

COMPETITION REPORT DECEMBER 2009

TEAM HEALEY inc MSCA

COMING EVENTS

1. MARQUE SPORTS CAR ASSOCIATION 2010 CALENDAR (provisional)

<i>Round 1</i>	<i>Sunday 31st January</i>	<i>*SANDOWN confirmed</i>
<i>Round 2</i>	<i>Sunday 14th February</i>	<i>MORWELL HILLCLIMB confirmed</i>
<i>Round 3</i>	<i>Mid March</i>	<i>to be announced (Calder?)</i>
<i>Round 4</i>	<i>Sunday April 18th</i>	<i>*WINTON confirmed</i>
<i>Round 5</i>	<i>Sunday May 16th</i>	<i>*PHILLIP ISLAND to be confirmed</i>
<i>Round 6</i>	<i>Sunday July 4th</i>	<i>*SANDOWN t.b.c</i>
<i>Round 7</i>	<i>Sunday August 22nd</i>	<i>*PHILLIP ISLAND t.b.c.)</i>
<i>Round 8</i>	<i>Sunday September 12th</i>	<i>*WINTON confirmed</i>
<i>Round 9</i>	<i>Mid November</i>	<i>*SANDOWN t.b.c.</i>

*Events marked with * count towards the AHOC Competition Championship for 2010.*

Many of these dates are not confirmed. At this early stage the track owners are reluctant to commit to 2010 dates, particularly for the second half of the year. Note that October has been left clear due to clashing alternative events such as the Winton Six Hour Relay, Bathurst and the AFL finals.

ENTRY FORMS for the next event at Sandown on January 31st will be sent to Team Healey members via the email list in mid January, or call Rod Vogt on 5962 1915 or 0408 395 240 or email Competition-MSCA09@healeyvic.com.au Spectators are encouraged – entry is free and you are welcome in our pit garage. Competition starts at about 9.30am.

2. OTHER EVENTS

A complete calendar for 2010 for the COMPETITION CHAMPIONSHIP, and interested spectators, will not be available until the February magazine but you can put the following Victorian Historic meetings in your diaries now :

March 19,20,21 Phillip Island Classic

May 29/30 Winton Historics

November 6/7 Sandown Historics

There is a chance that the Winton Historic Motoring Festival cancelled in October this year will reappear in 2010 on August 14/15 with the help of the Victorian Historic Racing Register, the organizer of both Phillip Island and Sandown events.

The Festival of Sporting Cars group is running again at Bathurst at Easter with the exciting (ambitious) addition of a 6 Hour Relay event on The Mountain on the Monday and Tuesday.

Other events are being planned at Wakefield Park (Goulburn), Eastern Creek (Sydney), Morgan Park (QLD), Lakeside (QLD) and Mallala (Adelaide) for our serious racers by FOSC and various Historic groups. Being run on racing circuits with official lap times published, all of the above events will count towards our COMPETITION CHAMPIONSHIP.

This was the 18th running of this historic event with a record entry of over 400 cars, perfect weather and finally I am competing in the Regularity event in the Sprite which is log-booked Marque Sports and not eligible for Group S Production Sports Car races. Ross McKinnon and David Kelly have been encouraging me to do regularity at Sandown and/or Phillip Island meetings ever since they helped me through my first driver training day at Phillip Island 5 years ago, and this led to our Team Healey concept of mentoring newcomers to the track through the race day procedures with a minimum of stress.

REGULARITY

This is a big event and entry fees reflect this. Joining me in paying the \$320 for Saturday/Sunday were Bill Vaughan (Sprite), David Kelly (100/4) and Peter Kent (3000) chasing Competition Championship points, plus Hamish MacLennan in his MGB, Frank Hook in his 100/4 (Frank is not a financial member of AHOC), ex owner Tony Rogers in the 911 Porsche and we always count Ross McKinnon (TR3 A) as one of ours. Some of us passed on the \$150 for Friday practice – a sign of confidence or just a budgetary constraint? A bigger dilemma was the issue of protection. From the weather that is. The only groupies interested in me were old men and young boys! That still doesn't read well! I decided to fork out the \$250 for a single carport/marquee space to ensure nice weather and waste my money. Murphy's Law strikes again. David and Ross erect a tent of their own complicated design every year on the back fence and get there Thursday midday when the gates open to secure their spot. Bill Vaughan bought himself a gazebo type structure for probably less than the garage hire fee and next year he might even buy sides - he will need them if rain falls on an angle. My carport was close to Ross, David and Bill and also to Fred Brock and Max Pegram in their Group Sa Sprites. Max put up a "Sprite Street" sign and the Sprites were lined up for a photo causing a surprising amount of interest among passing spectators-probably expecting to see Coxy or someone famous?

We did scrutineering on Thursday afternoon which made our Saturday 9.05 am first event start less hectic. Unfortunately our 15 minute practice session lasted only 3 laps before being red flagged with a disabled car dangerously stopped in the middle of the track. David Kelly had already pulled off in a safe place on his first lap with indications of oil pressure problems. Regularity Group 1 saw a collection of "older" cars with a fairly big lap time difference and 42 cars making consistent pace difficult. We had to nominate a target lap time to be achieved in our afternoon session, penalties being twice as harsh for beating that time than falling short. This could be changed for the subsequent sessions. My 1.43 fastest lap was well short of my best 1.36 achieved at an MSCA Sprint, but Regularity is NOT a race and aggressive driving would not be tolerated as we were clearly told at drivers' briefing. I was left with a degree of uncertainty regarding passing in corners and under brakes but as the weekend progressed I became more comfortable. On discovering that the three competitive sessions would start in fastest to slowest nominated time order I nominated 1.40 seconds and got myself to number one starting position and a clear track at the start at least. Peter Kent had the same idea and stuck with his 1.43 practice time to start close behind. Hamish Mac nominated 1.44 to start close to the front and Bill Vaughan, 1.50 had him midfield. With no practice time but plenty of previous experience to draw upon, David Kelly aimed for 1.51.

We didn't start our first competition session on Saturday afternoon in the fastest first order after all due to a paperwork problem and went out in a random order. I was acutely aware of the valuable Bugatti, D-Type replica, 1928 Alfa Romeo 6 1500, several rare Australian racing Specials and other classics (being given their annual run more as a display than a speed event) A lap time spread of 1.40 to 2.30 meant passing safely was a constant problem while trying to maintain a fast target time. I can now appreciate the skills required given the nature of this event, quite different to my previous experiences. The 5 laps passed quickly and scores were soon posted – Starting with 100 points and penalties deducted I finished 15th out of 42 starters with a measly 9 points. But I felt much better to find Peter Kent 18th on 6 points,

and Bill, Hamish and Frank Hook on zero points. David Kelly's poor day continued with a throttle cable problem after just one lap! In the heavy traffic we had all failed to reach our target times. The experienced Ross McKinnon in his TR3 A finished 4th.

Sunday gave us two more runs at 9.15 am and right at the end of the day in the heat at 4.45 pm. A long wait but a chance to enjoy the rest of the day's races. Sitting in position one on dummy grid and leading the field out on to the track with the fastest nominated time gave me one or two clear laps at the start and then the lapping of slower cars seemed easier as they were in an order of their own without the log jam of Saturday. Run 1 saw a big improvement in scores. Bill Vaughan proudly wore his 3rd place medal, I came 9th, Frank Hook 10th and Hamish 13th out of 43 starters. David and Ross made the rare mistake of beating their times and Peter Kent also scored a zero. Bill and I formed a "Team MSCA" in the team competition with Michael Ban in his Sunbeam Alpine and Mike's 8th place had us dreaming of a good result.

Run 3 brought us back to earth with a thud. It was very hot and the long wait until 4.45pm saw a reduced and less hectic field of 31 cars. A clear track and too much speed! I blame my 1.37's (aiming for 1.40) on the guy starting from position 2 in a Group N Mini Cooper S trying to pass me all 5 laps. *Couldn't allow that could I?* He told me later that he had re-nominated his target time from 1.43 to my time of 1.40 with the intention of sticking right on my bumper. I thought he was still aiming for 1.43. Talk about the blind leading the blind! Sorry Ross and David, but it WAS a lot of fun. Bill drove too fast also, down in to the 1.48's, not 1.50. He couldn't even offer an excuse. Michael stuck to the plan for a good 7th but we let him down. The two Red/black 100/4's of Frank Hook and David Kelly ran in close company and finished 3rd and 4th respectively. Ross McKinnon in 6th and Hamish MacLennan 16th completed the results.

Regularity at Sandown was a new experience and another ticked off the "Bucket List". It is expensive at 18 laps for \$570 compared with 25 laps with MSCA for \$175 in just one day and some of the driving standard is not up to MSCA standard either but this is not a race. Cold facts are irrelevant - to be part of the EVENT that is Sandown Historics is a big thrill and the Regularity competition is a different challenge in itself. Thank you Ross and David.

GROUP Sa PRODUCTION SPORTS CARS

Peter Jackson, Damian Moloney, Brian Duffy and Colin Goldsmith had an eventual and, for most, an ultimately successful racing weekend. Group Sa pre 1960 cars ran in a field with older sports and racing cars from pre 1930 (Gr J), 1931 to 1940 (Gr K) and 1941 to 1960 (Gr L). Smaller capacity Gr Sa cars included MG A, two Elva Couriers, a Mercedes 190SL and Max Pegram and Fred Brock in their Bug-eye Sprites. But the biggest threat was the famous V8 powered 1960 Carter Corvette which has been winning this event for some time.

The weekend did not start well for the big Healeys. Peter, Brian and Colin elected to practice on Friday, with the two New South Welshmen aiming for familiarity on a track they don't see often and Peter had only run the new Sa Healey at Sandown once earlier in the year at one of our MSCA events. Brian had an "off" in the first session and sustained panel and suspension damage. On the trailer and off to the Healey Factory, we were all surprised and relieved to see Brian back at Sandown late in the afternoon.

Practice on Saturday morning was cut short after 3 laps when Damian Moloney damaged his sump and dropped oil on the track. It didn't look good to a mechanical imbecile like me but Geoff Leake and Damian effected repairs with some sort of epoxy product and had Damian on the grid for Race 1 at 2pm. The short morning practice had Peter Jackson on the front row alongside the Carter Corvette. Peter struggled off the line and limped in to the pits without completing a lap. Damian did 4 laps and stopped. Brian started and finished 6th, Colin started 9th and worked up to 8th after dropping to 11th on lap 1, with a field of 32.

Overdrive problems had stopped Peter and Damian. For Damian it was weekend over. Peter put the car on the trailer and went off to Simon Gardiner's workshop in Cheltenham where Simon and Peter worked

all night to get the Healey going again, the car not arriving at Sandown until 1 hour before the morning race. Rob and Maressa Rowland and, separately, Damian Moloney dropped in after midnight to see how things progressed! I believe Simon's partner, Mike Conway, arrived at 3am for the final stages. What an effort and it was repaid with Peter WINNING both Sunday races, relegating the Carter Corvette to second place. What an effort after less than 3 hours sleep. Beaten off the start by the big V8, they would disappear out of our view at turn 1 to reappear after turn 4, the start of the back straight, with Peter well in front and never headed again. Inspiring stuff for the Healey supporters on the pit garage roof. Race 2 on Sunday morning saw an epic battle between the Healeys of Brian Duffy and Colin Goldsmith with Colin pressuring Brian at the end of the straight, finally passing under brakes only to have Brian pass again up the back straight and not give him another sniff – they finished 6th and 7th. Race 3 started with confusion when the lunch break was cancelled and the Sa race was called to dummy grid and started with short notice. Peter barely had helmet and gloves on as they released the cars and Brian was not ready and had to start from the back of the grid. So the expected battle between Brian and Colin did not happen as Brian was forced to work his way from 28th to finish 11th but he had a lot of fun and set his fastest lap for the weekend.

POINTS EARNED FOR COMPETITION CHAMPIONSHIP (with 4 fastest laps)

Peter Jackson	976 points	1.30.98, 1.31.04, 1.31.21, 1.31.22
David Kelly	925 points	1.47.54, 1.48.00, 1.48.13, 1.48.29
Rod Vogt	877 points	1.37.85, 1.38.37, 1.38.61, 1.39.08
Brian Duffy	859 points	1.36.61, 1.37.37, 1.37.32, 1.38.02
Bill Vaughan	761 points	1.46.85, 1.48.75, 1.48.99, 1.49.24
Peter Kent	624 points	1.40.85, 1.41.50, 1.42.13, 1.44.61
Damian Moloney	601 points	1.39.43, 1.41.43, 1.43.02, 1.43.42

Peter Jackson was able to use this result to drop his 4th score and improve his total. Rod, Bill and Brian were unable to improve their total with these scores. It remains very close at the top with two scoring events remaining with Peter, Rod and Brian at the Eastern Creek Historics in Sydney on November 28/29th and Colin Wallace at Calder MSCA on the 22nd.

A CLOSING THOUGHT

You can't stay young forever, but you can be immature for the rest of your life.

Cheers ROD VOGT
 ROD VOGT