

MSCC Techniques Speed Championship

Venue: 3 Sisters

Date: 8 August 2009

Weather: 'Cracking the Flags'

It was a glorious Summer morning as we ventured over the Pennines to Ashton in Makerfield for the Speedmog annual outing to 3 Sisters, passing 'Team Martin' somewhere around Manchester. 6 cars and 8 drivers made up the Morgan contingent, smaller than in previous years. Team Martin arrived rather later than I had anticipated, Granville confessing that he had taken the alternative route along the M61, but blaming it on the fact that he was doing both the driving and the navigation (presumably son Chris was catching up on a few zzz's en route after the early start).

Dangerous Dave Simpson spent the early morning removing grass from his monster Plus 8 after his exploits at Loton Park a few weeks ago. I never saw the accident damage, but if he hadn't mentioned it I would not have known as Mogsport had made a quick and lovely repair.

It was so hot that the drivers briefing included a heat warning, and sun cream was made available free of charge! After scrutineering we all walked the track together, which hopefully provided some benefit to first timers here, Ray Eatock and Maurice Dempsey. We subsequently discovered that Ray was actually a veteran at 3 Sisters as he had spent a number of years participating in karting competitions, although that was some 20 years ago. Clive Glass attempted to confuse everyone by informing us of the wrong route, which turned out to be the single lapper of his first visit a few years ago. Fortunately the convoy run provided the correct route.

First practice was fairly uneventful although Clive did execute a graceful 180 at the end of the straight; we couldn't decide whether this was an attempt to hang on to the Lord Unstone trophy or him still being a little confused about whether he was doing 1 lap or 2. Second practice resulted in all drivers posting faster times, except for Captain Cornetto Chris Bailey. Ray was very close to bogey time in class 2 as were Chris and Granville Martin in class 5. Captain Cornetto was unable to decide whether he would be better running first or second, so took advantage of trying both in the practice runs, but was still unable to make a final decision resulting in us swapping all afternoon.

Team Martin were seen making adjustments to the suspension of their car before first timed runs in an attempt to go faster, which proved successful with Chris breaking bogey by almost half a second. I had an interesting experience as the car (a non Mog) in front of me wiped out the timing mechanism and part of the tyre wall around the finish line, resulting in 2 tyres rolling back down the hill from the finish line towards me! Ray removed his jack in an attempt to go faster and break bogey, having consistently been within half a second of it all day (although he was also blaming wife Carole for putting him off). Most people posted faster times in T2.

We were then treated to a third timed run, although Dangerous Dave decided that he would beat the traffic and depart. Ray finally managed to beat bogey and snatch second place on his final run, by 'not trying too hard'. Chris Martin lowered his bogey yet again, despite Granville making him drive first, and Chris announcing that he would be taking it easy as he didn't want to lower it any further. Maurice put in a cracking final run to lower his time by over a second.

Final standings were 1 Chris Martin 2 Ray Eatock and 3 Granville Martin. To round off a most enjoyable day, I was delighted and Captain Cornetto was astonished (and stunned into silence) at the presentation when I was given best lady driver of the day.

A reet good day was had by all, as we say in these parts.

Michele Bailey