

MSCC Techniques Speed Championship 2010

Event Report

Venue: Mallory Park

Date: 29th May 2010

Weather: Very wet early on, drying slowly by close of play

MALLORY PARK FROM ONE PERSPECTIVE.

Ddddddd. Ddddddd. Dddddddddd. Dddddddddd.Dddddddddd.The alarm clock started as I stepped out of the shower. 5pm saturday morning, that was the first time of the day 'BEATEN'.

Looked through the blinds of the dressing room, a pretty flat grey morning, oh well at least it isn't raining. Glass of juice, vitamins, fish oil, glucosomin, bowl of Jordans Country Crisp [the one with the dark chocolate curly bits in] The day started to look better until I looked once more out of the window. Was that a speck of rain on the patio, not much, it'll blow over and brighten up later [forever the optimist]

My smiling mog greeted me as I raised the garage door, patiently waiting in the garage overnight, her shiny bits sparkling, her dark green paintwork shining and her new deep gloss black wheels trembling at the thought of their first sprint. Heck, I wished it could have been a sunny day like the one yesterday. The hood stayed down as I pulled Mog onto the now wet road. Five minutes down the road to pick up my pal Dave, eagerly waiting to hear the sound of Mog approach to whisk us down to Mallory. "You're early aren't you? Another time BEATEN, it was only 5.45 and I did say 6. "Hood up or down?" We both agreed, we had never had it up before. The rain followed us all the way, we thought we had driven out of it but then it would catch us up, maybe we weren't going fast enough. M6 Toll coming up, which junction do we leave at? My printout from Google Maps sorted that but this is the last time I ever use Google. On our second lap on the country lanes round Mallory we eventually got it right. It was a horse in a field that kept waving to us as we went past eventually pointing us in the right direction. Google maps 2 hours15 minutes, our roundabout time 2 hours, we were doing well, another time BEATEN, must be on a roll.

Side screens off, windscreen off, Tonneau on, were we doing the right thing? It ended up a mixture of Morgans some with some without queuing in the pouring rain waiting for scrutineering, umbrellas giving a bit of protection from the steady rain that seemed to be here for the day.

"Hi Ray how's the advertising business, It's an 1800 Duratec in yours isn't it?" How did he do that? I'd only seen the scrutineer once before at the Elvington sprint last year. How did he do it? I wish I had a brain like that!

And what about the other folk from Auto66 Club, what a nice bunch! It appeared that they had planned the day just for us racers. Everything was thought about and planned to perfection, even down to the convoy lap which they ran twice because some of us were still in scrutineering, nice one guys.

We sat in the pit lane , the unfortunate few being soaked with the pouring rain, thinking how nice it must be to be sat in a car with a roof on, but also thinking yeah, but wait till we get going we won't even think about the rain then and how much more exciting it is to have the rain battering down on your helmet and the whole car engulfed in spray trying to judge your last minute braking point and fighting for grip as you leave the chicane. Did I mention that it was pouring with rain all day!.

Onto the start line, easy on the throttle, gently with the clutch, try to minimise wheel spin, into second, bit more aggressive, flatten the accelerator, not much chance of losing traction in 2nd in my Mog, round the long right hander, apexing as instructed by Simon and then starting to plan where to plant my foot on the brakes before the first chicane, a 45 degree right hander then back left then right again onto the straight for a quick blast down to the second chicane, this was going to be the problem for most cars during the day. Clive did a beautiful pirouette , Dave G decided not to spin and go straight on instead, Big Dave thundered down the straight (heck that V8 seems quick) but unfortunately it didn't slow down as he'd planned, another spinner. Any way enough about Edwinas,

from there it was all uphill to Shaws Hairpin then through the wiggly bit which was a challenge trying to balance Mog for maximum grip, out of this and through Bustop to the timing lights. Wow that was quick, it seemed to be over in a flash. That couldn't have been the circuit that we walked round earlier, every thing seemed so different Every chicane, every bend came up before you had time to think about it, I wanted to go one way Mog wanted to go another, anyway we came to a good compromise and finished the lap without any major problems, maybe the next lap Mog might follow my instructions a bit tighter.

The 2nd practice lap we worked together a little better even though the circuit was now inches under water. Did I mention that it never stopped raining all day! we managed to pull a half reasonable time. A time we later found out that was going to set the "bogey" times for the group of Moggers who were huddled up in Dave's trailer sheltering from the rain.. Im not saying it was wet but when ducks start to land in the paddock (paddock) and start to splash around Gregs very special Aero 8 (Jonathan got the photo) I wondered whether we should put the hood and windscreen on.

We didn't, 1st timed lap, getting wetter, rain bouncing off my helmet, staring at the yellow timing light through a misted up visor, waiting for green. Pulse racing, don't miss the apex, can I leave the braking a bit later, should I have put those two new Avons on the front, can I pull a faster time than 2nd practice?, I'm sure I can. I didn't ! Cruising through Edwina in neutral didn't do anything for my lap time. Rats ! what a waste of time. Everyone else took up the challenge and most came back with more competitive laps. Brian got his fastest lap of the day, Jonathan was getting excited at the thought of beating his dad, seemed like everyone was getting in the groove.

OK. another two laps, don't panic, get your act together. 2nd lap great, Mog felt good through Charlies and into the chicane, quick down Stebbe Straight, quick through Edwinas, we're making good progress, up through John Cooper Esses and onto Shaws hairpin, magic this is easy, chunk her into 2nd into 2nd into 2nd do I have a 2nd sh...t I've done it again, another cr..p lap. Still no faster than my 2nd practice.

So one lap left. I know we can take four or five seconds off that damn practice lap if I can find the gears. Then a word from the wise, just chill, you're trying too hard, Those words from Simon were the last words on my mind as I planted the throttle on my final lap. 75 seconds later we broke the timing beam at the finish. At last my most important time of the day BEATEN.

Chris brought that immaculate Plus 4 into second place and Simon ended up quicker than Jonathan by bringing the super quick roadster into third place.

What a good day, but did I mention that it never stopped raining all day.?