

COMING EVENTS

1. * MARQUE SPORTS CAR ASSOCIATION 2009 CALENDAR

Round 9 Sunday November 22nd CALDER.

2010 Round 1 Sunday 31st January SANDOWN

The full 2010 calendar will be available soon.

ENTRY FORMS for the next event (last for 2009) on November 22nd at Calder will be sent to Team Healey members via the email list, 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

Nov 6/7/8 *Sandown Historics www.vhrr.com Group S and Regularity

Nov 18-22 Classic Adelaide Tarmac Rally

Nov 28/29 *HSRCA Historic Meeting at Eastern Creek, Sydney. www.hsrca.org.au
Group S and Regularity

Nov 29 Rob Roy Hillclimb MGCC Historic Meeting

EVENTS MARKED with * score towards our COMPETITION CHAMPIONSHIP

COMING EVENTS

SANDOWN HISTORIC RACE MEETING 6-7-8th NOVEMBER

Dubbed "Return of the Thunder", the Biante Touring Car Masters group have been invited to this Historic race meeting for the first time. Up to 35 Mustangs, Falcons, Holdens and Camaros and a pack of Porsches and Toranas will compete in their final round of the 2009 series. These are all pre 1974 touring cars but are more highly modified than the Group N Historic touring cars which will also compete. Among the drivers are touring car greats Jim Richards, John Bowe, Glenn Seton and Steven Richards.

Other events cater for Group A and Group C ex Bathurst touring cars, Formula 5000 open wheelers and up to 60 Formula Fords, plus the regular Sports and open wheeler classes.

But of course OUR interest will be in the **Group S Production Sports Cars and the Regularity** competition where the **Big Healeys and Sprites** will be competing.

Gates open at 8am on all 3 days. Admission is free for Friday practice, \$25 on Saturday, \$35 on Sunday or \$55 for both days. Go to www.vhrr.com.au for more information.

Competing in the Group Sa races are Peter Jackson, Peter Kaiser, Brian Duffy and Col Goldsmith (NSW). I am not sure if Damian Moloney is entered and Steve Pike is understandably not running after his hectic trip to Bonneville. Entered in Regularity are Bill Vaughan, Hugh Purse, David Kelly, Peter Kent, Rod Vogt and perhaps more. So come and say hello to your competing club members.

CLASSIC ADELAIDE TARMAC RALLY 18-22 NOVEMBER

Good luck to our competing club members – Entered in the Competiton class are Paul and Christine Freestone, and Tony Bennetto in his Bug-eye Sprite. John Goodall (100/6)

is being navigated by his good friend Graham Palich in the Regularity event. Starting each morning from the Adelaide Hilton they take in different loops of the scenic and often demanding roads around Adelaide. Don't over-do the Hilton hospitality guys!

HSRCA HISTORIC MEETING at EASTERN CREEK (Sydney) NOVEMBER 28/29th

The last chance to score points for the 2009 AHOC COMPETITION CHAMPIONSHIP. Not that that is the reason for going of course. We will be represented in Group Sa races by Peter Jackson and Brian Duffy in their big Healeys and Rod Vogt in Regularity in the Sprite. Having never even seen the Eastern Creek circuit, much less driven on it, I didn't take too much convincing to join Peter and Brian for the experience. At our age it isn't wise to let opportunities go by. It should be a piece of cake – I have Eastern Creek on my Play Station V8 Super Cars game! A bit of practice at home before I leave and I should be fine. I must admit that the very fast corner at the end of the main straight looks daunting on telly but you can't believe everything you see on TV, right?

COMPETITION REPORTS

MSCA Round 7 at WINTON September 13th

Colin Wallace (Sprite), Rod Vogt (Sprite), Mark Ingham (100/4) and Tony Bennetto (Sprite) in Sprints and Hugh Purse (100/4) in Regularity had a great day on the rarely used short circuit. Cutting out the two long straights of the extension gave little time to have a breather from the many tight corners at Winton. Colin and I managed 48 timed laps over 4 sessions. Phew! The day finished by 4pm for the 65 odd competitors as we had truly had enough track time by then. A good day for Team Healey with Colin winning Class R1, Rod winning Class A up to 1500cc and Hugh winning regularity. Thank you to Selwyn Hall for coming up to help out with the Dorian timer allocation and President Bill Ingham giving us all some encouragement. Just wish Bill had brought his racing Sprite as he had hoped but it was suffering mechanical woes.

POINTS TOWARD THE AHOC COMPETITION CHAMPIONSHIP

ROD VOGT	985 points	1.11.55, 1.11.56, 1.11.58, 1.11.70
COLIN WALLACE	975 points	1.11.32, 1.11.40, 1.11.56, 1.11.57
TONY BENNETTO	956 points	1.15.35, 1.15.36, 1.15.37, 1.15.79
HUGH PURSE	931 points	1.24.26, 1.24.39, 1.24.58, 1.24.95
MARK INGHAM	912 points	1.12.68, 1.13.28, 1.13.29, 1.13.56

A comparison of these times with the fastest lap times achieved at the May Winton Historic races in May by our racing Group Sa big Healeys shows that the MSCA standard is high – Peter Jackson 1.12.46, Brian Duffy 1.15.52, Steve Pike 1.15.63 and Peter Kaiser 1.17.23.

Remember that our historic Healeys are built to a strict set of rules governing modifications the tight short track is not ideal for the big cars, but hey, the MSCA times are OK!

MSCA Round 8 at WINTON October 11th

Competing on the long track were Tim Westover (3000) and Bill Vaughan (Sprite) in Regularity and Rod Vogt (Sprite) and Colin Wallace (Sprite) in Sprint. The day dawned fine and warm and Bill and Tim circulated without problems for 3 Regularity sessions until a thunderstorm flooded the track and the pits as they were about to start their 4th run just before 4pm and the day was called off. This was of no interest to Colin and I as OUR day had finished much earlier. The accelerator pedal (floor-mounted hinge) broke on my Sprite on my FIRST lap – day over ! This was my first breakdown in 3 years in either the 3000 or the Sprite. I guess I can't complain, and better than happening at my next outing at the Sandown Historic weekend in November. Colin completed the first session only to discover a big oil leak from a cracked metal pipe fitting – day over after 7 laps. I hit a kangaroo pre-dawn near Yea on the way up, saved by the "bull bar" on the ute. Colin LOST one of his trailer ramps somehow on the trip up making loading and unloading the Sprite a difficult job. A day best forgotten for Colin and I.

MSCA Regularity results are not yet available. And a big thankyou to SELWYN HALL for running the day as Clerk-of-Course in his usual efficient manner.

AHOC COMPETITION POINTS toward the Championship were

COLIN WALLACE	910 points	1.44.16, 1.44.20, 1.44.20, 1.45.06
BILL VAUGHAN	869 points	1.56.92, 1.56.98, 1.57.50, 1.58.23
TIM WESTOVER	797 points	1.59.58, 2.00.98, 2.01.42, 2.01.61
ROD VOGT	a big fat zero!	

AHOC Vic COMPETITION CHAMPIONSHIP

POINTS SCORE AT 11th OCTOBER 2009 (18 Events completed)

TOP SIX		No of Events	Points Best Rounds	Average score (best 4)	Gap
1	ROD VOGT	9	3801	950	
2	PETER JACKSON	7	3790	947.5	-11
3	BRIAN DUFFY	8	3759	940	-42
4	COLIN WALLACE	9	3756	939	-45
5	BILL VAUGHAN	6	3715	929	-86
6	HUGH PURSE	5	3584	896	-217

Any of the top six scorers can take out the 2009 Championship with all likely to compete in at least two of the remaining four point scoring events. Any one willing to bet against that bloke at number 2?

A CLOSING THOUGHT

“The only thing you get from looking back is a sore neck”

CHEERS
ROD VOGT

Sunday dawned as another typical mid-country Victorian crisp morning, with mist resting over the fields, and cattle gently streaming from the first rays of the sun. By 7:30am, Colin had arrived up with Geoff's replacement starter motor; the battery had been on charge overnight, so all was well there. Peter arrived in good time, with the exhaust pipe grey rather than black. All was set for the day.

Just as a reminder of the event rules – each driver nominates a target lap time. If you complete a lap faster than your nominated time, the lap does not count, and the time is wasted. Drive within 0.99sec of your lap time, and you are credited with a bonus lap. Drive slower than your nominated time, and you just receive the single lap. The objective is simple, drive close to your lap time, receive loads of bonus laps, but don't lose any on the way. Sounds simple, but with 41 other cars on the track with the same idea, it can be hard.

Just to complicate matters this year, AROCA, the organisers, decided to calculate your target based on the length of time that each driver spent on the track. So our target was in our own hands, as we could choose, within reason, who drove for how long. To allow for bonus laps, your target number of laps is doubled, just to ensure that you didn't come close.

The winner would be the team that achieved the highest percentage of the doubled target, and to ensure that there would be no draws, the calculation would be to 4 decimal places

We had a strategy based around the driver capacity, physically and mentally, fuel tank capacity, and minimum number of driver changes.

At the other end of the spectrum, the co-habitants of our garage, from Deniliquin, with a 6 driver, 5 car team, brought their track car in every 30 minutes. Two very different approaches to the event.

Colin started at 10:30, and ran to schedule until his fuel was about to give out, and provided the team with a good solid start. Jeff took up the reins, and began to accumulate bonus laps, until he became entangled with a Mustang, quick on the straights, slow in the corners where the Sprite excels. So after two hours we had gained 19 laps. Geoff continued the good work, gaining an additional 8 laps during his hour, and losing several kilos of fluids in sweat in the process. Peter commenced the AHOC contribution, but it was not to be for long.

Geoff Leake had given Wandy a rare Geoff free day, and had driven down to assist. His finely tuned ear diagnosed a 5 cylinder Healey, so after 7 laps a change of plan was enacted. Colin did a second stint, earlier than anticipated, gaining another 7 laps, while Jeff prepared himself for a second session.

Heads were buried under the bonnet, equipment was borrowed, tests were undertaken and the patient was found to be too sick to race, but not terminally ill. After 16 years of reliable running, the BN7 had succumbed to a bent exhaust valve, and zero compression in one cylinder.

The revised plan was to run Jeff close to his personal time limit, which would allow Geoff to take the final hour. Jeff completed a remarkable second session, at one stage 13 of 17 consecutive laps all generated bonuses.

During the last hour, Colin was waiting in the garage just in case, knowing that he had tightened up the back brakes as far as the adjusters would allow, and there still wasn't much on hand.

After thanking all and sundry for their participation and assistance, including Rod Vogt, yet again, and John Goodall, who appeared to thoroughly enjoy himself keeping records of lap times on the wall; we wandered up towards the presentation area. I remember thinking that we had had a car on track all day, we had gained a number of bonus laps, hadn't lost too many, so we could be in with a chance. But there were so many variables, and I had no idea where we might finish up.

After the important "thank yous" to sponsors and helpers, the Event Secretary started from the 42nd team, and worked his way to the top of the pile. He reached single figures, and formidable competitors began to drop out, including the E30 BMW's, Porsche, Minis, one Triumph team, and the MX5's. Suddenly we were down to the last two and still our name hadn't been mentioned!!! So we would certainly better last years third place result.

The final result was:

1st TSOA Team True Story ratio 60.5063. 239 laps out of a target of 395

2nd AHOC Team Healey ratio 60.4878. 245 laps out of a target of 410

It was most gratifying that the two teams that had run in memory of fallen colleagues had taken the top spots. We are flattered to be have been beaten on the day by a team that applied our formula better than we did .

The Team which came together at the last minute combined the skills of seasoned regularity event drivers, from AHOC and AHSDC, who made it look easy, and simple to manage.

My sincere thanks to Peter, Jeff, Geoff and Colin, partners and friends for a fun weekend.

You never know, we could just be back again next year

Peter Stanley