

TEAM HEALEY inc MSCA

COMING EVENTS

1. * MARQUE SPORTS CAR ASSOCIATION 2009 CALENDAR

Round 7	Sunday September 13	Winton (short track)
Round 8	Sunday October 11	Winton (long track)
Round 9	Sunday November 22	Calder

Note that we have two visits to Winton in consecutive months. Round 8 is just one week before the Winton 6 Hour Relay race and is the same day as the Bathurst 1000 V8 Supercar Race! It is also one week AFTER the Winton Historic Motoring Festival weekend. To give some variety, the September round will now run on the Short Course, which does not happen very often. Some of us will be able to drive the Winton track with our eyes closed by the end of October.

ENTRY FORMS for the next event on September 13th at Winton will be sent to Team Healey members via the email list, or contact 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

- Sept 19/20 *HSRCA Historic Meeting at Wakefield Park, Goulburn www.hsrca.org.au
Group S races and regularity
 - Sept 20 Rob Roy Hillclimb-MGCC Club Challenge Round 2
 - Sept 26/27 *MG and Invited British (Healeys) at Phillip Island
 - Oct 3/4 *Winton Historic Motor Festival – Sports Car Races and Regularity
 - Oct 17/18 *Winton 6 Hour Relay Race
 - Oct 31/Nov1 *FOSC at Wakefield Park, Goulburn. www.fosc.com.au
 - Nov 6/7/8 *Sandown Historics www.vhrr.com Group S and Regularity
 - 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

WINTON HISTORIC MOTORING FESTIVAL October 3rd/4th

A lower key event than most of the other Historic events on the calendar, but great fun for our Healey competitors with the chance to put in many laps in the Group S combined with Marque Sports car races and an excellent Regularity event. In days past we were able to field an "All Healey" race – this is still on the entry form but inevitably the Healeys run in a mixed field of sports cars. Come and join us in our garages on either Saturday or Sunday. Competitors include Peter Jackson, Rod Vogt, Brian Duffy, Peter Kaiser, Bill Vaughan and Colin Wallace. John Goodall, Trevor Smith and David Kelly usually compete (?)

WINTON 6 HOUR RELAY RACE on October 17th/18th

Peter and Anne Stanley are once again managing the Team Healey entry for this event. We do need supporters on that weekend, not just to cheer on the drivers but also to help with pit crew activities, particularly timing duties. Contact Peter or Anne or Rod Vogt if you can help. It is a good way of getting involved and up close to the action.

WE HAVE RECEIVED ONLY ONE RESPONSE TO OUR APPEAL LAST MONTH

COMPETITION REPORTS

The Austin Healey Owners Club of Victoria Inc has a **Statement of Purposes** which lists ten purposes for our Club. The first 2 purposes listed are :

1 To promote, organize and conduct competitions and motor sport events for Austin Healey motor vehicles and to encourage owners of Austin Healey vehicles to engage in the full range of competitive activities *for which their vehicles were designed.*

2 To affiliate with the Confederation of Australian Motor Sports, the Marque Sports Car Association and the Association of Motoring Clubs, to participate in events and inter-club competitions and encourage club members to participate in the various events and activities conducted by these associations and their member organizations.

As Competition Secretary it is my task to promote these Purposes. I communicate with members at our monthly Club Meeting and through this magazine. This month I will subject you to a personal account of MY track activities in the last four weeks. When you read "I" or "WE" I want you to imagine that I am talking about "YOU" because this story could and should be about YOU.

I am a relative new comer to motorsport. I did a Jaguar Club driver training day at Phillip Island in 2005 and again in 2006. Thrown in at the deep end, but inspired, I started competing in Marque Sports Car Association (MSCA) events in January 2007 in my basically standard 3000, convincing Tim Westover, Ken Tame and Bill Vaughan to join me in doing the Regularity events. The "team" concept of TEAM HEALEY was born and response has been gratifying. I have encouraged, cajoled and generally harassed members to get involved at MSCA Regularity and Sprint events AND tried to report to the general membership on the activities of our A-TEAM, the racing group. The latter, in hindsight, was my big mistake!

While I was encouraging and harassing, this group of desperates have been giving me my own medicine back ten fold. The purchase of a race prepared Sprite late in 2007 only increased the pressure, I moved on to Sprints and even a couple of open Historic Regularity events. and have now succumbed completely and on July 17th I successfully passed my CAMS Provisional Clubman Circuit licence. I can now RACE, and the pressure is on to do so.

(I will write an article soon on this process-it is quite achievable for all of you if you have the desire). It is all a natural progression if you are keen enough to follow the path.

Entries arrived and were filled in and returned for the **NSW Healey Club** organized round of the **CSCA Super Sprint** series (like our MSCA) for **Saturday August 1st** and the **ALL BRITISH RACE MEETING on Sunday August 2nd** both at **WAKEFIELD PARK**, Goulburn, only 2 weeks after the CAMS driving test for our full competition licence (Colin Wallace got his too). Also entered were Peter Jackson (PJ), Colin Wallace, Brian Duffy, Colin Goldsmith and Laurie Sellers (3000's) from Sydney, and a last minute late entry from Simon Gardiner in his highly modified Sprite after intense pressure from PJ.

Then a phone call from PJ – "Let's do the last **FOSC** meeting to be held at the soon to be closed **ORAN PARK** circuit near **Sydney** on the previous weekend, **July 25/26**. Last chance he said. Don't want to go on my own. You will regret it if you never run there. We can spend the week in Sydney and go straight to Goulburn for the next weekend.. Use your new race licence-that's why you got it isn't it?" I turned to Sue for an out but she says GO. So I went.

We met at Yarra Glen at 6am Thursday 24th and drove straight through to Sydney, stopping only for the famous orange cake at Yea bakery at 6.45 am, several coffees and the inevitable wee stops for men of our age, keeping in touch via UHF radio. Easy. Two big car trailers (especially PJ's triple axle enclosed) make accommodation bookings difficult but we struck gold at the Camden Valley Golf Resort with plenty of parking space and only 6 minutes from Oran Park. The Bistro had a \$10 meal deal that night! Got a few looks from the beer drinking locals when we asked for the wine list. I think they thought we were gay! Standing in line to order our \$10 meal I chatted to the two ladies on either side, just to prove otherwise-difficult when I caught PJ's grin watching from our table.

OK, the racing. Friday was practice day. PJ was in Group S racing and I was in Regularity. With our late entry we were lucky to get a covered carport down with the Group N Mustangs, Galaxies and Chevies. Boy, do they like to tinker and tune at a deafening roar! PJ had never done the Grand Prix (long) track and I had never even seen the place.

I studied a map, picked PJ's brains and stood at a high point in the stand and tried to take it in. Out we go, in a big group who obviously knew the track well. No easing in to it. You are swept along and adapt. - Quickly. - You must. What a fantastic circuit and what a loss to see it close. While we competed, bulldozers worked on the track boundaries and soil samples were being taken through the bitumen in our pit garage area, even blocking the scrutineering bay exit at one point. It will all be houses very soon.

The track is described as "Australia's only figure 8 national circuit". The 2.6 km layout incorporates the Yokohama bridge as well as 12 of the most challenging corners in Australia...with a mixture of slow, technical corners and fast sweepers, together with some exciting changes of height." Amen!

Despite winning races and breaking the lap record for Group Sa Sports Cars on the Saturday, PJ felt he could do better! 7.30 am on a very cold Sunday morning saw us both passengers being shown the finer points of the track by Mal Brewster, ex Bathurst/open wheeler etc icon. Around and around we went, listening intently. I got out and let some other drivers in. PJ stayed aboard and kept going around. He then went out and improved his times by TWO seconds a lap, smashing the record in the process. I maintained my times! Mmm! Peter's time is in the books for ever. Cannot be broken. This was his motivation and he achieved his goal. I am starting to understand the intensity of the next level.

Let's do a lap in the Sprite. Rolling on to the main straight and accelerate with the green flag. Long main straight, into a kink to the left then touch the brakes to balance the car and settle the nerves, into again briefly and then hard, hard braking for tight left turn while going back to second gear and drift out right to the edge under hard acceleration and under the bridge in third. Accelerate hard and then hard right (2nd) off camber tighter than 90 degrees. Hard on throttle, briefly grab 3rd and then straight back to second and turn hard right up hill to go over the bridge, dealing with a dip which unsettled the Sprite. You can pass going up to the bridge if the guy in front gets it wrong. Off the bridge was scary. A fast right turn to a blind corner obscured by the end of the bridge. A leap of faith: Back on the short circuit now. In third and sweeping right then left, downhill and off camber. A possible passing spot if brave enough. Accelerate into tight off camber left hander, 2nd and then a big breathe. I think they call it the flip flop. Fast over the top in 3rd, blind, right then

immediately left by memory and the car gets very light. Steep down hill to last turn, back to 2nd and hard on the brakes and hard left on to the straight. If you get it right you are inches from the concrete wall. Lots of scrape marks show that many have got it wrong. I'm no expert, but if you have not driven the Oran Park long track then that description is the best you will get.

Brian and Brigid Duffy arrived Friday afternoon, as did Eric Rudd. Brian and PJ competed in Group Sa, Sb, Invited and Na (older touring cars). Practice for them was first out Saturday on a very cold track. PJ qualified 12th of 28, Brian a little further down. Race one saw a typical start by PJ, storming through into turn one gathering up several cars in the process. Sorry Brian, I was watching Peter with heart in mouth!. PJ finished 6th, Brian holding station around 15th. PJ repeated his aggressive start in race two and finished SECOND ahead of the newer Sb cars but behind the Datsun 2000 Invited Marque Sports car which was highly modified and ran on enormous slicks under flared guards. Brian ran well to finish 14th. At this point PJ had done a fastest lap of 1.27.2752. We **thought** this was the new Sa record, JUST, but no-one was completely sure.

PJ had a restless night and drove the track with Mal Brewster at 7.30 am Sunday. First race on Sunday saw the Datsun 2000 apparently missing on dummy grid. PJ started from pole. The Datsun started from the rear, by choice. A self imposed handicap. PJ left the field in his wake but said later he was stunned to see the Datsun loom in his mirrors after 4 of the 8 laps. He did not know the car had even started. And then it was on. It seemed inevitable that PJ would not be able to hold out the faster Datsun. But he did. For 4 laps! He did his fastest 3 laps of the weekend on the last 3 laps and smashed the lap record in doing so, leaving it two and a half seconds lower. Not much you say? Just like Usain Bolt!! Meanwhile, Brian Duffy was motoring too, finishing 9th. The Course commentator was going beserk and called it the best race of the weekend. It took all my self control not to tell everyone within earshot that I owned a Healey too!

I competed in Regularity. It would have been easier to have raced in the Marque Sports Car race but not as much fun. I competed against the most diverse group of cars. Regularity was where every race car went which did not have a Class for the last Oran Park meeting.

They wanted part of the action and raced in Regularity. We went through the motions of nominating a target time, but then it was on. More than 100 cars were split over 3 groups. I was one of the faster cars in the 2nd group. They started us in nominated time order. But as we did our rolling start I was swamped by modern BMW's, a Cobra, Lister Jaguar (replica?) and a Mustang. The little Sprite could not hold them in to turn one. And then they held me up. Just a bit. Also in the group were Datsun 240/260Z's, GT40 Replicas, V8 commodores, XU1 Toranas, MX5's and Alfas plus many more. The Sprite was clearly the smallest car in the field. At the end of the weekend I was delighted to hold my own and get down to a 1.30 second lap. Trophies were not given and each Regularity event had it's own results. In a field of 35, I came 18th, then 8th, and finally 3rd in the rain in the last event.

By Sunday lunchtime it was raining. PJ and Duff went out for their last race in heavy rain.

WAKEFIELD PARK

On Monday we took the cars the 160km's back to Wakefield and locked them away in the garage for the next weekend. Back to Sydney and kindly put up by Brian and Brigid Duffy in Manly. What we did for the week is none of your business! But here are 2 bits of gossip. Brian Duffy's competitive instinct was well to the fore when he won Bronze at the Commonwealth Games in Auckland (or was it Christchurch) in 1974 in the 60kg Weightlifting! And he showed some of his training skills by putting away what looked like a whole chook and a dozen ribs at the local Rump and Ribs Restaurant with his Combo order!

AHOC NSW SUPER SPRINT Saturday 1st of August 1st

Colin Wallace towed the Sprite up on the Thursday with Shayne MacIntosh for company. One never speaks and one never stops. Must have been an interesting drive! Simon Gardiner, and Mandy, arrived late morning Friday and joined us in practice. Feeling confident from last year, I spun twice in the morning. Concentrate boy! Colin Wallace had tyre and brake issues by mid afternoon and drove to the jungle that is Sydney to salvage his trip.

The Super Sprint was run very well again. At the end of the day, Simon had fastest time of the day in the very modified Marque Sports Sprite with a 1.05.08.

PJ won and Brian finished third after spinning out of second trying to catch PJ. They left Sprites/Midgets and Alfas in their wake. The Datsun 2000 had no hope. Brian in particular showed his liking for a wet track as he did at Phillip Island last March. For me it was sort of crunch time. Peter sensed my doubts and told me that I hadn't come all this way to sit in the garage. And visiting me were relatives from Sydney-my second cousin Leonie was once married to Bruce Leer who won the Australian Sports Car Championship in the 60's in his Milano GT2. So out I went. What choice did I have? Strangely I did feel fairly confident and relaxed. I may have been numb! I found myself passing cars in the rain that had been faster in the dry. Many slid off. When the times were posted I was amazed to find I was second fastest car. Wonders never cease. Cousin Leonie was impressed. It just shows that sometimes the high point of the weekend can come from something you almost did not do.

PJ did an amazing 1.11.43 in the Group Sa Healey to win Class Marque C (2001 to 3000cc) -amazing because this was only 1 second slower than his Marque Sports 3000 time he set last year. He was pleased to trump Laurie Sellers in their first head to head duel. I posted a 1.15.6 to win Marque C (0 to 1400cc) which was 1 second faster than last year. And Colin Wallace did a blistering 1.13.43 despite power loss and overheating in the intercooled & turbocharged Sprite. Brian Duffy and Colin Goldsmith were very close in their big Healeys at 1.18 and high 1.17's respectively.

On Saturday night we had a very pleasant dinner with our NSW counter parts where the Victorian efforts were duly acknowledged.

ALL BRITISH RACE DAY Sunday August 2nd

This is a full on race day but unfortunately the "British" entrants are getting thin on the ground. We all competed in the same sports car group, against a horde of MX5's, a Lotus Exige, a V8 MG, Alfas, a few Jaguars and 3 disturbingly out of place modern cars – a Mosler and two Radicals. They looked and went like Le Mans cars.

This day was a big step up for me. The Sprite was clearly the smallest car, but is well suited to the fairly difficult twisty bits. I qualified OK with a 1.16 and was pleased to be on the grid in front of the Big Healeys of Brian and Colin (low 1.18's)

But the start of every race brought the usual problem. The 2 Healeys, an Alfa and an MX5 would swamp me by turn one. Then it was hard to get past again in the difficult corners where the Sprite excelled. I did pull off some moves in corners only to be retaken down the straights. The closeness of the racing was amazing but predictable and almost in slow motion. I guess you have to do it to understand. All great fun and by the end of the day my skill levels and racecraft had improved. But still a long way to go. The highlight was the last race when Brian and PJ had called it a day and I had an 8 lap duel with Colin Goldsmith in the 3000 and a 2 litre Alfa GTV. We crossed the line with 0.6 second separating us. Unfortunately I was last of the three having let the Alfa through as the Mosler lapped us. Afterwards, the Alfa driver came to our pit looking for the driver of the Sprite. Oh Oh! What have I done wrong I thought, only to have him thank me and Colin for one of the best races he has had. Fantastic! And we were not even up the front.

Peter Jackson and Simon Gardiner **were** up the front in a world of their own, with Colin Wallace somewhere in between, getting in to the 1.12's! PJ pointed out that the Mosler (which was fastest car) and his Healey were 50 years apart in age. The highlight for Peter was the breaking of ANOTHER lap record, lowering the Sa record from 1.14.94 held for many years by a TR3 to his new mark of 1.11.43! In fact this was faster than the record for the newer Sb cars and only point one-five behind the Sc record held by a Porsche.

So apologies for what might appear to be self indulgence. I needed to tell this story to do my job. Get involved if you are remotely interested. We are not getting any younger. At 58 years of age I could not have imagined I would experience the elation, the adrenaline charged thrills, even the feeling of satisfaction of overcoming doubts and fears all in the company of a great group of like minded friends. I have no special skills. I now know I fit in on the track and I can drive. I have a long way to go. How good is it to have that challenge at my age in a Club and car that I love. THINK ABOUT IT

AHOC Vic COMPETITION CHAMPIONSHIP

POINTS SCORE AT 12th AUGUST 2009 (15 Events)

		No Of Events	Points Best 4 Rounds	Average score (best 4)	Gap
1	PETER JACKSON	6	3790	947.5	
2	BRIAN DUFFY	8	3759	940	-31
3	ROD VOGT	7	3747	937	-43
4	BILL VAUGHAN	4	3687	922	-103
5	COLIN WALLACE	6	3631	908	-159
6	HUGH PURSE	4	3416	854	-374
7	CARY HELENIUS	3	2407	802	
8	STEVE PIKE	2	1844	922	
9	GEOFF LEAKE **	3	1826	913 (for 2)	
10	DAMIAN MOLONEY	3	1805	602	
11	TIM WESTOVER	2	1786	893	
12	ROB RAVERTY	2	1718	859	
13	LEON O'BRIEN	2	1667	834	
14	PETER KAISER	1	968	968	
15	BRIAN DERMOT	1	962	962	
16	JOHN GOODALL	1	961	961	
17	DAVID KELLY	1	898	898	
18	BILL PETSCHACK	1	885	885	
19	JOHN MOONEY	1	885	885	
20	PETER KENT	1	845	845	
21	BRIAN AITKEN **	1	0	0	

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

A CLOSING THOUGHT

“ Setting a good example for you kids can take a lot of
Fun out of your life”

CHEERS ROD VOGT