

COMPETITION REPORT MARCH 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 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 approximately 9.15am

2. OTHER EVENTS

March 19-21	*Phillip Island Historic Meeting	Goupr S races# and Regularity
April 2/3/4 Easter	*Festival of Sporting Cars at Mt Panorama, Bathurst	Group S# and Marque Sports races and Regularity
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

PHILLIP ISLAND HISTORICS March 19/20/21

Always a good entry of racing Healeys in Group Sa pre 1960 Production Sports Car racing and in the Post War Regularity event. Final entries are not available at the magazine deadline. Go to www.vhrr.com for more information on the biggest Historic meeting in Australia and New Zealand. Alfa Romeo is the featured marquee along with Formula 5000 open wheelers.

The traditional Healey Run on the Sunday will leave Tooradin at 9am to support our competitors at our usual spot inside Turn One at the end of the main straight. Racing starts at 9am and Regularity, with Healeys, is usually first event so you may choose to travel separately and arrive early – please park in our area which will already be set up.

Unfortunately free tickets are not available. Entry is Friday \$20, Saturday \$25, Sunday \$35 and Sat/Sun is \$50. We MAY obtain some spare competitor passes for Sunday.

FESTIVAL OF SPORTING CARS at BATHURST

Easter 2010

Easter is a busy time and many Healey members will be away for flying the Healey flag. The National Rally at Creswick will see Healey members from all over Australia and even overseas enjoying what promises to be a fantastic weekend organized by the Victorian Rally committee. While you are eating, drinking and being merry spare a thought for the Team Healey competitors battling away on the premier

motor racing circuit in Australia and some would say the world. FOSC is running the 3rd of five contracted events at Mt Panorama, Bathurst, catering for Group S Historic sports cars, Marque sports cars and the introduction of old Bathurst 1000 warriors from the seventies and eighties – called Group A and Group C Touring Cars in the Historic categories. Competing are Jackson, Leake, Moloney and Vogt from Victoria, Goldsmith and Sellers from NSW and Brian Duffy who belongs to both States. The entry list is not available so others may have entered of whom I am unaware. Understandably not expecting many Healey supporters (Anne and Peter Stanley?), we will bring you a report post event.

COMPETITION REPORTS

MSCA SANDOWN ROUND 1 January 31st

Thank you to *SUE RAVERTY* for writing this fantastic report on the Regularity event. We will expect an encore performance at some time in the future, Sue.

Team Healey Sandown 31st Jan 2010 REGULARITY

It's always an early start on race day. Sometimes the race horses are exercising on the track, but not today. Maybe it's already too hot.

There is a general buzz of excitement and greetings as each car arrives. By 7.30am the garage is full of Healeys. Bill Vaughan and Brian Aitken are driving Sprites and Leon O'Brien, Rob Raverty, Tim Westover, Ken Tame, Hugh Purse and Cary Helenius are in Big Healeys. Michael Ban with his Sunbeam Alpine is sharing the next garage with the sprint Healeys.

The drivers are preparing for the track. Headlights are covered in contact, boots are emptied, racing numbers are stuck skew whiff on doors due to the swirling wind and tyre pressures are checked. Dorian timers are enfolded in various coloured shopping bags and jammed into the passenger side doors, protruding inelegantly from an otherwise elegant car.

Then it's off to scrutineering. It's an anxious time as nobody knows what "faults" will be found. It's Bill's acrylic headlight covers that have been knocked back today. Everyone is bemused as they have been fine for all previous races. So, a flurry of activity starts as it becomes obvious that removing the headlights is not as straightforward as it could be. How many men does it take to remove one Sprite headlight screw? Answer: About 5 Team Healey members each sharing advice, wisdom, humour and tools. The job is done with just enough time for Bill to return to scrutineering and reappear with a smile on his face.

The call for Group 1- Regularity comes and they all leave to line up in pit lane. The standard joke is that they are only allowed to go first in order to clean up any water and debris on the track to give the sprint cars a clear round. But, I think they can hardly contain their excitement to get out on the track and love going first.

All the drivers and marshals gather at the tower for the driver's briefing. It starts at precisely 9.00am. This is a good indicator that the meeting run by David Kelly, as Clerk of the Course, will run like clockwork. Thanks to all the officials, especially stewards Selwyn Hall and Owen Crombie (Sprite Club), this turns out to be true and it is a fantastic meeting. The instructions given to the drivers are listened to with the same amount of attention as at a school assembly. The novices are hanging on to every word and the experienced can't help thinking of the day ahead and are impatient to get going.

With helmets and gloves on, the drivers sit in their cars and wait for the marshals and flag marshals to get into position. The rescue tray truck is ready and waiting and the ambulance has arrived. The starting marshal waves them on and they're off and running.

Regularity is not a race. It's a personal challenge to repeat an exact lap time in every lap of every session of the day. This lap time is nominated after the first round when the time sheet becomes available.

Obviously, many things can go wrong with this plan making it quite difficult to achieve. The Regularity winner will be the driver who has been most consistent over the day.

They're safely back in the garage after the first session. The car bonnets are put up to let the engines cool down. The drivers grab an ice cold drink and drape wet towels around their necks. They wait impatiently for the first time sheet to arrive.

Meanwhile, it is a chance to catch up with other drivers, fix any new problems and take that long hot hike to the toilet block.

The time sheet finally arrives. The drivers are vitally interested in how everyone else has performed. There is much animated discussion and consultation before choosing their nominated time for the day. Many factors, mostly out of their control, can upset their lap times. There is a discussion about the heat and the possibility of rain and about the slower competitors who may hold them up on the corners. The final decision is crucial to their chance of doing well on the day.

About this time the first of the visitors arrive, earlier than normal because the day will be so hot. Gordon Lindner has already been taken out to a location on the track to take photos and Bill Metcalf has helped Rod set out the fire extinguishers. Brian Froelich, Allen Saunders, Rob Rowland, John Raisbeck, Peter Jackson, Shayne Mackintosh, Andrew Nielsen, Graham Spooner, Peter Heading and Mike Forrester (and more?) are here to admire the improvements to the cars and support Team Healey with kind words of wisdom. The overall number of visitors to Sandown is well down today, must be the heat. Team Healey supporters are a dedicated lot and we appreciate their interest and look forward to their arrival.

After four sessions on the track, the day comes to an end and no one wants to go home. They have had a wonderful day living, breathing and talking Healeys and have been able to forget the outside world. They have shared a common interest, learnt new things about themselves and their cars, helped fix problems and above all had fun driving round the track.

The official results are not available yet. But the lap times for the four sessions show that Hugh was consistent. Tim, Ken, Brian and Michael were a little over enthusiastic and Bill, Rob, Cary and Leon were consistently inconsistent.

Under the guidance and encouragement of Rod Vogt, I have seen the growing camaraderie of all the drivers in this group. They have become happy and confident members of Team Healey. They belong. There is no need to feel that you need the fastest or best car to join in Regularity. Reliability is probably most important. We hope to see newly recruited Mark Bird in his Big Healey (ex Peter Kent Group Sa 100/4) participating in a meeting in the near future. I urge those who are still thinking about it to come and have a go. Everyone in Team Healey will certainly make you feel welcome and help you settle in.

Sue Raverty

SPRINT GROUP – Russell Baker (3000), Colin Wallace and Rod Vogt (Sprites)

Russell Baker made a welcome return to the fold after missing all of 2009 building up a new and much faster engine (he hoped-this was it's first run!) Luckily we were put in the same sprint group, with the very fast Clubman cars, and started each session together on the track which added substance to the good natured sledging taking place **off** the track. At the end of the day bragging rights went to Colin in the turbo rocket ship disguised as a Sprite, with a fastest lap of 1.33.72 just ahead of Russell's big bore Healey with all it's new go fast bits on 1.34.07., while I did my usual David v Goliath(s) act in the poor tiny naturally aspirated Bug-eye at 1.37.72 – did you pick up my pathetic whingeing excuses? Russell and Colin took delight in starting from behind and then catching me before the chequered flag. I wondered if the hand brake was still on when they went past on the back or front straight. I did have the pleasure of seeing them both spin at the end of the main straight. I had a ringside seat as Russell was unsettled by a Clubman unexpectedly braking early after having just passed us both-Big Healeys do not like you getting off the gas in the middle of a high speed corner. I don't think Colin had an excuse!

We were right among the mix with the modern Clubmans. They clearly had speed down the straight bits but we were surprised to be all over some of them in the corners. Perhaps we were trying harder? We did uphold the honour of the “older” marque.

As Sue wrote, it was very hot at 37 degrees and engine temperatures were a worry, but all eleven members survived . We made up nearly 10% of the capacity entry and were 8 of 19 Regularity entrants-a great effort. Filling 5 adjoining garages made an impressive Healey display and the cars were immaculately presented as usual.

MSCA results are not available at this time, but the **POINT SCORE FOR THE AHOC COMPETITION CHAMPIONSHIP** for Sandown, with 4 fastest laps, is:

1	Tim Westover	974 points	1.47.94, 1.47.94, 1.48.10, 1.48.20
2	Rod Vogt	942	1.37.72, 1.37.72, 1.38.23, 1.38.30
3	Brian Aitken	941	1.53.17, 1.53.25, 1.53.63, 1.53.76
4	Rob Raverty	922	1.59.48, 1.59.82, 2.00.22, 2.00.26
5	Ken Tame	894	1.51.28, 1.51.71, 1.51.77, 1.52.34
6	Bill Vaughan	885	1.48.38, 1.48.98, 1.48.98, 1.49.53
7	Leon O'Brien	841	2.06.06, 2.06.62, 2.07.16, 2.07.65
8	Colin Wallace	820	1.33.72, 1.33.95, 1.35.07, 1.35.52
9	Cary Helenius	797	2.05.88, 2.07.34, 2.07.57, 2.07.91
10	Russell Baker	773	1.34.07, 1.34.75, 1.35.03, 1.36.34
11	Hugh Purse	706	1.53.55, 1.56.07, 1.56.10, 1.56.49

Sue Raverty also provided the following photos from Sandown:

How many men?



Bonnets up



CONGRATULATIONS TO PETER JACKSON for winning the **2009 ROSS BOND TROPHY** – awarded to the Racing Competition Champion for the NSW Austin Healey Club. This is the sixth (or seventh?) time Peter has won this trophy.

A CLOSING THOUGHT When a man opens a car door for his wife, it's either a new car or a new wife.

Cheers Rod Vogt