

COMPETITION REPORT FEBRUARY 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. (see Rod Vogt)

1. MARQUE SPORTS CAR ASSOCIATION (MSCA) 2010 CALENDAR

Round 1	Sunday 31 st January	*SANDOWN	Sprint and Regularity
Round 2	Sunday 14th February	MORWELL	Hillclimb
Round 3	Sunday 7 th March	*CALDER	Sprint and Regularity
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 9.30am

2. OTHER EVENTS

PHILLIP ISLAND HISTORIC RACES 19th, 20th and 21st MARCH

Probably the best of the Australian historic meetings for numbers and variety of cars entered. We will organize a run to the track on the Sunday and set up our usual Healey display inside Turn 1 at the end of the main straight. Expect a large entry of big Healeys and Sprites in Group S Production Sports Car Racing and the Regularity event. More details next month. In the meantime go to www.vhrr.com for more information.

3. FINAL RESULT FOR 2009 COMPETITION CHAMPIONSHIP

After the November report two events remained to decide the 2009 Championship and four members were still in the running. Peter Jackson lying first, Rod Vogt 3rd and Brian Duffy 4th had entered the Historic Race meeting at Sydney's Eastern Creek and Colin Wallace in second place was sprinting at the last MSCA round at Calder.

CALDER MSCA November 22nd. What an anti climax. Heavy continuous rain caused the officials to abandon the meeting at midday without an engine being started. Colin Wallace travelled to Calder all the way from Coldstream and Russell Baker all the way from Officer just to drink coffee and wish they were still in bed which was where Leon O'Brien and Tim Westover were! Not together of course! The latter two made a good call, at dawn, to stay home. So Colin's hopes of improving on his second position in his fuel injected, turbo charged Suzuki powered Sprite were dashed. Would Rod or Brian pass him and perhaps even catch Peter at Eastern Creek the next weekend? The defending Champion was no certainty!

EASTERN CREEK HSRCA HISTORICS November 28th/29th

When Peter and I arrived at Eastern Creek we were very disappointed to find Brian Duffy a non starter after running out of time to repair his Healey after an “off” at Bathurst a couple of weeks earlier at a mid week training session run by Jim Richards. I always said Jim couldn’t drive. Serves Brian right for trying to get in extra practice for the Festival of Sporting Cars event at Bathurst this Easter – more next month.

So it was down to Peter Jackson and me. Peter had not run at Eastern Creek for many years and never in his brand new Group S historic spec car. I was ineligible to *race* as the Sprite does not meet historic regulations, but Regularity was going to be challenging enough at a track I had never seen. And what a fantastic track it is, for me being the equal of Phillip Island which is high praise indeed. With high speed flowing corners over blind crests plus a couple of really tight technical off camber turns it had everything. And of course it had Turn one, probably more scary than turn one at Phillip Island. Taken virtually flat out a lose here doesn’t bear thinking about. No where to hide either as spectators crowd here to watch for brake lights and listen for a change in the exhaust note to indicate backing off! The meeting was very well run by the HSRCA, the entire pit set up was first class and it is in my diary not to be missed this in 2010. Naturally Peter’s immaculate Healey created a lot of interest for the Sydney people and even I had visitors to my garage to check out the Sprite!

These race meetings interstate take a lot more effort but we get to experience a new tracks and meet fun new people. We left Yarra Glen on the Wednesday afternoon, (Peter with son Pearce for company and Russell Baker as my navigator, pit crew and gopher all weekend), and home for tea on the Monday. Shayne McIntosh drove up overnight Thursday and straight back Sunday night after the event finished to be back at work on Monday morning. Thanks Shayne! The only sour note was the weather. Friday practice was 36 degrees and Saturday saw a shocker at 41 degrees and a track temperature in the high sixties! It was very hard on cars AND drivers, concentrating on engine temperature and tyres going “off”.

Peter had a very successful weekend again. Fastest qualified Group Sa Sports car Saturday morning, ahead of Colin Goldsmith and Laurie Sellers (both NSW) in their Healeys, was backed up by second place (first Sa) in race one on Saturday afternoon in a combined race with older sports and racing cars. The winner was ex Gold Star Champion John Smith in a 1959 Cooper Climax similar to Jack Brabham’s first F1 World Championship car. The extreme heat saw the demise of the other two Healeys for the rest of the weekend. Sunday was cooler at low 30’s and Peter won the next combined race when the Cooper broke at the start. He just failed to catch the winner in the handicap event. As well as the individual race trophies, Peter was awarded the RAC perpetual Trophy for top Group Sa car.

Of course I saw little of this – my practice and Regularity events were the next event on the program after Peter’s all weekend, so while he performed these heroics I was sweating on dummy grid in the sun waiting to go out next! Regularity was like a race anyhow with a variety of cars all wanting to have a “go” but not eligible for a historic **race** class.

Race rubber lodged in the electric fan caused overheating late on Friday but was found by Shayne and no damage done, and then a quick visit to the Yokohama truck was unexpectedly needed for two new AO48’s after the very tight left hand Turn 2 ripped most of the tread off front AND rear right hand tyres in the heat on Saturday morning. No trophies for me, but what a fantastic and satisfying weekend. As usual, Regularity saw a battle with a mix of cars – Mustang, Porsche, Alfa, MG and a new Lotus Exige being my close track mates (that Cobra didn’t catch us, strangely) – with the nominated target time often a secondary goal.

POINTS TOWARD THE CHAMPIONSHIP with 4 fastest laps

ROD VOGT	846 points	2.03.09, 2.04.37, 2.04.50, 2.04.63
PETER JACKSON	823 points	1.58.44, 1.59.30, 1.59.51, 2.00.11

Surprise, surprise, I scored more points than Peter Jackson! My 4 fastest laps were closer together than PJ's – a perfect example of the philosophy of our Championship. We ALL have a chance to win our Competition Championship. So did my score at Eastern Creek get me over the line? Neither my points, or Peter's, improved our "best 4 rounds" total score so **PETER JACKSON WINS THE 2009 AHOC COMPETITION CHAMPIONSHIP** for the second year running under our new scoring format. Here is the final result :

AHOC Vic COMPETITION CHAMPIONSHIP 2009

FINAL POINTS SCORE AT 1st DECEMBER 2009 (21 Events completed)

		No Of Events	Points Best 4 Rounds	Average score of best 4	Gap
1	PETER JACKSON	9	3836	959	
2	COLIN WALLACE	10	3825	956	-11
3	ROD VOGT	11	3801	950	-35
4	BRIAN DUFFY	9	3759	940	-77
5	BILL VAUGHAN	7	3715	929	-121
6	HUGH PURSE	5	3584	896	
7	CARY HELENIUS	4	3190	798	
8	TIM WESTOVER	3	2583	861	
9	DAMIAN MOLONEY	3	1996	665	
10	STEVE PIKE	2	1844	922	
11	GEOFF LEAKE **	3	1826	913 (for 2)	
12	DAVID KELLY	2	1823	912	
13	ROB RAVERTY	2	1718	859	
14	LEON O'BRIEN	2	1667	834	
15	PETER KENT	2	1469	735	
16	PETER KAISER	1	968	968	
17	BRIAN DERMOT	1	962	962	
18	JOHN GOODALL	1	961	961	
19	TONY BENNETTO	1	956	956	
20	MARK INGHAM	1	912	912	
21	BILL PETSCHACK	1	885	885	
21	JOHN MOONEY	1	885	885	
23	PETER WILLIAMS	1	825	825	
24	BRIAN AITKEN **	1	0	0	

** Mechanical problems resulted in no points scored for Geoff Leake at Bathurst and Brian Aitken at Sandown MSCA

SOME THOUGHTS on the final result

You obviously can't win without competing in a minimum of 4 events. The more events you do the better your chances, but of course your maximum score is still 4000 points. Being able to drop poor results is a plus, but doing more events does **not** necessarily give you the Championship unless you drive well – fastest 4 laps as close together as possible. This takes SKILL but we do want to reward participation ie. Flying the Healey flag.

The top 7 positions (4 or more events) were filled by members who competed in ALL the different areas of motorsport. Our Champion, Peter Jackson competes in races mainly but also did a couple of Sprints with our newcomers at MSCA level. His Championship win was close fought, and being the fastest did not make his win a sure thing. Colin (Sprite) did mainly Sprints with MSCA but raced once in NSW and represented the Club in the Six Hour Relay Race at Winton. In the Bug-eye I raced once in NSW, Sprinted with MSCA and did Regularity at Open Historic meetings twice interstate and at Sandown. Brian Duffy (3000) did Historic Race meetings in Victoria and NSW. Bill Vaughan (Sprite) and Hugh Purse (3000) competed in Regularity events with MSCA and at Phillip Island Historics while Cary Helenius competed solely in Regularity with MSCA in his standard road-going Big Healey, all competing only in Victoria. We could never have competed together in the same events to decide a Championship under a more conventional format where the fastest car wins and the Championship is an obvious contest between the same couple of members every year. We can ALL win this thing by driving well in enough events of OUR choice. THIS IS NOT JUST A REGULARITY EVENT, as Peter's win shows.

It is extremely gratifying to see support shown with 24 members competing one or more times in their Austin Healey (big or little) over 21 different events. We love to see the Marque out on the race track following the aims and passions of Donald Healey. Now we want some more first timers at MSCA, and more doing at least 4 events to have a chance of winning the Championship and seeing their name on the Honour Board in the Club Rooms.

OTHER COMPETITION HIGHLIGHTS

THE DONALD HEALEY MEMORIAL CENTENNIAL TROPHY

This prestigious trophy for was awarded this year to STEVE PIKE for building the re-creation of the Healey Streamliner and competing in the World of Speed on the salt flats of Bonneville, Utah, USA. This was a unique effort which attracted world wide attention to a passion that was very important to Donald Healey. This trophy was struck in 1998 to recognize the "most notable performance in non club events over the year as judged by the committee". Steve joins past winners in Rob Rowland and Geoff Leake (twice each), Bill Ingham, Brian Dermott, John Moore, Peter Kaiser, John Goodall, Paul and Christine Freestone and Peter Jackson. An impressive line up.

MARQUE SPORTS CAR ASSOCIATION

1st Class R1 Sprint Colin Wallace (14 competitors)
1st Class A Rod Vogt (13 competitors)
3rd Regularity Bill Vaughan (30 competitors)
Hugh Purse 4th, Cary Helenius 5th, Tim Westover 6th and Rob Raverty, Leon O'Brien, Bill Petschack, David Kelly and Brian Aitken gave our Club an amazing 9 of the 30 regularity competitors. With Peter Jackson, Tony Bennetto, Mark Ingham, John Mooney and Brian Dermott joining Colin Wallace and Rod Vogt in the Sprint competition we had *sixteen* Healeys/Sprites competing with the Marque Sports Car Association in 2009. WELL DONE

A CLOSING THOUGHT Restoration is the repetition of a mistake made 50 years ago.

CHEERS
ROD VOGT

