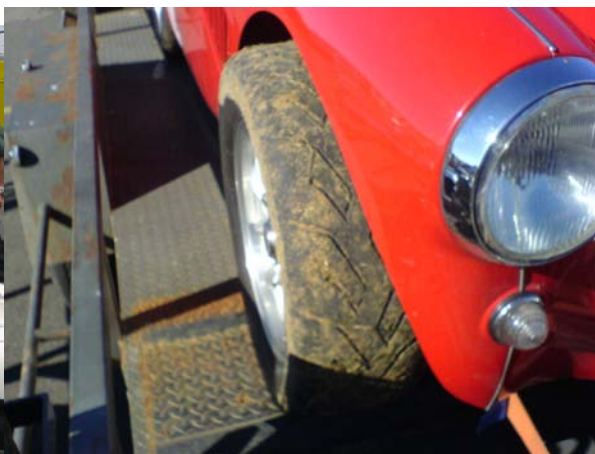
Peter Kaiser (BMW MINI) 936 pts 1.58.61, 1.58.73, 1.59.04, 1.59.25

MSCA REGULARITY POINTS SCORE

With two rounds to go for 2011 we have a battle going on between our Healey competitors. Having done three events each, Rob Raverty sits in 5th place on 50 points, Brian Aitken 6th with 47 points and Tim Westover 7th on 46 points. A very close battle. Next comes Bill Vaughan in 8th but some way back with 32 points, closely followed by Leon O'Brien 9th with 31 points and Hugh Purse next with 27 points. Cary Helenius is lying 12th on 23 points. This second group have done two events each and are having a close battle of their own. The runaway leader has 93 points (Triumph TR6) and the fourth placed Cortina driver is 10 clear of Rob Raverty, so the boys can probably only battle amongst themselves for bragging rights.



Hugh Purse and his 100/4



Russell Baker's wide-track 3000 at P.I.

REMINDER

COME TO WINTON on SUNDAY OCTOBER 16th OCTOBER
SUPPORT AND HELP TEAM HEALEY
PLENTY OF CONTINUOUS ACTION

RACE START IS 10.30 am

A CLOSING THOUGHT : What other people think of you is none of your business

Rod Vogt