

MSCC Techniques Speed Championship

Aintree 27th June 2009

Conditions. Cloudy, dry and very humid.

The day dawned fine and warm and eighteen Morgan's assembled in the grassy paddock alongside this historic race course. Your scribe had competed here before.....actually on October 4th 1978 in a 998cc Mini!!

Scrutineering was a straightforward affair and the practice runs began on time. It quickly became evident that it was going to be a fast day. There was loads of grip available, partially due to the fairly abrasive surface and partly due to the track temperature that was to get steadily higher throughout the day.

Practice runs started on time and this was swiftly followed by the usual flurry of adjustments and tyre pressure discussions. Second run was not as straightforward with "Sticker Man" electing to spray the circuit with liberal quantities of engine oil when a cooler pipe split. He arrived back in the paddock in clouds of smoke leading many to believe he was on fire! Close examination revealed the problem and thanks to the usual generosity of the motor sport fraternity both tools and parts were found to rig a temporary repair. Unfortunately Nigel was wearing a white T shirt and didn't want to get it oily so Tim Harrison manfully dived in and had "Hemig" back in working order in no time. His kindness was however not to be rewarded as his flat rad decided to consume a half shaft as he warmed his tyres in preparation for run two. End of play for Tim and a long ride home on the back of a truck ensued. Chris and Granville Martin were now well into the swing of it and dangerously close to bogey. The scribe had managed to beat target time as had Simon Baines, Ray Eatock and Dave Gibson. Things were warming up.....Not however in the "Hemig" camp where the car was now refusing to start unless towed around the block. It was just one of those "Morgan" days for Nigel who eventually called it a day and was able to limp home under his own steam....just!

There were five timed runs in total giving everyone ample time to learn the circuit. The only major hold ups were caused by the swifts which were diving so low across the track that they were breaking the timing beam and many competitors had multiple re runs before a proper time could be recorded. Drivers of open top cars were warned by the Marshals that visors were imperative as hitting a bird at a combined impact speed of well over a hundred miles an hour would not be an advisable thing to do.

Timing errors were to be an issue throughout the day but in due course all became clear. Taking ten points and one for bogey was Dave Gibson followed by yours truly in second place and then Chris Martin. Simon Baines split the Martin father and son team with Granville in fifth position. Interestingly the top six all beat their respective bogey times which gives an indication of how good the conditions were and how intense the competition!

Toony