

## **MSCC Techniques Speed Championship**

Date: 7<sup>th</sup> August 2010

Venue: Three Sisters

Weather: Intermittent heavy showers

So much for the 'Barbecue Summer' the weather-people promised us.....!!!!

Perhaps the kindest definition of the weather would be 'mixed'. Raining on first practice meant everybody took the opportunity to try to learn our lines. Simon Moore had commented on the morning walk that it should be possible to take the two bends after Lunar Bend on one radius, which as we all later found is indeed possible, but simply staying on track for first practice was a challenge in itself. It's an interesting experience setting the car to steer into a bend for it simply to go straight on....

Fresh from curing the fuel feed problem that kyboshed their Aintree outing in June, Granville and Chris Martin were back in action. In his usual exuberant style (ie. no concept of the 'subtle' distinction between a sodden track and a dry one) Chris did a lovely pirouette at the end of Paddock Bend and rear ended the tyre barrier square on, before carrying on to complete his run.

Everyone managed to get round in under two minutes – which was a bit of a talking point in the paddock, with the class bogey all around the 82-88 second mark.....

Back in the paddock, surveying the damage to the Martin-mobile revealed a neatly folded under rear number plate and mount, but fortunately no mechanical damage. Chris felt the tyre pressures were a bit on the firm side so dropped them slightly, which Granville dryly noted meant they were now set at 'semi-fatal'.....

Lord Unstone wondered whether the new position of the number plate constituted a down force aid but by common, and indeed magnanimous consensus, the Martin's car was allowed to stay in Class 5.....

By second practice the rain had stopped and the wind was quickly drying the track, with a few puddles strategically remaining to catch out the unwary or the over-exuberant, and times improved, but all still a long way from bogey.

After lunch the track was almost dry allowing Simon Moore to improve to just over a second from bogey, with Chris Martin just a second over. Gavin Rintoul in his 4/4 four-seater had set himself the goal of breaking 100 seconds and was only a couple of seconds shy of the mark.

The second timed run saw a dry track and everyone was keen to push things a bit more. Chris improved to .28 away from bogey, Lord Unstone 2 seconds away and Granville and yours truly split by 0.3 of a second. Gavin was pushing his target hard and was only 0.51 seconds over his goal for the day, but - saving the best until last – Simon Moore moved to within two tenths of a second off his bogey.

The organisers announced we would be having four times runs and joy abounded in the paddock. Lining up for run three the air felt a bit moist, but everyone was getting

away with good times. Until the Morgans lined up at the start, when the heavens opened and we were back to first practice conditions. Apart that is from Granville who, as first Morgan out, had the last dry run of the day, and relegated yours truly into fifth place.

And so that was that!!! The meeting then petered out as competitors felt improvement in times was impossible, we all packed up and waited for the results to be posted. So it all finished as it had stood at the end of the second timed runs. Simon Moore first, Chris Martin second and Lord Unstone third.

Of course as we waited for the presentations the sun came out, dried the track and the weather was officially re-classified as 'CTF' (or 'cracking the flags' to those who have yet to suffer the Glass Metrological Office forecasts). And Jonno, before you ask, yes I did arrive in shorts.....

Clive Glass