

## **Event Report – MIRA 14<sup>th</sup> July 2007**

18 Championship Entrants and 1 Non Championship (David Simpson) arrived at MIRA on a dry, breezy and slightly cloudy day to do battle in the MSCC Parc Ferme Speed Championship.

Three practice runs followed by two timed runs plus a top 10 runoff were promised and true to their word, the organizers achieved this by 4pm.

Much interest was shown in “Dangerous” Dave Simpson’s car after it was identified as being Phil Egginton’s Ex Race +8 – now resplendent in a rather nice Blue livery. This car is the current record holder at MIRA. However Dave, having only just started competing, was still learning the car and its capabilities and struggled to worry the timekeepers and to re-write the record. Tim and Jane had to swap classes due to the 4/4 not quite being ready in time following its engine blow up at Cadwell, so the “Flying Duster” was pressed into service. Jane, driving to the circuit as she had only ever driven the car once before, was having an interesting time in mastering the gearchange of the Moss Box.

First Practice runs were taken gently as most people didn’t have time to walk the circuit beforehand, so familiarization was essential. However this didn’t stop Paul Clarke and Tim Ayres from breaking the 100mph barrier through the speed trap. Jane also found another disadvantage of driving a High Line car – she couldn’t see over the scuttle to see the timing lights at the start line ! Fortunately the Marshals took pity on her and she was given the “thumbs up” signal when the light was green. This obviously didn’t hinder her much as her times were within half a second of husband Tim.

Practice 2 and times typically dropped by about 2 seconds – all except Peter Rafter who, true to form increased over his initial run. This however proved to only be a temporary blip and by the end of the event he was six seconds quicker. By practice 3, Tim Ayres was under bogey and many others were within a second.

Competitive runs started after the lunch break with Neil Stocker straight on the pace, knocking 3 seconds off his best practice time and Tim Ayres beating bogey by nearly half a second. Greg Dixon Smith was clearly enjoying himself and was recording consistent times around the 59.5 second mark throughout practice and competitive runs. Clive Hall was unable to match his practice times but still took 3<sup>rd</sup> place overall.

The Parkes’ were enjoying themselves - having quite a husband / wife battle with Margaret in her Roadster narrowly losing out to Philip in the Plus 8. Chris Bailey had his support team turn up and this clearly inspired him as he gets to grips with the +4, finally posting a time slightly better than he set in the plus eight last year – and without collecting a cone in the process!!

The second timed runs were marred by Steve Dickinson taking an unwanted trip into the tyre wall and damaging the front end of his car. Fortunately the driver was unharmed and as usual, the Speedmog drivers rallied round to ensure that his car was safely loaded onto Tim Hill’s trailer and delivered to Chas Windridge’s workshop. Steve and Victoria were then taken to Milton Keynes Railway station by Matthew Cox. Steve and Victoria wish to pass on their thanks all those who helped out.

Results	1 <sup>st</sup>	Tim Ayres – 0.46 seconds under bogey
	2 <sup>nd</sup>	Neil stocker – 0.68 seconds over bogey
	3 <sup>rd</sup>	Clive Hall – 0.92 seconds over bogey

Event Score Recorder – Judy Glass  
Scribes – Tim and Jane Hill