

COMPETITION REPORT SEPTEMBER 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 th August	*PHILLIP ISLAND	Sprint and Regularity
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)

Members looking for Sprint action in Sept/Oct can enter the 3rd round of the Victorian Supersprint Championship at Winton on September 25th, 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 Spectators are encouraged. Entry is free and you are welcome in our pit garage. Competition starts at approximately 9.15am

2. OTHER EVENTS

Sept 18/19 th	*#Historic Wakefield (www.hsrca.org.au)	Gr S races & regularity
Sept 25 th	*Rd 3 Vic Supersprint Championship at Winton (run by Triumph Club)	
Sept 25/26 th	*Rd 4 State Racing Series (inc MG & Invited British) at Winton	
Oct 16/17 th	*#Historic "No Frills" meeting, Lakeside Park Qld (www.hrcc.org.au)	
Oct 23/24 th	*Winton 6 Hour Relay (2 teams entered)	
Nov 6/7 th	*#Historic Sandown (www.vhrr.com)	Gr S & regularity
Nov 26-28 th	*#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. There is plenty of "Regularity" experience in the second team, but can we apply that to the unique conditions of a 6 Hour event? More details will follow, but **put the date in your diary – helpers/supporters are needed.**

Peter Jackson, Brian Duffy and Rod Vogt will be competing at *Wakefield Park HSRCA Historic Meeting on September 18/19th*.

COMPETITION REPORTS

June and July were quiet months with no MSCA or Historic meetings scheduled, but some members were still able to find somewhere to compete, and under our Competition Championship format earned points.

GEOFF LEAKE took the 100/4 to *WAKEFIELD PARK, GOULBURN* on 26/27th June for the Saturday Supersprint run by the NSW Healey Club and the All British Race Meeting on the Sunday. Geoff finished fourth in his class in the Supersprint, lapping a bit over a second a lap slower than his best at Wakefield on a fine but very cold day when tyre heat was a problem. Simon Gardiner from the Sprite Club upheld the honour of the Marque by achieving fastest time of the day in his highly modified Sprite.

Geoff's day finished early in the first race on the Sunday with problems with clutch springs on the fifth of six laps. He retired the 100/4 for the day rather than risk further damage. He is working on the problem which seems to be a combination of the power now being put out by the big four and the running of a locked diff. He rejects the suggestion that it might be similar problems suffered by the new generation of young street -dragging hoons!! Simon Gardiner continued his successful weekend by winning all three Sports Car races with fastest lap times in each race of 1.05.64, 1.05.39 and 1.05.64. Thank goodness he is not eligible for OUR competition!

Geoff Leake scored (with 4 fastest laps)

CSCA Sprint Day 924 pts 1.14.98, 1.15.21, 1.15.30, 1.15.74

All British Races 963 pts 1.15.19, 1.15.40, 1.15.49, 1.15.56

Geoff managed to score very well on the Sunday despite completing only 13 laps in qualifying and race one.

DAMIAN MOLONEY competed in his 100/4 at the Jaguar Club sprint meeting at Winton on August 7th. Hugh Purse ran also in his MK 2 Jag so his efforts went unrewarded towards the Competition Championship but he will have his 100/4 back at Sandown Historics in November in the Regularity event.

Damian Moloney earned 884 points (1.47.71, 1.48.57, 1.48.81, 1.48.87)

COLIN WALLACE took the turbo Sprite to Phillip Island on July 18th for the second round of the Victorian Supersprint Championship and came away with first place in his class to go with his second place at the first round in April. I bet Colin goes to Winton for the third and final round at Winton in September! Colin's fastest lap was 2.00.59, once again falling just short of the magic two minute barrier. *COLIN* also ran in the Sprite Club Six Hour Team at Phillip Island on 8th August, but the large field and the need to drive at an achievable and constant target time left him with a fastest lap of 2.05.62. Perhaps he will break two minutes at the August MSCA meeting. *COLIN'S* Points toward the Championship, with 4 fastest laps

Vic Supersprint Rd 2 890 pts 2.00.59, 2.01.08, 2.01.42, 2.01.69

PI Six Hour Relay 908 pts 2.05.62, 2.06.37, 2.06.49, 2.06.52

WINTON FESTIVAL OF SPEED

August 14/15th

The Victorian Historic Racing Register organized this meeting after it had been cancelled in 2009 through lack of entries. It was run in previous years in early October under the banner

of the Australian Historic Motoring Festival. The VHRR were pleased with an entry of 240 over all the regular Historic classes and intend to build the event to 400 entries over the next few years, seeing it as a logical extension of their Phillip Island and Sandown events. It gives historic competitors their only chance to run on the “long” track. The May Historic Winton is run on the short track with focus on older cars.

Peter Jackson and Brian Duffy entered Healey 3000's in the Group Sa/Sb Production Sports Car races and Bill Vaughan and Rod Vogt presented in their Bug-eye Sprites in Regularity. Shayne MacIntosh was his usual helpful self for the full weekend and Ken Tame, Tim Westover, Russell Baker and Peter and Ann Williams cheered us on at different times.

FRIDAY PRACTICE

Brian Duffy arrived from Sydney late morning and got some practice laps in during the afternoon as he has run the “long” track only once before- in 2007 in his first outing after purchasing the 3000 from Rob Rowland. We reminded him to go in a clockwise direction and left him to it. Bill and I have done more laps at Winton (mainly MSCA) than we care to acknowledge in case Sue and Carole should read this report. Peter decided to keep his powder dry for when it counted. Besides, Peter, Shayne and I had purchased the obligatory orange cake from Yea Bakery and it needed to be sampled. As a Group S Racing Association committee member, Peter spent most of the afternoon networking with other Group S competitors, or was that spying?

SATURDAY dawned fine but very cold so qualifying (which was also practice for Peter, Bill and I) was a bit tricky with difficulty getting heat in the tyres.

Combined Group Sa/Sb racing had a field of 21 cars and saw Peter on grid 5 behind two Shelby GT 350's and two very quick Spridgets who were favoured by the conditions, while Brian qualified for race one in 12th position. Race one, after lunch, resulted in a third for Peter behind the two Mustangs and Brian held position for 12th in a tightly fought battle with five cars on similar times. Peter improved his lap time from qualifying by more than a second in harrying and then passing the two Spridgets when they both ran off the track together at the end of the back straight under pressure.

Regularity practice kicked the dew off the grass as first event at 9 am. It was cold and slippery and I guess that is why we are the sacrificial lambs. (In contrast, we were the last event on the program at 4.45pm on Sunday, showing off to three men and a dog – and those three were Jackson, Baker and MacIntosh!) Scrutineering started at 7 am! Sometimes I wonder, but then you get on the track and it is all worth while. After practice we study our lap times and then try to nominate a lap time we will achieve in event one. They DID allow us to renominate for events two and three when the weather turned wet. To illustrate the difficulty of nominating your time, I have a best lap of 1.46 at Winton, there were 36 cars crowded on the track, my fastest lap in practice was 1.51 with a slowest of 1.56 when baulked by slower cars. My 1.51 was actually the fastest in the field and the slowest was a rare 1926 Talbot Grand Prix car on 3.09! My theory is to drive flat out and then you should achieve consistent lap times. So out I go in event one from position one only to run into and have to pass the first of the slower cars by lap two. Not such a good theory ?. So my lap times ranged from 1.51 to 1.59 when I nominated 1.50, finishing 23rd of 36.

Bill Vaughan must have a better theory because he finished 14th in event one, and no amount of red wine on Saturday night loosened his tongue re HIS theory.

SUNDAY dawned wet cold and windy. The heavy rain stopped before competition started but “wet” tyres were the order of the day. Hang on Bill, we poor regularity guys do not have another set of tyres! The infield was all water and mud, so we were determined to stay on the black stuff. At least we didn't start regularity until 12.30. Maybe it would be fine by then?

The first Group S race started at 9.45 and what a race it was. Starting from position three behind those two V8 Shelby's, Peter always had his work cut out for him, but WE knew he could do it. No pressure Peter, but he IS famous for his blinding starts, picking up a couple of places in the first turns and then making the newer cars get back past if they can. But when the spray cleared at the start, Peter was LAST, still sitting on the grid! Peter's wet tyres were well past their best and would not grip at the start. In all the din of the Shelby V8's, he thought he had driveline failure! What a pity you weren't there to then see a truly inspiring drive. Twenty second and last after the start, sixth after lap one (unbelievable to watch!), fifth after lap two, passed one Shelby and a Spridget for third after three, passed the quickest Spridget for second after four and passed the other Shelby for the lead after five to win by ten seconds and driving away after six, all on the same tired "wet's" that wouldn't work at the start. The course commentator and the crowd were abuzz and WE were very proud to be Healey owners. I can remember a similar feeling when Rob Rowland passed many newer and supposedly faster cars in the wet at Sandown a few years ago.

Brian Duffy also showed HIS skill and courage in the difficult conditions to finish fourth after starting twelve on the grid. His was also an inspiring drive through the field and he admitted chasing Peter after he went past, lapping only marginally slower and at times he was second or third fastest on the track. I GUESS YOU HAD TO BE THERE.

For **race three** in the afternoon. Peter finished third after struggling off the line again but dropping to sixth and realizing he MIGHT catch but would be unable to pass the first two cars – a Spridget and a Shelby, both fitted with new wet weather tyres for race three. Brian finished an excellent fifth and both were happy to go home intact.

REGULARITY Sunday midday saw the heavens open up for the heaviest rain for the weekend just as we went out. No roof, no windscreen or wipers, puddles in corners and water streaming across the track! Conditions just made for the Sprites. I managed 6th and Bill dropped to the bottom half of the field with an overly optimistic target time set when he hoped that it would be reasonably dry. Our last run was the last event for the day, very cold on a damp and oily track – more slippery than before if that was possible. Bill was VERY pleased to pass a Porsche 911 which started in front of the Sprite and won a medallion for third. I finished fourth and resisted the urge to call for a recount!

So great fun as usual. Bill Vaughan had a spin in full view of the pits, and we reminded him of it all weekend! Unfortunately my drivers door flew open at the same corner and the boys would not believe it was planned – an additional brake device, I said. But possibly my strongest memory now is of Brian bringing Luke down from Sydney as his "crew". The difficulties that Luke has had to contend with in his 25 years makes you realize how fortunate WE are to be able to enjoy our hobby. By the end of the weekend Luke hopefully felt part of Team Healey and realized that there is always hope out there to improve your life. He certainly embraced the time after a tentative start and it makes me think that our Club could do a lot more for the troubled and disadvantaged. See you at Wakefield, Luke. Well done Brian, on and off the track. I GUESS YOU HAD TO BE THERE.

CHAMPIONSHIP POINTS and 4 fastest laps

Peter Jackson	970 pts	1.43.92, 1.43.96, 1.44.11, 1.44.22
Bill Vaughan	898 pts	2.00.86, 2.01.62, 2.01.74, 2.01.88
Brian Duffy	822 pts	1.47.50, 1.47.53, 1.48.13, 1.49.28
Rod Vogt	806 pts	1.51.05, 1.51.44, 1.52.89, 1.52.99

A CLOSING THOUGHT Worry is interest paid in advance for a debt you may not owe.

ROD VOGT

