

MSCC Techniques Speed Championship 2010

Event Report

Venue: Silverstone (Stowe Circuit)

Date: 18th April 2010

Weather: Dry and Hot

Not getting the 'regs' until Friday morning, and them reading like badly translated 'flat-pack' build instruction should have set some alarm bells ringing about the organisation of the day. I quote;

"Practice and timed runs will be as per the running order shown in the signing on with the double driven cars will run first then in order as shown, the 1st driver can be either driver (number must match the driver) as this running order you will have time to change over to keep to the meeting running on time".

Amazing!!! John 'B' Stephens arrived expecting Karaoke and poor Richard and Michele didn't even manage to get to the event. Whilst some suspected this might be for fear of an X-factor type grilling if they needed to sing, in truth Richard withdrew because of the damage to his rear axle from Croft and Michele because of an over-running business meeting in London which went on until 2.00am!!! I have to admit to occasional 'business meetings' running until 2.00am in certain drinking establishments I have frequented, but the following morning I have difficulty remember anything about them.....

Singing on, and the subsequent drivers briefing were also interesting, to the point where yours truly had to ask at the end if they could confirm whether the event was one lap or two!! Practice – don't get me talking about practice!!! Whilst we are used to multiple cars on circuits on occasion, five at a time is pushing it – Brian Lee was noted to comment that it's the first time he's had to look left to join a circuit to watch out for oncoming traffic!!!

Did I mention organisational problems???? First practice wasn't timed, and the second practice times read like a Jackanory story – congratulations to Dennis Pickett driving a 1600cc Quest FF86, who it would appear managed the two laps in 14.90 seconds!!!! Further evidence of the problems of trying to run five cars at once with only four timing clocks.... The upshot, however, was that as this was a new event, and we were unable to use practice as 'bogey' times, we were all essentially running blind as the system for calculating class differentials on the day was beyond us mere mortals.

On to the event itself, and our day was not without incident. Dave Simpson proved he was the worthy recipient of last season's 'nil desperandum' award as not only did he run out of petrol on the way, but having put a couple of gallon in before first practice experienced a loss of power and ran out again - I make that the most thirsty Morgan in existence (2 gallons per 1.5 miles!!!). He suffered a loss of power in the paddock awaiting his first timed run and had to withdraw, whence the problem was diagnosed to plug leads being disconnected by an errant cooling hose, after which he completed the second timed run.

John 'B' Stephens had an uncharacteristic spin on the first hairpin, recovering on his second run to post a 124.33. Having had an extensive delay to their second practice - because the sprint seemingly over-ran its time allocation and the karts had to be given a go (Did I mention we had organisational problems....!!!), Andrew Miller, Jeremy Lewis (and of course, who else but poor Dave Simpson) set competitive times, and as we all eventually repaired to paddock set about trying to work out what was what, yours truly was surprised to learn that I'd set FTD at that point of 122.58, with Greg Dixon Smith a close second at 123.68, with Jeremy Lewis running third – his day also starting off

badly when the marshals ruled his helmet out of date. Thankfully Brian Lee has a similar sized head and kindly offered to share!!!

Second timed runs saw Andrew Miller improve to set overall FTD at 122.38, yours truly failing to improve and ending with 122.58, Greg finishing on 123.51 and Jeremy Lewis on 123.81. However, I suspect that in addition to a good clutch of points for Andrew Miller a number of other drivers will all receive a nice surprise once the 'Marple Machinations' have been concluded.

Stowe Circuit itself is a relatively twisty circuit (2nd and 3rd gears only in the Eight) run on pristine tarmac and all the drivers felt the circuit rewarding and would welcome a return in the future. However, did I mention the organisational problems.....

Clive Glass