

COMPETITION REPORT APRIL 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 4	Sunday 18 th April	*WINTON	Sprint and Regularity
Round 5	Sunday 30 th May	*PHILLIP ISLAND	Sprint and Regularity
Round 6	Sunday 4 th July	*SANDOWN	to be confirmed
Round 7	Sunday 29 th August	*PHILLIP ISLAND	Sprint and Regularity
Round 8	Saturday 25 th September	*WINTON	Sprint and Regularity
Round 9	Sunday 21 st November	*PHILLIP ISLAND	Sprint and Regularity

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

April 2/3/4 Easter	*Festival of Sporting Cars at Mt Panorama, Bathurst	Group S# and Marque Sports races and Regularity
April 4 th	*Round 1 Vic SuperSprint Titles At Sandown	State Sprint competition L2S www.vssc.org.au
April 11 th	Myrniong Historic Sprint	
April 17/18 th	*State Race Series Phillip Island (clashes with MSCA Winton)	MG and Invited British
May 1st/2 nd	*HSRCA Eastern Creek Historics	Gr S and Regularity
May 22 nd /23 rd	*State Race Series Sandown	inc MG and Invited British
May 29 th /30 th	*Historic Winton short circuit	Group S# races, no regularity
May 29 th /30 th	*ARDC Sports Car Carnival at Eastern Creek	Group S# and Marque Sports

round of Group S Racing Association 2010 Championship

3 COMPETITION REPORTS

A quiet month since the last report with only one event run for our Team Healey members, being Round 3 of the **MSCA competition at CALDER on MARCH 7th**. (We had no one interested in round 2 at the Haunted Hills Hillclimb at Morwell on February 14th. Our friends from the Sprite Club were there in force and were prominent in the outright positions in the final results – our Sprite drivers, Colin Wallace, Bill Vaughan and Rod Vogt were unavailable and the Big Healey boys did not fancy the tight track on cold tyres.)

Team Healey had a good entry for **Calder** with Tim Westover, Bill Vaughan, Hugh Purse, Brian Aitken, Leon O'Brien and Mark Bird (having his first run) entered in Regularity, and Russell Baker in the Sprint class. But we seem to be cursed at Calder weather wise! This event replaced the washed out November meeting from November 2009 but on the Saturday

all hell broke loose with hail storms, wind damage and torrential flooding rain in Melbourne. With a wet forecast for Sunday Tim, Leon and Hugh assumed it would be a no-go or miserable at best and stayed home. At drivers briefing the officials stressed that the slippery conditions and wet infield were very dangerous but allowed the meeting to run with yellow flags shown on the main straight – this means slow down and no passing. Before Russell could start he had to find out why his brake lights were not working and combined with the speed restrictions and being put in a run group with many modern Fords having their first run at Calder on a difficult day he decided not to start also.

So we were down to Bill Vaughan and Brian Aitken in the Sprites (Sprite drivers are fearless, or is it that our cars are less valuable?) and Mark Bird desperate to have his first track experience in the ex Peter Kent Historic Group Sa log booked 100/4. No point starting at the bottom Mark! I was a non starter with grape picking commitments but a very pleased Mark rang me the next day to tell me how much fun he had and wished he had done this earlier. If a wet Calder was fun then it is all UP from here Mark. He owned up to a spin on his first lap which is no surprise given that the Healey tyres were very old and the compound must have lost it's grip a long time ago – there will be new tyres fitted before the next meeting he says. Despite the conditions and poor tyres Mark improved his times from a 1.28 first lap to finish with a pair of 1.18's. Unfortunately this was MUCH quicker than his nominated Regularity time to leave Mark in 9th position in the nine man regularity field, upholding the Healey tradition that “if you aren't going to win regularity, make sure you do so by driving too fast”

Brian Aitken was also seeing Calder for the first time, but at least he has had a bit of practice in his Sprite. The boys had difficulty in nominating a target time for the day because the first session was wet and slippery but conditions, and speeds, improved in the afternoon. Brian finished 5th in Regularity as he also broke his nominated time. Now outright speed is irrelevant in regularity but it is interesting to note that by the end of the day Brian's fastest lap was less than one second behind Bill Vaughan! I can see a rivalry starting between the two Sprite boys. Hope they don't end up sitting at opposite ends of the table at Peninsula Lunch Runs. Bill Vaughan in his usual modest way claimed that nothing of interest happened to him, but he drove in his usual brisk and consistent manner for second place in the MSCA regularity competition. Well done.

POINTS FOR AHOC COMPETITION CHAMPIONSHIP

(with four fastest laps)

1	Bill Vaughan	875 pts	1.28.65, 1.29.21, 1.29.89, 1.29.90
2	Brian Aitken	842pts	1.29.29, 1.30.30, 1.30.50, 1.30.87
3	Mark Bird	698 pts	1.18.41, 1.18.96, 1.20.29, 1.21.43



Brian Aitken



Bill Vaughan

THE SPRITE BOYS



Colin Wallace



Rod Vogt

4 VICTORIAN SUPERSPRINT CHAMPIONSHIP

A three round State Championship has just been announced for CAMS Level 2 S licence holders i.e Club level competitors. Run along the same lines as our MSCA competition, the series dates are

Round 1	Sandown	April 4 th	Run by Fiat Car Club
Round 2	Phillip Island	July 18 th	PIARC
Round 3	Winton	October tba	Triumph Sporting Owners Club

More information is on the website www.vssc.org.au The classes are quite different to the MSCA classes, with most entrants coming from owners of more modern cars than the Healeys, Sprites etc. But it is a chance to compete for a State Championship, and there is a class for basically unmodified road cars and different engine capacities.

5 THE HEALEY RACING TRADITION

I found some quotes while reading through some Healey books that reinforce the sporting nature of our Healeys.

“ The Austin Healey 100 and 3000, in all their variants, were raced and rallied extensively and enthusiastically from the very beginning in the early 1950’s. For over ten years big Healeys ... were a force to be reckoned with on the track – at Sebring, Le Mans, in the Mille Miglia and in club competition – and, particularly, on the rally stage”

John Baggot – Big Healeys in Competition

“Cars bearing the Healey name were conceived purely as competitive sporting machines and they were bought in large numbers ... almost entirely to give pleasure to their drivers, a role they continue to fulfill long after the last of them was built.”

Peter Garnier, with Brian Healey – Donald Healey. My World of Cars

A CLOSING THOUGHT Opportunities are never lost – someone will take the ones you miss.

Cheers
Rod Vogt