

# COMPETITION REPORT & MSCA NEWS

## MARQUE SPORTS CAR ASSOCIATION (MSCA)

### 2019 MSCA Championship

Events listed below count towards the Competition Championships (unless marked \*\*).

Sprint and Regularity events require a basic CAMS level 2S licence only. (contact Rod Vogt)

#### PROVISIONAL 2018 MARQUE SPORTS CAR ASSOCIATION (MSCA) CALENDAR

##### SPRINTS AND REGULARITY (CAMS Level 2 S Licence only)

Sprint and Regularity events require a basic CAMS level 2S licence only. The L2S licence can be done online at [www.cams.co.au](http://www.cams.co.au) with no driving test and requiring a declaration of good health, in some specific areas, at an annual cost of \$130 for 2018.

Round 3. Sunday March 17	Phillip Island (Grand Prix day)
Round 4. Saturday April 27	Sandown
Round 5. Sunday May 5.	Winton (round of Vic SuperSprint )
Round 6. Sunday June 23	Sandown
Round 7. Sunday August 11	Winton
Round 8. Saturday Sept 21	Phillip Island
Round 9. Saturday Oct 12.	Sandown
Round 10. Sunday November 3	Winton
Saturday December 7	Come & Try Day at Phillip Island

If you wish to enter an MSCA event for the first time (or discuss "Come and Try" days) ring Rod Vogt on 0408 395 240 or email [competition-MSCA@healeyvic.com.au](mailto:competition-MSCA@healeyvic.com.au) and you will be assisted. Entry is via the CAMS online entry website at [www.cams.com.au](http://www.cams.com.au) Spectators are encouraged, entry is free and you are welcome in our pit garage. Competition starts at 9 am.

#### 2019 FULL COMPETITION CALENDAR

### not for points SMSP - Sydney Motorsport Park

This is a full calendar of MSCA and Historic Circuit Racing and Regularity events (as published by the Group S Racing Association.) These events form the basis of the AHOC Competition and Associate Championships. ANY other timed circuit event is also eligible for points. This calendar will grow and be published in later magazines as more 2019 events are scheduled by other organisers. Also included are several events that are "not for points" for our Championships.

#### MARCH

Fri 8th -Sun 10th VHRR Historic PI [www.vhrr.com](http://www.vhrr.com)  
Sunday 17th. MSCA Phillip Island. Grand Prix day  
Sat 30/Sun 31st. HSRCA Historic Wakefield Park Goulburn  
[www.hsrca.org.au](http://www.hsrca.org.au)

#### APRIL

Sunday 14th Myrniong Historic Sprints ###  
[www.austin7club.org](http://www.austin7club.org)  
Saturday 27th MSCA Sandown  
Sat 27/Sun 28th. Historic Mallala SA ph 0411 032 514  
[www.sportingcarclub.com.au/](http://www.sportingcarclub.com.au/)

#### MAY

Sat 4/Sun 5th. Historic Races Morgan Park,  
Warwick Qld. [www.hrcc.org.au](http://www.hrcc.org.au)  
Sunday May 5. MSCA Winton (Vic SuperSprint )  
Sat 18/Sun 19th. Historic Austin 7 Club Winton  
(Short Course) [www.austin7club.org](http://www.austin7club.org)

#### JUNE

Sat 8/Sun 9th. HSRCA Historic Races, Sydney, SMSP.  
[www.hsrca.org.au](http://www.hsrca.org.au)  
Sunday 23rd MSCA Sandown

#### JULY

Sat 13/Sun 14th HRCC Historic Queensland, Morgan Park.  
Warwick. [www.hrcc.org.com](http://www.hrcc.org.com)

#### AUGUST

Sat 3rd/Sun 4th. VHRR Hist Winton (long track) [www.vhrr.com](http://www.vhrr.com)  
Sunday 11th MSCA Winton  
Sat 31/Sun Sept 1. Muscle Car Masters Group S, Sydney. SMSP.

#### SEPTEMBER

Saturday 21st. MSCA Phillip Island  
September 27-29. HSRCA Historic Races, Wakefield Park.  
Goulburn. [www.hsrca.com.au](http://www.hsrca.com.au)

#### OCTOBER

Saturday 12th MSCA Sandown

Sat 12th/Sun 13 AROCA 12 Hour Relay, Winton  
Sat 18/Sun 19th Mount Tarrengower Historic Hillclimb ###  
October 26/27. VHRR Historic Sandown [www.vhrr.com](http://www.vhrr.com)

#### NOVEMBER

Sunday 3rd MSCA Winton  
Nov 30/Dec 1. HSRCA Historic Races (inc. Enduro) SMSP  
[www.hsrca.org.au](http://www.hsrca.org.au)  
Saturday Sat 7th MSCA Come & Try Day at Phillip Island

VHRR Historic Phillip Island Friday 8-10 March. Visit [www.vhrr.com](http://www.vhrr.com) in early March for race schedule, list of competitors, spectator entry fees and track opening times. The club has no organised run to Phillip Island as members come at different times on one or more of the three days. Park your Healey inside Turn One on the main straight and find fellow members in that area. Group S Production Sports Cars runs as one group in 2019 and entries filled in the first 72 hours. AHOC members entered are Big Healeys of Steve Pike, Damian Moloney and Don McKay. Peter Kaiser (Sprite) and Rod Vogt (MGB). Peter Williams brings his 1966 Brabham BT21A to Group O and M racing. Jim McConville's Brabham may be entered too. Geoff McInnes (1948 Riley Special), Phillip Aitken (1956 Vauxhall Special - still owned by it's builder Frank Coad) and Western Australian Healey Club member Charlie Mitchell (1949 TC Special Mono Posto Special) in Group Lb Racing and Sports. Regularity. Come see Shane O'Brien in his recently finished and, I am sure, very quick 100/4. Shane is getting ready to do Group Sa Racing when any bugs are sorted. Tony Rogers will run his 1974 Porsche 911E 2.4. Cameron Sell is bringing the Sell-family Healey Silverstone down from NSW to join Louis Raper's Silverstone. There is a Healey Sprite Sebring replica listed too.

## COMPETITION REPORT

THE FIRST TWO point scoring events for our 2019 Championship season have been at Mount Panorama, Bathurst.

Brian Dermott competed his Healey 3000 at the Challenge Bathurst meeting on 17/18 November 2018.

This is a four-day event with professional/full race licence holders in very fast machinery competing on the Thursday and Friday with many preparing for coming 2019 race events, including the February Bathurst 12 Hour Round of the World Endurance Championship. Then on Saturday and Sunday the “amateurs” are let loose with a basic CAMS Level 2 Speed licence being sufficient for that rare chance to experience one of the world’s top race tracks.

In 2017 about 20 MSCA drivers, (led by Bruce and Petrina Astbury, our MSCA president and secretary) attended and despite some wet weather enjoyed the weekend.

In 2018 Brian Dermott encouraged the Mansfield Motorsport group to enter and by all accounts it was once again a great experience. Of course Brian has run AH3000 at Bathurst before but that was 20 years ago.

Brian and Linda recently refurbished the Healey, from end to end, wanting another crack at Targa rallies and hopefully some circuit events like MSCA sprints with Team Healey.

Another chance to show the younger generation what a well prepared Healey can do was enough incentive for Brian. His best lap time of 2.58.71 was very

quick and just short of his best Bathurst lap time of 2.54.41 set in October 1999 in the All Healey Races supporting the Bathurst 1000 for V8 Supercars.

Anything sub three minutes is a goal achieved. AH 3000 is no stripped out race car but carries a weight penalty and gearing compromises for being set up for the bitumen rallies with Linda aboard as brave navigator.

Brian also had to deal with some “once a year heroes” driving beyond their abilities in fast modern cars he reports.

POINTS TOWARD AHOC  
COMPETITION CHAMPIONSHIP  
for Healeys and 4 fastest laps  
Brian Dermott (Healey 3000)  
795 pts 2.58.71, 3.00.62, 3.00.69,  
3.00.76

## GROUP S PRODUCTION SPORTS MOUNT PANORAMA

The Group S Production Sports Cars (historics) were again invited as a support group for the 2019 Liqui-Moly Bathurst 12 Hour from 31 January to 3 February.

Our Big Healeys of Peter Jackson, Don McKay and Damian Moloney (plus the NSW Healey of Colin Goldsmith) took on a big field dominated by 1970s Porsches and big bore Corvettes and Shelbys.

There is a large gap in age and an even larger gap in technology to these cars but the Healeys are always very popular,



*Peter Jackson's Healey at  
Bathurst.*



*Sprites Rule – in this photo.  
Rod Vogt at Bathurst.*

punching well above their weight. I decided the fairly costly entry fee for my MGB would be better spent on financing almost the whole MSCA season but ... perhaps in 2021 when Group S runs again and I celebrate the big seven-o birthday?

I have run the Sprite in sprints at Bathurst in 2010 so the itch has been partially scratched but being at the same meeting as the International Bentleys, Porsches, AMG Mercedes, Aston Martins, Lamborghinis, Ferraris, BMWs and Nissans is surely on anyone's bucket list. There was plenty of fun and quite a bit of pain for Team Healey. Thursday was practice, qualifying and race one all in one day. And it was HOT.

In qualifying Colin Goldsmith blew a clutch in a big way, even damaging the bell housing, and put the blue 3000 on the trailer. Ouch!

In a 43 car field, Peter Jackson (PJ) qualified 19th, Don McKay 26th and Damian Moloney 41st.

In race one, PJ defended his 15th place starting position and Don improved to 21st, both lapping quicker as they got comfortable with a track that they rarely drive. Damian suffered a puncture on lap one and did not bother the scorers as a result.

Friday morning was race two and the only Healey activity as the feature 12 Hour cars got priority track time. PJ posted his fastest lap of the event at 1.44.95 in finishing 15th of 43 starters. Don McKay improved to 20th and got under 2.50 at 2.48.59. Damian Moloney started at the back of the field and finished 31st. The 100/4 does not have the

power of the Healey sixes and his best lap of 3.03.67 came in this race.

His best Bathurst lap time is 2.57.81, set at this event in 2018. It was a 10 lap race and hot and our "old boys and cars" did very well in the circumstances. There were 11 cars which did NOT finish!

Race three was a disaster for PJ, getting hit from behind at The Cutting by a Porsche 911 on the sixth of seven laps. The contact spun the Healey and it hit the wall twice, not to mention the scrape all the way down one side from the Porsche. A lot of panel damage to a beautifully presented Healey.

PJ got the Healey off the track to a safe place and the race was not red flagged but PJ was stranded up there for over two hours before being recovered. The Porsche driver was reprimanded and fined apparently, but Peter is left with a big repair job which is not covered by any insurance of course.

Meanwhile Don and Damian completed the seven laps for a 12th place for Don and 24th for Damian. Don McKay got down to a new fastest lap time for car/driver at 2.47.44, bettering his previous best of 2.48.51 set here in February 2018.

The starting number had dropped to 36 by Saturday 8am race start and once again there were 11 DNFs with a bit of damage in turn one lap one caused by another Porsche driver's over-exuberance taking out three or four cars in the front half of the field.

Of course our three lads cleaned up in Group Sa for the older cars 1940 to pre 1960 Class with Peter first, Don second and Damian third.

Giving you the outright placings for the three Healeys is a bit unfair given the speed, power, handling and braking advantage the Porsches, Shelbys, deTomasos, Datsun 240Zs, Alfas and TR6s have and if you check the Natsoft race results you will actually find many of these cars BEHIND the Healeys outright.

**POINTS TOWARD AHOC  
COMPETITION CHAMPIONSHIP**

for Healeys and 4 fastest laps  
Damian Moloney (100/4) 929 pts  
3.03.67, 3.03.96, 3.04.16, 3.04.38

Don McKay (100/6) 858pts  
#2.47.44, 2.48.31, 2.48.59, 2.48.86

Peter Jackson (3000) 804 pts  
2.44.95, 2.46.39, 2.46.79, 2.46.91

# new fastest lap

This is an opportune time to remind you that points are scored by calculating the difference between the four fastest laps, with that difference in one/one hundredths of a second being a penalty of one point and then taken away from a starting score of 1000 points.

The fastest driver is not guaranteed of the higher score. But this is not a regularity system. A high score results from consistent laps and this has been achieved since the system was introduced in 2008 by the drivers who are "on their limits" regardless of the outright speed of the car.

## **GEELONG REVIVAL MOTORING FESTIVAL**

24-25 November 2018

This standing quarter mile sprint event first ran in 1956. After a period of inactivity it was resumed in the 1980s and '90s only to be mothballed again when safety issues were raised with two cars going side by side on a public road with spectators not far from the action, a curve in the track half way down and a very short braking area.

It was resurrected again in 2012 and although spectators are further up the grassy hill that forms the viewing area, the main change is that cars and bikes run singularly.

Three AHOC members took their Healeys to Eastern Beach Boulevard. As mentioned in the February magazine under "Odds and Ends", Trent Bantow got some value for his money on adding a DMD manifold and extractors to his



Lance Clarke at the Geelong Revival next to the Allard he beat into second place in class. Below: Trent Barlow at the Revival.



six cylinder Healey (not a BN2 as listed in the results) by running 15.8 seconds down the strip, improving from 17.00 last year. But there was stiff competition in his Production Sports Cars Class 2001-4000cc. The winner was an Alpine Renault A310 with a best run of 13.49 seconds. Ian Jones ran his BT7 again in this class with a best of 14.28. I have a 13.83 down for Ian back in 2016. Eric Patterson and Terry Wills-Cooke were no show after several years of close battles in this class. Max Hooper ran in 2016 and 2017 with a best time of 13.26 in 2016.

The third member was Lance Clarke having his first attempt in his V8 powered BN1. A first in Class "Sports, Specials and Racing Cars 1941-1960" with a very quick 13.14 seconds is a nice first try! The results have a column showing "Capacity". Lance put down "350" – Lance that is cubic inches not cubic centimetres mate.

Lance beat an Allard, a Jaguar MGA Special of 4235cc (never heard of anyone putting a Jag engine in and MGA

before), then three MGTC specials which all ran 15s.

To round out an interesting class were a MK7 Jaguar and an MGY Special.

FYI Charlie Mitchell (Western Australian Healey member) did a 13.33 second best run back in 2015 in the same class in his

1948 Group Lb TC Special Mono Posto. Lance did report that it was difficult not to get off the accelerator a bit early as the braking area was short. A beautiful Cobra Daytona replica suffered quite a bit of damage when it did not stop in time.

John Raisbeck is sitting back now just waiting to see if anyone can knock off his record time in Production Touring Cars 1940-1977 Under 2 Litres. Class wins in 2014/5/6 and best time of 13.005 in 2014 is yet to be beaten in the last two years.

Unfortunately, this is not a point scoring event for our championships nor are other sprints like Myrning and Eddington and various hillclimbs that are supported by a few of our members. Nor do we score the great efforts of Brian and Linda Dermott and Simon Kelly and Sally Davis in Tarmac Rally competition. They do not fit the scoring system we use based on timed race track events but we do acknowledge the fine efforts of these members putting their Healeys out there with impressive results.

### MSCA NEWS

Observant readers would have noticed that there is a significant and unfortunate date clash between the Winton 12 Hour Relay and an MSCA round at Sandown - 12 October.

The Relay growing to 12 Hours from 6 Hours in recent years has started to become unpopular with clubs of older marques with our cars not suited to the stresses on car and driver.

Team Healey had mixed answers to a Brian Froelich generated poll after the 2018 event. There were stronger reactions put forward to Alfa Club organisers by other MSCA people, those feelings being valid and held by some of Team Healey drivers.

It is difficult to organise track hire and the MSCA officials decided that the date clash was not too crucial I suppose. Personally I would have been happy to see if the 12 Hour format continued and then decide if we had enough Healey drivers keen to continue. There is every chance that the length of the Relay may be reduced but now we have the date clash to deal with regardless. If it stays at 12 Hours I am considering buying some cheap "jiggers" that are being advertised at the moment to spur on our Healey drivers to greater efforts.

### A CLOSING THOUGHT

*The first 5 days after the weekend are the hardest.*

*Cheers Rod*

# Bathurst 12-Hour Group S Racing



Photo courtesy Phil Wisewould Photography  
[www.philwisewould.zenfolio.com](http://www.philwisewould.zenfolio.com)

