

## COMPETITION REPORT MAY 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 5	Sunday 30 <sup>th</sup> May	*PHILLIP ISLAND	Sprint and Regularity
Round 6	Sunday 4 <sup>th</sup> July	*SANDOWN	Sprint and Regularity
Round 7	Sunday 29 <sup>th</sup> August	*PHILLIP ISLAND	Sprint and Regularity
Round 8	Saturday 25 <sup>th</sup> September	*WINTON	Sprint and Regularity
Round 9	Sunday 21 <sup>st</sup> 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](mailto: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

May 1st/2 <sup>nd</sup>	*HSRCA Eastern Creek Historics	Gr S and Regularity
May 22 <sup>nd</sup> /23 <sup>rd</sup>	*State Race Series Sandown	inc MG and Invited British
May 29 <sup>th</sup> /30 <sup>th</sup>	*Historic Winton short circuit	Group S# races, no regularity
May 29 <sup>th</sup> /30 <sup>th</sup>	*ARDC Sports Car Carnival at Eastern Creek	Group S# and Marque Sports

Note that the last two events clash with MSCA Phillip Island. At this stage some of our Historic racers are opting for the Eastern Creek Sports Car Carnival over the Winton Historic meeting.

No events are scheduled for June. One event in July-MSCA at Sandown on the 4<sup>th</sup> . .

# round of Group S Racing Association 2010 Championship

#### 3. COMPETITION REPORTS

##### ***FESTIVAL OF SPORTING CARS "The Way It Was" at BATHURST EASTER 2010***

Please read **Wandy McIntyre-Leake's report** on this exciting meeting elsewhere in the magazine. This has now become a trilogy after Wandy's reports from Bathurst in 2008 and 2009. Thank you Wandy.

Having attended this year and making an enormous tick on my "bucket list" I will probably be unable to resist giving you another (short?!) report next month from the drivers seat as a first time competitor at the mecca of motor sport. Suffice to say it was an amazing experience made all the better for the company of all our Team Healey entrants. Peter Jackson, Brian Duffy, Geoff Leake and Damian Moloney did us proud, "punching above their weight" against newer Group Sb and Sc cars in their beautifully prepared Healeys. Thank you to Peter and Ann Stanley and Shayne MacIntosh for coming all that way to support the Team.

I can add just one bit to Wandy's article re the last race on Sunday morning. When she came back to the pits to see why Geoff had not appeared, she unfortunately missed the most exciting race of the weekend with Peter Jackson constantly pressing and hounding an orange 1977 Porsche 911 for 4<sup>th</sup> place outright over 8 laps. They had been at it all weekend, door handle to door handle ( Peter had a dint in the rear of the Healey to show for it) and Peter was determined to finally get the Porsche's measure, only to run short of fuel as he tried a pass on the last lap. In doing so he lowered his fastest lap once again, leaving it at 2.41.65, now nearly 3 seconds below the previous record for a Healey at Bathurst set by Peter Hopwood in 1998. With only two more FOSC events to run in 2011 and 2012 before their contract finishes, and we will not run at Bathurst in the foreseeable future, this record may never be beaten.

**POINTS FOR AHOC COMPETITION CHAMPIONSHIP**  
( with 4 fastest laps)

Geoff Leake	896 pts	2.56.03, 2.56.11, 2.56.93, 2.57.07
Peter Jackson	802 pts	2.41.66, 2.41.87, 2.43.16, 2.43.64
Damian Moloney	778 pts	3.02.67, 3.03.26, 3.04.37, 3.04.89
Brian Duffy	753 pts	2.53.88, 2.55.20, 2.56.33, 2.56.35
Rod Vogt	670 pts	3.06.36, 3.07.54, 3.08.79, 3.09.66

***VICTORIAN SUPERSPRINT CHAMPIONSHIP***  
***Round One at SANDOWN APRIL 4<sup>th</sup>***

**Colin Wallace** was our sole representative at this new event aimed at CAMS Level 2S licence holders – that is, Club level motorsport as for our Marque Sports Car Association events. The Class structure was different to MSCA being more suitable for modern cars but Colin finished second out of eleven in his class for modified sports and racing cars. He also lowered his own best lap time at Sandown to an amazing 1 min 29.04 seconds in the Turbo Sprite. To give you some idea just how quick that is, Peter Jackson's fastest lap in the Group Sa Healey at the Historic meeting last November was 1min 30.98 seconds!!!

Colin's points for the **AHOC COMPETITION CHAMPIONSHIP**  
**878 POINTS      1.29.04, 1.29.30, 1.29.37, 1.30.26      four fastest laps.**  
Colin did only 8 laps for the day in achieving this result.

***PHILLIP ISLAND CLASSIC FESTIVAL OF MOTOR SPORT***  
***March 19 – 21, 2010***

This year saw the twenty first running of this event, the biggest in the Southern hemisphere. It has grown from a two day event with 273 entries competing in 23 races in 1990 to a three day event in 2010 for over 540 cars competing in 48 events. Open wheelers ranged from an enormous field of thundering Formula 5000's ( most from New Zealand) through Formula Atlantic ( 1600 cc ), Group R Racing ( inc Formula 1 Benneton, Ferrari and Lola Hart and Brabham ) to Formula Ford and Group M and O Racing (Cooper, Brabham, Elfin and Renmax). Two fields of tin top tourers for under and over three litres had the normal Mustangs, Camaros, Falcons, Chargers, XU 1 's, Mini Coopers, Cortinas, Escorts and Alfas. Older sports and racing cars competed in Group J (pre 1930), Group K (1931 to 1940), and Group L (1941 to 1960. ***Graeme Marks raced here in the MAC HEALEY***)

Our interest however lay mainly in Group Sa Pre 1960 Production Sports Cars Racing (combined for this weekend with Group Sb 1961 to 1969) and the Regularity events, Divisions 1 and 2 where a club level CAMS 2S licence is sufficient.

## GROUP S PRODUCTION SPORTS CAR RACING

Team Healey Victoria was represented by Damian Moloney in his 100/4 and Steve Pike, Peter Jackson and Brian Duffy (Sydney) in their 3000's – that is, paid up Victorian Club members. Laurie Sellers and Colin Goldsmith came down from NSW in their 3000's and John Davies made his annual trek over from W.Aust in the 100/4. The Healeys are dominating Group Sa now, so additional interest was created by the chance to run against the newer Group Sb cars – MGB and Midget, Alfas, Datsun 240Z, TR6 plus the very quick Corvette 7 litre, a pair of Shelby GT350's (call them Mustangs if you like) and a Morgan Plus 8 of Stuart Littlemore of ABC "media Watch" TV show fame. Rounding out the field was a rather unwanted "invited" car, the Datsun 2000 of Jason Lea from NSW in a lone Group T entry. This car competed in Australian Sports Car Championships in the late 1960's and early 70's and is still in it's highly modified form from those days. The newly created Group T may grow in numbers but at present he is the only car and the organizers chose to run him with our group. Unfortunately he won all the races, as you would expect, and most fans thought he was a Group S car. The VHRR added insult to injury by awarding him the Group Sa/Sb trophy at the end of the weekend! Enough said.

**RACE ONE** I hope you are not tiring of hearing that **Peter Jackson** once again dominated Group Sa and embarrassed most of the Group Sb cars as well. After qualifying 10<sup>th</sup> in a field of 40, Peter made his usual brave and aggressive start on cold tyres in each race to pick up many places in the first few corners. Race 1 saw him move from 10<sup>th</sup> to 3<sup>rd</sup> after one lap and while challenging for second on the 5<sup>th</sup> and last lap came off at Southern Loop to fall back to 12<sup>th</sup>. The troublesome and inadequate tyres available to the big Healeys under the stringent Historic Regulations once again came under suspicion – the requirement to run a 195/65 tyre was OK when the rules were set many years ago but now most manufacturers do not offer this size and the Healeys have been forced to run on one brand available but in the smaller 185/65 size. This tyre works well when new but goes "off" very quickly and unpredictably and will go hard and lose all grip after cooling down between races sometimes. The boys are battling CAMS to get a better choice in 205/65 size for safety and predictability but with no guarantee of success. Back to the fun, **Steve Pike** came in next in 17<sup>th</sup> place, **Brian Duffy** just point three of a second behind in 18<sup>th</sup>, **Colin Goldsmith** in 22<sup>nd</sup> and **Damian Moloney** in 24<sup>th</sup> only 3 seconds down. Laurie Sellers' weekend was over after the Friday qualifying session with engine problems.

**RACE TWO** **Peter** started again from 12<sup>th</sup> and worked his way through quickly to finish 4<sup>th</sup> and broke the 2 minute barrier with a fastest lap of 1.59.55, having bought two new tyres from Laurie who was packed to go home. The rate of tyre wear was a worry and the distributor had none available – another problem with this brand of tyre! First was the Group T Datsun, second a Porsche and third an Alfa. The challenge from the Corvette was over after a big accident in practice. The two Shelby's were working their way to the front, but at a cost to **Brian Duffy**. One had been relegated to the rear of the grid after a misdemeanour under yellow flag in race one and in the process of coming through slower cars he hit Brian as they came on to the main straight and continued to push right down the left hand side of Brian's car causing a lot of panel damage. Completely unacceptable and dangerous and witnessed by other drivers adjacent – Clerk of Course chose to take it no further. Brian patched up the car and managed to run again on Sunday. **Colin Goldsmith** was also a DNF with a drive train

vibration. **Steve** ran well for a 17<sup>th</sup> place finish with **Damian** 3 places behind – no dramas I believe.

**RACE THREE** Things got much worse in the Healey garage 11/12/13 in race three. **Colin Goldsmith** had an enormous accident coming on to the main straight on the last lap. The rear end just let go for no apparent reason and the Healey slammed into the tyre wall damaging every panel on the drivers' side plus both shrouds, bonnet and boot from the side impact. Colin sat in his car for a long time on returning to the pit with a look of stunned disbelief. Words of consolation seemed pathetically inadequate. Had the tyres caused this yet again? Chunks out of the tread centre and the unpredictable loss of control would suggest so. Unfortunately most of our supporters who ventured down on the Sunday missed the best race on Sunday morning. **Peter Jackson** made a blinding start from 4<sup>th</sup> to pass the two Shelby's by turn 2 to move in to 2<sup>nd</sup> place and he held them out for 4 laps of very close racing. A Healey is not supposed to do that. One Shelby spun trying to keep up and the other only got past on the last lap as Peter's tyres went off again. His fastest lap, was now lowered to 1min 58.14 sec! **Steve Pike** had gone home at this stage – we were delighted that Steve came at all given that he had just returned from from Lake Gairdner setting speed records in the Streamliner. So **Damian** was second Healey home in 21<sup>st</sup> with Brian working his way from the back of the grid to 25<sup>th</sup> place, gathering confidence that the damaged Healey was sound.

**RACE FOUR** Now down to 3 Healeys, Peter was unsure of the state of his tyres and Bathurst was only 10 days away. Unable to pass the Datsun and the Ian Ross Shelby he settled for third! Remember there are 40 odd cars behind him, many of them Group Sb. Taking it a bit easy meant a fastest lap of ONLY 1.58. Brian continued to improve his position in the battered 3000 to 23<sup>rd</sup>. Damian fell behind Brian on the 5<sup>th</sup> lap of 6 after a minor "off" dropped him six places to finish 25<sup>th</sup>.

John Davies from WA in his 100/4 ran steadily a little further down the field than our guys, putting in consistent laps around the 1min 10 sec mark.

## REGULARITY

**DIVISION ONE** The Healeys and Sprites were in the older group (pre 1965 or so ) with a fairly difficult task of achieving target lap times in a very mixed field of 50 plus cars, with nominated times ranging from 2.07 to 3.25 !!!! Our nominated times for 4 runs were – Rod Vogt (Sprite) 2.12, John Goodall (100/6) 2.16 adjusted to 2.13 on Sunday, and Bill Vaughan (Sprite) 2.22, putting us up in the fastest cars. Speed differential was a big issue and the Clerk of Course reminded us continually that this was not a race. It certainly felt like it at times! Bill battled a gremlin most of the weekend, suspecting fuel problems but finally diagnosing a cracked distributor cap. Inconsistent car performance spoiled his chance to nail his target with lap times varying between 2.33 at first down to 2.22 when the problem was found. John Goodall is a master at this competition, having won it previously. A first, second and fourth was surprisingly joined by a 29<sup>th</sup> in the second run on Saturday – John drove too quickly, at 2.13 some 3 seconds under his nominated time, having too much fun chasing Ross McKinnon in his TR3A! Renominating to 2.13 for Sunday saw John concentrating and back in the money. This was my first time at this event and being 3<sup>rd</sup> fastest after practice I struggled with the compromise of driving quickly but not too aggressively. I nominated 2.12 despite having done a 2.04 at MSCA here, allowing leeway for the traffic I thought. Placings of 9<sup>th</sup>, 15<sup>th</sup>, 21<sup>st</sup> and 34<sup>th</sup> ( out of 50 odd) were OK and at least I avoided any embarrassing call up to see the C of C. Sunday afternoon saw laps around 2.08 but I had left my nominated time at 2.12 unfortunately, hence 34<sup>th</sup> place but a lot of fun.

A highlight of our division was some of the rare – read PRICELESS – cars on the track with us. In our second run I had the thrill of being passed by the Peter Giddings 1931 Alfa Romeo

Tipo B P3 formula one racing car. The only “original” of 5 surviving cars it has a 2992cc straight six, twin overhead cam with triple 45DCOE Webers. It has a long list of GP wins, many of them at an average speed of well over 100mph. With a nominated time of 2.10 for Regularity we were of similar speed –on one lap he passed me at Turn 4, working the steering wheel in a constant see-sawing action as he put the power down, body leaning out of the side of the cockpit. I was so mesmerized by sight and the glorious sound I completely stuffed up my line into the next corner. He took off under acceleration up the back straight and I was pleasantly surprised to catch him and enjoy close company over Lukey Heights and around the sweeper on to the main straight – then he was gone. The Alfa is valued at \$20-\$25 million! Other rare and extremely valuable cars out there with John, Bill and I were a 1948 F1 Talbot Lago, one of four factory Aston Martin DB3/S sports cars with racing history, a 1935 Alfa Romeo 8C-35 from the USA, a beautiful red Ferrari 212 Export being driven very slowly at 2.44, a Bentley Sped Six, two Maserati A6C open wheelers and the original Maybach Special out from the UK. Bugattis and rare early MG K3’s etc hardly rate a mention!

This event is possible for our MSCA regulars – Leon O’Brien, Rob Raverty, Cary Helenius, Tim Westover, Ken Tame, Brian Aitken, Bill Petschack, Russell Baker, Mark Bird and apologies to any I have not mentioned. Do you realize that your times around or quicker than 2min 30 sec would have been mid field? You are all experienced at Regularity, you just need to cope with the increased number of cars on the track. MANY of these drivers have LESS experience than you. Come and have a go boys.

**DIVISION TWO** No Healeys but I must mention these drivers – **David Kelly** in his Triumph TR7V8 instead of the 100/4 this time, ex-owner **Tony Rogers** in his Porsche 911E, **Hamish MacLennan** in his MGB, **Larry Varley** in the Williams Special and **Tim Pyne** down from QLD in the Daimler SP250. Unfortunately not a financial member, Tim Hook drove Frank’s well known 100/4 with us in Div 1. **Graeme Marks** ran well in the Mac Healey in his racing class as usual. And a special mention and thanks to **Ross McKinnon** (TR3A). Ross is an ex Healey owner -100/S no less – and we thank him for the enormous work he puts in organizing these Regularity events at PI and Sandown, and for his enthusiasm and encouragement. All are part of Team Healey even when not running a Healey!

#### POINTS TOWARDS AHOC COMPETITION CHAMPIONSHIP

With four fastest laps

Bill Vaughan	933pts	2.22.88, 2.23.11, 2.23.45, 2.23.55
Damian Moloney	905pts	2.06.91, 2.07.40, 2.07.41, 2.07.86
Peter Jackson	890pts	1.58.15, 1.58.41, 1.59.05, 1.59.25
Rod Vogt	838pts	2.08.08, 2.08.41, 2.08.97, 2.09.70
Brian Duffy	835pts	2.06.77, 2.07.33, 2.08.29, 2.08.42
Steve Pike	819pts	2.05.62, 2.06.79, 2.06.92, 2.07.43
John Goodall	789pts	2.11.42, 2.11.56, 2.13.05, 2.13.53

**A CLOSING THOUGHT** The less time I have to work with, the more things I get done.

**CHEERS**

**ROD VOGT**