

MSCC Techniques Speed Championship

12th July 2009

Loton Park, Shropshire.

13 Speedmog competitors turned up on a surprisingly bright Sunday morning to tackle this challenging Shropshire hill. Two down on the entry list as local boy Simon Moore had withdrawn from the fray. This due to his propshaft having self destructed whilst attempting to track down the source of a vibration. He has now found the cause of the vibration, the banana like propshaft, but it's a real shame that it had to take the gearbox and engine down with it. The flailing prop having cracked the gearbox casings and the engine mountings in the process. Simon expects to be back with us next year after having fitted a new engine, gearbox etc. Greg Dixon-Smith was also absent, we do hope that the reasons for his withdrawal were not as dramatic as Simon's.

Signing on and scrutineering came and went and the assembled throng waited for their first practice, and waited.....and waited..... The light showers that plagued the morning were clearly providing some challenging conditions for many of the runners, many 'offs' leading to many short delays. The Marshalls and Organisers dealt with each 'off' swiftly and effectively, but each adds minutes to the running order, particularly when compared to a successful run, which is typically over in just a minute or so. The longest delay of 15mins plus was to treat a sidecar rider who had broken a leg when the contraption had rolled. We all wish the rider a speedy recovery, but this instance simply reaffirmed our collective thinking that 'if you think we are mad, you should take a look at those guys on the sidecar racers, they're the ones who are really mad!'.

First practice got underway for the Morgans at around midday, it passed without significant drama, Mr Toon was clearly on the pace, breaking his bogey time 'straight out of the box'. Mr Stephens and Mr Hall were champing at his heels at a second or so over their respective bogey times.

Second practice came around much quicker, and saw improvements being made across the field, except that was for 'Dangerous' Dave Simpson, who, living up to his name, had left the hill at the complex of corners called loggerheads and found himself resting in a ditch some way off the circuit. The driver and car were recovered, the driver without injury, but the car had to be retired. This despite the best efforts of Dave and fellow competitors, Mr Shanly and Mr Glass in particular, who worked feverously back in the paddock to remove the 'scenery' from the 300BHP beast, fix the exhaust and 'tidy up' the front end. Unfortunately, the tracking / alignment of the front wheels looked as if it might be out and the scrutineers, understandably, would not let Dave continue, despite his enthusiasm to do so. The stricken car was duly loaded on a trailer and booked into get checked over ready for next time.

The first timed runs saw many trying hard but failing to produce the promised speed, except that was for Mr Stephens, who was now below his bogey time and Mr Toon who was continuing to improve on his record.

The final runs ended late in the day with Mr Toon remaining on top at 0.72 seconds below his bogey time, Mr Stephens in second at 0.10 seconds below his bogey, Mr Hall in third at 0.99 over Bogey, Mr Ledger-Lomas in fourth at 1.72 over bogey.

At Loton the Morgans are split into two classes for the event, the over 2000cc cars and the under 2000cc cars. As a result, Mr Bryan took home a third place trophy, Mr Hall second place and Mr Stephens the first place in the 'small engine' class and Mr Toon the first place in the 'large engine' class. These silver tankards being the perfect vessels from which to drink the bottles of Wye Valley Brewery, Centenary Ale; that had kindly been distributed amongst the competitors by Mr Bevan during the event; CHEERS and your very good health John!

Clive Hall